Adirondack Recreational Trail Advocates (ARTA)

Proposal for the Adirondack Rail Trail

Revised as of December 1, 2014

Submitted by the Board of Directors of ARTA

Tupper Lake: Hope Frenette, Chris Keniston; Maureen Peroza
Saranac Lake: Dick Beamish, Lee Keet, Joe Mercurio;
Lake Clear: David Banks;
Keene: Tony Goodwin;
Lake Placid: Jim McCulley;
Beaver River: Scott Thompson
New York State Snowmobile Association: Jim Rolf

WWW.TheARTA.org
www.AdirondackRailTrail.org
Adirondack Recreational Trail Advocates
P.O. Box 1081
Saranac Lake, N.Y. 12983
This presentation has been prepared by Adirondack Recreational Trail Advocates (ARTA), a not-for-profit 501(c)(3) corporation formed in 2011 and dedicated to creating a recreational trail on the largely abandoned and woefully underutilized rail corridor.

# Table of Contents

## Contents

Table of Contents ............................................................................................................. 3  
Executive Summary ........................................................................................................... 6  
Overdue Review of the Corridor Management Plan ............................................................. 7  
Original UMP Criteria Favor the Rail Trail ........................................................................ 7  
Changing the Status of the Corridor .................................................................................. 10  
  Classification as a Travel Corridor .................................................................................... 10  
  Historic Status .................................................................................................................. 10  
Rail Corridor History .......................................................................................................... 11  
Recreational Rail-Trails ..................................................................................................... 13  
  Economic Impact of a Recreational Trail: Bicyclists ......................................................... 14  
  Are there alternative biking paths? .................................................................................... 17  
  Economic Impact of a Recreational Trail, Snowmobiles .................................................. 18  
    Objections to increased snowmobiling and ATVs .......................................................... 20  
    ATVs and Illegal Trespass .............................................................................................. 20  
Job Impact of the Adirondack Rail Trail ............................................................................. 21  
Safety .................................................................................................................................. 22  
Restoring Freight, Passenger, and Excursion Rail Service ............................................... 22  
  Restoration of Infrastructure for Freight Rail Service ..................................................... 23  
  Acquisition of Rolling Stock ............................................................................................. 24  
  Operational Costs ............................................................................................................. 24  
  Summary of Anticipated Costs ......................................................................................... 25  
  Business Outlook .............................................................................................................. 25  
  Passenger Rail Service ..................................................................................................... 27  
  Excursion Rail Service ..................................................................................................... 27  
  Summary, Rail Service ..................................................................................................... 28  
Why not rails and a trail? ................................................................................................... 29  
Why not “go arounds”? ..................................................................................................... 29  
  Mountain biking is different ............................................................................................ 30  
A parallel trail between Lake Placid and Saranac Lake? ....................................................... 31
Passenger options: fly, take a bus, take a train, or drive .......................................................... 32
Preserving the History of the Rails ........................................................................................................ 34
Building the Adirondack Rail Trail ........................................................................................................ 35
Management and Maintenance of the Adirondack Rail Trail .............................................................. 36
  Trail Maintenance: 40 miles connecting Lake Placid and Piercefield .................................................. 37
  Trail Maintenance: 50 miles connecting Piercefield and Old Forge .................................................. 38
  Signage ............................................................................................................................................. 38
  Fencing and Gates ............................................................................................................................... 38
  Access Points and Parking .................................................................................................................... 38
  Access Control ................................................................................................................................... 38
  Restroom Facilities .............................................................................................................................. 39
  Conformance with Relevant Standards ............................................................................................... 39
  Trail Inspection and Maintenance ........................................................................................................ 39
  Mowing Ditches and Far Shoulders ...................................................................................................... 39
  Leaf/ Debris Removal from Lateral Ditches .......................................................................................... 39
  Culvert Inspections and Repairs ........................................................................................................... 40
  Trail Log .............................................................................................................................................. 40
  Law Enforcement ................................................................................................................................. 40
  Hours of Operation ............................................................................................................................... 40
  Required Facilities ............................................................................................................................... 41
    Parking Facilities ............................................................................................................................... 41
    Path Connectivity ............................................................................................................................... 41
Conclusion: The Adirondack Rail Trail is Clearly the Best Choice .......................................................... 43
Appendices ............................................................................................................................................ 45
  Appendix A: Businesses in Support of the Adirondack Rail Trail .......................................................... 45
    Lake Placid (133) ............................................................................................................................... 45
    Ray Brook (12) ................................................................................................................................. 47
    Saranac Lake (90) ............................................................................................................................. 47
    Tupper Lake (110) ............................................................................................................................. 48
    Points South (39) ............................................................................................................................. 49
    Points North and East (16) ............................................................................................................... 50
Appendix B – Supportive newspaper editorials ....................................................................................... 51
Executive Summary

The Adirondack Rail Trail will consist of two segments of the rail corridor that runs through the heart of the Adirondacks: the 40-mile stretch connecting Lake Placid, Ray Brook, Saranac Lake, Lake Clear, Tupper Lake and Piercefield, and the 50-mile stretch connecting Piercefield, Sabattis, Lake Lila, Beaver River, Big Moose and Old Forge. This rail-to-trail conversion will provide a major new tourist destination in the Adirondack Park and will rank as one of the nation’s finest year-round recreational trails.

Our prime objective is to maximize economic benefit for the towns and villages along the rail corridor without more years of debate and delay. Tourists, seasonal homeowners and permanent residents will richly benefit from the Adirondack Rail Trail. This safe, scenic, level pathway will serve people of all ages and physical ability, including short-and-long-distance cyclists, kids on tricycles and training wheels, biking commuters, runners and walkers, athletes in training, wheelchair users, birdwatchers, dog walkers, parents pushing baby strollers, and snowmobilers in season.

Some 12,000 individuals, more than 400 businesses, and a dozen local governments along the route have called for state action to revisit the corridor management plan to determine the best use of what has been a sadly underutilized public resource.

We acknowledge the appeal of a tourist train and, by way of compromise, we support its continuation on the relatively successful leg between Old Forge and Utica. However, as this document will show, the economic argument is overwhelming for installing the Adirondack Rail Trail, at little public expense, between Old Forge and Lake Placid. The highest and best use of the corridor north of Old Forge is clearly its conversion to a versatile, multi-seasonal trail connecting hamlets in desperate need of the tourist revenues that such a trail will generate.

Due to lack of demand and a failure to attract private investment, the railroad-restoration option chosen for the corridor in 1995 has never been implemented. As a consequence, 81 miles of corridor have been kept out of use and held hostage by the struggling, nine-mile tourist train operating between Saranac Lake and Lake Placid. It is time for the state to seize this most promising opportunity for Adirondack economic development in our lifetimes.

In 1986, there were fewer than 200 known rail-trails in the United States. Today there are more than 2,000 preserved pathways on former rail lines that form the backbone of a growing trail system that links communities, regions, state and ultimately the entire country. More than a thousand additional trails are in the works, with new projects starting each month. The national impact of the rails-to-trails movement has been profound.

New York State needs to get with the program. It should capitalize on this critically important economic, recreational and cultural resource for the benefit of the many towns and villages involved and the millions who will use and enjoy the Adirondack Rail Trail in the future. We urge Governor Cuomo, the state departments of Transportation and Environmental Conservation, and the Adirondack Park Agency to seize this golden opportunity without further delay.
Overdue Review of the Corridor Management Plan

On August 27, 2013, the New York State Department of Environmental Conservation (DEC) and the New York State Department of Transportation (NYSDOT) announced that a series of hearings would be conducted to discuss the management plan for the Remsen-Lake Placid Travel Corridor.

It was widely reported in the press that the state would undertake a review of the management plan for the corridor (e.g., http://www.denpubs.com/news/2013/jun/11/dot-dec-review-management-plan-remsen-lake-placid-/).

Public meetings were held on September 9, 2013 (Town of Webb Park Avenue Office Building, 183 Park Avenue, Old Forge), September 10, 2013 (DEC Region 5 Headquarters, 1115 State Route 86, Ray Brook), September 16, 2013 (State Office Building, 207 Genesee Street, Utica), and September 17, 2013 (The Wild Center, 45 Museum Drive, Tupper Lake). The sessions included a presentation by the state agencies and informational stations where the public could give state agency staff their comments and ideas verbally or in writing (http://www.dec.ny.gov/lands/62816.htm).

It was subsequently reported that the state received more than 2100 comments, and that DOT Commissioner Joan McDonald and DEC Commissioner Joe Martens planned to respond during December, 2013 (http://www.pressrepublican.com/0113_business/x207077442/DOT-decision-on-railroad-corridor-likely-in-December/print, http://www.adirondackalmanack.com/2013/11/state-nears-decision-railroad-debate.html). However, there has been no response from the State of New York to date other than its October 10th announcement to conduct four additional UMP public hearings in late October and early November 2014. Meanwhile, the economy of the Adirondack region from Old Forge to Lake Placid continues to suffer as a result of the gross under-utilization of this corridor.

Original UMP Criteria Favor the Rail Trail

In 1996, the NYS Department of Environmental Conservation released the final draft of its 1995 Remsen-Lake Placid Travel Corridor Final Management Plan/Environmental Impact Statement. That document has served as the administrative plan for the 120-mile corridor for the last 17 years. Of the six alternatives considered, the following alternative was chosen: “Permit rail uses over the entire length of the corridor, encourage compatible recreational trail uses.” The listed conditions for making this decision on the future of the corridor were:

1. How much public support would each alternative have?
2. Would passenger and freight service on the corridor be economically feasible?
3. Will the alternative represent the form of corridor management which would confer the greatest benefits to the corridor region and to the state?
4. Would the economic and social benefits of the plan outweigh the associated environmental impacts?
5. What would be the best method of implementing the alternative?

Based on these criteria, the conclusion was choice #6: that rail services along the entire length of the corridor would be given a chance to develop during a suitable “marketing period.”

---

1 Available online at http://www.dec.ny.gov/docs/lands_forests_pdf/remplacidump.pdf
enterprise was to be given the chance to develop tourist excursion, passenger, and freight rail services largely through privately secured funding sources. On those corridor segments not required for rail services, recreational trail uses were to be accommodated within the rail bed. At the end of the rail marketing period, corridor segments not included in rail proposals approved by the state would be committed to trail development.

ARTA believes that the criteria used to determine use of the corridor in 1995 would all favor the recreational trail option if applied today.

1. Public support has swung toward recreational uses. More than 12,000 people have petitioned the Governor to create the Adirondack Rail Trail (see Appendix H). Local governments all along the corridor, plus the New York State Snowmobile Association, have passed resolutions requesting a review of the corridor plan or have called for immediate removal of the rails in favor of a recreation trail. Newspaper editorials from Albany to Plattsburgh, Utica to Saranac Lake, have overwhelmingly supported this position. (Appendix B.) And more than 400 regional businesses have called for a recreational trail. (Appendix A).

2. The hoped-for revival of passenger and freight service along the entire corridor never occurred. Instead, a tourist train between Utica and Old Forge operates on the southwestern end of the rail corridor, apparently with some success. ARTA favors continuation of this service. At the other end of the line, a lightly-used tourist train operates between Saranac Lake and Lake Placid. Despite a brief renewal of service from Utica to Lake Placid around the 1980 Olympics, the rail corridor between Saranac Lake and Old Forge has not been rehabilitated for regular freight or

<table>
<thead>
<tr>
<th>Resolutions passed by</th>
<th>Review UMP</th>
<th>Remove rails</th>
<th>Restore Train</th>
</tr>
</thead>
<tbody>
<tr>
<td>Village of Lake Placid</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town of North Elba</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St Lawrence County</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Village of Saranac Lake</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Village of Tupper Lake</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Town of Tupper Lake</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Town of Webb</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town of Harrietstown</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Town of Piercefield</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beaver River Property Owners</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NY State Snowmobile Assoc.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town of Cotton</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Town of Santa Clara</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saranac Lake C of C</td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

2 All resolutions passed are available on line at:

- Town of Tupper Lake - http://www.thearta.org/Resolutions/Town%20of%20Tupper%20Lake.pdf
- New York State Snowmobile Association (NYSSA) - http://www.thearta.org/Resolutions/NYSSA%20board%20of%20directors%20resolution%20Adirondack%20Scenic%20RR.pdf
- Beaver River Homeowners’ Association - http://www.thearta.org/Resolutions/Beaver%20River%20Resolution.pdf

3 Although the most popular train, the Polar Express, does not use the subject corridor at all: it terminates at Holland Patent
passenger service. In fact this 81-mile stretch serves only one purpose: the annual transit of the rolling stock from Utica to Lake Placid in the spring and its return in the fall.

3. Restoration of train service from Utica to Lake Placid would, at great expense to taxpayers, bring minimal benefits to the region and state. A 2011 Stone Consulting report commissioned by the Adirondack Scenic Railroad\(^4\) indicated that 7,000 new visitors would utilize this restored train service, bringing $686,000 of new revenues to the area. This study also put the cost of rail rehabilitation at only $15 million because their proposal only restores the tracks to Class II or 30 mph passenger operation - a speed reached by trains in England in 1829. In 2008, the state DOT estimated that another $43 million, on top of $34 million already invested in the corridor\(^5\), would be needed to achieve these minimal benefits. By contrast, a 2012 report by the Rails-to-Trails Conservancy\(^6\) estimated that 244,000 new visitors spending $20 million a year would be attracted to the region if just the first 34 miles (Lake Placid to Tupper Lake) were converted into a recreation trail. Studies by the NYS Snowmobile Association and others estimate that removal of the rails north of Old Forge would result in another $7.2 million in wintertime tourist expenditures. Using a conservative 1.7 multiplier effect\(^7\), the Adirondack Rail Trail would produce a $46 million overall economic impact, summer and winter. The major beneficiaries will be the hamlets along the corridor, many of which, like Tupper Lake, are in great need of new revenues to stimulate local business and attract new residents.

4. The environmental impacts of tourists walking, jogging, bike riding, etc. are virtually nil compared to the environmental impact and noise of powered rail service. The health benefits of a safe, level, recreation trail and the cultural benefits of historical signage and mini-museums at former rail depots outweigh either the current non-use of the corridor or occasional tourist excursion runs.

---


\(^6\) http://www.thearta.org/Lake Placid to Tupper Lake Trail Development_Final.pdf

\(^7\) The standard method for determining the total economic impact spending will have is known as the RIMS II (Regional Input-Output Modeling System\(^*\)) multiplier. RIMS II multipliers are used extensively by the federal government, most states and counties. For the Adirondacks, RIMS II multipliers range from around 1.7 for retail sales to 1.95 for food and lodging purchases. We have used 1.7 here to be conservative.
5. Thanks to the well-constructed rail bed, the Adirondack Rail Trail could be created quickly and at relatively little expense, whereas restoring rail service would require extensive rebuilding and modernization at considerable cost to taxpayers. (As noted, DOT has estimated the cost to be $45 million.) The obsolete rails currently in place have a scrap value in excess of the estimated cost of trail construction, including a hard-packed surface between Lake Placid and Piercefield suitable for road bikes, baby strollers and wheelchairs, and a less-finished surface, perfect for mountain bikes and snowmobiles, between Piercefield and Old Forge. Restoring train service would require replacing the rotted ties, renewing deteriorated ballast, and installing rails that can handle modern engines and heavy freight at effective speeds. Nevertheless, the recreational trail will leave open the option of adapting the rail bed for restored service. Because the corridor is owned by the state, any future demand for rail service, however unlikely, could be accommodated using the well-maintained rail bed as a base.

In summary, all of the criteria used in 1995 would support, at a minimum, the conversion of the 81 miles of underutilized trackage between Old Forge and Saranac Lake into a summer and winter recreation trail. The question of a parallel recreation trail between Saranac Lake and Lake Placid will be addressed separately in this report, but given the resolutions passed by both Lake Placid and North Elba in favor of rail removal, and the uncertain costs and availability of permits to construct such a parallel path, ARTA would expect the commission to suggest either:

- methods for constructing such a parallel path, including sources of funds; or,
- replacing it with a uniform recreation trail on the existing rail bed

### Changing the Status of the Corridor

#### Classification as a Travel Corridor

Railroad-restoration advocates have claimed that removing the old tracks between Lake Placid and Old Forge would cause the corridor to revert to the state-land classification of adjoining parcels of Forest Preserve. This is not the case. As a noted land-use attorney (see Appendix C) states:

“Both the Plan and the UMP for it make it abundantly clear that it is the corridor itself -- i.e. its continuity and length, its historical significance and its setting -- that is the "unique State land resource". Not rails and ties. And for that reason, the corridor is supposed to have its own classification and its own UMP, and it would be contrary to the State Land Master Plan for the corridor's management to become subject to the UMPs for adjacent Forest Preserve Units.”

#### Historic Status

A contradictory claim by these same advocates is that the historic status of the corridor prevents the removal of the tracks for any reason whatever. This claim is also easily refuted. The Adirondack Council, the region’s leading advocate for wilderness protection, passed a resolution in 2012 reaffirming its support for preserving the corridor for transportation and recreational use, including snowmobiling. Moreover, it is the corridor as a whole that has earned listing on the National Register of Historic Places, not any single element such as the rusted tracks and rotting

---

8 See page 27, A parallel trail between Lake Placid and Saranac Lake?
ties. ARTA seeks to honor this historic designation by enabling the public to use and enjoy the corridor and, in so doing, better appreciate its history through interpretive signs and exhibits along the way. (This issue is also addressed by ARTA’s legal expert (See Appendix C.)

**Rail Corridor History**

William Seward Webb constructed this line, which he called the Mohawk and Malone, with service beginning in 1892. The original line ran from Herkimer to Malone, a distance of 191 miles. In 1893, the New York Central Railroad leased this line from Webb's Mohawk and Malone. The New York Central changed the southern terminus to Utica and added a spur from Lake Clear Junction to Saranac Lake with service to Lake Placid via the existing Delaware and Hudson tracks. The New York Central operated the line as their Adirondack Division with through passenger and freight service from Utica to Malone, Montreal, Saranac Lake, and Lake Placid. In 1913, the New York Central bought the line and commenced a major upgrade to both accommodate heavier engines and withstand the harsh climate. The line operated profitably for another 10-15 years before paved roads began to siphon off both freight and passenger traffic.

In 1952, the New York Central first petitioned to abandon the day train to Lake Placid. The petition was denied. In 1957, the railroad successfully petitioned to end passenger service to Malone, and the tracks from Lake Clear Junction to Malone were removed soon thereafter. In 1958, the railroad petitioned to abandon all passenger service on the line and threatened to abandon all service if they were not allowed to abandon passenger service. When this petition was also denied, the railroad substituted rail diesel cars (a single powered rail car "bus on rails") for passenger service.

In 1963, the New York Central again petitioned the government for full abandonment, but ultimately agreed to continue freight service after being relieved of passenger service. In 1968, the New York Central and the Pennsylvania Railroad merged to form the Penn Central Railroad, with the Penn Central continuing limited freight service until 1972 when its petition for discontinuance was finally accepted.

In 1974, the State of New York acquired the Remsen to Lake Placid line from Penn Central "...in order to preserve the right-of-way until the best use could be determined." (Corridor Management Plan, page 7.) In 1977, the State signed a contract with the Adirondack Railway Corporation to rehabilitate and operate the line, with rehabilitation costs set at $1.75 million. ARC received a $1.645 million grant from the Federal Economic Development Administration and matching State funds of $105,000.

When passenger service to Lake Placid for the 1980 Winter Olympics was added to the plan, the State provided an additional $805,000 plus another $100,000 to prevent a shut down for safety reasons prior to the Olympics. Limited service that was plagued by derailments continued through the fall of 1980. The State then reviewed the operations and cancelled the lease in February, 1981. The Adirondack Railway Corporation filed for bankruptcy in April, 1981.
When the state Department of Transportation (DOT) subsequently solicited bids for another operator, they did not receive any acceptable bids. It then took until 1991 for DOT to regain full control of the line from the prior owners.

In 1990, the Adirondack North Country Association (ANCA) commissioned Northwest Engineering to conduct a feasibility study for rail rehabilitation and operations. The cost of rehabilitation from Remsen to Lake Placid was set at $17 million.

In 1991, DOT and the state Department of Environmental Conservation (DEC) jointly began the process of preparing a management plan for the Adirondack Rail Corridor from Remsen to Lake Placid. The first step was the formation of a Citizens Advisory Committee, which met seven times between January and September, 1992. All but one of the 25 members favored the restoration of at least some rail service. In September, 1994, the DOT/DEC planning team released a "Summary Draft Plan" that kept the rails in place for five years while a suitable operator was sought.

The plan stated: "State funding would not be made available for rail service development." In December, 1995, a "Final Draft" plan was released for public comment with the modified statement: "Rail development will largely depend on privately secured funding sources because, although there are potential public sources, government funding availability cannot be guaranteed."

In 1992, simultaneous with this planning process, the DOT permitted the Adirondack Railway Preservation Society (ARPS) to improve the track for four miles south of Thendara and operate the Adirondack Centennial Railroad in recognition of the 100th anniversary of the Adirondack Park. This short, eight-mile round trip excursion (later extended to nine miles) attracted as many as 76,800 riders per year during its three seasons from 1992 to 1994.

In 1996, ARPS received $2 million in federal and state grants to upgrade the line from Utica to Thendara and thereby add a longer excursion service from Utica. In 2000, the state awarded a total of $7.1 million in grants to upgrade the track between Lake Placid and Saranac Lake with additional improvements to allow equipment to move the 80 miles from Thendara to Saranac Lake. In 2006, DOT spent $4.1 million to rebuild the railroad overpass at Thendara.

In a 2007 letter to Scott Thompson of Beaver River⁹, Mark Silo, P.E. and DOT Region 2 Director, stated that to date the State had invested $32 million in the rail corridor. The letter states, "New York State assumed ownership of the Corridor in 1974 and since then, through several State administrations, has invested $32 million in its preservation." This wording implies, but does not make clear, that the $32 million figure does not include the apparent $15 million purchase price of the Corridor in 1974.

Since 2000, the Adirondack Scenic Railroad has operated excursion service in the following locations on the Adirondack Rail Corridor:

- Lake Placid and Saranac Lake (9 miles);
- Thendara and either Carter Station or Moose River (both 5 miles);

---

⁹ See Appendix G
• Utica and Thendara (52 miles);
• Most recently, once a week from Utica to Big Moose (63 miles) during the summer of 2013, but there were no trips during the summer of 2014.

The 68 miles between Big Moose and Saranac Lake remain fit only for slow-speed equipment moves. Due to the deterioration of the tracks and ties, movement of rolling stock is now very rare and difficult.

The Adirondack Scenic Railroad's popular Polar Express Christmas trains do not use any portion of the Adirondack Rail Corridor.

**Recreational Rail-Trails**

Rail-trails are multi-purpose public paths created from abandoned railroad corridors. Most often flat or following a gentle grade, they traverse urban, suburban and rural America. Ideal for many uses, such as bicycling, running, walking, and wheelchair use, rail-trails are increasingly popular as recreation and transportation corridors. In this case, the Adirondack Rail Trail also provides for greatly improved snowmobiling and the attendant economic benefits.

Rail-trails create healthier places for healthier people. They serve as wildlife conservation and historical preservation corridors, stimulate local economies by increasing tourism and fostering local business, offer safe and accessible routes for work and school commuting, and promote active lifestyles for all ages and levels of physical ability.

In 1986, there were fewer than 200 known rail-trails. Today, there are more than 2,000 preserved pathways on former rail lines that form the backbone of a growing trail system that links communities, regions, states and, ultimately, the entire country. More than a thousand additional trails are in the works, with new projects beginning each month.

The Rails-to-Trails Conservancy (RTC) serves as the national voice for this popular movement. ARTA has worked closely with RTC and drawn on its incomparable expertise. They have concluded that a recreational trail on the Adirondack corridor will draw tourists and economic development to the region.  

---

10 The Adirondack Rail Trail, Lake Placid to Old Forge, Stage One: Lake Placid to Tupper Lake Trail Development Plan, Rails-to-Trails Conservancy Project Team, Carl Knoch, Karl Wirsing, Barbara Richey, July 2012. Available at: http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Trail%20Development_Final.pdf
museums, and all the services recreational users require, including a variety of lodgings and restaurants, all accessible on a year-round basis.

The Adirondack Rail Trail will serve as a year-round recreational destination for people of all ages and capabilities. In so doing, it will add to the attraction of the Adirondack Park as a desirable place to vacation, own a second home, reside, work, retire, invest, and operate a business.

**Economic Impact of a Recreational Trail: Bicyclists**

The economic benefits of a recreational trail on the Lake Placid-Old Forge corridor will be very substantial. During most of the year, the trail will be used by bicyclists, walkers, joggers, hikers, and others, a large proportion of whom will reside outside of the region and be drawn to this region by the Adirondack Rail Trail. Their local spending will provide a major boost to the region’s economy.

As noted above, RTC based their estimates on equivalent trails’ actual usage, forming a composite that gave them a range of expected visitors and spending. They estimate that the first section of the rail-to-trail conversion, utilizing the 34-miles of rail-bed connecting Lake Placid and Tupper Lake, could attract between 75,000 and 800,000 visitors annually, with a midpoint of 224,260 visitors. Out-of-area visitors will spend between $63.86 and $99.30 per day, with an average of $86.02. At the midpoint spending level, visitors will add $19.8 million in annual revenues to the local economies.\(^{11}\) Local trail users will add $1.8 million in trail-related spending. This figure has not been included in the analysis on the presumption that these funds would have been spent somewhere in the area anyway (but possibly not locally).\(^{12}\)

Some have criticized those estimates as derived from experience with rail-trails located near major metropolitan areas. In fact, the RTC analysis was largely based on experience with trails located a substantial distance from large urban centers. The Pine Creek Rail Trail is located northeast of Williamsport, PA. The Ghost Town Trail starts 50 miles east of Pittsburgh, PA. The Virginia Creeper Trail is located in a remote region in southwestern Virginia.

The trails from the RTC analysis with connections to major urban centers are the Great Allegheny Passage, a 145-mile trail which starts outside of Pittsburgh, PA, the Heritage Rail Trail County Park, which connects to a Maryland rail-trail that extends twenty miles to a Baltimore suburb, and the Torrey C. Brown Trail, which starts in an outer suburb of Baltimore.

\(^{11}\) Ibid.

\(^{12}\) The Adirondack Rail Trail, Lake Placid to Old Forge, Stage One: Lake Placid to Tupper Lake Trail Development Plan, Rails-to-Trails Conservancy Project Team, Carl Knoch, Karl Wirsing, Barbara Richey, July 2012. Available at: http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Trail%20Development_Final.pdf
Examining the RTC report, experience with trails with no urban connection is impressive in terms of the economic growth brought to the regions, with average total annual trail-related expenditures of nearly $3,000,000.

The following table compares three rail-trails with urban connections and three without:

<table>
<thead>
<tr>
<th>Trail, State, Survey Date</th>
<th>Avg. $ soft goods (local users)</th>
<th>% purchasing</th>
<th>Avg. $ per overnight stay</th>
<th>% overnight</th>
<th>Annual user visits</th>
<th>Avg non-local user expenditure/day (soft goods + overnight)</th>
<th>Total Annual expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pine Creek Rail Trail, PA, 2006</td>
<td>$30.30</td>
<td>86%</td>
<td>$69</td>
<td>26%</td>
<td>138,227</td>
<td>$99.30</td>
<td>$6,081,712</td>
</tr>
<tr>
<td>Ghost Town Trail, PA, 2008</td>
<td>$13.62</td>
<td>72%</td>
<td>$78</td>
<td>7.3%</td>
<td>75,600</td>
<td>$91.62</td>
<td>$1,171,830</td>
</tr>
<tr>
<td>Virginia Creeper Trail, VA, 2004</td>
<td>$19.20</td>
<td>NA</td>
<td>$47</td>
<td>33.5%</td>
<td>103,172</td>
<td>$66.20</td>
<td>$1,624,443</td>
</tr>
<tr>
<td><strong>Average, no urban connection</strong></td>
<td><strong>$21.04</strong></td>
<td><strong>65</strong></td>
<td><strong>105,666</strong></td>
<td><strong>$85.71</strong></td>
<td><strong>$2,959,328</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heritage Rail Trail County Park, PA, 2007</td>
<td>$12.86</td>
<td>79%</td>
<td>$51</td>
<td>12.5%</td>
<td>394,823</td>
<td>$63.86</td>
<td>$6,528,161</td>
</tr>
<tr>
<td>Great Allegheny Passage, PA/MD, 2007–2011</td>
<td>$13.00</td>
<td>67%</td>
<td>$65</td>
<td>40.8%</td>
<td>612,991</td>
<td>$98.00</td>
<td>$21,595,673</td>
</tr>
<tr>
<td>Torrey C. Brown Trail, MD, 2005</td>
<td>$9.14</td>
<td>72%</td>
<td>$61</td>
<td>.05%</td>
<td>800,000</td>
<td>$70.14</td>
<td>$5,508,640</td>
</tr>
<tr>
<td><strong>Average, urban connection</strong></td>
<td><strong>$11.67</strong></td>
<td><strong>59</strong></td>
<td><strong>602,605</strong></td>
<td><strong>$77.33</strong></td>
<td><strong>$11,210,824</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The urban-connection trails see very substantial numbers of users from regions removed from the urban center. For example, 43.7% of users of the Great Allegheny Passage trail began their trip at least 60 miles from Pittsburgh, and 45.7% of users ended their trip at least 60 miles from Pittsburgh. Twenty-three percent of users were taking a multi-day trip. Persons age 15 or younger constituted 9% of trail users, persons age 65+ were 12% of users. The average group size was 2.5 persons, and the average estimated spending by the group for that day in communities along the trail was $120. Twenty-eight percent were planning an overnight stay in conjunction with their trip, and 78% of those overnight stays were at least 60 miles from Pittsburgh. More than half of overnight accommodations cost $100 or more. The Great Allegheny Passage reports visitors from every state (including Hawaii and Alaska), and every continent.

Local businesses, including lodging, restaurant, retail, and bike/outfitters, attributed 30% of their businesses to the trail, with businesses farther from Pittsburgh reporting a higher proportion of their business as coming from the trail.

---

14 telephone conversation with Allegheny Trail Alliance, August 17, 2013
Similarly, 38.3% of the users of the Heritage Rail Trail County Park were non-local. More than 85% of the survey respondents indicated that they had purchased some form of “hard goods” (defined as bike, bike accessories, auto accessories, running, walking, hiking shoes or clothing) in conjunction with their use of the trail. The average spending of those who provided spending data was $367\textsuperscript{16}.

There are other examples of recreational trails in the northern U.S. and removed from urban centers that have significantly improved local economies. According to the NY State Office of Parks, Recreation & Historic Preservation (Sept. 2010), a study of the O&W Rail Trail/D&H Canal Trail (aka Hurley Rail Trail) outside of Kingston, NY estimated 48,000 users per year, with about 10.5% of the trail users non-local. Non-local users were found to spend more money in connection with their visits to the trail than local users. They averaged $202.35 per trail visit, versus an expenditure of only $5.19/trail visit for local users, resulting in an economic impact of approximately $2 million\textsuperscript{17}.

According to a 2010 report by the University of Wisconsin-Madison, bicycling brings substantial benefits to the state, with bicycle-related recreation and tourism accounting for $924 million in economic activity, which supports 13,193 full-time jobs. The report also found that $535 million of that economic benefit was generated by bicyclists visiting from other states. Their rail-trail system accounts for more than 1.2 million bicycle person-days of use per year. Non-resident cyclists on that trail spend between $34 and $76 per day of their recreational trip\textsuperscript{18,19}.

A 2008 study by the Minnesota Recreational Trail Users Association (MRTUA) found that recreational trail users outside of the Minneapolis-St. Paul metropolitan area spend more than 120,000,000 person-days and $2B on Minnesota trails, supporting 24,267 jobs\textsuperscript{20}. Statewide trail spending of $2,422 million was estimated to produce $2,953 million in gross output. This contributed $1,542 million to gross state product (GSP). Some 30,900 full-time and part-time jobs were supported by trail spending. Employee compensation from these jobs reached some $864 million. State and local revenues from all taxes, fees, and other sources amounted to $206 million\textsuperscript{21}.

The Lackawanna Greenway Plan and the Lackawanna River Heritage Trail Feasibility Study estimated 128,000 annual user visits to the Lackawanna River Heritage Trail in 2009, resulting in a direct economic impact to the local economy of approximately $28,251,862\textsuperscript{22}.

A study of the Virginia Creeper Trail found that 53% of users were nonlocal, and nonlocals traveled an average of 260 miles and 4.6 hours to reach the VCT. The net economic benefit from 130,000 users per year of the VCT is between $23 and $38 per person per trip. These values can be

\textsuperscript{16}http://www.dcnr.state.pa.us/cs/groups/public/documents/document/dcnr_009471.pdf
\textsuperscript{17}http://www.americantrails.org/resources/economics/economic-benefits-trails-macdonald.html
\textsuperscript{18}http://www.sage.wisc.edu/igert/download/bicycling_final_report.pdf
\textsuperscript{19}http://www.dot.wisconsin.gov/projects/state/docs/bicycle-rural-guide.pdf
\textsuperscript{20}http://atfiles.org/files/pdf/MinnesotaTrailEconomicImpact2009.pdf
\textsuperscript{22}http://www.lhva.org/impact-trails.html
aggregated across the estimated 100,870 primary purpose trips per year leading to an estimated range of between $2.3 million and $3.9 million in net economic benefits from VCT users\(^{23}\).

The Adirondack Rail Trail will offer a unique experience. Adirondack forests, mountains, lakes, rivers, villages, other attractions, clean air, cool summers and snowy winters represent the ideal setting for a recreational trail. People of all ages and abilities can experience our flora, fauna, geology, and communities intimately, needing nothing more than a sturdy pair of shoes or an inexpensive bike, and money for meals and lodging. It is reasonable to anticipate that the trail will attract as many users as any non-urban recreational trail in the U.S., particularly given the opportunity for winter snowmobile use and revenue. The money spent by users of the Adirondack Rail Trail will significantly benefit the economy of the region and make the region much more of a destination for outdoor recreation lovers, generating tax revenue that can be used to address other needs of the state and this region.

<table>
<thead>
<tr>
<th>Spending Categories</th>
<th>Spending per Capita (1/2 Day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food</td>
<td>$13.91</td>
</tr>
<tr>
<td>Retail</td>
<td>$14.27</td>
</tr>
<tr>
<td>Recreation</td>
<td>$16.53</td>
</tr>
<tr>
<td>Lodging</td>
<td>$11.92</td>
</tr>
<tr>
<td>Transportation</td>
<td>$5.61</td>
</tr>
<tr>
<td>Total</td>
<td>$62.23</td>
</tr>
</tbody>
</table>

Are there alternative biking paths?

Saranac Lake is the largest community in the Adirondack Park. Yet the only opportunities for road biking in the Saranac Lake area are on heavily-traveled highways. The Saranac Lake Chamber of Commerce publishes a road-biking map and guide (see Appendix F) that demonstrates the lack of biking opportunities for inter-hamlet travel, recreation, and safe use by less than serious and experienced bikers.

The mountain bike trails available at various locations are held out as proof that bikers and cross-country skiers have plenty of trails to use. However, rail trails are not generally used by mountain bikers whose sport demands the challenges of hills and rough terrain. Rail trails, on the other hand, allow for inter-hamlet commuting, with use by every age and capability person, including kids on tricycles, wheelchairs, hikers, runners, etc.

Recreation trails create new businesses and support existing businesses’ growth. For example, Ty Houck, Director of Greenways, Natural, and Historic Resources, commenting on a funded study of the 18-miles Greenville Health System Swamp Rabbit Trail, noted that the robust economic data in the report are already being used as a market study for businesses trying to determine where to locate. “The Impact Study proves that the GHS Swamp Rabbit Trail is a good investment. The data shows that not only are residents enjoying the trail, but that tourists were also coming to Greenville County because of the Swamp Rabbit”, said Houck, who adds that other communities around the country have visited and are using this information to demonstrate the level of impact a greenway system will have in their community. This trail’s usage has increased to an estimated

\(^{23}\) http://www.americantrails.org/resources/adjacent/VAcreeperstudy04.html
403,000 users per year, up from 359,000 users recorded in Year 1, and the resulting economic impact has been the catalyst for new business development and retail revenue increases. This is a typical result for new recreation trails.

**Economic Impact of a Recreational Trail, Snowmobiles**

Tupper Lake and points north and east will be a major beneficiary of this project, as removing and salvaging the rails past Tupper Lake and south will open up that corridor to snowmobilers through the entire winter season, linking those points to the snowmobiling center of the Adirondacks in Old Forge.²⁴

Studies by the New York State Snowmobile Association and others indicate that removal of the rails north of Old Forge could add another $7.2 million in wintertime tourist expenditures.

Snowmobiling accounts for $23 billion dollars in economic impact in the United States, and another 7 billion in Canada. The average snowmobiler spends 7.2 days in a hotel/motel while pursuing their sport. Over 100,000 full time jobs are generated by the snowmobile industry in North America. Those jobs are involved in manufacturing, dealerships and tourism related businesses. The average annual household income for snowmobilers is $68,000, making snowmobile tourism a substantial economic force in rural northern climates. (International Snowmobile Manufacturers Association)

SUNY Potsdam Institute for Applied Research undertook an economic assessment of snowmobiling on the New York State economy. Based on the nearly 6,000 responses, the assessment determined that snowmobiling delivers an economic impact of $868 million annually. The average annual household expenditure for a snowmobiling season is $3,561 and an additional $3,200 for sled expenses that include purchase price and towing.

Broken down by region, snowmobiling has an economic impact of $245 million in the Adirondacks, $165 million in the Tug Hill and $163 million in Central New York. The study showed that snowmobilers spend an average of 22 days on the trails each season, with 8.5 days being spent in another region of the state from where they reside.²⁶,²⁷

²⁴ The Adirondack Rail Trail, Lake Placid to Old Forge, Stage One: Lake Placid to Tupper Lake Trail Development Plan, Rails-to-Trails Conservancy Project Team, Carl Knoch, Karl Wirsing, Barbara Richey, July 2012. Available at: http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Trail%20Development_Final.pdf
²⁷ An error factor of minus ten percent was taken from the raw data. Adjusted count 212,359 (NYSSA Travel Corridor Study)
Current snowmobile use of the corridor is based on a study conducted by NYS Snowmobile Association trails committee. The study began on December 15th 1997 with laser trail counters furnished by NYS Parks & Recreation. The four monitors were placed at various locations on the corridor. Those locations were Forestport, Beaver River, Horseshoe Lake and Lake Clear Junction.

Due to the great Ice Storm of 1998 the two northerly sites encountered massive counting issues and so were not used for the report. The count also reflects a low snow year when the El Niño effect held temperatures ten to twenty degrees warmer for the season.

<table>
<thead>
<tr>
<th>Actual Readings</th>
<th>January</th>
<th>February</th>
<th>March</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forestport</td>
<td>30,160</td>
<td>105,848</td>
<td>148,487</td>
</tr>
<tr>
<td>Beaver River</td>
<td>24,800</td>
<td>65,368</td>
<td>87,468</td>
</tr>
<tr>
<td><strong>Total raw data</strong></td>
<td><strong>54,960</strong></td>
<td><strong>171,216</strong></td>
<td><strong>235,955</strong></td>
</tr>
</tbody>
</table>

Snowmobile trails open the day after Big Game season closes. While snow conditions vary from year to year, generally there would be enough snow in this region to ride by December 25th if the tracks were removed. While there may be riding elsewhere, the groomers generally are unable to groom the rail corridor until January 15th. With any major thaw the rails become exposed and riding is put on hold again until sufficient snow accumulates again. Using 2012/13 as an example, rideable snow arrived December 12th for all other trails. On December 7th the LPSC groomer went to Lake Clear Junction. It was groomed again December 16th. A January thaw occurred December 19th, and the corridor never had sufficient snow to cover the rails to allow for safe riding the rest of the snowmobile season. Yet all other snowmobile trails in the region were considered excellent. Many were being ridden until mid-April.

Seasonal and geographic variability in snowfall amounts typically leave some sections of the existing travel corridor with plenty of snow and other sections with lower amounts. The entire corridor will be useable even through the lower snow cover sections if the tracks are removed. With the tracks in place a thaw or light snow cover in one section is far more likely to negate use of the entire corridor. As an example of the impact, a loss of three weeks during the early season plus at least one week due to thaws would mean approximately a 30% loss for riding in the corridor. Much of that would likely occur during the crucial Christmas-to-New Year vacation time, one of the busiest periods for winter tourism. This 30% loss of riding time would equate to a financial loss of at least $7.2 million.

If train service were to be restored, the winter time loss of snowmobiling business would be over $24 million. Currently 55% of all businesses in the Adirondacks close for the winter. If winter train service were to restart and the corridor was closed to snowmobiling it is likely that many more business will have to close.

Unfortunately it is not possible to quantify the amount of business that is lost because of the risk of rail-related damage done to snowmobiles in the past that makes the public less likely to ride the corridor. Indeed, many snowmobilers stay off the travel corridor altogether due to reports by

---

28 LPSC Grooming Logs
other snowmobilers of extensive damage sustained by their sleds when there isn't enough snow to
completely cover the rails, i.e., damaged front suspensions, the repairs for which can run into a
great deal of money.

Finally, the tracks themselves reduce the snow cover by radiating heat. If the sun is out and any
portion of the rails are exposed, then even if the temperature is below freezing the sun heats the
rails and the snow is melted significantly. If any rails are exposed after trail grooming it is likely
that those sections will be unusable.

**Objections to increased snowmobiling and ATVs**

Opponents of rail removal and increased access by snowmobiles express concerns about noise
pollution. The vast majority of snowmobilers are respectful of others, and the New York
Snowmobile Association (NYSSA) supports constraints on both noise levels and hours of
operation. There is currently an 11 pm curfew on the corridor in Tupper Lake and Saranac Lake.
Chief Nason, head of the Saranac Lake Police, says that they have very few, if any, problems with
loud snowmobiles or snowmobilers in general.

NYSSA was recently successful in getting a new snowmobile noise emissions testing law passed
in June, 2013. It was signed by the Governor in November.29

According to NYSSA, a tiny minority of riders choose to illegally modify their exhausts to be
louder than OEM stock. This new legislation will enable Law Enforcement Agencies to perform
checks of those loud sleds at check-points and to fine them for breaking the law. NYSSA
recognizes the importance of curbing these loud sleds both for environmental reasons and
landowner concerns. NYSSA promises to work closely with the NYS OPRHP snowmobile unit
employees as well as all Law Enforcement Agencies to make sure these tests are being performed
and those riders who are breaking the law are fined and will comply with the NYS law on
snowmobile decibel levels.

**ATVs and Illegal Trespass**

Some have expressed concern with potential ATV damage as riders illegally try to gain access to
the travel corridor trail. ARTA’s plan calls for the installation of signage and highly reflective
bollards and/or gates at strategically placed narrowings along the corridor to block access to all-
terrain motor vehicles while allowing access by service and emergency vehicles. These choke-
points will not allow attempts to by-pass around the blockades, but will allow for safe passage for
the allowed users by employing proper spacing as well as being engineered to be removed in case
of emergency vehicle access and for wintertime snowmobile use.

While there are areas of the center section of the corridor which have sustained ATV damage
alongside the railroad ties over the years, ARTA supports vigorous measures to halt this illegal
activity. Prohibitive signage will be placed along the entire corridor where access could be
attempted as to the “NO ATV” and/or “NO MOTOR VEHICLE” legal requirements.

---

29 Bill A2734-B Brindisi. The measure outlaws operating a snowmobile without a working muffler that keeps noise
below 78 decibels at full throttle measured from 50 feet away. It also bans snowmobiles putting out 88 decibels at
4,000 rpm as measured from about 12 feet behind a stationary sled. That will use a test developed by the Society of
Automotive Engineers.
ARTA understands that ATV damage can lead to degradation and deterioration of the trail surface and supports NYS’s regulations to keep them off their lands. ATVs are not permitted on New York State trails and will not be allowed on the Adirondack Rail Trail. Opponents of rail removal claim that enforcement of this rule will be difficult, but experience elsewhere shows that once a trail is used by the public self-enforcement takes over. Legitimate users will simply not tolerate inappropriate use of their trail.

Photo: A gate at the entrance to the railroad grade through Bloomingdale Bog successfully prevents ATV trespass.

Job Impact of the Adirondack Rail Trail
A major reason for ARTA’s advocacy for the 90-mile Adirondack Rail Trail linking Lake Placid with Old Forge is the economic benefits it will bring to our communities. Rail-trails attract visitors who not only love to use them, but who also spend money while visiting. Money spent on meals, lodging, repairs and other services, gifts and souvenirs, boat and bike rentals, guides, fuel, and services. Every dollar spent gets multiplied as it flows through the community. The barber’s extra money gets spent on local goods and services, just as the hotelier’s or the restaurateur’s does.

On average every “new” dollar has the impact of two dollars in its economic impact. These circulating dollars create businesses and business expansions needed to satisfy the increased demand for goods and services. This in turn translates into jobs.

Studies by the Pennsylvania State Tourism Office and a team of economists in Fort Collins, Colorado, among others, suggest that one permanent job equivalent is created for each $75,000 in new tourist spending. Based on these figures, at the mid-point of current estimates of new spending by rail-trail visitors, the Adirondack Rail Trail will create 367 new local full-time job equivalents.

Those 367 new jobs not only help the local economy but also help make our communities more sustainable. With those jobs come kids for our schools, taxes to support our infrastructure, and volunteers for our boards, ambulance and fire-fighting services, and other not-for-profits.

Some of those jobs will be in businesses that had to expand to meet the new demand, but many will be in businesses that did not exist before. Bike and snowmobile repair shops, rental and guide services, new lodging places along the corridor, cafés and restaurants, and so on. These new businesses and the expansion of existing businesses make our communities more interesting as a destination, even if not solely for the rail-trail, and therefore also help us thrive.

Best of all, it will cost us very little to create one of the finest recreational trails in the United States. So if we are truly seeking economic growth, new places for people to work, and new
reasons for people to come to live with us, the Adirondack Rail Trail is the single biggest job creator we can seize today.

**Safety**

On November 9th, 2013 Daniel Duane, a tri-athlete, wrote an OpEd piece for the New York Times saying that he had given up street cycling, other than when competing, due to the number of maimed or killed cyclists he has known. Biking incidents are all too common. Less than a month before Duane’s piece a 74-year-old woman was killed by a pick-up truck driven by a distracted driver in an upstate community.

These accidents are not always the vehicle driver’s fault. Bikes can be hard to see or obscured by another vehicle. Trucks do not realize that in their “wakes” are air currents that can suck a biker into traffic or blow the cycle into a razor-sharp guard-rail. Debris that seems benign to an auto can upend a bike or force it off the road or into high-speed traffic.

As Duane points out, cycling is the second most popular outdoor activity (after running), supporting a $6.1 billion industry that sold 18.7 million bikes last year. 850,000 Americans commute to work on bicycles, a healthy and environment-friendly way to improve our lives: if we still have them at the other end of our commute.

A safe, level, rail-trail connecting the Tri-Lakes will serve recreational bikers and commuters alike. People who live along the trail could commute to jobs at places like Adirondack Health, the AMA, and NCCC in Saranac Lake, to the APA/DEC and State Police headquarters in Ray Brook, and to retail and support jobs in all three communities. The 200,000 visitors each year to our campsites at Fish Creek and Rollins Pond could safely commute to all three villages, and even children could safely ride the 9 miles to the Wild Center. With numerous places to picnic and swim along the corridor, the trail would invite family outings whether on foot or on bikes.

Walking or running on our roads is also not the safest pursuit. Both occasional joggers and our Olympic athletes in-training are regularly seen running along our highways, sharing what is not-infrequently a 3-foot-wide bike lane with other walkers, runners, and bikes, making that lane unsafe for all. A 34-mile long, 8-10 foot wide bike path will allow a safe mixture of walkers, joggers, bikers, and even wheelchairs - with no vehicular traffic.

We desperately need a bike path connecting our villages. The North Elba, Lake Placid, Harrietstown, Tupper Lake, and Piercefield boards have all said they want one. We hope the State will make one happen, and soon.

**Restoring Freight, Passenger, and Excursion Rail Service**

This section presents an analysis of anticipated costs of restoring and maintaining regular freight, passenger, and excursion rail operations along the Remsen-Lake Placid corridor. It also examines the business outlook for such service and overall costs/benefits.
Restoration of Infrastructure for Freight Rail Service

Restoration of freight rail service brings challenges of track replacement, lack of infrastructure to receive, store, and re-distribute freight along the rails, and the sensitivity of such services to business cycles, making it a poor investment for state taxpayers.

The costs of restoring the rail infrastructure along this corridor will amount to many tens of millions of dollars. There currently is a complete lack of distribution infrastructure and warehousing anywhere on the line. The main spur from Lake Clear Junction, that formerly let people and freight move north to Malone and on to Canada, is now a power and snowmobile corridor – the tracks are long gone.

The rail infrastructure along most of the Remsen-Lake Placid corridor is severely deteriorated as a result of age, decades of use, and decades of nonuse and lack of maintenance. Most of the ties are severely deteriorated, and spike heads are commonly displaced from the rails or the spikes are fully extracted from the ties. There are numerous points of very serious erosion of the rail bed, to the point that on two recent occasions the Adirondack Scenic Railroad elected to leave its locomotive and tourist cars in Lake Placid the winter before last, rather than returning them to Utica in the fall as is usually done, for fear of derailment at one of the more remote wilderness points along the corridor.

As discussed above, the costs of restoring the rail infrastructure are substantial. However, these estimates may not fully capture the costs of restoring the rail infrastructure for freight service. According to the Remsen-Lake Placid Travel Corridor Final Management Plan / Environmental Impact Statement (page 64 \(^{30}\), “The rail on the Corridor primarily consists of 105 pound (per yard) steel stock from Remsen to Saranac Lake (109 miles). Ninety (90) pound rail runs between Saranac Lake and Lake Placid. All of the rail is at least 60 years old.” Now, many of the rails are nearly a century old. In addition, the rails are bolted together, not welded/continuous, which could significantly increase maintenance costs due to flexure at the rail joints.

Gross rail car weight limits have increased from 220,000 lbs in the 1970’s to 286,000/315,000 lbs now. These rails will not meet the American Railway Engineering and Maintenance-of-Way Association standards for medium heavy (112 to 119 lb/yd or 55.6 to 59.0 kg/m) or heavy (127 to 140 lb/yd or 63.0 to 69.4 kg/m) rails.

Therefore, line restoration to a level sufficient to sustain modern commercial freight rail service may necessitate replacement of rails along much of the corridor because they are not suitable for modern commercial freight rail use. A 133 pound rail costs more than $46 per yard \(^{31}\), more than $162,000 per two-track mile, or more than $19.2 million over 118 miles (plus very significant installation costs).

\(^{30}\) http://www.dec.ny.gov/docs/lands_forests_pdf/remplacidump.pdf
\(^{31}\) http://www.railway-technical.com/track.shtml
It is also possible that other significant aspects of the existing rail infrastructure are deteriorated or unsuitable for modern freight service, such as whether the cant (banking angle in the curves) is appropriate. Numerous crossings will require upgrading, and installation of signals. Any such changes will involve very significant additional expense.

If the rail infrastructure is not adequately restored before resumption of freight rail service, a derailment in a remote, inaccessible wilderness area represents the ultimate nightmare scenario for the Adirondack forest.

**Acquisition of Rolling Stock**

The costs of acquisition of rolling stock to enable freight rail service along the Remsen-Lake Placid corridor will amount to many millions of dollars.

The rolling stock held by the Adirondack Railway Preservation Society/Adirondack Scenic Railroad (ARPS/ASR) generally dates from the 1950’s. “U.S. railroads typically consider the useful life of a locomotive to be between 25 and 30 years, with a locomotive rebuild about every 10 years;” only 29.3% of locomotives used by Class 1 railroads were built before 1985\(^32\). While the aged diesel locomotives held by the ARPS/ASR have sufficed for seasonal, short-distance scenic train duty, they will not be suitable for longer-distance, heavy-load, scheduled freight service. Modern diesel locomotives suitable for such service will cost many hundreds of thousands to more than a million dollars each.

The ARPS/ASR has no boxcars, flatcars, hoppers, or other rolling stock suitable for commercial freight duty. There are no known shippers along this corridor who own or would be likely to acquire their own rolling stock. Therefore, credible freight service could require acquisition of a substantial number of freight cars of different types, each with a freight capacity of 70-110 tons\(^33\). Serviceable freight cars cost tens of thousands of dollars each. Alternatively, leasing of freight rail cars could incur significant ongoing costs.

This corridor traverses a region receiving exceptionally heavy snowfall, and regular freight rail service will require specialized heavy equipment to remove snow and ice from the tracks and switches to enable regular, year-round freight service\(^34\).

**Operational Costs**

Ongoing operational costs for freight rail service along the Remsen-Lake Placid corridor are difficult to predict, but will amount to millions of dollars per year.

Even if the operators of the freight rail service or the State of New York pay the tens or hundreds of millions of dollars needed to restore rail infrastructure and acquire rolling stock needed for freight rail service along this corridor, there will still be very substantial ongoing operational costs. Bolted rails crack and wear. Ballast is washed away by heavy rain, or is displaced as tracks flex.


under heavy loads. Rail infrastructure maintenance in this corridor will necessarily involve teams of skilled workers performing dangerous work with specialized heavy equipment.

Other teams of employees will be needed to maintain the rolling stock. They will need large, appropriate maintenance and repair facilities, which do not currently exist along this line, as well as appropriate heavy tools and equipment. There will be an ongoing need for training, regulatory compliance, financial controls and budgeting, risk management, sales, and other essential activities. Substantial funding will be needed for employee wages, health coverage, insurance, worker safety, public safety, utilities, fuel, batteries, lubricants, waste disposal, and other operational costs.

The ARPS/ASR currently relies heavily upon volunteers to staff their operations during their short-distance, seasonal operations. They presently are encountering major staffing challenges. Operation of a year-round, longer-distance freight railroad will necessarily involve a professional workforce.

It is beyond the scope of this paper to provide precise predictions of the personnel costs of an active freight rail service along this corridor, but the U.S. Bureau of Labor Statistics reports a median wage of $56,020 per year (not including fringe benefits) for rail transportation workers. Freight railroad employees are among the nation’s most highly compensated workers.

BLS lists many dozens of classes of workers under the rail transportation worker category, providing a glimpse into the breadth of activities and expertise, as well as the associated personnel costs, for operation of a railroad.

Summary of Anticipated Costs
Adding together the costs of restoration of the rail infrastructure, acquisition of rolling stock, acquisition of other necessary infrastructure and equipment, labor costs for dozens of high-skill employees, and other ongoing operational costs, it is reasonable to anticipate a twenty-year cost of more than a hundred million dollars to re-establish and maintain regular freight rail service along this corridor.

Business Outlook
The business outlook for freight rail service along the Remsen-Lake Placid corridor is extremely poor.

Modern freight rail service offers the potential for impressive efficiency in terms of fuel consumption and labor costs per ton of freight hauled. However, this impressive efficiency depends on economies of scale resulting from hauling massive quantities of chemicals (e.g., industrial chemicals, plastic resins, and fertilizers), grain and other agricultural products, non-metallic minerals (e.g., phosphate rock, sand, and crushed stone and gravel), food and food products, steel and other primary metal products, forest products (e.g., lumber, paper, and pulp), motor vehicles and motor vehicle parts, and waste and scrap materials (e.g., scrap iron and scrap

36 http://www.bls.gov/oes/current/naics4_482100.htm
paper) that can be efficiently loaded, transported, and unloaded. Gross weight limits for rail cars have increased significantly. Containerized shipments, rapid load/unload freight rail terminals, “unit” trains of ninety or more cars hauling one product, and other practices enable freight rail services to compete successfully with other modes of transportation.

Northern New York State is already served by two Class 1 rail carriers, with active freight service near the Adirondacks to the east, south, west, and northwest. Therefore, the only possible demand for freight rail service along the Remsen-Lake Placid corridor would be for freight hauled to or from the central Adirondacks through Utica/Remsen.

Service provided by this train would be slow, because of anticipated speed limits along this corridor. Viewed from the perspective of the Tri-Lakes region (Lake Placid, Saranac Lake, Tupper Lake) that would serve as the terminus of this line, the train’s origin would lie far beyond the farthest corner of the Adirondack Park, instead of originating from any of the nearer cities of Watertown, Ogdensburg, Canton, Potsdam, Massena, Cornwall, Malone, Montreal, Plattsburgh/Burlington, or Elizabethtown. Further, Utica is not situated near other major metropolitan areas that might serve as a source or destination for rail freight from this corridor.

Since rail freight service ended in 1972, restaurant, grocery, pharmacy, hardware and other businesses have built their own rapid-response distribution facilities and systems, geared to our much-improved highways. Freight rail service along this corridor also could not compete with UPS, FedEx, or the U.S. Postal Service for time-sensitive package shipment business. Chemicals, agricultural products, non-metallic minerals, food and food products, primary metal products, motor vehicles/parts, or waste/scrap materials are major categories of products moved by freight rail, and miniscule quantities of these products are shipped to or from the central Adirondacks. According to The Adirondack Atlas, there are very few mineral deposits in the region traversed by this corridor. With the recent closure at Newton Falls, the regional outlook for paper mills is hardly encouraging. No other large-scale source of freight from the region is operating or anticipated.

The 130,000 people living in the Adirondacks represent considerably less than one percent of the more than 19.5 million people living in New York State. Adirondack residents are concentrated near the periphery of the park, and the section of the Remsen-Lake Placid corridor south of Tupper Lake traverses an area that is very sparsely populated. Fewer than thirty thousand people live in proximity to the Thendara/Old Forge-Lake Placid corridor (towns of Webb, Clifton, Colton, Piercefield, Long Lake, Tupper Lake, Harrietstown, North Elba, Santa Clara, Brighton, St. Armand, Franklin, Newcomb, Inlet).

One very small freight train, consisting of twenty freight cars hauling 75 tons of freight each and running three times weekly, could easily haul 300 lbs of freight per week for each of the thirty

---

41 http://apa.ny.gov/gis/_assets/ParkTownPop2010.pdf
thousand people living within proximity of the Thendara/Old Forge-Lake Placid corridor, quickly filling our homes and businesses to the rafters. Unfortunately, there would be very little or no demand for this very substantial freight-hauling capacity, resulting in near-empty freight trains traversing the corridor.

**Passenger Rail Service**

The relatively few users of a passenger rail service coupled with the relatively high costs of providing such seasonal service, makes restoration of passenger service a poor investment for New York’s taxpayers.

The business prospects for passenger rail service are therefore also very poor. The most-efficient route from major population centers in the northeast U.S. (e.g., Boston, New York City, Philadelphia, Washington, DC) and Canada (e.g., Toronto, Montreal) to Lake Placid, Saranac Lake, or Tupper Lake definitely does not pass near Old Forge. Instead, if one draws a straight line from Saranac Lake or Lake Clear to Old Forge, it aims toward a sparsely populated region with Utica (population 62,235) and Syracuse (population 145,151) as the closest population centers. Further along that path, Amtrak does not provide service to Scranton, Wilkes-Barre or Binghamton. Therefore, passengers riding a train past Old Forge would all be traveling significantly out of their way to reach the Tri-Lakes region by rail. This is not the basis for an efficient transportation plan for the region, especially considering that Amtrak’s *Adirondack* stops at Westport, NY, only 35 miles from Lake Placid (with shuttle service to the village).

As an indication of the lack of passenger demand, there are no scheduled bus services to the corridor towns from Utica. A 2011 Stone Consulting report\(^42\) indicated that only 7,000 new visitors would utilize restored train service from Utica to Lake Placid, bringing only $686,000 of new revenues to the area. In 2008 NYSDOT estimated that another $45 million\(^43\), on top of $34 million already invested in the corridor, will be needed to achieve these minimal benefits.

Many of the above costs for freight rail service will also apply to regular passenger rail service along this corridor. Given the poor business prospects for passenger rail service along this corridor, it will require perpetual NYS subsidies potentially in excess of the subsidies needed to sustain Amtrak’s *Adirondack* service between Albany and Montreal.

**Excursion Rail Service**

Rail advocates have also pointed to excursion service as a viable purpose for a rail corridor, with trails radiating from the rail corridor—a so-called “Rail with Trails” option. This might be referred to as an idea, not a plan, since no details have been offered publicly. However, it is our understanding that they envision a diesel locomotive pulling a combination of passenger cars and freight cars, dropping off and picking up passengers and their canoes or bicycles in remote and inaccessible areas. Given that snowmobiles can traverse great distances, we anticipate that this proposed excursion rail service would not be offered on a year-round basis.


The concept of excursion rail service along the Remsen-Lake Placid corridor has numerous shortcomings. For starters, excursion rail service will not contribute to tourism or economic development in populated areas, since those areas are already readily accessible by automobiles or SUV’s that can haul canoes, bicycles, camping gear, or hiking gear. Even remote spots that could be accessible by rail, such as Mt. Arab Lake, Horseshoe Lake, and Lake Lila, are also accessible by automobile.

Any attractions that could be accessible via excursion rail service would be better-accessible via a recreational trail, because users could drive, walk, or use their bicycles to come and go as they please, rather than waiting for hours or days for an excursion train to return.

Cargo trailers and canoe carriers are available from many manufacturers for towing behind a bicycle, enabling hikers and paddlers to haul their gear and efficiently travel great distances along a recreational trail to access remote forests or bodies of water. Touring bikes are also widely available, and are designed to carry a load of more than fifty pounds. In addition, cargo bicycles are available from many manufacturers that can haul a load of more than one hundred pounds. In short, bicycles can haul or tow anything a hiker or camper might need for an extended stay in a remote wilderness area.

Perhaps most significantly, the lack of amenities in these remote areas would significantly limit the number of people who might use an excursion rail service, resulting in a negligible economic benefit to the region during the summer, at great expense to New York State taxpayers, while excluding thousands of snowmobile users in the winter due to the continued presence of rails on the corridor.

**Summary, Rail Service**

The costs of establishing and maintaining freight, passenger, or excursion rail service along the Remsen-Lake Placid corridor could amount to hundreds of millions of dollars over time. As a result of extreme limitations in anticipated freight, passenger, or excursion volume, it will be essentially impossible for any or all of these forms of rail service along the Thendara/Old Forge-Lake Placid corridor to achieve any degree of efficiency, or even to cover a significant share of operational costs.

Instead, establishing and maintaining any of these services along this corridor will represent an ongoing significant waste of resources, with near-empty trains burning fuel and generating many other significant expenses while failing to contribute to commerce or economic development in the region.

Given the absence of investors, these wasted resources will constitute a serious, perpetual drain on the resources of the State of New York, necessarily displacing significant state funding for education, public health, law enforcement, and other essential public services for as long as the train is in operation.

Further, regular freight, passenger, or excursion rail use of this corridor will preclude any snowmobile use of the corridor and deprive the region and the state of the economic benefits of a low-cost multi-use

---

47 [http://www.bobgear.com/bike-trailers](http://www.bobgear.com/bike-trailers)
48 [Vanderbilt, T. Cargo Bikes: The New Station Wagon, Cargo bikes are winning over casual and avid cyclists alike with one supersize feature: the ability to haul it all—from the groceries to the family that eats them. Wall Street Journal, July 5, 2013, http://online.wsj.com/article/SB10001424127887324328204578572011343756542.html](http://online.wsj.com/article/SB10001424127887324328204578572011343756542.html)
recreational trail that could generate millions of dollars of economic activity per year and significantly improve quality of life for residents and visitors to the region.

In short, train advocates’ promotion of freight, passenger, and excursion service along the Remsen-Lake Placid corridor is little more than a pipe dream.

**Why not rails and a trail?**

Rail-trail combinations present the worst of solutions - an illogical investment that attempts to restore uneconomic rail service coupled with greenfield construction of a trail, including investments in new rights-of-way.

Despite a statement in the 1995 Remsen-Lake Placid Travel Corridor Final Management Plan / Environmental Impact Statement that said “because the Corridor is flanked in some areas by extensive wetlands and in others by rugged topography, the potential for the development of a continuous parallel trail within the Corridor is severely limited”, many still held out hope that both the train corridor and an adjoining recreation trail could be built.

The Rails-to-Trails Conservancy report issued in 2012 said “Rock cuts, wetlands, bridges, causeways and culverts between Saranac Lake and Tupper Lake make a continuation of the proposed parallel path between Lake Placid and Saranac Lake impractical and unaffordable, even if necessary permits to fill wetlands and expand causeways could be obtained. Other projects involving a rail-with-trail (e.g., the Merrymeeting Trail) have cost up to $2 million per mile for construction.”

Despite these estimates of financial and logistical near-impossibility, train advocates persist in pressing this approach.

While almost any obstacle can be overcome with enough investment, the possibility of finding ways to create a level, safe, traffic-free recreation path anywhere other than on the currently-unused rail corridor is close to nil. Because the railroad was built before state and federal environmental regulations, there are long sections of track built on land-filled causeways, across rivers and streams, bifurcating lakes, through wetlands, and through extensive rock-cuts. If pursued, as some have proposed, widening these areas the requisite 10+ feet will almost certainly fail any environmental impact review.

Even the simplest section of track to parallel with a recreation path, the span between Lake Placid and Saranac Lake, faces serious cost and environmental challenges. While grant moneys have been offered by NYSDOT to build the parallel track, these funds now appear to be woefully inadequate. Consequently, the Town of North Elba has formally abandoned the project since just the engineering cost of obtaining all of the necessary permits was projected to use up much of the grant moneys.

**Why not “go arounds”?**

Train advocates say that where parallel paths cannot be built we can find “go-arounds”, i.e., alternative routes that leave, then reconnect with, a side-by-side rail-with-trail. Unfortunately, there are multiple points along the proposed rail-trail where “go-arounds” do not exist and could not be constructed without encountering the same cost and environmental obstacles.

One extreme example is leaving Saranac Lake towards Lake Clear. The rail corridor crosses (actually bifurcates) Lake Colby on a causeway 8-14 feet wide and nearly ¼ mile long. It then passes through
numerous wetlands, several of which reach between the two roadways that leave Saranac Lake going north, neither of which will be suitable as “go-arounds”. The adjoining map illustrates the problem.

The red line is the rail corridor. The green line is State Highway 86, connecting to State Highway 186. Both roads have heavy traffic, narrow shoulders in sections, and unsafe intersections for recreational vehicles. While serious road bikers can and do use this route, it is not the traffic-free, safe, kid and handicapped accessible path that trail advocates are working for. Similarly, the blue line shows a route from the depot in Saranac Lake to Ampersand Avenue, then onto Forest Home Road, and then on to McMaster Road before rejoining the rail corridor. This is a winding, narrow, and steep route with blind curves that is totally inappropriate for any but the most experienced bikers and unsafe for all other recreational users.

Between the two (red and blue) routes are extensive wetlands (the light-green areas) that could only be crossed by a recreation path after extensive filling or the creation of long boardwalks, neither of which would be likely to pass environmental permitting requirements.

The foregoing is just one illustration of the impracticality - probable impossibility - of finding suitable “go-arounds”. There are many more as the trail moves west, including narrow culverts and sections that hug the shore of Rollins Pond on one side and the St Regis Wild Forest on the other.

The bottom line is that the corridor can be used for trains or for recreation, but not both. And if not converted to recreation uses, there will be no way for bikers, hikers, skiers, snowmobiles, joggers, kids, or handicapped folks to safely navigate between Lake Placid, Ray Brook, Saranac Lake, Lake Clear, Rollins Pond, Floodwood, Tupper Lake, Piercefield, and points south other than in a car or truck.

**Mountain biking is different**

Train advocates then question the need for the trail itself, pointing to mountain biking areas like Dewey Mountain, Mt. Van Hoevenberg, Mt. Pisgah, and others, while neglecting to point out that these are all trails that go nowhere and are there for practitioners of a vigorous sport. These may be fine for exercise, but not for inter-hamlet travel by non-athletes. And surely they are not fine for hiking, road biking, running, or commuting. Nor are they useable as inter-hamlet winter connections for skiers and snowmobiles.
A parallel trail between Lake Placid and Saranac Lake? A history of the abandoned effort.

In October 2001 the Town of North Elba and the Adirondack North Country Association (ANCA) applied for a TEA-21 grant to fund phase 1 of a parallel pathway to the rail bed, running from Lake Placid to Ray Brook. In September 2002 the Town was awarded $796,575 with a local match of approximately 29 percent. In 2006 the Town and ANCA applied for another TEA-21 grant and $1,198,619 was awarded in 2007 with a 20 percent local match. In December 2007, the state Adirondack Park Agency approved the permit with contingencies for phase 1 of the pathway, from Lake Placid to Ray Brook. But, by then the Town feared that the cost estimates were unrealistic and it decided to shelve the plan rather than risking having to return any funds drawn against both grants. In July 2011 ANCA and Essex County were awarded a Scenic Byways grant of $1,208,708 with another 20 percent local match.

With these three grants totaling $3,203,902, and assuming that the requisite match of $712,472 could be met, the Town felt that it could have enough money ($3,916,374) to start the first phase of the project, so it began to solicit bids from engineering firms. It then negotiated a contract with Creighton Manning from Albany to perform engineering work for the first phase of the project for $224,707.

Events have since intervened. The requisite $712,472 was never raised, despite heroic efforts by ANCA and North Elba. It then appeared that the original APA permit might need to be renewed based on changed engineering of the parallel path, and the federal agency involved indicated that the project might be subject to a site-specific federal wetlands permit, as opposed to the national rail corridor permits that they have granted in the past.

In 2012 the Boards of both the Town of North Elba and the Village of Lake Placid voted to ask the State to remove the tracks so the recreation trail could be built on the rail bed, at an estimated cost of $778,500 for the nine-mile segment using the midpoint of similar construction costs based on the Rails-to-Trails Conservancy (RTC) report50. They continued to seek the parallel trail as a second option.

The RTC report said that the proposed parallel trail between Lake Placid and Saranac Lake would cost an estimated $5,951,000 to $7,451,000, i.e., many millions more than the sum of the grants and the local match, even if the match can be raised. The liability this would create for North Elba taxpayers is currently unacceptable to the Town board, which has essentially shelved the project pending the outcome of the Corridor review by the inter-agency commission.

ARTA’s position is that a recreation path between Lake Placid and Saranac Lake is essential, and that it should connect to the rail-trail continuing on to Old Forge. A parallel trail would satisfy this criteria should continued seasonal excursion train service be desired by the communities.

However, the combination of low and decreasing ridership on the excursion tourist train, no interest on the part of the Town or Village in continuing tourist train service, significant ecological impacts if a parallel path is built, and the huge and unbounded costs for such a project, all militate for a more rational approach. While ARTA will accept whatever the interagency task force

---

50 See http://www.thearta.org/Lake Placid to Tupper Lake Trail Development_Final.pdf, page 9
proposes, the costs, both financial and ecological, suggest abandoning the tourist train experiment for this segment of the rail line.

Passenger options: fly, take a bus, take a train, or drive

Why do people choose to drive when they could fly, take the train, or take a bus? Take the case of a couple wishing to travel to the Tri-Lakes area for a vacation or to visit a summer home. The train advocates say that if the train were restored it will be the transportation mode of choice. Let’s examine that thesis. For purposes of comparison, make the not-unreasonable assumption that the New York City area is their point of departure.

Flying to Adirondack Airport using Jet Blue’s Cape Air connection is $379 per person or $1.20 per passenger mile, with three 4+ hour flights per day. Travelers also will need to take a subway or taxi to Kennedy Airport, and when they get to Lake Clear they need a taxi or rental car to get to Lake Placid or their final destination.

Amtrak from NYC to Westport is $65 thanks to heavy subsidies, which is $0.236 per passenger mile. There is one train a day (8:15-2:08pm, i.e., nominally but not always 6 hours). Once in Westport they need a car, taxi or shuttle to get to their final destination. If going to Lake Placid, Amtrak will provide a shuttle for $25 per person which, however, adds 1½ hours to the trip.

Trailways from NYC to Saranac Lake cost $67 (and takes 11 hours- one/day at 7am). It takes 10 hours and 40 minutes and $65 to get to Lake Placid. Departure is at 7 am (only).

Autos at the government reimbursement rate cost $0.555 per mile. Two passengers cuts the per-passenger cost in half, three in thirds, etc.

So, our couple has the following choices:
1. Take the train to Westport on a once-a-day fixed schedule with a 6-hour schedule travel time for $65 per person plus whatever costs are involved in travel once in Westport. If going to Lake Placid, Amtrak will add a shuttle for $25 per person, so for the couple the cost goes to $180 and the travel time to 7½ hours.
2. Fly to Adirondack airport in between 4 and 5 hours for $379 each plus whatever costs are involved in travel once in Lake Clear. Assuming a 45 minute trip to JFK airport and a one-hour pre-board, the travel time will be just about six hours.
3. Take the once-a-day 11-hour Trailways bus from NYC to Saranac Lake for $67 each, then spend whatever is needed to get from Saranac Lake to their final destination
4. Drive the miles from NYC to Lake Placid in just over 4½ hours (Google Maps estimate) for $166.50

<table>
<thead>
<tr>
<th># Passengers</th>
<th>Cost</th>
<th>Travel Options, NYC - Lake Placid</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Auto</strong></td>
</tr>
<tr>
<td>1</td>
<td>$159</td>
<td>$65</td>
</tr>
<tr>
<td>2</td>
<td>$159</td>
<td>$130</td>
</tr>
<tr>
<td>3</td>
<td>$159</td>
<td>$195</td>
</tr>
<tr>
<td>4</td>
<td>$159</td>
<td>$260</td>
</tr>
<tr>
<td>5</td>
<td>$159</td>
<td>$325</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4:38</td>
<td>10:40</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Depart</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any</td>
<td>7:00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Travel time</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6:45</td>
<td>10:17</td>
<td>8:15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Train</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:15</td>
</tr>
</tbody>
</table>
Of these four options the choices are clear. There is no time advantage and a huge cost disadvantage to flying this route. There is no scheduling flexibility and only a trivial cost saving for the bus or the train versus driving, without the ongoing transportation cost, which is not trivial. For example, a rental car costs $59 per day or $270 per week plus gas if rented at Adirondack Airport (Hertz), assuming an AAA discount.

If there are more than two travelers the advantages of driving are multiplied, and if the start point is not near central Manhattan the added cost of getting there or to a point along the way makes the train or bus option even less attractive and the auto even more so. Traveling in one’s own vehicle allows stops wherever and whenever possible, needed, or wanted along the route. That means other local businesses also can benefit economically from those driving through.

No matter how you slice it, unless you can get there faster on a schedule that meets your needs by other means, and cost is not a factor, a car is the answer.

This immense time, scheduling flexibility, and cost advantage explains the death of rural passenger train service and the failure of many rural bus lines. We find no basis for the claim that restored rail service from Utica to Lake Placid would result in significant demand for passenger service.

Even if the passengers were starting their voyage in Utica, the cost and travel time would never equal that of a car at the proposed Class III train service. For our more-likely traveler from the New York City or Hudson Valley communities wanting to access the interior Adirondacks, the travel time will be unacceptable. New York to Utica on Amtrak costs $114 per passenger and takes 4½ to 5 hours with only two trips per day. Utica to Lake Placid is 120 miles, which, at an average 30 mph (60 mph max without stops), will add 4 hours without switching time, for a total trip of over 8½ to 9 hours given ideal connections and no switching time. The two Amtrak trains stop in Utica at 5:38 and 8:44 pm, so arrival in Lake Placid for our theoretical couple could not be before 9:38 pm and could be after midnight. Furthermore, no AMTRAK train from NYC reaches Utica before 11:40 AM. Given that the ASR's proposed schedule has their one train leaving Utica at 8:40 AM, any train travel between NYC and Lake Placid would require an overnight stay in Utica.

Assuming the trip from Utica got equivalent subsidies to Amtrak’s New York to Utica run, which is highly unlikely, and the same $0.475 per passenger mile cost that the couple paid from New York to Utica applied to the rest of their journey, the total cost would be $166.25 per passenger, or $332.50 for the couple. This contrasts with the $180 per couple on the 8-hour train trip to Lake Placid through Westport. This train leaves New York at 8:15 am and the shuttle arrives in Lake Placid at 3:05 pm. Thus even if a connection was made in Utica to Lake Placid it would not compete with current Amtrak service to Lake Placid from New York City.

Why would the State or federal government want to divert precious funds to restoring rail service that is non-competitive with even the existing rail services in the heavily populated New York to Montreal corridor? Would it not make more sense to make that service more attractive by improving transit times and improving ground links to the depots from interior communities?
Preserving the History of the Rails

“The Railroad legacy can be re-purposed into a rebirth of a new economic engine… one that is accessible to the masses, opens sensibilities regarding history and nature, provides recreation and allows entrepreneurs to imagine and create commercial means to capitalize on the draw this will have on the Park.” Charlie Frenette FB 2013-08-14.

The railroad played a significant role in the development of the Park. Without the railroad, today we would be looking at a significantly different landscape. Telling its story is important. Operating the railroad as a tourist attraction is not necessary to preserve or convey its historical significance. In fact, far fewer people would learn about the history, both natural and manmade, if the tourist train were to prevail than if the entire corridor were available to the public for information and recreational use.

Along the rail corridor between Old Forge and Lake Placid one passes through Adirondack towns and villages, smaller hamlets, and a few abandoned railroad stations. All offer public and private opportunities for interpretive centers, museums outlets, visitor information centers, and wayside interpretive stations. Many towns have restored or rebuilt their train depots, all of which are currently underutilized, begging for repurposed use. These stations can become many things from visitor centers to cafés to museums and educational centers where displays of art and artifacts about the railroad and its history as well as the Adirondack Park can be displayed. Educational programs, community events and lectures could be held at these venues as well.

Rail sidings alongside these stations could display a steam engine or caboose that people could actually climb on. The train at the Adirondack Museum in Blue Mountain Lake is one of its most popular attractions. Dining cars could be turned into a snack bar or ice cream parlor. Freight cars could house information centers for the rail trail. Owners of the old depots now in private hands could be encouraged to keep them in good condition and open to public use through grant funding. The opportunities abound.

The Lake Lila Station, in the rail corridor between Piercefield and Beaver River, offers a unique possibility. The station, on New York State land, has almost collapsed from the snow load. We believe it could be rebuilt and used as a seasonal interpretive center, possibly manned by interns from the Wild Center and The Adirondack Museum. It could also be used as a ranger station. This would provide a unique way-station for bicyclers and an interior outpost for the NYSDEC to use in the Lake Lila Wilderness Area.

The Sabattis Station between Long Lake and Tupper Lake located near the end of Route 10 has been torn down and is currently being used as a parking area. This station could also be rebuilt to create an outfitter’s base camp and an additional entry and exit point for the trail. Route 10, which is also the access road to the William C. Whitney Wilderness area and the Sabattis Boy Scout Camp provides an important link to the...
Town of Long Lake. In the winter, Sabattis Station provides snowmobiling access from the corridor to the Town of Long Lake. In warmer months it could also provide access for bicycling for the general public.

**Building the Adirondack Rail Trail**

ARTA believes the entire 90 mile corridor from Lake Placid to Thendara/Old Forge can be surfaced appropriately for road bike, mountain bike, and snowmobile use without demands on New York taxpayers for additional financial investment.

Based on comparable trail conversions, rail-and-tie salvage will yield $65,000 per mile, and salvaging 81 miles of track and rails between Saranac Lake and Old Forge will provide $5,265,000 in usable funds.\(^5\)

The cost of constructing the recreational trail to Tupper Lake on the rail corridor, whether from Saranac Lake or from Lake Placid, should be between $15,000 and $214,000 per mile, with a midpoint based on comparable trails of $86,500. The cost of constructing a recreational trail on the rail-bed between Lake Placid and Saranac Lake will fall within this estimate, i.e., $778,500 for the nine-mile segment using the midpoint of similar construction costs.\(^5\)

Construction costs from Saranac Lake to Tupper Lake are broken down as follows: \(^5\)

1. **Saranac Lake Depot to Lake Clear:** 6.2 miles. With volunteer help and donations of materials, as well as other local funding, this segment could be constructed at an average cost of $75,000 to $100,000 per mile.
2. **Lake Clear to Tupper Lake:** 17.8 miles. With volunteer help and donations of materials, as well as other local funding, this segment could be constructed at an average cost of $50,000 to $75,000 per mile.
3. **Tupper Lake Spur:** 1.7 miles, total cost using volunteers and donated materials between $45,000 and $50,000.

Taking the estimated salvage value and the highest estimated construction cost incurs a net cost of $2,020,724 for the 34-mile rail-trail conversion from Lake Placid to Tupper Lake. The proposed parallel trail between Lake Placid and Saranac Lake will cost an estimated $5,951,000 to $7,451,000. In short, the cost of a trail to attract 244,000 visitors is less than the cost of North Elba’s originally proposed side-by-side trail that would have allowed only 14,000 visitors to continue to ride a tourist train each season.

Numerous options are available for surfacing of the trail between Lake Placid and Piercefield. A common option involves use of a compacted crushed stone surface (“crusher run”) applied over

\(^5\) The Adirondack Rail Trail, Lake Placid to Old Forge, Stage One: Lake Placid to Tupper Lake Trail Development Plan, Rails-to-Trails Conservancy Project Team, Carl Knoch, Karl Wirsing, Barbara Richey, July 2012. Available at: [http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Trail%20Development_Final.pdf](http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Trail%20Development_Final.pdf)

\(^5\) Ibid

\(^5\) Ibid
the rail ballast after appropriate preparation. The current price for crusher run is approximately $10/ton.\(^\text{54}\)

For the best surface, the stone should be spread 4 inches thick with a paving machine over a prepared sub-grade and then be compacted to 2 inches using a motorized roller.\(^\text{55}\) One cubic yard of crusher run weighs approximately 3000 lbs, and it would take an estimated 652 cubic yards to cover one mile of a 10’ wide trail at a depth of four inches (pre-compaction). The cost of the stone will be approximately $9780/mile @ $10/ton. These prices do not include cost of hauling/spreading/rolling.

Another option would be to surface the trail with Wollastonite. The NYS Department of Environmental Conservation has Wollastonite listed under BUD #152-5-16 (page 2, NyCO Minerals), as “road base.”\(^\text{56}\) Based on the physical properties of the mineral, it could work well as a trail surface. It has sufficient hardness and good particle interlock. Plus it will make a visually appealing trail surface. A major advantage is that this material is mined locally, in Essex County.\(^\text{57}\)

Yet another option could involve surfacing the trail with crushed concrete, which can be less expensive but more subject to deterioration because of foreign materials (e.g., soil, gypsum, wood, glass, heavy metals), and variability in quality. Alkalinity can also be an issue.\(^\text{58,59}\) It is not clear whether this product is available locally.

Management and Maintenance of the Adirondack Rail Trail

The Adirondack Rail Trail can be maintained and managed at far less cost than is now expended to maintain a largely-unused rail corridor.

The corridor is owned outright by the people of New York State and managed by the NYS Department of Transportation. The state’s annual reimbursements to the Adirondack Railway Preservation Society (ARPS) for maintenance of the corridor approximates $200,000, excluding major capital improvements. The state has spent $32 million on the corridor since 1996 and another $4 million since 2007.\(^\text{60}\)

Based on a survey of 39 recreational trails by the Rails-to-Trails Conservancy, the annual cost of maintaining these trails is estimated at $1,500 per mile. This would equate to $135,000 a year for

---


\(^\text{55}\) [http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Rail%20Development_Final.pdf](http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Rail%20Development_Final.pdf)

\(^\text{56}\) [http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Rail%20Development_Final.pdf](http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Rail%20Development_Final.pdf)

\(^\text{57}\) Characterization of crushed concrete materials for paving and non-paving applications. Seungwook Lim, Dirk Kestner, Dan G. Zollinger, and David W. Fowler, Texas Transportation Institute, The Texas A&M University System, and Center for Transportation Research, The University of Texas at Austin. [http://d2dl5mlprf0r.cloudfront.net/tti.tamu.edu/documents/7-4954-1.pdf](http://d2dl5mlprf0r.cloudfront.net/tti.tamu.edu/documents/7-4954-1.pdf)


\(^\text{59}\) See Appendix G
a 90-mile trail between Lake Placid and Old Forge—far less than the current costs of maintaining the corridor.

The state leases the corridor for use by the New York State Snowmobile Association (NYSSA) from December to April. NYSSA clubs perform their own grooming and winter maintenance. The Adirondack Scenic Railroad operates the seasonal tourist trains at each end of the corridor, also under an annual lease. Both of these leases can be renewed or cancelled at any time. If a decision is made to convert some or all of the corridor to a recreation trail, the state could lease the corridor to another state agency (e.g., ORDA, DEC), or continue to operate the corridor itself, or lease the corridor to a private entity.

In addition to the basic maintenance of the trail (erosion repairs, surface maintenance, debris removal, etc.) ancillary facilities will need maintenance. These will include parking areas, fencing where needed, signage, restrooms, historical markers, etc. Savings to the state, once freed from having to support a marginal tourist-train operation, should more than cover these ancillary costs. Similarly, the towns and villages served by the Adirondack Rail Trail will enjoy added revenue from sales taxes that could be used to enhance and support the trail. The $20 million in visitors spending, estimated by the Rails-to-Trails Conservancy, will produce over $1 million in local tax revenues, in addition to a large infusion of sales taxes coming from increased use of the corridor by snowmobilers.

These added revenues and benefits should be considered in budgeting for maintenance and promotion. While NYSDOT is the most logical agency to operate the trail, a strong case can be made for NYSDEC and ORDA as well. In the event the state decides to lease the corridor to a private operator, grants and subsidies will be required, but not at the level of current costs to maintain the mostly-unused corridor sections.

**Trail Maintenance: 40 miles connecting Lake Placid and Piercefield**

It is our goal that the Lake Placid-to-Piercefield segment meet a Rails-to-Trails Conservancy (RTC) roughness index rating of one (1), which indicates “a smooth, level surface accessible to users of all ages and abilities,” as opposed to a rating of two (2), where the surface may be loose and/or uneven and could pose a problem for road bikes and wheelchairs.” The Piercefield-to-Old Forge segment will qualify for a roughness index rating of three (3), described as “a rough surface that is only recommended for mountain bikers and hikers.”

Whatever its rating, the trail must be developed to continually withstand heavy loads, such as emergency vehicles and heavy maintenance vehicles.

Removal of the rails will facilitate maintenance of the corridor. Currently, the rails effectively preclude use of mowers, resulting in heavy reliance on undesirable chemical herbicides. Rail removal will also facilitate the use of tractors, dump trucks, and other mechanized maintenance.

It is beyond the scope of this paper to prescribe maintenance procedures, but rail trails with a crushed-stone surface generally require relatively little maintenance. Such trails generally need to
be resurfaced every 7 to 10 years. Spot repairs and some re-grading will be required during that time.\(^{61}\)

Based on a survey of 39 multi-use recreational trails by the Rails to Trails Conservancy, annual maintenance costs average $1,500 per mile. This equals roughly $51,000 each year for a 34-mile trail between Tupper Lake and Lake Placid, or $60,000 when we add the next six miles to Piercefield.\(^{62}\) This compares favorably to the subsidies being provided by the state to the Adirondack Railway Preservation Society, which average $200,000 annually for maintenance [footnote].

**Trail Maintenance: 50 miles connecting Piercefield and Old Forge**

We anticipate a minimal maintenance burden for the trail section from Piercefield to Thendara/Old Forge. After the rails, ties, switches, and other rail infrastructure are removed and the ballast is rolled flat and compacted, the surface should be relatively stable and resistant to erosion. Use of mowers, tractors, and other mechanized maintenance equipment will be needed on a limited basis to maintain the relatively coarse surface initially envisioned for this section. We anticipate that the cost of maintaining this section will be a small fraction of what the DOT is currently spending for maintenance of this section.

**Signage**

Informational signs will be an important feature of the Adirondack Rail Trail. First, signs are needed to provide directions, distances, and warnings. These should be consistent in typeface, color, character, and visibility and developed in cooperation with DOT and DEC. Historical and other interpretive signs and displays should be developed in cooperation with rail historians, The Wild Center, Paul Smith’s College and other experts and interested organizations.

**Fencing and Gates**

Timber rails and gates must be structurally substantial and consistent with the natural character of the Adirondack Park. These features should be developed in cooperation with DOT and DEC.

**Access Points and Parking**

Access points for the Adirondack Rail Trail include the Lake Placid train station, Old Military Road, Ray Brook, Saranac Lake (NY86/Sara-Placid Rd), Saranac Lake (NY 86/Broadway), Lake Clear, Tupper Lake, Piercefield, Horseshoe Lake/NY 421, Beaver River, Big Moose, Old Forge and Thendara. The state should provide for parking where appropriate.

**Access Control**

Once operational, the Adirondack Rail Trail has the potential to modestly increase public use of adjacent Forest Preserve lands. Currently, all areas of Forest Preserve along the corridor can

---

\(^{61}\) The Adirondack Rail Trail, Lake Placid to Old Forge, Stage One: Lake Placid to Tupper Lake Trail Development Plan, Rails-to-Trails Conservancy Project Team, Carl Knoch, Karl Wirsing, Barbara Richey, July 2012. Available at: [http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Trail%20Development_Final.pdf](http://www.thearta.org/Lake%20Placid%20to%20Tupper%20Lake%20Trail%20Development_Final.pdf)

\(^{62}\) Adirondack Rail Corridor Economic Impact Study, Camoin Associates Economic Development and Barton & Loguidice, 2010
already be accessed by motor vehicle. In all cases, summer access via the rail trail will involve a longer, non-motorized approach, so we do not anticipate a huge percentage increase in either day or overnight use. Camping along the corridor can be controlled by simply limiting camping to designated sites - all of which would be carefully located at some distance from the closest access point. Use of the rail trail will also modestly increase the need for both law enforcement and emergency response to injuries or illness to trail users. With the tracks removed, however, these services can be provided by ordinary law enforcement and emergency vehicles and will not require the effort now required to perform these services in more remote wilderness settings.

For the reasons stated above, ARTA does not anticipate any serious access control problems. Should they develop, however, ARTA will work with both the DEC and local governments to find solutions.

**Restroom Facilities**

Initially, portable toilets at trail-access points should be provided from May through November. Eventually, permanent toilet facilities should be established.

**Conformance with Relevant Standards**

The Adirondack Rail Trail should conform to the requirements of the Americans with Disabilities Act (ADA), Uniform Federal Accessibility Standards, American Association of State Highway and Transportation Officials (AASHTO), American Council of Snowmobile Associations, and any relevant New York state standards.

**Trail Inspection and Maintenance**

ARTA has decades of collective experience maintaining trails on a volunteer basis. Once sections of the trail are complete, and especially when the entire trail is open, random “reconnaissance” of the trail is of critical importance for the first year. A recommended procedure is to travel the trail slowly, logging on a form (recommended digitally) details, such as ATV activity and origins, trash, blow-downs, storm erosion, beaver activity, vandalism, fence problems, contract warranty issues, and signage problems. Many other maintenance activities may change their frequency based on the results of the logs and findings. Many other problems will also be identified and resolved before they become serious, and expensive. Eventually these “recons” may be reduced in frequency once an operational history of the various sections of the trail is developed.

**Mowing Ditches and Far Shoulders**

This is very necessary work, and potentially more difficult to accomplish than mowing of the trail shoulder because of the distance from the ballast. With a long enough outrigger mower (purchase recommended), the ditches and far shoulders should be mowable from a tractor, albeit with difficulty. It is important not to let tree and sapling growth return to the ditches if the ditches are to be maintained.

**Leaf/Debris Removal from Lateral Ditches**

Ditch cleaning and de-silting represent a very large cost of the trail project. The continued maintenance of those ditches is critical to the long-term health of the trail. The ditches must be kept in working condition, and must not be allowed to fill again with debris or silt.
Culvert Inspections and Repairs
The culverts along the ROW will always need more repair and maintenance than those along highways due to their location in rural, forested areas, and the presence of beavers. Only constant vigilance will keep the trail from experiencing plugged culverts and washouts.

Trail Log
ARTA must develop a trail log system to record maintenance activities performed, their station, frequency, equipment and personnel used, and costs. Logged information should also include such information as acts of vandalism, beaver activity, blow-downs, signage problems, washouts, erosion, culvert and ditch cleaning activities, and any other information that could be useful in developing budgets, personnel needs, trends in needs for law enforcement, maintenance contracts, etc. All of this is best handled through the development of a computerized spreadsheet and mapping system so GPS/GIS information can be logged concurrently with the activity. This is highly recommended.

Law Enforcement
As more and more New Yorkers use the Adirondack Rail Trail, there will be a need for recreational education and law enforcement. The Adirondack Rail Trail will ultimately need an occasional law enforcement presence, both to educate the public and to ensure that all New York laws are properly and adequately enforced.

New York statutes do not grant private enterprises any law enforcement authority; therefore, ARTA will employ public education, signage and public outreach to reduce the number of incidents on the trail that require action by a law enforcement officer. ARTA will work with appropriate New York law enforcement and funding agencies to secure adequate funding for recreational law enforcement for the Adirondack Rail Trail.

ARTA and its partners will strive to educate each of their members, as well as the general public and/or visitors, of the laws, rules and regulations that govern the use of the trail. This will be done through the development of brochures; outreach to members through various newsletters and publications; signs at entry points to the trail and along the trail; general public outreach and education. ARTA will explore the option of creating a volunteer monitoring process for users of the trail. This will allow for “eyes and ears” on the trail at times when law enforcement officers are not available.

Hours of Operation
The rail/trail will be open for use between 6am and 11pm per day, 7 days per week, 52 weeks per year, without any planned restrictions except as noted:
 a) walking/hiking/jogging - unrestricted year round use, except as noted in section i) below.
 b) Americans with Disabilities Act (ADA) accessibility - restricted by trail condition, suitable hardened surface for wheel chair use from approximately May to November. Winter time use is allowed, but would be difficult.
 c) bicycles - year round, mostly in late spring through the fall season. Winter biking on snowmobile trails is becoming popular and will be allowed.
 d) snowshoe/x-country skiers - unrestricted from first snow to spring thaw.
e) snowmobile – Snowmobile use will be allowed during the legal Open Season, after the last weekend of big game season through April 15. The hours of operation will be as described above. A speed limit of 55 mph will be posted and enforced. In villages or other populated areas 30mph.

f) atv’s - not allowed for recreational use. The exceptions will be ATVs used for maintenance during daylight hours May through December 15, law enforcement and emergency service vehicles, all with appropriate markings and flashing lights.

g) motorized wheeled vehicles - not allowed. The exception will be maintenance vehicles, law enforcement and emergency service vehicles with appropriate markings and flashing lights, motorized wheelchairs, and when state or local regulations permit, electric bicycles per 23 U.S.C. § 217.

h) if necessary, the trail may be closed for its entirety, or certain sections, due to floods and other natural events. The trail may also be closed during late fall and early spring to ensure the integrity of the trail’s surface and to prevent it from being torn up by premature use while the trail is wet. During these closures proper signage will be installed.

i) nothing in this Management Plan shall prohibit a municipality from establishing local ordinances regarding the Adirondack Rail Trail, but in no case shall the ordinance prohibit legal uses during legal hours of operation.

**Required Facilities**

**Parking Facilities**

There are currently suitable public parking lots in every town along the corridor. More will have to be constructed to keep pace with the increased numbers of users. As the need arises for new parking, ARTA and officials in the region of the needed parking will facilitate development of new parking facilities or expansion of existing facilities. A map of parking lots available to users and their accommodations will be developed and made available in marketing materials and on the website.

**Path Connectivity**

Adequate interface with communities will be provided as the number of local paths and trails is anticipated to increase following the opening of the Adirondack Rail Trail.

**Trail Enhancements & Amenities:**

i) **Fishing & Canoeing Access** – A large portion of the corridor runs adjacent to numerous bodies of water. We will work with NYSDOT, Trout Unlimited and other interested fishing groups, and canoe touring agencies that currently utilize these waterways, utilizing DEC as a Resource Agency.

ii) **Emergency Telephones** – Arrangements will be made to install signage directing users to telephone access available along the trail for emergency purposes.

iii) **Benches, Resting & Picnic Areas** – Coordination with local communities and path committees for planning, installation, and maintenance.

iv) **Signage & Markings** – Warnings for trails and roads, speed limits and other safety related signage will be installed as required by applicable sections of NYSPR. Later installation will include informational, mile markers and distance signs. Mile markers and their location will be coordinated with NYSDOT rail section prior to installation to maintain a single marking system.
v) **Access Points** - Access points from local and state road systems, including NY Rte 30, 3, 28 will be signed for visitor information and access.

vi) **Recreational Facilities and Sporting Fields** – Will be identified with “where and what” information signs and kiosks.

vii) **Bike Racks** – Will be added as user density grows.

viii) **Bollards** - Installed as necessary to control unauthorized vehicle access, as the problem becomes troublesome.

ix) **Information Kiosks** – Posting of information on local amenities will be coordinated with the respective chambers of commerce and recreation and conservation committees.

x) **Restored stations or sheds** – Specifications and guidance will be coordinated with local historical societies, State Historic Preservation Officer, and NYSDOT.

**Trail Systems.**

The Adirondack Rail Trail will accomplish many very important functions. First, it will act as a starting point for the communities to plan and build their own trail systems. These community systems will provide the economic growth by connecting the rail/trail with the business district. Secondly, a north-south trail provides the linkage connecting the following east-west trails:

- Planned community recreation paths in Lake Placid, Saranac Lake, Lake Clear, Tupper Lake, Piercefield, Colton, Long Lake, Beaver River, Big Moose and Thendara will provide access into the villages from the rail/trail.
- St Lawrence counties trail system will be accessed through Mount Arab and Horseshoe Lake region through to Cranberry Lake/ Wanakeena area.
- Adirondack Rail Trail connection will provide access into the village of Old Forge.
- The Adirondack Rail Trail will provide access to the William C Whitney Wilderness area and the Sabattis region where numerous hikes can be accessed.
- NYSSA snowmobile trail network with 12 direct connections.

These trail systems will expand the trail options available and enhance the recreational user’s opportunities and enjoyment.
Conclusion: The Adirondack Rail Trail is Clearly the Best Choice

The cover story for the September, 2013 issue of *Outside Magazine* is entitled, “America’s Best Towns, 18 perfect places to live.” Their goal was to find America’s best place to be healthy. They wanted towns with ample trailheads, nearby adventure, and great farmers’ markets.

Park City, Utah was named, “2013 Best Town Ever.” They cited their winter sports, Olympic training center, and summer recreational activities, which include Utah’s Historic Union Pacific Rail Trail State Park.

The runner-up was Greenville, South Carolina. Quoting the article, “Voters lauded the parks and greenways, particularly the 18-mile Swamp Rabbit Trail—a virtual pedestrian superhighway—and the strong cycling and running communities.”

Numerous other communities were cited for their recreational trails, such as Spokane’s 37-mile Centennial Trail, Carbondale, Colorado’s 44-mile Rio Grande Trail, Chicago’s 18-mile Lakefront Trail, and Little Rock’s 34-mile Arkansas River Trail.

Governor Cuomo has recently made clear the state’s interest in drawing attention to New York State tourism destinations, and particularly in the Adirondacks. The public relations value of the article in *Outside Magazine* is immeasurable, drawing visitors, residents, employers, and investments to those towns because of their recreational amenities, which show their focus on providing for a good, healthy quality of life for residents and visitors.

---

65 photos at http://www.spokanecounty.org/parks/content.aspx?c=2684
66 photo at http://www.carbondale.com/destination/rio-grande-trail
68 photo at http://www.littlerock.org/parksrecreation/rivertrail/
70 http://www.huffingtonpost.com/2013/08/12/best-towns-for-active-travelers_n_3731277.html
As discussed in the Carsey Institute’s Winter 2012 Report, “Demographic Change in the Northern Forest”\textsuperscript{72}, “Recreational counties have become increasingly attractive as year-round residences for seniors and professionals attracted by the natural beauty and amenities of the region. The arrival of “amenity migrants” encourages working-age residents to stay in the area and attracts others to it.”

The Adirondacks can compete with any other recreation region for national attention. We have an Olympic training center and Olympic venues, and World Cup winter sports events. We have world-class downhill and cross-country ski areas, world-class snowmobiling, more than 3,000 lakes and ponds and 30,000 miles of rivers and streams, great mountains and hiking trails, the Lake Placid Ironman Triathlon, the 3-day Adirondack Canoe Classic canoe race, and countless other major athletic competition events. The Adirondack region represents an ideal place for a world-class athlete, a serious athlete, someone for whom fitness is important, or someone who is thirty pounds overweight, has elevated cholesterol levels, and wants to be more active and live a healthier lifestyle.

The Adirondack Rail Trail will physically tie together these many disparate elements. It can represent the foundation for a public relations effort to help people nationwide recognize that the Adirondack region is a recreational destination without equal. This recreational trail will be a major attraction, drawing visitors and helping them appreciate that our region offers the best opportunity for a healthy lifestyle.

In closing, the Adirondack Rail Trail would be the better choice for the region, even if it cost more than restoration and operation of the railroad along the length of the corridor. In fact, the cost to taxpayers of building and operating the Adirondack Rail Trail will be much less than the State of New York is now spending on the corridor. Rather than expanding the economy of the region, restoration of the railroad along the length of the corridor would actually result in a substantial decline in the economy because of the loss of snowmobile activity that would not be offset by any increase in economic activity throughout the rest of the year.

The Adirondack Rail Trail is not just the best choice. It is the only choice for the corridor. The State of New York can substantially benefit the region and the state, and save tens or hundreds of millions of dollars, by choosing the Adirondack Rail Trail for the Old Forge-Lake Placid corridor.

\begin{table}[h]
\centering
\begin{tabular}{|l|c|c|c|}
\hline
Resolutions passed by & Review & Remove & Restore \\
\hline
Village of Lake Placid & & ✓ & \\
Town of North Elba & ✓ & & \\
St Lawrance County & & & ✓
\hline
Village of Saranac Lake & ✓ & & \\
Village of Tupper Lake & ✓ & ✓ & \\
Town of Tupper Lake & ✓ & ✓ & \\
Town of Webb & & ✓ & \\
Town of Harrietstown & ✓ & ✓ & \\
Town of Piercelfield & & & ✓
\hline
Beaver River Property Owners & & ✓ & \\
NY State Snowmobile Association & ✓ & & \\
Town of Colton & & & ✓
\hline
Town of Santa Clara & ✓ & & \\
Saranac Lake C of C & & ✓ & \\
\hline
\end{tabular}
\caption{Resolutions passed by municipalities along the Old Forge-Lake Placid corridor.}
\end{table}

\textsuperscript{72} http://www.carseyinstitute.unh.edu/publications/IB-Johnson-Northern-Forests.pdf
Businesses in Support of the Adirondack Rail Trail

Appendices

Appendix A: Businesses in Support of the Adirondack Rail Trail

The following resolution is submitted in support of the rail-trail option under consideration at these Unit Management Plan hearings. It is endorsed by a broad-based coalition of 400 Adirondack businesses throughout Lake Placid, Ray Brook, Saranac Lake, Tupper Lake, and points north to Keeseville, east to Keene/Keene Valley, and south to Old Forge.

“We, the undersigned owner/operators of Adirondack businesses, support the Recreational Trail Option for the 90-mile rail corridor from Lake Placid to Old Forge/Thendara. The multi-use recreational trail offers the best opportunity to grow our economy.

The current use of the corridor has not produced the promised economic benefits. On the other hand, a safe, easy, scenic recreational trail will become a major tourist destination throughout the year, creating jobs and expanding economic opportunities across the region.

For the good of our economy, we ask that DEC Commissioner Martens, DOT Commissioner McDonald and Governor Cuomo bring about the rail-to-trail conversion of the Lake Placid-to-Old Forge rail corridor as soon as possible:”

Lake Placid (133)

- Whiteface Lodge
- Lake Placid Lodge
- Whiteface Club and Resort
- Lake Placid Club Golf Courses
- Crown Plaza Resort
- Golden Arrow Lakeside Resort
- Comfort Inn on Lake Placid
- Paradox Lodge
- Wildwood-On-The-Lake Motel
- Town & Country Motor Inn
- Maple Leaf Inn
- Woodlake Inn
- Edelweiss Motel
- Redwood Motel
- Schulte’s Family Lodge
- South Meadow Farm Lodge
- The Pines Inn
- Placid Bay Inn
- Alpine Inn
- Alpine Air Motel
- Willkommen Hof B&B (Wilmington)

- Veranda Restaurant
- The Brown Dog Café
- Adirondack Steak & Seafood
- Jimmy’s 21 Restaurant
- Arena Bar & Grill
- Lisa G’s Restaurant
- Liquids & Solids Restaurant
- Boathouse Restaurant on Mirror Lake
- Desperado’s Mexican Restaurant
- Howard Johnson Restaurant
- Café Rustica
- Pan Dolce Restaurant
- Mykonos Greek Restaurant
- Lake Placid Pub & Brewery
- Chair Six Restaurant
- Cascade Inn Restaurant
- Black Bear Restaurant
- Villa Vespa Pasta Sauce Company
- Downtown Diner
- Emma’s Lake Placid Creamery
- Mr. Mike’s Pizza
Businesses In Support of the Adirondack Rail Trail (cont’d)

- Eris Pizza
- Johnny’s Pizza
- Subway of Lake Placid
- Redneck Bistro
- China City Restaurant
- Kreature Butcher Shop
- Wise Guys Sports Bar
- Zigzags
- Roomers
- Lake Placid Chocolatier
- Terry Robards Wine and Spirits
- Lake Placid Boat Tours
- High Peaks Cyclery
- Placid Planet Bicycles
- Cunningham’s Ski Barn
- Lake Placid Hockey Depot
- Jones Outfitters
- Olympia Sports
- Maui North Sports Gear
- The Fallen Arch: Premier Running Shoes
- Adirondack Snowmobile Rental
- Merrill Thomas Real Estate
- Martha Day Realty Inc.
- Engel & Voelkers Real Estate
- Prudential Real Estate
- Adirondack Premier Properties Inc
- Outpost Wine and Spirits
- Eye Peek
- Adirondack Store
- Critters
- Evergreen Contracting
- Darrah & Darrah Auto Body
- Out on a Limb Tree Service
- The Smoking Cork
- Stouts and Stogies
- The Music Box
- Sparkle Main St.
- New Vision Lingerie
- The Hairport
- The Cutting Cabin
- LOCALadk Magazine
- The UPS Store
- Lake Placid Animal Hospital
- Speedway Automotive
- Adirondack Yarns
- Soul Roots Studio
- Earth Girl Designs
- The Sugar Shack
- Element Day Spa and Salon
- High Peaks House of Jerky
- Lake Placid Christmas Co.
- Fanfare
- Peak Your Interest Souvenirs
- Lamb Lumber
- Young Lyon Floor Covering Inc.
- Roy Electric
- Mountain Medical Urgent Care
- Lake Placid Foam Insulation
- Critters on Main St
- Rupert Holdings
- Gordon Pratt Agency
- Briggs Norfolk LLP Law Firm
- Beaney Construction
- Preston Plumbing and Heating
- Ben Lawrence Excavation & Heating
- Don Quixote Contracting
- Joe Stanton Contracting
- C. Grady Automotive (Wilmington)
- RP Ledger Construction
- Black Mountain Enterprises
- Placid Industries
- Sports Insurance.com Inc.
- Hurley Bros Fuel
- Adirondack Iron Works
- David L Philo CPA
- Tri-Lakes Vending
- Riverbend Town Homes
- Trollbeads Jewelry
- Ice Time Refrigeration
- Bowlwinkles
- Boots and Birdies Miniature Golf
- Pirates Cove Adventure Golf
- Darrah Cooper Jewelers
- Mobil Central Jewelers
- Fitness Revolution
- Captain Marney’s Boat Rental
- Paradox Landing Boat Slip Rentals
- Lake Placid Rug and Home
- Forest Home Furnishings
- Judi’s Computer Support
Businesses In Support of the Adirondack Rail Trail (cont’d)

Ray Brook (12)

- Tail O’ The Pup
- Sherwood Forest Motor Inn
- Moreno’s Cottages
- High Peaks Ford
- Autopros Preowned Cars & Trucks
- Ray Brook Sunoco and Deli
- Ray Brook Frog
- High Peaks Animal Hospital
- Pine Cone Ice Cream Stand
- Wiley’s Flies & Inn
- Woodhill Electric
- The Garden Center

Saranac Lake (90)

- Hotel Saranac
- Ampersand Bay Resort & Boat Club
- Best Western Mountain Lake Inn
- Gauthier’s Saranac Lake Inn
- Adirondack Motel
- Lake Flower Inn
- Lake Side Motel
- Harbor Hill Cottages
- Turner’s Efficiency Cottages
- Cochran’s Cabins
- Kiwassa Lake Bed and Breakfast
- Downhill Grill
- Nonna Fina Restaurant
- Belvedere Restaurant
- McKenzie’s Grill
- Blue Moon Café
- DJ’s Rustic Restaurant
- Red Fox Restaurant & Lounge
- Little Italy
- Dew Drop’s Grille & Pizzeria
- China Jade Restaurant
- No. 1 Chinese Restaurant
- Captain Cook’s Bar & Grill
- Lake View Deli
- Lake Flour Cakery
- Adirondack Bean-To Coffee
- Dunkin Donuts
- Mountain Mist Ice Cream
- Owls Nest Pizzeria
- Jreck Subs
- Charlie’s Inn (Lake Clear)
- Pack Basket Diner (Gabriels)
- Nori’s Village Market
- Fusion Market
- E & M Market
- Saranac Inn Golf and Country Club
- Mountain Medical Urgent Care
- Adirondack Surgical Group
- Tri-Lakes Center for Dentistry
- Dockery Chiropractic
- Saranac Lake Chiropractic
- Adirondack Audiology
- Tri Lakes Home Medical
- Inner Quest Yoga and Wellness Center
- Fogarty’s Lake Flower Marina LLC
- Swiss Marine Inc.
- Crescent Bay Holdings
- Evergreen Auto Center
- Upstate Auto Chrysler Dodge Jeep Ram
- Madden’s Garage and Towing
- Madden’s Transfer & Storage
- Carcuzzi Car Care Center
- Wayne Darrah Auto Body Shop
- GO Automotive
- Adirondack Tire Co. Inc
- Coakley’s High Peaks Ace Hardware
- Advanced Auto Parts
- Olympic Auto & Truck Supply
- Dollar Tree
- Radio Shack
- Newman & Holmes Inc
- Santanoni Apartments
- Adirondack Lakes & Trails Outfitters
- Adirondack Explorer Magazine
- Adirondack Wine and Liquor
- Willy Nilly Gardening
- S. Curtis Hayes Real Estate Inc.
- Casier Furniture
- Upscale Resale
- Pink Fabulous Fashions for Today’s Women
- Clearsoft Computer Consulting (Lake Clear)
- Gear-to-Go Tandems
Businesses In Support of the Adirondack Rail Trail (cont’d)

- Small Fortune Studio
- Goody Goody’s Toys & Games
- Salon Mirage Day Spa & Fitness Center
- Creative Expressions by Robin
- Sylvia’s Tailoring Shop & Boutique
- Scott’s Florist
- K & E Enterprises
- Vanguard Atlantic Equity Firm
- Tissot Construction Inc.
- Scheefer’s Adirondack Builders Inc
- D. C. Cochran Excavating & Grading
- Cascade Builders
- AFE Wildlife Control (Gabriels)
- Grateful Day Press
- Lost Pond Press
- Rucher Inc
- Cheru Family Partnership
- Mountain View Saranac Inc

Tupper Lake (110)

- Sunset Park Motel
- Faust Motel
- Timber Lodge Motel
- Shaheen’s Motel
- Lakeview Motel
- Grand Union Hotel
- Red Top Inn
- Pine Terrace Motel & Resort
- Lumberjack Inn
- JRECK Subs
- Little Italy
- The Smoking Horseshoe BBQ
- Tyler’s Pizza
- Bima’s Pizza
- China Wok
- Smokey’s BBQ 911
- Guido’s Pizzeria
- Pine Grove Restaurant
- Main Street Restaurant
- White Birch Cafe
- Swiss Kitchen Restaurant
- Wawbeek Quick Stop LLC
- Larkin Deli and Bakery
- Skyline Ice Cream
- Mattoon Sunflower Bakery
- The Washboard/Donut shop
- P2’s Pub
- Raquette River Brewing
- Trail’s End Bar
- The Marketplace Pub and Deli
- KB’s Adirondack Country Store
- E&M Enterprise
- Tupper Lake Trading Post
- KB’s Enterprises
- John Gillis Cabinetry
- Adirondack Classic Design
- The Cutting Room
- G.M. Fletcher Enterprises
- JK Enterprises
- Raquette River Properties
- N&T Snye, LLC
- Larkin Fuel & Services
- Pete’s Motorcycle Repair
- Big Pine Painting
- Adirondack Machines
- Blue Jay Campsites
- Raquette River Outfitters
- Newton Greiner Photography and Painting
- Beading Beauty at Creative Flow - A studio of Arts and Inspiration
- New Beginnings Hair Salon
- Sun Creations
- Tupper Lake Supply
- Gillis Realty
- Amanda’s Tax Services
- T. Lamere Contracting
- Cerruti Family Chiropractic
- PBR Builders
- Adirondack Fireplaces
- Benzce Logging
- Fortune’s Hardware
- Day Wholesale, Inc
- R. C. M. Enterprises
- 11 Main St. Enterprises, LLC
- JK Motor Sports
- John D. Delehanty, Attorney At Law
- Moose Lodge 640
- Lakeview Lanes
- ADK Sporting Goods
- Shaheen’s IGA Market
- Bellvilles Insurance
Businesses In Support of the Adirondack Rail Trail (cont’d)

- Bill Arsenault and Son Inc Estate Management
- The Cozy Porch Family Hair Care
- Boulevard Wine and Spirits
- A. Maroun Store
- Stuart Nichols insurance and Financial Services
- Rule's Hardware and Marine
- Schoolhouse Renovations
- Sootbusters LLC
- Cabin Fever Floral
- Counter's Garage
- Bartel Motors
- Eric’s Auto & Truck Repair
- Carquest Auto
- Walt’s Auto
- J. Dennis Carpentry
- LFY Plumbing & Electrical
- Tree Busters LLC
- Randy Amell Contracting
- Big Tupper Construction
- Curt Strader Contracting
- Kavanaugh Trucking Inc.
- Dechene Enterprises
- The 19th Hole
- Paul Mitchell Logging
- Ray Martin CPA PC
- ADK Drywall Company
- Darrel Savage Construction
- Rocky Cove Construction
- Hollingsworth Carpentry and Renovation
- Sparks Masonry
- Luke’s Tire & Auto Service
- Lemieux Contracting
- ADK Renovations and Carpentry
- J. Schaffer Roofing
- Randy Amell Contracting
- Becker Construction
- Darrell Savage Construction
- Frenette Apartments
- Fountain Forestry Inc.
- Larkin’s Fuel

Points South (39)

- The Thirsty Moose Pub & Grub (Piercefield)
- Tame the Trout Charters (Long Lake)
- The Adirondack Hotel (Long Lake)
- Journey’s End Cottages (Long Lake)
- Sandy Point Motel (Long Lake)
- Water’s Edge Cottages (Long Lake)
- Green Harbor Motel and Cottages (Long Lake)
- Donnelly’s Sunset Point Cabins (Long Lake)
- Shear Images (Long Lake)
- Short Ridge Landscaping (Long Lake)
- Thomas Donnelly Logging (Long Lake)
- Shamrock Motel and Cottages (Long Lake)
- Hoss’s Country Corner Store (Long Lake)
- Hoss’s Country Coner Ice Cream Stand (Long Lake)
- Norridgewock III Lodge (Beaver River)
- Northern Lights Lodge (Stillwater)
- Stillwater Shop Inc.
- Pedals and Petals (Inlet)
- Big Moose Inn (Eagle Bay)
- Big Moose Yamaha-Arctic Cat (Eagle Bay)
- Old Forge Sport Tours (Old Forge)
- Daiker’s Inn, Forth Lake (Old Forge)
- Mountain Man Outdoor Sports of Old Forge
- White Lake Lodge (Forestport)
- White Lake Snow Tours (Forestport)
- Adirondack Sports & Fitness Magazine (Saratoga)
- Smith Marine Ski-Doo and Water Sports (Old Forge)
- Nice N Easy Grocery Shoppe #35 (Boonville)
- Nice N Easy Grocery Shoppe #33 (Star Lake)
- Nice N Easy Grocery Shoppe #45 (Carthage)
- Nice N Easy Grocery Shoppe # 514 (Alder Creek)
- Nice N Easy Grocery Shoppe # 2801 (Crogan)
- Nice N Easy Grocery Shoppe #2802 (Harrisville)
- Nice N Easy Grocery Shoppe #2803 (Lowville)
Businesses In Support of the Adirondack Rail Trail (cont’d)

- Nice N Easy Grocery Shoppe #2314 (Lowville)
- Nice N Easy Grocery Shoppe #2313 (Norwood)
- Nice N Easy Grocery Shoppe #2501 (Poland)
- Nice N Easy Grocery Shoppe #2502 (Barneveld)
- Nice N Easy Grocery Shoppes, Inc. Corporate Office (Canastota)

Points North and East (16)

- The Mountaineer (Keene Valley)
- Leepoff Cycles (Keene Valley)
- Juniper Hill Farms (Wadhams)
- Harrington’s Gardens (Crown Point)
- Hid In Pines Vineyard (Morrisonville)
- North Country Creamery (Keeseville)
- Rulfs Orchard (Peru)
- Brainardsville Bakehouse (Brainardsville)
- Fledging Crow Vegetables (Keeseville)
- Murnane Building Contractors (Plattsburgh)
- Adirondack Rock and River Guide Service (Keene)
- Cedar Run Bakery and Market (Keene)
- Nice N Easy Grocery Shoppe #2305 (Gouverneur)
- Nice N Easy Grocery Shoppe #2308 (Ogdensburg)
- Nice N Easy Grocery Shoppe #2310 (Ogdensburg)
- Nice N Easy Grocery Shoppe #2310 (Canton)
Appendix B – Supportive newspaper editorials

Adirondack Explorer: Cuomo should back trail, March/April 2014
Adirondack Daily Enterprise: Decision on rail trail slow in coming, March 3, 2014
Schenectady Daily Gazette Editorial: Tracks vs. trails in Adirondacks, September 17, 2013
Albany Times Union: “The little train that shouldn’t” Sept. 17, 2012
Schenectady Gazette: “Better to convert this old rail to trail in the Adirondacks” Aug. 9, 2013.
Adirondack Daily Enterprise: “Time to deal with the railroad issue” Oct. 20, 2012
Adirondack Daily Enterprise: “State railroad review is welcome” June 24, 2013

Cuomo should back trail, Adirondack Explorer Editorial, March/April 2014
Governor Andrew Cuomo has demonstrated an appreciation for both the natural wonders of the Adirondack Park and for the economic potential of increased tourism in the region. From whitewater-rafting races, to funding for a refurbished Whiteface Memorial Highway, to his (unfortunate) support for a snowmobile connector trail through the newly acquired Essex Chain Lakes Tract, Cuomo has viewed the Adirondack experience from the point of view of economic opportunity.

It's surprising, then, that he has not championed one of the most exciting proposals under discussion in the Adirondacks in recent years: the conversion of an underused ninety-mile rail line through the heart of the Park into a multi-use recreation trail. This route from Old Forge to Lake Placid could become a premier attraction, drawing tourists to bike, hike, jog, and stroll through some of the most beautiful wild lands in the country. In the winter, snowmobilers could make better use of a route that would offer a longer season and safer travel when rail tracks are removed. For residents of the Lake Placid- Saranac Lake corridor, the trail would provide a safe and aesthetically superior route for bicycle commuting.

Advocates for this rail trail have urged the state, which owns the rail line, to remove the largely unused track. They cite feasibility studies showing the clear economic benefits of the multi-use trail. The first study, in 2011, showed that the status quo in which a tourist train operates over the nine miles between Saranac Lake and Lake Placid is a less desirable option than either converting to rail trail or expanding the rail operation over the full length of the line.

Two studies in 2012 demonstrated the clear financial advantages of a rail trail compared with operating train service over the full line. The cost to the state of repairing the decrepit tracks would be prohibitive. The far lower cost of removing the tracks and surfacing the bed would be largely offset by salvaging the rails and ties. Other regions of the country have proved the worth of rail trails. The Rails-to-Trails Conservancy has estimated that the sixty-two-mile Pine Creek Rail Trail in Pennsylvania generates $3 million to $5 million a year for local communities. The 150-mile Great Allegheny Passage in Maryland and Pennsylvania brought in $40 million in a recent year, according to the Allegheny Trail Alliance.

Those proposing to preserve the tracks rely heavily on a mix of nostalgia and wishful thinking. Admittedly, there's a certain romantic appeal to the notion of train touring through a beautiful region where Gilded Age tycoons once arrived by private rail car. But with an estimated expenditure of $44 million to refurbish the tracks, the cost to the state of such sentimentality is beyond reach. Some proponents argue that we should preserve the tracks to be ready for a day when expanded rail service could meet increasing passenger or freight demand. But there is little prospect of demand surging for a remote line with few passenger destinations or industries to connect to markets.
The possibility of keeping the rail line and constructing a trail alongside might seem a logical solution, but, sadly, it's not practical. The financial cost and environmental damage of that heavy construction through wild forest and wetlands eliminates that alternative. Even the limited ambition of creating a trail alongside tracks in the Lake Placid-to-Saranac Lake corridor has proved impractical. The town of North Elba, which includes the village of Lake Placid, explored that option and located some potential funding.

But it concluded last fall that the cost of engineering and environmental studies would be too high. It abandoned the idea of a side-by-side trail and called for removing the tracks and creating the rail trail.

With such a clear case for converting the rail line to a recreation trail, it's baffling and discouraging that the state has not acted. The proposal has been the subject of public discussion for years. (The Explorer called for the trail in an editorial in the March/April 2010 issue.) Last year the state departments of Transportation and Environmental Conservation held a series of meetings to gather public comment. But as of press time, they had not proceeded to the step of opening a review of the unit management plan that controls use of the rail line. While that review would not guarantee a decision to create the trail, the conversion cannot happen without it.

The state has the chance to add an invaluable new resource that could introduce hundreds of thousands of new visitors—families and adventurers alike—to the natural wonders and welcoming communities of the Adirondacks. Whether they venture out for day trips from a base in a nearby lodge, or undertake a through trip across some of the most beautiful land in the nation, these visitors will spend money and strengthen the economy of the region. And many are likely to return again and again, extending their enjoyment and compounding their financial impact.

The governor, who has done so much to promote the tourist potential of the Adirondacks, needs to make this rail trail a reality.

-Tom Woodman, Publisher

**Decision on rail trail slow in coming**

*March 3, 2014 by MARY ESCH, Associated Press*

ALBANY - Five months ago there appeared to be a light at the end of the tunnel for a decades-long debate over whether to repair railroad tracks running through the Adirondack Mountains or rip them up in favor of a 90-mile biking, hiking and snowmobiling trail. But the state steamed right through a year-end target for a decision.

Now, backers of the proposed trail are frustrated at the Cuomo administration's slow pace making a decision on whether to open a review needed to move the plan forward, while rail supporters believe the state has already decided what to do.

The issue centers on the state-owned rail bed running from Old Forge northeast to Lake Placid. The departments of transportation and environmental conservation held a series of public hearings and said in September a decision would likely come by the end of 2013.

But the agencies still haven't decided whether to do a review of the rail corridor's 1996 management plan, which called for letting a scenic railroad operate for five years and then review its success. Trail advocates say an influential state senator is holding things up, but train proponents believe the agencies have come to a decision and aren't ready to publicly discuss the highly charged issue.

"Presentations were made six or eight weeks ago by senior DOT and DEC staff to the commissioners," said Bill Branson, board president of the Adirondack Railway Preservation Society. "I think if the people making the decisions had a way to appease the trail advocates and keep the railroad, they'd do that."

The society, which runs the scenic railroad at the northern and southern ends of the corridor, is pushing what it calls a compromise plan that would have the state spend about $17 million to restore the rotting tracks on the
central 70 miles of the 120-mile corridor and build a trail next to the tracks. In areas where the tracks go over a narrow causeway or bridge, the trail would be rerouted through surrounding forest and eventually rejoin the rail bed.

Adirondack Recreational Trail Advocates, a group launched in 2011 to promote the trail alternative, contends that the cost of restoring the tracks would be closer to $50 million and it's not feasible to build a trail beside the rails. It has its own rail-with-trail compromise - keep the tracks on the southern end and put a trail on the north end.

"We're compromising in that we'll support the railroad between Utica and Old Forge," where the tourist train already operates, said Dick Beamish, publisher of the Adirondack Explorer monthly newsmagazine and a member of the trail group. "We want a rail trail from Old Forge north to Lake Placid."

"We're not talking about mountain bike trails," he said. "We're talking about rail trails that connect communities, that people can walk or ride bikes on."

Rail trails, which are more like single-lane roads than footpaths, are major tourist destinations in other parts of the country. "Our studies show there would be hundreds of thousands of visitors who would be drawn specifically for the bike trail," Beamish said.

The railroad reports carrying 33,500 passengers on the Utica to Old Forge segment in 2012. If the tracks are refurbished to Lake Placid, the railroad's management plan predicts ridership will increase to more than 90,000 a year, with ticket sales of almost $2 million.

Adirondack Recreational Trail Advocates has gathered more than 12,000 individual signatures and more than 400 from businesses on a petition for a trail. A dozen municipalities along the corridor have passed resolutions asking the state to reopen the rail corridor management plan to determine the best use for it, or to skip the review and just rip up the rails.

Rail advocates counter that it would be foolish to abandon rail access that may be needed for freight and passenger transport in the future as fuel becomes more costly and scarce.

The trail group is waging a letter-writing campaign in local newspapers targeting state Sen. Betty Little, who represents the region, saying she's stalling action because she's allied with train advocates, who don't want the state agencies to revisit the corridor's management plan. Little said she believes both sides have merit.

"This is the only rail line through the center of the Adirondacks, and I fear that once it's removed, it will never be there again," Little said. "But I'm not holding up the decision in anyway whatsoever."

Spokesmen for DOT and DEC refused to speak about the issue, but each provided a brief email statement saying the agencies are continuing to work toward a final decision on whether to open the management plan.

"Some of us have waited 40 years for this to happen," said Beamish, who's planning a trip with his wife to a rail trail in Virginia. "If it takes a few more years, so be it."

**Editorial: Tracks vs. trails in Adirondacks, Schnectady Daily Gazette, September 17, 2013**

If the Adirondack Scenic Railroad was looking for support in its quest to keep the state-owned rail corridor between Old Forge and Lake Placid intact, so it can someday run a tourist train on that 90-mile stretch, it got just the opposite from the town of North Elba last week. Not only did the town vote to scrap the plan for a bike path alongside the existing train operated by the Adirondack Scenic Railroad between Lake Placid and Saranac Lake, it asked that the tracks be removed and replaced by a bike path.
That’s exactly what a group called Adirondack Recreational Trail Advocates (ARTA) has been pushing the last year or so for the entire Old Forge-Lake Placid corridor, and it has growing support from residents and local officials.

North Elba’s action comes at a key time in the debate. The state is holding a series of public hearings on whether to change its unit management plan for the corridor, which was adopted in 1995 and calls for a tourist train. That’s because, after all these years, Adirondack Scenic Railroad still has no realistic plan for a tourist train, and running one would require an estimated $40 million (presumably from the state) to repair the badly deteriorated track.

The railroad advocates have been saying there’s no need to choose, that it’s possible to have a train with a bike path alongside it. But such an arrangement would add greatly to the cost and create engineering and environmental problems as the bike path passed lakes, rivers and wetlands.

Those two factors, cost and wetlands, weighed heavily in North Elba’s decision. Even though the federal government has committed more than $4 million in grant money for the adjacent bike trail, North Elba would still have to match it with about $750,000. And the town recently learned that the U.S. Army Corps of Engineers has new wetlands regulations that will require a more costly and time-consuming environmental review.

Meanwhile, the town knew how much — or, rather, little — the train has been doing for the region in terms of tourism and economic development. And it has seen the various studies done for both sides, all of which show that the bike trail would bring far more users — locals as well as visitors, hikers and snowmobilers as well as bicyclists — at a much lower cost than would the train.

The state should consider those same studies and reach the same conclusion North Elba did. Let the tracks between Lake Placid and Saranac Lake be removed and replaced by a bike path, and let the same be done for the entire 90-mile corridor.


*Our opinion: While New York prepares for a tourism advertising blitz, it should figure out what it wants to do with a prime opportunity in the Adirondacks.*

What do you do with a 141-mile stretch of rail bed that cuts through one of the nation’s greatest parks? Revive the rail, or build a trail?

Fans of each of those options have staked out their case, and could probably keep arguing until the moose come home. Now one side has offered a smart way to end the debate: Why not have the state, which owns these tracks, study the options and decide?

The state has a strong stake in making sure this stretch of prime real estate between Utica and Lake Placid goes to good use. The question of the tracks’ fate comes at a time when Gov. Andrew Cuomo is looking to lure more tourists to New York, particularly upstate, and plans to invest some $60 million on promotion.

What’s more, it’s decision time for the tracks themselves. A substantial portion — 80 miles — needs major work. Train advocates expect the cost of between $16.5 million and $43 million will come, somehow, from the state and federal governments.

Tearing them up and creating a trail, on the other hand, is projected to cost, at most, $5.3 million. Trail boosters say it could be funded by selling the rails and ties for salvage.

As we wrote back in September, we think the trail is the far better idea. Besides costing taxpayers little if anything, a multi-use trail for biking, hiking, skiing and snowmobiling could attract from 43,000 to upward of 240,000 people a year, generating close to $20 million annually.
Compare that with 7,000 to 8,000 railroad customers, whose spending is estimated at $686,000. Anyway, a chunk of rail would be left where it’s likely to get the most use, between the well-visited Lake Placid and Saranac Lake. That’s where a scenic rail line already operates. It could stay.

With this argument going essentially in circles now, trail advocates suggest that the state Department of Transportation, which leases the line for $1 a year to a volunteer tourist railroad, should review the lease and the option for a rail trail, joined by the governor, the Department of Environmental Conservation and the Adirondack Park Agency. They should look at the studies that have been done so far and talk to the civic and business leaders in the communities along the route.

More than a few villages and towns have called for either removal of the tracks or at least a fresh look at the matter. Yet a review of the lease hasn’t been done in the more than 20 years that the state has been leasing the line. That’s a long time to chug along by the seat of one’s pants.

All that tourism promotion that Mr. Cuomo proposes will mean little if there isn’t something for those tourists to do, and, even more, something they’ll want to do. If it’s going to play tour guide, New York is going to need a clear sense of direction.


If a controversy were brewing in your community, wouldn’t the best approach be to enlist an unbiased group to study it thoroughly, hear comment from all sides and then make a decision?

That’s exactly what we should think should happen with the “rail trail” controversy in the Adirondacks.

The debate centers on a 119-mile railroad track running from Lake Placid to Remsen, which is near Utica. Right now, about 10 miles of that track in our region is being used in the summer for a tourist train that runs between Lake Placid and Saranac Lake. A plan is approved and in motion to build a recreation trail alongside the tracks from Lake Placid to Saranac Lake.

Proponents of a recreational trail would rather see the train tracks torn up and a multi-use — snowmobile, biking, hiking, cross-country — trail established from Lake Placid to Tupper Lake and eventually on to Old Forge. They believe it will be a huge boon for tourism and say the tourist train isn’t adding much to tourism numbers anyway.

On the other side of the issue are people who believe the section of track can host all those uses in concert: maintaining railroad use while allowing recreational activities alongside the track. They focus on the potential for expanding railroad use by restoring the entire length of track to Utica.

The debate has many nuances, and each side, we believe, can put forth a convincing argument that its plan would serve the best interests of the people and economy of our region.

We aren’t taking a side in this debate because we don’t feel all the facts are available, for one major reason: the New York State Department of Transportation’s Unit Management Plan for the corridor has not been updated since 1995.

A smattering of studies and surveys have been published in the past four years, but all were commissioned by forces for one side or the other. People from both sides of the debate have used facts artfully plucked from the studies to declare their position to be the only true direction.

The state’s unit management plans are supposed to be revised every five years, and this one is long overdue. The process is precise and lengthy, sometimes taking four or five years to complete. It would require, for example, public hearings in each town through which the railroad line crosses, a gathering of input that we strongly encourage.
We think it is crucial that DOT begin the process of updating the Unit Management Plan now, even though that may initially be costly, so that government officials and private-enterprise representatives have the data and input they need to make an informed decision about the best route to take.

That could derail the controversy and bring a clearer answer on corridor use, which carries so much economic and tourism potential.

**Time to deal with the railroad issue, Editorial by the Adirondack Daily Enterprise, October 20, 2012**

By our count, the Enterprise has published at least 200 letters to the editor and Guest Commentaries on the Adirondack rail-trail debate, including 79 in 2011 and 110 so far this year. So, yeah, it's controversial.

That controversy needs to be dealt with productively. It's gotten too big to ignore and shows no sign of fading. Rather, it's swelling, spreading and becoming better organized. There are strongpoints both for and against tearing up some or all of the tracks and replacing them with a recreational trail for bikes, snowmobiles, etc., on this 120-mile, state-owned corridor. We won't repeat those arguments here; if you read the paper with any regularity, you've heard them. They've probably been batted around your dinner table, too.

We're not ready to pick a side, but we do think it's time for a formal reckoning, especially now that municipalities along the tracks are taking stands. Boards of the towns of North Elba and Piercefield and the village of Lake Placid have voted in support of replacing the rails with a trail, while the Saranac Lake village and Tupper Lake town boards have voted to reopen the rail corridor's unit management plan.

We agree with the latter. Let's handle this the right way, the UMP way—a thorough, public process that's been prescribed for this circumstance and that's been done for all sorts of other parcels of state land in the Adirondacks, with results the public has generally accepted as fair. If this UMP update goes as well as others have, all but the most ardent advocates will accept its determination.

Of course, the state is way behind on all kinds of UMPs, but those aren't generating the kind of public outcry—including from municipalities—that this is.

And while some may say the UMP process is time-consuming and expensive, at this point, it's time. Actually, it's past time. The fact that the rail corridor UMP is overdue for an update is one of the roots of our current predicament. When the state completed it in 1995, it was supposed to be revisited every five years. That should have happened three times now, but it never did. Let's do it soon and deal with this situation. Until then, we hope state officials will hold off on investing large chunks of money in this railroad. Plan first; then spend.

**Observer-Dispatch Editorial, Dec 03, 2012. Our view: Time to vet plan for future use of Adirondack rail line**

What to do with the Adirondack rail line—keep it for train service or tear it up and create a recreational trail—has sparked a firestorm on both sides of the tracks. The rhetoric from both camps is intense, and the best thing to do is something that should have been done a decade ago—get public input on future use of the corridor and move on from there.

That means reopening the unit management plan and laying the options on the table for public scrutiny. The plan was developed in 1995 and was supposed to be re-examined in 2000, but that never happened. It’s time to finish what was started.

Advocates for rail and trail have been very vocal. The Adirondack Railway Preservation Society (ARPS), which administers the Adirondack Scenic Railroad, wants to extend tourist trains to Lake Placid and possibly resurrect freight service along the line. Meanwhile, the Adirondack Recreational Trail Advocates is pushing to tear up the tracks—the line from Utica to Thendara would remain—and...
create a recreational trail for cyclists, snowmobilers, campers and hikers.

Both groups have been lobbying communities along the route to win favor. Support there, too, is divided with some local governments like Saranac Lake and Tupper Lake favoring rail while North Elba, Piercefield and Lake Placid prefer the trail.

Last week, rail advocates lobbied Utica officials, touting the tourism potential and what it could mean to Utica as the gateway into the mountains. They bolstered their cause by discussing an agreement between the Adirondack Scenic Railroad and Iowa Pacific Holdings, a private company out of Chicago that proposes to start an old-fashioned, high-end Pullman car service from New York City, running north through Utica to Lake Placid.

Many questions remain, and they can best be answered by re-examining the unit management plan. The Adirondack rail line is a critical corridor through this wonderful wilderness, and determining a use that would best serve the people of New York state deserves a thorough public vetting before any plan is put in place.

**Post Star Editorial, August 9, 2013: Rail trail for Adirondack Park a better idea for Old Forge to Saranac Lake corridor**

The effort to convert the rail line from Old Forge to Saranac Lake into a trail for bikers, snowmobilers, hikers and others brought together a diverse group of outdoor and recreation activists who, in other circumstances, have fought against each other.

For example, Jim McCulley, president of the Lake Placid Snowmobile Club, was engaged in a years-long fight with the state over motorized access to Old Mountain Road in Keene. He tussled with McCulley, metaphorically, numerous times over the years.

But not only do both men support the creation of the rail trail, both of them sit on the board of Adirondack Recreational Trail Advocates, the Saranac Lake group formed to push New York to reconsider its management plan for the rail corridor.

A rail trail is such a good fit for the Adirondack Park it is bringing together people who in other circumstances would have a difficult time standing in the same room without raising their voices. The only thing standing in the way is a group of train aficionados, represented by Adirondack Railway Preservation Society, who were encouraged by the state 20 years ago to pursue their dream of restoring regular locomotive runs along the line.

Train service has been restored over two sections at either end of the line — from Utica to Old Forge and Saranac Lake to Lake Placid — where Adirondack Scenic Railroad runs sightseeing trips. New York still owns the right of way and maintains the tracks. Those who love the trains want the state to stick with its plan from 20 years ago to restore the tracks along the entire line.

Recreational trails are everywhere, they argue, but scenic trains offer a rare and special experience. Those who favor the recreation trail want the tracks ripped up from Old Forge to Saranac Lake, and perhaps all the way to Lake Placid, and the right of way converted over that stretch of 70 or 80 miles into a biking-hiking trail that could be used by snowmobiles in the winter.

They point out the steel rails are worth millions of dollars as salvage, which could fund much of the cost of making the rail bed ready for bikers and hikers. The train advocates say the tracks could be rehabilitated at a cost that compares favorably with the cost of conversion to recreation.

But the critical issue is use. Which use is going to draw the greater number of visitors to the region? Which has the greater potential?
On those questions, the trail advocates win easily.

Snowmobilers can use the tracks now in the winter, but they complain the ties and rails make riding difficult. If the rail line was torn up, the thousands of snowmobilers who now convene every winter in Old Forge would stream up the trail to Tupper Lake and Saranac Lake.

Train buffs are a small, select group. Other tourists might try a scenic train ride once a year. Ridership on a scenic train through a beautiful but remote area is never going to amount more than a few hundred people a day.

The potential use by bikers, hikers and snowmobilers is far greater.

Bicycling is one of the most popular outdoor recreational activities in the country, and bicycle trails, some of them on converted rail lines, are attracting millions of tourists.

This would not be any old bike trail, but a glorious ride through beautiful forests and over causeways, crossing remote Adirondack lakes, with camping opportunities all along its length. It would be one of the longest trails of its kind in the country, and would draw campers and day-trippers from around the world.

The rail preservationists have done a great job in getting the southern section of the line restored and the scenic trains running.

The best compromise is for the state to support the Utica to Old Forge line, and continue to invest in maintaining the locomotive right of way there, but to endorse conversion to a recreation trail along the northern stretch, from Old Forge to Lake Placid.

Rail advocates argue they need the tracks restored on the whole line for the train to reach its full potential.

But converting the northern stretch to a recreation trail will also boost rail ridership, as hikers and bikers begin or end their journeys with a scenic train ride.

The train is a curiosity and always will be, while outdoor recreation — running, walking, biking, snowmobiling — is an integral part of the lives of thousands of people.

Converting this travel corridor into a recreation trail is by far its best use.

Local editorials represent the opinion of The Post-Star editorial board, which consists of Publisher Rick Emanuel, Editor Ken Tingley, Projects Editor Will Doolittle and citizen representative Ted Mirczak

Schenectady Gazette Editorial, August 9, 2013: Better to convert this old rail to trail in the Adirondacks

We’ve got nothing against scenic trains and have even advocated for them in the past, including the one that recently started service between Saratoga Springs and North Creek in the Adirondacks. But one proposed for between Old Forge and Saranac Lake, through the heart of the Adirondacks, is no closer to happening now than when it was first proposed by rail advocates, and included in a state rail corridor management plan, almost 20 years ago.

It’s time to give up the dream, tear up the deteriorating tracks, and put in something perfect for and often created on abandoned rail beds: a bike-hike path.

This isn’t just our idea, it comes from a broad coalition of park residents, including outdoors lovers, businesses and local officials, that formed in late 2011.
The group, called Adirondack Recreational Trail Advocates (ARTA), points to the huge popularity of bike-hike paths in other parts of the country, such as the Pine Creek Trail in Pennsylvania and the Katy Trail in Missouri. These are economic boons to their regions, and the same could be expected in the Adirondacks with a year-round, multiuse trail through spectacular scenery that attracts not only bikers and hikers but snowmobilers — all of whom have plenty of disposable income.

The trail advocates also point to the less-than-successful existing scenic train between Lake Placid and Saranac Lake, which is run by a volunteer group called the Adirondack Scenic Railroad and requires state subsidies as well as state maintenance of the track. The only current use of the roughly 90-mile track between Saranac Lake and Old Forge is to move that train back and forth to its winter home in Utica. This is done at extremely slow speeds, so bad is the condition of the tracks. The state estimates it would cost $43 million to repair them so they are fully operational.

But ARTA’s idea is opposed, not surprisingly, by the rail advocates, who, despite not having a credible proposal for resurrecting the train between Old Forge and Saranac Lake, have managed to keep the state Transportation and Environmental Conservation departments from revisiting the 1995 rail corridor plan. Until now, that is. Pushed by the trail advocates, who presented a petition with 10,000 signatures last year and have continued making their case to the commissioners of those departments and Gov. Cuomo this year, the state has finally decided to revisit the plan.

That means both groups, and interested members of the public, will be able to make their case. We think the trail advocates have the better one, with studies commissioned by both sides showing far more users for the bike-hike trail and far more economic benefits. And the cost would be far less than for the train-alone option, or the train advocates’ latest suggestion: a scenic train with a recreational trail alongside. That would not only be prohibitively expensive, but environmentally destructive.

The scenic train is a dream deferred. The trail can quickly become a reality, and should be allowed to.
Appendix C: Legal Considerations

Memo pro bono to ARTA from Robert Kafin, Chief Operating Partner & General Counsel of Proskauer Rose LLP. Board of Council on the Environment of NYC, Parks & Trails NY, Times Square Alliance, Broadway Assoc., Trustees Council of Preservation League of NY State.

“There is no basis for the argument that taking out the rails and ties would violate the State Land Master Plan and cause the right of way to lose its classification as a “Travel Corridor” or cause portions of the right of way to be absorbed into adjacent Forest Preserve Units and have to be governed by their UMPs. That argument is based upon a complete misunderstanding of the Travel Corridor classification and how the State Land Master Plan works. There is absolutely nothing that makes the rails and ties essential to the classification of the right of way under the State Land Master Plan.

The UMP for the Remsen-Lake Placid Travel Corridor will have to be amended and updated, but that's supposed to be done every five years anyhow. Under the State Land Master Plan UMPs can be changed by the State -- and should be from time to time, and the APA Act specifically authorizes amendments. So, if it is determined that the right of way consist of lands within "units of land classified in the master plan for management of state lands", then if management of those lands involves the development and maintenance of a recreational trail in some way that is not already part of any UMP that applies to those lands, then the UMPs can be amended to allow for the appropriate management.

Both the Plan and the UMP for it make it abundantly clear that it is the corridor itself -- i.e. its continuity and length, its historical significance and its setting -- that is the "unique State land resource". Not rails and ties. And for that reason, the corridor is supposed to have its own classification and its own UMP, and it would be contrary to the State Land Master Plan for the corridor's management to become subject to the UMPs for adjacent Forest Preserve Units.

The land (railroad right of way) is owned by the State of New York. Being in the Forest Preserve certainly doesn't prevent the use of the land as a recreational trail. It is either Forest Preserve or not, and removing rails and ties does not change its status any more than taking out a fire tower or lean-to would.

Arguing over whether the rails and ties themselves are part of what is listed on the National Register of Historic Places is a red herring. It doesn't matter. Because the entire right of way is listed, any "project" that involves state agency action within the listed right of way will require going through a process set up by the New York State Historic Preservation Act of 1980. The listing does not prohibit the removal of the rails and tracks, nor does it prohibit turning the right of way from one used by trains to one used by bikes, snowmobiles and pedestrians. It does require consultation with Federal and state agencies, giving notices, documenting conditions, preparing reports and doing things like posting informational signs, taking pictures, moving artifacts to museums (or displaying them at or near the listed area), etc. There is a well-established set of precedents for the State DOT to follow in working projects through the State Historic Preservation Office (SHPO), something the State DOT has successfully done many times.

ARTA acknowledges the listing of the right of way on the Historic Register and expects DOT and its citizen supporters to comply fully with the State Historic Preservation Act. At the end of the day, the Historic District, and its historic resources, will be better protected and enhanced by an amendment to the UMP converting the Travel Corridor to a recreational trail than by neglect or the continuation of the current poor quality and inadequate use and maintenance of the right of way under the old UMP.”
Appendix D: Olympians support the rail-trail

The Adirondack Rail Trail will give our community a convenient, healthy way to recreate while enjoying the pristine surroundings. I have seen first-hand what an asset these trails are to other communities in this country and Europe.

—Olympic Biathlete Tim Burke

Having traveled to many outdoor-oriented communities in my career, I’ve seen how these recreation trails serve people of all ages and abilities. They bring communities together, create healthy lifestyles, and allow everyone to get out and enjoy our natural world.

Biathlete Annelies Cook — U.S. Team

The converted rail bed will be more than just a place for athletes to train. It will be a place where residents and visitors can connect on a safe, easy trail to the history and beauty of the Adirondack Park.

— Olympic biathlete Lowell Bailey

The Adirondack Park offers an unparalleled opportunity for a rails-to-trails project. This premier American rail trail will enable us to take full advantage of living in the Park. It will also encourage more people, young and old, to lead active, healthy lives.

Olympic biathlete Haley Johnson Stewart (shown here teaching young athletes at Lake Placid Elementary School)
Appendix F - Saranac Lake Road Bike Trails

SARANAC LAKE
Area Chamber of Commerce

ROAD BIKE RIDES
IN THE SARANAC LAKE AREA

Published and Distributed by:
Saranac Lake Area
Chamber of Commerce
30 Main Street
Saranac Lake, New York 12983
1-800-547-1993
518-891-1990
The Saranac Lake Area Chamber of Commerce would like to thank High Peaks Cyclery (14 Saranac Avenue, Lake Placid) and the NYS Department of Motor Vehicles for providing the information used in this brochure.

1) Paul Smiths Loop

(16 miles-rolling hills)

Begin at Paul Smith’s College at the intersection of Routes 30 & 86. Head north on Route 29 to the intersection with Route 186 in Lake Clear Junction. Turn left onto 186 (Route 30 continues right) and follow this to Donnelly’s Corner. This is the intersection with Route 86; turn left and follow 86 through Gabriels and back into Paul Smiths.

2) Forest Home Road Loop

(22 miles-rolling hills)

Begin this rolling ride at the east end of Forest Home Road in Saranac Lake. Parting can be found at the state boat launch at Upperland Bay or the ballfield just north of the end of Forest Home. Head west on Forest Home to the end and the intersection with Route 30. Turn right and continue on 30. A short mile later, turn right onto McMaster Road. Go to the end of McMaster Road, where it intersects with Forest Home Road. Turn left on Forest Home Road riding the beginning portion of the ride in the reverse direction.

3) Bloomingdale Loop

(26 miles-rolling hills)

Start in Bloomingdale at Forman’s Store on Route 3. Head east on Route 3 (towards Plattsburgh). In about 8 miles, turn left at the Buck Pond Campsite sign (Gabriele-Onciota Road or Franklin County Route 30). About 6 miles later, in Onciota, make a left turn, remaining on County Route 30. Proceed another 6 miles to Gabriels and make a left turn onto NY Route 86; slightly more than a mile later, bear left near the cemetery, continuing on Route 192 (sign indicates Plattsburgh). Follow this road approximately 4 miles back into Bloomingdale.

4) Silver Lake Loop

(70 miles-mostly rolling hills or gradual climbs)

Starting in Saranac Lake, take Route 3 East into and through Bloomingdale; continue on Route 3 East approximately 11 miles, to the intersection with Route 99. At the intersection of Route 99, turn right onto the Alder Brook Park Road. This merges with the Alder Brook Road, then the Union Falls Road, and then the Furnace Road, which goes into Clinton County and the hamlet of Black Brook. After the right to Whiteface/Wilmingon (Bown’s View Road), take the right at the bottom of the steep hill, onto the Wilmingon Road. Follow this to Wilmingon and Route 86. Turn right onto 86, continue into Lake Placid, and then onto Saranac Lake.

5) North Branch Loop

(34 miles-rolling hills and one long ascent)

Begin in Bloomingdale at Forman’s Store. Head north on Bloomingdale-Gabriel’s Road; bear right at the first intersection and follow The Oregon Plains Road about 8 miles to the Gabriels-Onciota Road (Franklin County Route 30). Turn right and follow this road into Onciota. In Onciota, Route 30 bears right; continue straight on Kusaska-Hud Pond Road. (Note: This road is not paved from about 3 miles beyond Onciota, and remains unpaved for the length of the Thacherville and Goldsmith Roads.) Follow this road approximately 4 miles to the intersection of the Thacherville Road. Turn right and follow this road to its intersection with NY Route 99. Cross Route 99 and continue following the North Branch of the Saranac River on the Goldsmith Road. Follow this road to its end, where it meets NY Route 3; turn right and follow Route 3 West approximately 14 miles back to Bloomingdale.

---

*Note when a bicycle is operated on public highways and in private roads open to public motor vehicles. NYS Vehicle and Traffic Law requires a bicyclist to obey the same rules of the road as motor vehicles. Bicyclists must also:

- Ride on the extreme right edge of the road or on the shoulder, with traffic, not against it.
- Use a visible bicycle and a headlight if it is dark or difficult to see.
- Obey all traffic signals on the roadway and other traffic on the roadway.
- Obey all traffic signs.
- Stop at all turnarounds and stops, using the standard hand signals.
- Obey all traffic signs.
Appendix G – Letter confirming NYDOT’s Investment (to 2007) in the Rail Corridor

May 7, 2007

Mr. Scott Thompson
150 Norridgewock Lake Road
Eagle Bay, NY 13331

Dear Mr. Thompson:

RE: Remsen-Lake Placid Travel Corridor

I am writing in response to your recent letter to Governor Spitzer about concerns regarding rail use on the subject corridor. New York State assumed ownership of the Corridor in 1974 and since then, through several State administrations, has invested $32 Million in its preservation. It is not correct to characterize this as just a railroad project. The rehabilitation of bridges and culverts, drainage improvements, vegetation control, and a stable surface are all investments in the long term preservation of the corridor, regardless of the permitted use.

Through these investments, the entire 118 mile Corridor is now open to snowmobiling as well as the railroad use. The NYS Department of Transportation (NYSDOT) manages this Corridor with the intent of accommodating multiple uses. More than two dozen permits have been issued to both individuals and businesses to support various Corridor activities, including logging, utility placement, quarry mining, restaurants, museums, and even sporting events. Of particular note is the project currently under design to construct a bicycle/pedestrian trail between Lake Placid and the existing trail in Saranac Lake. While the economic benefit of snowmobiling is well documented and for these other uses may be debatable, there are areas where the multiple uses can thrive and actually complement each other, particularly in the area of Corridor maintenance.

Your passion for this topic is certainly recognized and I thank you for the comments.

Sincerely,

MARK SILO, P.E.
Regional Director
Appendix H: Petitioner's for a Rail-Trail

David Abbey, Dryden NY
Jason Abbey, Danville NY
Kevin Abbey, Utica NY
Dori Abbott, Ausable Forks NY
Peter Abbott, Ausable Forks NY
Susan Abbott, Syracuse NY
Vic Abdy, Wayne NJ
Jonathan Abel, Johnstown NY
Pamela Abell, Tupper Lake NY
Richard S. Abell, Sun City Center FL
Jim Abendroth, Bloomingdale NY
Mary Abendroth, Bloomingdale NY
Bob Abernethy, Clifton Park NY
Jan Abernethy, Bloomfield NY
Joe Abernethy, Bloomfield NY
Debbie Abraham, Lake Placid NY
Sara Abraham, Cortland Manor NY
Scott Abraham, Upper Brookville NY
Bruce Abrahamson, Rexford NY
Janet Abrahamson, Saratoga Springs NY
Neil Abrahamson, Saratoga NY
Matt Abruzzese, Blue Point NY
Lisa Achenbach, Rotterdam Junction NY
Michele Achin, New Hartford NY
Keith Ackerman, Milford NY
Ken Ackerman, East Kingston NY
Eric Ackerson, Saranac Lake NY
Mary Jane Ackroyd, Dryden NY
Kenneth Adamczyk, Hamburg NY
Caitlin Adams, Guilderland NY
Christine Adams, Lake Clear NY
Elbert Adams, Binghamton NY
Jennifer Adams, Boston MA
Jim Adams, Ogdensbury NY
Joann Adams, Ogdensbury NY
Kelly Adams, Endicott NY
Mary Adams, Albany NY
Michael Adams, Hoboken NJ
Milt Adams, Lake Clear NY
William Adams, Vernon CT
Tim Adamson, Hudson Falls NY
Nora-Susan Adie, Middletown RI
Grant Adkins, Galway NY
Mark Adkins, Syracuse NY
Alex Aerstra, Rochester NY
Walter Agens, Blairstown NJ
Chuck Agnello, Elma NY
Ben Ahern, Wilmington NY
Jim Ahlum, Peruksie PA
Joe Aiello, Utica NY
Inge Aiken, East Greenbush NY
Robb Alarcon, Pittsburgh PA
Marianne Albanese, Turin NY
Skip Albanese, Turin NY
Tim Albanese, Glenville NY
Keith Alber, Clifton Park NY
Christopher E. Albert, Troy NY
Sandra Albert, Old Forge NY
Gregory J. Albright, Selkirk NY
Edwin Alderfer, Pottstown PA
Bill Aldinger, Hadley NY
Gail Aldous, Ballston Spa NY
Keith Aldrich, Oneonta NY
Kristin Aldrich, Saranac Lake NY
Matt Aldrich, Wayland NY
Pietro Alesi, Bayside NY
Joey Alessandra, Saratoga Springs NY
John Alessi, Glens Falls NY
Todd Alessi, Russell NY
George Alevas, Ronkonkoma NY
Ivy Alexander, New Haven CT
Kristen Alexander, Williamsville NY
Kurt Alexander, Holbrook NY
Nicholas Alfredo, Bangor PA
Robert Alft, Voorheesville NY
Gary Alger, Milton NY
Curt Alheim, Clifton Park NY
Amy Stark Allen, Middletown NY
Dean Allen, Milton NY
Denis Allen, Windham ME
Doug Allen, Middle Grove NY
Jason Allen, Stittsville NY
Jeffrey Allen, Saratoga Springs NY
Jessica Allen, Fulton NY
John Allen, Shelton CT
Maura Allen, Wilton NY
Naomi Allen, Saratoga Springs NY
Nicole Allen, Middle Grove NY
Tiffany Allen, Rome NY
Tym Allen, Barneveld NY
Karen Allen-Turner, Oswego NY
Pam Allers, Ballston Lake NY
Omar Alloosh, Schenectady NY
Frank Aloise, Rainbow Lake NY
Matthew Althof, Keene NY
Jeffrey Althouse, Brooklyn NY
Brian Altman, Lagrangeville NY
Reed Altman, LaGrangeville NY
Oscar Alvarez, Rinebeck NY
Paul Alves, New York NY
M. Celeste Amaran, Honeoye Falls NY
Christine Ambadjes, New Hyde Park NY
Jacque Ambadjes, Garden City PK NY
Jim Amborse, Albany NY
John Ambrosi, Pittsford NY
Bill R. Amell, Tupper Lake NY
Jeremy W. Amell, Tupper Lake NY
Jerry Amell, Tupper Lake NY
Jim Amell, Gansevoort NY
Kathryn Amell, Tupper Lake NY
Kelsie Amell, Tupper Lake NY
Kristen Amell, Tupper Lake NY
Lew Amell, Saranac Lake NY
Tyler Amell, Tupper Lake NY
Don Amen II, Massapequa Park NY
Jodi Amerosa, Utica NY
Kimberly Ames, Lake Placid NY
Mike Ames, Lake Placid NY
Tom Amison, Beacon NY
Mark Amadio, Haines Falls NY
Sheri Amsel, Elizabethtown NY
Jennifer Amstutz, Albany NY
Nan Amstutz, Upper Jay NY
Stephen Amstutz, Upper Jay NY
Nick Anatriello, Schaghticoke NY
Mark Andelin, Southington CT
Lori Andersen, Ausable Forks NY
Peter Andersen, Ballston Spa NY
Sheila Anderson, Bolton Landing NY
Caron Anderson, Wilmington NY
Dale Anderson, Lake Placid NY
Dan Anderson, Saratoga Springs NY
Don Anderson, Prospect CT
Don Anderson, Ballston Spa NY
Donica Anderson, Ballston Spa NY
Dwayne Anderson, Schroon Lake NY
Ersilia Anderson, Warren PA
Gabe Anderson, Saratoga Springs NY
Gary Anderson, Schenectady NY
John Anderson, Lancaster PA
Lindsay Anderson, New York NY
Mark Anderson, Webster NY
Richard Anderson, Riverhead NY
Robert Anderson, Warren PA
Robert B. Anderson, Skaneateles NY
Ruth Anderson, Riegelstown NY
Shirley Anderson, Delmar NY
Kari Anderson-Pink, Victor NY
AJ Andie, Rio Grande NY
Michele Andolina, Williamsburg NY
Ben Andrews, Johnson City NY
Bob Andrews, Wading River NY
Denise Andrews, Wading River NY
Teresa Andrews, Bloomsdale NY
Thomas Andrews, Chappaqua NY
Jerry Andritz, Delmar NY
Jon Andrus, Corry PA
Lila Ang, Guildersville NY
Mike Angel, Binghamton NY
Dino Angelopoulos, Lake Placid NY
Karen Angelopoulos, Lake Placid NY
Mike Angelucis, Queensbury NY
C. Douglas Angevine, Fairport NY
Susan Angevine, Fairport NY
Kathy Anglum, Latham NY
Nicoie Angot, Lake Clear NY
Dan Aniolek, Schenectady NY
Mary Anne, Plattsburgh NY
Jim Annelly, Washington NJ
Stacey Annis, Saranac Lake NY
Trevoe A, Lake Placid NY
Stephen Ansari, Malone NY
Peter W. Anthony, Allentown PA
Todd Anthony, Wilmington NY
Joe Antolick, Queensbury NY
Bob Antolik, Nanticoke PA
Lydia Antones, Ajay Ontario
Alla Antonevich, Toronto Ontario
Vladimir Antonevich, Toronto Ontario
Jill Antonik, Hamburg NY
Robert Antonlac, Old Lyme CT
Greg Anzalone, Cheektowaga NY
James Anzalone, Buffalo NY
Rick Anzalone, Williamsville NY
Richard Applegate, Holley NY
Wendy Applegate, Holley NY
Jaclyn Arbour, Lake Placid NY
Jill Archambault, Glens Falls NY
Rob Archambault, Glens Falls NY
Rochelle Archie, Cape May NY
Carol Ardenski, Potsdam NY
Matt Arduini, Syracuse NY
Scott Arend, Bergen NY
Dawn Arenoso, Central Islip NY
Glenn Arizini, Willow Grove PA
Robert L. Arlin, Eagle Bay NY
Jeanne Arlington, Lockport NY
Robert J. Arlington, Lockport NY
Mark Armitage, Holland Patent NY
Connie Armstrong, Honeoye NY
David Armstrong, Silver Spring MD
Deborah Armstrong, Saratoga Springs NY
George Armstrong, Saratoga Springs NY
Karen Armstrong, Lake Placid NY
Nina Armstrong, Lake Placid NY
Rachelle Armstrong, Plattsburgh NY
Jeff Arno, Castelton NY
Adam Arnold, Tupper Lake NY
Nick Arnold, Clifton Park NY
Remington Arnold, Croton Falls NY
Scott Arnold, Jefferson OH
Sammy Aronson, Avon CT
Bram Arrington, Baltimore MD
Terri Artese, Scotia NY
Sam Arthur, Orlando FL
Auria Asari, Wilmington DE
Paul Ashberry, Baldwinsville NY
Dana Ashbury, Baldwinsville NY
Jagger Ashely, Stormville NY
Stephanie Ashely, Stormville NY
John Ashley, Stormville NY
Meridith Ashley, Morganville NJ
Pat Ashley, Branchburg NJ
John Ashley Jr., Stormville NY
Frank Ashline, Mooers NY
Stephen Assuma, Waccabue NY
Jen Astalos, Hamburg NY
Nur Atalay, Saratoga Springs NY
Nadine Atalla, Lee MA
David Atkinson, Lyons NY
David Atkinson, Ballston Lake NY
Susan Atkinson, Lyons NY
Tom Atkinson, Malta NY
Matt Atronson, Redondo Beach CA
Keith Attar, Commerce Tap MI
Leonard Aucoin, Highland NY
Sean Auclair, Tupper Lake NY
Andrea Audi, Saranac Lake NY
M. Aulenti, Stamford CT
Andy Auman, Union OH
Izzy Aurelia, Glens Falls NY
Libby Aurelia, Glens Falls NY
Alan Austin, Rochester NY
Dave Austin, Saratoga Springs NY
Eileen Austin, Rochester NY
Kevin M. Austin, Rochester NY
Mary L. Austin, Oneonta NY
Seth Austin, Jordan NY
Rebecca Auer, East Syracuse NY
Paul Avery, Tampa FL
Suzanne Avery, Tampa FL
Iwan Axt, New York NY
Todd A. Axton, Gansevoort NY
Donald Ayers, Crosc PA
Joe Ayers, Crosc PA
A. Babcock, Oswego NY
Ephraim Bach, Guilderland NY
Noreen Bach, Danbury CT
Caroline Bachano, Mont Tremblant
Quebec
Rachel Bachman, Potsdam NY
Bob Bachorik, Ellsworth ME
Candy Bachorik, Ellsworth ME
Robert Backus, Saranac Lake NY
Robin Bacx, Etobicoke Ontario
Courtney Bacon, Wadnams NY
Mike Baczkowski, Boston NY
Ashley Badenchini, W. Haverstraw NY
Andrew Bailey, Boonville NY
Anthony J Bailey, Malone NY
Cindy Bailey, Penn Yan NY
Jennifer Bailey, Galway NY
Jennifer Bailey, Malone NY
Kaitlin Bailey, Buffalo NY
Lowell Bailey, Lake Placid NY
Peggy Bailey, Lake Placid NY
Ray Bailey, Galway NY
Ruth Bailey, Inlet NY
Shawn Bailey, Lockport NY
Walter Bailey, West Deptford NJ
Gary Bain, Montgomery NY
Christopher Bainbridge, Elkton MD
Linda Baird, Santa Barbara CA
Rosemary Baird, Rensselaer NY
Bob Baker, Albany NY
Brandon Baker, Gansevoort NY
Bruce Baker, Dryden NY
Caren Baker, Middle Grove NY
Dave Baker, Penfield NY
Debbie Baker, Plattsburgh NY
Frank Baker, Hopewell Junction NY
Gusse Baker,
Gusse Baker, Saranac Lake NY
Heather Baker, Peru NY
Jennifer Baker, Dryden NY
John Baker, Saranac Lake NY
John Baker, Verona NY
John Baker, Bend OR
Keith W. Baker, West Henrietta NY
Ken Baker, Lake Placid NY
Ken Baker, Plattsburgh NY
Laura Baker, Hopewell Junction NY
Lee Anne Baker, Saranac Lake NY
Luke Baker, Weedsport NY
Marlene Baker, West Henrietta NY
Martha Baker, Weedsport NY
Michael Baker, Rutherford NJ
Michael P. Baker, Rutherford NJ
Pamela Baker, Weedsport NY
Yvonne Baker, Kingston NY
Alex Bakos, Secane PA
Joyce Bakowski, Clarence NY
Steven M. Bakowski, Clarence NY
Cindy Bal, Lake Placid NY
Portia Baladad, Mississauga Ontario
Trip Balch, North Salem NY
Thomas P. Balderston, Salisbury CT
Tyler Baldino, Canton NY
Linda Balducci, La Jolla CA
Daniel Baldwin, Tupper Lake NY
Leslie Baldwin, cabin John MD
Pamela Baldwin, Reston VA
Paul Baldwin, Keeneville NY
Ray Baldwin, Reston VA
Cassandra Bale, East Aurora NY
George Ball, Lake Placid NY
Thomas Ball, East Aurora NY
Wayne Ball, feedinghills MA
Dennis Ballard, Binghamton NY
Mary Ballard, Binghamton NY
Tammy M. Ballesteros, Ballston Spa NY
Sonja Ballon, Glens Falls NY
Heather Balsamo, Fairport NY
Mark Balsamo, Fairport NY
Justin Balthazar, Amsterdam NY
Billy Balzano, Lowville NY
Greg Balzano, Roseland NJ
Don Bamann, Pittsford NY
Jeff Bamen, Philadelphia PA
John Banевичius, Clifton Park NY
Kaylyn Bang, Auburn ME
Sheldon Bang, Auburn ME
David Banks, Lake Clear NY
Stephanie Banks, Lake Clear NY
Robert Bannon, Scotia NY
Peter Banralliely, Saratoga Springs NY
Eric Bansbach, Fayetteville NY
Judy Baollem, Clifton Park NY
Ron Barbato, West Cheaster PA
Vicki Barby, Seneca Falls NY
Pamela Barbeau, Waterford NY
Adam Barber, Hudson Falls NY
Michael Barber, Greenfield Center NY
Petre Barber, Eaglevile PA
Eddy Barbier, Montreal Quebec
Steve Barbon, Reading PA
Steven Barbon, Reading PA
Nina Barchap, Clifton NJ
Pauline Barcher, Troy NY
R.T. Bardsley, Lake Placid NY
Valerie Bardunias, Wappinger Falls NY
John Barea, Saratoga Springs NY
Frank M. Barea, Monroe Center NY
Lake Barker, Canton NY
Kenneth Barker, Los Angeles CA
Lenny Barker, Saranac Lake NY
Frank Barker Jr., Smithtown NY
Kelly Barker-Bujold, Tupper Lake NY
Blair Barkley, Altamont NY
Martin Barnanski, Greenland Lake NY
Andrew Barnard, Churichville VT
Dianna Barnes, Saratoga Springs NY
Jess Barnes, Lakeville PA
John Barnes, Greenwich NY
Kevin Barnes, Attica NY
Madeleine Barnes, Gatinque Quebec
Mark Barnes, Williamson NY
Peter Barnes, Gatinque Quebec
Jason Barney, Lake Placid NY
Jennifer Barney, Lake Placid NY
Robert Barney, Lake Placid NY
Sonya Barney, Lake Placid NY
Brad Barnhart, Alexandria CA
Larry Baronner, Dunconsville PA
Alison Barr, Lake Placid NY
Ron Barr, Toronto Ontario
Tim Barr, Webster NY
Robert Barres, Greenwich NY
Glenn Barrett, Saratoga Springs NY
John Barrett, Norwich NY
Kim Barrett, Medford NY
Laurie Barrett, Ballston Lake NY
Sandy Barrett, Old Forge NY
Scott Barrett, Colchester VT
Catherine Barron, Clifton Park NY
David Barrodi, Wakefield MA
Kevin Barrows, Hudson Falls NY
Alyssa Barry, Rome NY
Mary Jeanne Barry, Rochester NY
Matt Barry, Westport CT
Mauri Barry, Springville NY
Neil Barry, Carlsbad CA
Steve Barry, Auburn ME
Steve Barsey, Pembroke Ontario
Gail Bartas, Friendship NY
Erwin Bartel, Dalton OH
Jon Bartel, Old Forge NY
Kevin Bartel, Tupper Lake NY
Mary Bartel, Saranac Lake NY
Doug Bartell, Rochester NY
Allen Barth, Camillus NY
Shannon Bartholomew, Saranac Lake NY
Clayton Bartlett, Boulder CO
Kelly Bartlett, Hannibal NY
Kevin Bartlett, Saratoga Springs NY
Angelina Bartley, Latham NY
Bob Bartolo, Columbia MD
Patrick Barton, Saratoga Springs NY
Mark Barwes, Williamson NY
James Barzano, Columbia NJ
Vickie Barzano, Columbia NJ
Cody Bashford, Fort Meyers FL
John Basham, Potsdam NY
Nick Basham, Burlington VT
Leighann Bashaw, Owls Head NY
Lisa Bashaw, Peru NY
Jenna Basile, Charlton NY
Laurie A. Basle, Gansevoort NY
Robert Bassini, Toms river NY
Joe Bassisto, Glenmont NY
Elizabeth Bassity, Saranac Lake NY
Jean-Luc Bataillon, Clifton Park NY
James Batchelder, Keene NY
Daryl Bater, Bergen NY
Christy Bates, Broadalbin NY
Jason Bates, Spencerport NY
Joe Bates, Bloomington NY
John Bates, Poland NY
John A. Bates, Poland NY
Laurie Sue Bath, Lake Placid NY
Mark Bath, Lake Placid NY
Christy Batt, Lake Placid NY
Cristin Batt, Lake Placid NY
Jameson Batt, Lake Placid NY
Samantha Batt, Lake Placid NY
Timothy Batt, Lake Placid NY
Steve Battaglini, Ballston Spa NY
Stephanie Battiste, Jay NY
Michael Battisti, Jay NY
Mike Battisti, Jay NY
Stephanie Battisti, Jay NY
Zachary Baucom, Weston PA
Craig Bauer, Fairport NY
Josh Bauer, Fairport NY
Michael Bauer, Bingham PA
Nicki Bauer, Old Forge NY
Todd Bauer, Chautauqua NY
Lisa Baughn, Intervale NY
Marianna Baum, Syracuse NY
Stefanie Baumann, Bloomingdale NY
Robert Baumanr, Burlington MA
Phil Baumbach, Lake Placid NY
Michelle Baumgart, Churchville NY
David Baumgartner, North Oxford MA
Dan W. Baum, Wood River IL
Pete Bausbacher, Bronx NY
Sandra Bautsch, Saratoga Springs NY
Nariman Bawwab, Yonkers NY
Ryan Baxter, Lake Placid NY
Stacie Baxter, Gansevoort NY
Tim Baxter, Saugerties NY
Robin Bayer, Saranac Lake NY
Quinn Bayle, Erie PA
James Bayley, Watertown MA
James Bayley, Watertown NY
Valerie Bayley, Tupper lake NY
Valerie Bayley, Watertown MA
Bill Bazzaro, Hopewell Junction NY
Gerald Beach, Macedon NY
Randy Beach, Liverpool NY
Jennie Bechamp, Tupper Lake NY
Brian Beahn, New London CT
Sharon Beal, Salem NJ
Connie Beals, Niskayuna NY
Dave Beals, Niskayuna NY
Scott R. Beals, Cheektowaga NY
Dick Beamish, Saranac Lake NY
Jeff Beamish, Saranac Lake NY
Julia Beamish, Sunshine MD
Diana Bean, Brockney PA
Jason Beany, Lake Placid NY
Bridget Bearden, New York NY
Jackie Beattie, Bay Shore NY
Allison Beatty, Bloomdale NY
Barbara Beatty, Queensbury NY
Dave Beatty, Cuba NY
Janis Beatty, Saranac Lake NY
Mark Beatty, Bloomington NJ
Reginal Beatty, Queensbury NY
Dan Beauthart, Titusville PA
Andrew Beaudette, San Diego CA
Joan M. Beaudette, Tupper Lake NY
Kevin Beaudette, Tupper Lake NY
Neal Allen Beaudette, Tupper Lake NY
<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Bilsback</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Denise Bilsback</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Chris Bilotti</td>
<td>Staten Island NY</td>
</tr>
<tr>
<td>Richard Bilsback</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Michael Bilsman</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Michael Bilsman</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Bob Biederman</td>
<td>Greenwich CT</td>
</tr>
<tr>
<td>Nancy Biederman</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Jenny Biegel</td>
<td>Medusa NY</td>
</tr>
<tr>
<td>Bruce Biegesleisen</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Edward Bielecki</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Ellen Bielecki</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>John Biefie</td>
<td>Auburn NY</td>
</tr>
<tr>
<td>Joann Bienkowski</td>
<td>Newport NY</td>
</tr>
<tr>
<td>Kevin Bienkowski</td>
<td>Newport NY</td>
</tr>
<tr>
<td>Jason Bierman</td>
<td>Big Flats NY</td>
</tr>
<tr>
<td>Stacy Bierman</td>
<td>Big Flats NY</td>
</tr>
<tr>
<td>John Bifon</td>
<td>Wantagh NY</td>
</tr>
<tr>
<td>Nancy Bigelow</td>
<td>Reseland NY</td>
</tr>
<tr>
<td>Ted Bigelow</td>
<td>Hudson Falls NY</td>
</tr>
<tr>
<td>Aeric Biggers</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Jennifer Biker</td>
<td>Albany NY</td>
</tr>
<tr>
<td>Kevin Biller</td>
<td>Martville NY</td>
</tr>
<tr>
<td>Groomer Bill</td>
<td>Cranberry Lake NY</td>
</tr>
<tr>
<td>Steven Billenback</td>
<td>Watertown NY</td>
</tr>
<tr>
<td>Gail Billenman</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Kathryn Billerman</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Jayd Billingeck</td>
<td>Ontario Canada</td>
</tr>
<tr>
<td>Abby Billings</td>
<td>Guelph Ontario</td>
</tr>
<tr>
<td>Cheryl Billings</td>
<td>Guelph Ontario</td>
</tr>
<tr>
<td>James Billings</td>
<td>Santa Clara NY</td>
</tr>
<tr>
<td>Chaz Billingsley</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Dianna Billingsley</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>John Billotti</td>
<td>Hilton NY</td>
</tr>
<tr>
<td>Joseph Billow</td>
<td>Ganevoort NY</td>
</tr>
<tr>
<td>Chris Bilotti</td>
<td>Staten Island NY</td>
</tr>
<tr>
<td>Denise Bilsback</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Richard Bilsback</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Elizabeth Bimonte</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Mike Bimonte</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Mark Bimonti</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Faith Bonnie Bin</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Ben Bnga</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Rachel Bnga</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Emily Bingay</td>
<td>Cortland Manor NY</td>
</tr>
<tr>
<td>Harold Bingay</td>
<td>Cortland Manor NY</td>
</tr>
<tr>
<td>Michael Bingay</td>
<td>Cortland Manor NY</td>
</tr>
<tr>
<td>T.J. Binsted</td>
<td>West Grove PA</td>
</tr>
<tr>
<td>Barbara Bioni</td>
<td>Lake Luzerne NY</td>
</tr>
<tr>
<td>Jay Bioni</td>
<td>Lake Luzerne NY</td>
</tr>
<tr>
<td>Ronnie Birchell</td>
<td>Narrowsburg NY</td>
</tr>
<tr>
<td>Rachel Birchmerer</td>
<td>Schnecktady NY</td>
</tr>
<tr>
<td>Michael L. Bird</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Lynn Birdsong</td>
<td>Greenwich CT</td>
</tr>
<tr>
<td>Terry Birdsong</td>
<td>Greenwich CT</td>
</tr>
<tr>
<td>Bonnie Birk</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Robert Birk</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>P. Bisaccio</td>
<td>New Hartford NY</td>
</tr>
<tr>
<td>Monica Bischof</td>
<td>Ottawa Ontario</td>
</tr>
<tr>
<td>Brian Bishop</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Charlie Bishop</td>
<td>Penn Yan NY</td>
</tr>
<tr>
<td>Daniel Bishop</td>
<td>Cromwell CT</td>
</tr>
<tr>
<td>Eric Bishop</td>
<td>Brewerton NY</td>
</tr>
<tr>
<td>Gary Bishop</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Jim Bishop</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>John Bishop</td>
<td>Schnecktady NY</td>
</tr>
<tr>
<td>Joseph Bishop</td>
<td>West Monroe NY</td>
</tr>
<tr>
<td>Mark Bishop</td>
<td>South Glens Falls NY</td>
</tr>
<tr>
<td>Sharon Bishop</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Noell Bisinger</td>
<td>Audubon NJ</td>
</tr>
<tr>
<td>Chip Bissell</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Sage Bissell</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Sandy Edgerton Bissell</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Arthur Bissell</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Doug Bissonette</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Gwyn Bissonette</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Paul R. Bissonette</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Larry Bitterman</td>
<td>Lancaster NY</td>
</tr>
<tr>
<td>Mike Bittner</td>
<td>Bangor PA</td>
</tr>
<tr>
<td>S. Bivona</td>
<td>Bolton Landing NY</td>
</tr>
<tr>
<td>Dick Bjork</td>
<td>Ganevoort NY</td>
</tr>
<tr>
<td>Judy Bjork</td>
<td>Liverpool NY</td>
</tr>
<tr>
<td>Becky Black</td>
<td>Ballston Spa NY</td>
</tr>
<tr>
<td>Eric Black</td>
<td>Ballston Spa NY</td>
</tr>
<tr>
<td>Melissa Black</td>
<td>Sunderland MA</td>
</tr>
<tr>
<td>Christine Blair</td>
<td>Stillwater NY</td>
</tr>
<tr>
<td>Dave Blair</td>
<td>Stillwater NY</td>
</tr>
<tr>
<td>Jerry Blair</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Julie Blair</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Marty Blair</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Tony Blair</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Scott Blais</td>
<td>Castleton NY</td>
</tr>
<tr>
<td>A.J. Blaisdell</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Jim Blaisel</td>
<td>Upper Jay NY</td>
</tr>
<tr>
<td>Kathleen Blaisel</td>
<td>Upper Jay NY</td>
</tr>
<tr>
<td>Lou Blake</td>
<td>Andover MA</td>
</tr>
<tr>
<td>Patti Blake</td>
<td>Bay Village IL</td>
</tr>
<tr>
<td>Brett Blanchard</td>
<td>Stony Creek NY</td>
</tr>
<tr>
<td>Bruce Blanchard</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Christina Blanchard</td>
<td>Amsterdam NY</td>
</tr>
<tr>
<td>Hilary A. Blanchard</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Holly Blanchard</td>
<td>Burlington VT</td>
</tr>
<tr>
<td>Martha Blanchard</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Ray Blanchard</td>
<td>Towanda PA</td>
</tr>
<tr>
<td>Roy Blanchard</td>
<td>Towanda PA</td>
</tr>
<tr>
<td>Theresa Blanchard</td>
<td>South Glens Falls NY</td>
</tr>
<tr>
<td>Kyle Blanchette</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Aubrey Blanda</td>
<td>Glen Ridge NJ</td>
</tr>
<tr>
<td>Connie Blank</td>
<td>Wellsburg NY</td>
</tr>
<tr>
<td>Timothy Blank</td>
<td>Wellsburg NY</td>
</tr>
<tr>
<td>Tom Blany</td>
<td>Katonah NY</td>
</tr>
<tr>
<td>Jacob Blasts</td>
<td>Falls Village CT</td>
</tr>
<tr>
<td>Lara Blatchford</td>
<td>Severn MD</td>
</tr>
<tr>
<td>Kevin L. Blattner</td>
<td>Linesville PA</td>
</tr>
<tr>
<td>T. Blaum</td>
<td>Binghamton NY</td>
</tr>
<tr>
<td>Mel Blazer</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Robert Bleecker</td>
<td>Chicago IL</td>
</tr>
<tr>
<td>Scott Blesy</td>
<td>Hamburg NY</td>
</tr>
<tr>
<td>David Blide</td>
<td>Hawthorne NY</td>
</tr>
<tr>
<td>Sandra Blieven</td>
<td>Chaumont NY</td>
</tr>
<tr>
<td>Sean Blisher</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Charlotte Blitt</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Joe Blitt</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>David Block</td>
<td>Toronto Ontario</td>
</tr>
<tr>
<td>George Blood</td>
<td>Brigantine NJ</td>
</tr>
<tr>
<td>Joseph M. Blowers</td>
<td>Lawtons NY</td>
</tr>
<tr>
<td>Teresa Bludeau</td>
<td>Simsbury CT</td>
</tr>
<tr>
<td>David Blume</td>
<td>Waban MA</td>
</tr>
<tr>
<td>Leo Bobadilla</td>
<td>Brooklyn NY</td>
</tr>
<tr>
<td>Brooke Bobela</td>
<td>Rome NY</td>
</tr>
<tr>
<td>Troy Borchik</td>
<td>Easton PA</td>
</tr>
<tr>
<td>Greg Bocks</td>
<td>Albany NY</td>
</tr>
<tr>
<td>Merlyn Bocock</td>
<td>Bergen NY</td>
</tr>
<tr>
<td>Joseph Bode</td>
<td>Schroon Lake NY</td>
</tr>
<tr>
<td>Adam Bodula</td>
<td>Hauppauge NY</td>
</tr>
<tr>
<td>Hal Bodwell</td>
<td>Kennington NH</td>
</tr>
<tr>
<td>Anne Boehm</td>
<td>West Sand Lake NY</td>
</tr>
<tr>
<td>Patrick Boehm</td>
<td>Huntingdon Station NY</td>
</tr>
<tr>
<td>Sonya Boehner</td>
<td>Norwich NY</td>
</tr>
<tr>
<td>Mark Boehnke</td>
<td>Lockport NY</td>
</tr>
<tr>
<td>Ben Boer</td>
<td>North Haledon NJ</td>
</tr>
<tr>
<td>Marlin Boer</td>
<td>Holland MA</td>
</tr>
<tr>
<td>Nick Boer</td>
<td>North Haledon NJ</td>
</tr>
<tr>
<td>Ruth Boer</td>
<td>Parsippany NJ</td>
</tr>
<tr>
<td>Kenny Boettger</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Mark Boff</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Brandy Bogardus</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Joseph Bogardus</td>
<td>Keene NY</td>
</tr>
<tr>
<td>Suzanne Boger</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Melinda Boggs</td>
<td>Pickeringtown OH</td>
</tr>
<tr>
<td>Steven Boggs</td>
<td>Pickeringtown OH</td>
</tr>
<tr>
<td>Jim Bogue</td>
<td>Buskirk NY</td>
</tr>
<tr>
<td>Name</td>
<td>Location</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Brian Bohan</td>
<td>New City NY</td>
</tr>
<tr>
<td>David Bohass</td>
<td>Winsted CT</td>
</tr>
<tr>
<td>Eric Bohm</td>
<td>Cicero NY</td>
</tr>
<tr>
<td>Gary M. Bohm</td>
<td>Wampsville NY</td>
</tr>
<tr>
<td>Matt Bohm</td>
<td>Cicero NY</td>
</tr>
<tr>
<td>Bill Boies</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Victoria Boies</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Angie Boisvert</td>
<td>Cohoes NY</td>
</tr>
<tr>
<td>Kathleen Bokan</td>
<td>West Charlton NY</td>
</tr>
<tr>
<td>Karen Boldis</td>
<td>Vermontville NY</td>
</tr>
<tr>
<td>Sue Bolger</td>
<td>Leroy NY</td>
</tr>
<tr>
<td>Chris Bolliger</td>
<td>St. Charles IL</td>
</tr>
<tr>
<td>Terry Bolliger</td>
<td>St. Charles IL</td>
</tr>
<tr>
<td>Jeff Bollinger</td>
<td>Lititz PA</td>
</tr>
<tr>
<td>Ryan Bollinger</td>
<td>Lititz PA</td>
</tr>
<tr>
<td>Catherine Bologna</td>
<td>Rexford NY</td>
</tr>
<tr>
<td>Chris Bolton</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Christine Bolton</td>
<td>Hadley NY</td>
</tr>
<tr>
<td>Erin Bolton</td>
<td>Schaghticoke NY</td>
</tr>
<tr>
<td>John Bolton</td>
<td>Schaghticoke NY</td>
</tr>
<tr>
<td>John Bolton</td>
<td>Mechanicville NY</td>
</tr>
<tr>
<td>Paulette Bolton</td>
<td>Mechanicville NY</td>
</tr>
<tr>
<td>Brenda Bolzano</td>
<td>Lowville NY</td>
</tr>
<tr>
<td>Jon B. Bombard</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Ria Bombard</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Scott Bombard</td>
<td>Ausable Forks NY</td>
</tr>
<tr>
<td>Sara Bombeck</td>
<td>North Myrtle Beach SC</td>
</tr>
<tr>
<td>Fran Bomberger</td>
<td>Manheim PA</td>
</tr>
<tr>
<td>Vincent Bonanno</td>
<td>Pulaski NY</td>
</tr>
<tr>
<td>Amber Bonaventura</td>
<td>Oneida NY</td>
</tr>
<tr>
<td>Deb Bonaventura</td>
<td>Canastota NY</td>
</tr>
<tr>
<td>Jason Bonaventura</td>
<td>Oneida NY</td>
</tr>
<tr>
<td>Tom Bonaventura</td>
<td>Canastota NY</td>
</tr>
<tr>
<td>Matt Bond</td>
<td>Bloomsburg PA</td>
</tr>
<tr>
<td>Colette Bonelli</td>
<td>Plattsburgh NY</td>
</tr>
<tr>
<td>Mildly Bongiovanni</td>
<td>Lake Villa NY</td>
</tr>
<tr>
<td>Donna Boniface</td>
<td>Cumming GA</td>
</tr>
<tr>
<td>Becky Bonn</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Tim Bonnier</td>
<td>Melrose NY</td>
</tr>
<tr>
<td>Marty Bonville</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Lauryn Boorstein</td>
<td>East Stroudsburg PA</td>
</tr>
<tr>
<td>Quinn Booth</td>
<td>Blue Mt. Lk NY</td>
</tr>
<tr>
<td>Betty K. Boothe</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Tom Boothe</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Michael Boran</td>
<td>West Charlton NY</td>
</tr>
<tr>
<td>Matthew Bordeleau</td>
<td>Quebec City Quebec</td>
</tr>
<tr>
<td>Barry Borden</td>
<td>Jay NY</td>
</tr>
<tr>
<td>John Borden</td>
<td>Gloversville NY</td>
</tr>
<tr>
<td>Mark Borden</td>
<td>Gloversville NY</td>
</tr>
<tr>
<td>Dan Borek</td>
<td>Oswego NY</td>
</tr>
<tr>
<td>Caitlin Boreyko</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Kristin Borgdoroff</td>
<td>Midhurst Ontario</td>
</tr>
<tr>
<td>Phil Borgese</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Sherri Borglum</td>
<td>Rushvillen NY</td>
</tr>
<tr>
<td>Steve Borglum</td>
<td>Rushville NY</td>
</tr>
<tr>
<td>Adam Bornt</td>
<td>Gloversville NY</td>
</tr>
<tr>
<td>Andrew Bornt</td>
<td>Gloversville NY</td>
</tr>
<tr>
<td>Joel Bornt</td>
<td>Gloversville NY</td>
</tr>
<tr>
<td>Peter Borrelli</td>
<td>Northville NY</td>
</tr>
<tr>
<td>Leslee Bossy-Weatherup</td>
<td>Central Sq. NY</td>
</tr>
<tr>
<td>Judith Borzilleri</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>William Borzilleri</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Irina Bos</td>
<td>Birmingham AL</td>
</tr>
<tr>
<td>Ted Bos</td>
<td>Birmingham AL</td>
</tr>
<tr>
<td>Ed Boss</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Dennis Boston</td>
<td>Canastota NY</td>
</tr>
<tr>
<td>Frazier Bostwick</td>
<td>Katonah NY</td>
</tr>
<tr>
<td>Tina Boswell</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Tommy Boswell</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Candice Bosworth</td>
<td>Corinth NY</td>
</tr>
<tr>
<td>Scott Bosworth</td>
<td>Keene NH</td>
</tr>
<tr>
<td>Charlene Bottas</td>
<td>Salisbury CT</td>
</tr>
<tr>
<td>Dan Bottass</td>
<td>Salisbury CT</td>
</tr>
<tr>
<td>Jon Bottoms</td>
<td>Buffalo NY</td>
</tr>
<tr>
<td>Manon Bouchard</td>
<td>Vaudreuil Dorion Quebec</td>
</tr>
<tr>
<td>Serge Bouchard</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Naomi Bouchard-Gordon</td>
<td>New Paltz NY</td>
</tr>
<tr>
<td>Crystal Boucher</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Marshall Bouchey</td>
<td>Buskirk NY</td>
</tr>
<tr>
<td>Corteney Boudinot</td>
<td>Dundee NY</td>
</tr>
<tr>
<td>Megan Boughton</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Alexandra Bougner</td>
<td>Park Ridge NJ</td>
</tr>
<tr>
<td>Josee Boulanger</td>
<td>Saranac NY</td>
</tr>
<tr>
<td>Fran Bourdeau</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Bill Bourgeois</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>Nicholas Bourgogne</td>
<td>Ottawa Canada</td>
</tr>
<tr>
<td>Charles Bousa Jr.</td>
<td>Broadalbin NY</td>
</tr>
<tr>
<td>Jackie Boushie</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Jessica Boushie</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Nicholas Boushie</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Steven Boushie</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Zachary Boushie</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Kevin Boutell</td>
<td>Mexico NY</td>
</tr>
<tr>
<td>Rachel Bowcutt</td>
<td>Ballston Spa NY</td>
</tr>
<tr>
<td>Sara Bowdoin</td>
<td>Concord MA</td>
</tr>
<tr>
<td>Jason Bowen</td>
<td>Amsterdam NY</td>
</tr>
<tr>
<td>Anne Bower</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Daniel Bower</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Henry Bower</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Brad Bowers</td>
<td>Mechanicville NY</td>
</tr>
<tr>
<td>Diane Bowes</td>
<td>Eagle Bay NY</td>
</tr>
<tr>
<td>Brian Bowin</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Mira Bowin</td>
<td>Highland NY</td>
</tr>
<tr>
<td>Brian Bowler</td>
<td>West Palm Beach FL</td>
</tr>
<tr>
<td>Ronald Bowler</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Sarah Bowles</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Dave Bowman</td>
<td>Midlothian MD</td>
</tr>
<tr>
<td>Jason Bowman</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>Kevin Bowman</td>
<td>Rexford NY</td>
</tr>
<tr>
<td>Greg Bown</td>
<td>Broadalbin NY</td>
</tr>
<tr>
<td>Alexander Bowser</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Christine Boyd</td>
<td>Toronto Ontario</td>
</tr>
<tr>
<td>Valerie Boyd</td>
<td>Schenectady NY</td>
</tr>
<tr>
<td>Wayne Boyd</td>
<td>Glenfield NY</td>
</tr>
<tr>
<td>Tara Boye</td>
<td>Cohasset MA</td>
</tr>
<tr>
<td>Tonya Boyea</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>John Boyer</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Shawn Boyer</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Zachary Boyer</td>
<td>tupper lake NY</td>
</tr>
<tr>
<td>Edward Boyle</td>
<td>Hawley PA</td>
</tr>
<tr>
<td>Glenn Boyle</td>
<td>Lindenhurst NY</td>
</tr>
<tr>
<td>Richard Boyle</td>
<td>Syracuse NY</td>
</tr>
<tr>
<td>Walt Bozek</td>
<td>Oswego NY</td>
</tr>
<tr>
<td>Fred Brabant</td>
<td>Clayton NY</td>
</tr>
<tr>
<td>Erin Brace</td>
<td>Seneca Falls NY</td>
</tr>
<tr>
<td>Kent Brace</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Catherine Bracket</td>
<td>Oneonta NY</td>
</tr>
<tr>
<td>Gary Brackett</td>
<td>Oneonta NY</td>
</tr>
<tr>
<td>Sarah Brackett</td>
<td>Oneonta NY</td>
</tr>
<tr>
<td>Jeff Braddon</td>
<td>Canadaguia NY</td>
</tr>
<tr>
<td>Mark Bradley</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Catherine Bradt</td>
<td>Norwalk CT</td>
</tr>
<tr>
<td>Bevan Brady</td>
<td>Hawkeye NY</td>
</tr>
<tr>
<td>Christine Brady</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>D. Brady</td>
<td>Albany NY</td>
</tr>
<tr>
<td>Jim Brady</td>
<td>Albany NY</td>
</tr>
<tr>
<td>Billy Brahman</td>
<td>East Schodack NY</td>
</tr>
<tr>
<td>Sam Brakeley</td>
<td>Norwich VT</td>
</tr>
<tr>
<td>Josh Braman</td>
<td>Greene NY</td>
</tr>
<tr>
<td>Christian Brammer</td>
<td>Upper Jay NY</td>
</tr>
<tr>
<td>Michael Bramo</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Ron Brancato</td>
<td>Mutely NJ</td>
</tr>
<tr>
<td>Richard Branch</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Sharon Branch</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Allen Brand</td>
<td>Montreal Quebec</td>
</tr>
<tr>
<td>Mary Ann Brandal</td>
<td>Saranac Inn NY</td>
</tr>
<tr>
<td>Susan Brandon</td>
<td>Loudonville NY</td>
</tr>
<tr>
<td>Heather Brandt</td>
<td>Glenville NY</td>
</tr>
<tr>
<td>Nancy Kildal Brandt</td>
<td>Mendham NJ</td>
</tr>
<tr>
<td>Richard Brandt</td>
<td>Vermontville NY</td>
</tr>
<tr>
<td>Chris F. Brandy</td>
<td>Ogdenburg NY</td>
</tr>
<tr>
<td>Marylyne Brandy</td>
<td>Cinnciatti OH</td>
</tr>
<tr>
<td>John Branigan</td>
<td>Phoenix NY</td>
</tr>
<tr>
<td>Bernice Brannigan</td>
<td>Latham NY</td>
</tr>
<tr>
<td>Madison Brannigan</td>
<td>Latham NY</td>
</tr>
<tr>
<td>Ellen M. Brannon</td>
<td>Olmstedville NY</td>
</tr>
<tr>
<td>Kathleen Brannon</td>
<td>Ray Brook NY</td>
</tr>
<tr>
<td>William Brannon</td>
<td>Olmstedville NY</td>
</tr>
<tr>
<td>Kyle Brannille</td>
<td>Gilbertsville NY</td>
</tr>
<tr>
<td>Dean Brantley</td>
<td>South Wales NY</td>
</tr>
<tr>
<td>Janpeter Brase</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Heather Brault</td>
<td>Saranac NY</td>
</tr>
<tr>
<td>Jeff Braunscheidel</td>
<td>Williamsville NY</td>
</tr>
<tr>
<td>Janet Brawn</td>
<td>Brockport NY</td>
</tr>
<tr>
<td>Robert Bray</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Scott Bray</td>
<td>Saylorsburg PA</td>
</tr>
<tr>
<td>Rick Brayes</td>
<td>Clark Summit PA</td>
</tr>
<tr>
<td>Adam Brayshaw</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Wendy Brayshaw</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>William Brazenly</td>
<td>Kirkville NY</td>
</tr>
<tr>
<td>Name</td>
<td>Location</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Patricia Breault</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Roger Breault</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>George Bredden</td>
<td>Victor NY</td>
</tr>
<tr>
<td>Drew Bremer</td>
<td>Wilton NY</td>
</tr>
<tr>
<td>Elizabeth Bremer</td>
<td>Wilton NY</td>
</tr>
<tr>
<td>Jason Bremler</td>
<td>Portland ME</td>
</tr>
<tr>
<td>Mkie Breneman</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Erin Brennan</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Jean Brennan</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>John Brennan</td>
<td>Alemeda CA</td>
</tr>
<tr>
<td>Diane Brenner</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Richard Brenner</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Ron Brenner</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Margaret Brent</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Joanne Brentnall</td>
<td>Haverstraw NY</td>
</tr>
<tr>
<td>Rich Brescher</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Sheri Brescher</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Sherri Brescher</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Mike Bresett</td>
<td>Ticonderoga NY</td>
</tr>
<tr>
<td>Ron Breslawski</td>
<td>Hamlin NY</td>
</tr>
<tr>
<td>Mary C. Breslin</td>
<td>Bronxville NY</td>
</tr>
<tr>
<td>Charlene M. Bressette</td>
<td>Holland NY</td>
</tr>
<tr>
<td>Stephanie Breton</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Andy Breur</td>
<td>Hewett NJ</td>
</tr>
<tr>
<td>Anne Brewer</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Rodney Brewer</td>
<td>Newburgh NY</td>
</tr>
<tr>
<td>Sam Brewer</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Carol Brewster</td>
<td>Taunton MA</td>
</tr>
<tr>
<td>Dodie M. Brewster</td>
<td>Franklin TN</td>
</tr>
<tr>
<td>Joe Brewster</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Steve Brewster</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>William Brewster</td>
<td>Taunton MA</td>
</tr>
<tr>
<td>John Whitton Bria</td>
<td>Pound Ridge NY</td>
</tr>
<tr>
<td>Kris Bria</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Denise Britnesen</td>
<td>Wadsworth IL</td>
</tr>
<tr>
<td>Daniel Brice</td>
<td>Kleinfeltersville PA</td>
</tr>
<tr>
<td>William Brickner</td>
<td>Woodstown NJ</td>
</tr>
<tr>
<td>Thomas Bridger</td>
<td>High Falls NY</td>
</tr>
<tr>
<td>Barbara Briggs</td>
<td>Logan Twp. NJ</td>
</tr>
<tr>
<td>Debbie Briggs</td>
<td>North River NY</td>
</tr>
<tr>
<td>Ron Briggs</td>
<td>Amsterdam NY</td>
</tr>
<tr>
<td>William C. Briggs</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>James Bright</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>John Bright Jr.</td>
<td>Ephrata PA</td>
</tr>
<tr>
<td>Frank Briglia</td>
<td>Wolcott CT</td>
</tr>
<tr>
<td>Marie Brill</td>
<td>Parsippany NJ</td>
</tr>
<tr>
<td>Tom Brindisi</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Virginia Brink</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Joan Brinkmaster</td>
<td>Friendship NY</td>
</tr>
<tr>
<td>David Briot</td>
<td>Caroga Lake NY</td>
</tr>
<tr>
<td>Patrice Brisindi</td>
<td>Montreal Quebec</td>
</tr>
<tr>
<td>Larry Britt</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Greg Britteuburg</td>
<td>Lionsville PA</td>
</tr>
<tr>
<td>Mary Britteuburg</td>
<td>Lionsville PA</td>
</tr>
<tr>
<td>Janet Britton</td>
<td>New Woodstock NY</td>
</tr>
<tr>
<td>Rob Broadfoot</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Erin Brock</td>
<td>Gansevoort NY</td>
</tr>
<tr>
<td>Richard M. Brock</td>
<td>Gansevoort NY</td>
</tr>
<tr>
<td>Ashleigh Brockway</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Brittany Brockway</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Jill Brockway</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>John Brockway</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Larry Brockway</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Lindsay Brockway</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Rick Brockway, W. Oneonta</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Sylvia Brockway</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Thomas P. Broderich</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Alfred Broderick</td>
<td>Ridgefield CT</td>
</tr>
<tr>
<td>Colie Broderick</td>
<td>West Newsbury MA</td>
</tr>
<tr>
<td>Colleen Broderick</td>
<td>Ridgefield CT</td>
</tr>
<tr>
<td>Frank Broderick</td>
<td>Ballston Lake NY</td>
</tr>
<tr>
<td>Gary J Broderick</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>John Broderick</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Peter Broderick</td>
<td>Wilton NY</td>
</tr>
<tr>
<td>Peter Broderick</td>
<td>New York MA</td>
</tr>
<tr>
<td>Nick Brodie</td>
<td>Cartland OH</td>
</tr>
<tr>
<td>Mike Broman</td>
<td>Brookfield CT</td>
</tr>
<tr>
<td>Erica Brongo, Fairport NY</td>
<td></td>
</tr>
<tr>
<td>William Bronner</td>
<td>Malone NY</td>
</tr>
<tr>
<td>Clayton Bronson</td>
<td>Freeville NY</td>
</tr>
<tr>
<td>Danyelle Brookins</td>
<td>Troy NY</td>
</tr>
<tr>
<td>Anna Brooks</td>
<td>Shelburne VT</td>
</tr>
<tr>
<td>Cali Brooks</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Elarry F. Brooks</td>
<td>Broadalton NY</td>
</tr>
<tr>
<td>Eliza Brooks</td>
<td>Shelburne VT</td>
</tr>
<tr>
<td>Glen Brooks</td>
<td>Shelburne VT</td>
</tr>
<tr>
<td>Jacqueline Kahn Brooks</td>
<td>Shelburne VT</td>
</tr>
<tr>
<td>Jillian Brooks</td>
<td>Cogan Station PA</td>
</tr>
<tr>
<td>Lisbeth Brooks</td>
<td>Amsterdam NY</td>
</tr>
<tr>
<td>Stacey A. Brooks</td>
<td>Plattsburgh NY</td>
</tr>
<tr>
<td>Kevin Broomfield</td>
<td>Canandaigua NY</td>
</tr>
<tr>
<td>Chris Brosey, Bainbridge PA</td>
<td></td>
</tr>
<tr>
<td>Stephanie Brosowsky</td>
<td>Armont NY</td>
</tr>
<tr>
<td>Richard Brousseau</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Arnold Broughton</td>
<td>Latham NY</td>
</tr>
<tr>
<td>Robert Brouillette</td>
<td>Ogdensburg NY</td>
</tr>
<tr>
<td>K.C. Brousseau</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Danny Brousseau</td>
<td>Gatineau Quebec</td>
</tr>
<tr>
<td>Marina Brousseau</td>
<td>Gatineau Quebec</td>
</tr>
<tr>
<td>Mike Brower</td>
<td>Hagerstown MD</td>
</tr>
<tr>
<td>Allen Brown, South Glens Falls NY</td>
<td></td>
</tr>
<tr>
<td>Ashleigh Brown</td>
<td>Jackson NY</td>
</tr>
<tr>
<td>Betsy Brown</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>William Brown</td>
<td>Brockport NY</td>
</tr>
<tr>
<td>Bob Brown, Syracuse NY</td>
<td></td>
</tr>
<tr>
<td>Christopher Brown</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Claire Brown, Tupper Lake NY</td>
<td></td>
</tr>
<tr>
<td>Dan Brown, Ballston Spa NY</td>
<td></td>
</tr>
<tr>
<td>Daniel Brown, Tupper Lake NY</td>
<td></td>
</tr>
<tr>
<td>Daniel Brown, Goshen NY</td>
<td></td>
</tr>
<tr>
<td>Daniel Brown, Tonawanda NY</td>
<td></td>
</tr>
<tr>
<td>Danielle Brown</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Diane Brown</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Jayne Brown</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Jed Brown</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Jessie Brown</td>
<td>Forestport NY</td>
</tr>
<tr>
<td>John Brown, Peckville PA</td>
<td></td>
</tr>
<tr>
<td>Jonathan Brown</td>
<td>Herndon VA</td>
</tr>
<tr>
<td>Judy Brown, Lake Peekskill NY</td>
<td></td>
</tr>
<tr>
<td>Kathleen Brown</td>
<td>Syracuse NY</td>
</tr>
<tr>
<td>Kellie Brown, Stamford CT</td>
<td></td>
</tr>
<tr>
<td>Kenneth Brown</td>
<td>Toronto Ontario</td>
</tr>
<tr>
<td>Lorri Brown</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Mary A. Brown</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Marybeth Brown</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Merritt Brown</td>
<td>Lake Peterson NY</td>
</tr>
<tr>
<td>Michael Brown</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Nathan Brown</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Ozzie Brown, Canton NY</td>
<td></td>
</tr>
<tr>
<td>Pete Brown, Norwich England</td>
<td></td>
</tr>
<tr>
<td>Randy Brown, Ballston Spa NY</td>
<td></td>
</tr>
<tr>
<td>Ron Brown, Canfield OH</td>
<td></td>
</tr>
<tr>
<td>Sara Brown, South Glens Falls NY</td>
<td></td>
</tr>
<tr>
<td>Shannon Brown</td>
<td>Memphis NY</td>
</tr>
<tr>
<td>Terry Brown, Layton UT</td>
<td></td>
</tr>
<tr>
<td>Thomas Brown, Millbrook NY</td>
<td></td>
</tr>
<tr>
<td>Tracy Brown, Mount Vernon NY</td>
<td></td>
</tr>
<tr>
<td>William Brown, Massena NY</td>
<td></td>
</tr>
<tr>
<td>Susan Browne, Albany NY</td>
<td></td>
</tr>
<tr>
<td>Ada Brownell, New Berlin NY</td>
<td></td>
</tr>
<tr>
<td>Paul Brownell, Massena NY</td>
<td></td>
</tr>
<tr>
<td>Christopher Brownsey, Scarborough ME</td>
<td></td>
</tr>
<tr>
<td>Peter Brownsey, Lowville NY</td>
<td></td>
</tr>
<tr>
<td>Jessica Brozeau, Quebec Quebec</td>
<td></td>
</tr>
<tr>
<td>Jessica Brubach, Peru NY</td>
<td></td>
</tr>
<tr>
<td>Joe Brubach, Peru NY</td>
<td></td>
</tr>
<tr>
<td>Bob Bruce, Greencastle IN</td>
<td></td>
</tr>
<tr>
<td>Jessica Brunell, Mooers NY</td>
<td></td>
</tr>
<tr>
<td>Mary Ann Brunett, Rochester NY</td>
<td></td>
</tr>
<tr>
<td>Keren Brunette, Tupper Lake NY</td>
<td></td>
</tr>
<tr>
<td>Thomas Brunette, Tupper Lake NY</td>
<td></td>
</tr>
<tr>
<td>Joann Brunhofer, Norristown PA</td>
<td></td>
</tr>
<tr>
<td>David Bruno, Queensbury NY</td>
<td></td>
</tr>
<tr>
<td>Ken Bruno, Simsbury CT</td>
<td></td>
</tr>
<tr>
<td>Sophia Bruno, Warrensburg NY</td>
<td></td>
</tr>
<tr>
<td>Tanya Bruno, Queensbury NY</td>
<td></td>
</tr>
<tr>
<td>D J Brunot, Conneaut OH</td>
<td></td>
</tr>
<tr>
<td>Doog Brunot, Conneaut OH</td>
<td></td>
</tr>
<tr>
<td>Molly Brunot, Conneaut OH</td>
<td></td>
</tr>
<tr>
<td>Jim Brustman, Niskayuna NY</td>
<td></td>
</tr>
<tr>
<td>Dirk Bryant, Wilmington NY</td>
<td></td>
</tr>
<tr>
<td>Jordan Bryant, Canton NY</td>
<td></td>
</tr>
<tr>
<td>Nancy Bryant, Baltimore MD</td>
<td></td>
</tr>
<tr>
<td>Michael Brych, Ny Mills. NY</td>
<td></td>
</tr>
<tr>
<td>Maddy Brydges, Saratoga Springs NY</td>
<td></td>
</tr>
<tr>
<td>Diane Bryjak, Bloomingtondale NY</td>
<td></td>
</tr>
<tr>
<td>George J. Bryjak, Bloomingtondale NY</td>
<td></td>
</tr>
<tr>
<td>Ian Bubb, Schenectady NY</td>
<td></td>
</tr>
<tr>
<td>John Bucas, Hillsdale NJ</td>
<td></td>
</tr>
</tbody>
</table>
Kristin Bucci, Rye NY
Ronald Bucelli, Williamsville NY
Walter Buchbinder, Fairport NY
Ray Buchholz, Grafton NY
Maxine Bucholtz, Ballston Spa NY
Anna Buck, Saratoga Springs NY
Wally Buck, Willsboro NY
John Buck, Geneva OH
Chris Buckley, Essex NY
John Buckley, Delmar NY
Kevin Buckley, Pierfield NY
Glenn Buckmaster, Huntsville Ontario
Brendy Bucks, Mjox PA
Bryan Bucks, Elizabethtown PA
Joanne Bucks, Mt. Jay PA
Tea Buco, Delmar NY
Amber Budd, Himrod NY
Randy Buel, Cairo NY
Anthony Buell, Deansboro NY
Robert Buettel, East Hartford CT
Arthur Buezo, Saranac Lake NY
Robert Buholtz, Lowville NY
Cory Buins, Watertown NY
Denise A. Bujold, Saranac Lake NY
Jill Bujold, Tupper Lake NY
Richard E. Bujold, Tupper Lake NY
John Bujold Sr., Tupper Lake NY
Chris Bukowski, Schenectady NY
Dennis B. Bulger, Colton NY
Chris Bull, Rome NY
Arlee Bullack, Hermon NY
Ann C. Bullock, Saratoga Springs NY
Bob Bullock, Saratoga Springs NY
Emma Bullock, Saratoga Springs NY
Adam Bulson, Lake Placid NY
Kyle Bulson, Johnsonville NY
David Bumsted, Little Falls NY
Robert Bundt, Brackney PA
Nancy Bunting, Ballston Spa NY
Summer Burchell, Cleveland NY
Tanya Burdick, Utica NY
Rick Burdt, Saranac Lake NY
Rick Burgasser, Saranac Lake NY
Noryce Darling Burgey, Saranac Lake NY
Monica Burielo, Saranac Lake NY
John Burin, Elmira NY
Mary Burin, Elmira NY
Joe Burka, Brant Lake NY
Karen Burka, Brant Lake NY
Bruce Burke, Champlain NY
Holly Burke, Raquette Lake NY
Jack Burke, Paul Smiths NY
Katie Burke, Coeur D'Alene ID
Kris Burke, Raquette Lake NY
Louis W. Burke, Raquette Lake NY
Marietta Burke, Liverpool NY
Mary Burke, Essex NY
Mary Jean Burke, Paul Smiths NY
Nancy Burke, Saratoga Springs NY
Pat Burke, Saratoga Springs NY
Stu Burke, Johnstown NY
Ted Burke, Blossvale NY
Tim Burke, Essex NY
Tim Burke, Lake Placid NY
Michael B. Burkett, Rochester NY
Emrys Burl, Saranac Lake NY
Angela Burleigh, Oriskany Falls NY
Craig Burleigh, Watertown NY
Samantha Burnett, Tupper Lake NY
Bob Burney, Lowville NY
Robert Burney, Lowville NY
Alison Burnham, Gansevoort NY
Carol Burnham, Lake Placid NY
Kevin Burnham, Gansevoort NY
Kyle Burnham, Gansevoort NY
Tracy Burnham, Gansevoort NY
Ann Burns, Rochester NY
Bob Burns, Ilion NY
Donald Burns, Michigan City IN
Graham Burns, Rochester NY
Grant Burns, Saratoga Springs NY
Greg Burns, Saratoga Springs NY
Jeremy Burns, Penacook NH
Mary P. Burns, Williamsville NY
Matthew Burns, Lake Placid NY
Melinda Burns, Loudonville NY
Stephen L. Burns, Hadley NY
Steve Burns, Hadley NY
Bob Burrows, Hooksett NH
Crystal Burrows, Fennel Ton PA
Wayne Burrows, Fennelton PA
Casey Burt, Atlanta GA
Lesley Burt, Kattskill NY
Kelly Burth, Saranac Lake NY
Jeremy Burton, Memlins NY
Gwen Bury, Woodstock MD
Andy Busch, Concord OH
Tim Busch, Chardon OH
Jennifer Bush, Gilbertsville PA
Ken Bush, New Hartford NY
Lesley Bush, Saranac Lake NY
Dan Bushey, Plattsburgh NY
Kevin Bushey, Ellenville Depot NY
Kevin Bushey, Ellenville Depot NY
Scott Bushey, West Chazy NY
Mike Bushnik, Nepean Ontario
Janice Butler, Ausable Forks NY
Dave Butera, Camillus NY
Christopher Butler, Plattsburgh NY
Patrick Butler, Lake Placid NY
Penny Butler, Milford NY
Andrew Butlon Sr., Penn Yan NY
Mark-Richard Butt, Delmar NY
Andy Button, Penn Yan NY
Briana Button, New Hartford NY
Bryce Button, Canastota NY
David Butts, Morristown NJ
Dean Butts, Saranac Lake NY
Dean Butts, Elmira NY
Janice Butts, Elmira NY
Brian Buurma, Hillsborough NJ
Brian Buurma, Hillsborough NJ
Ashley Buxton, Vermontville NY
Cynthia Buxton, Vermontville NY
Paul Buzash, Schenectady NY
Wayne Buzzell, Tupper Lake NY
Terry A. Byard, Watertown NY
Linda Bye, Gansevoort NY
Bridget Byers, Walworth NY
Richard Byers, Walworth NY
Barbara Byrne, Staten Isl. NY
Eugene Byrne, Lake Placid NY
Katie Byrne, Lake Placid NY
Michael Byrne, Springford VA
Nicole Byrne, Ganesvoort NY
Shawn Byrnes, West Suffield CT
Brian C., Greenville NY
Ellen Cabana, Queensbury NY
Fran Cabana, Queensbury NY
Angelina Caccavo, Fort Edward NY
Joe Caccavo, Fort Edward NY
Heather Cacci, Morristown NJ
Jennifer Cady, Syracuse NY
Karen Cady, Schaghticoke NY
Paul Cady, Schaghticoke NY
Peter J. Cafaldo, Glasco NY
Steven Cafazio, Wilmington NY
Rose Caffo, Niagara Falls NY
Frances Caggiano-Svensen, Lake Hopatcong NJ
Gary Cagwin, Boonville NY
Brenda Cahill, Greeley PA
Cindy Cahill, Rochester NY
Heather Cahill, E. Longmeadow MA
Patrick Cahill, Albany NY
Theresa Cahill, Glens Falls NY
Rick Cahmbs, Fowler OH
Cath Cahmplin, Chattanooga TN
J Caillo, Clifton Park NY
Demosthenes Cainong, Ray Brook NY
Phil Calabrese, Saranac Lake NY
Christine W. Calafarni, Lynn MA
John Calderone, Wallkill NY
Gabrielle Caleca, Stanten Island NY
Chris Caliendo, Masbeth NY
Jessica Caliendo, Masbeth NY
Joepsh Caliendo, Masbeth NY
Josh Calkins, Baldwinsville NY
Bridge Callaghan, Tupper Lake NY
Doug Callaghan, Belleville Ontario
Jules Callaghan, Tupper Lake NY
Tom Clark, Old Chatham NY
Tricia Clark, Old Forge NY
William Clark, Phoenix NY
Willis Clark, Lake Placid NY
Zachary Clark, Lake Placid NY
Beth Ellen Clark Joseph, Ithaca NY
Andy Clarke, Williamstown NY
Connor Clarke, Camillus NY
James Clarke, Hammond NY
Renee Clarke, Hammond NY
Ron Clarke, Williamstown NY
Ryan Clarke, Camillus NY
Scott Clarke, Camillus NY
Shelia Clarke, Ottawa CA
Tara Clarke, Port Henry NY
Bill Claus, Flemington NJ
Ruth Claus, Flemington NJ
Albert J Clause, Eynon PA
Anika Clausen, Redford NY
Steve Clauson, Verplanck NY
James Cleere, Waterloo NY
Robert Cleland, Antrim NH
Sue Ann Clemens, Farmington NY
Bruce Clements, Saratoga Springs NY
Tyler Clemens, Manlius NY
Becky Cleveland, Inlet NY
Pat Cliff, Brockport NY
Michael Cliffe, Fairport NY
Michael Clifford, Clifton Park NY
Greg Close, Brooklyn NY
Kait Close, Schenectady NY
Nancy Close, New Haven CT
Gerard P. Closset, Marco Island FL
Douglas Clouse, Lackawaxen PA
Sally Clouse, Lackawaxen PA
Bill Cluckey, Saranac Lake NY
Kirk Coates, Oswego NY
Tom Cobb, Saratoga Springs NY
David Cochrane, Mashpee MA
Diane Cochrane, Mashpee MA
Jim Cochrane, Saranac Lake NY
Ken Cochrane, New York NY
Ryan Cochrane, McGraw NY
Roger S. Cocking, Saranac Lake NY
Joanne Cody, Granville NY
Scott Cody, Spencerport NY
Linda Coe, Keene Valley NY
Gina Coelho, Poughquag NY
Darlene Coffey, Bedow Falls VT
Patrick Coffey, Saranac Lake NY
Kim Coffin, Hague NY
Lauren Coffin, Groton NY
Matt Coffin, Hague NY
Sue Coffin, Lake Placid NY
Tim Coffin, Yarmouth ME
Mary Cogan, Boston MA
Rachel Cogan, Cincinnati OH
Sam Cogan, Cincinnati OH
John Cogar, Saranac Lake NY
Marie Cogar, Saranac Lake NY
John Cogar M.D., Saranac Lake NY
Rich Cogen, Cincinnati OH
James Coggin, St. Joseph TN
Norman Cognotto, New Hartford NY
Christina Cogorno, St. Peters MO
Dayna Cogorno, St. Charles ME
Gene Cogorno, St. Charles MO
Deborah Cogswell, Audubon PA
Gregory Cogswell, Peru NY
Danielle Cohen, Cranston RI
Hailey Cohen, Lake Placid NY
Jeff Cohn, Schenectady NY
Joe Colabello, Fort Johnson NY
Adele Colantuono, Newton CT
David Colberit, Camillus NY
Brad Colby, Lake Placid NY
Casey Colby, Lake Placid NY
Jarrod Colby, Lake Placid NY
Jeremy Colby, Saranac Lake NY
Matthew Colby, Lake Placid NY
Alan Cole, Katonah NY
C. Cole, Alden NY
Candace Cole, Hampton NH
David Cole, Erie PA
Doug Cole, Wevertown NY
John Cole, Danbury CT
Russell Cole, Oxford CT
Scott Cole, Alden NY
Steven Cole, Rochester NY
Sue Cole, Alden NY
Trevor Cole, West Chazy NY
Aaron Coleman, Saratoga Springs NY
John Coleman, Saratoga Springs NY
Mark Coleman, Saranac Lake NY
Melissa Coleman, Greenville SC
Nancy Coleman, Saratoga Springs NY
Susan Coleman, Liverpool NY
Chris Colegate, Rome NY
Erika Colindres, Morristown NJ
Sandra Collard, Old Forge NY
Jessica Collier, Saranac Lake NY
Laure Collier, Plattsburgh NY
Randy Collier, York Haven PA
Rob Collier, Plattsburgh NY
Mary Ellen Collinge, Rochester NY
Andrew Collins, Saranac Lake NY
Bill Collins, Potsdam NY
Danny Collins, Hannawa Falls NY
James Collins, Rutland VT
Joseph A. Collins, Saranac NY
Kira E. Collins, Beverly MA
Kristen Collins, Albany NY
Lynne Collins, St. Louis MO
Thomas Collins, Chaumont NY
Tim Collins, Cleveland NY
Tom Collins, Ballston Spa NY
Corrie Collins-Wiser, Ransomville NY
Michael Col, Watervliet NY
Nicole Colon, Watervliet NY
Dustin Colgan, Rome NY
Jeanne Colucci, Rochester NY
Martin Colucci, Rochester NY
Paul Colucci, Victor NY
Terrence R. Colvin, Washington DC
Don Colwell, Oshawa Ontario
Michael Combaro, Elkridge MD
Terry Comeau, Glens Falls NY
Sean Comiskey, Saratoga Springs NY
Devin Comissey, Wilton CT
Ariane Comote, Poughquag NY
Ben Compton, Moresville NC
Doug Comstock, Little Falls NY
Edward Comstock Jr, Saranac Lake NY
Liza Con, Saranac Lake NY
Ginette Conant, Marietta NY
Taylor Conard, Greenfield Center NY
Jim Conboy, Westport CT
Brady Conlin, Canton NY
Karen Confer, Brant Lake NY
Joe Conforti, Green Lawn NY
Laurie Congdon, Blossvale NY
Daniel Concilicco, Conshohocken PA
Brad Conklin, Gouverneur NY
David Conklin, Kirkville NY
Erik Conklin, East Berne NY
Erik E. Conklin, Albany NY
Jamie L. Conklin, Albany NY
Karen A. Conklin, East Berne NY
Tammy Conklin, East Branch NY
Barbara Conkling, East Chatham NY
Douglas Conkling, East Chatham NY
Jonathan Conkling, East Chatham NY
Ryan Conley, Delmar NY
Chris Conlon, Canton NY
M. Conly, Loudonville NY
Carolyn Connell, Ottawa Ontario
Mary Connell, Ausable Forks NY
William J. Connell, Slingerlands NY
Adam Connelly, Hannawa Falls NY
Amy Connelly, Woolcott NY
Bob Connelly, Stamford NY
Timothy Connelly, Woolcott NY
Tom Connelly, Gansevoort NY
Christopher Connois, Utica NY
Mike O Connor, Waterford NY
Thomas Connor, Farmingville NY
Adele Connors, Lake Placid NY
Paul Connors, Clinton NY
Thomas Connors, Needham MA
Brian Conover, Perkins PA
Emily Conover, Perkins PA
<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linda Cowan</td>
<td>Louisville KY</td>
</tr>
<tr>
<td>Marilyn Cox</td>
<td>Moravia NY</td>
</tr>
<tr>
<td>Maureen Cox</td>
<td>Troy NY</td>
</tr>
<tr>
<td>William Cox</td>
<td>Moravia NY</td>
</tr>
<tr>
<td>Mabel Brady Coyle</td>
<td>Greenwich CT</td>
</tr>
<tr>
<td>S. Crab. Sea Cliff NY</td>
<td></td>
</tr>
<tr>
<td>Catherine B. Crabtree</td>
<td>Lexington MA</td>
</tr>
<tr>
<td>John Crabtree</td>
<td>Lexington MA</td>
</tr>
<tr>
<td>Bea Cracknell</td>
<td>Richmond VA</td>
</tr>
<tr>
<td>Colin Cracknell</td>
<td>Richmond VA</td>
</tr>
<tr>
<td>Christine Crackel</td>
<td>Biddeford ME</td>
</tr>
<tr>
<td>John Crabchun</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>Judy Crabchun</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>Cathy Craft</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Nathan Craft</td>
<td>Marion NY</td>
</tr>
<tr>
<td>Rich Craft</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Tim Craft</td>
<td>Watervlle NY</td>
</tr>
<tr>
<td>Allan M. Craig, Ont. Canada</td>
<td></td>
</tr>
<tr>
<td>Caitlin Craig, Johnstown NY</td>
<td></td>
</tr>
<tr>
<td>Dale A. Craig</td>
<td>Phoenix NY</td>
</tr>
<tr>
<td>Paul Crane</td>
<td>Weston CT</td>
</tr>
<tr>
<td>Mark Cramer</td>
<td>York PA</td>
</tr>
<tr>
<td>David Crammer</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Diane Crandall</td>
<td>Waterville NY</td>
</tr>
<tr>
<td>Jesse Crandall</td>
<td>Syracuse NY</td>
</tr>
<tr>
<td>Kyle Crandall</td>
<td>Sherburne NY</td>
</tr>
<tr>
<td>Chris Crane</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Galen Crane</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Jim Crane</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Mildred L. Crane</td>
<td>Lewiston NY</td>
</tr>
<tr>
<td>Daniel Craven</td>
<td>Albany NY</td>
</tr>
<tr>
<td>Elisabeth Craven</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Alice Crawford</td>
<td>Brooklyn NY</td>
</tr>
<tr>
<td>Ashley Crawford</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Brian Crawford</td>
<td>Deerdfield NY</td>
</tr>
<tr>
<td>John Crawford</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Ashur C. Crawford Sr., Scotia NY</td>
<td></td>
</tr>
<tr>
<td>Danielle Cray</td>
<td>Danbury CT</td>
</tr>
<tr>
<td>Mike Creaser</td>
<td>Slingerlands NY</td>
</tr>
<tr>
<td>Rich Creczzo</td>
<td>Lyndenhurst NJ</td>
</tr>
<tr>
<td>Rebecca Creen</td>
<td>Norristown PA</td>
</tr>
<tr>
<td>Kevin P. Cripo</td>
<td>Bayside NY</td>
</tr>
<tr>
<td>Barbara Crisci</td>
<td>Middle Island NY</td>
</tr>
<tr>
<td>George Crisci</td>
<td>Scarsdale NY</td>
</tr>
<tr>
<td>Mallory Crison</td>
<td>Merrick NY</td>
</tr>
<tr>
<td>Daniell Crisona</td>
<td>Fort Lauderdale FL</td>
</tr>
<tr>
<td>David Cristeal</td>
<td>Arlington VA</td>
</tr>
<tr>
<td>William Croudus</td>
<td>Stroudsburg PA</td>
</tr>
<tr>
<td>Lindsay Cron</td>
<td>Hawley PA</td>
</tr>
<tr>
<td>Cheney Cronin</td>
<td>Central Square NY</td>
</tr>
<tr>
<td>James Cronkuco</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Mike Crook</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Tina Crook</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Adam Crooks</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Brian Crosby</td>
<td>Albany NY</td>
</tr>
<tr>
<td>Leann Crosby</td>
<td>Clyde Hill WA</td>
</tr>
<tr>
<td>Noelle Crosby</td>
<td>Northeast Clydenhill WA</td>
</tr>
<tr>
<td>Bruce Crosman</td>
<td>Caledonia NY</td>
</tr>
<tr>
<td>Penny Crosman</td>
<td>Mamaroneck NY</td>
</tr>
<tr>
<td>Jim Cross</td>
<td>Canandaigua NY</td>
</tr>
<tr>
<td>Michael Cross</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Rick Cross</td>
<td>Cicero NY</td>
</tr>
<tr>
<td>Bruce Crossman</td>
<td>Caledonia NY</td>
</tr>
<tr>
<td>Matthew Crossway</td>
<td>Frankfort NY</td>
</tr>
<tr>
<td>Chelly Crouch</td>
<td>Hamilton NY</td>
</tr>
<tr>
<td>Jon Crouch</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>Ryan Crouse</td>
<td>Gansevoort NY</td>
</tr>
<tr>
<td>Derek Crouse</td>
<td>Lowville NY</td>
</tr>
<tr>
<td>Melomie Crouzet</td>
<td>Toronto Quebec</td>
</tr>
<tr>
<td>Clem Crowe</td>
<td>Cambridge NY</td>
</tr>
<tr>
<td>Mary Dee Crowe</td>
<td>Cambridge NY</td>
</tr>
<tr>
<td>Brian Crowl</td>
<td>Keene NY</td>
</tr>
<tr>
<td>Lauren Crowl</td>
<td>Keene NY</td>
</tr>
<tr>
<td>Michelle Crowley</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Jareel Croy</td>
<td>Plattsburgh NY</td>
</tr>
<tr>
<td>Lynne Crude</td>
<td>St. Albans VT</td>
</tr>
<tr>
<td>Geroge Cruders</td>
<td>Galway NY</td>
</tr>
<tr>
<td>Bradley Crump</td>
<td>Bellerose NY</td>
</tr>
<tr>
<td>Dawnmarie Crump</td>
<td>Altonam NY</td>
</tr>
<tr>
<td>Michael Crupe</td>
<td>Altonam NY</td>
</tr>
<tr>
<td>Patricia Crupe</td>
<td>Altonam NY</td>
</tr>
<tr>
<td>Al Cruz</td>
<td>Syracuse NY</td>
</tr>
<tr>
<td>Susan Csizsmar</td>
<td>Brantingham NY</td>
</tr>
<tr>
<td>Enrique Cubillo</td>
<td>New York NY</td>
</tr>
<tr>
<td>Barbara Cudeck</td>
<td>Boston MA</td>
</tr>
<tr>
<td>Britanny Cudeck</td>
<td>Hamburg NY</td>
</tr>
<tr>
<td>Ed Cuerdon</td>
<td>Schuylyerville NY</td>
</tr>
<tr>
<td>George A. Culbertson</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>Mike Cumings</td>
<td>Shoreham NY</td>
</tr>
<tr>
<td>Bon Cummings</td>
<td>Cicer NY</td>
</tr>
<tr>
<td>Brooke Cummings</td>
<td>McGraw NY</td>
</tr>
<tr>
<td>Christopher Cummings</td>
<td>Batavia NY</td>
</tr>
<tr>
<td>Donna Cummings</td>
<td>Cicer NY</td>
</tr>
<tr>
<td>Heidi Cummings</td>
<td>Shoreham NY</td>
</tr>
<tr>
<td>Jim Cummins</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Tomie Cummins</td>
<td>Cuba NY</td>
</tr>
<tr>
<td>Greg Cumms</td>
<td>Cuba NY</td>
</tr>
<tr>
<td>Bryan Cunningham</td>
<td>Hilton NY</td>
</tr>
<tr>
<td>Gene Cunningham</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>Janet Cunningham</td>
<td>Puslinch Ontario</td>
</tr>
<tr>
<td>Linda Cunningham</td>
<td>Ticonderoga NY</td>
</tr>
<tr>
<td>Michael L. Cunningham</td>
<td>Massena NY</td>
</tr>
<tr>
<td>John Cuntz</td>
<td>Jay NY</td>
</tr>
<tr>
<td>Matt Curbeau</td>
<td>Penn Yan NY</td>
</tr>
<tr>
<td>Thomas Curley</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Lisa Curo</td>
<td>Swiftwater PA</td>
</tr>
<tr>
<td>Mary Kate Curran</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Keith Curry</td>
<td>Sussex NY</td>
</tr>
<tr>
<td>Michael Curry</td>
<td>Indian Lake NY</td>
</tr>
<tr>
<td>Robert C. Curry</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Sandy Curry</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Ralph Curti</td>
<td>Cranston RI</td>
</tr>
<tr>
<td>Jerry P. Curti llii</td>
<td>Norwalk CT</td>
</tr>
<tr>
<td>Michelle Curtis</td>
<td>Cohocton NY</td>
</tr>
<tr>
<td>Madeline Curtis</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Robert L. Curtis</td>
<td>Norwich NY</td>
</tr>
<tr>
<td>Sharon Curtis</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>David Cusano</td>
<td>Washington DC</td>
</tr>
<tr>
<td>Aaron Cushman</td>
<td>Sanborn NY</td>
</tr>
<tr>
<td>Sam Cushman</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Jack Cutari</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Sidney Cutt</td>
<td>Victor NY</td>
</tr>
<tr>
<td>Lou Cutter</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Robert Cuviolet</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Robert Cuvo</td>
<td>Swiftwater PA</td>
</tr>
<tr>
<td>Brent Cveighton</td>
<td>Manchester CT</td>
</tr>
<tr>
<td>Eve Cymanski</td>
<td>Aurora OH</td>
</tr>
<tr>
<td>Megan Cymansla</td>
<td>Hiram OH</td>
</tr>
<tr>
<td>Tammy Cyr</td>
<td>Branchburg NJ</td>
</tr>
<tr>
<td>Staci Czaja</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Allen Czelusniak</td>
<td>Lansing NY</td>
</tr>
<tr>
<td>Sharon Czelusniak</td>
<td>Bridgeport NY</td>
</tr>
<tr>
<td>Joseph Dabritz</td>
<td>Margaretville NY</td>
</tr>
<tr>
<td>Emily Daby</td>
<td>Bloomingdale NY</td>
</tr>
<tr>
<td>Howard Daby</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Kimball Daby</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Tracy Daby</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Virginia Dadalis</td>
<td>Mt. Laurel NJ</td>
</tr>
<tr>
<td>Eric Dudson</td>
<td>Phelps NY</td>
</tr>
<tr>
<td>Kathy Dudson</td>
<td>Phelps NY</td>
</tr>
<tr>
<td>Nancy Dafoe</td>
<td>Homer NY</td>
</tr>
<tr>
<td>Victor D'Agostino Jr.</td>
<td>Wayne NJ</td>
</tr>
<tr>
<td>Victor D'Agustiero</td>
<td>Wayne NJ</td>
</tr>
<tr>
<td>William Dahle</td>
<td>Cloister NJ</td>
</tr>
<tr>
<td>Troy A. Dahlgren</td>
<td>Poughkeepsie NY</td>
</tr>
<tr>
<td>Pat Dahlin</td>
<td>East Syracuse NY</td>
</tr>
<tr>
<td>Patricia Dahlin, E. Syracuse NY</td>
<td></td>
</tr>
<tr>
<td>Dwayne Daigle</td>
<td>Granville NY</td>
</tr>
<tr>
<td>Elaine Daigle</td>
<td>Granville NY</td>
</tr>
<tr>
<td>Tal Daiker</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>Howard Dailey</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>Karen Daily</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Brian Dale</td>
<td>Conneaut OH</td>
</tr>
<tr>
<td>Heather Dale</td>
<td>Keene Valley NY</td>
</tr>
<tr>
<td>Betty Dalen</td>
<td>Ridgefield CT</td>
</tr>
<tr>
<td>Amy S. Daley</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Jim Daley</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>John Daley</td>
<td>Hartford NY</td>
</tr>
<tr>
<td>Martin Daley</td>
<td>Albany NY</td>
</tr>
<tr>
<td>James Dalheim</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Alyssa Dalinda</td>
<td>Toronto Ontario</td>
</tr>
<tr>
<td>Andrew Dalinda</td>
<td>Toronto Ontario</td>
</tr>
<tr>
<td>Daniel Dalinda</td>
<td>Toronto Ontario</td>
</tr>
<tr>
<td>Loretta Dalinda</td>
<td>Toronto Ontario</td>
</tr>
<tr>
<td>Darren Dalton</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Patrick Dalton</td>
<td>Cheektowaga NY</td>
</tr>
<tr>
<td>Ed Daly</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Lydia Damato</td>
<td>Lima NY</td>
</tr>
<tr>
<td>Ken Dambaugh</td>
<td>Bethesda MD</td>
</tr>
<tr>
<td>V. D'Ambrisi</td>
<td>Saranac Lake NY</td>
</tr>
</tbody>
</table>
Lindsey Dammon, Saratoga Springs NY
Bradley M Damon, Fairport NY
Bradley M. Damon, Fairport NY
Gail V. Damon, Fairport NY
Eric Damour, Lake Placid NY
Chuck Damp, Ray Brook NY
Rick Damulin, Schroon Lake NY
Karen Danckert, Feura Bush NY
Paul Danckert, Altamont NY
Bob Dandef, Paul Hatan VA
Ariane Dandeneau, New York NY
Charlie Dandeneau, Oakland NY
Jennifer Dandeneau, Oakland NY
Linda Danforth, White Plains NY
Ryan Danhorn, Mount Morris IL
Chris Daniel, Ransomville NY
Lisa D’Aniello, Albany NY
Laurie Daniels, Keene Valley NY
Luke Daniels, Loudon NH
Mary Jo Daniels, Tupper Lake NY
Stephen Daniels, Syracuse NY
Lee Danielson, Niskayuna NY
Susan Danielson, Niskayuna NY
Roman Danka, Ottawa Ontario
Sarah Dantunno, Lake Placid NY
Sandra A. Danussi, Saranac Lake NY
Jessyca Darah, Queensbury NY
Dan Darberry, Saratoga Springs NY
Shannon Darby, Baldwinsville NY
Amy Dargel, Saranac Lake NY
Charles Darrah, Saranac Lake NY
Tina Darrah, Saranac Lake NY
Rainey D’Arrigo, Skaneateles NY
Vincent D’Arrigo, Skaneateles NY
Bob Darroa, Cleveland NY
Steve Dashaw, Ballston Spa NY
Henry Dashaw, Saranac Lake NY
Judy Dass, Saranac Lake NY
Brad Dates, Sterling NY
Amanda Dathie, Peterborough Ontario
James P. Dattola, Tupper Lake NY
Jason Dattola, Tupper Lake NY
Kathleen Dattola, Tupper Lake NY
Ricky Dattola, Tupper Lake NY
Christ Daubert, Warwick NY
Thomas Dauphinet, Wellsville NY
Debbie Dawid, Johnsonville NY
Zachary Daurid, Johnsonville NY
Linda Davenport, Barnhart MO
John Davenport, Wethersfield CT
Steve Davidsen, New York NY
Dena Davies, Queensbury NY
Mark Davies, Troy NY
Mark Davies, Tupper Lake NY
Michael Davies, Tupper Lake NY
Pam Davies, Lake Placid NY
Rosanne Davies, Tupper Lake NY
William Davies, Wethersfield CT
Brittany Davignan, Schenectady NY
Barb Davis, Queensbury NY
Brendon Davis, Schenectady NY
Caroline Davis, Cranston RI
David Davis, Albany NY
Gene Davis, Lake Placid NY
Heather Davis, Lebanon CT
Hugh Davis, Saratoga Springs NY
James L. Davis, Remsen NY
Jennifer Davis, Troy NY
Jessica Davis, Westport CT
Matthew K Davis, Los Angeles CA
Peter Davis, Ottawa Ontario
Rich Davis, Troy NY
Sarah Davis, Birmingham AL
Susan Davis, Lake Placid NY
Terry Davis, Weatherly PA
Tim Davis, Oswego NY
Robert Davis M, Plattsburgh NY
Jeff Davison, Mechanicville NY
Andrea Davison, Spencerport NY
Gary Davoy, Depaulville NY
Keith Davoy, Lowville NY
Mike Davowing, Castorland NY
Walter Dawson, Englewood Cliffs NJ
Guy Dawson, Lake Clear NY
Lee Ann Dawson, Pittsburgh PA
Robert Dawson, Queensbury NY
Sue Dawson, Newport NY
C Day, Horseheads NY
C. Baryton Day, Flemington NJ
Peter Day, Lake Placid NY
Peter S. Day, Tupper Lake NY
Sheryl Day, Tupper Lake NY
Major Day Jr., Tupper Lake NY
Fabiola Dayian, Amsterdam NY
Michael Dayian, Amsterdam NY
Barb Dayton, Westport NY
Rebecca Dayton, Keene NY
Marcelo Bolechi De Arruda, Greenwich NY
Gary A. De Luke, Altamont NY
Jo-Ann De Luke, Altamont NY
Tom De Pole, Putnam Valley NY
Barbara Deader, Taylors SC
Jody DeAul, Rainbow Lake NY
Jennifer Dean, Fayetteville NY
John Deavardia, Turin NY
Abe Debados, Greece NY
Ben Debados, Sudus NY
Michael DeBagio, Auburn NY
Dan DeBoutis, Boston MA
Deborah Decaprio, Scotia NY
Marie Decastro, Delmar NY
Chris Decavera, Windsor NY
G Dechant, Saranac Lake NY
Donald Dechene, Tupper Lake NY
Julie Dechene, Tupper Lake NY
Peggy Dechene, Long Lake NY
Robert Dechene Jr., Long Lake NY
Shay Decherey, Lake Placid NY
Barbara Decker, Cohoes NY
Christine Decker, Saratoga Springs NY
Clint Decker, Branchville NY
Ed Decker, Lake Placid NY
Maryellen Decker, Saranac Lake NY
Mike Decker, Saranoga Springs NY
Robin Decker, West Rupert VT
William G. Decker, Saranac Lake NY
Stacy Declerque, Lake Placid NY
Wendy Defazio, Latham NY
Mark Defelice, Pavilion NY
Chris Defilippi, Colchester VT
Jim Defilippi, Colchester VT
Russ Defoner, Long Lake NY
Daniel Defress, Chittenango NY
Stacie Defrisa, Stillwater NY
Christopher Degiove, Albany NY
Barbara Degragh, Northport NY
Frank Degragh, Northport NY
Ron Degraw, Newtown PA
Carl DeHart, Wind Gap PA
M. Deighie, Keene NY
David Deisinger, Webster NY
Kurt Deisinger, Webster NY
Cathy Dejong, North Haledon NJ
Randy Dejong, North Haledon NJ
Stephanie DeJoseph, Gabriels NY
Christine Dekers, Raybook NY
Dennis Del Grosso, Saranac NY
Joe Delahoyd, Queensbury NY
Brian Delaney, Lake Placid NY
Colin Delaney, Lake Placid NY
Karen Delaney, Lake Placid NY
Matt Delaney, Wayne PA
Nicole Delaney, Ottawa Ontario
Bill Delapp, Oswego NY
Roxane Delasablanie, Montreal Quebec
Timothy Delays, Lockport NY
Nicole Delcore, Indian Lake NY
John Delehanty, Albany NY
John David (Jack) Delehanty, Tupper Lake NY
Susan Delehanty, Tupper Lake NY
Wendy Delehanty, Albany NY
Edward Delean, Saranaca Lake NY
Michael Delfs, Canandaigua NY
Phyliss Delfia, Clinton NY
Jeremy Delisle, Gansevoort NY
<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim Disalvo</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Tamara Disalvo</td>
<td>Pennsauken NJ</td>
</tr>
<tr>
<td>Tammy Dishong</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Sarah Disney</td>
<td>Essex NY</td>
</tr>
<tr>
<td>Matt Ditch</td>
<td>Henderson Harbor NY</td>
</tr>
<tr>
<td>Mark Ditroia</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Andrew J. Dittmar</td>
<td>Amity Ills NY</td>
</tr>
<tr>
<td>Steve Divipo</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Lou Divirgilio</td>
<td>Voorheesville NY</td>
</tr>
<tr>
<td>Christie Dix</td>
<td>Wayne NJ</td>
</tr>
<tr>
<td>Courtney Dixon</td>
<td>Bangor ME</td>
</tr>
<tr>
<td>Jess E. Dixon</td>
<td>Mooers Forks NY</td>
</tr>
<tr>
<td>John S. Dixon</td>
<td>Allegany NY</td>
</tr>
<tr>
<td>Kelly J. Dixon</td>
<td>Mooers Forks NY</td>
</tr>
<tr>
<td>Michael Dixon</td>
<td>Ottawa Canada</td>
</tr>
<tr>
<td>Sean Dixon</td>
<td>Allegany NY</td>
</tr>
<tr>
<td>Sherry Dixon</td>
<td>Mayfield NY</td>
</tr>
<tr>
<td>Mona S. Dixon</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Ken Długolecki</td>
<td>Goshen NY</td>
</tr>
<tr>
<td>Jeff Dmochowski</td>
<td>Skaneateles NY</td>
</tr>
<tr>
<td>Suzanne Dmochowski</td>
<td>Skaneateles NY</td>
</tr>
<tr>
<td>John Doan</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Cristina Dobos</td>
<td>White Oak PA</td>
</tr>
<tr>
<td>Edward J. Dobuya</td>
<td>Whitesboro NY</td>
</tr>
<tr>
<td>Joe Dockery</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Mary-Lynne Dockery</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Jon Doctorow</td>
<td>Hopewell Junction NY</td>
</tr>
<tr>
<td>Brian Dodd</td>
<td>Charlton NY</td>
</tr>
<tr>
<td>Thomas Dodd</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Barbara Dodell</td>
<td>Bayside NY</td>
</tr>
<tr>
<td>Karl Dodson</td>
<td>New Cumberland PA</td>
</tr>
<tr>
<td>Dani Dodway</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>David Doehler</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Judy Doehler</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Jeff Doelp</td>
<td>Peckasie PA</td>
</tr>
<tr>
<td>Elijah Doerfler</td>
<td>Lyndonville VT</td>
</tr>
<tr>
<td>Steven Doerman</td>
<td>Blandun PA</td>
</tr>
<tr>
<td>Cheryl Doerr</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Kristina Doesser</td>
<td>Trumansburg NY</td>
</tr>
<tr>
<td>Nuala Doherty</td>
<td>Toronto Ontario</td>
</tr>
<tr>
<td>Robert Doherty</td>
<td>Troy NY</td>
</tr>
<tr>
<td>Claudia Dohne</td>
<td>Greenwich CT</td>
</tr>
<tr>
<td>Laura Dolan</td>
<td>Lake George NY</td>
</tr>
<tr>
<td>Mike Dolan</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>John Doline</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Daniel Dolson</td>
<td>Pine Bush NY</td>
</tr>
<tr>
<td>Kirsten Domas</td>
<td>Rainbow Lake NY</td>
</tr>
<tr>
<td>Elizabeth Dominesey</td>
<td>Varysburg NY</td>
</tr>
<tr>
<td>Temo Dominguez</td>
<td>Loudonville NY</td>
</tr>
<tr>
<td>Brett Domoy</td>
<td>Medina NY</td>
</tr>
<tr>
<td>Mike Donah</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Rick Donah</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Joan Donahue</td>
<td>Cornwall VT</td>
</tr>
<tr>
<td>Liz Donahue</td>
<td>Ausable Forks NY</td>
</tr>
<tr>
<td>Patrick Donahue</td>
<td>Plattsburgh NY</td>
</tr>
<tr>
<td>William Donahue</td>
<td>Philadelphia PA</td>
</tr>
<tr>
<td>Richard Donaldson</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Andrew Donatello</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Andy Donatello</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Carrie Donatello</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Craig Donnelly</td>
<td>Jamesville NY</td>
</tr>
<tr>
<td>Edward Donnelly</td>
<td>Allison Park PA</td>
</tr>
<tr>
<td>Ellen Donnelly</td>
<td>Rensselaer NY</td>
</tr>
<tr>
<td>Stephen Donnelly</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Thomas J. D’Onofrio</td>
<td>Bolinas CA</td>
</tr>
<tr>
<td>Thomas Donohoe</td>
<td>Oakridge NY</td>
</tr>
<tr>
<td>John Donohue</td>
<td>Plattsburgh NY</td>
</tr>
<tr>
<td>Sean Donovan</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>David Donus</td>
<td>Butler NJ</td>
</tr>
<tr>
<td>Paul Douling</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Cecily Doonan</td>
<td>West Hartford CT</td>
</tr>
<tr>
<td>Bill Dora</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Frank Dora</td>
<td>Macbeth NY</td>
</tr>
<tr>
<td>Jeff Doran</td>
<td>Archbald PA</td>
</tr>
<tr>
<td>Rose Dorey</td>
<td>Lakewood NY</td>
</tr>
<tr>
<td>Beriuard Dorfer</td>
<td>Camilus NY</td>
</tr>
<tr>
<td>Suzanne Dornandy</td>
<td>Broadalbui NY</td>
</tr>
<tr>
<td>Kevin Dorman</td>
<td>Hilton NY</td>
</tr>
<tr>
<td>Alexis Dorsey</td>
<td>Staten Island NY</td>
</tr>
<tr>
<td>Craig Dorsi</td>
<td>Cedarhurst NY</td>
</tr>
<tr>
<td>Laura Dorward</td>
<td>Lancing NY</td>
</tr>
<tr>
<td>Laura Dosaley</td>
<td>Gansevoort NY</td>
</tr>
<tr>
<td>Madeline Dostal</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Diana Dotson</td>
<td>Mandeville LA</td>
</tr>
<tr>
<td>John Dotson</td>
<td>Mandeville LA</td>
</tr>
<tr>
<td>Allison Doty</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>William Doucette</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Bob Doud</td>
<td>Berkely CA</td>
</tr>
<tr>
<td>Beatrice Dougherty</td>
<td>Schenectady NY</td>
</tr>
<tr>
<td>Jennifer Dougherty</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Ke Douglas</td>
<td>Colchester VT</td>
</tr>
<tr>
<td>Rich Douglas</td>
<td>Jay VT</td>
</tr>
<tr>
<td>Ruth Douglas</td>
<td>Cumberland RI</td>
</tr>
<tr>
<td>Denell Douglass</td>
<td>Holland Patent NY</td>
</tr>
<tr>
<td>Jim Durand</td>
<td>Sweet Valley PA</td>
</tr>
<tr>
<td>Katrina Dow</td>
<td>Massena NY</td>
</tr>
<tr>
<td>Seth Dow</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Donna Dowling</td>
<td>Carlisle PA</td>
</tr>
<tr>
<td>Brita Down</td>
<td>New York NY</td>
</tr>
<tr>
<td>Jacob Dow</td>
<td>Aspen CO</td>
</tr>
<tr>
<td>Kevin Downes</td>
<td>Woodcliff LA NJ</td>
</tr>
<tr>
<td>Mike Downey</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Steve Doxzon</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Steve Doxzon</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Eugene Doyeritt</td>
<td>Mamaroneck NY</td>
</tr>
<tr>
<td>Brian Doyle</td>
<td>Succasunne NJ</td>
</tr>
<tr>
<td>David Doyle</td>
<td>Succasunne NJ</td>
</tr>
<tr>
<td>Diane Doyle</td>
<td>Eagle Bay NY</td>
</tr>
<tr>
<td>Eileen Doyle</td>
<td>Williamson NY</td>
</tr>
<tr>
<td>Lily Doyle</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Patrick J. Doyle</td>
<td>Moha NY</td>
</tr>
<tr>
<td>Robin Doyle</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Tim Doyle</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Deborah Dragoon</td>
<td>Albany NY</td>
</tr>
<tr>
<td>Jim Drain</td>
<td>W. Coxsackie NY</td>
</tr>
<tr>
<td>Lore Drain</td>
<td>W. Coxsackie NY</td>
</tr>
<tr>
<td>A. Drake</td>
<td>Cambridge NY</td>
</tr>
<tr>
<td>Cindy Drake</td>
<td>Boonville NY</td>
</tr>
<tr>
<td>Dieter Drake</td>
<td>Cambridge NY</td>
</tr>
<tr>
<td>Howard Drake</td>
<td>Ausable Forks NY</td>
</tr>
<tr>
<td>Stephan Dramm</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Richard Draper</td>
<td>Hudson NY</td>
</tr>
<tr>
<td>Terry Draper</td>
<td>Rensmen NY</td>
</tr>
<tr>
<td>Joe Dray</td>
<td>Endicott NY</td>
</tr>
<tr>
<td>Robbie Drayse</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Gregory Drechsel</td>
<td>Potsdam NY</td>
</tr>
<tr>
<td>Joe Drees</td>
<td>Todawanda NY</td>
</tr>
<tr>
<td>Hannah Dreissigacker</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Bill Dresnek</td>
<td>Jefferson OH</td>
</tr>
<tr>
<td>Ken Dresser</td>
<td>Trumansburg NY</td>
</tr>
<tr>
<td>Jennifer Drew</td>
<td>Ottawa Ontario</td>
</tr>
<tr>
<td>Alex Dreyfoos</td>
<td>Palm Beach FL</td>
</tr>
<tr>
<td>Renate Dreyfoos</td>
<td>Palm Beach FL</td>
</tr>
<tr>
<td>Sarah Drijkowicz</td>
<td>Amsterdam NY</td>
</tr>
<tr>
<td>Joseph Drinkwine</td>
<td>Plattsburg NY</td>
</tr>
<tr>
<td>Danny Driscoll</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Carol Driver</td>
<td>Kincardine Ontario</td>
</tr>
<tr>
<td>Chris Driver</td>
<td>Mullica Hill NY</td>
</tr>
<tr>
<td>Marvin Druger</td>
<td>Syracuse NY</td>
</tr>
<tr>
<td>Richard Duare</td>
<td>Sanford ME</td>
</tr>
<tr>
<td>Georgeanna Dubas</td>
<td>Johnstown NY</td>
</tr>
<tr>
<td>Sherry Dubester</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Karen Dubin</td>
<td>Bedford NY</td>
</tr>
<tr>
<td>Maria Dubin</td>
<td>Bedford NY</td>
</tr>
<tr>
<td>Michael Dubin</td>
<td>Beford NY</td>
</tr>
<tr>
<td>Cameron Dubo</td>
<td>Beachburg Ontario</td>
</tr>
<tr>
<td>Corey Dubois</td>
<td>Unadilla NY</td>
</tr>
<tr>
<td>Scott DuBois</td>
<td>Burnt Hills NY</td>
</tr>
<tr>
<td>Samantha Dubuque</td>
<td>Chicago IL</td>
</tr>
<tr>
<td>Cathy Ducato</td>
<td>Buffalo NY</td>
</tr>
<tr>
<td>Gary Duchano</td>
<td>Star Lake NY</td>
</tr>
<tr>
<td>Darnell Duchon</td>
<td>Downers Grove IL</td>
</tr>
<tr>
<td>Rosanna Duchon</td>
<td>Downers Grove IL</td>
</tr>
<tr>
<td>Amy Ducios</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Sarah Ducios</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Mary Duclos</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Steven Duclos</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Lynn Dudak</td>
<td>Wayne NJ</td>
</tr>
<tr>
<td>Dennis Dudek</td>
<td>LaFayette NY</td>
</tr>
<tr>
<td>Traci Dudevoir</td>
<td>Lynn MA</td>
</tr>
<tr>
<td>Anna Dukkina</td>
<td>Chalfont PA</td>
</tr>
<tr>
<td>Vadim Dukkina</td>
<td>Chalfont PA</td>
</tr>
<tr>
<td>Martha Dudley</td>
<td>Park City UT</td>
</tr>
<tr>
<td>Carole Dudukovich</td>
<td>Port Matilda PA</td>
</tr>
<tr>
<td>John Duff</td>
<td>Chadds Ford PA</td>
</tr>
<tr>
<td>John Duffus</td>
<td>Cuddlebackville NY</td>
</tr>
<tr>
<td>A.J. Duffy</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>John Duffy</td>
<td>Pelham NH</td>
</tr>
<tr>
<td>Michael Duffy</td>
<td>Sandy Hook CT</td>
</tr>
<tr>
<td>Trevor P. Duffy</td>
<td>East Amherst NY</td>
</tr>
<tr>
<td>Beverly Dufour</td>
<td>Mooers NY</td>
</tr>
</tbody>
</table>
Lucas Eichorst, Greenfield Center NY
Randall Eilers, Mattituck NY
John Einzig, Glens Falls NY
John Samuel Einzig, Glens Falls NY
John Eiposite, Watertown NY
Dominic Eisinger, Keene NY
Mel Eisinger, Keene NY
George Eissler, Springfield Center NY
William Eissler, Springfield Center NY
Hisham El Zoghibi, whiteboro NY
Laura Eldred, Lake Placid NY
Steve Eldred, Lake Placid NY
Betty Eldridge, Lake Placid NY
Christopher Eldrd, Oneonta NY
Jean Elias, Baldwinsville NY
John Elias, Webster NY
Ken Elias, Baldwinsville NY
Cathy Eliseo, Clifton Park NY
Michael Elitzer, Tupper Lake NY
Alex Elkins, Rochester NY
Abigail Elliott, Binghamton NY
Chelsey Elliott, New London CT
Mark Elliott, Saratoga Springs NY
Anthony N. Ellis, Fort Calhoun NE
Barbara Ellis, Newton Square PA
Bob Ellis, Newton Square PA
Carrie Ellis, Fort Calhoun NE
Carrie L. Ellis, Fort Calhoun NE
Dean C. Ellis, Tupper Lake NY
James Ellis, Santa Clarita CA
Jared Ellis, Fair Haven VT
Kate Ellison, Sommerville MA
Benjm Ellithorpe, Lake Clear NY
Jack Ellsworth, Bergen NY
Courtney Elmendorf, Monroe NY
Eric Elmendorf, Staten Island NY
James Elmendorf, Monroe NY
Linda Elmer, Rome NY
Tim Elmer, Rome NY
James Elrod, Riverside CT
Sharon Elrod, Bloomingdale NY
Tony Elrod, Bloomingdale NY
James L. Elrod Jr., Riverside CT
Jim Elsasser, Vernon NY
Wallace Elton, Saratoga Springs NY
Ruth Elurich, Newton MA
Bob Ely, Boonville NY
Jeff Ely, Deleson NY
Robert Ely, Boonville NY
Andrew Emborsky, Silver Lake NY
Jordan Eemerling, Macedonia NY
Brian Emerson, Tupper Lake NY
F. Emerson, Baltimore MD
Mary Emerson, Baltimore MD
Deb Emery, Liverpool NY
Robert Emery, Saranac Lake NY
Stephen Emery, Greenfield Center NY
John Emey, Clifton Park NY
Korryn Emlot, Darien NY
Paytin Emlot, Darien NY
Tracey Emmi, Schenectady NY
Steve Emmons, S. Burlington VT
Richard Emond, Mt. St. Hilaire Quebec
Pat Empee, Melros NY
Michele Enders, Cicero NY
Donna Endres, Nutley NJ
Herman J. Endres, Nutley NJ
Paullette Ends, Merrimack NH
Cynthia Engel, Valatie NY
Brendan Engelmann, Waterford NY
Chris Englert, Nyack NY
Betty English, W. Wyoming PA
Lauren English, Deerskill NY
Morgan Enos, Bedford NH
Barbara Enright, Pearl River NY
Jim Enright, Pearl River NY
Chris Ensign, Walworth NY
E.J. Ensign, Harrison NY
Grace Ensign, Harrison NY
Katherine Ensign, Harrison NY
Matt Entwistle, Clayville NY
Chris Enzien, Albany NY
Gay Eppinga, Hurley NY
Charles Eppolito, Wasilla AK
Steven Epps, Syracuse NY
Alex Epstein, Canton NY
Gail Epstein, Warrensburg NY
Zach Erb, Conneaut OH
Sharon Erbe, Greenwich NY
Ellyn Ercolano, Lebanon NH
Thomas E. Erdlack, Gales Ferry CT
Turan Erdogan, Spencerport NY
Debbie Erenstone, Lake Placid NY
Denise E. Erenstone, Lake Placid NY
Richard L. Erenstone, Lake Placid NY
Martha Erhardt, Webster NY
Peter F. Erhardt, Webster NY
Barbara Erickson, Lake Placid NY
Nicole Erickson, Wilmington NY
Shawn Erickson, Wilmington NY
Catherine Ericson, Lake Placid NY
Chris Ericson, Lake Placid NY
Linda Ericson, Saranac Lake NY
Paul Ericson, Saranac Lake NY
Gary Erm, Lincroft NJ
Kristine W. Ernst, Black River NY
Rich Ernst, Utica NY
Richard Ernst, Black River NY
Claire Ernstrom, Binghamton NY
Katie Erskine, Rainbow Lake NY
Catherine Erust, Lake Placid NY
Mark Ervin, Eagle Bay NY
Pamela Ervin, Old forge NY
Clay E. Erwest, Sand Lake NY
Amy Erwin, Charlotte NC
Janice Erzmente, Old Forge NY
Mary Esch, Albany NY
Richard Esmay, Diamond Point NY
Mike Espejo, Brewster NY
Erin Esposito, Saranac Lake NY
Kyle Esposito, Saranac Lake NY
Leonard M. Esposito, Jamaica Estates NY
Brandon Estes, South Glens Falls NY
Celine Estes, South Glens Falls NY
Brian Estrada, Morrisonville NY
Nancy Estus, Plattsburgh NY
Peter Estus, Plattsburgh NY
Alex Ettringer, Niskayuna NY
Laura Ettringer, Niskayuna NY
Kimberly Etu, South Glens Falls NY
Paul Etu, Gansevoort NY
Winsome Eu, Columbia MD
Roaed Euler, Washington DC
Elaine Evanovich, West Seneca NY
Andrea Grout Evans, Lake Placid NY
Barbara Evans, New York NY
David Evans, Clinton NY
Michelle Evans, Rome NY
Peter H. Evans, Lake Clear NY
Robert Evans, Rome NY
Tara Evans, Remsen NY
Tessa Evans, Rome NY
John Evansky, Hudson Falls NY
Rebecca Evansky, Hudson Falls NY
Lisa Everest, Johnstown NY
Brianna Evers, Brookfield CT
Jennifer Evers, Brookfield CT
Jonathan Evers, Brookfield CT
Kelsey Evers, Brookfield CT
Michael A. Evler, Fallston MD
Jeff Ewing, Lakeview NY
Scott Ewy, San Ramon CA
Shawn Exford, Watertown NY
Amy Exterkamp, Malta NY
Mike Exterkamp, Malta NY
Fred Exware, Tupper Lake NY
Mark Exware, Tupper Lake NY
Joseph F., Bomsense VT
Ron Face, Old Forge NY
Janine Fadeski, Kearney NJ
Paul Fadeski, Kearney NJ
Dan Faes, East Amherst NY
Cathy Fahey, Treasure Island FL
June Fahey, Wantagh NY
Debbie Fair, West Chester PA
Karen Fair, Wadhams NY
Cynthia I Fairbanks, Niskayuna NY
Michael Fairchild, Brattleboro VT
Steve Fairchild, Queensbury NY
Larry Falcetta, Highland NY
Matt Falconio, Latham NY
<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keith Favreau</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Anna Falotico</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>John Faney</td>
<td>Wantagh NY</td>
</tr>
<tr>
<td>David D. Fanion</td>
<td>Cooperstown NY</td>
</tr>
<tr>
<td>Carol Fanning</td>
<td>South Portland ME</td>
</tr>
<tr>
<td>Belinda Fant</td>
<td>Mechanicville NY</td>
</tr>
<tr>
<td>Joe Fantasia</td>
<td>Jordan NY</td>
</tr>
<tr>
<td>Lila Faw</td>
<td>Pawling NY</td>
</tr>
<tr>
<td>Jeff Farbaniec</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Milton FARbstein</td>
<td>Schroon Lake NY</td>
</tr>
<tr>
<td>Bradley Farrell</td>
<td>New York NY</td>
</tr>
<tr>
<td>Julia Farencell</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Sienna Farfaine</td>
<td>Williston VT</td>
</tr>
<tr>
<td>Michael Fairfield</td>
<td>Albany NY</td>
</tr>
<tr>
<td>Kristen Farina</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>Kristi Farina</td>
<td>West Stockbridge MA</td>
</tr>
<tr>
<td>Michael A. Farina</td>
<td>New Hyde Park NY</td>
</tr>
<tr>
<td>Michael J. Farina</td>
<td>W. Stock MA</td>
</tr>
<tr>
<td>Jason Farinacci</td>
<td>Conneaut NY</td>
</tr>
<tr>
<td>Darren Farinas</td>
<td>Hoboken NJ</td>
</tr>
<tr>
<td>S. Farinas</td>
<td>Lewon DE</td>
</tr>
<tr>
<td>Tami Faring</td>
<td>Horsham PA</td>
</tr>
<tr>
<td>Colleen Farmer</td>
<td>Saratoga Lake NY</td>
</tr>
<tr>
<td>Jason Farmer</td>
<td>Saratoga Lake NY</td>
</tr>
<tr>
<td>Michael J. Farmer</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>Robert Farmer</td>
<td>Saratoga Lake NY</td>
</tr>
<tr>
<td>Schawn Farmer</td>
<td>Jay NY</td>
</tr>
<tr>
<td>Derek Farney</td>
<td>Beaver Falls NY</td>
</tr>
<tr>
<td>John Farney</td>
<td>Beaver Falls NY</td>
</tr>
<tr>
<td>Christian Farone</td>
<td>Porter Corners NY</td>
</tr>
<tr>
<td>Brandi Farr</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Nick Farr</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Amy Farrell</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Andrea Farrell</td>
<td>Chazy NY</td>
</tr>
<tr>
<td>Justin Farrell</td>
<td>Peckville PA</td>
</tr>
<tr>
<td>Micah Farrell</td>
<td>Ballston Spa NY</td>
</tr>
<tr>
<td>Scott Farrell</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Sean Farrell</td>
<td>Ravana NY</td>
</tr>
<tr>
<td>Shawn P. Farrell</td>
<td>Chazy NY</td>
</tr>
<tr>
<td>William Farrenkopf</td>
<td>New Windsor NY</td>
</tr>
<tr>
<td>Dan Farrington</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Andrew Fasoldt</td>
<td>Averill Park NY</td>
</tr>
<tr>
<td>Tom Fasoldt</td>
<td>Averill Park NY</td>
</tr>
<tr>
<td>Anne Fass</td>
<td>Altamont NY</td>
</tr>
<tr>
<td>Stuart Fass</td>
<td>Altamont NY</td>
</tr>
<tr>
<td>Yvona Fast</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Deborah Faulconer</td>
<td>W. Hyannisport MA</td>
</tr>
<tr>
<td>Robert Faulds</td>
<td>Gloversville NY</td>
</tr>
<tr>
<td>Tim Faulkner</td>
<td>King City Ontario</td>
</tr>
<tr>
<td>Spencer Fausel</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Fran Faustina</td>
<td>Great Neck NY</td>
</tr>
<tr>
<td>Bruce Favaro</td>
<td>Saranac NY</td>
</tr>
<tr>
<td>Alfred Favata</td>
<td>Newburgh NY</td>
</tr>
<tr>
<td>Linda Favata</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Daniel Favreau</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Keith Favreau</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Ann Favo</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Scott A. Favo</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Kimberly Fay</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>A. Fayemi</td>
<td>White Plains NY</td>
</tr>
<tr>
<td>Alfred Fayemi</td>
<td>White Plains NY</td>
</tr>
<tr>
<td>Annemarie Fayemi</td>
<td>Needham MA</td>
</tr>
<tr>
<td>Joe Fazioi</td>
<td>TroY NY</td>
</tr>
<tr>
<td>Ron Fecko Jr.</td>
<td>Fayetteville NY</td>
</tr>
<tr>
<td>Dorothy Federman</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Jay Federman</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Jeff Fedor</td>
<td>Corinth NY</td>
</tr>
<tr>
<td>Kateryna Fedorab</td>
<td>Brooklyn NY</td>
</tr>
<tr>
<td>Fran Feeney</td>
<td>Ludlow MA</td>
</tr>
<tr>
<td>Katie Feeney</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Sarah Feeney</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Tom Fehan</td>
<td>West Seneca NY</td>
</tr>
<tr>
<td>Karen Fehley</td>
<td>Rockville MD</td>
</tr>
<tr>
<td>Jason Fehlhuber</td>
<td>Hamilton Square NJ</td>
</tr>
<tr>
<td>Lawrence Fein</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Uy A. Fein</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Hannah Feinberg</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Gary Feinland</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Gary Felano</td>
<td>Schroon Lake NY</td>
</tr>
<tr>
<td>Mike Feldman</td>
<td>Northville NY</td>
</tr>
<tr>
<td>Anthony Felitte</td>
<td>Delmar NY</td>
</tr>
<tr>
<td>Don Fella</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Joan Fella</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Bill Fellows</td>
<td>Buxton ME</td>
</tr>
<tr>
<td>Lisa Fellows</td>
<td>Saugerties NY</td>
</tr>
<tr>
<td>Theo Fellows</td>
<td>Buxton ME</td>
</tr>
<tr>
<td>Alicia Felt</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Lynn Feltus</td>
<td>Rensselaer NY</td>
</tr>
<tr>
<td>David Fensterer</td>
<td>St. Lois MO</td>
</tr>
<tr>
<td>Brian Fenton</td>
<td>Ballston Spa NY</td>
</tr>
<tr>
<td>Mike Feo</td>
<td>Greenwood Lake NY</td>
</tr>
<tr>
<td>Rick Ferc</td>
<td>Conneaut OH</td>
</tr>
<tr>
<td>Darcy L. Ferguson</td>
<td>Scotia NY</td>
</tr>
<tr>
<td>Donna Ferguson</td>
<td>Laurens NY</td>
</tr>
<tr>
<td>Jack Ferguson</td>
<td>Wilmington NC</td>
</tr>
<tr>
<td>Linda Ferguson</td>
<td>Westport NY</td>
</tr>
<tr>
<td>Mark Ferguson</td>
<td>Norfolk VA</td>
</tr>
<tr>
<td>Molly Ferguson</td>
<td>Towanda PA</td>
</tr>
<tr>
<td>Myron Ferguson</td>
<td>Middle Grove NY</td>
</tr>
<tr>
<td>Paul Ferguson</td>
<td>Sussex NJ</td>
</tr>
<tr>
<td>Scott Ferguson</td>
<td>Latham NY</td>
</tr>
<tr>
<td>Tom Ferguson</td>
<td>Greenfield IN</td>
</tr>
<tr>
<td>Anthony Ferlazzo</td>
<td>Stillwater NY</td>
</tr>
<tr>
<td>Guy Ferlazzo</td>
<td>Amsterdam NY</td>
</tr>
<tr>
<td>B. Fermire</td>
<td>Youngstown NY</td>
</tr>
<tr>
<td>David Fernet</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Camryn Ferrara</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Anne Ferree</td>
<td>Los Angeles CA</td>
</tr>
<tr>
<td>Kim Ferree</td>
<td>Childwold NY</td>
</tr>
<tr>
<td>S. Ferrera</td>
<td>Rome NY</td>
</tr>
<tr>
<td>Tony Ferreri</td>
<td>Hyde Park NY</td>
</tr>
<tr>
<td>Theresa Ferrerra</td>
<td>Stowe VT</td>
</tr>
<tr>
<td>Jerad Ferris</td>
<td>Wyalusing PA</td>
</tr>
<tr>
<td>Laura Fesko</td>
<td>Elbridge NY</td>
</tr>
<tr>
<td>Ron Fesko</td>
<td>Elbridge NY</td>
</tr>
<tr>
<td>Elizabeth Fesmire</td>
<td>Saranah NY</td>
</tr>
<tr>
<td>Robert W. Fetrow Jr.</td>
<td>Lancaster PA</td>
</tr>
<tr>
<td>Robert Fetterly</td>
<td>Carthage NY</td>
</tr>
<tr>
<td>Dennis L. Fetterers</td>
<td>Catsauqua PA</td>
</tr>
<tr>
<td>Chris Fettiner</td>
<td>Rome NY</td>
</tr>
<tr>
<td>Cynthia Feulner</td>
<td>Hudson Falls NY</td>
</tr>
<tr>
<td>Edward J. Feulner</td>
<td>Hudson Falls NY</td>
</tr>
<tr>
<td>Mark E. Fidler</td>
<td>Blossvale NY</td>
</tr>
<tr>
<td>Tom Fidurke</td>
<td>Olean NY</td>
</tr>
<tr>
<td>Krista Field</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Will Fierohe</td>
<td>Paul Smiths NY</td>
</tr>
<tr>
<td>Stephen Fifeid</td>
<td>Ballston Spa NY</td>
</tr>
<tr>
<td>Donald Fikins</td>
<td>Gansevoort NY</td>
</tr>
<tr>
<td>Theane Fikins</td>
<td>Gansevoort NY</td>
</tr>
<tr>
<td>Pete Filo</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Tanya J. Finch</td>
<td>Maryland NY</td>
</tr>
<tr>
<td>Cindy Findlow</td>
<td>Raquette Lake NY</td>
</tr>
<tr>
<td>Jerry Findlow</td>
<td>Raquette Lake NY</td>
</tr>
<tr>
<td>Leslie Fine</td>
<td>Brewster NY</td>
</tr>
<tr>
<td>Martin L. Finewood</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Debbie Finewood</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Christy Finke</td>
<td>Fairport NY</td>
</tr>
<tr>
<td>J. Finkle</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>Linda Finlayson</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Paul R. Finley</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Brad Finley Jr.</td>
<td>Oswegatchie NY</td>
</tr>
<tr>
<td>Brad Finley Sr.</td>
<td>Waddington NY</td>
</tr>
<tr>
<td>Jessica Finn</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Paul Finnendy</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Edward P. Finnerty</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>John Finnerty</td>
<td>Bay Head NY</td>
</tr>
<tr>
<td>Ellen Fiorella</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>James Firlik</td>
<td>Port Henry NY</td>
</tr>
<tr>
<td>Camille Firpo</td>
<td>Port Crane NY</td>
</tr>
<tr>
<td>Doris M Firsching</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Andy Fischer</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Audrey Fischer</td>
<td>Greenwich NY</td>
</tr>
<tr>
<td>Dan Fischer</td>
<td>Greenwich NY</td>
</tr>
<tr>
<td>Greg Fischer</td>
<td>Utica NY</td>
</tr>
<tr>
<td>Marybeth Fischer</td>
<td>Utica NY</td>
</tr>
<tr>
<td>Mike Fischer</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Rita Fischer</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>John Fischetti</td>
<td>Aylett VA</td>
</tr>
<tr>
<td>Dave Fish</td>
<td>Hudson Falls NY</td>
</tr>
<tr>
<td>Denise Fish</td>
<td>Glen Head NY</td>
</tr>
<tr>
<td>Jennifer Fish</td>
<td>Allison Park PA</td>
</tr>
<tr>
<td>Laurie Fish</td>
<td>Hudson Falls NY</td>
</tr>
<tr>
<td>Lynn Fish</td>
<td>Shortsville NY</td>
</tr>
<tr>
<td>Samuel Fish</td>
<td>Keene Valley NY</td>
</tr>
<tr>
<td>Willie Fish</td>
<td>Ballston Lake NY</td>
</tr>
<tr>
<td>Ailisa Fisher</td>
<td>Leon NY</td>
</tr>
<tr>
<td>Alyssa Fisher</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Brad Fisher</td>
<td>Thurmond MD</td>
</tr>
<tr>
<td>Donna Fisher</td>
<td>Staten Island NY</td>
</tr>
<tr>
<td>Kelsey Fisher</td>
<td>Rochester NY</td>
</tr>
</tbody>
</table>
Kevin Fisher, Staten Island NY
Lindsay Fisher, Norwich CT
Michael D. Fisher, Chittenango NY
Robert L. Fisher, Delmar NY
Roger N. Fisher, Albion NY
S. Fisher, Lake Placid NY
Shane Fisher, Ballston Lake NY
Susan Fisher, Ottowa Ontario
Victor Fisher, Bainbridge NY
William Fisher, Mainer Brunswick
Larry Fishman, Whistestone NY
Bill Fisk, Williamson NY
David Fisk, Ballston Spa NY
Judy Fisk, Williamson NY
Jason Fitch, Glas Falls NY
Jessica Fitts, Lake Placid NY
Dab Fitzdam, Hagaman NY
Brent Fitzgerald, Lake clear NY
Jon Fitzgerald, Saratoga Springs NY
Kathleen Fitzgerald, Wilmington VT
Kathryn Fitzgerald, Saratoga Springs NY
Rich Fitzgerald, Lake Placid NY
Richard Fitzgerald, Lake Placid NY
Anne Fitzgibbon, Glen Cove NY
Bonnie Fitz-James, Lake Placid NY
John H. Fitzpatrick, Tupper Lake NY
Kat Fitzpatrick, Katskill Bay NY
Maura Fitzpatrick, Warren OH
Sara Fitzpatrick, Lake Placid NY
W. Danzel Fitzpatrick, Belchertown MA
William Fitzpatrick, Derby NY
Dan Fitzsimmons, Forest City PA
Cheryl Fiust, Sudbury MA
Barbara Fivek, Concord MA
Rich Fivel, Concord MA
Bob Fix, Hudson NY
David Fix, Hudson NY
 Evan Flach, Airmont NY
Robert Flack, Sterling NY
Virginia Flack, Sterling NY
Kathy Flacke Muncil, Slingerlands NY
Wayne Flael, Ravena NY
Rich Flagg, Moosestown NJ
William L. Flagg, Lawrenceville NJ
Susan Flaherty, Waterford NY
Tom Flaherty, Waterford NY
Baye Flanagan, Lake Placid NY
Dia Flanagan, Madison CT
Shea Flanagan, Pittsford NY
Ted Flandreau, Danbury CT
John Flanagan, Lake Placid NY
Lisa Flanagan, Conneaut OH
Michael Flanagan, Conneaut OH
Pat Flath, Lake Clear NY
James Flechsenhaar, Geneva NY
Lori Flechsenhaar, Geneva NY
Robin Fleischman, Gilboa NY
Augustus Fleming, Saratoga Springs NY
Michael Fleming Jr., West Deptford NJ
Mike Fleming Sr., West Deptford NJ
Sylvia Flescher, Lake Clear NY
Ed Fletcher, Tupper Lake NY
Jim Fletcher, Wattsburg PA
Mike Fletcher, Williamsville NY
Shelli Fletcher, Albany NY
Sumner Fletcher, Oxbriagde MA
Andrew A. Fleury, Tupper Lake NY
Kelly S. Fleury, Tupper Lake NY
Reese A. Fleury, Tupper Lake NY
Shawn R. Fleury, Tupper Lake NY
Aaron Flick, Corning NY
Randolph Flick, Corning NY
Ryan Flick, Corning NY
James Flood, Ballston Lake NY
George Flora, Warrenington NY
John Florea, Lakeview NY
Stephen Florence, Phoenix NY
Nicole Flores, Lake Placid NY
Mary Florin-Mcbride, Croton On Hudson NY
Fredy Fluham, Lake Placid NY
Barb Flynn, Niverville NY
Julie Flynn, Detroit MI
Kelly Flynn, High Bridge NJ
Thomas Flynn, Saratoga Springs NY
Thomas Flynn, Broadalbin NY
Chad Flyte, Wilmington NY
Marcia Flyte, Wilmington NY
Nathanial Flyte, Wilmington NY
Sara Fneseme, Albany NY
John Fobare, Ballston Spa NY
Dakota Fochs, Marcellus NY
Alex Fodrowski, Quincy MA
Beth Fodrowski, Levitown NY
Carol Fogarty, Ballston Spa NY
Gerry Fogarty, Ballston Spa NY
Barbara Foley, Westfield NJ
James Foley, Warsaw NY
Jeanne Foley, Vermontville NY
Fred Folino, Clifton Park NY
Betty Foller, Schnectady NY
Amanda Felta, Mundelein IL
Kelly Foly, Lake Placid NY
Brian Fonda, Marion NY
Santos Font, Woodside. NY
Sheryl Fontaine, Williamstown Ontario
Cecilia Fontana, Warren NJ
Christy Fontana, Saranac Lake NY
Clara Fontana, Saranac Lake NY
Dominic Fontana, Saranac Lake NY
Ken Fontana, Saranac Lake NY
Mike Fontana, Warren NJ
Trish Fontana, Saranac Lake NY
Jim Fontanella, Warrensburg NY
Marilyn Fontanella, Totowa NJ
Edward L. Foote, Painted Post NY
Monica Foote, Tupper Lake NY
Chadwick Forbes, Fayetteville NY
Jim Forbes, Oneonta NY
Ron Forbes, Delmar NY
Alana Forcier, Westport NY
Amanda Ford, Mechanicville NY
Denny Ford, Saranac Lake NY
Henry Hank Ford, Colton NY
Kevin Ford, Oneida NY
Marilyn Ford, Middlebury NY
Mike Ford, Amherst NY
Ruth Ford, Amherst NY
Tom Ford, Mechanicville NY
Troy Ford, Tampa FL
 Brian Ford MD, Victor NY
Ed Forst, Jenkintown PA
Paul Fortin, Boonville NY
Raymond Fortin, Plattsburgh NY
Yves Fortin, Ottawa Ontario
Ken Fortuin, Knox NY
Dave Foskie, Coland OH
Abigail Foster, Schuylerville NY
Ann Foster, Syracuse NY
Dalton P. Foster, Massena NY
Dan Foster, Carlisle PA
Jacqueline Foster, Saranac Lake NY
Jim Foster, Syracuse NY
Matt Foster, Chadds Ford PA
Philip Foster, Chaddsford PA
Robin Foster, Lake Placid NY
Sheri Foster, Chads Ford PA
Tara Foster, Stony Creek NY
Paul Foster-Moore, Florence MA
Robert Fountain, Old Forge NY
Steven P. Fountain, Hermon NY
Diane Fowler, Staatsburg NY
Frederick L. Fowler, Troy NY
Jeremy Fowler, Rochester NY
Patt Fowler, Rochester NY
William Fowler, Saranac Lake NY
Andy Fox, Saranac Lake NY
Tony Franboni, Watkins Glen NY
<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patrick G. Gallagher</td>
<td>Pittsburgh PA</td>
</tr>
<tr>
<td>Tara Gallagher</td>
<td>Burlington VT</td>
</tr>
<tr>
<td>Tracy Gallagher</td>
<td>North Bangor NY</td>
</tr>
<tr>
<td>Beverly Gallant</td>
<td>Cream Ridge NJ</td>
</tr>
<tr>
<td>Tova Gallant</td>
<td>Sanford ME</td>
</tr>
<tr>
<td>Dave Gallaugher</td>
<td>Highland Lakes NJ</td>
</tr>
<tr>
<td>Molly Gallegos</td>
<td>New York NY</td>
</tr>
<tr>
<td>Chuck Gallo</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Phil Gallo</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Al Gallozzi</td>
<td>East Concord NY</td>
</tr>
<tr>
<td>Scott Gallup</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Doug Galpen</td>
<td>Mayfield NY</td>
</tr>
<tr>
<td>Eugene Galperin</td>
<td>East Stroudsburg PA</td>
</tr>
<tr>
<td>Cindy Galpin</td>
<td>Mayfield NY</td>
</tr>
<tr>
<td>Thomas Gammel</td>
<td>Averill Park NY</td>
</tr>
<tr>
<td>Doug Gamsat</td>
<td>E. Windsor CT</td>
</tr>
<tr>
<td>Scott Ganchou</td>
<td>Woodbury CT</td>
</tr>
<tr>
<td>Scott Gander</td>
<td>Woodbury CT</td>
</tr>
<tr>
<td>Sally Gangell</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Jeffery C. Gannon</td>
<td>Hyde Park NY</td>
</tr>
<tr>
<td>Matt Gannon</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Michael T. Gara</td>
<td>Ortley Beach NJ</td>
</tr>
<tr>
<td>Robin Garafalo</td>
<td>Durham CT</td>
</tr>
<tr>
<td>Helena Garan</td>
<td>Johnson City NY</td>
</tr>
<tr>
<td>Gregory Garber</td>
<td>Fair Lawn NJ</td>
</tr>
<tr>
<td>Marty Gardener</td>
<td>Dryden NY</td>
</tr>
<tr>
<td>Gail Gardner</td>
<td>Syracuse NY</td>
</tr>
<tr>
<td>Jeff Gardner</td>
<td>Onieda NY</td>
</tr>
<tr>
<td>Patti Gardner</td>
<td>Boonville NY</td>
</tr>
<tr>
<td>Tom Gardner</td>
<td>Liverpool NY</td>
</tr>
<tr>
<td>William N. Garifal Jr.</td>
<td>Astoria NY</td>
</tr>
<tr>
<td>Scott Garnsey</td>
<td>Hudson Falls NY</td>
</tr>
<tr>
<td>Mike Garofalo</td>
<td>Batavia NY</td>
</tr>
<tr>
<td>Tom Garrett</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Joe Garso</td>
<td>Lake Clear NY</td>
</tr>
<tr>
<td>Edward F. Garvey</td>
<td>Pine Bush NY</td>
</tr>
<tr>
<td>Lynn Garvey</td>
<td>Pine Bush NY</td>
</tr>
<tr>
<td>Patrick J Garvey</td>
<td>Bloomingburg NY</td>
</tr>
<tr>
<td>Cade Gary</td>
<td>Wilmington NY</td>
</tr>
<tr>
<td>Chris Gaska</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Pat Gates</td>
<td>Longwood FL</td>
</tr>
<tr>
<td>Robert Gates</td>
<td>Old Forge NY</td>
</tr>
<tr>
<td>Suzanne Gates</td>
<td>Harpurville NY</td>
</tr>
<tr>
<td>Ted Gates</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Gale Gathen</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Dianna Gatto</td>
<td>Lake Hopatcong NJ</td>
</tr>
<tr>
<td>Mary Gatto</td>
<td>Lake Hopatcong NJ</td>
</tr>
<tr>
<td>Nick Gatto</td>
<td>Lake Hopatcong NJ</td>
</tr>
<tr>
<td>Nicole Gatto</td>
<td>Lake Hopatcong NJ</td>
</tr>
<tr>
<td>Karen Gatus</td>
<td>Bloomingdale NY</td>
</tr>
<tr>
<td>James Gaudet</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Michael Gaukin</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Jeffrey Gauthier</td>
<td>Merrickville Ontario</td>
</tr>
<tr>
<td>Chad Gaver</td>
<td>Canastota NY</td>
</tr>
<tr>
<td>Mckay Gavitt</td>
<td>Slocum RI</td>
</tr>
<tr>
<td>Peter L. Gavitt</td>
<td>Slocum RI</td>
</tr>
<tr>
<td>Ron Gay</td>
<td>Caroga Lake NY</td>
</tr>
<tr>
<td>James Gaylord</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Lana Gazon</td>
<td>Marlboro NY</td>
</tr>
<tr>
<td>Karen Gdorris</td>
<td>Binghamton NY</td>
</tr>
<tr>
<td>Mackenzie Gdovin</td>
<td>Binghamton NY</td>
</tr>
<tr>
<td>Allison Gebala</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Angela M. Gebauer</td>
<td>Lewiston NY</td>
</tr>
<tr>
<td>Tom Gебel</td>
<td>Warsaw NY</td>
</tr>
<tr>
<td>Duane Gebo</td>
<td>Granville NY</td>
</tr>
<tr>
<td>Joe Gedeiko</td>
<td>Blauvelt NY</td>
</tr>
<tr>
<td>Ken Geel</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Bryan Geel Sr</td>
<td>Chatham NY</td>
</tr>
<tr>
<td>Jill Gegeu</td>
<td>Michigan City IN</td>
</tr>
<tr>
<td>Amber Geimano</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Connie Geisler</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Beth Gelber</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Matt Geley</td>
<td>Allentown PA</td>
</tr>
<tr>
<td>Celia Gelfman</td>
<td>North Kingstown RI</td>
</tr>
<tr>
<td>Lydia Gelfman</td>
<td>North Kingstown RI</td>
</tr>
<tr>
<td>Gary Gelvin</td>
<td>Rxford NY</td>
</tr>
<tr>
<td>Aileen Genett</td>
<td>Albany NY</td>
</tr>
<tr>
<td>Carolyn Genier</td>
<td>Mechanicville NY</td>
</tr>
<tr>
<td>Kevin Gennodie</td>
<td>Roughkeepsey NY</td>
</tr>
<tr>
<td>Joseph Genter</td>
<td>Saratoga NY</td>
</tr>
<tr>
<td>Jess Gentry</td>
<td>Queensbury NY</td>
</tr>
<tr>
<td>Alyssa Gentzier</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>David George</td>
<td>Jamison PA</td>
</tr>
<tr>
<td>Edward George</td>
<td>Watervliet NY</td>
</tr>
<tr>
<td>Laurie George</td>
<td>Cambridge NY</td>
</tr>
<tr>
<td>Marlo George</td>
<td>Watervliet NY</td>
</tr>
<tr>
<td>Jeff Georgia</td>
<td>Pierpont OH</td>
</tr>
<tr>
<td>Jennifer Georgia</td>
<td>Pierpont OH</td>
</tr>
<tr>
<td>Jane Gepeil</td>
<td>Paradox NY</td>
</tr>
<tr>
<td>Robert Gerace</td>
<td>Lee Center NY</td>
</tr>
<tr>
<td>Ed Geraghty</td>
<td>Floral Park NY</td>
</tr>
<tr>
<td>Steve Gerber</td>
<td>Highland Mills NY</td>
</tr>
<tr>
<td>Robert Gerding</td>
<td>schenectady ny</td>
</tr>
<tr>
<td>Douglas Gerhardt</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Mike Gerhardt</td>
<td>Malone NY</td>
</tr>
<tr>
<td>Bill Gerins</td>
<td>Huntington Station NY</td>
</tr>
<tr>
<td>Ed Gerling</td>
<td>Ballston Lake NY</td>
</tr>
<tr>
<td>Margaret Gerling</td>
<td>Ballston Lake NY</td>
</tr>
<tr>
<td>Hayley Germack</td>
<td>Ardmore PA</td>
</tr>
<tr>
<td>Christina German</td>
<td>West Hartford CT</td>
</tr>
<tr>
<td>Rhonda Gero</td>
<td>Ausable Forks NY</td>
</tr>
<tr>
<td>Rich Gerge</td>
<td>Edmeston NY</td>
</tr>
<tr>
<td>Bruce Gerould</td>
<td>Oakfield NY</td>
</tr>
<tr>
<td>Laura Gerrard</td>
<td>Ballston Spa NY</td>
</tr>
<tr>
<td>Chad Gerrard</td>
<td>Blossvale NY</td>
</tr>
<tr>
<td>Todd Gersten</td>
<td>Nutick MA</td>
</tr>
<tr>
<td>John Gerstner</td>
<td>Canandaigua NY</td>
</tr>
<tr>
<td>Linda Gertsch</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Jeremy Gervais</td>
<td>Schenectady NY</td>
</tr>
<tr>
<td>Nathan Gervais</td>
<td>Schenectady NY</td>
</tr>
<tr>
<td>Marie Geschwandtner</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Tom Gesick</td>
<td>Altamont NY</td>
</tr>
<tr>
<td>Ray Gessinger</td>
<td>Fultonville NY</td>
</tr>
<tr>
<td>Aaron Getman-Pickering</td>
<td>New Paltz NY</td>
</tr>
<tr>
<td>Mallory Gettings</td>
<td>Waterford NY</td>
</tr>
<tr>
<td>Rachel Ghen</td>
<td>Rainbow Lake NY</td>
</tr>
<tr>
<td>Erin Giaccio</td>
<td>Chitenden VT</td>
</tr>
<tr>
<td>Frank Giaccio</td>
<td>Chitenden VT</td>
</tr>
<tr>
<td>Sue Giam Bruno</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>Todd Giam Bruno</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>Grace Giampaglia</td>
<td>Voorheesville NY</td>
</tr>
<tr>
<td>Chip Gianfagna</td>
<td>Watertown NY</td>
</tr>
<tr>
<td>Devon Gianelli</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Mike Gianola</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>Larry Gibbons</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Time Gibbons</td>
<td>Sandy Hook CT</td>
</tr>
<tr>
<td>Anne Gibbs</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Edward Gibbs</td>
<td>Ray Brook NY</td>
</tr>
<tr>
<td>Nathan Gibbs</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Peter Gibbs</td>
<td>Burlington VT</td>
</tr>
<tr>
<td>Rudy Gibbs Jr.</td>
<td>Maurice LA</td>
</tr>
<tr>
<td>Rozanne Gibeault</td>
<td>Vermontville NY</td>
</tr>
<tr>
<td>Gabriel Gibeault</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Kristylln Gibney</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Angela Gibson</td>
<td>Selkirk NY</td>
</tr>
<tr>
<td>Bill Gibson</td>
<td>Massena NY</td>
</tr>
<tr>
<td>Bob Gibson</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Morgan Gibson</td>
<td>Westport NY</td>
</tr>
<tr>
<td>Peggy Gibson</td>
<td>Massena NY</td>
</tr>
<tr>
<td>Richard Gibson</td>
<td>Shrewsbrry PA</td>
</tr>
<tr>
<td>Scott Gibson</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Scott L. Gibson</td>
<td>Clifton Park NY</td>
</tr>
<tr>
<td>Zach Gibson</td>
<td>Massena NY</td>
</tr>
<tr>
<td>Ashley Gies</td>
<td>Waterford NY</td>
</tr>
<tr>
<td>Doug Gifford</td>
<td>Mayfield NY</td>
</tr>
<tr>
<td>Leslie Gifford</td>
<td>Monmouth Beach NJ</td>
</tr>
<tr>
<td>Lory Gifford</td>
<td>Mayfield NY</td>
</tr>
<tr>
<td>Warren Gifford</td>
<td>Piercefield NY</td>
</tr>
<tr>
<td>Ann Gilberson</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Kurt Gilbert</td>
<td>Schuykill Haven PA</td>
</tr>
<tr>
<td>Mey Gilbride</td>
<td>Victor NY</td>
</tr>
<tr>
<td>Todd Gilchrist</td>
<td>Lakeworth FL</td>
</tr>
<tr>
<td>Mike Gilfeather</td>
<td>Catskill NY</td>
</tr>
<tr>
<td>Bob Gilfillan</td>
<td>Landing NJ</td>
</tr>
<tr>
<td>Michelle Gill</td>
<td>Bloomsbury NJ</td>
</tr>
<tr>
<td>Josh Gillia</td>
<td>Brodshedale PA</td>
</tr>
<tr>
<td>James Gillen Jr.</td>
<td>Brantingham NY</td>
</tr>
<tr>
<td>Judith Gillenn</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Antoinette Gillespie</td>
<td>Syosset NY</td>
</tr>
<tr>
<td>Rob Gillespie</td>
<td>Bernhards Bay NY</td>
</tr>
<tr>
<td>Holly Gillette</td>
<td>Middleburgh NY</td>
</tr>
<tr>
<td>Greg Gilliam</td>
<td>Bransville NY</td>
</tr>
<tr>
<td>Scott Gillian</td>
<td>Riegelsville PA</td>
</tr>
<tr>
<td>Barbara Gillis</td>
<td>Skowhegan MA</td>
</tr>
<tr>
<td>Christa Gillis</td>
<td>Tewksbury MA</td>
</tr>
<tr>
<td>Colin Gillis</td>
<td>New York NY</td>
</tr>
<tr>
<td>Jeremy Gillis</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>John Gillis</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Louise Gillis</td>
<td>New York NY</td>
</tr>
<tr>
<td>Patricia Gillis</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Sabrina Gillis</td>
<td>Tewksbury MA</td>
</tr>
</tbody>
</table>
Thomas Gilman, Tupper Lake NY
Shirley Gilmore, Summertown PA
Shane Gilroy, New York NY
Paul Gimian, Micanopy FL
Gerald Gingalewski, Syracuse NY
Ingrid Gingelhard, Queensbury NY
Yogesh Girdhar, Verdun Quebec
Bob Girding, Schenectady NY
Benjamin Girtain-Plowe, Albany NY
Michael Giso, East Nassau NY
Dennis Gitmore, Summertown PA
Lisa Glagola, Princeton NJ
Michael Glagola, Princeton NJ
Ken Gla, Westchester PA
Carol Glansberg, Gansevoort NY
Andrew Glass, Lincoln MA
Caroline Glass, Lincoln MA
Jennifer Glass, Lincoln MA
Jess Glass, Commack NY
Eric Glassman, Clarence NY
Aidan Glasso, Suttern NY
Michael J. Glattauer, Manchester PA
Michael J. Glattiefuler, Manchester PA
Ellen Gleason, Clifton NY
Philip Gleason, Woodville NY
Caitlin Glen, Youngstown OH
Scott Glen, Casterland NY
Andrew Glenn, Westport CT
Michale Glenannon, Ray Brook NY
Nick Glennon, Loudonville NY
Cathy Glichrist, Latham NY
John Ginski, Saranac Lake NY
Sheila Glnski, Saranac Lake NY
Elin Glick, Malta NY
Gary Gloter, Schenectady NY
Rick Gloc, Mohawk NY
Robert Gloor, Fort Mill SC
Nancy Glover, W. Clifton Park NY
Pat Glover, W. Clifton Park NY
Ed Gluckat, Patchogue NY
Brendan Gnall, Lake Placid NY
Rachel Gnann, Tupper lake NY
Roger Gocking, Saranac Lake NY
Lauren Goddard, Freeport ME
Everest Goddeau, Lake Placid NY
Michael Goddeau, Jay NY
Carole Godette, Saratoga Springs NY
Dave Godette, Saratoga Springs NY
Ann Goin, Tupper Lake NY
D. Godin, Lake Placid NY
M. Godin, Tupper Lake NY
Michel Godin, Montreal Quebec
Ashley Godjikian, Amesbury MA
Bill Godlewski, Saratoga Springs NY
Kathi Godlewski, Saratoga Springs NY
Teresa Godsell, Brooklyn NY
Glenn Godshall, Erdenheim PA
Lee W. Godshall, Dillsburg PA
Rick Goebelt, Palatine Bridge NY
Art Goedeke, Delmar NY
Deb Goedeke, Delmar NY
Brian Goetz, Bloomingdale NY
Tracy Goetz, Bloomingdale NY
Mark Goetzte, Scottsville NY
Alex Goff, Lake Placid NY
Andrea Goff, Lake Placid NY
Bill Goff, Lake Placid NY
Carl Gogats, Cold Brook NY
James Gogats, Valley Cottage NY
Bruce Gogiottta, Bath NY
Bruce Gogliotta, I1, Lyon Mt NY
Garret Golden, Islip NY
Greg Golder, Media PA
M. Goldfefer, Clifton Park NY
Janet Goldman, Pittsford NY
Michael Goldman, Pittsford NY
Scott Goldman, Saffern NY
R H. Goldmans, Stillwater NY
Ben Goldschmidt, Lake Placid NY
Nalter Goldsmdibf, Lake Placid NY
Jim Goldsworth, Balswinville NY
Linda Goldsworthy, Baldwinsville NY
Scott Gollerize, Russell NY
Nicole Golloher, Francesville Ontario
Elizabeth Golluscio, New York NY
Alan Golombek, Los Angeles CA
Michael Golonka, Delmar NY
Andrew Gomble, Carthage NY
David Gomlak, Lake Placid NY
Cartia Goncalves, Montreal Quebec
Sylvie Goncalves, Montreal Quebec
Nadine Gnther-Smith, Clifton Park NY
Fed Gonyea, Whitehall NY
Kim Gonyea, Whitehall NY
Stephanie Gonales, Gresham OR
Diomedes Gonzalez, Canton NY
Susana Gonzalez, Quebec Canada
Terece Gonzalez, Ballston Spa NY
Greg Good, Saratoga Springs NY
Diane Goode, East Syracuse NY
Caroline Gooden, Lexington KY
Deborah Ziffer Goodman, New York NY
Gabrielle Goodman, Haverford PA
Mathew Goodman, New York NY
Joyce Goodrich, Glennville NY
Scott Goodsell, Clifton Springs NY
Brianne Goodwin, Slingerlands NY
Emily A. Goodwin, Keene NY
Tom Goodwin, Clifton Park NY
Tony Goodwin, Keene NY
Bill Gordon, Plantsville CT
Bob Gordon, Canandaigua NY
Carol Gordon, Whitehall NY
Craig Gordon, Manlius NY
Cynthia Gordon, Copenhagen NY
Joel Gordon, Queensbury NY
John Gordon, Fairport NY
Kristin Gordon, Bergen NY
Mary Gordon, Fairport NY
Mike Gordon, Troy NY
Monica Gordon, Slingerlands NY
Pamela Gordon, Queensbury NY
Randi Gordon, New York NY
Robert Gordon, Slingerlands NY
Michael Gorga, Ray Brook NY
Eleni Gorla, Niskayuna NY
Leo Gorman, Watertown MA
John L. Goster, Chaumont NY
Marc Gosselin, Van David Quebec
Marci Gossier, Caroline Gossen, Cicer NY
Fran Gotsisk, Lima NY
Sandra Gotten, Looon Lake NY
Steve Gotten, Looon Lake NY
Pamela Gottenher, Keene NY
Pauline Gochenard, Suffern NY
Robert Gottschalk, Emerson NJ
Amy Gouak, Perry Hall MD
Tyler Gouge, Albany NY
Tom Gourzis, Cooperstown PA
Sherry Goutremout, Watertown NY
Dirk Gouwens, Lake Placid NY
Bob Gover, Queensbury NY
Paul Govin, Lake Placid NY
Bill Grabe, Sanibel FL
Joan Grabe, Sanibel FL
Mike Grabosky, Bernville PA
Jens Grabowski, Jacksonville FL
Katja Grabowski, Jacksonville FL
Patty Grabowski, Lake Placid NY
Daniel Gracey, Albany NY
Dillon Gracey, Shippenburg PA
Gary Grady, Wilmingon NY
Robert Graeke, Lake Placid NY
Karen Graff, Saranac Lake NY
Austin Grage, Russell PA
Chip Graham, Bedford MA
Christine Graham, Clifton Park NY
Glen Graham, Binghamton NY
Shelley Graham, Ossining NY
Teresa Graham, Vestal NY
Charles Gramlich, Monticello NY
Mark Granfors, Walkill NY
Jeffrey Granger, Waynesboro PA
Roger Granger, Fort Edward NY
Stuart Granite, Hewitt NJ
Stuart Granitz, Hewett NJ
Dimitri Granovski, Richmond Hill Ontario
Carol Grant, Toronto Ontario
Chris Gridley, Liverpool NY
Dede Griesbauer, Boston MA
Chris Grifffen, Schuyler ville NY
Denise Griffin, Rainbow Lake NY
Greg Griffin, Middlesex VT
Heather Griffin, Schuyler ville NY
Jean Griffin, Middlesex VT
John Griffin, Bellevue WA
Mark Griffin, New Canaan CT
Patrick Griffin, Chester VA
David A Griffith, Honolulu HI
Don Griffith, Cobleskill NY
Mary Griffith, Sloansville NY
William Griffith, Sloansville NY
Gary Griffiths, Scotia NY
Jane Griffiths, Fort Ann NY
Todd Grignon, Washington DC
Lisa Grigoriadis, Lake Placid NY
Deb Grignon, Glenmore PA
Brett Grill, Columbia MO
Robert Grille, Holbrook NY
Jack Grimm, South Salem NY
John Grimm, South Salem NY
Talbott Grimm, South Salem NY
Kenny Grimmer, Bath PA
Bob Grimwaldi, Beaver River NY
Dennis Grinnell, Wellsburg NY
Gary Grinnell, Painted Post NY
Melissa Grinnell, Painted Post NY
Rita Grinnell, Wellsburg NY
John Grise, Toronto Ontario
Greg Griskow, Saratoga Springs NY
Karen Grocan, Hamden CT
Dennis Grode, Cape Elizabeth ME
Jerry Grodin, Saratoga Springs NY
Charlie Groh, Ann Arbor MI
Larry Grohman, Hamburg NY
Mark R. Grohowski, Swanton OH
François Groleau, Rouynnorand Quebec
Robert Grondini, Orchard Park NY
Dan Gronemug, Painted Post NY
Jeremy Gronemus, Painted Post NY
Elizabeth Gronlund, Lake Placid NY
Ethan Gross, St. Johnsburg VT
Nancy Grossman, Trumansburg NY
Candy Grosvenor, Bedminster NJ
Vicki L. Grove, Hotwood PA
Ed Grubb, Wallington PA
Tom Gruczka, Wakefield RI
Mike Grudzen, Erie PA
Tom Gruner, Lexington Park MD
Cody Gueru, Greenfield Center NY
Melissa Guer-Lapolt, Highland NY
Brian Grzybowski, Clifton NJ
Matt Guadagni, Albany NY
Anthony Guadagno, Preston Hollow NY
Brian Guadagno, Saranac Lake NY
Claire Gualin, Laval Quebec
Chris Guad, Youngstown NY
John Guastella, Delmar NY
Stephanie Gubelin, Lake Placid NY
Gretchen Guenther, Albany NY
Christine Guerra, Brooklyn NY
Joanne Gugliotta, Bath NY
Chris Guida, Lake Placid NY
Dawn Guida, Lake Placid NY
Anthony Guido, Northport NY
Joan Guignard, Lowell NY
Bobby Guilfoil, Fairport NY
Louis Guilfoil, Fairport NY
Kim Guinnip, Auburn NY
Vicki Gullen, Brantingham NY
Stephanie Gulselin, Lake Placid NY
Ximena Gunder, Old Forge NY
Bonnie Gundermann, Clifton Park NY
Carla Gundermann, Clifton Park NY
Jeremy Gurdner, Brooktondale NY
Amy Gurer, Lexington Park MD
Christopher Gurley, Los Angeles CA
Eric Gustafson, Seneca Falls NY
Jim Gustafson, Seneca Falls NY
Irene Gustmann, Albany NY
Bill Gutelius, Clifton Park NY
Rachel Guthrie, Rochester NY
Gilbert Guy, Russell NY
Daniel Guyton, South Boston MA
Bill Guzion, Avoca PA
Virginia Guzzo, Greenwood Lake NY
Thomas Gwiazdzinski, Masbeth NY
Hanna Gwiazdzinski, Masbeth NY
Thomas Gwiazdzinski Jr., Masbeth NY
Jason Gwiazdzinski, Masbeth NY
Janet Gyekis, Morris NY
Kerry Gyekis, Morris PA
Jim Gypta-Carlson, Greenfield Center NY
Christine Habart, Saratoga Springs NY
Thomas Habart, Saratoga Springs NY
Suncica Habul, Canton NY
Donald B. Hachey, Tupper Lake NY
Russell Hacken, Clifton Park NY
Jerd Hakker, Tupper Lake NY
Michele Hackett, Schenectady NY
Ben Haddadnia, Queensbury NY
Robert W. Hadden, Williamstown MA
Luke Haddock, Lake Placid NY
Sarah A. Haddow, Binghamton NY
Jim Hadijs, Lake Placid NY
Colleen Hadley, Ballston Spa NY
John Hadley, Ballston Spa NY
Deborah Haehl, Old Forge NY
Donald Haehl, Old Forge NY
Bill Hafele, Rome NY
Thomas Hafele, Rome NY
David Haflatt, Munnsville NY
Janet Harrington, Brewerton NY
Joseph Harrington, Fort Edward NY
Kevin Harrington, Central Square NY
Kevin And Helen Harrington, Central Square NY
Noreen Harrington, Burlington VT
Susan Harrington, Argyle NY
Valerie Harrington, Cicero NY
Bruce Harris, Latham NY
Charles C. Harris, Queensbury NY
David Harris, Watervliet NY
Jane Harris, Ray Brook NY
John Harris, Milton NY
John Harris, Lansdale PA
Matthew Harris, Tupper Lake NY
Melissa Harris, Georgetown DE
Michel J Harris, Duncansville PA
Ron Harris, Ray Brook NY
Shirley Harris, Latham NY
Taylor Harris, Pawlet VT
Tom Harris, Ballston Spa NY
Victoria Harris, Unadilla NY
Barbara Harrison, New Vernon NJ
Bob Harrison, Brant Lake NY
Chip Harrison, Tupper Lake NY
Douglas Harrison, Liverpool NY
Gloria Harrison, Stow MA
Jacob Harrison, Lake Placid NY
Jim Harrison, New Vernon NJ
Kaitlynn Harrison, Moravia NY
Leslie Harrison, Tupper Lake NY
Lynn Harrison, Tupper Lake NY
Maureen Harrison, Jay NY
Rachel Harrison, Clifton Park NY
Ridgely Harrison, Clifton Park NY
Amanda Hart, Glen Falls NY
Andrew Hart, Webster NY
Bradford Hart, Greenwich CT
Eric Hart, Castleton NY
Gregory Hart, Massena NY
Jim Hart, Barre VT
Michael Hart, Ausable Forks NY
Paul Hart, Yardley PA
Phil Hart, Yardley PA
Tony Hart, Auburn NY
Brian Harte, Constable NY
Bryan Hartman, Lake Placid NY
Nicholas Hartman, Mt. Vernon NY
Valerie Hartman, Frederick MD
Pat Hartshorn, Old Forge NY
George Hartson, Old Forge NY
P. Hartwick, Roswell NM
Ashley Hartz, Dickinson Center NY
Anita Harus, Ballston Spa NY
Susan Harvey, Gorham NH
Krista Harwick, Mohawk NY
Parry Hasbroock, Saratoga Springs NY
Bret Hasbrouck, Titusville NY
Kyle Hasenbach, Tupper Lake NY
Ann B. Haskell, Buffalo NY
Leah Haskivitz, Arlington VA
Cathy Haslinsky, Pennsville NJ
Deedie Hass, Lake Placid NY
Don Hass, Lake Placid NY
Jared Hassler, Cresco PA
Bill Hathaway, Annapolis MD
Bryan Hathaway, Wilmington NY
Gary Hathaway, Lewis NY
Matt Hathaway, Lake Placid NY
Winona Hathaway, Salem NY
Albert Hauber, Old Forge NY
Mary Hauer, Rochester NY
Phil Hauer, Rochester NY
Jane Haugh, Chester NJ
Karin Haus, Slingerlands NY
T.J. Hauske, Canton NY
Kyle Hausman, Phelps NY
Kevin Haute, Hilton NY
Darcy Havili, Rainbow Lake NY
Judy Havili, Rainbow Lake NY
Elaine M. Hawley, York Beach ME
Emerson Hawley, Brooklyn NY
Cathy Hay, Saratoga Springs NY
David Hay, Lake Placid NY
Don Hay, Rensselaer NY
Jack Hay, Saratoga Springs NY
Lauren Hay, Lake Placid NY
Nancy Hay, Rensselaer NY
Lisa Haye, Plymouth MA
Charles Hayes, Utica NY
Dale Hayes, Lake Placid NY
Jen Hayes, Amsterdam NY
Jim Hayes, Pleasant Valley NY
Kathleen Hayes, Troy NY
Michael D. Hayes, Petersburgh NY
Sarah Hayes, Mendham NJ
Walter Hayes, Amsterdam NY
William G. Hayes, Amelia Island FL
Jill Hayner, Lake Placid NY
Jackie Haynes, Saranac Lake NY
Kit Haynes, Troy NY
Patty Hayes, Old Forge NY
Mary Kate Hayward, Queensbury NY
John Hazel, Battle Creek MI
Doug Hazelden, Bloomingdale NY
Troy Headrick, Burlington VT
Mike Heald, Oak Hill VA
Sara Heald, Oak Hill VA
Joyce L. Healy, Hightstown NJ
Patrick Healy, Gatineau Quebec
Alison Heaphy, Nassaw NY
Catherine Hearne, Westport NY
Jill Hearn, Cortland NY
Jane Heaslip, Brick NJ
Henry Heath, Inlet NY
Michelle Hebing, Ontario NY
Liza Hecat, Milburn NJ
Sylvia Hebing, New York NY
Jeffrey Hecht, Clifton Park NY
Jeffrey Heckert, Mechanicsburg PA
Peter Heed, Westmoreland NH
Philip Hefelfinger, Conneaut OH
Derek Heffernan, Ottawa Ontario
Pat Heffernan, Cambridge Ontario
Scott Heggelke, Lake Placid NY
Jim Hegstetter, Red Hook NY
Anita Hegwood, Ray Brook NY
Daniel Hegwood, New York NY
Lemuel Hegwood, Ray Brook NY
Kevin Heil, San Diego CA
Andrew Heiligman, Webster NY
Mark A. Heim, Charlotte NC
Paula Heiman, Harrisburg PA
Aaron Heimowitz, Trenton NJ
Christopher Heine, Amsterdam NY
Anne Heinz, Tupper Lake NY
John Heinz, Tupper Lake NY
Bob Helenek, Wilton NY
Marilyn Helenek, Wilton NY
Caleb Heller, Elizabethtown NY
Darlene Heller, Plattsburgh NY
Paul Heller, Plattsburgh NY
Trevor Heller, Naugatuck CT
Corie Helmer, Old Forge NY
Ken Helms Jr., Newcomb NY
William Helser, Attica NY
Marc Hembach, Forestport NY
Ken Hemselman, Miles OH
Hans Hendrick, Otter Lake NY
Sherri Hendrickson, Norton OH
Matthew Hendriks, Ontario NY
Michael heney, Tupper Lake NY
David Hengher, Beacon NY
Jeffrey A. Henkel, Millbrook NY
Joshua Henkel, Averill Park NY
Sarah Henn, Washington DC
Hugh Hennessy, Emerson NJ
Kendra Hennessy, Ballston Spa NY
Jim Henning, Tupper Lake NY
Linda Henning, Marion NY
Robert Henninger III, East Moriches NY
Paul Henningson, Fort Edward NY
Brayden Henry, Canton NY
Carol Henry, Malta NY
Eileen Henry, Albany NY
Gordon Henry, Albany NY
Joan Henry, Rexford NY
John Henry, Saratoga Springs NY
John Henry, Oswego NY
Ken Henry, Martinsville NJ
<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim Kennedy</td>
<td>Watchung</td>
<td>NJ</td>
</tr>
<tr>
<td>Kathy Kennedy</td>
<td>Hewitt</td>
<td>NJ</td>
</tr>
<tr>
<td>Robert Kennedy</td>
<td>Tupper Lake</td>
<td>NY</td>
</tr>
<tr>
<td>Brynn L. Kellin</td>
<td>Bloomindale</td>
<td>NY</td>
</tr>
<tr>
<td>Bradley Kennis</td>
<td>Springwater</td>
<td>NY</td>
</tr>
<tr>
<td>Kathleen Kenny</td>
<td>Oneonta</td>
<td>NY</td>
</tr>
<tr>
<td>Maura Kenny, Clifton Park</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Dan Kent, Geneva</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Deborah Kent, Potsdam</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Kevin Kent, Niskayuna</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Britanny Kentofio, Holsteinville</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Lauren Kentoffio, Patchogue</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Kyla Kenyon, Tupper Lake</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>William Kenyon, Rochester</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Daniel Kenzie, Mayville</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Joe Kepic, Niagara Falls</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Penny Kepic, Niagara Falls</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Karen S. Kerby, Gansevoort</td>
<td></td>
<td>NY</td>
</tr>
<tr>
<td>Barb Kerle, Ship Pencilled PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chris Kerle, Shippenville PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kevin Keroack, Newington CT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donald Kerr, Mechanicville</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donald Kerr, Oswegatchie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hamish Kerr, Schenctady</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mary Jean Kerr, Oradel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joe Kerrigan, Wilmington</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mary Ellen Kerrigan, Wilmington</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Al Kersher, Towanda PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lauren Kersjes, Syracuse</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michael Kerr, Oswego</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sarah Kessler, Whitesboro</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sue Kessler, Whiting NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kris Kester, Hopatcong NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Matt Kester, Hopatcong NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mike Kester, Fayetteville NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buntie Ketcham, Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Ketchell, Ausable Forks NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bill Kettle, Leroy NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ray Kettle, Binghamton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jeffrey W. Keyes, Lake Placid NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kandice L. Keyes, Tully NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sarah Keyes, Saranac Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tim Keyes, Redding CT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ann Keys, Whitehall NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John J. Keys, Whitehall NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bill Keyser, Victor NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joan Keyser, Victor NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sarah Keyser, Saratoga Springs NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elly Khasan, Ottawa Ontario</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richard Kibben, Saranac Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dave Kick, Marcellus NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Suzanne G. Kick, Marcellus NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jiesph Kicsak, Johnson City NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Kieber, Manlius NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kelsey Kiefer, Old Forge NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chris Kieger, Ballston Spa NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lynn Kiehe, St. Petersburg FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patricia Kiel, Rochester NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Kiely, Cohoes NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thomas Kiely, Averill Park NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tom Kiely, Averill Park NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joanne Kiernan, Saratoga Springs NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrick Kiernan, Carmel NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dianne Kierpier, Fultonville NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Margaret Kierstein, Lake Placid NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kazuko Kihara, East Stroudsborough PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>April Kilyakyo, Jersey City NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rafael Kilyakyo, Hazel Twp PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Andrea Kilbourne-Hill, Saranac Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kim Kilby, Schnectady NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michael Kilcher, Winter Haven FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chip Kilduff, Saratoga Springs NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anne Kilgallon, Rainbow Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kelly Kilgallon, Durham NH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joe Kilinski, Fort Johnson NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robert Kilinski, Weatherford TX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Morgan Shane Kilroy, Saranac Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shane Kilroy, Saranac Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kim Kimball, Wernham MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>David M. Kimble, Wynantskill NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ashley King, Old Forge NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Betty Ann King, Cadyville NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chester King, Albany NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chrisy King, Aberdeen NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colleen King, Tupper Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cynthia King, Manlius NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edward King, Clifton Park NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Henry King, Spring Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Irah King, Saranac Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>James King, Cadyville NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jason King, Indian Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Julie King, Tupper Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kerry King, Saranac Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leah King, Willsboro NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leon King, Morgantown PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Margaret A. King, New Paltz NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mary Kate King, Arnold MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phillip King, Philadelphia PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ruth King, Keene NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tabi King, Solana Beach CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rosemary Kinglsey, Glens Falls NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amanda Kinney, Marcellus NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donna Kinney, Marcellus NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark Kinney, Marcellus NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>William Kinney, Camillus NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tim Kinsella, Lima NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Terry Kinter, Kennett Square PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chris Kigian, Voorheesville NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ethan Kirk, Troy NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nick Kirk, Danby NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quade Kirk, Aiva NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edward Kirlham, Carlisle PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mike Kirkpatrick, Rochester NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Serena Kirkpatrick, Ballston Spa NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Debra Kirley, Madison NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ray Kirley, Madison NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Abbi Kirolos, Saranac Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jay Kirschman, Lake Placid NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jeff Kirschmar, Wilmington NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heinrich Kirschner, Cayuga NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Molly Kirschner, Cayuga NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bill Kirsh, Cowlesville NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robert Kiser, Verona NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colleen Kish, Bethesda MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Linda Kins, Shalimar FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Albert Kiss, Old Forge NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Kissel, Goshen NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rod Kistler, Kempton PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inna Kitaychik, Forest Hills NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laura Kitson, Boston MA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diana Kittleson, Andover MN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mike Kivlen, Paul Smiths NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Andrey Kiyamitsa, Ballston Spa NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carl L. Klaproth, Bloomindale NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ken Klauck, Lake Placid NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paul Klawitter, Manlius NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alex Klebe, Ever PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ann Klein, Margate NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bob Klein, Willsboro NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cliff Klein, Saratoga Springs NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dan Klein, Skaneateles NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Denice Klein, Saratoga Springs NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kevin Klein, Wilmington NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michael Klein, New York NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R. Andre Klein, Willsboro NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shannon Klein, Potsdam NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tom Klein, Margate NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John P. Kleinsorge, Sarasole FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peter Klementowicz, Nashua MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steve Klepadlo, Rome NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Kleps, Old Forge NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evan Klen, Saranac Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brenda Kliniczer, Eden NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tom Kliniczer, Eden NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Christopher J. Kline, Endwell NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greg Kline, Hudson NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maureen Kline, Ballston Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stephen Kling, Larchmont NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Terry Klingaman, Ballston Spa NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bruce Kliom, Saratoga Springs NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Linda Kliom, Saratoga Springs NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adelaide Klians, Ballston Spa NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elaine Kloeck, Liverpool NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pete Kloxhaney, Saratoga Springs NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dennis Klossner, Tupper Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hannah Klossner, Tupper Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jacob Klossner, Tupper Lake NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Helen Klotz, Utica NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ken Klubeck, Bloomindale NY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kristi Klubeck, Bloomindale NY</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Donald Lanthier, Tupper Lake NY
Garry Lanthier, Tupper Lake NY
James Lanthier, Tupper Lake NY
Joanne Lanthier, Tupper Lake NY
Kevin Lanthier, Saranac Lake NY
Louise Lanthier, Tupper Lake NY
Spencer Lanthier, Tupper Lake NY
Lauren Lanzotti, Clinton NY
Paul Lanzotti, Stormville NY
Matt Lapan, Hudson Falls NY
Richard J. Lapatra, Woodgate NY
Debbie Lapier, Queensbury NY
Rob Lapier, Plattsburgh NY
Tom Lapier, Plattsburgh NY
Tom Lapier, Queensbury NY
Jean-Louis Lapierre, Lachine Quebec
Andrew Laplaca, Webster NY
Ashley Lapoint, Central Sq. NY
Doris Lapoint, Winthrop NY
Glenn Lapoint, New Paltz NY
Mike Lapoint, Central Square NY
Donna Lapot, New Paltz NY
Carter Laramee, Chittenango NY
Andrew Laramer, Chittenango NY
Mary Lourdes Laramer, Chittenango NY
Laura Laramie, Queensbury NY
Tyler Laramie, Queensbury NY
Andy Larche, Tupper Lake NY
Claudia Lardizabal, Valatie NY
Chelsea Larkin, Tupper Lake NY
Cindy Larkin, Tupper Lake NY
Jim Larkin, Clifton Park NY
Timothy J Larkin, Tupper Lake NY
William Larkin, Manlius NY
Vera M. Larocco, Lady Lake FL
William LaRock, Richland NY
Jay Larocque, Verbank NY
Leo Larocque, Ballston Spa NY
Manon Larocque, Gatineau Quebec
Pat Larocque, Ontario K0C1AD
Pete Larocque, Hudson Falls NY
Tim Larocque, Tupper Lake NY
Scott Larosa, Clifton Park NY
Paul J Larose, Lake Placid NY
Alison Larue, Raleigh NC
Bonnie Laruea, Eagle Bay NY
Bill Larzelere, Lake Placid NY
Kat Larzelere, Lake Placid NY
Doug Lasala, Lititz PA
Kim Lasala, Lititz PA
Sandy LaSalle, Poland NY
Amanda Lascala, Tupper Lake NY
Jeff Lascar, Thendara NY
Dave Lasky, Troy NY
Andy Laslo, Croghan NY
James Lassoie, Spencer NY
Dawn Laszek, Fairport NY
Keith Laszek, Fairport NY
Krystal Latart, Greenville NY
Gerry Latchum, Warrington PA
Alan Latourelle, Saranac Lake NY
Joan Latourelle, Saranac Lake NY
Alison Lattimore, South Glens Falls NY
Mary Latza, Center Valley PA
Randy Latz, Center Valley PA
Jamie M. Laubach, Saranac Lake NY
David Lauber, Syracuse NY
Eric Lauber, Rome NY
Kathy Lauber, Saranac Lake NY
Mike Lauber, Syracuse NY
Diane Laurence, Ballston Spa NY
Julia Laurentieva, Bronx NY
David M. Laurenty, Scotia NY
Robert Laurenzo, Clifton Park NY
Kevin Laurita, Roosevelt NY
Sylvia Lauterbach, Orangeville Ontario
Sue Lauver, Albany NY
Charles Lavair, Mt. Arlington PA
Ron Lavalley, Malone NY
William Lavare, Nicholville NY
Jim Lavey, Bridgeport NY
Fred Laver, Bridgeport NY
Jill Lavigne, Pittsford NY
Annie Law, Antrim NH
Dan Law, Fort Ann NY
Darlyn Law, Washington Crossing PA
Frank Lawrence, Lake Placid NY
Ed Lawless, Lake Placid NY
Emily Lawless, Leesburg VA
Jeremy Lawless, Glens Falls NY
Joe Lawless, Lake Placid NY
Kenneth Lawless, Saranac Lake NY
Michael Lawless, Saranac Lake NY
Todd Lawless, Leesbr y VA
Barbara Lawrence, Upper Jay NY
Bob Lawrence, Fort Ann NY
Carol Lawrence, Wevertown NY
David Lawrence, Saratoga Springs NY
Gary P. Lawrence, Lake Placid NY
Kristie Lawrence, Old Forge NY
Shane Lawrence, Saranac Lake NY
William Lawrence, Champlain NY
Rb Lawrence III, Morristown NY
Robert J. Lawson, Three Mile Bay NY
Tracey L. Lawson, Three Mile Bay NY
Mary Lawthers, Lake Clear NY
Wendy Lawton, Canton NY
Russell Layne, Chester NY
Mary Layo, Massena NY
Matt Layo, Massena NY
Bradley Layton, Missoula MT
Reese Lazaro, Webster NY
Becky Lazorchak, Malta NY
Mark Lbecci, Lake Placid NY
Daniel Le, Los Angeles CA
Timothy Le, Los Angeles CA
Jim Leach, Clifton Park NY
Regina Leach, Clifton Park NY
Richard Leach, Corinth NY
Chris Leahy, Hyde Park NY
Ken Leape, Otter Lake NY
Shawn Leayman, Allentown PA
Steve Lebarron, Big Moose NY
Julien Lebeouf, Quebec Canada
Cathy Leblanc, Saranac Lake NY
Chris Leblanc, Tupper Lake NY
Phil LeBlanc, Saranac Lake NY
Kelsey Leder, Canton NY
Beckett Ledger, Lake Placid NY
Jennifer Ledger, Lake Placid NY
Pat Ledger, Lake Placid NY
Patrick Ledger, Lake Placid NY
Natalie B. Leduc, Saranac Lake NY
Garrett Lee, Hopewell Junction NY
Janis Lee, Canton NY
Julia Lee, Milton NY
Kirk Lee, Wind Gap PA
Ray Lee, Half Moon NY
Joe Leeway, Hempstead MD
Dan Leff, Lake Placid NY
Laura Leffner, Columbia MD
John LeFros, Webster NY
Adam Legath, Allentown PA
Karen Legere, Canastota NY
Duane E. Leggue, Winthrop NY
Lance Legimire, Stillwater NY
Larry Lehowicz, Montclair VA
Ryan Lehrfeld, Cherry Hill NJ
James Leibler, Bolton Landing NY
Gayle Leiching, Kingston NY
Dick Leidig, Largo FL
Lucille Leidig, Largo FL
Rick Leidig, Lake Clear NY
Tom Leitch, Moriches NY
David Leine, Morriston NJ
Robin Leitner, Morristown NJ
Richard LeL, Lake Clear NY
Carol Lelo, Lake Placid NY
Bob Lemay, Pattersonville NY
Katie Lemay, Manchester NH
Lisa Lemieux, Jericho VT
Colette Lemire, Cornwall Ontario
Pierre Lemire, Toronto Ontario
Jade Lemmerman, Rome NY
Michael Lemminger, Saratoga Springs NY
Brianne Lenehan, Lake Placid NY
Dana Lengel, Gansevoort NY
Emily Lenney, Saratoga Springs NY
Douglas Lennon, Remsen NY
Thomas Lennon, Barneveld NY
Tim Lennon, Saranac Lake NY
Brian P. Lent, Otego NY
Vicky Lent, Londonville NY
Bill Leo, New Hampton NY
Mario Leo, Ozone Park NY
Kindle Leomis, Tupper Lake NY
Anel Leon, Canton NY
Edward Leonard, Tupper Lake NY
Janet Leonard, Lake Clear NY
Wade Leonard, Smithville NY
Edward Leonard Sr., Tupper Lake NY
Bob Leonard, Tomball TX
Benjamin Leone, Walworth NY
Jim Leone, Delmar NY
Phill Leone, Spencer Port NY
Sal Leone, Scotia NY
Sam Leone, Lake Placid NY
Rick Leonelli, Fort Edward NY
Danny Leonidas, Fullerton CA
Kendra Leonidas, Canton NY
Kendra Leonidas, Saranac Lake NY
Phil Leonidas, Saranac Lake NY
Julie Lepage, Laval Quebec
Lawrence Lepak, Endicott NY
Joe Lepine, Port Moody BC
Angie Leppo, Spring Grove PA
Blaine Leppo, Spring Grove PA
William Leroy, Malone NY
Susan Lesar, Mechanicville NY
Tim Lesar, Mechanicville NY
Frank Lescinsky, Lake Placid NY
Tyler Leslie, Potsdam NY
Chellsi Lesniak, Strattanville PA
Laura Leso, Homer NY
Greg Lessord, Spencerport NY
Greg Lessord, Spencerport NY
Kathy Lessord, Spencerport NY
David Lester, Long Lake NY
Jack Lester, Germantown NY
Lorraine Lester, Long Lake NY
Jeff Letson, Saranac Lake NY
Fran Lettch, Moriches NY
Chung Chi Leung, Oakland Gardens NY
John-Matti Levasalmi, Delmar NY
Ben Levek, Denver CO
Matt Levenson, Wilmington NY
Marnie Levine, New York NY
Rick Levitt, Lake Placid NY
Samuel Levitt, Delmar NY
Mary Levitz, Saranac Lake NY
Rocco Levo, Ballston Spa NY
M. Lewicki, Loudonville NY
Cameron Lewis, Queensbury NY
Debbie Lewis, Syracuse NY
Diane Lewis, Lake Placid NY
John Lewis, Saranac Lake NY
John Lewis, Inlet NY
John Lewis, Setauket NY
Karen Lewis, Saranac Lake NY
Marie Lewis, Chestertown NY
Mike Lewis, Arkport NY
Mike Lewis, Chestertown NY
Patrick Lewis, Lake Placid NY
Ralph Lewis, Syracuse NY
Robert Lewis, W. Springfield PA
T. Lewis, Afton NY
Ralph Lewis, Breakfast LA
Janice Ley, Kingston Ontario
Patrick Ley, Billerica MA
Nancy Liang, Oakland Gardens NY
Mary Libby, Hingham MA
Cathy Libec, Lake Placid NY
Mark Libecchi, Lake Placid NY
Michael Libecchi, Wilton NY
Gretchen Libowitz, Larchmont NY
Irwin Lieb, Saranac Lake NY
Paul Liebeck, Comstock NY
Joan Liebener, Troy NY
Daniel Lieber, Ballston Spa NY
Fred Lieber, Fort Plain NY
Trevor Liefer, Millbrook NY
Ron Lieslewitz, Rome NY
Dave Lifford, Clifton Park NY
Joe Lirfrierzi, Hopewell Junction NY
Jeannine Light, Saranac Lake NY
Steven Light, Saranac Lake NY
Paulette Lighthall, North Creek NY
Joanna Lignore, Yonkers NY
Janet Limeri, Stillwater NY
Paul Limeri, Stillwater NY
Eric Lincoln, Lake Placid NY
John Lincoln, Saranac Lake NY
Adam Lindamar, Syracuse NY
Carl Lindberg, Hadley NY
Elyssa Lindenberger, Eric PA
Stephanie Linder, Cadiz NY 12918 NY
Steve Linderman, Lockport NY
Justin Lindine, New Salem MA
Russ Lindmeier, Cherryhill NJ
Ed Lindner, Saratoga Springs NY
Kevin Lindroth, Wings Tied CT
Sara Lindsay, Lake Placid NY
Brenda Lindstrand, Gansevoort NY
Michael Lindstrand, Gansevoort NY
Jen Linehan, Saratoga Springs NY
David Linendoll, Salem NY
Nicholas A. Lines, Childwol
David Lingafelter, Chadron Falls OH
Richard Link, Ardsley NY
Riki Link, Ardsley NY
Vaughn Link, Pittsford NY
Bill Linkovich, East Canan CT
Kim Linkovich, East Canan CT
Clay Linn, Canandagua NY
Rose Linscott, Pittsford NY
Doug Linsluth, Canastota NY
Rosemary Liotta, Rainbow Lake NY
Andrew Lipinski, Queensbury NY
B. Lipinski, Corfu NY
Kylie Lipinski, Queensbury NY
Jeanne Lippman, Wilton NY
Sue Lipski, Neptune NJ
Edward Lis, Lake Placid NY
Eileen Liseno, Lake Placid NY
Robert Liseno, Lake Placid NY
Mark Liston, Burlington VT
Chris Liszanskie, Rouks NY
Kevin Litchfield, Saranac Lake NY
Melinda Little, Saranac Lake NY
Randall Little, Cohoes NY
Eli Littlefield, Tupper Lake NY
Owen Littlefield, Tupper Lake NY
Rosi Littlefield, Champion PA
Rosi Littlefield, Tupper Lake NY
Shannon Littlefield, Champion PA
Tim Littlefield, Tupper Lake NY
Jane Livingston, Pughkeepsie NY
Star Livingstone, Forestport NY
Amanda Lizotte, Tupper Lake NY
Scott Lizotte, Tupper Lake NY
Harry Litzwitz, Barrington NY
Roderick Lloyd, Deansboro NY
Aaron Lloyd's, Ballstan Spa NY
Vicky Lo, Secane PA
Diane Loan, Stillwater NY
Greg Loan, Stillwater NY
Barry Lobdell, Saranac Lake NY
Pete Lobblanco, York PA
David Martin Lock, Elm NY
Josh Lockard, Pembrille OH
Cameron Locke, Brockville Ontario
Don Locke, Syracuse NY
George Locke, Saint Lambert Quebec
Jennifer Locke, Syracuse NY
Kassadi Locke, Syracuse NY
Kevin Locke, Tupper Lake NY
Lynn Lockley, Williamson NY
Paula Lodice, Camillus NY
Mary Loe, Oswego NY
Jenny Loewenstein, Malta NY
Karen Loffler, Saranac Lake NY
William G. Loftus, Lake Placid NY
Kyle Logan, Lowville NY
Tim Logan, Penn Yan NY
Josh Logenecker, Lititz PA
Debra Logrino, Johnson City NY
Davidologue, New Windsor MD
Mike Logue, New Windsor MD
Erica Loher, Wilimington NY
Elise Loiselle, Booucherville Quebec
Keith Lokkins, Saratoga Springs NY
Vernon Lollor Sr., Utica NY
Bridgit Lombard, Philadelphia PA
Frank Lombardo, Saratoga Springs NY
Bob Looms, Foxboro MA
Paul M. Lonchng, Evans City PA
Deborah Lomcto-Ulrich, Slingerlands NY
John Londry, Ottawa Ontario
Mary Londry, Stittsville Ontario
Paul Lonergan, Cicero NY
Deborah Long, Gansevoort NY
Jeff Long, Gansevoort NY
Karen M. Long, Potsdam NY
Mary Long, South Colton NY
Sonia Long, Watervliet NY
Deana Longden, Poughkeepsie NY
Matt Longden, Poughkeepsie NY
Nate Longenecker, Mt. Joy PA
James Longo, Rome NY
Scott Longtin, Skaneateles NY
Michael Longto, Kingston NY
Gino Loni, Aurora Ontario
Valerie Loni, Perth Ontario
Daniel Looman, Hadley NY
Timothy Loomis, Lake Placid NY
Amy Lopez, Syracuse NY
Melissa Lopez, Queensbury NY
Pablo Lopez, Delmar NY
Bea Lopus, Lake Placid NY
Cynthia Lordan, Brooklyn NY
Carlo Lorenzetti, Seneca Falls NY
James Lorenzetti, Seneca Falls NY
Patty Lorenzetti, Seneca Falls NY
Ronald Lorenzoni, Brookfield CT
Kenneth Lorgen, West Palm Beach FL
Lori Loris, Lackawanna PA
Carl Loriz, Lackawanna PA
Jason Pal Lotta, Old Forge NY
Patty Loubris, York ME
Roger Loughney, Champion PA
Brian Loulie, Black Creek NY
Ross Lounsby, Clifton Park NY
Naomi Lourie, New York NY
Taramin Lourie, Philadelphia PA
Ayesha Love, Saranac Lake NY
Cynthia Love, Niskayuna NY
Dave Love, Middlesex NY
Evan C. Love, Niskayuna NY
Yanella Lovecchio, Queensbury NY
Hannah Lovejoy, Canton NY
S.A. Lovelace, Queensbury NY
Dean Loveless, Liverpool NY
Jason Lovell, Malta NY
George Lovely, Rensselaer NY
Rob Lowen, Waterford NY
Tim K. Lowenstein, Vestal NY
Therese Lowenthal, Saratoga Springs NY
Jo Anne Lownander, Syracuse NY
Ed Luban, Syracuse NY
Diane Lubin, Lake Placid NY
James A. Lubin, Millbrook NY
Cam Luc, Brooklyn NY
Denise Lucaroni, Saratoga Springs NY
Robert Lucaroni, Saratoga Springs NY
Dan Lucas, Delaware OH
Diane Lucas, Delaware OH
Mitch Lucas, Delaware OH
Clayton Luce, Old Forge NY
Angela Lucey, Saranac Lake NY
Jim Lucie, Lee MA
Amy Ludlow, Mendham NJ
George Ludlow, Mendham NJ
Tim Ludlow, Keedysville MD
Matt Ludwig, Binghamton NY
Stephanie Luebbers, Cincinnati OH
Frances E. Lugler, Amsterdam NY
Tom Luizzo, Ballston Spa NY
Bernie Lukaskowski, Lake Placid NY
Jeanette Lukens, Williamsport PA
Rany E. Lukens, Williamsport PA
Jennifer Lukomski, Rochester NY
Stehen Lulla, Cambridge NY
Scott Carl Lunakde, Saratoga Springs NY
Caroline Lynch, Albany NY
Kristin Lundy, Watervliet NY
Molly Lunn, Canton NY
Todd Lunt, Glens Falls NY
Jessica Lupia, Rensselaer NY
Christopher Lupinski, Brookfield CT
Matthew Lupinski, Campbell Hall NY
William Lappino, Mohawk NY
Jack Lupton, Shrewsbury NJ
Chris Lusignan, North Oxford MA
James P. Lusignan, North Oxford MA
Jess Lusignan, Woodstock CT
Art Lussi, Lake Placid NY
Cristina Lussi, Lake Placid NY
Martina Lussi, Lake Placid NY
Nina Lussi, Lake Placid NY
Bill Lutz, Gouverneur NY
Eric Lutz, Walworth NY
Jenn Lutz, Charlton NY
Lori Lutz, Walworth NY
Steven Lutz, Melville NY
William H. Lutz Jr., Gouverneur NY
Elaine Lutzker, Saratoga Springs NY
Jeffrey Lutzker, Saratoga Springs NY
Bill Lux, Westerly NY
Molly E. Luzak, Morrisville NY
Brian Lynch, Dewitt NY
Elizabeth Lynch, Amesbury MA
Gale Lynch, Rochester NY
Holli Lynch, Lake Placid NY
Karen Lynch, Ramsey NJ
Kelsey Lynch, Lake Placid NY
Megan Lynch, Sanfransico CA
Peter Lynch, Lake Placid NY
Richard Lynch, Watervliet NY
Roberta Lynch Carroll, N. Bennington VT
Jeri Lyndaker, Brantingham Lake NY
Josh Lyndaker, Brantingham NY
Joshua Lyndaker, Brantingham Lake NY
Kevin Lyndaker, Brantingham Lake NY
Veryl Lyndaker, Croghan NY
Karen Lynt, Kingston NY
Cheryl M. Lyon, Oxford NY
Jeremy Lyon, Little Falls NY
Kolby Lyon, Forestport NY
C. Lyons, East Aurora NY
H. Lyons, Middlebury VT
Jason Lyons, Strittsville Ontario
John Lyons, East Aurora NY
Mike Lyons, Colonie NY
Nancy Lyons, Gansevoort NY
G. Lyons-Baker, Plainfield VT
Laurence Lytton, New York NY
Thomas M, Needham MA
Ross Maag, Center Moriches NY
Therese Maauh, Chester NJ
Jason Mabbet, Palatine Bridge NY
Michael Mabunay, Brantingham NY
Lyn Macalpine, Saranac Lake NY
Louis Macario, Wilmington NY
Trenton Macaulay, Briar Hill NY
Abbie Macbeth, Canton NY
Nuala Maccabe, Cooperstown NY
Andrew MacCarthur, Saratoga NY
Damon Maccarthy, Allegany NY
Nick Macchia, Saratoga Springs NY
Taylor Macci, Canton NY
Meg MacClarence, Loudonville NY
Greg Macconnell, Plattsburgh NY
Bob MacDonald, West Seneca NY
J. MacDonald, St. Louis MD
Marcy Macdonald, Clifton Park NY
Nicole Macdonald, Ottawa Ontario
Payton Macdonald, West Orange NJ
Susan L. MacDonald, Bedminster NJ
Alison Mace, Saratoga Springs NY
Jill MacElhinney, Gardner NY
Michael MacElhinney, Gardner NY
Larry Macey, Troy NY
Paul Macey, Stillwater NY
Crissie Macfadyen, Pittsfield MA
Kevin Machia, Canton NY
John Machin, Kingston Ontario
Bernard Macie, Apulia Station NY
Jessica Macintyre, Chevy Chase MD
Tom Mack, Wynantskill NY
Margaret Mackellar, Lake Placid NY
<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kevin Mackenzie</td>
<td>Canton NY</td>
</tr>
<tr>
<td>R. Mackenzie</td>
<td>Burnt Hills NY</td>
</tr>
<tr>
<td>Andrew Mackerer</td>
<td>Cherry Hill NJ</td>
</tr>
<tr>
<td>Sharon Mackey</td>
<td>Newport NY</td>
</tr>
<tr>
<td>Steve Mackey</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>Richard Mackie</td>
<td>Binghamton NY</td>
</tr>
<tr>
<td>Andrew Mackinlay</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Peter MacKinnon</td>
<td>Rexford NY</td>
</tr>
<tr>
<td>Scot Mackinnon</td>
<td>Gouverneur NY</td>
</tr>
<tr>
<td>Barbara Maclean</td>
<td>Guilderland NY</td>
</tr>
<tr>
<td>Carol Macleanman</td>
<td>Summit NJ</td>
</tr>
<tr>
<td>Mark Macmillan</td>
<td>Antioch IL</td>
</tr>
<tr>
<td>Erin Macnab</td>
<td>Justin TX</td>
</tr>
<tr>
<td>Pat Macnab</td>
<td>Glenwood MD</td>
</tr>
<tr>
<td>Anne Ray Macomber</td>
<td>Malone NY</td>
</tr>
<tr>
<td>Sandy Macomber</td>
<td>Malone NY</td>
</tr>
<tr>
<td>Cate Macpherson</td>
<td>Kinderhook NY</td>
</tr>
<tr>
<td>Marion Macpherson</td>
<td>Kinderhook NY</td>
</tr>
<tr>
<td>Wendy Macpherson</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Lisa Maci</td>
<td>Little Falls NY</td>
</tr>
<tr>
<td>David MacWilliams</td>
<td>Parishville NY</td>
</tr>
<tr>
<td>Joe Madeira</td>
<td>Rome NY</td>
</tr>
<tr>
<td>Rebecca Madeira</td>
<td>Rome NY</td>
</tr>
<tr>
<td>Thomas Madej</td>
<td>Hagaman NY</td>
</tr>
<tr>
<td>Bill Maden</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Anna Mader</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Brent Mader</td>
<td>Titusville PA</td>
</tr>
<tr>
<td>Justin Mader</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Allie Madison</td>
<td>Sodus NY</td>
</tr>
<tr>
<td>Richard Madison</td>
<td>West Bloomfield NY</td>
</tr>
<tr>
<td>Jim Madiva</td>
<td>Hamburg NY</td>
</tr>
<tr>
<td>Jim Madon</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Kevin Madres</td>
<td>Schreckville PA</td>
</tr>
<tr>
<td>Randy Maestre</td>
<td>Oaks Corners NY</td>
</tr>
<tr>
<td>Vincent Maggiore</td>
<td>Kingston NY</td>
</tr>
<tr>
<td>Kelley Maggs</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Michelle Maggs</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Michelle Maggs</td>
<td>Sparta NJ</td>
</tr>
<tr>
<td>Rhea Maghen</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Gary Magher</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Rhea Magher</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Jay Magiera</td>
<td>Morrisonville NY</td>
</tr>
<tr>
<td>Kathy Magiera</td>
<td>Morrisonville NY</td>
</tr>
<tr>
<td>Jean Magne</td>
<td>Orleans Ontario</td>
</tr>
<tr>
<td>David Magnus</td>
<td>North Tonawanda NY</td>
</tr>
<tr>
<td>Phyllis Magnus</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Scott Magrino</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Paul Maguire</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Terrance Maguire</td>
<td>Malone NY</td>
</tr>
<tr>
<td>Tim Maguire</td>
<td>Ellicott City MD</td>
</tr>
<tr>
<td>Kevin Magurk</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Margaret Mahar</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Joel Maher</td>
<td>Thomasville PA</td>
</tr>
<tr>
<td>Kristen Mahieu</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Shane Mahieu</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Shane J. Mahieu</td>
<td>Niskayuna NY</td>
</tr>
<tr>
<td>Ann Marie Mahor</td>
<td>Middletown Springs VT</td>
</tr>
<tr>
<td>Cheryl Maid</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Richard Maid</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>James Maidia</td>
<td>Frankfurt NY</td>
</tr>
<tr>
<td>Andrew Maidment</td>
<td>Villanova PA</td>
</tr>
<tr>
<td>Andrew Maidment</td>
<td>Villanova PA</td>
</tr>
<tr>
<td>Ruth Maier</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Patrice Majchrowicz</td>
<td>Boston MA</td>
</tr>
<tr>
<td>John Major</td>
<td>Rotterdam NY</td>
</tr>
<tr>
<td>Joe Makely</td>
<td>Eatontown NJ</td>
</tr>
<tr>
<td>Yekaterina Makeyev</td>
<td>Succasunna NY</td>
</tr>
<tr>
<td>Melissa Maki</td>
<td>Willisboro NY</td>
</tr>
<tr>
<td>Mitchell A. Makowski</td>
<td>Naples NY</td>
</tr>
<tr>
<td>Susan Malandra</td>
<td>Muhlanj NY</td>
</tr>
<tr>
<td>Paul Malarcher</td>
<td>Raritan NJ</td>
</tr>
<tr>
<td>Kyle Malard</td>
<td>Syracuse NY</td>
</tr>
<tr>
<td>Pam Malari</td>
<td>Glen Falls NY</td>
</tr>
<tr>
<td>Corrine Malcolm</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Jen Malcolm</td>
<td>Londonderry NH</td>
</tr>
<tr>
<td>Priscilla Malcolm</td>
<td>Bedford NH</td>
</tr>
<tr>
<td>Melissa Maldonaclo</td>
<td>Windham NY</td>
</tr>
<tr>
<td>Kevin Maldowado</td>
<td>Windham NY</td>
</tr>
<tr>
<td>Courtney Malicki</td>
<td>Blasdell NY</td>
</tr>
<tr>
<td>Donna Maliszewski</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Jerry Maliszewski</td>
<td>Tupper Lake NY</td>
</tr>
<tr>
<td>Ellen Mallery</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Jackie Mallery</td>
<td>Long Lake NY</td>
</tr>
<tr>
<td>Jacqueline Mallery</td>
<td>Long Lake NY</td>
</tr>
<tr>
<td>Jay Mallery</td>
<td>Columbia MD</td>
</tr>
<tr>
<td>John Mallery</td>
<td>Long Lake NY</td>
</tr>
<tr>
<td>Matt Mallet</td>
<td>Ballston Spa NY</td>
</tr>
<tr>
<td>Isabelle Mallette</td>
<td>Montreal Quebec</td>
</tr>
<tr>
<td>Joe Malloy</td>
<td>Thompson Ridge NY</td>
</tr>
<tr>
<td>Dan Malone</td>
<td>Plattsburgh NY</td>
</tr>
<tr>
<td>David Malone</td>
<td>Little Falls NY</td>
</tr>
<tr>
<td>John Malone</td>
<td>Rochester NY</td>
</tr>
<tr>
<td>Kathleen Malone</td>
<td>Landrum SC</td>
</tr>
<tr>
<td>Kathy Malone</td>
<td>Perkasie PA</td>
</tr>
<tr>
<td>Mike Malone</td>
<td>Perkasie PA</td>
</tr>
<tr>
<td>Ceci Maloney</td>
<td>Lynbrook NY</td>
</tr>
<tr>
<td>Dan Maloney</td>
<td>Gansevoort NY</td>
</tr>
<tr>
<td>Kerry Maloney</td>
<td>Mecahnvillec NY</td>
</tr>
<tr>
<td>Marcus Maloney</td>
<td>Bemos Point NY</td>
</tr>
<tr>
<td>Ruth Malphrus</td>
<td>Alba NY</td>
</tr>
<tr>
<td>Charles Mamblylv</td>
<td>Seneca Falls NY</td>
</tr>
<tr>
<td>Pauline Mamiolo</td>
<td>Alden NY</td>
</tr>
<tr>
<td>Bill Mammone</td>
<td>Cleveland NY</td>
</tr>
<tr>
<td>Vincent Mancino</td>
<td>Rensselaer NY</td>
</tr>
<tr>
<td>Michael Manderson</td>
<td>Shenandoah PA</td>
</tr>
<tr>
<td>Nick Manderson</td>
<td>Shenandoah PA</td>
</tr>
<tr>
<td>Bruce Mandigo</td>
<td>Lake Worth FL</td>
</tr>
<tr>
<td>David Mandigo</td>
<td>Hilton Head Island SC</td>
</tr>
<tr>
<td>Grace Mandle</td>
<td>Lake Luzerne NY</td>
</tr>
<tr>
<td>Diane Maness</td>
<td>North Bangor NY</td>
</tr>
<tr>
<td>Ronald Maness</td>
<td>North Bangor NY</td>
</tr>
<tr>
<td>Colleen Maney</td>
<td>Magnolia TX</td>
</tr>
<tr>
<td>Dan Maney</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Francis J. Manfalk</td>
<td>Weatogue CT</td>
</tr>
<tr>
<td>Maryanne Mangano</td>
<td>Essex NY</td>
</tr>
<tr>
<td>Tom Mangano</td>
<td>Essex NY</td>
</tr>
<tr>
<td>Sue Mangicaro</td>
<td>Syracuse NY</td>
</tr>
<tr>
<td>Joe Mangine</td>
<td>Galway NY</td>
</tr>
<tr>
<td>Joseph Mangine</td>
<td>Galway NY</td>
</tr>
<tr>
<td>Victor Manilero</td>
<td>Feura Bush NY</td>
</tr>
<tr>
<td>Jann Manitta</td>
<td>Jordan NY</td>
</tr>
<tr>
<td>Joseph Manjaci</td>
<td>Ganseoovor NT</td>
</tr>
<tr>
<td>Courtney Mann</td>
<td>Melrose NY</td>
</tr>
<tr>
<td>Hillary Mann</td>
<td>Melrose NY</td>
</tr>
<tr>
<td>Kim Mann</td>
<td>Melrose NY</td>
</tr>
<tr>
<td>Len Mann</td>
<td>Incline Village NY</td>
</tr>
<tr>
<td>Nicholas Mann</td>
<td>Saranac Lake NY</td>
</tr>
<tr>
<td>Sharon Mann</td>
<td>Melrose NY</td>
</tr>
<tr>
<td>Mary Joe Mannara</td>
<td>Brockport NY</td>
</tr>
<tr>
<td>James Manning</td>
<td>New Rochelle NY</td>
</tr>
<tr>
<td>John Manning</td>
<td>Rensselaer NY</td>
</tr>
<tr>
<td>Melissa Manning</td>
<td>Rensselaer NY</td>
</tr>
<tr>
<td>Richard Mannino</td>
<td>Allantown PA</td>
</tr>
<tr>
<td>Katie Mannix</td>
<td>Canton NY</td>
</tr>
<tr>
<td>Mark Manny</td>
<td>Saratoga Springs NY</td>
</tr>
<tr>
<td>Shari Mantini</td>
<td>West S. NY</td>
</tr>
<tr>
<td>Melanie Manzella</td>
<td>Pawling NY</td>
</tr>
<tr>
<td>Michael Manzella</td>
<td>Pawling NY</td>
</tr>
<tr>
<td>Duane Manzer</td>
<td>Sayre PA</td>
</tr>
<tr>
<td>Elmer Manzer</td>
<td>Ballston Spa NY</td>
</tr>
<tr>
<td>Julie Manzi</td>
<td>Inlet NY</td>
</tr>
<tr>
<td>Doni Mapes</td>
<td>Bread Brook CT</td>
</tr>
<tr>
<td>Kevin Mapes</td>
<td>Highland Mills NY</td>
</tr>
<tr>
<td>Mike Mappes</td>
<td>Londonderry NH</td>
</tr>
<tr>
<td>Richard Maracle</td>
<td>Webster NY</td>
</tr>
<tr>
<td>Kathy Maradeo</td>
<td>Tamaqua PA</td>
</tr>
<tr>
<td>Joe Marafino</td>
<td>Merrick NY</td>
</tr>
<tr>
<td>Christian Marant</td>
<td>Schuyler Falls NY</td>
</tr>
<tr>
<td>Kathy Marant</td>
<td>Schuyler Falls NY</td>
</tr>
<tr>
<td>Gary Marcanri</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>Gary Marchuk</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Gabriel Marciano</td>
<td>Kendall NY</td>
</tr>
<tr>
<td>Narya Marcelle</td>
<td>Wakefield RI</td>
</tr>
<tr>
<td>Armando C. Marcinelli</td>
<td>Poughkeepsie NY</td>
</tr>
<tr>
<td>Charlie Marcinelli</td>
<td>Poughkeepsie NY</td>
</tr>
<tr>
<td>Joey Marcinelli</td>
<td>Highland NY</td>
</tr>
<tr>
<td>Joseph Marcinelli</td>
<td>Highland NY</td>
</tr>
<tr>
<td>Leesa Marcinelli</td>
<td>Highland NY</td>
</tr>
<tr>
<td>Maria Marcinelli</td>
<td>Highland NY</td>
</tr>
<tr>
<td>Matthew Marcka</td>
<td>Mystic CT</td>
</tr>
<tr>
<td>Carolyn Marcohtomo</td>
<td>Glens Falls NY</td>
</tr>
<tr>
<td>John Marconi</td>
<td>Middletown NY</td>
</tr>
<tr>
<td>Sarah Marconi</td>
<td>Middletown NY</td>
</tr>
<tr>
<td>Henry Marcy</td>
<td>Lake Placid NY</td>
</tr>
<tr>
<td>Theodore W. Marcy</td>
<td>North Ferrisburgh VT</td>
</tr>
<tr>
<td>Thomas Marcyes</td>
<td>Glen Rock NJ</td>
</tr>
<tr>
<td>Ronald Marczyk</td>
<td>Highland Mills NY</td>
</tr>
</tbody>
</table>
Joe Mardison, Ballston Spa NY
Ann Marenick, Saranac Lake NY
Seth Mares, Saratoga Springs NY
Francis J. Marlyak, Collinsville CT
Aaron Margalit, Great Neck NY
Lefourneaur Marie, Montreal Canada
Anthony Marini, Walworth NY
Christine Marini, Rochester NY
Jess Marini, Canton NY
Joseph Marini, Rochester NY
Nicholas Marini, Macedon NY
Peter Marini, Macedon NY
Alex Marino, Linwood NY
David Marino, Merrick NY
Renee Marino, Meadow MA
David Marinucci, Webster NY
Donald Marion, Lindenhurst NY
Julie Markart, Downsville NY
Regina Markas, Greenfield Center NY
Douglas Markel, New York NY
Tammie Markle, East Kingston NY
Ben Marko, Kirkville NY
Corey M. Marko, Kirkville NY
Joe Marko, Kirkville NY
Mike Markos, Greenfield Center NY
Jordan Marks, Rouses Point NY
Flo Markstein, Saranac Lake NY
Renee Marleau, Saranac Lake NY
Eva Marlow, Quebec Canada
Christine A. Marmillo, Bennington VT
Mike Marmillo, Bennington VT
Robert Marmo, Lake George NY
Fred Marneson, Buffalo NY
Brian Marolt, Glens Falls NY
Robert Marons, Woolrich Township NJ
Philip Maros, Saratoga Springs NY
Michele Marotta, Gloversville NY
Lee Marquart, Waterford NY
Rob Marquis, Swedesboro NJ
Edward W. Marr, Canton NY
Jonathan Marr, Niskayuna NY
Margaret Marrano, Staten Isl. NY
Don Marren, Ottawa Ontario
D.S. Marriman, Rochester NY
Barb Marriott, Saratoga Springs NY
Dan Marriott, Saratoga Springs NY
Bill Marris, Waterville NY
Dominic Marro, Troy NY
Jay Marrow, Rochester NY
Eric Marsden, Whitesboro NY
Laurie Marsden, Whitesboro NY
David Marsdeu, Butler NJ
Rosemary Marsdeu, Butler NJ
Hennie Marsh, Kingston Ontario
Hugh A. Marshall, New Hope PA
James D. Marshall, Lake Placid NY
Jeff Marshall, Huron OH
Linda Marshall, Huron OH
Naomi Marshall, Saranac Lake NY
Robert Marshall, Essex NY
Samantha Marsicano, Ballston Spa NY
Richard C. Marson, Clifton Park NY
Bill Martin, Saranac Lake NY
Bob Martin, Saranac Lake NY
Christopher Martin, Stafford Springs CT
Dannielle Martin, Huntsville Ontario
David W. Martin, Endwell NY
Elizabeth Martin, Saratoga Springs NY
Gary Martin, Tupper Lake NY
J. Peter Martin, Wilmington NY
Jacynthe Martin, Mont Tremblant Quebec
Jimmy Martin, Naugatuck CT
John Martin, Clinton NY
John Roy Martin, Newmarket NY
Josh Martin, Albany NY
Lori Martin, Tupper Lake NY
Lynn Martin, Saranac Lake NY
Margaret Martin, Queensbury NY
Mary Barb Martin, Endwell NY
Michelle Martin, Saratoga Springs NY
Mike Martin, Delmar NY
Paul Martin, Oswego NY
Randy Martin, Lake Placid NY
Samantha Martin, Saranac Lake NY
Sawyer Martin, Clifton Park NY
Travis Martin, Peru NY
William C. Martin, Bloomingdale NY
John Martin Jr., Clinton NY
Rachel Martindale, Jay NY
Bill Martinelli, Rochester NY
Christine Martinelli, Rochester NY
Frank Martinez, Saratoga Springs NY
J. Martinez, Winthrop NY
Renee Martinez, Saratoga Springs NY
Jeffrey Martinez, Binghamton NY
Ed Martino, Glasco NY
Chris Martins, Webster NY
Paul F. Martz, Auburn ME
Alexander Maruzzella, Pawling NY
Nick Marvel, Sandborn NY
Barbara Marvin, Lake Placid NY
David Maryzak, Amsterdam NY
H. Marzinowski, Ballston Spa NY
James Marzolino, Dickson City PA
Vincent Mascarini, Malta NY
Kurt Masch, Schenectady NY
Cindy Masera, Plymouth NH
Catherine Mashaw, Ballston Spa NY
Gianna Masi, Wilbraham MA
Ruth Masiewicz, Saratoga Springs NY
Khrysstina Maskin, Brooklyn NY
Stas Maskin, Brooklyn NY
Uladislav Maskin, Brooklyn NY
Ron Maslanka, Schenectady NY
Tammy Maslanka, Schenectady NY
Craig Miaslawsky, Ballston Lake NY
Danielle Miaslawsky, Ballston Lake NY
James R. Mason, Canastota NY
John Mason, Yardville NJ
Renee Mason, Schenectady NY
Pamela Mason, Schenectady NY
Rebecca Mason, Wilmington NY
Matcheld Massea, Wilmington NY
Kent Massecar, Old Forge NY
Jason Massett, Tully NY
Anne P. Massie, Bloomington NJ
Chuck Massoud-Tastor, New Hartford NY
Leon Mast, Fillmore NY
Larry Master, Lake Placid NY
Nancy S. Master, Lake Placid NY
Laura Mastroianni, Sagamore MA
Bob Maswick, Lake Placid NY
Janice Maswick, Lake Placid NY
Ron Matcoat, Sewell NJ
Mellina Mathers, Saranac Lake NY
David Mathews, Queensbury NY
James Mathews, Rochester NY
Wendy Mathews, Queensbury NY
Kenneth J. Mathias, Brewerton NY
John Mathiason, Lake Placid NY
Carolyn Mathis, Penfield NY
Darren Mathis, Penfield NY
Johnny Matjasec, Brampton Ontario
Tony Matla, Oakfield NY
Tad Matley, Clifton Park NY
Gary Matthews, Melville NY
Glen Matthews, Huntington NY
Thomas Matthews, Watertown NY
Hubert Matthie, South Colton NY
Lea Matthie, South Colton NY
Lauri Mattingly, Theresa NY
Barry Mattoon, Tupper Lake NY
Jeremy D. Mattoon, Tupper Lake NY
Kelsey A. Mattoon, Tupper Lake NY
Tammy Mattoon, Tupper Lake NY
Carl Mauch, Chester NJ
Catherine Mauch, Chester NJ
Jim Mauch, Chester NJ
Kristen Mauclear, Aspinwall PA
Bill Maurer, Delmar NY
John Maurer, Ashland OH
Laurel Maurer, Ashland OH
Laurie Maurer, Ashland OH
Amy Mauro, Pittsford NY
Jeffery Mauro, Feura Bush NY
Jason Mave, Ottawa Canada
Sam Mawhinney, Lake Placid NY
Steven Max, Ottsville PA
George Maxcey, Mattapoiset MA
Rosie Maxcey, Mattapoiset MA
Diane Minutilli, Lake Clear NY
John Minutilli, Lake Clear NY
Peter Miranda, Scotia NY
Illiana Miranda-Schwartz, Austin TX
Ed Miron, Lake Luzerne NY
Eric Misenko, Baldwinsville NY
Kevin Mish, Annapolis MD
Lara Mish, Annapolis MD
Barbara Mitchell, Plattsburgh NY
Brittney Mitchell, Tupper Lake NY
Charles Mitchell, Tupper Lake NY
Chris Mitchell, Tupper Lake NY
Dennis Mitchell, Canton CT
Gary Mitchell, Northville NY
Gary William Mitchell, Northville NY
Gib Mitchell, Millbrook NY
Janet Mitchell, Northville NY
Janet & Keith Mitchell, Northville NY
Jim Mitchell, Ballston Spa NY
Keith Mitchell, Northville NY
Mark Mitchell, Slootsburg NY
Mark T. Mitchell, Pine Bush NY
Mary Mitchell, Alexandria Bay NY
Matt Mitchell, Lake Placid NY
Neta Mitchell, Pine Bush NY
Shaun Mitchell, S. Glens Falls NY
Sue Mitchell, Malone NY
James A. Mitchell Jr, Lancaster NY
Rami Mitri, Franklin MA
Verner Mize, Baldwinsville NY
John Moal, Darien Center NY
Lindsay Moats, Lake Placid NY
Robin Mock, Pittsford NY
Michael Modan, Niskayuna NY
Justin Model, New York NY
Seth Modekson, Lake Placid NY
Amanda Shae Modrak, Providence RI
Randy Mody, Utica NY
Richard Mody, Utica NY
Richard Mody, Utica NY
Jon Moeller, Albany NY
Paul Moeller, Tupper Lake NY
Richard Moeller, Tupper Lake NY
Ryan Moeller, Tupper Lake NY
Tennile Moeller, Tupper Lake NY
Patrick J Moenof, Olean NY
Marque Moffett, Peru NY
Tim Moffett, Victor NY
Jeanne Mogauro, Pittsford NY
Karen Mogel, Limerick PA
Greg Mogihsan, Saranac Lake NY
Thomas Moher, Sherril NY
Ruth Mohn, Williamsville NY
Wallace Mohn, Williamsville NY
Bill Mohr, Saratoga Springs NY
Jennifer Mohrmann, W. Sayville NY
Rebecca Mohrmann, W. Sayville NY
Timmy Mohrmann, W. Sayville NY
Markus Mohrs, Saranac Lake NY
Alexandere Moiseev, Potomac MD
Amiel J. Mokhiber, Rochester NY
Danielle Mokritski, Altamont NY
Brian Moldev, Philadelphia PA
Chris Molyr, Mertztown PA
Nathaniel Molinari, Oswego NY
Ron Molinari, Oswego NY
Dan Molino, Danbury CT
Tony & Lauro Molinos, Commack NY
Phil Molodow, Haddonfield NJ
Sheila Molodow, Haddonfield NJ
Anthony Monaco, Millerville MD
Anthony Monaco, Clifton NJ
William Monaghan, Charlton NY
Kimberly Monahan, Marblehead MA
Amanda Monahan, Marblehead MA
Dominick G. Mondi, Central Square NY
Bill Monel, Pine Bush NY
Malaray Monette, Fort Edward NY
Tom Monette, Fort Edward NY
Carolyn Monga, Rockaway NJ
Kaylee Monga, Rockaway NJ
Dave Mongilo, Gansevoort NY
Mona Mongilo, Schenectady NY
Wendy Mongilo, Gansevoort NY
Pete Monnat, Croghan NY
Gary Monro, Troy PA
Mike Monroe, Vernon NY
Diane Monsomer, Ottawa Ontario
Bruc Monstomer, Ottawa Ontario
Renee Montagne, Galway NY
Anthony Montanari, Westen PA
John J. Montefusco Jr., Cold Brook NY
George Montesano, East Berne NY
Nancy L. Montesano, East Berne NY
Ron Montesi, Schenectady NY
Robert Montfort, Matawan NJ
Dan Montgomery, Richmond VT
Laura Montgomery, Lake Placid NY
Judi Montgomery-Gordon, Clifton Park NY
Anthony Montone, Honeoye Falls NY
Wayde Montroy, Bloomingdale NY
Jim Monty, Plattsburgh NY
Angela Moody, Tupper Lake NY
Donna Moody, Lake Placid NY
Jack Moody, Tupper Lake NY
John Moody, Lake Clear NY
Kevin Moody, Lake Placid NY
Tim Moody, Saranac Lake NY
Timothy Moody, Saranac Lake NY
Jane Moon, North River NY
Richard Moon, Union Springs NY
Rick Moon, North River NY
A.J. Mooney, Rochester NY
Brian Mooney, Broadalbin NY
Brooke Mooney, Keene Valley NY
Constance Mooney, Olean NY
Dan Mooney, Hanover MD
Heather Mooney, Keene Valley NY
Jim Mooney, Keene Valley NY
Martha T. Mooney, Kinderhook NY
PT Mooney, Olean NY
Scott Mooney, Keene Valley NY
Scott Mooney, Peru VT
Tamra Mooney, Keene Valley NY
Andrew Moore, Lakewood NY
Bill Moore, Lake Placid NY
Bruce Moore, Lakewood NY
Chris Moore, Springwater NY
Denise M. Moore, Watertown NY
Geoff Moore, Albany NY
Jean Moore, Alba NY
Jennifer Moore, Lake Clear NY
Kyle Moore, Mishawaka IN
Linda Moore, Darien Center NY
Luke Moore, Wolcott VT
Matt Moore, Lake Placid NY
Rebecca Moore, New Milford CT
Robert Moore, Schenectady NY
Shane Moore, Bloomsburg PA
Susan Moore, Lakewood NY
Kristine Mooso, Nashua NH
Ann Marie Moran, Troy NY
Bob Moran, Woolwich Township NJ
Brody Moran, Swedesboro NJ
Erin Moran, Mt. Prospect IL
Gary Moran, W. Mifflin PA
Joanne Moran, Johnsville NY
Kenna Moran, Philadelphia PA
Margie Moran, W. Mifflin PA
Mary Moran, Saranac Lake NY
Nancy Moran, Metuchen NJ
Alexandra Morand, North River NY
Ken Morccrouf, Middlesex NJ
Nick Morcomotomot, Glens Falls NY
Joe Morelli, Masbeth NY
Nicole Morelli, Masbeth NY
Jeffrey J. Morelock, Mooers Forks NY
Sarah Moreno, Plainfield NJ
Molly Morestapear, Wilton NY
Joe Morey, Arkport NY
Bryan T. Morgan, Saranac Lake NY
John F. Morgan, Lake Placid NY
Kelly Morgan, Glens Falls NY
Ken Morgan, Quakertown PA
Marsha Morgan, Saranac Lake NY
Michael Morgan, Ganesvoort NY
Nathan Morgan, Saratoga Springs NY
Oraene Morgan, Canton NY
Owen Morgan, Eagle Bay NY
Rick Morgan, Stillwater NY
Steve Morgan, Saranac Lake NY
Tammy Morgan, Saranac Lake NY
Kaila Morgante, Clifton Park NY
Brian Moriarty, Syosset NY
Christina Morley, Amsterdam NY
Frank Morley, Robbinsville NC
Genevieve M. Morley, Orange MA
Noreen Morley, Robbinsville NC
Larry Morlock, Eden NY
Marilyn Morlock, Eden NY
Maylin Morlock, Eden NY
Chris Moronis, Swedesboro NJ
Lynn Moroz, Manlius NY
R I. Morran, Gansevoort NY
Jeff Morrill, Schuylerville NY
Peter Morrill, Tupper Lake NY
Brian Morris, Poughkeepsie NY
Christopher Morris, Albany NY
Jason Morris, East Aurora NY
Laura Morris, Harrisonville NJ
Sara Morris, Syracuse NY
Susan Morris, Eagle Bay NY
Brian Morrish, Alden NY
Jim Morris-Knower, Ithaca NY
Allan P. Morrison, Gansevoort NY
Andy Morrison, Perth Ontario
Connie Morrison, Jay NY
Donald Morrison, Jay NY
Tammy Morrison, Perth Ontario
Matt Morrissey, Cohoes NY
George Morrow, Salem NY
Josh Morrow, Sand Diego CA
Mike Morrow, Troy NY
Darren Morse, Lockport NY
Linda Morse, Ft. Mill SC
Wayne Morse, Fort Mill SC
Dave Mortensen, Branchport NY
Don Mortensen, Lake Placid NY
Colin Morton, Ballston NY
D. Moschle, Saranac Lake NY
John Mosher, Boxboroa MA
Michael Mosher, Vermontville NY
Sally Mosher, Vermontville NY
Robert Mosher, Richfield Springs NY
Ann Moskalik, Lake Placid NY
Thomas Moskalik, Lake Placid NY
Dale Moss, Webster NY
James Moss, Ontario NY
Scott Moss, Webster NY
Thorin Moss, Nassau NY
Brandon Mossner, Hudson NY
Marty Motaling, Ballston Lake NY
Briannne Mott, Saranac Lake NY
Lloyd Mott, Queensbury NY
Lloyd L. Mott, Queensbury NY
Virginia Mott, Queensbury NY
Ron Motyl, Amsterdam NY
Brian L. Moucha, Bergen NY
Michael Moulton, Russell NY
Tim Mount, Elizabethtown NY
Clifford Mountain, Yaker Ontario
Aimee Mourtznakis, Boonton NJ
D. F. Mowbray, Saratoga Springs NY
Hilary Moynihan, Saratoga Springs NY
Joann Mrowka, Brooklyn NY
Robert Mucci, Mechanicville NY
Matthew Muddy, Sodus NY
August P. Mueller, Vestal NY
Ellen Mueller, Schenectady NY
Fred Mueller, Saranac Lake NY
John Mueller, Schenectady NY
Susan Mueller, Saranac Lake NY
David Muenkel, Rowe MA
Brenda Mufford, Albion NY
Bill Muirhead, Germantown NY
Jennifer Muirhead, Germantown NY
Carrie Mulcahey, Chittenango NY
Ben A. Mule, Elizabethtown NY
Ben Mulé, Pittsburgh PA
Alison Mulhall, Templeton MA
John Mulhall, Templeton MA
Dennis Mulholland, Saratoga Springs NY
James Mulholland, Pennsauken NJ
Nancy Mulholland, Saratoga Springs NY
Ann Mullacy, Delmar NY
Pat Mullaly, Delmar NY
Robert Mullarney, Lake Placid NY
Alexis Mullen, Bedow Falls VT
Ann Mullen, Saranac Lake NY
Kara Mullen, Saranac Lake NY
W. Muller, Cape May NY
John Mulligan, Middle Grove NY
Greg Mullin, Salisbury MD
Chad Munkres, Niskayuna NY
Any L. Munn, Saranac Lake NY
Ben Munn, Saratoga Springs NY
David Munn, Saranac Lake NY
Elise Munn, Lake Placid NY
Jesse Munn, Saranac Lake NY
Patrick Munn, Saranac Lake NY
Ted Munn, Clifton Park NY
Daniel Munson, Johnstown NY
Victoria Munson, Johnstown NY
Brad Murach, Hallethorpe MD
Cecilia Murach, Hallethorpe MD
Zack Murdackis, Rochester NY
Greg Murmook, Lake View NY
A. Murphy, Albany NY
Ben Murphy, Fairport NY
Bill Murphy, Avon NY
Brian Murphy, Boonville NY
Carolyn Murphy, Clifton Park NY
Cchris Murphy, Clifton Park NY
Cy Murphy, Saranac Lake NY
Donna Murphy, Clifton Park NY
Gen Murphy, Saratoga Springs NY
Jerry Murphy, Spencerport NY
Joan Murphy, Mechanicville NY
Kate Murphy, Clifton Park NY
Ken Murphy, Rome NY
Larry Murphy, Old Forge NY
Lynn Murphy, Poughquag NY
Michael Murphy, Mechanicville NY
Patrick Murphy, Carmel NY
Paul Murphy, Pittsford NY
Ryan Murphy, Poultney VT
Steve Murphy, Poughquag NY
Sue Murphy, Spencerport NY
Tim Murphy, Mahopac NY
Eileen Murphy-Lepine, Malone NY
Brian Murray, Loudonville NY
Carolyn Murray, Lake Clear NY
Colleen Murray, Loudonville NY
Ervin Murray, Queensbury NY
Irene Murray, East Berne NY
Jeff Murray, Lake Placid NY
Jim Murray, Gransevourt NY
Keith R. Murray, Stillwater NY
Ray Murray, Ausable Forks NY
Sally Murray, Lake Placid NY
J.F. Mustt, Saranac Lake NY
Anthony Mustwks, Kings Mt NY
Russ Myer, Albany NY
Zev Myerowitz Jr., Holden ME
Bill Myers, Greenville NY
Bryan Myers, Cropseyeville NY
Christine Myers, Syracuse NY
Donald Myers, Mcclare VA
Doug Myers, Batavia NY
Janie Myers, New York NY
Kim Myers, Barneveld NY
Arline Myers-Biegel, Medusa NY
Bronislava Mynbaev, Fair Lawn NY
Djafar Mynbaev, Fair Lawn NY
C. Nadas, Niskayuna NY
Connie Nadas, Niskayuna NY
Denis Nadas, Niskayuna NY
Virginia Naevestad, Frenchtown NY
Matt Nafud, Glenville NY
Dave Nagengast, Rensselaer NY
Lynne Nagengast, Rensselaer NY
Jennifer H. Nagle, Marcellus NY
Matt Naine, Ontario NY
Kim Najjar, Longwood FL
Don Nalleyjr, East Greenbush NY
Kim Najjar, Longwood FL
Gene Napiezski, Saratoga Springs NY
Jamie Naple, Lake Placid NY
Jonathan Naple, Lake Placid NY
Tom Nappi, Schenectady NY
James Narron, Boonton NJ
Donna Murray, Clifton Park NY
Gen Murray, Saratoga Springs NY
Jerry Murray, Spencerport NY
Joan Murray, Mechanicville NY
Kate Murray, Clifton Park NY
Ken Murray, Rome NY
Larry Murray, Old Forge NY
Lynn Murray, Poughquag NY
Michael Murray, Mechanicville NY
Patrick Murray, Carmel NY
Paul Murphy, Pittsford NY
Ryan Murphy, Poultney VT
Steve Murray, Poughquag NY
Sue Murphy, Spencerport NY
Tim Murphy, Mahopac NY
Eileen Murphy-Lepine, Malone NY
Brian Murray, Loudonville NY
Carolyn Murray, Lake Clear NY
Colleen Murray, Loudonville NY
Ervin Murray, Queensbury NY
Irene Murray, East Berne NY
Jeff Murray, Lake Placid NY
Jim Murray, Gransevourt NY
Keith R. Murray, Stillwater NY
Ray Murray, Ausable Forks NY
Sally Murray, Lake Placid NY
J.F. Mustt, Saranac Lake NY
Anthony Mustwks, Kings Mt NY
Russ Myer, Albany NY
Zev Myerowitz Jr., Holden ME
Bill Myers, Greenville NY
Bryan Myers, Cropseyeville NY
Christine Myers, Syracuse NY
Donald Myers, Mcclare VA
Doug Myers, Batavia NY
Janie Myers, New York NY
Kim Myers, Barneveld NY
Arline Myers-Biegel, Medusa NY
Bronislava Mynbaev, Fair Lawn NY
Djafar Mynbaev, Fair Lawn NY
C. Nadas, Niskayuna NY
Connie Nadas, Niskayuna NY
Denis Nadas, Niskayuna NY
Virginia Naevestad, Frenchtown NY
Matt Nafud, Glenville NY
Dave Nagengast, Rensselaer NY
Lynne Nagengast, Rensselaer NY
Jennifer H. Nagle, Marcellus NY
Matt Naine, Ontario NY
Kim Najjar, Longwood FL
Don Nalleyjr, East Greenbush NY
Kim Najjar, Longwood FL
Gene Napiezski, Saratoga Springs NY
Jamie Naple, Lake Placid NY
Jonathan Naple, Lake Placid NY
Tom Nappi, Schenectady NY
James Narron, Boonton NJ
Betty Nash, Albany NY
Ashley Osborne, Kirkville NY
Bryan Osborne, New York NY
Randy Osgood, Lake Placid NY
Brian O'Shaughnessy, Potomac MD
Kim O'Shaughnessy, Potomac MD
Peter O'Shea, Lake Clear NY
Shan O'Shea, Cazenovia NY
David J. Ostrowski, Canandaigua NY
Ann O'Sullivan, Yonkers NY
Michael O'Sullivan, Floral Park NY
Patty O'Sullivan, Huntington NY
Jeanette Oswald, Brooklyn NY
Don Otey, Salem NY
Marian Ott, Chester NJ
Teunis Ott, Kanata Ontario
Joel Ottley, Saranac Lake NY
Kate Paarlberg
David Paarlberg
R. Ozzimo, Pendleton NY
Jamie Ozt, Mind Gap PA
Zoe Oxley, Schenectady NY
Jamie Ozt, Mind Gap PA
Walter Ozworsky, Adamont VT
R. Ozzimo, Pendleton NY
David Paarlberg-Kvam, Round Lake NY
Kate Paarlberg-Kvam, Round Lake NY
Richard Pacharz, Saranac Lake NY
Dana Paddock, Farmington NY
Patricia Paduano, Stillwater NY
Brigitte Page, Fayetteville NY
Howard Page, Oswego NY
Nathalie Page, Montreal Quebec
Robert Page, Wyomissing PA
Sue Page, Rochester NY
William L. Page, Flaggtown NJ
Tim Page MD, Fayetteville NY
Stacey Pagoda, Long Lake NY
Bobby Paige, Colton NY
Jonathan Paige, Hasbrouck Heights NJ
Daryl Paine, Conesus NY
Becky Painter, Keeseville NY
Mike Painter, Princeton Junction NJ
Anne Palaitis, Medford NJ
John Palaitis, Medford NJ
Kate Palanza, Scotia NY
Michael Palanza, Scotia NY
Robert Palanza, Waverly NY
Amanda Palazzolo, Ballston Spa NY
Donna Palczynski, Barneveld NY
Ed Palen, Keene NY
Al Palentchar, Old Forge NY
Bob Palentchar, Old Forge NY
Bobby Palentchar, Old Forge NY
Shirley Palentchar, Old Forge NY
Bob Palentchar III, Bud NJ
Robert Palentchar Sr., Old Forge NY
Dan Palermo, Butler PA
Ron Palermo, Butler PA
Michael N Pallotta, Constableville NY
Wayne Palmatier, Schoharie NY
Aaron Palmer, Ballston Spa NY
Eugene Palmer, Cortland NY
Joseph Palmer, Cicero NY
Kathy Palmer, Riverton CT
Laura Palmer, Saranac Lake NY
Leo Palmer, Norfolk NY
Rebecca Palmer, Willibrord NY
Stuart Palmer, Ottawa Ontario
Tom Palmer, Riverton CT
Sal Palmier, Niskayuna NY
Anthony Palmiotto, New City NY
Michael Palmiotto, New City NY
Chennelle Palyswait, Bloomingdale NY
Rudy Palyswait, Saranac Lake NY
Chenelle Palyswait, Bloomingdale NY
Rudy Palyswait, Saranac Lake NY
Bruce K. Palzer, Huntington Station NY
Joe Panariello, Hicksville NY
Deborah Panebianco, Cazenovia NY
Gary Panebianco, Cazenovia NY
Joseph P. Panella Sr, Marcy NY
Regina Panetti, Cadyville NY
Joe Pankowski, Palatine Bridge NY
Matt Panopio, Los Angeles CA
Brian Pantalo, Clayville NY
Donna Panzl, Broadalbin NY
James Panzl, Saratoga Springs NY
Centes Papes, Mt. Kisco NY
Megan Papineau, Keene NY
Danielle Paquette, Granby Quebec
Marissa Paquin, Rodman NY
Pete Paquin, Rodman NY
Mine Paradis, Danbury CT
Rita Pardella, Concord CA
Walter Pare, Laval Quebec
Bill Parker, Malta NY
Emily Parker, New York NY
James Parker, Mayville NY
Webster Parker, Saranac Lake NY
Brian Parkin, Miller Place NY
Burdette Parks, Tupper Lake NY
Laura Parks, Bethlehem PA
Linda Parks, Bethlehem PA
Laura Parmenter, Saranac Lake NY
Jonathan Parobeck, Carthage NY
Janet Parr, Saugerties NY
Mike Parrinello, Warwick NY
Dan Parsons, Owego NY
Emily Parsons, Ithaca NY
Henrietta Parsons, Brewster NY
Maureen Parsons, Owego NY
Nancy Pasanen, Glens Falls NY
Dick Pasquale, Saugus Center NY
Brain Passafia, Wevertown NY
Ken Passaretti, Porter Corners NY
Joanne Passe, Johnstown NY
Frank Pastizzo, Saranac Lake NY
Susan Pastizzo, Saranac Lake NY
Mark Pastuszak, Amsterdam NY
Sheri Pataki, Wilmington PA
John Patti, Ozone Park NY
Matt Patnode, Tupper Lake NY
Tammy Patnode, Lake Placid NY
Gabrielle Pato, Brooklyn NY
Kathy Paton, Belmar NJ
Kelly Patrick, Highland Ranch CO
Jacques Patry, Tupper Lake NY
Jacques Patry, Tupper Lake NY
Bernard Patten, Piercefield NY
Alice Patterson, Lake Placid NY
Andrew Patterson, Altamont NY
Jim Patterson, Hampton VA 23661
Russ Patterson, Waretown NJ
Scott Patton, Altamont NY
Tony Patterson, Lake Placid NY
Dave Patton, Alexander NY
Heather Patton, Potsdam NY
Tara Patton, Troy NY
Valerie Patton, Alexander NY
Bruce Patty, Germantown NY
Drake Paul, Canton NY
Josh Paul, Saranac Lake NY
Laura Finnerty Paul, Saranac Lake NY
Laura Finnerty Paul, Lake Placid NY
Lorrie Paul, Earlville NY
Stephen Paul, Earlville NY
Walter H. Paul, South Colton NY
Elizabeth Pavies, Arlington VA
Noreen Pawleex, Jo. River NJ
Joe Pawloski, Palatine Bridge NY
Regina Patino, Potsdam NY
Tara Paton, Troy NY
Ken Pateski, Palatine Bridge NY
Matt Panopio, Los Angeles CA
Brian Pantalo, Clayville NY
Donna Panzl, Broadalbin NY
James Panzl, Saratoga Springs NY
Centes Papes, Mt. Kisco NY
Megan Papineau, Keene NY
Danielle Paquette, Granby Quebec
Marissa Paquin, Rodman NY
Pete Paquin, Rodman NY
Mine Paradis, Danbury CT
Rita Pardella, Concord CA
Walter Pare, Laval Quebec
Bill Parker, Malta NY
Emily Parker, New York NY
James Parker, Mayville NY
Webster Parker, Saranac Lake NY
Brian Parkin, Miller Place NY
Burdette Parks, Tupper Lake NY
Laura Parks, Bethlehem PA
Linda Parks, Bethlehem PA
Laura Parmenter, Saranac Lake NY
Jonathan Parobeck, Carthage NY
Janet Parr, Saugerties NY
Mike Pariinellio, Warwick NY
Dan Parsons, Owego NY
Emily Parsons, Ithaca NY
Henrietta Parsons, Brewster NY
Maureen Parsons, Owego NY
Nancy Pasanen, Glens Falls NY
Dick Pasquale, Saugus Center NY
Brain Passafia, Wevertown NY
Ken Passaretti, Porter Corners NY
Joanne Passe, Johnstown NY
Frank Pastizzo, Saranac Lake NY
Susan Pastizzo, Saranac Lake NY
Mark Pastuszak, Amsterdam NY
Sheri Pataki, Wilmington PA
John Patti, Ozone Park NY
Matt Patnode, Tupper Lake NY
Tammy Patnode, Lake Placid NY
Gabrielle Pato, Brooklyn NY
Kathy Paton, Belmar NJ
Kelly Patrick, Highland Ranch CO
Jacques Patry, Tupper Lake NY
Jacques Patry, Tupper Lake NY
Bernard Patten, Piercefield NY
Alice Patterson, Lake Placid NY
Andrew Patterson, Altamont NY
Jim Patterson, Hampton VA 23661
Russ Patterson, Waretown NJ
Scott Patton, Altamont NY
Tony Patterson, Lake Placid NY
Dave Patton, Alexander NY
Heather Patton, Potsdam NY
Tara Paton, Troy NY
Valerie Patton, Alexander NY
Bruce Patty, Germantown NY
Drake Paul, Canton NY
Josh Paul, Saranac Lake NY
Laura Finnerty Paul, Saratoga Springs NY
Laura Finnerty Paul, Lake Placid NY
Lorrie Paul, Earlville NY
Stephen Paul, Earlville NY
Walter H. Paul, South Colton NY
Elizabeth Pavies, Arlington VA
Noreen Pawleex, Jo. River NJ
Joe Pawloski, Palatine Bridge NY
Regina Patino, Potsdam NY
Tara Paton, Troy NY
Valerie Patton, Alexander NY
Bruce Patty, Germantown NY
Drake Paul, Canton NY
Josh Paul, Saranac Lake NY
Laura Finnerty Paul, Saratoga Springs NY
Laura Finnerty Paul, Lake Placid NY
Lorrie Paul, Earlville NY
Stephen Paul, Earlville NY
Walter H. Paul, South Colton NY
Elizabeth Pavies, Arlington VA
Noreen Pawleex, Jo. River NJ
Joe Pawloski, Mayfield NY
Rebecca Payette, Moosup CT
T. Paylon, Mifflin PA
Glenn Paynter, Pittsford NY
Susan L. Paynter, Pittsford NY
Melanie Paynter, Mount Joy PA
Karen Russo, Scarsdale NY
Pat Russo, Saratoga Springs NY
Rick Russo, Gardiner NY
Michael Rust, Dekalb Jet NY
Christie Rutherford, Wyckoff NJ
James Rutherford, Averill Park NY
Michael A. Rutherford, West Edmeston NY
Sam Rutherford, Stamford NY
Kyle Rutigliano, Watertown NY
Aimee Rutledge, Saratoga Springs NY
Dan Rutledge, Saratoga Springs NY
Alex Rutman, Park Ridge NJ
Olga Rutman, Park Ridge NJ
Bernice Ruzzo, Schenectady NY
Richard Ruzzo, Schenectady NY
Amey Ryan, Salisbury MD
Austin Ryan, Mechanicville NY
Barbara Ryan, Bloomingdale NY
Claire Ryan, Saranac Lake NY
Helen S. Ryan, Averill Park NY
Jason Ryan, Mechanicville NY
John Ryan, Stanton Island NY
Kevin Ryan, Mullicanhill NY
Paul Ryan, Eagle Bay NY
Ron W. Rybicki, Ballston Spa NY
Terrance Rychlik, Ridgefield CT
Frederick John Ryczek, Utica NY
Marty Ryder, LittleSilver NY
Mat Ryder, Binghamton NY
Rich Ryder, Stony Point NY
Thomas Ryel, La Grangeville NY
Fred Ryman, Lake Placid NY
Michael Rys, Yorkville NY
Carol Ryser, Little Silver NJ
Julie Rzucidlo, Mayfield PA
Joseph S., Germantown NY
Gina Sabatini, Glenville NY
F. Sabbon, Keene Valley NY
Steve Sabella, Liverpool NY
Colleen Sabin, Tupper Lake NY
Danielle Sabin, Tupper Lake NY
Jon Sabin, South Colton NY
Katherine Sabin, Tupper Lake NY
Jim Sabin Jr, Tupper Lake NY
Dj Sabinch, Gansevoort NY
Sheri Sabinch, Gansevoort NY
Julie Saccary, Bath Ontario
Tony Sacco, Sauquoit NY
Tony Sacco, Sauquoit NY
Ellen Saccone, Lake Placid NY
Krista Safford, E. Berne NY
Morrie Safford, East Berne NY
Danielle Sala, Ballston Lake NY
Stephen J. Sala, Ballston Lake NY
John Salamy, Tupper Lake NY
Robert Salamy, Tupper Lake NY
Michael Salem, Salem MA
Rich Salerno, Lima NY
Hessam Salim, Chandler AZ
Pamela W. Salisbury, Syracuse NY
Ron Salko, Basking Ridge NJ
Carl Sallenberger, Ephrata PA
Ann Salmon, Lancaster PA
Kathleen Salsbury, Utica NY
Jeff Salt, New Paltz NY
Vanessa Saltis, Gloversville NY
Israel Irene Salvador, Troy NY
Frank Salvatore, Schenectady NY
Samantha Samantha, Saratoga Springs NY
Chip Samperi, Saranac Lake NY
Pearl Sampionius, Etobioke Ontario
Russ Sampson, Akron NY
Ron Samson, Cornwall Ontario
Steve Samuell, Saratoga Springs NY
Elissa Sanborn, Albany NY
Miguel Sanchez, Saranac Lake NY
Dan Sandberg, Lake Placid NY
Dena Sanders, Schenectady NY
Kaesy Sanders, Fairport NY
Larry Sanders, Rensselaer NY
Wendy Sanders, New Hartford NY
Lee Sandifer, Camden NY
Juan Sandoval, Boston MA
Jerr Sanduski, Binghamton NY
Deb Sanford, Madison CT
Eric Sanford, Farmington NY
Gary Sanford, Syracuse NY
Geoffrey R. Sanford, Saranac Lake NY
Jen Sanford, Syracuse NY
Michelle Sanger, Canton NY
Ryan Sangialomo, Utica NY
Carl Sanner, Ravana NY
Kary Sansman, Warrington PA
Steven Santaudrea, Ballston Lake NY
Annette Santopietro, Montgomery NY
Jon Santor, Rainbow Lake NY
John Santouris, Kingston NY
Alexa Santucci, Verbank NY
Maryann Santucci, Verbank NY
Joe Sanzone, Watertown NY
Alex Sao, Westport CT
Andree Sapp, Morrisonville NY
Everett Sapp, Morrisonville NY
Maile Sapp, Morrisonville NY
Anthony Saracini, Baldwinsville NY
Arlene Sardo, Seymour CT
Geoff Sardo, Seymour CT
Stephen R. Sarell, Converse TX
Brad Sargent, Ballston Spa NY
John Sarginger, SaintMary's PA
Andy Sargrad, Syracuse NY
Valerie Sargrad, Manlius NY
Carole Sarofeen, Auburn NY
Doug Sarr, Saranac Lake NY
Doug Sarr, Saranac Lake NY
Kassie Sarr, Galway NY
Nathan Sarr, Pittsford NY
Robert Sartwell, Lowville NY
Anthony Sarvadeo, Valley Cottage NY
Bill SASKowicz, Scotia NY
John Satrialeb, Suferr NY
Hem Satsungi, Germantown MD
Ann Satsungi, Germantown MD
David Sattler, Orchard Park NY
Matt Sattler, Hanover NH
Sharon Sattler, Blasdell NY
Stephen Sattler, Blasdell NY
Marc Saucier, Littleton MA
Matt Sauer, Springfield MO
Nick Saulpaugh, Lake Placid NY
S. Phillip Sauder, Rochester NY
George Saunders, Blasdell NY
Patricia L. Saunders, Round Lake NY
Larry Saupe, Galway NY
Jennie Sausville, Saranac Lake NY
Jim Sausville, Saranac Lake NY
David Sauter, Canandaigua NY
Chris Savage, Tupper Lake NY
Dee Ann Savage, Cicero NY
Holly Savage, Farmington NY
John Savage, Cicero NY
Melissa Savage, Tupper Lake NY
Shirley Savage, Tupper Lake NY
Mike Savarie, Saranac Lake NY
Alison Saville, Ballston Lake NY
Teresa Sawester, Trumansburg NY
Al Sawitz, New Hartford NY
Robert Sawitz, New Hartford NY
Dennis Sawyer, Pennellville NY
Ann Sayers, Keene NY
Joe Sayers, Lake Placid NY
Kristen Sayers, Lake Placid NY
John Sayles, Fairport NY
John M. Sayles, Piercefield NY
Jon Saylor, Shippensburg PA
Joe Scala, Parsippany NY
Ron Scalise, Frankfort NY
Kelly Scalo, Fayetteville NY
Mark Scanio, Lake Placid NY
Lisa Scanlon, Troy NY
John Scannel, Lake Placid NY
Willa Scantlebury, Hopatcong NJ
Albert Scardera, Canton NY
Michael Scarrort, Romulus NY
Christopher Scarlett, Romulus NY
Cory Schaab, Lowville NY
Mike Schaap, Albany NY
Colleen Cohen Schaefer, Bronx NY
Dianna Schaefer, New Tripoli PA
<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Claudia Setzer</td>
<td>Canton</td>
<td>NY</td>
</tr>
<tr>
<td>Jessica Setter</td>
<td>Balston Lake</td>
<td>NY</td>
</tr>
<tr>
<td>Bruce Setter</td>
<td>Saranac Lake</td>
<td>NY</td>
</tr>
<tr>
<td>Chri Seeley</td>
<td>Hilton</td>
<td>NY</td>
</tr>
<tr>
<td>Brian Seely</td>
<td>Delaware</td>
<td>OH</td>
</tr>
<tr>
<td>Jennifer Seeley</td>
<td>Delaware</td>
<td>OH</td>
</tr>
<tr>
<td>Scott Seeney</td>
<td>Ormond Beach</td>
<td>FL</td>
</tr>
<tr>
<td>Marc A. Segabache</td>
<td>Lake Placid</td>
<td>NY</td>
</tr>
<tr>
<td>Chris Segard</td>
<td>Saranac Lake</td>
<td>NY</td>
</tr>
<tr>
<td>Stephanie Segard</td>
<td>Lake Clear</td>
<td>NY</td>
</tr>
<tr>
<td>Duncan Segger</td>
<td>Lake Placid</td>
<td>NY</td>
</tr>
<tr>
<td>Kevin C. Seguin</td>
<td>Ausable Forks</td>
<td>NY</td>
</tr>
<tr>
<td>Bob Seidenstein</td>
<td>Saranac Lake</td>
<td>NY</td>
</tr>
<tr>
<td>Korey Seifert</td>
<td>Raquette Lake</td>
<td>NY</td>
</tr>
<tr>
<td>Kurt Seitz</td>
<td>Cherry Valley</td>
<td>NY</td>
</tr>
<tr>
<td>Robert Selbach</td>
<td>Barneveld</td>
<td>NY</td>
</tr>
<tr>
<td>Bob Selby</td>
<td>Johnson VT</td>
<td>VT</td>
</tr>
<tr>
<td>Terri Selby</td>
<td>Johnson VT</td>
<td>VT</td>
</tr>
<tr>
<td>Nick Seleni</td>
<td>Smiths Mills</td>
<td>NY</td>
</tr>
<tr>
<td>Stuart Selig</td>
<td>New York</td>
<td>NY</td>
</tr>
<tr>
<td>Michael Selkirk</td>
<td>Lake Placid</td>
<td>NY</td>
</tr>
<tr>
<td>Amy Sell</td>
<td>Saratoga Springs</td>
<td>NY</td>
</tr>
<tr>
<td>Dan Sell</td>
<td>Glen Rock</td>
<td>NY</td>
</tr>
<tr>
<td>Michele Sellingham</td>
<td>Queensbury</td>
<td>NY</td>
</tr>
<tr>
<td>Ed Selvaggio</td>
<td>Port Jefferson Station NY</td>
<td>NY</td>
</tr>
<tr>
<td>Laura Selvaggio</td>
<td>Port Jefferson Station NY</td>
<td>NY</td>
</tr>
<tr>
<td>John R. Semler</td>
<td>Santa Clara</td>
<td>NY</td>
</tr>
<tr>
<td>Gary Seno</td>
<td>Saranac Lake</td>
<td>NY</td>
</tr>
<tr>
<td>Chris Sempriń</td>
<td>Emma's PA</td>
<td>NY</td>
</tr>
<tr>
<td>Pat Sempriń</td>
<td>Emmons PA</td>
<td>NY</td>
</tr>
<tr>
<td>Chris Senechal</td>
<td>Bellingham MA</td>
<td>MA</td>
</tr>
<tr>
<td>Peter Seneck</td>
<td>Mt. Upton</td>
<td>NY</td>
</tr>
<tr>
<td>James Senelth</td>
<td>Media PA</td>
<td>PA</td>
</tr>
<tr>
<td>Shirley W. Seney</td>
<td>Lake Placid</td>
<td>NY</td>
</tr>
<tr>
<td>Betsy Senkowski</td>
<td>Lake Placid</td>
<td>NY</td>
</tr>
<tr>
<td>Dan Senkowski</td>
<td>Lake Placid</td>
<td>NY</td>
</tr>
<tr>
<td>Elizabeth Senkowski</td>
<td>Lake Placid</td>
<td>NY</td>
</tr>
<tr>
<td>Richard Senwr</td>
<td>Franklinville</td>
<td>NJ</td>
</tr>
<tr>
<td>Amanda Serafini</td>
<td>Nassau NY</td>
<td>NY</td>
</tr>
<tr>
<td>Melissa Serbonich</td>
<td>East Meadow</td>
<td>NY</td>
</tr>
<tr>
<td>Louis Serefine Jr.</td>
<td>Penn Yan</td>
<td>NY</td>
</tr>
<tr>
<td>Kent Serene</td>
<td>Dickson City PA</td>
<td>NY</td>
</tr>
<tr>
<td>Jegg Sergott</td>
<td>Utica NY</td>
<td>NY</td>
</tr>
<tr>
<td>Nat Serkin</td>
<td>Toronto Ontario</td>
<td>ON</td>
</tr>
<tr>
<td>Bruce W Servos</td>
<td>Savannah</td>
<td>GA</td>
</tr>
<tr>
<td>Joseph Serokos</td>
<td>Punta Gorda FL</td>
<td>FL</td>
</tr>
<tr>
<td>Suzy Serpico</td>
<td>Columbia MD</td>
<td>MD</td>
</tr>
<tr>
<td>Mick Seslove</td>
<td>Macungie PA</td>
<td>PA</td>
</tr>
<tr>
<td>Bob Sesselberg</td>
<td>Hopewell Junction NY</td>
<td>NY</td>
</tr>
<tr>
<td>Victoria Sessions</td>
<td>Woodgate NY</td>
<td>NY</td>
</tr>
<tr>
<td>Henry Seth</td>
<td>Ballston Spa NY</td>
<td>NY</td>
</tr>
<tr>
<td>John Settembrino</td>
<td>Yorktown Heights NY</td>
<td>NY</td>
</tr>
<tr>
<td>Bruce Setter</td>
<td>Saranac Lake</td>
<td>NY</td>
</tr>
<tr>
<td>Jessica Setter</td>
<td>Balston Lake</td>
<td>NY</td>
</tr>
<tr>
<td>Claudia Setzer</td>
<td>Canton NY</td>
<td>NY</td>
</tr>
<tr>
<td>Charles Seubner</td>
<td>East Windsor</td>
<td>NJ</td>
</tr>
<tr>
<td>James Sewall</td>
<td>Baldwinsville</td>
<td>NY</td>
</tr>
<tr>
<td>Cameron Seymour</td>
<td>Phelps NY</td>
<td>NY</td>
</tr>
<tr>
<td>Darleen Seymour</td>
<td>Highland NY</td>
<td>NY</td>
</tr>
<tr>
<td>Rachel Seymour</td>
<td>Lake Placid NY</td>
<td>NY</td>
</tr>
<tr>
<td>Will Seyse</td>
<td>Scotia NY</td>
<td>NY</td>
</tr>
<tr>
<td>Deb Sganbelluri</td>
<td>Greenwich NY</td>
<td>NY</td>
</tr>
<tr>
<td>Bibbijo Sgralta</td>
<td>Oneida NY</td>
<td>NY</td>
</tr>
<tr>
<td>Thomas Sgoorus</td>
<td>North Kingston RI</td>
<td>NY</td>
</tr>
<tr>
<td>David Shabat</td>
<td>Toccoa GA</td>
<td>WA</td>
</tr>
<tr>
<td>Joe Shafer</td>
<td>Rome NY</td>
<td>NY</td>
</tr>
<tr>
<td>Michael J. Shaffer</td>
<td>Clifton Park NY</td>
<td>NY</td>
</tr>
<tr>
<td>Maureen Shaheen</td>
<td>Tupper Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Paul Shaheen</td>
<td>Tupper Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Shaheen R. Shaheen</td>
<td>Tupper Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Mary Ellen Shanken</td>
<td>Binghamton NY</td>
<td>NY</td>
</tr>
<tr>
<td>Brittney Shanahan</td>
<td>Cicero NY</td>
<td>NY</td>
</tr>
<tr>
<td>Kevin Shanghnesy</td>
<td>Waterford NY</td>
<td>NY</td>
</tr>
<tr>
<td>Nicholas Shank</td>
<td>Star Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Valerie Shank</td>
<td>Latham NY</td>
<td>NY</td>
</tr>
<tr>
<td>Brian Shanly</td>
<td>Yorktown Hts NY</td>
<td>NY</td>
</tr>
<tr>
<td>Scott Shannon</td>
<td>Tupper Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Linda Shapiro</td>
<td>Niskayuna NY</td>
<td>NY</td>
</tr>
<tr>
<td>Linda Shapiro</td>
<td>Niskayuna NY</td>
<td>NY</td>
</tr>
<tr>
<td>Neil Shapiro</td>
<td>Niskayuna NY</td>
<td>NY</td>
</tr>
<tr>
<td>Richard Shapiro</td>
<td>Saranac Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Todd Shapiro</td>
<td>Ballston Spa NY</td>
<td>NY</td>
</tr>
<tr>
<td>Firaz Shafar</td>
<td>Montreal Quebec H2W2A6</td>
<td>CA</td>
</tr>
<tr>
<td>Mark Shauberg</td>
<td>Wheaton IL</td>
<td>IL</td>
</tr>
<tr>
<td>Tom Sharlow</td>
<td>Vermontville NY</td>
<td>NY</td>
</tr>
<tr>
<td>Colby Sharp</td>
<td>Albion MI</td>
<td>NY</td>
</tr>
<tr>
<td>Mackenzie Sharp</td>
<td>Suffield CT</td>
<td>CT</td>
</tr>
<tr>
<td>Sarena Sharp</td>
<td>Suffield CT</td>
<td>CT</td>
</tr>
<tr>
<td>Corrin Shattell</td>
<td>Clifton Park NY</td>
<td>NY</td>
</tr>
<tr>
<td>John Shaughnessy</td>
<td>Minoa NY</td>
<td>NY</td>
</tr>
<tr>
<td>Mark Shaughnessy</td>
<td>Minoa NY</td>
<td>NY</td>
</tr>
<tr>
<td>Amy Shaw</td>
<td>Binghamton NY</td>
<td>NY</td>
</tr>
<tr>
<td>Don Shaw</td>
<td>Burlington Canada</td>
<td>NY</td>
</tr>
<tr>
<td>Eric Shaw</td>
<td>Wells VT</td>
<td>VT</td>
</tr>
<tr>
<td>George H. Shaw</td>
<td>Schenectady NY</td>
<td>NY</td>
</tr>
<tr>
<td>Gregory T. Shaw</td>
<td>Fort Edward NY</td>
<td>NY</td>
</tr>
<tr>
<td>Mary Shaw</td>
<td>Ridgefield CT</td>
<td>NY</td>
</tr>
<tr>
<td>Tim Shaw</td>
<td>Brockton MA</td>
<td>NY</td>
</tr>
<tr>
<td>Alexis Shayowitz</td>
<td>Loon Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Hollis Shea</td>
<td>Saratoga Springs NY</td>
<td>NY</td>
</tr>
<tr>
<td>Schyler J. Shea</td>
<td>Colton NY</td>
<td>NY</td>
</tr>
<tr>
<td>Guibeut Sheane</td>
<td>1308 La Chaus CH</td>
<td>NY</td>
</tr>
<tr>
<td>John S. Shearer</td>
<td>Rome NY</td>
<td>NY</td>
</tr>
<tr>
<td>Kristin Sheehan</td>
<td>Pulaski NY</td>
<td>NY</td>
</tr>
<tr>
<td>Mary Sheehan</td>
<td>Lenox Dale MA</td>
<td>NY</td>
</tr>
<tr>
<td>Michael Sheehan</td>
<td>Hadley NY</td>
<td>NY</td>
</tr>
<tr>
<td>Nicole Sheeler</td>
<td>Saratoga Springs NY</td>
<td>NY</td>
</tr>
<tr>
<td>Cherie Sheely</td>
<td>Whitehall NY</td>
<td>NY</td>
</tr>
<tr>
<td>Josh Sheets</td>
<td>Perkasie PA</td>
<td>NY</td>
</tr>
<tr>
<td>Linda Sheffel</td>
<td>Saranac Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Linda J. Sheffel</td>
<td>Saranac Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Charles Sheffer</td>
<td>Nassau NY</td>
<td>NY</td>
</tr>
<tr>
<td>Frannie Sheffield</td>
<td>Lake Placid NY</td>
<td>NY</td>
</tr>
<tr>
<td>David Sheffield</td>
<td>Lake Placid NY</td>
<td>NY</td>
</tr>
<tr>
<td>Gunner Sheffield</td>
<td>Lake Placid NY</td>
<td>NY</td>
</tr>
<tr>
<td>Steve Sheinkin</td>
<td>Saratoga Springs NY</td>
<td>NY</td>
</tr>
<tr>
<td>Sheila R. Shekour</td>
<td>Bronx NY</td>
<td>NY</td>
</tr>
<tr>
<td>Sue Sheldon</td>
<td>Morris Plains NY</td>
<td>NJ</td>
</tr>
<tr>
<td>Sue Sheldon</td>
<td>Voorheesville NY</td>
<td>NY</td>
</tr>
<tr>
<td>Don Sheldrick</td>
<td>Castleton VT</td>
<td>NY</td>
</tr>
<tr>
<td>Lyndon Sheldrick</td>
<td>Eagle Bay NY</td>
<td>NY</td>
</tr>
<tr>
<td>Mike Shelmidine</td>
<td>Central Square NY</td>
<td>NY</td>
</tr>
<tr>
<td>Adam Sheloski</td>
<td>Fresco PA</td>
<td>NY</td>
</tr>
<tr>
<td>Calli Shelton</td>
<td>Eagleville PA</td>
<td>NY</td>
</tr>
<tr>
<td>Roy J. Shleton</td>
<td>Quakertown PA</td>
<td>PA</td>
</tr>
<tr>
<td>Roy J. Shleton III</td>
<td>Coopersburg PA</td>
<td>PA</td>
</tr>
<tr>
<td>Claire Shepard</td>
<td>Fayetteville NY</td>
<td>NY</td>
</tr>
<tr>
<td>Dylan Shepard</td>
<td>Fayetteville NY</td>
<td>NY</td>
</tr>
<tr>
<td>Mark Shepard</td>
<td>Lancaster PA</td>
<td>PA</td>
</tr>
<tr>
<td>Cam Sheridan</td>
<td>Lake Placid NY</td>
<td>NY</td>
</tr>
<tr>
<td>Paulette Sheridan</td>
<td>Hewitt NY</td>
<td>NY</td>
</tr>
<tr>
<td>Dwayne H. Sherland</td>
<td>Dix Hills NY</td>
<td>NY</td>
</tr>
<tr>
<td>Bill Sherman</td>
<td>Rotterdam NY</td>
<td>NY</td>
</tr>
<tr>
<td>Fred Sherman</td>
<td>Scarsdale NY</td>
<td>NY</td>
</tr>
<tr>
<td>Greg Sherman</td>
<td>Ausable Forks NY</td>
<td>NY</td>
</tr>
<tr>
<td>Heidi Sherman</td>
<td>Scarsdale NY</td>
<td>NY</td>
</tr>
<tr>
<td>Holden Sheridan</td>
<td>Scarsdale NY</td>
<td>NY</td>
</tr>
<tr>
<td>Jeffrey Sherman</td>
<td>Hartsdale NY</td>
<td>NY</td>
</tr>
<tr>
<td>Liesha Sherman</td>
<td>Rotterdam NY</td>
<td>NY</td>
</tr>
<tr>
<td>Nicole Sherman</td>
<td>Saratoga Springs NY</td>
<td>NY</td>
</tr>
<tr>
<td>Ruth Sherman</td>
<td>Spencer NY</td>
<td>NY</td>
</tr>
<tr>
<td>Timothy Sherman</td>
<td>Cicer NY</td>
<td>NY</td>
</tr>
<tr>
<td>Michelle Sherrr</td>
<td>Dublin OH</td>
<td>NY</td>
</tr>
<tr>
<td>Hunter Sherri</td>
<td>Trumansburg NY</td>
<td>NY</td>
</tr>
<tr>
<td>Kathy Sherry</td>
<td>Jay NY</td>
<td>NY</td>
</tr>
<tr>
<td>Kevin Sherry</td>
<td>Bayport NY</td>
<td>NY</td>
</tr>
<tr>
<td>Alfred Sherwood</td>
<td>Trumansburg NY</td>
<td>NY</td>
</tr>
<tr>
<td>Colburn Sherwood</td>
<td>Ava NY</td>
<td>NY</td>
</tr>
<tr>
<td>Hunter Sherwood</td>
<td>Ithaca NY</td>
<td>NY</td>
</tr>
<tr>
<td>Scott Sherwood</td>
<td>Ithaca NY</td>
<td>NY</td>
</tr>
<tr>
<td>Eric Shiel</td>
<td>Lake Luzerne NY</td>
<td>NY</td>
</tr>
<tr>
<td>Robert Shiel</td>
<td>Lake Luzerne NY</td>
<td>NY</td>
</tr>
<tr>
<td>David Shields</td>
<td>Vienna VA</td>
<td>VA</td>
</tr>
<tr>
<td>John Shift</td>
<td>Pine Bush NY</td>
<td>NY</td>
</tr>
<tr>
<td>Brian Shimer</td>
<td>Naples FL</td>
<td>FL</td>
</tr>
<tr>
<td>Josh Shimer</td>
<td>Tamagun PA</td>
<td>PA</td>
</tr>
<tr>
<td>Todd Shimko</td>
<td>Coopersburg PA</td>
<td>PA</td>
</tr>
<tr>
<td>Brian Shipe</td>
<td>Frederick MD</td>
<td>NY</td>
</tr>
<tr>
<td>Lenny Shipe</td>
<td>Gaithersburgh MD</td>
<td>NY</td>
</tr>
<tr>
<td>James Shirley</td>
<td>Combria PA</td>
<td>PA</td>
</tr>
<tr>
<td>Michael Shisko</td>
<td>Smithtown NY</td>
<td>NY</td>
</tr>
<tr>
<td>Angele Shoemake</td>
<td>Boonton NJ</td>
<td>NJ</td>
</tr>
<tr>
<td>Joe Shoemaker</td>
<td>Saranac Lake NY</td>
<td>NY</td>
</tr>
<tr>
<td>Teresa Shoemaker</td>
<td>Mertzztown PA</td>
<td>NY</td>
</tr>
<tr>
<td>Donald Shoen</td>
<td>So. Colton NY</td>
<td>NY</td>
</tr>
<tr>
<td>Penny Shofter</td>
<td>Weedsport NY</td>
<td>NY</td>
</tr>
<tr>
<td>Gary Sholtes</td>
<td>Selkirk NY</td>
<td>NY</td>
</tr>
<tr>
<td>Steph Shore</td>
<td>Langhorne PA</td>
<td>NY</td>
</tr>
<tr>
<td>Deb Shores</td>
<td>Rochester NY</td>
<td>NY</td>
</tr>
</tbody>
</table>
Mark Shores, Rochester NY
Florence L. Short, Gambier OH
Greg Short, Pittsburgh PA
Sandra Shortridge, Dillsburg PA
Jordan Shortt, Inverary Ontario
Hart Shoulcde, Lake Placid NY
Kelly Showalter, Mercerstron PA
Steven Shrewsberry, Gouverneur NY
Anita Shrier, Ottawa Ontario
Chris Shrope, Canton NY
Steven Shua, Pittsford NY
Rock Shudduck, Athens PA
Sandra Shue, Barneveld NY
Jessica Shuket, Saratoga Springs NY
Seth Shuket, Saratoga Springs NY
Dale Shuknecht, Elba NY
Lee Shuknecht, Elba NY
Victor Shula, Elbsuryp PA
Burke E. Shultz, Schwenksville PA
Judy Shumway, Tupper Lake NY
Shauni Shumway, Tupper Lake NY
Andrew Shunick, Glen Head NY
Anthony Siautos, White Plains NY
Rick Sica, Saranac Lake NY
Walter Sicifrenia, Cheektowaga NY
Karen Sickles, Highland NY
Laurie Sidoran, New Hartford NY
Mike Sidoran, New Hartford NY
Will Siegel-Sawma, Kattskill NY
Dale Siegthaler, Ephrata PA
Jane Siemens, Brantingham NY
Fred Siems, Brantingham NY
Chris Sierson, Malone NY
Jeffrey Sikora, Auburn NY
David Silloway, Rochester NY
A.J. Sills, Tampa FL
Tom Silva, Holland Patent NY
Michael Silvergnoli, Malta NY
Len Silverstein, Albany NY
Janet Silvester, Tupper Lake NY
Terry Silvester, Tupper Lake NY
Donald Sim Cox, Portlandville NY
Sylvain Simard, St-Lin Chrysostome Quebec
Dave Simelko, Richfield OH
R. Simic, Clifton Park NY
Marc Simione, Saratoga Spings NY
Janet Simkins, Saranac Lake NY
Jim Simko, Camillus NY
Karen Simko, Camillus NY
Mike Simmers, Gardners PA
Sam Simmers, Gardners PA
Arin Simmes, Queensbury NY
Camemie Simmes, Queensbury NY
Casey Simmonds, Canton NY
Brian Simmons, Ballston Spa NY
Mary Simmons, South Glens Falls NY
Mike Simmons, South Glens Falls NY
Molly Simmons, Portland ME
Scott Simone, Johnstown NY
Zack Simone, Johnstown NY
Matt Simonetti, Wappinger Falls NY
Stephanie Simons, Webster NY
Mark Simonson, Lawrence NY
Richard Simpson, Jay NY
Todd Sims, Urbana OH
Darlene Sinclair, East Greenbush NY
Rick Sinclair, East Greenbush NY
Diane P. Singer, Olmstedville NY
Henry M. Singer, Olmstedville NY
John Singer, Macedon NY
Amrit Singh, Albany NY
Aaron Sinnott, Ballston Lake NY
Christina Sippie, Ambler PA
Christine Sipple, Amher PA
Joanna Siquer, Jay NY
Maria Siquer, Pompan FL
Nicole Sirianni, Saranac Lake NY
Nick Sirianno, Loudonville NY
John Sirico, Fairfield NJ
Jessica S. Sirolly, Swarthmore PA
Tom Sisson, Clifton Park NY
Jake Sitter, Shippensburg PA
Brian Sivals, Bergenfield NJ
Michael Sivals, Oradell NJ
Jill Skedlde, Rochester NY
David Skelho, Gloversville NY
Lisa Skell, Albany NY
David Skelho, Gloversville NY
Jeff H. Skiff, Tupper Lake NY
Joanie Skiff, Tupper Lake NY
Kate Skiff, Winthrop NY
Kristin Skiff, Tupper Lake NY
Rick Skiff, Tupper Lake NY
Ryan Skiff, Piercfield NY
Beth Skubis, Arlington VA
Cathy Skvorak, Syracuse NY
Jim Skvorak, Syracuse NY
Rachel Slallie, Greenwich NY
Dennis Slater, Roxbury NY
Scot Slater, Chazy NY
Virgina Slater, Saranac Lake NY
Henry Slaters, Rutland VT
Roy Slauwhite, Lake Placid NY
Anthony Slavatore, Schenectady NY
Martha Slaven, Newmarket Ontario
Michael Sleffer, Ontario NY
Kevin Slifer, Cromwell CT
John Slimmer, Ashhabula OH
Lori Slimmer, Ashhabula OH
Katie Slengerland, Saratoga Springs NY
Hilary Slocum, Chatham NY
Peter Slocum, Keene NY
Daniel Slonina, Catskill NY
Aaron Slosman, Williamsville NY
Zack Slutskey, Closter NJ
Caroline Slyer, Averill Park NY
Julia Slyer, Averill Park NY
Kathy Slyer, Averill Park NY
Justine Smale, Weston FL
Amber Smalley, Bloomingdale NY
Avis Smalley, Altont NY
Brian Smiley, Baldwinsville NY
Steve Smiley, Saranac Lake NY
Alex Smith, Canton NY
Allison Smith, Saranac Lake NY
Amanda Smith, Canton NY
Amy L. Smith, Lake Placid NY
Andy Smith, Glennent NY
Arthur J. Smith, Linden NJ
Barbara Smith, Keene NY
Ben Smith, United Kingdom
Brett Smith, Canton NY
Caleb Smith, Elmira NY
Cara Smith, New London CT
Carole Smith, South Glens Falls NY
Cheryl Smith, Saratoga Springs NY
Chris Smith, Muncy PA
Chris Smith, Albany NY
Clark Smith, Pleasant Valley NY
Colleen Smith, Delmar NY
Daryl Smith, Pine Grove PA
David Smith, Lake Placid NY
David S. Smith, Watertown NY
Debbie Smith, Stanhope NJ
Don Smith, Potsdam NY
Donald Smith, Keene NY
Eric Smith, Grantham NY
Evan Smith, Tupper Lake NY
Hannah Smith, Dexter MI
Hilary Smith, Saranac Lake NY
J. Smith, Sutton MA
J.H. Smith, Dahlonega GA
Jackie Smith, Lake George NY
James Smith, South Glens Falls NY
James B. Smith, Webster NY
Jeff Smith, Schenectady NY
Jeffery Smith, Lake George NY
Jeffrey Smith, Ocala FL
Jenny Smith, Newport NH
Jo Ann Smith, New Berlin NY
Joe Smith, Muncy PA
John F. Smith, York PA
Jonathan E. Smith, Cobleskill NY
John F. Smith, York PA
Joe Smith, Muncy PA
Amelie Smith, Weston FL
Kathy Smith, Saratoga Springs NY
Karen Smith, Washington DC
Kelly Smith, Cranberry Lake NY
Kenneth Smith, Groton NY
Kevin Smith, Bearsville NY
Kyla Smith, Kingston Ontario
Larry Smith, Palmyra NY
Laurie Smith, Port Matilda PA
Mary Smith, Lake Placid NY
Maryalice Smith, Saranac Lake NY
Michael Smith, Quakertown PA
Mike Smith, Port Matilda PA
Mindy Smith, Averill Park NY
Norma Smith, Lake Placid NY
Paul Smith, Haverstraw NY
Rob Smith, Saratoga Springs NY
Scott Smith, Lake George NY
Scott Smith, Pine Bush NY
Shelli Smith, Saratoga Springs NY
Steven Smith, Rensselaer NY
Sue Smith, Oneonta NY
Taylor Smith, Canton NY
Thad Smith, Ontario NY
Thomas Smith, Newburyport MA
Thomas R. Smith, Quakertown PA
Tilghman Smith, Mifflinburg PA
Todd Smith, Saranac Lake NY
Todd Smith, Bristol VT
Tom Smith, Keene Valley NY
Tom Smith, Massena NY
Vince Smith, Schenectady NY
Virginia Smith, Oshawa Ontario
Ward Smith, Lake Placid NY
William Smith, Lake Placid NY
William J. Smith, Remsen NY
Scott Smolensky, Canton NY
Kellie Smutz, Harwood NY
Andrew Smyth, New York NY
Larry Snavley, Clifton Park NY
Dennis P. Snay, Clifton Park NY
Melissa Snickles, Saranac Lake NY
Timothy W. Snickles, Saranac Lake NY
John Snide, Fort Lee NJ
John Snow, Los Angeles CA
Tim Snow, Brodwen MA
Amy Snyder, East Granby CT
Curt Snyder, Attica NY
James W. Snyder, Stratford NY
Jared Snyder, Loudonville NY
Jerome Snyder, Schoharie NY
Joel Snyder, Tupper Lake NY
Judith M. Snyder, Alden NY
Mary Ellen Snyder, Tupper Lake NY
Ronald Snyder, Alden NY
Samantha Snyder, Tupper Lake NY
Violet Snyder, Bradford PA
Peter Sobel, Whitesboro NY
Scott Sobkowicz, Wyckoff NJ
Brandon Sochia, Potadam NY
Paul Soderholm, Tupper Lake NY
R. Sofine, Pennington NJ
Brian Sohalski, Stoney Point NY
Ekaterina Sokolova, New York NY
Ed Solomon, Saratoga Springs NY
Andrea Solomon, Middlebury VT
Karen Solomon, Saratoga Springs NY
John Soltale, Cranberry Lake NY
Pat Sommo, Saratoga Springs NY
Jeff Songten, Franklinville NY
Anne Sonne, Camillus NY
John Sonne, Camillus NY
Thomas Sonnenberg, Lake Placid NY
Mary Ellen Sorel, Lake Placid NY
Michael Sorel, Lake Placid NY
Carl Sorensen, Tupper Lake NY
Sandy Sorensen, Tupper Lake NY
Victor Sorensen, Newport News VA
Matt Sorensen, Saranac Lake NY
Sharon Sorgule, Saranac Lake NY
Richard M. Sorhiphn, Clinton NY
Jason M. Sorre, Ballston Spa NY
Peter Sorrel, Plattsburgh NY
Barbara Sorrel, Delmar NY
Beverly Sortland, Lake Placid NY
Josh Sotanski, Staatsburg NY
Pet Sotanski, Staatsburg NY
Peter Sotanski, Staatsburg NY
Matt Soucy, Chazy NY
Chelsea Soules, Schenectady NY
Josh Sounders, Whitehall PA
Kirsty Southelder, Old Forge NY
Doug Southwick, Rensselaer NY
Douglas Southwick, Rensselaer NY
Hailey Soutiea, Arnold MO
Margie Sovey, East Greenbush NY
Michael Sovey, Tupper Lake NY
Christine Sowalskie, Whitesboro NY
Marilyn A. Space, Middletown NY
Mike Spadaro, Saranac Lake NY
Roger Spafford, Clifton Springs NY
Josh Spanburgh, Lake Placid NY
Meg Spano, Troy NY
Kathleen Sparks, Lutz FL
William J. Sparks, Lutz FL
John Spear, Lake Placid NY
Martha Spear, Lake Placid NY
Julie Speat, Albany NY
James Speer, Middle Village NY
Matt Speirs, Plattsburgh NY
Anne Spelman, Fairfield CT
Neely Spence, Lake Orion MI
Dana Spencer, Weymouth MA
David Spencer, Pavilion NY
James Spencer, Willsboro NY
Ken Spencer, Denville NY
Kyle Spencer, Rockaway NJ
Paul Spencer, Vestal NY
Rob Spencer, Plattsburgh NY
Clarisa Spendable, Cato NY
John Speranza, Latham NY
Jonathan Sperber, Saratoga Springs NY
Michele Sperber, Saratoga Springs NY
Joesh Sperduge, Benalem PA
Katherine Spergl, New York NY
Anastasia Sperry, Saratoga Springs NY
Barbara Spiak, Clifton Park NY
Elizabeth R. Spier, Niskayuna NY
Guy Spiers, Niskayuna NY
Rick Spiezio, Queensbury NY
Maggie Spilatrol, Rochester NY
Mike Spilatro, Rochester NY
Bob Spindler, Ava NY
Phyllis Spinsak, Dolgeville NY
Phyllis Spiner, Dolgeville NY
Peter Spinos, Glen Falls NY
Armand Splendido, Landsdale PA
Dave Sponible, Cato NY
Jeff Sponsello, Massillon OH
Ashley Spooner, Ausable Forks NY
Charles Spooner, Yarmouth Port MA
Lindsay Spooner, Yarmouth Port MA
Mark Spooner, Oneida NY
Alicia Spoor, Middletown NY
Joe Spoor, Middletown NY
Stuart Spotts, Lake Placid NY
Dicky Sprague, Clifton Park NY
Doug Sprague, Bloomville NY
Matt Sprag, Indian Lake NY
Matthew Sprag, Indian Lake NY
Alka Srivastava, Ogden NY
David H. Springarn, Saratoga Springs NY
Neil St Andrews, Canton NY
Justin St. John, Queensbury NY
Pierson St. Pierre, Tupper Lake NY
Mrs Patricia St. One, Tupper Lake NY
Lily St. Onge, Tupper Lake NY
Judy Stacey, Saratoga Springs NY
Carolyn Stacks, Harrisburg PA
Dennis Stadelman, Cicer NY
Chris Staff, Buffalo NY
Dan Staffo, Farmington NY
Scott Stafford, New Hartford NY
Carol Ann Stahl, Rush NY
Geeorge Stahl, Rush NY
Payton Stahlr, Canton NY
Brian Stahlsmith, Chautauqua NY
Janice Stainken, Willboro NY
Mark Stainken, Willboro NY
Harry Staley, Phillipsburg NY
Harry J. Staley, Phillipsburg NY
Melanie Staley, Saratoga Springs NY
Richard Staley, Saratoga Springs NY
Magnus Stalhammer, Tupper Lake NY
Robert Stalker, Rotterdam NY
Shane Stalke, Schenectady NY
Luke Tonlino, Otis MA
Nathan Paul Toohey, Tupper Lake NY
Chris Tooker, Castor Land NY
Tom Toole, Ogdensburg NY
Deb Tooey, Scotia NY
Ella M. Tooey, Tupper Lake NY
Frances L. Tooombs, Laurens NY
Neil R. Tooombs, Laurens NY
Chris Tooomey, Webster ny
Christina Tooomey, Syracuse NY
Mathew Torniamen, Fultonville NY
Henery Toroni, Bewyn PA
Joseph Torquato, New Paltz NY
Gerri Torrance, Lake Placid NY
Kenneth Torreggiani, Modena NY
James A. Torrigan, Altamont NY
Dorthea Torti, White River Junction VT
Scott Toster, Lake Placid NY
Libby Tots, Whitestone NY
Charles Touhey, Albany NY
Brigite Toussaint, Saratoga Springs NY
Jon Toussaint, Nassau NY
Dan Tower, North Bangor NY
Suzanne Towey, Marmor NY
Philip Towne, Star Lake NY
Renee Towne, Riddeford ME
Ruth Townsend, Duanesburg NY
Eric Traber, Cmch NY
Rick Traber, Wildwood NJ
Katherine Tracey, Rochester NY
Richard J. Tracey, Ravenna NY
Tim Tracey, Rochester NY
Elizabeth Trachte, New Paltz NY
Dale Tracy, Saratoga Springs NY
Rick Trader, Wildwood Crest NJ
John Trainoski, Schenectady NY
Anthony Tramontano, New York NY
Nicholas Trapasso, Fairfield NC
Nick Trapasso, Fairfield NJ
Henrietta Trapp, Lake Placid NY
Charles Traub, Rochester NY
Robert Traver, Burnt Hills NY
Stephen W. Traver, Queensbury NY
Paul Traverse, Vestal NY
Mike Travinski, Clifton Park NY
Eunice M. Travis, Lake Placid NY
Samantha Travis, Allison Park PA
Ron Treers, Schenectady NY
Helga Treimuth, Rochester NY
Ed Trembly, Cohoes NY
Emilie Tremblay, Montreal Quebec
Joseph Tremblay, Tupper Lake NY
Charles E. Trembley Jr, Cranberry Lake NY
Colin Trenz, North Tonawanda NY
Jennifer Tretem-Moore, Mt. Kisco NY
Gina Trezza, Nesconset NY
Teresa Trieller, Paul Smiths NY
Michael Trinkann, Ridgefield CT
David Tripp, Montreal Quebec
Denise Tripp, Ellicott City MD
Peter Troccoli, Hunt. Sta. NY
Erica Trogino, Poughkeepsie NY
Albert Trombley, Tupper Lake NY
Gordon Trombley, Saratoga Springs NY
Gregory Trombley, Tupper Lake NY
Larry Trombley, Ellenburg NY
Mike Trombley, Cohoes NY
Robert Trombley, Rutland VT
Evelyne Tropier, Lake Placid NY
Cheryl Trott, Lancaster MA
Jaime Trott, Topsham ME
Rick Trott, Lancaster MA
Andy Trought, Mooresown NJ
Lauren Trought, Moorstown NJ
Ursula Trudeau, Saranac Lake NY
Zachary Truesdial, Owego NY
Robert Truman, Lake Placid NY
John Trumble, Tupper Lake NY
Ryan Trumbull, Ausable Forks NY
Wait Tryon, Schenectady NY
Ed Tse, Schenectady NY
Billy Tsou, New York NY
Shelli Tsopelis, New Hartford NY
Sophia Tsopelis, New Hartford NY
Symeon Tsopelis, New Hartford NY
Steven Tubbs, Honeoye Falls NY
Lisa Tubridge, Saranac Lake NY
Terry Tubridge, Saranac Lake NY
Kenneth Tucker, Ticonderoga NY
Philip Tucker, Ohio NY
Joe Tudor, Holland NY
Michele Tudor, Holland NY
Bill Tully, Brooklyn NY
Judith Tully, Queensbury NY
Alexei Tumanov, Saranac Lake NY
Karen Tuminello, Oakfield NY
Tom Tuminello, Oakfield NY
Frozen Tundra, Keene NY
Joan Turbek, Jay NY
Koan Turbek, Jay NY
Stephen Turbek, Jay NY
Anne Turberg, Webster NY
Rachel Turberg, Webster NY
Doug Turetsky, Brooklyn NY
Emma Turetsky, Brooklyn NY
Kira Turetsky, Brooklyn NY
Kyle Turin, Altamont NY
Arlene Turner, Lake Placid NY
Ben Turner, Saratoga Springs NY
Chrisy Turner, Essex Jet VT
Jim Turner, Meadville PA
Joy Turner, Orchard Park NY
Jim Tuthill, Vermontville NY
Kevin Tuthill, Vermontville NY
Mike Tuthill, Vermontville NY
Barbara Tuttle, Utica NY
Randy Tuttle, Utica NY
Skyler Tuttle, Lowville NY
Tim Twardzik, Tribes Hill NY
Mitchell Twice, Buffalo NY
Matt Twinam, Saratoga Springs NY
Mike Tybor, Buffalo NY
Robert W. Tyler, Pittsford NY
Thomas Tyler, Gabriels NY
Robert Uchie, Webster NY
Chad Uckermark, Warwick NY
Miles Uebelman, Cayuga NY
Thomas Uhl, Solon OH
Tim Uhl, Solon OH
Donald Uhlery, Cadaville NY
Tara Uhlrich, Saratoga Springs NY
Bub Uhlig, Castelton NY
Mike Uhlein, Grafton WI
Dustin Ulrich, Lake Placid NY
Fred Ulrich, Slingerlands NY
Herman Ulrich, Corinth NY
Ray Ulrich II, Utica NY
Debbie Uller, Oneonta NY
William Ulwick, Bristol NH
Kathleen Under, East Concord NY
Emma Underwood, Kattskill Bay NY
Jo Ellen Unger, Saratoga Springs NY
Nick Urbanowicz, Saratoga Springs NY
Gilberto Urdaneta, Los Angeles CA
Laurie Uhr, Sammamish WA
Lindsey Uhr, Sammamish WA
Ryan Uhr, Sammamish WA
Thomas Uhr, Sammamish WA
Tom Uhr, Sammamish WA
Carol Urquhart, Saranac NY
Steve Urquhart, Saranac Lake NY
Debra Urschel, Wytantskill NY
Randy Urschel, Clarence Center NY
Stephen Urschel, Wytantskill NY
Olga Ushak, Kingston Ontario
Svitlana Ushak, Toronto Ontario
Stephen J. Usiatynski Jr, Kirkville NY
Stephern Uzdzavinis, Old Forge NY
Chris Vacron, Tupper Lake NY
Amy Vadanis, Queens NY
Jeremy Vail, Stafford Springs CT
Chris Vaill, Brooklyn NY
Gary Vaillancourt, Old Forge NY
Pat Vaillancourt, Old Forge NY
Victor Valatis, Ballston Spa NY
Sebastian Valee, Laval Quebec
Jeffrey A. Valens, Wilson NY
Kim Valente, Colonie NY
Frank Valenti, Troy NY
Michelle Valenti, Troy NY
Fred Valentin, Marcy NY
Allyson Valentine, Fairfield CT
Lisa Valentine, Middle Grove NY
Abby Valentiino, Mantonre NY
Ashley Valentiino, Montrose NY
Charlie Valentiino, Montrose NY
Dorothy Valentiino, Rye NH
Jim Vallimont, Union City PA
Dana Van, Lake Placid NY
Matt Van Brocklin, Harrsville NY
Matthew F. Van Brocklin, Harrsville NY
Julia Van Cleare, Cardiff CA
Thomas Van De Veerden, Putnam Valley NY
Carol Van Der Kar, Cortland NY
Ellen Van Der Kar, Brockport NY
Philip A. Van Der Kar, Brockport NY
Virginia W. Van Der Meid, Pittsford NY
Lisa Van Der Wal, Parkton MD
Paul Van DerMaid, Pittsford NY
Abigail Van Don, Lake Placid NY
Duncan Van Don, Lake Placid NY
Rosanne Van Don, Lake Placid NY
Tim Van Dusen, Saratoga Springs NY
Joe Van Dyke, North Brunswick NJ
D. Peter Van Eenenaam, Watertown NY
Jared Van Etten, Willeysville NY
Steve Van Etten, Willeysville NY
Kathleen Van Horn, Tupper Lake NY
Barbara Van Kerkhove, Rochester NY
John Van Kerkhove, Rochester NY
Paul Van Kerkhove, Buffalo NY
Andy Van Ness, Peru NY
Jim Van Ness, Saranac Lake NY
Susan Van Nortonwick, Saranac Lake NY
Eric Van Reet, Rutland MA
Paul Van Slyke, Eagle Bay NY
Ingrid Van Slyte, Lake Placid NY
Babette Van Valkenborg, Otter Lake NY
David Van Valledy, West Storm Lake NY
Dawn Van Vlack, Belle River Ontario
Martha Van Vleet, Queensbury NY
L. Van Volkenborg, Herkimer NY
Robin Van Weelden, Saranac Lake NY
Susan Van Wert, Niskayuna NY
Edward W. Van Woert, Shelburne VT
Katherine S. Van Woert, Shelburne VT
Cindy Van Wyk, Clifton Park NY
Heidi Van Zandl, Lowville NY
George D. Vanarsdale, Pittsford NY
Betty Vancamp, Oaks Corners NY
Eleanor Vance, Hobart NY
Maynard Vance, Hobart NY
Jacobs Vandenbeng, Niskayuna NY
Bonnie Vandenburgh, Kinderhook NY
Jennifer Vander Veer, Rensselaer NY
Terry Vanderberg, Batavia NY
Shawn A. Vanderbunt, Greene NY
Edward Vandercar, Schroon Lake NY
David Vanderlinde, Clyde NY
Sharon Vanderlinde, Clyde NY
Emily Vanderwelken, Liverpool NY
Tessa Vanderwelken, Ithaca NY
Audrey Vandervoort, West Stockbridge MA
Mark Vandeuwerken, Cherry Valley NY
Susan Vanveerden, Putnam Valley NY
Steve Vandixhorn, Fort Edward NY
Todd Vandresar, Springfield Ctr NY
Dennis Vandy, Saugerties NY
Brett Vanetten, Schenectady NY
Scott Vanfleet, Lawrenceville NJ
John Vanlueven, Standfordville NY
Keiko Vann, Penfield NY
Christy Vanstrand, Auburn NY
Michele Vanreete, Rutland MA
John Vanschaick, Hammond NY
Timothy Vanslyke, Freeville NY
Ed Vanvleet, Mays Landing NJ
D. Vanwye, Inlet NY
Dennis Vardy, Saugerties NY
Adiya Vargha, Schenecusus NY
Brian Vargo, Lake Placid NY
Steve Vargo, Lake Placid NY
Ramon Vargos, Webster NY
Mary Varone, Berby CT
Joe Vartigian, Niskayuna NY
Mary Vartigian, Niskayuna NY
Christian Vasan, New York NY
Danielle Vasan, New York NY
Paula Vasar, New York NY
Stephen Vasick, Syracuse NY
Jordan Vasilif, Lake Placid NY
Amanda Vassar, Lake Placid NY
Brian Vassar, Lake Placid NY
Burke Vaughan Thomas, Lake Placid NY
Brad Vaughan, Nepean Canada
Susanne Vaughn, Raymond NH
Dillon Vautron, Pulaski NY
Linda Vebelman, Cayuga NY
Matt Veddler, Alpans NY
Dolores Veeder, Earlton NY
James Velastron, Kattskill Bay NY
Carol Venanzi, Brooklyn NY
Thomas J Venanzi, Brooklyn NY
Nancy Venetz, Old Forge NY
Patrick J. Venetz, Old Forge NY
Linda Verdeline, Rome NY
Robert Verdeline, Rome NY
Janice Verrastro, West Sand Lake NY
Elaine Verstrae, Middlesex NY
Kim Vespa, Lake Placid NY
Steven Vetore, Toronto Ontario
Susan Vetsch, Marcellus NY
Bonnie Vetti, Stamford CT
Manny Vetti, Eagle Bay NY
Aloan Via, Slingerlands NY
Barbara Via, Slingerlands NY
Stephen Viakl, Hillsborough NJ
Bob Vickelis, Clifton Park NY
Bob Vickers, Clifton Park NY
Byrne Jo Viele, Queens Bury NY
Mike Vilegi, Blackbrook NY
Bamby Villa, Saratoga Springs NY
George Villalobos, Downey CA
Donna Villani, Wilimington NY
Susan L. Villiers, Clarence NY
Jeremy Vincent, Wilimington NY
Ken Vincent, Inlet NY
Ken Vincent, East Greenville PA
Mary T. Vincent, Inlet NY
Matthew Vincent, Upper Jay NY
Mike Vinciguarteru, Germaintont NY
Tracey Viola, Lake Placid NY
Guibert Virignie, 1308 La Chaux CH
Nicole Viscus, Scotia NY
Jody Visionia, Ballston Spa NY
Frank Vitagliano Jr., Silver Springs NY
Ruthanne Vitagliano Jr., Silver Springs NY
Chris Vitolins, East Glenville NY
Don Vittorelli, Philadelphia PA
Brian Voeler, Middleport NY
Chris Vogel, Wallkill NY
Joe Vogel, Wallkill NY
Paul Vogt, East Moriches NY
Artur Voight, Jay NY
Paula Voight, Jay NY
Susannah Voigt, Brooklyn NY
Joe Vola, Saugerties NY
Mike Volin, Millbrook NY
Sonja Vollertsen, Paul Smiths NY
Allen Volmer, Clinton Park NY
Kyle Volo, Hivcksville NY
Lisa Volpe, Doylstown PA
Gloria Volz, Saranac Lake NY
Joani Von Ahn, Saratoga Springs NY
Richard Von Ahn, Saratoga Springs NY
Sandy Von Allman, Norfolk NY
Sandra Von Allmen, Norfolk NY
Phil Von Bargen, Morrisonville NY
Philip Von Bargen, Plattsburgh NY
Laura Von Bevern, Kings Park NY
Laura Voorhees, Trumansburg NY
Scott Voorhees, Trumansburg NY
Todt Vosghanian, Glendale CA
Julie Voss, Lake Placid NY
Allen Vrabel, Lincroft NJ
Austin Vrabl, Manahawkin NJ
<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>City, State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weeks</td>
<td>Sierra</td>
<td>Shortsville, NY</td>
</tr>
<tr>
<td>Weese</td>
<td>Kristie</td>
<td>Durhamville, NY</td>
</tr>
<tr>
<td>Weese</td>
<td>Scott</td>
<td>Durhamville, NY</td>
</tr>
<tr>
<td>Weestion</td>
<td>Randy</td>
<td>Conneaut, OH</td>
</tr>
<tr>
<td>Weeston</td>
<td>Wilma</td>
<td>Conneaut, OH</td>
</tr>
<tr>
<td>Wegener</td>
<td>Marc</td>
<td>East Greenwich, NY</td>
</tr>
<tr>
<td>Wiegand</td>
<td>Kevin</td>
<td>Woodbourne, NY</td>
</tr>
<tr>
<td>Weightman</td>
<td>Scott</td>
<td>Cadyville, NY</td>
</tr>
<tr>
<td>Weilacher</td>
<td>Robert</td>
<td>Clermont, NY</td>
</tr>
<tr>
<td>Weimer</td>
<td>Keir</td>
<td>Old Forge, NY</td>
</tr>
<tr>
<td>Weingart</td>
<td>Ron</td>
<td>Torrington, CT</td>
</tr>
<tr>
<td>Weingarten</td>
<td>Neil</td>
<td>East Patchogue, NY</td>
</tr>
<tr>
<td>Weinstein</td>
<td>Julie</td>
<td>Saranac Lake, NY</td>
</tr>
<tr>
<td>Weirfel</td>
<td>Nancy</td>
<td>Edgewater, NJ</td>
</tr>
<tr>
<td>Weiss</td>
<td>Lisa</td>
<td>New York, NY</td>
</tr>
<tr>
<td>Weiss</td>
<td>Robert</td>
<td>LaGrangeville, NY</td>
</tr>
<tr>
<td>Weiss</td>
<td>Robin</td>
<td>Newcomb, NY</td>
</tr>
<tr>
<td>Weiss</td>
<td>Roger</td>
<td>Howell, NY</td>
</tr>
<tr>
<td>Weiss</td>
<td>Robert</td>
<td>Greig, NY</td>
</tr>
<tr>
<td>Weissman</td>
<td>Jeffrey</td>
<td>Mohegan Lake, NY</td>
</tr>
<tr>
<td>Welsh</td>
<td>John</td>
<td>Schoon Lake, NY</td>
</tr>
<tr>
<td>Welch</td>
<td>Bob</td>
<td>Deansboro, NY</td>
</tr>
<tr>
<td>Welch</td>
<td>Jon</td>
<td>Barneveld, NY</td>
</tr>
<tr>
<td>Welch</td>
<td>Keith</td>
<td>Old Forge, NY</td>
</tr>
<tr>
<td>Welch</td>
<td>Keith</td>
<td>Hammond County, NY</td>
</tr>
<tr>
<td>Welch</td>
<td>Trevor</td>
<td>Hammond County, NY</td>
</tr>
<tr>
<td>Welchans</td>
<td>Paul</td>
<td>Wyckoff, NJ</td>
</tr>
<tr>
<td>Wellema</td>
<td>Randy</td>
<td>West Millford, NJ</td>
</tr>
<tr>
<td>Weller</td>
<td>Ann</td>
<td>Saranac Lake, NY</td>
</tr>
<tr>
<td>Weller</td>
<td>Lisa</td>
<td>Clifton Park, NY</td>
</tr>
<tr>
<td>Welker</td>
<td>Mark</td>
<td>Saranac Lake, NY</td>
</tr>
<tr>
<td>Weller</td>
<td>Scott</td>
<td>Clifton Park, NY</td>
</tr>
<tr>
<td>Welles</td>
<td>Clayton</td>
<td>Wyalusing, PA</td>
</tr>
<tr>
<td>Welles</td>
<td>Dustin</td>
<td>Wyalusing, PA</td>
</tr>
<tr>
<td>Wellford</td>
<td>Jan</td>
<td>Keene NY</td>
</tr>
<tr>
<td>Welch</td>
<td>Gary</td>
<td>Lake Placid, NY</td>
</tr>
<tr>
<td>Welch</td>
<td>Jessica</td>
<td>Morrisonville, NY</td>
</tr>
<tr>
<td>Welch</td>
<td>John</td>
<td>Morrisonville, NY</td>
</tr>
<tr>
<td>Welch</td>
<td>Kristie</td>
<td>Cherry Valley, NY</td>
</tr>
<tr>
<td>Wells</td>
<td>Michael</td>
<td>Peru, NY</td>
</tr>
<tr>
<td>Wells</td>
<td>Pat</td>
<td>Saratoga Springs, NY</td>
</tr>
<tr>
<td>Wells</td>
<td>Robert</td>
<td>Garretsville, NY</td>
</tr>
<tr>
<td>Wells</td>
<td>Ruth</td>
<td>Syracuse, NY</td>
</tr>
<tr>
<td>Wells</td>
<td>Sandy</td>
<td>Schenectady, NY</td>
</tr>
<tr>
<td>Wells</td>
<td>Sarita</td>
<td>Nassau, NY</td>
</tr>
<tr>
<td>Welsch</td>
<td>Michael</td>
<td>Penfield, NY</td>
</tr>
<tr>
<td>Welsh</td>
<td>Tom</td>
<td>Delmar, NY</td>
</tr>
<tr>
<td>Wemett</td>
<td>Tom</td>
<td>Albany, NY</td>
</tr>
<tr>
<td>Wemple</td>
<td>Lisa</td>
<td>Mayfield, NY</td>
</tr>
<tr>
<td>Wendt</td>
<td>Judy</td>
<td>Potsdam, NY</td>
</tr>
<tr>
<td>Wengert</td>
<td>John</td>
<td>Lebanon, PA</td>
</tr>
<tr>
<td>Wensdorf</td>
<td>John</td>
<td>Harrisville, NY</td>
</tr>
<tr>
<td>Werfl</td>
<td>Ellen</td>
<td>Pleasantville, NY</td>
</tr>
<tr>
<td>Werkmann</td>
<td>Josh</td>
<td>Liverpool, NY</td>
</tr>
<tr>
<td>Werle</td>
<td>George</td>
<td>Gloversville, NY</td>
</tr>
<tr>
<td>Weth</td>
<td>Brandon</td>
<td>No, Tonawanda, NY</td>
</tr>
<tr>
<td>Werthmann</td>
<td>Aaron</td>
<td>Wolcott, NY</td>
</tr>
<tr>
<td>Werthmann</td>
<td>Julie</td>
<td>Wolcott, NY</td>
</tr>
<tr>
<td>Wermuller</td>
<td>Bob</td>
<td>Scotia, NY</td>
</tr>
<tr>
<td>Wermuller</td>
<td>Nancy</td>
<td>Scotia, NY</td>
</tr>
<tr>
<td>Werther</td>
<td>Stephen</td>
<td>Albany, NY</td>
</tr>
<tr>
<td>Werwaiss</td>
<td>Abby</td>
<td>Nassau, NY</td>
</tr>
<tr>
<td>Werwaiss</td>
<td>Willa</td>
<td>Nassau, NY</td>
</tr>
<tr>
<td>Westbult</td>
<td>Patrick</td>
<td>Poughkeepsie, NY</td>
</tr>
<tr>
<td>Weschhoff</td>
<td>Sadie</td>
<td>Keene Valley, NY</td>
</tr>
<tr>
<td>Wescovia</td>
<td>Ray</td>
<td>Cazenovia, NY</td>
</tr>
<tr>
<td>West</td>
<td>Alan</td>
<td>Scotia, NY</td>
</tr>
<tr>
<td>West</td>
<td>Andrew</td>
<td>West, Ada MI</td>
</tr>
<tr>
<td>West</td>
<td>Jeanie</td>
<td>West, Wyomissing, PA</td>
</tr>
<tr>
<td>West</td>
<td>Lynn</td>
<td>Carrollton, TX</td>
</tr>
<tr>
<td>West</td>
<td>Pat</td>
<td>West, Ada MI</td>
</tr>
<tr>
<td>West</td>
<td>Robert</td>
<td>Darien, CT</td>
</tr>
<tr>
<td>West</td>
<td>Robert</td>
<td>Honeoye Falls, NY</td>
</tr>
<tr>
<td>West</td>
<td>William J. West Jr.</td>
<td>Wyomissing, PA</td>
</tr>
<tr>
<td>Westend</td>
<td>Delia</td>
<td>Westerdish, Jamestown, NY</td>
</tr>
<tr>
<td>Westfall</td>
<td>Gary</td>
<td>Westfall, Tonawanda, NY</td>
</tr>
<tr>
<td>Westfall</td>
<td>Rich</td>
<td>Westfall, Lakeland, FL</td>
</tr>
<tr>
<td>West</td>
<td>Emmanuel S. West Jr.</td>
<td>Saranac Lake, NY</td>
</tr>
<tr>
<td>Weston</td>
<td>Neil</td>
<td>Weston, Clifton Park, NY</td>
</tr>
<tr>
<td>Weston</td>
<td>Ruth</td>
<td>Weston, Clifton Park, NY</td>
</tr>
<tr>
<td>Weston</td>
<td>Victoria J. Weston</td>
<td>Clifton Park, NY</td>
</tr>
<tr>
<td>Westover</td>
<td>Aaron</td>
<td>Lee Westover, Saratoga Springs, NY</td>
</tr>
<tr>
<td>Westcott</td>
<td>Marlene</td>
<td>Cazenovia, NY</td>
</tr>
<tr>
<td>Wettstein</td>
<td>Andrew</td>
<td>Rockville Center, NY</td>
</tr>
<tr>
<td>Whalen</td>
<td>Robert</td>
<td>Whalen, South Colton, NY</td>
</tr>
<tr>
<td>Wheaton</td>
<td>Meg</td>
<td>Wheaton, Lowville, NY</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Art</td>
<td>Wheeler, Erie, PA</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Bruce</td>
<td>Wheeler, Somerest, NY</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Chip</td>
<td>Wheeler, Lake Placid, NY</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Courtney</td>
<td>Wheeler, Worcester, MA</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Dan</td>
<td>Wheeler, Fayetteville, NY</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Heather</td>
<td>Wheeler, Potsdam, NY</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Karen</td>
<td>Wheeler, Poestenkill, NY</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Kendra</td>
<td>Wheeler, Beacon, NY</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Lou Lou</td>
<td>Wheeler, Canton, NY</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Micheline</td>
<td>Wheeler, Saranac Lake, NY</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Patrick</td>
<td>Wheeler, Worcester, MA</td>
</tr>
<tr>
<td>Wheeler</td>
<td>Tim</td>
<td>Wheeler, Marcy, NY</td>
</tr>
<tr>
<td>Wheatlock</td>
<td>Robert</td>
<td>Wheatlock, Slingerlands, NY</td>
</tr>
<tr>
<td>Whit Beck</td>
<td>David</td>
<td>Whit Beck, Elkhorn, MD</td>
</tr>
<tr>
<td>Whitbeck</td>
<td>Walter</td>
<td>Whitbeck, Binghamton, NY</td>
</tr>
<tr>
<td>Whitcomb</td>
<td>Dan</td>
<td>Whitcomb, Ontario, NY</td>
</tr>
<tr>
<td>White</td>
<td>Brenda L. White</td>
<td>Dickinson Center, NY</td>
</tr>
<tr>
<td>White</td>
<td>Christopher</td>
<td>White, New Paltz, NY</td>
</tr>
<tr>
<td>White</td>
<td>Chuck</td>
<td>White, Fayetteville, NY</td>
</tr>
<tr>
<td>White</td>
<td>Dan</td>
<td>White, Cooperstown, NY</td>
</tr>
<tr>
<td>White</td>
<td>David</td>
<td>White, Tupper Lake, NY</td>
</tr>
<tr>
<td>White</td>
<td>Dennis</td>
<td>White, Stratford, CT</td>
</tr>
<tr>
<td>White</td>
<td>Emma</td>
<td>White, Delanson, NY</td>
</tr>
<tr>
<td>White</td>
<td>Jim</td>
<td>White, Valatie, NY</td>
</tr>
<tr>
<td>White</td>
<td>John</td>
<td>White, Cohoes, NY</td>
</tr>
<tr>
<td>White</td>
<td>Josh</td>
<td>White, Tupper Lake, NY</td>
</tr>
<tr>
<td>White</td>
<td>Kathleen</td>
<td>White, Brattleboro, VT</td>
</tr>
<tr>
<td>White</td>
<td>Katie</td>
<td>White, Lake Placid, NY</td>
</tr>
<tr>
<td>White</td>
<td>Laura</td>
<td>White, East Aurora, NY</td>
</tr>
<tr>
<td>White</td>
<td>Litell</td>
<td>White, Canton, NY</td>
</tr>
<tr>
<td>White</td>
<td>Mark</td>
<td>White, Porter Corners, NY</td>
</tr>
<tr>
<td>White</td>
<td>Michelle</td>
<td>White, Rainbow Lake, NY</td>
</tr>
<tr>
<td>White</td>
<td>Nancy</td>
<td>White, Lake Placid, NY</td>
</tr>
<tr>
<td>White</td>
<td>Peter</td>
<td>White, Star Lake, NY</td>
</tr>
<tr>
<td>White</td>
<td>Richard</td>
<td>White, Peru, NY</td>
</tr>
<tr>
<td>White</td>
<td>Richard</td>
<td>White, North Bangor, NY</td>
</tr>
<tr>
<td>White</td>
<td>Robert E. White</td>
<td>Saranac Lake, NY</td>
</tr>
<tr>
<td>White</td>
<td>Robert L. White</td>
<td>Pennington, NY</td>
</tr>
<tr>
<td>White</td>
<td>Robin</td>
<td>White, Scott TWP, PA</td>
</tr>
<tr>
<td>White</td>
<td>Steven</td>
<td>White, Delmar, NY</td>
</tr>
<tr>
<td>White</td>
<td>Theron A. White</td>
<td>Dickinson Center, NY</td>
</tr>
<tr>
<td>White</td>
<td>Thomas</td>
<td>White, Lake Placid, NY</td>
</tr>
<tr>
<td>White</td>
<td>Willis</td>
<td>White, Elizabethtown, NY</td>
</tr>
<tr>
<td>White</td>
<td>William E. White Jr.</td>
<td>Longmeadow, MA</td>
</tr>
<tr>
<td>White</td>
<td>Faye</td>
<td>Whiteford, Lake Clear, NY</td>
</tr>
<tr>
<td>White</td>
<td>James</td>
<td>Whiteman, Olean, NY</td>
</tr>
<tr>
<td>White</td>
<td>Scott</td>
<td>Whiteman, Pasadena, MD</td>
</tr>
<tr>
<td>White</td>
<td>Scott</td>
<td>Whiteman, Olean, NY</td>
</tr>
<tr>
<td>White</td>
<td>Amber</td>
<td>Whiteowl, Ballston Spa, NY</td>
</tr>
<tr>
<td>Whiting</td>
<td>Jessica</td>
<td>Whiting, Scotia, NY</td>
</tr>
<tr>
<td>Whiting</td>
<td>Richard</td>
<td>Whiting, Scotia, NY</td>
</tr>
<tr>
<td>Whiting</td>
<td>Richard</td>
<td>Whiting, Tupper Lake, NY</td>
</tr>
<tr>
<td>Whitney</td>
<td>Bob</td>
<td>Whitney, Lake Placid, NY</td>
</tr>
<tr>
<td>Whitney</td>
<td>Bobby</td>
<td>Whitney, Lake Placid, NY</td>
</tr>
<tr>
<td>Whitney</td>
<td>Julia</td>
<td>Whitney, Rensselaer, NY</td>
</tr>
<tr>
<td>Whitney</td>
<td>Richard</td>
<td>Whitney, Scotia, NY</td>
</tr>
<tr>
<td>Whitaker</td>
<td>Judy</td>
<td>Whitaker, Whitney Point, NY</td>
</tr>
<tr>
<td>Whittemore</td>
<td>Jeff</td>
<td>Whittemore, Dolgeville, NY</td>
</tr>
<tr>
<td>Whitwell</td>
<td>Lisa</td>
<td>Whitwell, Nedrow, NY</td>
</tr>
<tr>
<td>Wickes</td>
<td>Chris</td>
<td>Wickes, Mechanicville, NY</td>
</tr>
<tr>
<td>Wickes</td>
<td>Sue</td>
<td>Wickes, Saratoga Springs, NY</td>
</tr>
<tr>
<td>Wickes</td>
<td>Susan</td>
<td>Wickes, Saratoga Springs, NY</td>
</tr>
<tr>
<td>Wickham</td>
<td>Debbie</td>
<td>Wickham, Victor, NY</td>
</tr>
<tr>
<td>Wickham</td>
<td>Greg</td>
<td>Wickham, Manlius, NY</td>
</tr>
<tr>
<td>Wickham</td>
<td>William</td>
<td>Wickham, Victor, NY</td>
</tr>
<tr>
<td>Wicks</td>
<td>Daniel</td>
<td>Wicks, Hicksville, NY</td>
</tr>
<tr>
<td>Wickwire</td>
<td>Robert L.</td>
<td>Wickwire, Potsdam, NY</td>
</tr>
<tr>
<td>Wickwire</td>
<td>Trish</td>
<td>Wickwire, Saranac Lake, NY</td>
</tr>
<tr>
<td>Widas</td>
<td>George</td>
<td>Widas, Liverpool, NY</td>
</tr>
<tr>
<td>Widay</td>
<td>Christine</td>
<td>Widay, Raquete Lake, NY</td>
</tr>
<tr>
<td>Widay</td>
<td>Peter</td>
<td>Widay, Herkimer, NY</td>
</tr>
<tr>
<td>Widrick</td>
<td>Derek</td>
<td>Widrick, Castor Land, NY</td>
</tr>
<tr>
<td>Widrick</td>
<td>Philip</td>
<td>Widrick, Croghan, NY</td>
</tr>
<tr>
<td>Wieland</td>
<td>Geoff</td>
<td>Wieland, Phillipsburg, NY</td>
</tr>
<tr>
<td>Wiener</td>
<td>Roy</td>
<td>Wiener, Rochester, NY</td>
</tr>
<tr>
<td>Wieschoff</td>
<td>Annie</td>
<td>Wieschoff, Keene Valley, NY</td>
</tr>
</tbody>
</table>
Hanne Wieschoff, Keene Valley NY
Carolyn Wiggin, Lake Placid NY
Leon Wiggin, Oneonta NY
Lucille Wiggin, Oneonta NY
Daniel Wikoff, Lake Placid NY
David Wilber, East Greenbush NY
Kendell Wilbert, Boonville NY
Mike Wilbert, Utica NY
Jamie Wilbur, Greenwich NY
Ward Wilbur, Lake Placid NY
Kathleen Wilcott, Park City UT
Catherine Wilcox, Saratoga Springs NY
David Wilcox, Gansevoort NY
David Wilcox, Lake Placid NY
Lyn Wilcox, Gansevoort NY
Roger Wilcox, Saratoga Springs NY
Kelly Wilcula, Stormville NY
Scott Wilcula, Stormville NY
Cynthia Wilczak, Rome NY
Jeff Wilczak, Vermont Center NY
Carol Wild, Lake Placid NY
Emily C. Wild, Golden CO
Maria Wild, Langhorne PA
Rob Wilder, Gansevoort NY
Thomas Wilder, Paradise Valley AZ
Chris Wiles, Syracuse NY
Christopher Wiles, Canton NY
Emelia Wiles, Brooklyn NY
Chris Wilhelm, Exter NH
Carol Wilson, Red Bank NJ
Kathleen Wilker, Ottawa Ontario
Amy Wilkes, Potsdam NY
David Wilkens, Fairport NY
George Wilkinson, Amawalk NY
Larry Wilkinson, Deerfield NY
Lee Wilkinson, Malta NY
Mary Ann Wilkinson, Deerfield NY
Steven Will, Binghamton NY
Joe Willard, Sabillasville MD
Edith Willenbrecht, Lake Orion MI
Maxwell Willett, Tupper Lake NY
Pat Willey, Starwood NY
Alison Williams, Lake Placid NY
Allen Williams, Bellingham MA
Brian Williams, Cheshire CT
Cindy Williams, Saranac Lake NY
Dan Williams, Saratoga Springs NY
Danny Williams, Morrisville NY
David Williams, Schroon Lake NY
Douglas Williams, Rensselaer NY
Fran Williams, Scio NY
Geoffrey Williams, Fairfax VA
Heather Williams, Schroon Lake NY
James Williams, Konolulu HI
Jeremy Williams, North Myrtle Beach SC
Jim Williams, Kingston NY
John Williams, Los Angeles CA
Josh Williams, Lake Placid NY
Karen Williams, Rochester NY
Kate Williams, Massena NY
Kazia Williams, Goodview VA
Kim Williams, Saranac Lake NY
Mark Williams, Clinton NY
Matt Williams, Saranac Lake NY
Melissa Williams, Harriman NY
Michael Williams, Ray Brook NY
Nancy Williams, Kingston NY
Robert B. Williams, Hilton NY
Susan Williams, Secane PA
Tom Williams, Saranac Lake NY
Tom Williams, Endwell NY
Bill Williams Jr., Clifton Park NY
Heather Willig, Ballston Spa NY
Sarah Willis, Saratoga Springs NY
Karen Wills, West Orange NJ
Phil Wilmot, Harpersville NY
Amy Wilson, Inverary Ontario
Arienne Wilson, Lake Clear NY
Arthur W. Wilson, South Colton NY
Brian Wilson, Cadyville NY
Brian Wilson, Nassau NY
Carol Wilson, Red Bank NJ
Charlie Wilson, Saranac Lake NY
Connie Wilson, Fort Edward NY
Diane Wilson, South Colton NY
Heather Wilson, Potsdam NY
J. H. Wilson, Red Bank NJ
James Wilson, Spring Grove PA
Kim Wilson, Princeton NJ
Kurt Wilson, Loon Lake NY
Lawrence Wilson, Fort Edward NY
Lonnie Wilson, Niskayuna NY
Madeline Wilson, Peterborough Ontario
Marcus Wilson, Gloversville NY
Nicole Wilson, St. Mary's PA
Pat Wilson, Saratoga Springs NY
Rich Wilson, St. Mary's PA
Sarah Wilson, Keene NY
Stephen Wilson, Altamont NY
Tom Wilson, Shakan Heights OH
Margaret Wiltberger, Saranac Lake NY
Emily Wilwol, Hoosick Falls NY
Jody Winch, Tupper Lake NY
Joseph Winch, Wilmington NY
David Winchell, Saranac Lake NY
Ellen Winchell, Saranac Lake NY
Dean Winday, Charlton NY
Susan Wing, Cranberry Lake NY
Ann Wingert, Springfield VA
Fred Wingert, Springfield VA
Lolly Winne, Little Falls NY
Norm Winne, Schuyler Lake NY
SueInez Winne, Schuyler Lake NY
Steven Winney, Stillwater NY
Ted Winnowski, Saratoga Springs NY
Barb Winslow, Old Forge NY
Danielle Winslow, Queensbury NY
Susan Winston, Oak Park IL
John Wint, Macedon NY
Randy Wint, Lake Placid NY
Anne Winter, Saratoga Springs NY
Delphine Winter, Lake Placid NY
Ethan Winter, Saratoga Springs NY
Nanette Winter, Bloomindale NY
Heather Winterbottom, Coatesville PA
Gene S. Winters, New Haven CT
Robert Winters, Lockport NY
Tina Wintens, Syracuse NY
Amanda Wirth, Geneva NY
Jeff Wisa, Belle River Ontario
Jeffery Wise, Portland OR
Rob Wise, Rockwell City IA
Walt Wishwanick, Quakertown PA
Eric Wisor, Marienville PA
Erica Wisor, Ransomville NY
Christian Wissler, Saranac Lake NY
Uta Wister, Lake Clear NY
Uta Wister, Lake Clear NY
Dave Wiswell, Jay NY
Jean Wiswell, Jay NY
Justin Wit, Stittville NY
Dave Witchley, Whitesboro NY
Noreen Withers, Doylestown PA
Scott Withers, Doylestown PA
Chris Wittmar, Bainbridge PA
Jim Witmer, Somerville MA
Tom Witnauer, Lancaster NY
Jim Wittmaak, Cambridge Springs PA
David Woby, Buffalo NY
Edward Woehrle Jr., Niskayuna NY
Randall Woessned, Niskayuna NY
Brian Wohnseidler, Harrisville NY
Carol Wojcik, Mechanicville NY
Dan Wojcik, Mechanicville NY
Melissa Wojcik, Ballston Lake NY
Michael R. Wojdyla, Saratoga Springs NY
James R. Wojovich, Baldwinsville NY
Kathy Wojtak, Washingtonville NY
Paul Wojtak, Washingtonville NY
Alan Wolbert, Clarence Center NY
Robert Wolbert, Valley Falls NY
Ann-Marie Wold, Staten Island NY
Nick Wold, Staten Island NY
Kimberly Wolf, Danielsville PA
Matthew Wolf, Clinton NY
Katharine Wolfe, Albany NY
Colleen Wolff, Mechanicville NY
Dave Wolff, Saranac Lake NY
Mike Wolff, Mechanicville NY
Michele Wolfson, Rye NY
Thomas Wolleschley, Rochester NY
Craig Zarzycki, Malta NY
Michael Zataveski, Quakertown PA
Mike Zataveski, Quakertown PA
Carrie Zdaylak, Syracuse NY
Emma Zdgiebloski, Lake George NY
Stan Zdunek, Fort Johnson NY
Al Zecchini, New York NY
Brooke Zehr, Lowville NY
Will Zehring, Mountain Top PA
Justin Zeigler, Boonville NY
Paul Zeller, Whitehall NY
Bill Zellers, Lake Placid NY
Jerilee Zemperl, Keene Valley NY
Mark Zeno, Malone NY
Martha Zesic, Keene Valley NY
Sanya Zezulin, Sea cliff NY
Maddy Ziac, Niskayuna NY
George Zibell, Rensselaer NY

Chris Zick, Endwell NY
Michael Zick, Endwell NY
E. Zieker, Victory Mills NY
Lauren Ziemann, Guilderland NY
Dan Zier, Wilmington DE
Adam Zigiestowsky, Perkiomenville PA
Kieth Zigiestowsky, Perkiomenville PA
Tim Zihharev, New York NY
Sahsa Zill, Brooklyn NY
Bob Zimmerman, Waterford PA
James M. Zimmerman, Stevens PA
Lisa Zimmerman, Nassau NY
Noreen Zimmerman, Saranac Lake NY
Aleah Zinalabedini, Ellicott City MD
Jay J Zindel, Warsaw NY
Lawrence W. Zinter Jr., Saratoga Springs NY
Edward Ziobro, Mt. Upton NY

Carly Zites, Montreal Quebec
Doug Zmolek, Jamesville NY
Mike Zocco, Clifton Park NY
Samantha Zoerb, Elmira NY
Jeff Zube, Centerville ID
Rebecca Zuccomi, Madison CT
Madison Zuis, Malta NY
Amanda Zullo, Saranac Lake NY
Andrew Zullo, Stillwater NY
Gina Zuminga, Chatham NJ
Jean R. Zurek, Hamburg NY
Joann Zurek, West Seneca NY
Natalie Zurek, Tupper Lake NY
Larry Zygo, Lake Placid NY
Marilyn Zygo, Lake Placid NY
Businesses in Support of the Adirondack Rail Trail

Appendix I - Parks and Trails New York Endorsement

August 28, 2013

Joe Mercurio
President of Adirondack Recreational Trail Advocates
PO Box 1081
Saranac Lake, NY 12983

Dear Mr. Mercurio:

We want to register our support for your efforts to establish a multi-use trail on the former New York Central Adirondack Railroad corridor between Old Forge and Lake Placid.

Creation of a multi-use trail on this corridor would offer a unique opportunity not only for residents and visitors to safely travel off-road between Lake Placid, Saranac Lake, and Tupper Lake but also for persons of all ages and abilities to fully experience the ever-changing beauty of the surrounding landscape while gaining valuable recreational and physical activity benefits. Because of its long history, the high degree of integrity that it retains, and the variety of places that it connects, this corridor is also the perfect means for telling the story of the activities and events that shaped this area of the Adirondacks.

This corridor can also offer a truly unique cycling experience that will have great tourism appeal for both the short distance recreational and long-distance adventure cyclist. However far you cycle, hardly any other trail in the country can transport you to such a variety of mountain, lake and forest environments.

Market trends substantiate that the appeal of the Adirondack Recreational Trail will be great.

- Bicycling is now the second most popular outdoor activity in America by frequency of participation,
- In 2010, Americans ages 6 and older went on 2.44 billion bicycling outings, averaging 38 outings per bicyclist.¹
- According to the U.S. Travel Association, half of all adults in the U.S. (98 million persons) participate in adventure vacations each year, and 27 million have taken a bicycling vacation in the past five years.
- Between 2006 and 2011, only 12 sports had a positive trend in increased participation. Bicycling is one of them (up 11.8%).²
- Cycling vacations are popular with Europeans and New York State is the number one destination for Germans and the number two destination for the British.³

A cycling trip on this corridor would include all the elements needed to define an adventure trip: (1) interaction with nature, (2) interaction with culture and (3) a physical activity. That is more good news for the economic impact that this trail can produce as the adventure travel category of the tourism industry is experiencing growth. Receipts increased 17% between 2009 and 2010. In 2010, one in four trips included an adventure travel component.⁴

statistics/whats-trend/sfa.pdf
² http://policy.rutgers.edu/faculty/pucher/TRAV00_01April2011.pdf
³ U.S. Travel Update, I Love NY, PowerPoint presentation
And those bicyclists will really mean business. A recent study for the 34-mile Lake Placid to Tupper Lake section of the corridor projected that cycling tourists could pump $63.86 to $99.30 per day and conservatively add $19.8 million in annual revenues to local economies.\(^5\) A survey of users of the Virginia Creeper Trail, which is of a length and environment similar to the Lake Placid to Tupper Lake section, found that nonlocal primary purpose overnight users spent $119.85 within 25 miles of the trail, generating $1.6 million of new economic activity and supporting almost 30 jobs for the two counties where the trail was located.

More difficult to quantify, but no less important, are the benefits that the Adirondack Recreational Trail will provide for enhancing quality of life, improving mental and physical health, and addressing rising health care costs for local residents and Essex, Franklin, Hamilton, and Herkimer county governments. Spending on obesity-related diseases in New York State totals $11.1 billion (in 2009 dollars). Medicaid finances $4 billion and Medicare finances $2.7 billion.\(^6\) of these costs. These Medicare and Medicaid expenditures directly impact personal and property taxes and the services supplied by all levels of government. Yet, people who report having access to sidewalks and trails are 28-55% more likely to be physically active. A close to home multi-use trail serving as a safe, off-road alternative transportation corridor linking Lake Placid, Saranac Lake and Tupper Lake can provide free or low cost opportunities for all residents of the region, irrespective of age or fitness level, to walk or bike, increase their daily physical activity, improve their health, and ultimately lead to lower health care costs.

Development of this corridor as the Adirondack Recreational Trail represents its highest and best use because of the wide variety of personal and community benefits it will generate. It will protect valuable open space; preserve natural and historic resources; provide safe off-road links to community resources; foster public-private partnerships and civic pride; stimulate community revitalization and investment, create new business opportunities, and promote physical activity leading to a more vibrant Adirondack economy, healthier citizens, lower health care costs, and improved quality of life.

We commend you for your unwavering commitment to establishing this important resource.

Sincerely,

Robin Dropkin
Executive Director

\(^5\) Rails to Trails Conservancy, The Adirondack Rail Trail Lake Placid to Old Forge Stage One: Lake Placid to Tupper Lake Trail Development Plan

Appendix J - Annotated Business Plan of the Adirondack Railway Preservation Society

As a part of the process to determine if the Unit Management Plan adopted in 1996 should be reviewed, ARTA submitted the text of this document to this point to the Department of Transportation and made it available on its website, www.TheARTA.org. The Adirondack Railroad Preservation Society (ARPS), the parent of the Adirondack Scenic Railroad (ASR) also submitted a business plan to the NYSDOT but would not make it available to the public.

ARTA used the Freedom of Information Act to obtain a copy of the ARPS plan, and has attached it here as Appendix J, with annotations in red to indicate areas where we believe the facts have been ignored, misused, or distorted.

We understand that this is not a debate – it is an effort to reach the best possible result for the people of the Adirondacks, the State, local communities, and visitors. We welcome responsible arguments for train restoration. The decision is far too important, however, for “if we build it they will come” unsupported arguments for renewed passenger and freight services, and a lack of hard data on projected costs and revenues associated with a massive spending project on the backs of NY taxpayers.

Accordingly, please see ARTA’s commentary in red interspersed with ARPS’s submittal.
EXECUTIVE SUMMARY

Twenty years after the founding of the Adirondack Railway Preservation Society, Inc. (ARPS) the former New York Central Adirondack Division has become the Remsen-Lake Placid Travel Corridor, a unique multi-use corridor with a blend of public uses incorporating historic rail operations, snowmobiling, and other recreational opportunities that benefits all seasons within the Adirondack Park system.

Through the efforts of ARPS, much of this corridor has been returned to active rail use and has proven the economic viability of the concept after over twenty years of successful rail operations. The railroad has served in excess of 1.2 million passengers, and annual ticket revenues have grown to almost $1,000,000 annually. It is a New York State success story and one that has reached national recognition. As a multimodal corridor (rails with trails), the rail use also allows for interface between the train, hikers, bikers and canoeists, making New York State a leader and world class example in this concept traversing a sensitive ecosystem.

While the success of the rail operations has been notable, they have not been able to fulfill their ultimate vision and potential for the corridor for either ARPS or the State of New York. Currently ARPS operates scheduled trains on two disconnected segments; Utica to Big Moose and Saranac Lake to Lake Placid. The center of the railroad – Big Moose to Saranac Lake, is used for equipment moves between the operated segments and does not currently meet minimum passenger track standards for operation.

The ultimate goal of the Adirondack Scenic Railroad project has been, since its inception, to connect Utica with Lake Placid using an all-rail connection with trails alongside track where feasible and connections to trails off the corridor as noted in the “Travel Corridor Unit Management Plan”.

ARPS has created a business plan outlining the benefits and costs of such an expansion and what it will mean to the region for future economic benefits, economic impact, and state jobs impacts. The plan is simply based on experience gained during the past twenty year history, extended on to the rehabilitation and active scheduled operation of an additional 70 miles of track to operable passenger condition. Economic impacts and job creation have been developed from rehabilitation budgets, operating budgets, and additional visitor impacts projected by standardized RIMS II Analysis.

The Remsen-Lake Placid Corridor Management Plan was adopted in 1996 after meetings with a Citizens Advisory Committee representing diverse users and stakeholders tasked with implementing the best alternatives for a long-term plan of use. Alternative 6 “Permit Rail Use over the Entire Length of the Corridor, Encourage Compatible Recreational Trail Use” was recommended and implemented, and that policy has been followed successfully since.

In the seventeen years following that adoption of a final management plan, a successful partnership has evolved between NYS Department of Transportation (owner of the Travel Corridor), other New York State Agencies and ARPS. Supported by an amalgamation of local public and private organizations, this cooperation has produced a successful business model, as well as developed a relationship with recreational trail users and a viable and proven means of
corridor maintenance. The new discussion to reopen the Unit Management Plan is unnecessary as it already contains provisions for the reversion to other alternatives should the rail option fail. The rail option has not failed, but is thriving and growing in both ridership and impacts. This existing growth along with the ability to grow related recreational uses within Alternative 6 in a synergistic fashion holds tremendous potential.

The time has come to move forward based on the 20-plus years of success of the Adirondack Scenic Railroad to fulfill the full potential of Plan Alternative 6 as well as continue the partnership and synergy with trail and recreational rail / trail use.

THE MARKET

Adirondack Scenic Railroad operates three separate excursions out of four different train stations and currently services Oneida, Herkimer, Franklin and Essex Counties. When completed, the rail line will also actively serve Hamilton and St. Lawrence Counties. ASR has drawn over 1.2 million passengers to experience the Adirondacks since operations began on over 4 miles of track in 1992.

The railroad is within a six hour drive of New York, Boston, Philadelphia, Buffalo and Toronto, and within two hours of Albany, Montreal, and Ottawa. Utica (Southern terminus of the railroad) is also host to Amtrak Empire Service and long distance services connecting New York, Boston, Chicago, Niagara Falls, and Toronto on a daily year round basis. Both Amtrak and Adirondack Scenic Railroad share the historic, efficient terminal that allows “cross-platform” transfer of passengers or interchange of trains between the two railroads. Two major intercity bus carriers also operate into the terminal which easily brings the total traffic to over a million passengers annually. Interstate 90, (NYS Thruway) exit 31 is .3 miles from Utica Station and the area features ample hotels, restaurants and parking.

During the period of October 1, 2011 to September 30, 2012, 811,429 Amtrak passengers passed thru Utica and 65,916 boarded or detrained at the terminal. ASR carried 33,550 passengers to or from Utica during the 2012 season. Please see commentary on following page.

As the railroad moves forward to a full corridor operation individual, line segment opportunities, full length trips, and special events will still be an important factor, and key to the overall success of the entire railroad as a whole. With the additional track in service between Big Moose and Saranac Lake, many additional opportunities will be available to both the railroad and attractions and businesses in the region, leveraged by the opportunity to be able to connect Utica through to Lake Placid for end-to-end traffic.

One aspect of the future promotional activity has already been initiated by the partnership with Iowa / Pacific Pullman Service. On October 12, 2012 ARPS entered into a “Memorandum of Understanding with Iowa Pacific Holdings / The Pullman Sleeping Car Company. This partnership will provide for overnight luxury sleeping car accommodations between New York City and Lake Placid. This proposal requires the rehabilitation of the remaining corridor for rail service to be implemented. This alone means as much as $300,000 / year in future revenues for ARPS.

The ASR is the only potential mass transit carrier that can access this huge wilderness area and transport passengers to and from the world recognized mountain and sporting capitals of Lake
Commentary on Travel Times

It is unrealistic to expect visitors to the Adirondacks to drive five or six hours (and miles out of their way) to Utica, leave their car at the Utica station, and continue another six hours by train to Lake Placid—when driving directly to Lake Placid from NYC and Boston takes less than half that time. Google Map directions say that it is 4 hrs 50 mins from Boston to Lake Placid and 4 hrs 43 mins from NYC by car. Amtrak already runs a train to Lake Placid that takes just under 7 hours (including a shuttle from Westport to Lake Placid). Why would anyone want to take four extra hours and spend much more to go through Utica? And how, when most of the visitors to the Adirondack Park do not come from the Utica area, would these people get connections to a train that leaves at 8:40 am?

There is cheaper, quicker daily bus service to Lake Placid and Saranac Lake and cheaper and quicker existing train service from Penn Station in NYC to Lake Placid, as noted above.
Placid and Saranac Lake New York. With the exception of limited commercial air service through the Adirondack Regional Airport in Lake Clear (Franklin County) and limited inter-city bus service provided by Adirondack Trailways serving the eastern side of the Park, there is little scheduled transportation. As a result, there is a heavy reliance on automobiles for inter-city transportation. There are also no interstate highways into the interior of the Adirondack Park and the State highway system is congested during the peak summer vacation season, particularly in key destinations like Old Forge, Tupper Lake, Saranac Lake and Lake Placid. The railroad’s transit time can be made competitive with driving time along the parallel highways—particularly during peak seasons when slow-moving traffic obstructs the two-lane alternative, with appropriate marketing and on-board services.

Comment (*): The Adirondack Park is blessed with some of the most scenic, best-maintained, least crowded roads anywhere in the eastern United States. Traffic congestion is rarely a problem.

A SUSTAINABLE BUSINESS MODEL AND OPERATING PLAN

Proposed Full Corridor Rail Operations Schedule

<table>
<thead>
<tr>
<th>OPERATING DAYS</th>
<th>OPERATING MILES</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td></td>
</tr>
<tr>
<td>Utica</td>
<td>5</td>
</tr>
<tr>
<td>Thendara</td>
<td>6</td>
</tr>
<tr>
<td>North End</td>
<td>6</td>
</tr>
<tr>
<td>Total Days</td>
<td>17</td>
</tr>
<tr>
<td>June</td>
<td></td>
</tr>
<tr>
<td>Utica</td>
<td>6</td>
</tr>
<tr>
<td>Thendara</td>
<td>20</td>
</tr>
<tr>
<td>North End</td>
<td>20</td>
</tr>
<tr>
<td>Total Days</td>
<td>46</td>
</tr>
<tr>
<td>July</td>
<td></td>
</tr>
<tr>
<td>Utica</td>
<td>15</td>
</tr>
<tr>
<td>Thendara</td>
<td>27</td>
</tr>
<tr>
<td>North End</td>
<td>26</td>
</tr>
<tr>
<td>Total Days</td>
<td>68</td>
</tr>
<tr>
<td>Aug</td>
<td></td>
</tr>
<tr>
<td>Utica</td>
<td>12</td>
</tr>
<tr>
<td>Thendara</td>
<td>26</td>
</tr>
<tr>
<td>North End</td>
<td>26</td>
</tr>
<tr>
<td>Total Days</td>
<td>64</td>
</tr>
<tr>
<td>Sept</td>
<td></td>
</tr>
<tr>
<td>Utica</td>
<td>12</td>
</tr>
<tr>
<td>Thendara</td>
<td>20</td>
</tr>
<tr>
<td>North End</td>
<td>20</td>
</tr>
<tr>
<td>Total Days</td>
<td>52</td>
</tr>
<tr>
<td>Oct</td>
<td></td>
</tr>
<tr>
<td>Utica</td>
<td>14</td>
</tr>
<tr>
<td>Thendara</td>
<td>24</td>
</tr>
<tr>
<td>North End</td>
<td>24</td>
</tr>
<tr>
<td>Total Days</td>
<td>44</td>
</tr>
<tr>
<td>Nov</td>
<td></td>
</tr>
<tr>
<td>Utica</td>
<td>16</td>
</tr>
<tr>
<td>Thendara</td>
<td>20</td>
</tr>
<tr>
<td>North End</td>
<td>20</td>
</tr>
<tr>
<td>Total Days</td>
<td>10</td>
</tr>
<tr>
<td>Dec</td>
<td></td>
</tr>
<tr>
<td>Utica</td>
<td>78</td>
</tr>
<tr>
<td>Thendara</td>
<td>117</td>
</tr>
<tr>
<td>North End</td>
<td>113</td>
</tr>
<tr>
<td>Total Days</td>
<td>208</td>
</tr>
</tbody>
</table>

The Adirondack Scenic Railroad has established a prominent role within the region by attracting over 1.2 million passengers to the region since operations began on over 4 miles of track in 1992. Our projections show that ridership in the Tri-Lakes area (Tupper Lake, Saranac Lake and Lake Placid) will increase substantially in the first year of full operation when we extend service from Utica to Tupper Lake, Saranac Lake and Lake Placid.

Conservative ridership estimates based on current trends and the Stone Consulting Economic Impact Analysis are for over 90,000 annual riders with total ticket sales of almost $2 million. Please see commentary on following page

The rail corridor, when completed, will transport passengers both from within the local region and extending out to a 300 – 500 mile radius.
Adirondack Scenic Railroad combines ridership figures and revenues for both of its services. Usage of the Lake Placid to Saranac Lake line is low and falling. ASR uses ridership on its popular trains from Utica to bolster its claims for extending service to Lake Placid, giving the false impression that if the train service was extended the ridership would parallel that of the Utica to Thendara section, which no one is suggesting should be suspended.

However, the referenced Stone report financed by the ASR said that only 7,000 new overnight visitors would use the train service to Lake Placid if it were restored.

By comparison, rail-trails such as the one proposed attract hundreds of thousands of recreationists each year. For example, the 62-mile Pine Creek Rail Trail in Pennsylvania reports 130,000 annual users and the 34-mile Virginia Creeper Trail in western Virginia reports 130,000 annual users (these figures do not include snowmobilers).

ASR’s figures need to be examined closely. They had declining ridership until half way through 2010 when they changed to double counting passengers (i.e., a round trip for the first time counted as 2 tickets.)

Actual paid per ticket revenue in 2010 was $801,294 with 56,214 passengers or an average of $14.25 per ticket. In 2011 (the last income tax return available) per ticket revenue dropped to $12.16 per ticket on $813,027 in ticket sales.

The average price for their Polar Express trip, which is not on the corridor in question from Old Forge to Lake Placid is $33.00. Other excursion trains not on the subject Old Forge to Lake Placid corridor include the Easter Bunny Train, Do Wop Train, T-Rex Train, and the Halloween Train. Not one of their trains anywhere have an average price of under $12.16: most ticket prices are much higher. To put it into perspective, 11,000 riders at 12.16 is just 16.4% of reported revenue. Or over 83% of reported revenue is earned between Old Forge and Utica.
The Adirondack Scenic Railroad has indeed performed beyond all expectations over the last 20 years, not only in the area of safety but operational sustainability.*

*The train operation between Utica and Old Forge has provided some economic stimulus but north of Old Forge the promised economic benefits have not materialized. Ridership between Lake Placid and Saranac Lake was 11,000 roundtrip passengers in 2012 and the economic impact was negligible.
This plan provides for not only a conservative estimate of future ridership and operational costs, but a positive return on the investment New York State has made in the corridor since 1974.
RAIL REHABILITATION COST ESTIMATE

ARPS engaged Stone Consulting, Inc., an engineering firm specializing in railroad engineering and track reconstruction on a nationwide basis, to revisit previous estimates and update the costs of restoring the last and final segment of the railroad from Big Moose to Saranac Lake. This segment is 68.17 miles and ARPS has targeted a rebuild to Class II FRA Standards as defined in 49CFR Part 213 Federal guidelines for railroad track standards. The latest estimates in tie supply, contractor costs, existing conditions and other material costs have been identified. This scope has identified a cost of $15.2 million as outlined below:

<table>
<thead>
<tr>
<th>Adirondack Railway</th>
<th>Repair Estimate to Class II</th>
<th>Revised 1-30-13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Big Moose to Saranac Lake Mainline</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Workscope</td>
<td>Unit EA</td>
<td>Miles</td>
</tr>
<tr>
<td>*Ties (procure, install &amp; dispose)</td>
<td>$ 100.00</td>
<td>68.17</td>
</tr>
<tr>
<td>* includes deductible for disposal of $7.50/tie ($869,168)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*Signage</td>
<td>$ 50.00</td>
<td>per joint</td>
</tr>
<tr>
<td>*Rail &amp; Joint Repair</td>
<td>$ 50.00</td>
<td>per foot</td>
</tr>
<tr>
<td>*Drainage / Ditching</td>
<td>$ 100.00</td>
<td>per mile</td>
</tr>
<tr>
<td>*Surface</td>
<td>$ 5,500.00</td>
<td>70</td>
</tr>
<tr>
<td>*Brush Cut</td>
<td>$ 2,750.00</td>
<td>30 days</td>
</tr>
<tr>
<td>*Wire Regulator Broom</td>
<td>$ 1,100.00</td>
<td>per day</td>
</tr>
<tr>
<td>*Vegetation Weed Spray</td>
<td>$ 350.00</td>
<td>per day</td>
</tr>
<tr>
<td>Ballast</td>
<td>$ 8,400.00</td>
<td>per mile</td>
</tr>
</tbody>
</table>

Sub-Total Track Only $ 12,975,291.00

Bridge Inspect. / Bridge Program $ 350,000.00
Engineering (permits, meetings, specs) $ 1,224,734.48
Pre-construction Inspection/mark ties/etc $ 60,000.00
Bridges Engineering / Administration $ 1,634,734.48

Section 130 or Other Monies

| Crossings | 5 | $120,000 | $600,000 |

TOTAL PROJECT $ 15,210,025

Track Only $ 190,337.26 per mile

Class II $ 223,119 per mile

ENGINEERING COST ESTIMATES (RAIL vs. TRAIL)

Through various engineering studies, ARPS has concluded that the remaining 68.17 miles of mainline track can be put back in operation completing the full rail link from Utica all the way to Lake Placid for about $15.2 million dollars. Conversion to full trail would abolish over $315,000 in existing payrolls and $1.4 million in current total revenues generated by ARPS today while at the same time being twice as costly per mile as full Corridor rail rehabilitation.

The tourist train south of Old Forge, which accounts for over 80% of ASR's passengers and revenue, will continue in service. The Adirondack Rail Trail will run from Old Forge to Lake Placid. This compromise will enable the corridor to be used for both a tourist train (south) and a popular recreation trail (north).
The ARPS asserts that it would cost more than $17m to build a trail from Lake Placid to Tupper Lake. However, the Rails-to-Trails Conservancy, the foremost national authority on rail-trails, estimated that construction of this trail would cost only $2,163,725. Revenue from salvaging of the rails from Lake Placid to Old Forge would generate $5,265,000 in salvage income, which could cover the cost of constructing the Lake Placid-Piercefield trail and also contribute to ongoing maintenance costs, further trail construction, or other projects. See http://www.thearta.org/Lake Placid to Tupper Lake Trail Development_Final.pdf
ECONOMIC IMPACT ANALYSIS

The study concluded that "total estimated direct ASR economic impact was $3.7 million; indirect was $5,464,834, and an additional $30 million dollar impact would be related to the rehabilitation of the 68.17 miles. The entire project results in the equivalent of 563 jobs".

Comment: None of ARPS's predictions regarding job creation and other economic benefits have materialized since the 1996 UMP was approved. There's no reason to believe that the latest predictions are anything more than good intentions and wishful thinking. The Adirondack Rail Trail will, on an equivalent basis, provide four times the number of jobs, i.e., 387 full time equivalents.
North Country Regional Economic Impact Analysis Study – Job Creation

Adirondack Scenic Railroad
Direct and Indirect Job Creation

Existing 2007 vs. Projected Economic Impact from Reconstruction

Reconstruction
Indirect activities
Jobs - railroad operation

Tupper Lake’s recreated depot waits patiently for future rail service and economic development.
OVERVIEW

The Corridor – History & Heritage (New York Central Adirondack Division)

In the 1890’s Dr. William Seward Webb built a railroad north from Herkimer to Malone and on to Montreal. This line was built through the heart of the Adirondack Mountains and became part of the New York Central’s Adirondack Division linking the Mohawk Valley, Utica, Old Forge, Tupper Lake, Saranac Lake, Malone and Montreal with a branch to Lake Placid. The railroad was a vital lifeline to those in the remote backcountry and tiny hamlets and was instrumental in the early development of the region.

As times changed, automobiles carried the elite to their Great Camps instead of Pullman cars, and paved highways pierced the entire Park region. After 1965 only freight trains made infrequent runs to serve bulk fuel, coal, lumber and other customers. These trains too disappeared when Hurricane Agnes hit in 1972, destroying tracks and shutting the line down for what many believed would be forever.

With much foresight, the State of New York under Governor Malcolm Wilson and local stakeholders purchased for the State of New York the continuous remains of the rail corridor from Remsen to Lake Placid in 1975. The line was reactivated for the 1980 Olympics, but the attempt at a sustained passenger operation ultimately failed leaving the Corridor in ruins, overgrown and washed out.

It would remain for the Adirondack Railway Preservation Society (a 501(C) 3 Not for Profit) to partner with NYSDOT and NYSDEC to begin a turnaround to not only stabilize the Corridor, but to breathe new life into it. In 1992, a new era dawned with the opening of the Adirondack Centennial Railroad after 12 years of neglect. Since 1992, 50 miles of Corridor trackage has been reactivated. The ultimate goal, to rehabilitate the remaining center portion to operation, and reopen the entire corridor based upon an achievable, market-based business effort, is the intent of this Plan.
Original Tupper Lake Junction Depot
ARPS Mission Statement:

ARPS purpose is to: preserve, rehabilitate, and promote the historic Remsen to Lake Placid multi-modal travel corridor, in partnership with NYSDOT and NYSDEC, with rail and trail access that connects through to Utica in order to provide scenic passenger rail service to the public and economic growth to the region.

Vision:

ARPS, through the Adirondack Scenic Railroad, will serve as a physical link between distinct regions from the Mohawk Valley (Utica) through the Adirondacks to Lake Placid and the “Tri-Lakes Region” in upstate New York, promoting educational and cultural opportunities, economic development and recreational/scenic access for the public. As a historic multi-modal travel corridor, rail travel and trail access, will open new vistas to be explored by travelers, students, tourist, and recreationalist of all abilities. This region will be accessible by rail to worldwide travelers from destinations throughout the United States, North America and beyond.

The Corridor - Revitalization (Remsen-Lake Placid Travel Corridor)

Twenty years after the founding of the Adirondack Railway Preservation Society, Inc. the former New York Central Adirondack Division has become the Remsen-Lake Placid Travel Corridor, a unique multi-use corridor with a blend of public uses incorporating historic rail operations, snowmobiling, and other recreational opportunities that benefits all seasons within the Adirondack Park system.

Through the efforts of ARPS, much of this corridor has been returned to active rail use and proven the economic viability of the concept after over twenty years of successful rail operations. The railroad has served in excess of 1.2 million passengers, and annual ticket revenues have grown to almost $1,000,000 annually. It is truly a New York State success story and one that has reached national recognition. The rail use also allows for interface between the train, hikers, bikers and canoeists and other recreationalist in a symbiotic relationship that few other places in the United States have the ability to emulate making New York State a leader and world class example in this concept traversing a sensitive ecosystem.

Through the efforts of the Utica & Mohawk Valley Chapter, National Railway Historical Society, rail operations resumed over a four-mile section of track south of Thendara to commemorate the Centennial of the 1892 establishment of the Adirondack Park and completion of the railroad. These initial trips in 1992 were a resounding success in reversing the notion that the failed revitalization for the 1980 Olympic Winter Games was proof further use of the Corridor by rail functions was neither viable nor practical. The following year (1993) was an even stronger ridership and business success which led to the inclusion of the rail operations in the New York State Final Unit Management Plan / EIS in December 1995. That inclusion made possible the growth of the rail operation and provision and enhancement of other recreational uses as a true multi-use corridor.

The Adirondack Railway Preservation Society received its’ IRS 501(C) 3 Not for Profit Status in
January 1994, and assumed the operations of the Adirondack Centennial Railroad. The renamed Adirondack Scenic Railroad better describes the operation for marketing and promotion and enhancing its' more permanent and long range strategic vision.

ARPS began with only four miles of operating tracks that were rehabilitated out of the entire 118-mile long flooded and brush-grown corridor. Partnering with NYSDOT and NYSDEC, ARPS has not only made the entire Corridor passable for rail traffic, but restored 50 miles of track to 30/40mph operating conditions for revenue passenger service. The railroad is operated without public subsidy. It also restored passenger services to 23 miles of previously freight-only trackage (and enhancing the freight operators viability) for a total over 70 miles of newly created passenger rail service in Upstate and Northern New York.

While the success of the rail operations has been notable, they have not been able to fulfill their ultimate vision and potential for the corridor for either ARPS or the State of New York. Currently, ARPS operates scheduled trains on two disconnected segments; Utica to Big Moose and Saranac Lake to Lake Placid. The center of the railroad – Big Moose to Saranac Lake, is used for equipment moves between the operated segments and does not currently meet minimum passenger track standards for operation.

The ultimate goal of the Adirondack Scenic Railroad project has been, since its inception, to connect Utica (with Amtrak, thruway and bus connections) with the upper reaches of the Adirondack Park and the international destination of Lake Placid with an all-rail connection. Not only will this connection utilize the corridor and the ability of the State to market their tourism in Northern New York to a more wide ranging international audience, it will also allow the development potential of other recreational users. It can provide New York State with a means of regulating trail accesses into wilderness, prevent access and overnight-point overuse, allow full disabled/limited mobility visitation, and simply allow more visitors to experience the breadth of the experience with less environmental impacts. The completion of the passenger rail connection will create a regional impact that will leverage the opportunities and returns for hikers, bikers, canoeist, kayakers and seasonal snowmobiling use. Nowhere else in the world is this wide variety of use possible in a single recreational-use corridor. ARPS operating budget as an active business participant in the region means that the merchants and residents in the region will benefit from job creation. Visitors will find recreational diversification, cultural enhancement and the preservation of that grand Adirondack Heritage so sought after by so many vacationers.

In order to accomplish this potential, ARPS has created a business plan outlining the benefits and costs of such an expansion and what it will mean to the region for future economic benefits, economic impact, and state jobs impacts. The plan is simply based on experience gained during the past twenty year history, extended on to the rehabilitation and active scheduled operation of an additional 70 miles of track to operable passenger (FRA Class II) condition. This experience and projection is seen as being a viable and sustainable business model as well as an economic catalyst. Economic impacts and job creation is developed by rehabilitation budgets, operating budgets, and additional visitor impacts projected by standardized RIMS II Analysis. Operating budgets are based upon the performance of current rail operations.
Comment on the Costs of Train Operation

The tourist train has been largely underwritten by taxpayers. ARPS receives annual government subsidies averaging $300,000 for infrastructure maintenance. The state has also spent $25 million on rehabilitating the corridor. To restore train service on the Remsen-Lake Placid line to Class III (60 mph) standards would cost taxpayers $43 million in 1998 dollars, according to DOT estimates.

The ARPS cost estimate for an expanded Adirondack Scenic Railroad fails to consider other anticipatable costs, such as for updates and expansion of rolling stock, maintenance facilities, labor, supplies, and equipment to maintain the rail infrastructure and rolling stock, utilities, health insurance, etc. Given the poor prospects for customer demand and the absence of investors, these costs would likely fall on New York State taxpayers.

Comment on the Impacts of Train Restoration

Restored rail service will permanently preclude use of the corridor for running, cycling, hiking, strolling, bird-watching, dog walking, wheelchairs, etc. And as long as the tracks remain, snowmobiling can never reach its potential in a corridor that is ideally suited for that use and which connects to a vast network of snowmobile trails running up to Canada. The ARPS business model is based on services originating in Utica and connecting to Amtrak or other modes of transportation at the Utica Station.

The current Adirondack Scenic Railroad service from Utica to Thendara takes two hours and fifteen minutes (each way) to travel 51.5 miles. At that speed, a scenic train traveling from Utica to Lake Placid would take 6 hours and 16 minutes (each way), plus stops, to travel 141 miles. A round-trip journey on an expanded Adirondack Scenic Railroad originating in Utica would necessarily take one day of travel time each way. Adding one day of travel time from any major metropolitan area to Utica, and a trip on an expanded Adirondack Scenic Railroad becomes a four-day trip before a tourist can actually spend any time (or money) in the Tri-Lakes Region.

Scenic railroads in the U.S. typically offer excursions of 1-3 hours travel time. The Durango and Silverton Narrow Gauge Railroad takes more than nine hours for a round trip on their 45.5 mile line. Recently, however, the railroad has been offering an option to return to Durango by bus to significantly shorten the time for the excursion. What evidence do Mr. Hutchison and the ASR offer to conclude that a business model based on multi-day scenic railroad excursions would be more successful than the ASR’s current operations between Utica and Old Forge?

Further, there is a substantial basis to anticipate that an expanded Adirondack Scenic Railroad would actually diminish economic activity in the Tri-Lakes Region. If a family has an opportunity to take a five-day vacation and decides to travel to Lake Placid, Saranac Lake, or Tupper Lake, it would serve the economy of the Adirondacks to the greatest extent if they drive here in 4-5 hours from New York City or Boston, spend almost four days in the Adirondacks, and then drive home. This model would bring much more revenue to the region than for this family to spend one day riding Amtrak to Utica, another day riding the ASR to Lake Placid, one day in the region, and two more days riding the train home. It would be much more efficient from a business perspective to provide for more-rapid transit to our region than is possible with a scenic railroad riding on FRA Class 2 service on near-century-old rails, so that tourists can spend more time and money in the region.
ARPS Organizational Description

The Adirondack Scenic Railroad is a project of ARPS which is a 501(c)(3) organization operated by the board of directors, who are elected by the general membership. The board of directors is very active and oversees the finance office, fundraising, equipment maintenance, company performance, volunteer and member relations, as well as being responsible for setting broader organizational policy. The board meets once a month and many board members frequently volunteer their time working both in the stations and on the train as crew members.

In 2012, the board of directors appointed an Executive Officer who is responsible for overseeing the daily management of each branch of the operation, the finance office, marketing endeavors, and helping to guide public, volunteer, and member relations. Due to the nature of the operation and large reliance on volunteers, there is typically one employee in charge of each “department” of the railroad. The Saranac Lake and Lake Placid operations are run in conjunction by a station manager, who handles the ticketing, gift shop, bank deposits, train scheduling, vendor booking and marketing, and by an operations supervisor who often serves as a conductor on the train, provides train supplies, and does minor maintenance and repair work. Thendara also has a station manager who is responsible for overseeing the local operations and marketing as well as handling, gift shop operations, and FRA compliance issues. The trainmaster, located in Thendara, is responsible for training and scheduling train crews, as well as often serving as an engineer and conductor. In Utica, the station manager is responsible for overseeing local operations, the website, and system-wide marketing. The finance office and executive offices are also located in Utica. All corridor and track maintenance is under the supervision of a qualified track inspector under 49CFR Part 213 standards in conjunction with volunteers. Corridor infrastructure costs are paid for by the railroad which is later reimbursed by New York State. Although volunteer labor comprises approximately 80% of the working hours of the operation, there are 21 paid employees with technically skilled backgrounds.

As the Adirondack Scenic Railroad continues to grow and expand, the role of the board in the financial management of the company, policy making, and directing the course of the business will expand. With a completed rail line, the operation will rely less on volunteer labor and more on employee labor for much of the "behind the scenes" work in the station offices and mechanical shop. This expanded operation would require adding an additional 10 paid positions supplementing the existing 21 positions.
Volunteers – Grass Roots Support and the Lifeblood of the Vision

ARPS evolved from the dedication of a small group of business people and concerned Adirondack Region residents who saw the historic and economic importance of the rail line connecting Utica to Lake Placid. They spent countless hours patrolling beaver dams, mitigating potential washouts, clearing brush and other functions required to preserve the integrity of the rail corridor in order to ensure that trains would once again carry passengers through the pristine wilderness areas of the Adirondack Park. Twenty years later, the Adirondack Scenic Railroad has carried over 1,200,000 passengers.

The accomplishments to date are the result of the work of a corps of volunteers supported by a professional paid staff. Hundreds of people have donated thousands of hours and precious resources to sustain the operation and have demonstrated their willingness to continue as we work toward the restoration of service between Utica and Lake Placid. In 2012, ARPS completed rebuilding six miles of additional track to Big Moose using a $1,200,000 federal grant made possible with the generous donation of services from a vendor.
ARPS - ROADMAP TO THE FUTURE

In order to realize the full Corridor potential, the critical “missing link” needs to be restored between Big Moose and Saranac Lake. This allows ARPS to build on past infrastructure improvements not only on the Corridor itself but a much wider area including the Mohawk Valley.

Full Corridor restoration can build on the following:

- Utica Union Station is an established multi-modal transportation center, one of the few in the US that allows an historic scenic rail experience with a direct cross-platform multi-modal transportation link to and from Amtrak Service trains. Trains on the Empire Service Corridor of New York State connect to and from New York City, Boston the Hudson Valley, Capital Region, Mohawk Valley, Syracuse, Buffalo and Niagara Frontier/Toronto and Chicago. There is ample free customer parking as well as bus parking/drop-off for charter and tour groups. In fact, 34% of the current rail passenger traffic through Union Station is from activity associated with Adirondack Scenic Railroad trains. With the advent of through service, both Adirondack & Amtrak rail ridership will increase at this facility.

- New York City, Philadelphia and Boston are all within 6 hours of Utica with their large populations of young couples, young families, and high disposable incomes. ARPS can offer a multitude of packages for those who want to pick up trains at Utica from Amtrak or the NYS Thruway, the I-87 Northway or intermediate points along the Corridor for scenic rail, recreational pursuits or a combination of experiences that include visiting shops and restaurants in the many hamlets and villages.

- “Flag Stop” service would be provided by the schedules already in place and by additional local trains, as necessary. These would cater to sportsmen, campers, Boy Scouts, hikers/bicyclers, and paddlers. These trains would provide a unique wilderness style outdoor experience in the remote sections of the Adirondack Park, in concert with hospitality and guide service providers. Through coordination with DEC, the railroad can act as a means to minimize overuse areas and manage access to best preserve the sensitive environment and ecosystem.

- With over 20 years of experience and success, the major infrastructure of the railroad already exists including over 70 miles of track in place and under operation with station buildings, ticket offices, interpretive signage, gift shops and skilled personnel. This includes depots at Utica, Holland Patent, Remsen, Thendara, Tupper Lake, Saranac Lake and Lake Placid. It should be noted that the depots at Remsen and Tupper Lake are recent historical recreations of the original structures due fully to the rebirth of rail service since 1992. It can be expected that further community enhancements will take place with the full development of rail along the Corridor. The railroad also owns or leases a substantial amount of rolling stock that will adequately suffice for launching the expanded services.

* - Comment: The overused areas of the Forest Preserve are mainly on the eastern side of the High Peaks Wilderness, far removed from the rail corridor. A tourist train depositing and retrieving a limited number of hikers and paddlers on the corridor between Old Forge and Lake Placid will not affect overuse of the Forest Preserve, nor will it provide convenient access to remote areas or benefit the local economy.
Key points to Consider related to the full rail development of the Corridor are:

- The Utica – Lake Placid Travel Corridor includes rail infrastructure that is critically important to local and regional economic development in the Mohawk Valley and North Country Economic Development Regions. (Within the Adirondack Park, the Travel Corridor is actually defined in the State Land Master Plan by its rails, bridges and other transportation infrastructure.)

- With effective land use and operational planning, the Travel Corridor can accommodate a wide range of rail uses as well as recreational activities as envisioned in the Final Management Plan that is currently in force for the Travel Corridor between Remsen and Lake Placid.

The Remsen-Lake Placid Corridor:

- Connects communities in the Mohawk Valley with mountain travel destinations in the Adirondack Park, the largest publically protected area in the contiguous United States. The Park is greater in size than Yellowstone, Everglades, Glacier, and Grand Canyon National Parks combined.

- Is currently serviced on its southern and northern ends by the Adirondack Scenic Railroad that is one of the few only such lines in the continental United States with connections to AMTRAK.

- Allows important access for recreationists and recreational equipment (mountain bikes, kayaks, canoes, hiking and camping gear) to trailheads, including those in the Adirondack Forest Preserve, and to access points on lakes, ponds and navigable rivers.

- Currently accommodates thousands of visitors annually who are exposed to the natural wonders of the Adirondack Park through the operations of the Adirondack Scenic Railroad.

- Is used, and can be expanded in support of significant recreational events like rafting and flat water paddling festivals. The railroad can increase the economic impact of these events, and others by both transporting out-of-region visitors and equipment to a broad range of venues along the corridor.

- Has the potential, over the longer term, to provide communities along the route with inter-community rail transportation.

- Is listed on the National and State Registers of Historic Places.
Rail with Trail

The corridor can accommodate a wide range of trail-based recreational activities along the full route of the railroad from Utica to Lake Placid. This would be consistent with the mixed-use objectives outlined in the Final Management Plan for the Lake Placid - Remsen Travel Corridor which mentions that a trail system could meander in and out of the corridor.* What is required is a focused, inter-agency planning initiative to determine how best to implement the objectives of that plan. This planning initiative would be welcomed by a wide range of rail and trail advocates who understand that rail and trail-based recreational activities are not mutually exclusive.

** - Comment: Rail and trail uses are indeed mutually exclusive on a corridor like this one. Doubling the width of the single-track rail bed to accommodate both the train and a side-by-side trail would require dumping millions of tons of fill into lakes and wetlands, an unrealistic endeavor considering the unlikely availability of state and federal permits needed and the monetary and environmental costs.

* - Comment: This proposal is both impractical and unnecessary. We already have thousands of miles of hiking trails in the Adirondacks. What we need now is a safe, level, all-season recreational trail that can be enjoyed by people of all ages and physical abilities, a trail that will connect our communities as it traverses much of the Park. And there are sections where no "meander" other than onto unsafe state and county roads is possible.
National & State Historic Register Property

On November 5, 1993, the “New York Central Railroad Adirondack Historic District, Remsen vicinity to Lake Placid” was listed on the State Register of Historic Places by the Commissioner of the Office of Parks, Recreation and Historic Preservation. The property was also listed on the National Register of Historic Places on December 23, 1993.

On June 25, 1994, a ceremony was held in Thendara commemorating the placement of the Corridor and its’ rail infrastructure and supporting accessories on both the State and National Historic Registers. This designation helps to protect and preserve the historic fabric of the Corridor and its’ associated buildings so that future generations can experience and relate to the past history of the region and the origins of the Corridor and how it integrally fits into the greater Adirondack community. The historic value of this Corridor and its’ appurtenant structures adds further significance to its merit as a source of unique recreational opportunity while serving as a prime method of interpretation for the Adirondack Forest Preserve.

As part of this designation, a variety of funding options can open up to enhance and protect the sensitive historic structures and ambience that can be incorporated into both the Adirondack Scenic Railroad train ride experience, the educational mission of ARPS and the environmental and ecological objectives of the Adirondack Forest Preserve.
The Remsen-Lake Placid Travel Corridor Final Management Plan / EIS
(a.k.a. Unit Management Plan)

The Unit Management Plan was adopted in 1996 after meetings with a Citizens Advisory Committee (CAC) representing diverse users and stakeholders tasked with implementing the best alternatives for a long-term plan of use. This plan recommended that the resource and impact was statewide in its nature. The interpretation – and continuation – of this outcome is vital for the ongoing success of this business plan.

The final result was Alternative 6 "Permit Rail Use over the Entire Length of the Corridor, Encourage Compatible Recreational Trail Use, "because the full realization of the Corridor's recreational, educational, and economic development potential is in the best interest of the people of the State and the Corridor region, rail uses should be permitted to expand over the full length of the Corridor while all compatible recreational trail issues are accommodated and encouraged."

In the seventeen years following that adoption of the Final Management Plan, a successful partnership has evolved between the State of New York and ARPS. Supported by an amalgamation of local public and private organizations, this cooperation has produced a successful business model, as well as developed relationships with recreational trail users and a viable and proven means of corridor maintenance.

ARPS contends that the Unit Management Plan as developed and finalized in 1996 plans adequately for the changing needs, has been a success through its vision, and will be for the future. The use of rail as a feasible use has resulted in positive economic impacts, jobs creation, tourism and ancillary cultural enhancements and community development. Because the highest return and potential of the Corridor for rail use has not yet been accomplished; that of fully linking Utica with Lake Placid, only a fraction of the true potential and economic impact has been developed. Completion of full rail use along the entire corridor will benefit other recreational uses in a symbiotic relationship which will include hiking, biking, and paddling sports as well as enhancing educational opportunities related to the Adirondack Park and Forest Preserve.

The new discussion to reopen the Unit Management Plan is unnecessary as it already contains provisions for the reversion to other alternatives should the rail option fail. At this time not only has the rail option not failed, but is thriving and growing in both ridership and impacts. This existing growth along with the ability to grow related recreational uses within Alternative 6 in a synergistic fashion holds tremendous potential.

Diverting attention and resources to reopening the Plan now will hurt not only rail and trail users, but the economy of the regions in general. The history of the corridor is that the lack of maintenance on the basic infrastructure of roadbed, bridges, brush, and earthwork will compromise the entire asset as the process moves forward toward any outcome. If profitable and viable rail use is terminated, it leaves a void for continued Corridor maintenance. Railroad use of the corridor enforces a relatively high level of drainage, bridge, brush and clearance standards – all currently absorbed under rail activity to the benefit of all. The income stream generated from rail operations funds the level of corridor preservation that benefits everyone.
ARPS also points out that the Camoin Study\(^1\) found that permanent trail conversion just between Lake Placid and Tupper Lake (34 miles) would cost up to $17.1 million\(^2\) while ARPS engineering estimates, based on professional railroad engineers calculations for FRA Class II 30mph track, would cost only $15.2 million for 68 miles of track, a comparative cost factor of 2:1. Under the rail alternative, the corridor is multi-use and remains so. Under a trail alternative, rail is excluded.

The regional impacts are much more far reaching and relevant than to just the immediate area surrounding the Corridor but extend down into the heart of the Mohawk Valley - and for a zone extending east, west and south of Utica. Rail remains a unique and powerful tool for enhancing a large area of the State. Utica has the unusual feature of a new, joint, cross-platform passenger station equally accessing the Adirondack Scenic and Amtrak. Developing the full corridor indirectly benefits Amtrak, and the State of New York, with some potential additional ridership on state-funded Sec. 403(b) trains across the Empire Corridor.

Uncertainty for continued renewal of operational agreements, donated private contributions dependent on the agreement, and capital investment from the State has continued to hamper operations from the beginning. ARPS should be vested with more than the 30-day revocable use permit in order to establish more long term permanency and stability. These are all required for continued private donations, and particularly new private investment and partnerships – which are now emerging. Adding to that uncertainty by reopening another round of public hearings and studies including a new EIS could take valuable time when the demand and benefits are already clear as to how to proceed with economic development funds that will best address the needs of the Corridor and those it impacts. It is a potential situation that will hurt and damage all involved, including scarce State budgets and time resources. Much of the frustration in the North Country centers on the fact that for over thirty years this great asset has not realized its potential to any of the stakeholders involved in an area that is greatly in need of diversified development, and transportation alternatives.

The time has come to move forward based on the 20-plus years of success of the Adirondack Scenic Railroad to fulfill the full potential of Plan Alternative 6 as well as continue the partnership and synergy with trail and recreational rail / trail use, and continuation of the Plan mission as originally envisioned is a critical element.

---

\(^1\) See www.adkaction.org

\(^2\) Adirondack Rail Corridor Economic Impact Study ADK Action Camoin Associates 2010 Page 11
ARPS – Today...

ASR has drawn over 1.2 million passengers to experience the Adirondacks since operations began on over 4 miles of track in 1992.

Adirondack Scenic Railroad operates three separate excursions out of four different train stations and currently services Oneida, Herkimer, Franklin and Essex Counties. When completed, the rail line will also actively serve Hamilton and St. Lawrence Counties. Our marketing has brought tourists from across the nation and abroad to visit the Central New York and Adirondack Region. We have trains dedicated to educating school groups about the cultural and economic role the railroad played in the history of New York State, The Adirondack Park and the North Country Region. We have established partnerships with area businesses, including other tourist attractions, outfitters, hotels, tour groups and restaurants, in an effort to attract more tourism dollars and economic impact to the region.
... And Into the Future

With this past as prologue, we now turn our sights to the future:

Our future begins with our current operations - the baseline for our future under a fully developed Corridor. Most of the required investments are already in place from the equipment, management knowledge, partnerships and volunteer resources. Private investment in excess of $1 million in equipment acquisition and refurbishment and development of marketing relationships is paired with state-funded station renovations and reconstructions and corridor rail restorations in the post-1980 era.

Currently, scenic excursions, special event and theme trains depart from four stations; Utica, Thendara, Saranac Lake and Lake Placid. The Utica-Thendara/Old Forge trains are the longest and most marketable to the group and charter tour industry at this time. This is most encouraging as it foretells the potential of yet a longer trip all the way from Utica to Lake Placid through some of the finest wilderness areas in the Northeastern United States.

We have already taken steps to raise our profile with the tour companies and meeting planners who can deliver large groups to this market. Attendance at trade shows and enhanced cooperation with area tourism agencies will result in steady increases in ridership. We have also planned to expand our special events trains to encompass more dates, and additional themes by working more closely with local communities along the entire line.

The Thendara/Old Forge trains will see a large boost and renewed interest due to the completion of
track restoration work north to Big Moose, featuring dine-and-ride packages. Canoe and Rail packages have increased in popularity and are now considered our “signature” rail / recreation Adirondack Experience.

ARPS is exploring the use of historic luxury rail cars designed for group dining, retreats, meetings and premium excursion use. The use of “Business Cars” or “PV’s” (Private Varnish) in other regions have proven that there is a great deal of interest in this type of operation and not only enhance revenues but bring back a living picture of when this railroad through the Adirondacks was the “Route of the Golden Chariots”. Through this experience, the modern traveler can relive the grandeur of that exclusive era linking the long ago early days of the Park with today. The railroad becomes an interpretive tool a virtual “linkage through time”.

MARKETING

Marketing for Success

ARPS has a very targeted strategy for marketing both for special events and for the diverse ridership market that is made up of entertainment venues, special events, recreation and travel / tourism. As part of the new growth to full Corridor operations, a new, dedicated marketing position will be created as part of the jobs initiative and to best position the company to succeed and capture the new markets and potential ridership. The new phase in marketing will build on the existing relationships and promotions, but will also focus on the wider geographic market potential.

Current marketing utilizes a single corporate branding for all three major locations of activity; Utica, Thendara / Old Forge and Tri-Lakes. Each operation then targets within that individual market working with local media and partners for special promotions, joint advertising and special events. This strategy helps to blend the railroad into the community creating new markets for partners and adding additional ridership and demographics to the railroad. Through the Vendini Ticketing System, a very detailed ridership database can be compiled to best determine the specific demographic for any particular event or venue. This is helpful to determine where best to put marketing dollars for the best efficiency and return.

As the railroad moves forward to a full corridor operation these segment venues and special events will still be an important factor, and key to the overall success of the entire railroad as a whole. With the additional track in service between Big Moose and Saranac Lake many additional opportunities will be available to both the railroad and attractions and businesses in the region, leveraged by the opportunity to be able to connect Utica through to Lake Placid for end to end traffic. Currently the ridership demographic for most trains is young families. The Adirondack Scenic Railroad is an excellent and wholesome family fun attraction that not only supplies an entertainment function but also an educational one.

Special Event Entertainment Trains include but are not limited to:

- 1950’s “Doo-Woop” Remsen Soda Fountain Trains
- Beer & Wine Tasting Trains
- Magic Trains
- Train Robberies
Coordination with Saranac Lake HoboFest
- Dinner Trains to Buffalo Head Restaurant – Forestport
- Pendragon Theater Trains
- Canoe & Bike Trains
- Santa Trains
- Polar Express
- POW-MIA – Veterans Appreciation Trains
- School Groups – Educational / Historical Curriculum
- Pumpkin Patch Trains
- Ice Cream Sundays
- Fall Foliage
- History & Heritage Interpretation Tours

These trains specifically catering to select markets account for almost 80% of total ticket sales and as additional track is opened up more events and community interfaces can be developed.

The current marketing budget relies mainly on TV & Radio, brochures and print ads which reflects the market segments targeted for the current operation and 76% of the total marketing budget. Under expanded operations, the total aggregate marketing budget will be initially increased by 300%. This is due to the need to increase the radius of the geographic draw and tap into a higher yield market characterized by a demographic that is higher income, higher education, with higher disposable income that is interested in participating in a higher end focused vacation package that would include individual outdoor recreation activities. More emphasis would be put into this market development with the use of specialized tour operators, internet advertising including use of Travelocity and Expedia, and the use of electronic social media, partnerships with outfitters, and turn-key packages complete with overnight accommodation. This effort will entail more coordinated efforts with local sources such as the Oneida County Convention & Visitors Bureau, Town of Webb Tourism and the Lake Placid Visitors Bureau but be enhanced with other travel & tourism operators and promoters from outside the area and those working international.

One aspect of the future promotional activity has already been initiated by the partnership with Iowa / Pacific Pullman Service which has resulted in future sales predicated on the rehabilitation of the remaining corridor for rail service. This alone means as much as $300,000 / year to ARPS in future revenues. Another rail partner would be Amtrak in joint promotions, including a listing in their Empire Corridor and National timetables as a connecting carrier. Amtrak offers several ways to actively partner with Adirondack Scenic Railroad from cross platform traffic to charter trains via the connection at Utica.
ARPS believes that the Corridor and the Adirondack Park has a story to tell, that story has a fascinating history, a history that the railroad can tell as a linkage through time and geography. It also has a future, a future that can be brought to full fruition if the railroad is operating from Utica to Lake Placid. ARPS marketing efforts are focused on that future which will include economic development, jobs and sustainability.
Already the railroad has been on both a greater regional stage and national stage in several examples. TRAINS Magazine, a national magazine with an international audience profiled the Rail vs. Trail debate in their March 2013 issue. This is a short concise piece that recognizes the Adirondack Scenic Railroad as having a bright future with growing traffic. The New York Times on January 22, 2013 also gave mention to the proposed Pullman operations in their piece “The 46 Places to Go in 2013”. It is interesting that this article actually mentions the possibility of such travel even before the route is ready, an indicator of the magnitude of the appeal and recognition for such an adventure based on future development of the Corridor.

The Adirondack Scenic Railroad also will have additional opportunities to showcase New York State and New York State products (e.g. wine, beer, maple syrup, cheese, yogurt, business / industry opportunities and tourism) as a rolling ambassador. Already the railroad helps to promote not only New York State and Adirondack tourism but New York State produced beer and wines on their Beer & Wine Trains. Other such promotions can easily be showcased to a much broader and diversified audience once full rail operations commence. Examples of New York State producers that have already been promoted through partnerships on the beer and wine trains are: Brewery Ommegang from Cooperstown, Southern Tier Brewing Company of Western New York, Hosmer Winery in the Finger Lakes and Goose Watch Winery in Lake Placid.

The railroad has also worked with Old Forge based Adirondack Mountain Productions. This locally owned small business does film and photography work and promotes the railroad as a filming location venue. Through more enhanced marketing and development ARPS believes that this could be a very exciting market benefitting regional tourism and exposure of the railroad and the Adirondacks.

The railroad partners with many Adirondack attractions and expects to offer more value-added trips, including theater and music trains, special wine and beer tasting trains and group charter events, to entice both tourists and residents to ride the “Adirondack Scenic Railroad”.

Fall Foliage trains have been a major market since the beginnings in 1992, and there is no better fall colors than in New York State’s Adirondack Mountains and no better way to see it than by train. Fall foliage in the Adirondacks is as spectacular as it gets anywhere in North America. Due to the fact that the Corridor runs through the heart of the Adirondacks, there is no better way to see the splendor and beauty of the fall colors in all their unspoiled and natural glory than a ride on the railroad. ARPS fall foliage trains attract thousands of passengers each year and with the additional expansion from Big Moose to Saranac Lake some of the remotest and most beautiful areas of the park can once again be enjoyed by many with no adverse environmental impact.
One of the major sources of ridership within the Adirondack Park for the existing and established operations in Thendara and Saranac Lake / Lake Placid has been from the nearby campgrounds.

There are thousands of campsites throughout the park and during the summer these sites run to capacity, largely with young families and outdoor recreationalist who want to immerse themselves into nature and the outdoors. The railroad continues to refocus opportunities for education and entertainment to this growing market. As the railroad expands north from Big Moose and south from Saranac Lake this market segment is expected to be one of the biggest impacts on ridership volume. Studies have shown that just at the Rollins Pond / Fish Creek Pond area alone there are 175,000+ campers in the Memorial Day to Labor Day season with additional camping and site occupancy between Labor Day and Columbus Day.

With the construction of a short 1500 ft. trail, the railroad can offer these campers the ability to access the train by bike or foot in order to ride to Saranac Lake, Tupper Lake or Lake Placid without the hassle and burden of using their cars. The interface, connectivity and activities the railroad can bring to the Tri-Lakes by serving this population can be almost limitless.

The railroad has always been a very important attraction for the handicapped and disabled. Boarding platforms have wheelchair lifts and wheelchairs can be accommodated onboard with handicapped restroom and other facilities. Frequently, groups use the railroad as part of their effort to introduce a means of entertainment and enjoyment for those unable to get about on their own. In this way the railroad has provided a beneficial community service that allows the

Most of the nearly 200,000 campers who use these two state facilities bring bicycles with them. Yet there are few places outside the campgrounds where families can ride their bikes away from traffic. A connection to the adjacent Adirondack Rail Trail will enable these campers to make the six-mile bike ride safely and easily to Tupper Lake, where they can visit the village's museums, nature trails, restaurants, parks and beaches. Or they can cycle farther in the other direction to the St. Regis Canoe Area, Lake Clear and Saranac Lake.
Corridor and its' sights and vistas to be seen by everyone of all abilities. Seniors (62+) are a core market, especially for the longer distance trains between Utica and Thendara of which they are about 25% of total ridership. This market is expected to grow, especially for the longer rail journeys to Tupper Lake and Lake Placid and is a target demographic for future marketing dollars and resources.

Handicapped Access – An important part of Corridor Access and Interpretation

The Adirondack Scenic Railroad participates in The Polar Express™, a theatrical presentation using the train based on the children’s book of the same name by Chris Van Allsburg. Children and adults alike are treated to a special visit to the North Pole through a magical train journey complete with musical soundtrack, hot chocolate, cookies, storytelling, elves and Santa himself.

“We want them to succeed and they do a nice job with their event, so we continue to work with them.”
Jon Schlegel, Vice President & General Manager, Rail Events, Inc. (Polar Express and others)
This special presentation has a nationwide presence played out on major tourist and short line railroads licensed by Rail Events, Inc. and TM by Warner Brothers Entertainment, Inc. Currently, over 13,000 riders enjoy this event staged each holiday season in November & December from Utica Union Station.

While current ridership comes from all areas of New York State, demographic statistics have identified a small foreign market that can be expected to grow. This includes Canada, especially neighboring Ontario and Quebec but also passengers have come from Austria, United Kingdom, France, Sweden, Netherlands, Denmark, Australia and New Zealand during the 2012 season.
EDUCATION / INTERPRETATION

As a 501 C 3 Not for Profit organization, part of ARPS’ mission and scope is education. Fortunately, the Corridor and Adirondack Region provides plenty of educational opportunity for all ages and interests.

From the vast and interesting early history of the area’s geologic formation to the early French and Indian trappers to early settlement and the building of the Great Camps there is much to tell and learn. When the railroad arrived in 1892 linking the Mohawk Valley with Malone and Montreal, Canada it set the stage for a vast transformation; mining, logging, paper mills, tourism and boating opened on a major scale. With the railroad came the foundations of what many of the existing towns are today. The very roots of the Remsen-Lake Placid Travel Corridor are with the railroad, as if it were not for the railroad there would be no corridor.

In the past the Thendara operation has worked closely with the Town of Webb schools assisting in the 4th grade local history curriculum explaining the role of railroads and the ways they changed and developed the region both by proving docents and interpreters in coordination with the PARP (Parents As Reading Partners Program) and through field trips on-board the train to see former communities like Carter, now almost forgotten. There are approximately 100,000 youngsters in elementary schools in the six county area the railroad traverses. Each community has a little different and unique history and many tie together directly with the railroad in some relevant way. The interpretation can be so authentic as to be able to ride behind one of the very locomotives that provided freight and passenger service along the line in the 1950's and 1960's, the restored New York Central Railroad #8223, itself a product of New York industry built in Schenectady, NY. Other opportunities for school groups involve wildlife, natural history, ecology and Adirondack Arts.

The Thendara Station has a museum area with rare local railroad photos and memorabilia on display, while the Utica, Remsen and Saranac Lake depots also integrate historical displays and artifacts from period photographs to vintage early 1900's railroad equipment displays. The historic Lake Placid depot is home to the Lake Placid-North Elba Historical Society while at Tupper Lake the recreated depot offers interpretive opportunity as to the role of that community in relationship to the railroad and the region itself. One additional important and highly relevant historical station site is Nehasane, north of Beaver River, the private depot location and site of the former lodge complex of the railroad’s builder, Dr. William Seward Webb. At the base of Mt. Frederica are the decayed remains of Dr. Webb’s private and exclusive railroad station. Down the hill at the foot of Lake Lila is the site where stood his impressive camp, now part of the Lake Lila Primitive area.

Through partnerships and coalitions including educational institutions, NYSDEC, and others, ARPS and the Adirondack Scenic Railroad has the opportunity to provide educational opportunities from young children to seniors of varying interest, diversity and depth.

* Comment: A rail trail provides an up-close and personal opportunity to experience the history of a region, in a way it can’t be absorbed from a passing train. Interpretive signs, kiosks and train-station museums can celebrate the era of railroads that opened the Adirondacks to lumbering, mining, health care and tourism. With lively interpretation of the surrounding environment, the corridor connecting the Tri-Lakes with Old Forge could also become a nature trail of national significance.
Adirondack Scenic Railroad and the Adirondack Park – Unique Treasures

Several major factors make the Adirondack Scenic Railroad stand out as truly unique. Foremost is the proximity of the 6 million acre Adirondack Park to major population centers along the US East coast and major Canadian cities. The railroad is within a six hour drive of New York, Boston, Philadelphia, Buffalo and Toronto, and within two hours of Albany, Montreal, and Ottawa.

Of particular importance is the New York market which has a large population and is visited by a large foreign population who are accustomed to mass transit travel and intermodal transportation. Utica (Southern terminus of the railroad) is also host to Amtrak Empire Service and long distance services connecting New York, Boston, Chicago, Niagara Falls, and Toronto on a daily year around basis. Both Amtrak and Adirondack Scenic Railroad share the historic, efficient terminal that allows “cross-platform” transfer of passengers or interchange of trains between the two railroads.

During the period of October 1, 2011 to September 30, 2012, 811,429 Amtrak passengers passed thru Utica and 65,916 boarded or detrained at the terminal. ASR carried 33,550 passengers to or from Utica during the 2012 season. Additionally, two major intercity bus carriers operate into the terminal which easily brings the total traffic to over a million passengers annually. Interstate 90, (NYS Thruway) exit 31 is .3 miles from Utica Station and the area features ample hotels, restaurants and parking. Zip code surveys done of Adirondack Scenic Railroad passengers in 2012 found that over 95 percent of passengers traveled over 50 miles to ride the scenic railroad. ASR is one of only a few tourist railroads in the US that directly interchanges with a major density Amtrak route and additionally could interchange and exchange passengers on convenient schedules without altering existing Amtrak schedules.

Adirondack Scenic Railroad accounted for 34% of the total Amtrak / ASR rail passenger traffic at Utica Union Station Intermodal Facility in 2012

The ASR is the only potential mass transit carrier that can access this huge wilderness area and transport passengers to and from the world recognized mountain and sporting capital of Lake Placid and Saranac Lake, New York. With the exception of limited commercial air service through the Adirondack Regional Airport in Lake Clear (Franklin County) and limited inter-city bus service provided by Adirondack Trailways serving the eastern side of the Park, there is little scheduled transportation into the Park. As a result, there is a heavy reliance on automobiles for inter-city transportation. Limited air service is provided by Cape Air from Boston to the Adirondack Regional Airport under a US DOT Essential Air Service (EAS) subsidy. There are no flights from other cities in the Northeast, including New York City. There are also no interstate highways into the interior of the Adirondack Park and the State highway system is congested during the peak summer vacation season, particularly in key destinations like Old Forge, Tupper Lake, Saranac Lake and Lake Placid. The railroad’s transit time can be competitive with driving time along the parallel highways – particularly during peak seasons when slow-moving traffic obstructs the two-lane alternative, with appropriate marketing and on-board services.

The ASR also has the opportunity to market short distance excursions in addition to a longer distance transportation product into and out of the Park. Excursions have been successful between Lake Placid and Saranac Lake, Old Forge and Otter Lake/Carter, and between Utica and...
Remsen/Forestport. Service to Big Moose will commence in 2013. Extension of service to Stillwater from Big Moose and to the Rollins Pond State Campground, Tupper Lake and Floodwood would have a dramatic positive impact on ridership allowing campers and day trippers, bikers, etc. more options for transportation and adventure. The railroad also would serve the Longhouse Boy Scout Council at Sabattis and provide controlled access to remote Lake Lila. ASR currently provides rail service for transporting the Boy Scouts of the Revolutionary Trail Council to their Woodgate camp from Utica and with expanded services like this could include the ability to provide them with outdoor educational opportunities in other areas of the park and transportation between Camp Russell at Woodgate and the Sabattis camp as was done frequently when service was offered in 1980. Most all scenic railroads just operate from or between two endpoints and additionally have limited ability to connect with the national transportation system and provide true transportation. ASR has the ability to tap and develop both of these potentially significant markets.

The Adirondack Scenic Railroad can also play host to limited and charter Amtrak services, strengthening the role of the 460 mile Empire Corridor from New York City to Niagara Falls. In 1999, an Amtrak charter operated from Albany-Rensselaer to Thendara and return exhibiting the viability and potential of other such opportunities. While there currently is some cross platform traffic from Amtrak trains from the west, expanded full Corridor operation would allow for Adirondack Scenic Railroad to intensify and promote this cross platform traffic amongst several Amtrak arrivals and departures providing integration and leveraging the use of the Utica Union Station facility.

Several neighboring states have been working with Amtrak to extend and develop passenger service connecting smaller cities and rural markets with the nation’s passenger rail network.

Vermont has initiated service from Burlington and Rutland to Albany, New York and expanding the system working with Vermont Railway to improve trackage.

The state of Maine has expanded service to Portland, Maine from Boston and train frequency has grown steadily with ridership. In November 2012, Maine and Amtrak extended the service another 50 miles to Brunswick. Ridership is running above projections and another train has been added. The Maine East Coast Railroad will interchange passenger with Amtrak thus allowing passenger travel from Boston to Rockland, Maine on Penobscot Bay this coming tourist season.

The Housatonic Railroad is planning to improve trackage and extend with Metro North Railroad service from New York north thru the Berkshires to Pittsfield, Mass. The opportunities for ASR to continue to grow the passenger transportation network in the Adirondack Park including local specific marketing and connecting longer distance service are many. Over 1.2 million passengers have supported the ASR and expansion of rail service by purchasing tickets and riding trains. The trend will continue with future investments that enable expanded services.

A combination of Amtrak / and Adirondack services joined at Utica would enhance rail passenger opportunities and create better use of capital infrastructure improvements while further promoting and expanding the role of Empire Corridor Services.
Beyond the Region

In July 2012, ARPS hired an Executive Officer who will coordinate activities between volunteers, employees, operations, local communities and the board of directors. This position brings a cohesiveness to the three distinct and almost independent operations and is the stepping stone for future all inclusive development of viable rail operations and recreational opportunities. Most importantly, we have laid the necessary foundation to support the expansion of ASR service between Big Moose and Saranac Lake. This expansion is a critical component for revenue viability and the long-term success of the railroad and the corridor. It will ultimately connect the population centers outside the region with the splendor of the entire travel corridor through the Mohawk Valley, the Adirondack Park and the Tri-Lakes Region (Lake Placid, Saranac Lake and Tupper Lake). It will be a fitting compliment toward the vision Governor Cuomo has so clearly articulated since taking office -- supporting tourism development in New York State by marketing our special regional features. The rehabilitated rail corridor will provide New Yorkers and all our visitors with unparalleled access to the Adirondack Park and the broader Adirondack North Country Region, an attraction unequaled anywhere in the world. The full restoration of rail service will give access to train riders from all over other parts of the country via Amtrak and from VIA Rail in Canada who can then visit millions of acres of the Northeast’s last great wilderness, as well as historic communities providing amenities, services, events and vendors who can participate in an integral way for the enhancement and viability of this recreational corridor.

Much has been accomplished and with the remaining investment for the final connection linking the operations from the north to those of the south creating one great continuous rail conduit substantially more benefit, employment and opportunity awaits. This is not based on studies, conjecture, opinion or theory but on 20 continuous years of growth, investment and success.

On the National Stage

ARPS received attention on the national stage with a recent article in the March issue of TRAINS Magazine \(^3\) (attached in appendix) in which the magazine postulates that the railroad faces a bright future with growing traffic, but only if it can keep its’ rails in service. The article chronicles the growth of the railroad and the ongoing battle of rail vs. trail and the danger of closing the viable growing rail operation for a replacement with a trail-only option. ARPS believes that through this type of recognition on a National and even International basis that this awareness of the Adirondack Region and its’ special uniqueness will create a major upsurge in visibility for not only the railroad but to New York State, the region and all it has to offer. The expanded rail operation will act as an ambassador and travel conduit to an overall much bigger market demographic on a much larger scale.

---

\(^3\) Trains Magazine, March 2013, "N.Y. Short line fight calls for trail conversion"
Pullman Service to Lake Placid

On October 12, 2012 ARPS entered into a “Memorandum of Understanding” with Iowa Pacific Holdings / The Pullman Sleeping Car Company. This partnership will provide for overnight luxury sleeping car accommodations between New York City and Lake Placid.

IOWA PACIFIC HOLDING, LLC.
MEMORANDUM OF UNDERSTANDING WITH ARPS PULLMAN SERVICE FROM NYC TO LAKE PLACID

The purpose of this October MOU with Iowa Pacific Holdings, LLC, The Pullman Sleeping Car Company, LLC and Saratoga & North Creek Railway, LLC (IPH, PSCC, SNC respectively) and ARPS is to work together on developing “full operations” between New York City and Lake Placid. This would initially be accomplished by using restored Pullman Cars. This project anticipates approvals from NYS Department of Transportation, Amtrak and other parties and stakeholders required to allow rail service along the entire line.

IPH will pay ARPS for trackage rights in order to initially provide Pullman and possibly freight services over the long term and IPH will provide all rolling stock. IPH will be responsible for developing an overnight service between NYC to Lake Placid coordinating, as needed, with all stakeholders regarding scheduling, motive power and such capital improvements as may be necessary to implement the service. IPH and its subsidiaries will bear the cost and risk of operating the service and will contract with ARPS for operation of trains on ARPS trackage. IPH will also pay other entities such as Amtrak and CSX, as appropriate, for handling the trains. “To the extent that matching funds may be necessary for development of the project, or for capital improvements to be undertaken by ARPS, upon conclusion of a definitive agreement IPH will participate in providing matching funds.” IPH will also be exploring additional markets, customer bases and packaging.

* - Comment: It takes a tremendous leap of faith to believe that tourists in New York City will, at considerable expense, travel 12 hours on a train, mostly at night, to arrive in Lake Placid without a convenient means of transportation once there —only to reverse this process on the way home.

To get to Utica the Iowa Pacific would have to negotiate the use of Amtrak trains which is far from a guaranteed option. The “partnership” is simply a loose memo of understanding, with no commitment on either side to proceed. If it were to come to pass, once a week service is envisioned, which means the tracks would have to be restored at great cost to serve a few wealthy travelers versus the mass of people who would use the recreation trail every day and in every season.
ARPS looks forward to the partnership with Iowa Pacific Holdings and their vision of Premium Class Pullman Service but is conservative in their own business model looking at this and other potential partnerships as enhancements rather than necessary components for the success of the railroad. ARPS success and plan still centers on their in-house core operations as the roadmap to sustainable success. However, they feel as they succeed, many other opportunities like the Pullman Service and IPH partnership are likely to develop both for domestic and international markets.
A SUSTAINABLE BUSINESS MODEL AND OPERATING PLAN

Tourism is a major industry throughout New York State and is vital to the economy of the Adirondack North Country Region including the Mohawk Valley and the Adirondack Park. This is confirmed by the State Economic Development Team and clearly articulated by Governor Andrew Cuomo.

Ticket Sales and Revenue

*2013 Ticket Sales based on projected ridership 74,932 times Average Ticket Price for 2012
**2013 Revenue based on 2010 and 2011 growth with no additional expansion. 2012 Revenue included Big Moose Expansion.
The Adirondack Scenic Railroad has established a prominent role within the region by attracting over 1.2 million passengers to the region since operations began on over 4 miles of track in 1992. Our projections show that ridership in the Tri-Lakes area (Tupper Lake, Saranac Lake and Lake Placid) will increase substantially in the first year of full operation when we extend service from Utica to Tupper Lake, Saranac Lake and Lake Placid.

Conservative ridership estimates based on current trends and the Stone Consulting Economic Impact Analysis are for over 90,000 annual riders with total ticket sales of almost $2 million. This will create an annual payroll of over $545,000 in Year 2 of full corridor operations, an increase of 173% from the existing annual payroll of just over $315,000. By the end of Year 2 of full operations cumulative ticket sales are expected to reach over 1.4 million passengers with both room and market of continued growth, even in an uncertain economy and not weather dependent.

The rail corridor, when completed, will transport passengers both from within the local region and extending out to a 300 – 500 mile radius to communities, Wilderness and Wild Forest areas, lakes, and trails of the Adirondack Park. This will enhance opportunities for walking, hiking, mountain biking, kayaking/canoeing, fishing and camping in areas that many people will otherwise not be able to visit, while still maintaining the area’s wild character. These increased recreational opportunities would translate into longer or more frequent stays in the area and additional revenue for outfitters, guide services, main street
retail stores, attractions, special and the hospitality industry. Additional market penetration will be both national and international in draw creating more and new opportunities as the operation and services mature.

- The Adirondack Scenic Railroad provides a way for people with disabilities to experience the heart of the Adirondack Park. The railroad is continually upgrading its facilities and equipment to accommodate those with special needs.

- The Tupper Lake section expansion will link the Wild Center (Natural History Museum), the Adirondack Museum at Blue Mountain Lake, the established Olympic venues and Ironman in Lake Placid and all core regional attractions to points south to Utica and beyond. Travelers will enjoy the experience of a genuinely scenic ride far superior to that currently available between Lake Placid and Saranac Lake. New stops at places such as Charlie’s Inn in Lake Clear, The Lodge on Lake Clear and St. Regis Canoe Outfitters in Floodwood (St. Regis Canoe AREA) would enhance the tourism potential for attractions throughout the Tri-Lakes region including 642 NYSDEC operated campsites in Fish Creek and Rollins Pond.

Looking at these potential niche markets is the basis for the operating plan and business model that drives the pro-forma financial statements. ARPS projects that rather than depend on the through passenger revenue for those going all the way from Utica to Lake Placid as the model baseline, train operations will center on the heart and core of the Adirondack experience that will serve the most desirable niche markets while at the same time still providing for the complete end to end clientele. This serves several purposes; it builds on lessons learned from the failed 1980 operation, it does not require additional crew starts, or equipment and it fully focuses and utilizes the market opportunities and travel desires that have already been established and proven to succeed. It will also offer more exposure to Tri-Lakes communities by being a tourism integrator between campgrounds, Lake Placid, Saranac Lake, Tupper Lake and Lake Clear while at the same time infusing and circulating new visitors into each sub region on a scale never before possible. This methodology is a 21st Century conversion from the old early 20th Century definition and model of rail passenger traffic to a cutting edge deployment of the rail infrastructure resource to enhance recreational and tourism opportunities for maximum community impact, but only if the Corridor has full rail service. For the community and regional benefit, it relies not just on raw ridership numbers but interregional circulation.

As part of the rail operations plan, all aspects come under federal regulations and jurisdiction as to standards of safety, training, operational and maintenance procedures. These are already in place and are carried out every day. It must be noted that the railroad with its’ many volunteers and employees are trained professionals operating to the highest standard and have had an outstanding safety record while operating one of the most intense purely tourist rail operations in North America. Twenty plus years with a safety factor that is an example to both the tourist and short line class of railroad. FRA statistics show the operation has logged 23.8 million passenger train miles since 1992 with no major reportable incidents, while winning the Jake Jacobson Safety Award for up to 5 years in a row. These rigorous safety standards will be further enhanced by new regulations by the Federal Railroad Administration (FRA) and NYSDOT in the future that will enhance not only passenger and crew safety, but that of the communities and environment unattainable by any other mode.
The Adirondack Scenic Railroad has indeed performed beyond all expectations over the last 20 years, not only in the area of safety but operational sustainability while handicapped with disconnected operations that have not allowed for anywhere near the full potential of the business model or for the Corridor and communities to enjoy the economic benefits full Corridor operations would bring forth.

Proposed Full Corridor Rail Operations Schedule

<table>
<thead>
<tr>
<th>Herkimer Miles</th>
<th>Utica Miles</th>
<th>Miles bet.</th>
<th>Station</th>
<th>OPERATING SCHEDULE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Start</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Utica</td>
<td>6:40 AM</td>
</tr>
<tr>
<td>27.67</td>
<td>27.67</td>
<td>27.67</td>
<td>Remsen</td>
<td>6:40 AM</td>
</tr>
<tr>
<td>47.59</td>
<td>47.59</td>
<td>47.59</td>
<td>Utica</td>
<td>11:00 AM</td>
</tr>
<tr>
<td>56</td>
<td>56</td>
<td>56</td>
<td>Utica</td>
<td>12:00 PM</td>
</tr>
<tr>
<td>69.29</td>
<td>69.29</td>
<td>69.29</td>
<td>Utica</td>
<td>1:00 AM</td>
</tr>
<tr>
<td>77.18</td>
<td>77.18</td>
<td>77.18</td>
<td>Utica</td>
<td>2:00 AM</td>
</tr>
<tr>
<td>113.64</td>
<td>113.64</td>
<td>113.64</td>
<td>Utica</td>
<td>3:00 AM</td>
</tr>
<tr>
<td>131.06</td>
<td>131.06</td>
<td>131.06</td>
<td>Utica</td>
<td>4:00 AM</td>
</tr>
<tr>
<td>5.78</td>
<td>5.78</td>
<td>5.78</td>
<td>Utica</td>
<td>8:40 AM</td>
</tr>
<tr>
<td>15.03</td>
<td>15.03</td>
<td>15.03</td>
<td>Utica</td>
<td>10:57 AM</td>
</tr>
</tbody>
</table>

This schedule, based on a mix of FRA Class II and Class III track, can accommodate many market niches and Amtrak connections while covering the entire corridor with frequent yet economical rail passenger service. The many advantages and economies built in are that:

- Passengers can leave Utica at 8:40am and arrive at Lake Placid at 2:40pm with change of trains in Tupper Lake. Utica to Lake Placid passengers arriving at 2:40pm can return to Utica leaving Lake Placid at 11:30am the next morning or stay over longer.
- Lake Placid to Utica passengers can leave Lake Placid at 11:30am and be in Utica at 5:15pm with change of train in Tupper Lake. See commentary on following page
- Two Round Trips from Thendara to Otter Lake to serve current canoe market.
- One short round trip from Thendara to Big Moose.
- Option to ride the Utica train from Thendara to Big Moose for a 2 hour 10 min layover going back on the Thendara train.
- Option to ride Utica or Thendara to Tupper Lake and return the same day.
- Two round trips Saranac Lake to Lake Placid with first trip giving a Saranac Lake passenger a 3 hour 50 min layover to see the town.
- Option for a Lake Placid or Saranac Lake passenger to either go to Tupper Lake as a quick round trip or a layover of 3-1/2 hours to tour the Nature Museum or shops.
- Tupper passengers can go to Lake Placid as a quick round trip.

Train 280 leaves Buffalo at 4:30 AM, Rochester at 5:40 AM, and Syracuse at 7 AM, and arrives in Utica at 7:55 which equals a 45 minute wait to board the 8:40 ASR train. How many would possibly use this service?
Commentary on Travel Times

It is unrealistic to expect visitors to the Adirondacks to drive five or six hours (and miles out of their way) to Utica, leave their car at the Utica station, and continue another six hours by train to Lake Placid—when driving directly to Lake Placid from NYC and Boston takes only half that time, or about 5 ½ hours. Google Map directions say that it is 4 hrs 50 mins from Boston to Lake Placid and 4 hrs 43 mins from NYC. Amtrak already runs a train to Lake Placid that takes just under 7 hours (including a shuttle from Westport to Lake Placid). Why would anyone want to take four extra hours and spend much more to go through Utica? And how would people who do not live in Utica get connections to a train that leaves at 8:40, when most of the visitors to the Adirondack Park do not come from the Utica area?

The ARPS business model is based on services originating in Utica and connecting to Amtrak or other modes of transportation at the Utica station. Projections of increased demand for travel on an expanded Adirondack Scenic Railroad are based on the assumption that availability of a longer-distance train ride along the Utica-to-Lake Placid corridor would attract more customers and benefit the Adirondack economy to a greater extent.

The current Adirondack Scenic Railroad service from Utica to Thendara takes two hours and fifteen minutes (each way) to travel 51.5 miles. At that speed, a scenic train traveling from Utica to Lake Placid would take 6 hours and 16 minutes (each way), plus stops, to travel 141 miles. A round-trip journey on an expanded Adirondack Scenic Railroad originating in Utica would necessarily take one day of travel time each way, and would necessitate a lay-over in Saranac Lake or Lake Placid. Adding travel time from any major metropolitan area to Utica, and a trip on an expanded Adirondack Scenic Railroad becomes a four-day trip before a tourist can actually spend any time (or money) in the Tri-Lakes Region.

Scenic railroads in the U.S. typically offer excursions of 1-3 hours travel time. The Durango and Silverton Narrow Gauge Railroad takes more than nine hours for a round trip on their 45.5 mile line. We are aware of no basis to conclude that a business model based on multi-day excursions would be more successful than the ASR’s current operations between Utica and Old Forge. Therefore, we question the validity of the Adirondack Railway Preservation Society’s assumption that extension of their operations past Thendara would result in expanded revenue and a more-successful operation.

Further, there is a substantial basis to anticipate that an expanded Adirondack Scenic Railroad would actually diminish economic activity in the Tri-Lakes Region. If a family has an opportunity to take a five-day vacation and decides to travel to Lake Placid, Saranac Lake, or Tupper Lake, it would serve the economy of the Adirondacks to the greatest extent if they drive here in 4-5 hours from New York City or Boston, spend almost four days in the Adirondacks, and then drive home. This model would bring much more revenue to the region than for this family to spend one day riding Amtrak to Utica, another day riding the ASR to Lake Placid, one day in the region, and two more days riding the train home. It would be much more efficient from a business perspective to provide for more-rapid transit to our region than is possible with a scenic railroad riding on FRA Class 2 service on near-century-old rails, so that tourists can spend more time and money in the region.
Floodwood Road / Rollins Pond / Fish Creek camp sites can have several options for getting to Placid or Tupper. They can layover or have a quick short trip to Tupper Lake, they can have a short trip with layover in Saranac Lake, or they can do a Lake Placid turnaround.

Utica Passengers can layover at Thendara 3 hours 25mins to tour the town or coordinate with tour boats.

Train schedules allow for a variety of stopovers for hiking, canoeing or lunch at intermediate stations.

Tupper Lake Passengers can ride to Utica and stay overnight.

Possible connections with Amtrak to and from Utica:
- Tr 280 east bound from Buffalo
- Tr 288 on Sunday to NY
- Tr 283 west to Buffalo
- Tr 49 West to Chicago

Can connect with Tr 64 West to Niagara Falls if schedule is tightened.

Does not preclude the running of special trains or charters.

Current Lake Placid based train to originate out of Saranac Lake.

Assumes only three train sets with no crew layovers away from home terminal.

Schedule is sensitive to Rollins Pond / Fish Creek / Floodwood Road campers.

Does Not involve the procurement of any new rolling stock.

A supplemental train running several days / week would connect Thendara passengers to Tupper Lake for the Wild Center or additional trip possibilities including Beaver River, Big Moose, Nehasane.

Supplemental Train may provide dinner train opportunity to go to Big Moose or Beaver River.

Will accommodate for Polar / Doo-Wop / Wine and Beer / Train Robbery / Woodsman Field days or other event trains.
These and other options can be covered with almost no new organizational capital investment in equipment, but leveraging the investments over the past 20 years, both internal to ARPS and by public investment in the Corridor.

**OPERATING DAYS**

<table>
<thead>
<tr>
<th>Location</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Oct</th>
<th>Nov</th>
<th>December</th>
<th>Total Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utica</td>
<td>6</td>
<td>6</td>
<td>15</td>
<td>12</td>
<td>12</td>
<td>6</td>
<td>4</td>
<td>10</td>
<td>78</td>
</tr>
<tr>
<td>Thendara</td>
<td>6</td>
<td>20</td>
<td>27</td>
<td>26</td>
<td>20</td>
<td>26</td>
<td>2</td>
<td>0</td>
<td>117</td>
</tr>
<tr>
<td>North End</td>
<td>6</td>
<td>20</td>
<td>27</td>
<td>26</td>
<td>20</td>
<td>26</td>
<td>2</td>
<td>0</td>
<td>119</td>
</tr>
<tr>
<td>Total</td>
<td>17</td>
<td>46</td>
<td>59</td>
<td>64</td>
<td>52</td>
<td>44</td>
<td>6</td>
<td>10</td>
<td>308</td>
</tr>
</tbody>
</table>

**OPERATING MILES**

<table>
<thead>
<tr>
<th>May</th>
<th>Thendara to Operate 2 Otter and One Big Moose Trip / Day</th>
<th>62</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>North End to operate one Tupper &amp; one UP trip / day</td>
<td>67.94</td>
</tr>
<tr>
<td>May</td>
<td>Utica to operate equivalent of 3 UpL - Thendara Round Trips</td>
<td>102.16</td>
</tr>
<tr>
<td>June</td>
<td>Thendara to Operate 2 Otter and One Big Moose Trip / Day</td>
<td>62</td>
</tr>
<tr>
<td>June</td>
<td>North End to operate one Tupper &amp; one UP trip / day</td>
<td>67.94</td>
</tr>
<tr>
<td>June</td>
<td>Utica to operate equivalent of 3 UpL - Thendara Round Trips</td>
<td>102.16</td>
</tr>
<tr>
<td>July</td>
<td>Thendara &amp; North End operations operate full schedule 6 days / week</td>
<td>Utica operates FR-SA-SU</td>
</tr>
<tr>
<td>Aug</td>
<td>Thendara &amp; North End operations operate full schedule 6 days / week</td>
<td>Utica operates FR-SA-SU</td>
</tr>
<tr>
<td>Sept</td>
<td>Thendara &amp; North End operations operate full schedule 6 days / week</td>
<td>Utica operates FR-SA-SU</td>
</tr>
<tr>
<td>October</td>
<td>All operations operate full schedule until Columbus Day</td>
<td></td>
</tr>
</tbody>
</table>

**November North End** - No operation

<table>
<thead>
<tr>
<th>Thendara</th>
<th>Thendara Shopper / ELF Train</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utica</td>
<td>Thendara Supplemental Train to Tupper OPERATES SAT Only</td>
</tr>
<tr>
<td></td>
<td>Thendara Supplemental Train to Tupper OPERATES SAT Only</td>
</tr>
<tr>
<td></td>
<td>Thendara Supplemental Train to Tupper OPERATES SAT Only</td>
</tr>
</tbody>
</table>

**December North End** - No Operation

<table>
<thead>
<tr>
<th>Thendara</th>
<th>No Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utica</td>
<td>North End</td>
</tr>
<tr>
<td></td>
<td>Utica to Holland Patent</td>
</tr>
</tbody>
</table>

Historic Depot at Lake Placid – 141 miles north of Utica Union Station
### Locomotive Fuel Estimates and Calculation

<table>
<thead>
<tr>
<th>Train</th>
<th>Miles / day</th>
<th>Operating Days per season</th>
<th>Gals / Mile</th>
<th>Cost of Fuel per Gal</th>
<th>Total Locomotive Fuel Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utica</td>
<td>214.54</td>
<td>53</td>
<td>2.25</td>
<td>3.69</td>
<td>$ 94,405</td>
</tr>
<tr>
<td>Thendara</td>
<td>64.22</td>
<td>89</td>
<td>2</td>
<td>3.69</td>
<td>$ 42,181</td>
</tr>
<tr>
<td>North End</td>
<td>135</td>
<td>87</td>
<td>2</td>
<td>3.69</td>
<td>$ 87,220</td>
</tr>
<tr>
<td>SubTOTAL</td>
<td>Locomotive fuel - Full Season</td>
<td>$ 229,906</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Generator Cars</th>
<th>Operating Days per season</th>
<th>Gals / Hour</th>
<th>Cost of Fuel per Gal</th>
<th>Total Generator Fuel Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utica</td>
<td>78</td>
<td>5</td>
<td>3.69</td>
<td>$ 17,269</td>
</tr>
<tr>
<td>Thendara</td>
<td>117</td>
<td>5</td>
<td>3.69</td>
<td>$ 17,269</td>
</tr>
<tr>
<td>North End</td>
<td>113</td>
<td>5</td>
<td>3.69</td>
<td>$ 16,679</td>
</tr>
<tr>
<td>Total Generator Fuel Cost - TOTAL SEASON</td>
<td>$ 51,217</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Light Season - Locomotive Fuel Cost

<table>
<thead>
<tr>
<th>Light Season</th>
<th>Thendara</th>
<th>North End</th>
<th>Utica</th>
<th>Total Fuel Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>$ 2,745</td>
<td>$ 3,008</td>
<td>$ 4,317</td>
<td>$ 1,074</td>
</tr>
<tr>
<td>June</td>
<td>$ 10,205</td>
<td>$ 10,095</td>
<td>$ 5,181</td>
<td>$ 4,072</td>
</tr>
<tr>
<td>October</td>
<td>$ 732</td>
<td>NA</td>
<td>NA</td>
<td>$ 5,179</td>
</tr>
<tr>
<td>Totals</td>
<td>$ 19,218</td>
<td>$ 13,036</td>
<td>$ 15,077</td>
<td>$ 5,179</td>
</tr>
</tbody>
</table>

---

Adirondack Scenic Train traverses the Scenic Splendor of the Adirondacks

---

Adirondack Railway Preservation Society
2013 Business Plan
Pro-Forma Operating Statements – Full Corridor Operations

<table>
<thead>
<tr>
<th></th>
<th>Adirondack Scenic Railroad</th>
<th>IPh Phase I</th>
<th>Pro Forma</th>
<th>Year 1 and Year 2</th>
<th>Full Corridor Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Passengers Estimate</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ticket Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ticket General</td>
<td>$1,014,296</td>
<td>$978,593</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UT-Placid RTE</td>
<td>$789,000</td>
<td>$1,014,480</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Ticket</td>
<td>$1,803,296</td>
<td>$1,993,073</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gift Shop &amp; Ancilliary</td>
<td>$138,635</td>
<td>$145,860</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IPh Haulage - Phase I</td>
<td>$180,000</td>
<td>$306,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Operating Revenues</strong></td>
<td>$2,121,921</td>
<td>$2,444,933</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donations, Dues &amp; Misc</td>
<td>$70,000</td>
<td>$70,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Income</strong></td>
<td>$2,191,991</td>
<td>$2,514,933</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G&amp;A</td>
<td>$336,407</td>
<td>$370,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gift Shop (COGS)</td>
<td>$81,574</td>
<td>$85,766</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marketing</td>
<td>$242,730</td>
<td>$267,003</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td>$659,438</td>
<td>$791,326</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanical</td>
<td>$246,364</td>
<td>$283,320</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MoFW</td>
<td>$365,906</td>
<td>$402,497</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Expense</strong></td>
<td>$1,932,419</td>
<td>$2,199,912</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Net Income</strong></td>
<td>$259,512</td>
<td>$315,021</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ridership inclusive of IPh</td>
<td>$83,775</td>
<td>$90,925</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
With the proposed schedule and equipment allocation, the projection is for an overall positive organizational cash flow that will be sustainable into the future.

This plan provides for not only a conservative estimate of future ridership and operational costs but a positive return on the investment New York State has made in the corridor since 1974.
Rail Rehabilitation Cost Estimate

ARPS engaged Stone Consulting, Inc., an engineering firm specializing in railroad engineering and track reconstruction on a nationwide basis, to revisit previous estimates and update the costs of restoring the last and final segment of the railroad from Big Moose to Saranac Lake. This segment is 68.17 miles and ARPS has targeted a rebuild to Class II FRA Standards as defined in 49CFR Part 213 Federal guidelines for railroad track standards. The latest estimates in tie supply, contractor costs, existing conditions and other material costs have been identified. This scope has identified a cost of $15.2 million as outlined below:

<table>
<thead>
<tr>
<th>Adirondack Railway Repair Estimate to Class II</th>
<th>Revised 1-30-13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Big Moose to Saranac Lake Mainline</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Workscope</th>
<th>Unit EA</th>
<th>Miles</th>
<th>Per Mile</th>
<th>Extension</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Ties (procure, install &amp; dispose)</td>
<td>$100.00</td>
<td>68.17</td>
<td>1700</td>
<td>11589</td>
<td>$11,589,000.00</td>
</tr>
<tr>
<td>* includes deduct for disposal of $7.50 / tie ($869,168)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signage</td>
<td>$500.00</td>
<td></td>
<td></td>
<td>11</td>
<td>$5,500</td>
</tr>
<tr>
<td>Rail &amp; Joint Repair</td>
<td>$50.00</td>
<td>per joint</td>
<td></td>
<td></td>
<td>$265,863.00</td>
</tr>
<tr>
<td>Drainage / Ditching</td>
<td>$2.10</td>
<td>per foot</td>
<td></td>
<td>10,000</td>
<td>$21,000.00</td>
</tr>
<tr>
<td>Gaging</td>
<td>$500.00</td>
<td></td>
<td>50</td>
<td></td>
<td>$25,000.00</td>
</tr>
<tr>
<td>Surface</td>
<td>$5,500.00</td>
<td>70</td>
<td></td>
<td></td>
<td>$385,000.00</td>
</tr>
<tr>
<td>Brush Cut</td>
<td>$2,750.00</td>
<td>30 days</td>
<td></td>
<td></td>
<td>$82,500.00</td>
</tr>
<tr>
<td>Wire Regulator Broom</td>
<td>$1,100.00</td>
<td>per day</td>
<td>4 days</td>
<td></td>
<td>$4,400.00</td>
</tr>
<tr>
<td>Vegetation Weed Spray</td>
<td>$350.00</td>
<td>70</td>
<td></td>
<td></td>
<td>$24,300.00</td>
</tr>
<tr>
<td>Ballast</td>
<td>8,400</td>
<td>per mile</td>
<td>inc. handling &amp; dumping</td>
<td></td>
<td>$572,628.00</td>
</tr>
</tbody>
</table>

Sub-Total Track Only $12,975,291.00

| Bridge Inspect. / Bridge Program | $350,000.00 |
| Engineering (permits, meetings, specs) | $1,224,734.48 |
| Pre-construction Inspection/mark ties/etc | $60,000.00 |
| Bridges Engineering / Administration | $1,634,734.48 |

Section 130 or Other Monies

| Crossings | | |
|-----------| | $120,000 |
| Rehab Each | 5 | $600,000 |

TOTAL PROJECT $15,210,025

Track Only $190,337.26 per mile

Class II $223,119 per mile

ARPS realizes that over the last 30 years many estimates have been made on track reconstruction. What one has to realize is that over time the cost of material changes due to supply and demand, as does the cost of contractor operations. It is also crucial to identify what the scope of work defines that generates the dollar value of the estimate. Some estimates have been based on Class III track (speeds up to 60 mph-passenger) while other estimates have only focused on Class I (minimum standard for passenger operations at 15mph). Other estimates have considered a full implementation of structures, platforms and parking areas, passing tracks, yard tracks and other improvements. Under this phase of ARPS plan, it was decided to simply continue the rail services that operate on both ends and link the middle using already existing infrastructure such as the reconstructed Tupper Lake depot building and avoiding the need for passing tracks, station shelters.
or platforms that would not be needed until the full service expansion matures over a few years. Therefore this estimate allows for Class II rehabilitation, which in some areas depending on surface, geometry and rail defects may actually achieve Class III in some places with tangent track. Little additional infrastructure improvement is planned other than compliance with FRA Part 237 Bridge Regulations and reestablishment of active grade crossing protection systems. The use of 7” Industrial Grade ties will provide for maximum strength and long term wear for the tonnages to be operated over them and under AREMA specification give a very long tie life and return on investment.

Stone will be procured as locally as possible while meeting AREMA Standards for railroad ballast and accommodation has been made in the estimate for realigning the curve elevations from the old steam locomotive geometry track designs. This activity will be performed under existing permits and in the same fashion as the recent rehabilitation between Carter and Big Moose in 2012.

It is also to be noted that under New York State law, used rail ties that are not acceptable for reuse as rail ties cannot be sold for landscaping or other non-rail uses which creates a disposal cost. This cost has been estimated into the cost of a new inserted tie to best reflect this expenditure. The aforementioned Camion Study of conversion of rail to trail may not have fully captured that cost which would inflate that estimate, or any estimate of rail to trail conversion much higher than has generally been publically presented.

**Engineering Cost Estimates (Rail vs. Trail)**

ARPS fully believes in building on past investments that have been put into the Corridor since 1974, both public and private. These investments have continued to grow both the rail experience and the trail and recreational experience for the overall benefit of all users. With over 20 years of investment that has provided ridership in excess of 1.2 million and opened up venues for symbiotic rail and recreational uses such as rail/bike and rail/canoe packages, ARPS feels the trial period has proven the wisdom of the investment and the sustainability of the rail option.

Through various engineering studies, ARPS has concluded that the remaining 68.17 miles of mainline track can be put back in operation completing the full rail link from Utica all the way to Lake Placid for about $15.2 million dollars. This investment will not only repair to Class II (30mph) track conditions between Big Moose and Saranac Lake but in effect will create a 141 mile rail link between Lake Placid and Utica with service beyond to all points on Amtrak. There is no other conceivable comparable investment of that that can begin to equate with that magnitude of connectivity, and multi-modalism in the entire nation that will generate the enthusiasm and notice of a world-wide audience. ARPS plan is to leverage the public and private money spent over the last 38 years to create a much bigger and brighter future for the Corridor and the communities involved.

Conversion to full trail would abolish over $315,000 in existing payrolls and $1.4 million in current total revenues generated by
ARPS today while at the same time being twice as costly per mile as full Corridor rail rehabilitation.

It is interesting to note that the Adirondack Action Plan previously referenced targets a rail to trail conversion at $17.1 million, and only from Lake Placid to Tupper Lake a distance of only 34 miles as opposed to a $15.2 million investment in rail which would not only restore 68 miles of track to active service but open up the entire 141 mile long Utica to Lake Placid route to passenger trains. Conversion of the 34 miles of railroad to trail would shut down 10 miles of active rail service that has been sustained for over 12 years, abolish several jobs immediately, and make as much as half of the Corridor unsuitable for rail operations limiting the diversity and depth of Corridor development forever. Conversion to full trail would abolish over $315,000 in existing payrolls and $1.4 million in current total revenues generated by ARPS today.

It is also to be noted that the Corridor with rail service is handicapped accessible. By taking out the rail, the corridor would no longer be handicap accessible without substantial investments in trail construction and amenities. The Adirondack Scenic Railroad handles a large volume of handicapped persons of various disabilities allowing them to experience sights, scenes and smells that only an immersion within the depths of the Park and Forest Preserve can produce.
ECONOMIC IMPACT ANALYSIS

“The regional economic development community has said in the past, the North Country Adirondack Region is simply not so blessed with transportation infrastructure that the area can afford to lose any of what remains” stated Garry Douglas, North Country Regional Economic Development Council President, “especially the one remaining link to the regions heart. ARPS is committed to preservation and future of this railroad, including the State Rail Plan, the North Country Regional Economic Development Plan and the protections of the National Historic Preservation Act.”

Defining ‘Economic Impact’ actually has been done in a relatively formal manner over a number of years for this railroad project. Beginning in 2007, and then again in 2011, ARPS contracted with Stone Consulting, Inc. to produce the ‘Adirondack Scenic Railroad, North Country Regional Impact Analysis.

Economic impact studies and methodologies can sometimes be considered a ‘black art’, but in this case there are three critical input factors that are relatively well known, producing results that can be evaluated in a standard and comparable format.

The first known factor exclusive to the railroad role is its spending. To produce an annual ridership/visitation of 50,000 or more, the railroad has local and regional direct spending— in fuel, supplies, payroll, purchasing, gift shop, utilities, and all manner of typical small-business activity. The Adirondack Scenic Railroad is a full-fledged local business, one that also happens to attract visitors, rather than a relatively passive visitor site that has no regular operating budget unto itself. Economic impacts are not limited to estimates of visitors and what they may spend, but also determined by the very real — and historically proven — business expenditures that keep the operation going. While indirect and visitor economic impacts have to be estimated, the actual operating budget of the railroad is known — and it directly ripples through the local economies. An attraction that has an operating budget will have more economic impacts than a passive attraction, even with identical visitation numbers.

The second known factor is the cost of rehabilitation and heavy maintenance to the project. Those construction projects have significant direct impacts from materials and contract workers. Although heavy construction and rehab projects produce jobs that are one-time in nature, they are also typically included in economic impact analysis. This purchasing (both ongoing operating and construction) is primarily in the immediate areas of the railroad and from communities along the corridor. That spending produces direct economic impacts, and typically generates the most significant jobs-related benefits that are a direct-calculated jobs result.

The third known impact is the visitor count. One of the unusual features of the Corridor is that its use as a railroad side results in known usage statistics rather than estimates, for both now and in the future. Each rider pays for a ticket that is a direct indicator of corridor usage and return of the State investment. No equivalent fee-based measurement is possible for trail use in terms of usage.
accuracy. Ridership is required to be reported to the Federal Railroad Administration on a monthly basis as part of the statistical safety data analysis reporting procedure.

The final input, based on the visitors that are drawn, is the economic activity of those visitors on the local economy. Based on zip code analysis and commonly-used state averages, overnight stay percentages are estimated, and dollar impact values calculated. Services, special events and schedules directly impact these estimates as they govern the likelihood of contributing to overnight and multiple-day stays.

Finally, in the case of the Adirondack Scenic Railroad, another unique impact is the staffing nature of the railroad. There are over 200 volunteers that make the backbone of the train staff and operating crews, and those volunteers may come from significant distances into the region. Analysis of the 2011 operating season indicates that 39% of the volunteers came from far enough away that they had to do an overnight stay. Given the 13,850 volunteer hours donated during 2011, and that 39% ‘volunteer-visitor’ factor, another 675 estimated overnight stays were generated simply by those donating their time to operate the railroad. Those volunteer nights are a unique feature to this project and have been largely ignored in past analysis.

Each one of these impact areas is then passed through a standard RIMS II multiplier, which is both state and county sensitive. The resulting impacts are measured in dollars of activity and jobs. This is a consistent method of comparison for economic impact analysis studies on a comparative basis.

The study concluded that “total estimated direct ASR economic impact was $3.7 million; indirect was $5,464,834, and an additional $30 million dollar impact would be related to the rehabilitation of the 68.17 miles. The entire project results in the equivalent of 563 jobs”.

<table>
<thead>
<tr>
<th>TOTAL ECONOMIC IMPACT</th>
<th>$ IMPACT ON TOTAL OUTPUT</th>
<th>INCREMENTAL JOB CREATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPERATING BUDGET (Table A)</td>
<td>$3,090,761</td>
<td></td>
</tr>
<tr>
<td>WAGES AND PAYROLL (Table A)</td>
<td>$531,383</td>
<td></td>
</tr>
<tr>
<td>PAYROLL TAXES OVERHEAD (Table A)</td>
<td>$106,306</td>
<td></td>
</tr>
<tr>
<td>TOTAL DIRECT ECONOMIC IMPACT - RAILROAD OPERATIONS</td>
<td>$3,728,452</td>
<td>92 full-time jobs</td>
</tr>
<tr>
<td>TOTAL DIRECT ECONOMIC IMPACT - RAILROAD REPAIR/CONSTRUCTION TO FRA III</td>
<td>$29,957,548</td>
<td>336 jobs</td>
</tr>
<tr>
<td>TOTAL INDIRECT ECONOMIC IMPACT VISITATION ACTIVITIES</td>
<td>$5,464,834</td>
<td>133 jobs</td>
</tr>
<tr>
<td>Totals</td>
<td>$30 Million</td>
<td>563 Jobs</td>
</tr>
<tr>
<td>TOTAL TEMPORARY JOB SUPPORT</td>
<td>336.83</td>
<td></td>
</tr>
<tr>
<td>TOTAL ON-GOING JOB SUPPORT</td>
<td>225.90</td>
<td>225 full-time jobs</td>
</tr>
<tr>
<td>TOTAL JOBS IMPACT- temporary and ongoing</td>
<td>563 Jobs</td>
<td></td>
</tr>
</tbody>
</table>
North Country Regional Economic Impact Analysis Study – Projected Impacts

Adirondack Scenic Railroad
Direct and Indirect Economic Impacts

North Country Regional Economic Impact Analysis study – Job Creation

Adirondack Scenic Railroad
Direct and Indirect Job Creation
Projected Budget Impacts on Project Completion

The 2011 Economic Impact Analysis included the calculation of the reconstruction of the entire railroad to passenger service – primarily the roadbed stabilization and ties necessary for the increase of the operating speed.

The existing railroad budget already includes state support for corridor maintenance, rather than a locally-supported taxation amount for corridor maintenance. The significant and ongoing items of bridge maintenance, brush cutting, and roadbed drainage are already part of the existing rail program. This maintenance spending also directly benefits the winter snowmobile markets. Indirectly, the rail project already subsidizes the snowmobile activity in the winter and has defined and resolved the maintenance responsibility roles. Meanwhile, the regular operating budget is self-supported by its own ticket revenues, and the railroad does not receive a direct operating subsidy.

The Adirondack Scenic Railroad estimates the need for adding 12 additional positions directly associated with railroad operations and maintenance.

These additional positions would include:
- Volunteer Coordinator
- Clerical / Technical – 4 seasonal
- Marketing Manager – 1 Full Time
- Train & Engine Operating Employees – 2 seasonal
- Mechanical Staff – 2 Full Time
- Maintenance of Way / Corridor – 2 seasonal

This would add an additional $206,200 in payroll adding to the already 21 paid positions creating a new payroll total in year 2 of expanded operations of over $545,000.
Beyond the direct payroll hiring of the railroad, the North Country Regional Economic Impact Analysis found that the total Jobs impact of temporary and on-going related to the full rail rehabilitation and operation to be 563 jobs. This is critical to the economy of the North Country, especially as the study predicts 224 of these jobs will be sustained long term jobs.

**Economic Impact Analysis of Additional Pullman Operations**

Estimates regarding the Economic Impact of the proposed Pullman Service have not been included in any previous economic impact analysis to date. The 2011 Economic Impact Analysis was released prior to the IPH announcement. Additional impacts of this project at this point are estimates only, but can be included with some preliminary data. These estimates are primarily based on IPH’s business plan for the service.

**Phase I**

IPH projects 2,225 riders for 30 round trips from mid-June thru August based upon 3 trips per week.

Sixty percent of that traffic could be classified as non-diversion in nature, or visitors who would not already be coming to Lake Placid by other means. That leaves 1,335 people of which in the projected market are likely to be 85% couples spending $300 per day for three days. This projects to $1,021,500 annually with the additional 15% singles (200 persons) spending $180,000. Total seasonal expenditures of couples and singles would be $1,201,500 in the region with an economic impact for the season using RIMS II methodology of $2,360,948 (conservative). This is in addition to any previous economic impact estimates.

**Phase II**

IPH projects 3,825 riders for 51 round trips from mid-June thru mid-October based upon 3 trips per week.

Under Phase II, which could occur the 2nd full year of operations, there would be an effective 2,295 non-diverted riders, and using the same couples ratio (1,951 riders) would yield $1,755,900 of three day expenditures with the single expenditures being $309,600 (344 riders). Total couples and singles seasonal expenditures in Phase II would amount to $2,065,500 for an annual economic impact of $4,058,708 in the region.
RECREATIONAL OPPORTUNITIES & DEVELOPMENT

ARPS realizes the Corridor is much more than a railroad, it is a recreational corridor and conduit through the heart of the park linking various sub-regions and geographic points in a mix and diversity found in few others places on the globe. Indeed the Adirondack Park is larger than the entire State of Connecticut. The diversity of lakes, streams, rivers, wild forest, mountains, ecology, wildlife, plant life and remote wilderness coupled with the rich history of the region is what captures the imagination and defines the mystic of “Adirondack”.

In this regard, the railroad operation is key to seasonal recreational, educational and interpretive functions. It has the ability to connect, enhance, entrance and educate in partnership with the NYSDEC, Forest Preserve and APA in managing this great resource in a sustainable and cost effective fashion. The investment in the railroad is actually an investment in preserving for the future Adirondacks themselves as they are now and have been since the primal days before first disturbed by the footprint of mankind. We only have one opportunity to keep them in this state of preservation while at the same time making them accessible to all who will then continue to understand and support the uniqueness of this great natural treasure.

Some parts of the Adirondacks are very much overused and it has become difficult to manage the high use areas and properly protect the environment. As population and demand for recreational experiences increases this task will become ever harder, taxing the resources that manage them and the ability to protect and preserve them and the people that use them. Many of our famous National Parks have become havens of crime and abuse that have stretched park law enforcement to the limits while biologist, geologist and wildlife management teams struggle with sustainability and everyone’s budgets are being eroded causing frustration and discontent. ARPS plan would be for a continued partnership of allocating wilderness areas, diverting from sensitive areas and acting as a management tool for the benefit of the agencies managing the park. Overuse and access issues, interpretive alternatives and education can be part of a full use rail corridor.

Biking & Hiking

Through the vast interface of the Adirondack hiking trail system and the bike trails the railroad can provide unequaled access to a multitude of destinations. The Adirondack Region has a spectacular trail system (see appendix) with 174.89 miles of rail trail identified in the 2011 EIS Study and potentially another 423.69 miles that could be developed with already abandoned rail lines. Add these trails to the approximately 2,000 miles of hiking trails and the opportunities are endless, especially when easily connected to a rail corridor focused on the recreational aspect of Adirondack tourism.

Comment: The “recreational opportunities” touted by the ARPS would result in little or no benefit to the economy of the Tri-Lakes Region. An expanded Adirondack Scenic Railroad would be able to carry no more than a handful of paddlers or bicyclists and their gear. Under the ARPS business model, they would board at Utica with their gear, travel to a remote spot, spend a few days, then catch a return train to Utica. They would be unlikely spend any time in the region’s villages, and their economic impact on the region would be negligible.
Trains can transport bikes in the baggage car along the same model as is currently done between Thendara and Carter, where in 2012 the Adirondack Scenic Railroad transported 104 bikers just on that small trail system alone. In the past, the railroad has offered opportunities for "Ranger on Board" and nature hikes associated with the Thendara based operation and has also provided access from Utica to Nelson Lake, south of Old Forge for ranger / guide interpretive trips.
While there is a strong and vocal call for additional trails, ARPS believes that there is more value and stewardship in leveraging what already exists and using the rail access as a management tool. There is already some degree of parallel trails between the communities of Lake Placid and Tupper Lake through the Tri-Lakes area, although some are not immediately adjacent to the Corridor. A parallel trail is already grant funded between Saranac Lake and Lake Placid with construction in progress. Other trails are also in planning, funding stages or awaiting markings from DEC. DEC has been actively working on land swaps to make these and other trails connecting from the Inlet / Raquette Lake Area along Route 28 to the Tri-Lakes Area a reality for snowmobilers, bikers, and hikers. Creating still more parallel trail systems and removing the railroad instead of a focus on lateral trails with rail would limit the tourism impact and potential of all recreational users.

**Canoe / Kayak**

Paddling sports have existed in the Adirondacks as long as man has explored the area. It is a very popular recreational past time with numerous events each year staged at many of the communities. Adirondack Scenic Railroad was an early proponent and sponsor of this activity through a partnership with Tickner’s, a small business in Old Forge, NY. Tickner’s offers paddling trips down the Moose River from Old Forge. These trips, regulated and monitored to best protect the participants and the environment have been an outstanding success for almost 18 years. In 2012 alone the railroad hauled 651 canoes and kayaks. This activity can greatly expand offering unparalleled opportunities and experiences. These activities can help promote such events as the 90 Mile Adirondack Canoe Classic and Old Forge Paddlefest. New events may be created due to a full rail corridor that can further enhance tourism and participation in paddle sports.

*Comment: This corridor is many miles removed from the course of the Adirondack Canoe Classic, and it is hard to imagine how an expanded Adirondack Scenic Railroad might credibly partner with that event.*
Adirondack Challenge

There is a significant opportunity to have the railroad serve a further role in recreational access for the millions of visitors seeking unique experiences in Adirondack communities and on trails within and outside of the Forest Preserve. This opportunity was amplified in Governor Cuomo’s announcement in the 2013 State-of-the-State that New York will sponsor a major national whitewater rafting and flat-water paddling event to be inaugurated in the Adirondack Park. The ASR, with track improvements, could provide recreational visitors with easy access to trail heads and launch points along its route from Utica to Lake Placid. In so doing, it will be able to support this significant tourism development initiative and make the “Adirondack Challenge” a truly regional event.
Snowmobiling

ARPS recognizes the importance of snowmobiling to the Adirondack economy and lifestyle during the winter months. ARPS' position on snowmobiling is co-existence. The travel corridor is open to snowmobilers in season with enough snow to cover the tracks. With the rehabilitation of the rail line the corridor will be maintained at a high level, especially with brush control maintaining the high quality of the corridor infrastructure to continue to economically facilitate this use.
Rollins Pond & Fish Creek Campgrounds

One of the biggest markets that will have an impact on creating a greener Adirondack environment and a huge potential base for the distribution of economic impact is to be able to provide the DEC campgrounds at Fish Creek & Rollins Pond with connectivity to Tupper Lake, Saranac Lake and Lake Placid. The intent is to give the campers an easy and economical recreational diversion while allowing them to pack their bikes or boats and go off in pursuit of diversified Adirondack recreation or to assist in transporting them to shops and restaurants in the Tri-Lakes area with partnerships and promotions that ordinarily would not be available. This would in effect feed and enhance revenue to local merchants and also provide for spreading out the impacts of high use camping and trail use in the immediate campground area. In order for this to be possible, a short trail of approximately 1500 feet with a bridge over the outlet would need to be constructed connecting the bike trail area of Rollins Pond Campground to a location near MP 121 on the railroad south of Floodwood. The benefits of this small trail construction would be enormous in economic impact as opposed to major trail constructions in other areas adjacent to or utilizing the railroad bed.

![Map Legend](image)

Detail of Rollins Pond and Fish Creek DEC Camping areas and proposed interface trail to the railroad

The camping visitation at these campgrounds has increased over the last several years, and DEC records indicate over 175,000 campers between Memorial Day and Labor Day with 150 sites open from Labor Day to Columbus Day exclusive of these totals boosting volumes to almost 190,000. This could translate into a potential of 7,000 -10,000 additional riders / year with a 3.5% to 5% penetration level.
Going Green

Green energy is a popular topic these days and the railroad can assist in the green effort by bringing in through the park many additional people and provide a linear conduit between venues that leaves a smaller carbon footprint than those transiting by automobile, whether they arrive by train in Utica or drive in on one of the many highways where Utica or the Northway acts as a funnel to the region. They can even drive into the park, parking their cars and enjoying the ability to travel by using the railroad, all of which are opportunities to help protect our environment in general and the fragile Adirondack Ecosystem in particular.

The Adirondack Scenic Railroad is also exploring bio-diesel alternatives to further enhance the green initiative and maybe able to act as a test bed in this regard for the furtherance of low carbon energy production.

When fully operational the railroad could be used as a viable, less costly and more environmentally friendly alternative to specific packaged shipments and light freight during the operating seasons. Raw materials, packaging and finished goods could be transported by rail to and from the region. While this is an option, ARPS has not built into its’ business model or planning for any freight revenues at this time. However, if and when it comes it will provide additional leverage and value to the entire region.

COMMUNITY PARTNERSHIPS FOR ECONOMIC DEVELOPMENT

The Adirondack Scenic Railroad is as much an integral part of the communities it serves as was the New York Central Railroad in the golden age of rail travel 100 years ago. ARPS works as a community partner and member of the towns, villages and hamlets it serves. While this has proven very successful, that success can grow tremendously under full corridor rail operations.

Since the railroad recommenced operations after a 12 year plus hiatus of neglect and deterioration, a real and visible transformation has taken place in the communities with the railroad once again the focal point of town. There are several vibrant examples:

Utica

Utica has long been the hub of rail activity in the Mohawk Valley. Historically lines have radiated to New York City, Boston, Montreal, Binghamton, Buffalo & Chicago. Huge shops and yards were located here into the 1950’s. Over the years the rail infrastructure slowly eroded leaving little of its’ past vitality. Union Station, once the center of activity and built in the grand style of New York City’s Grand Central Terminal fell into seedy disrepair as did the entire area surrounding it. Although Penn Central, and Amtrak since 1971, have maintained good service on what is known as the Empire Corridor linking New York, Albany and Buffalo; the freight yards and other infrastructure is now largely gone. Beginning in the late 1970’s through the efforts of several organizations the splendid depot was saved from demolition and stands today as a hallmark of the past and a prominent player in the present and future of intermodal rail, highway and bus transportation in the region. As the growing Adirondack Scenic Railroad was stretching its legs to reach Utica and the Mohawk Valley from Thendara, plans were initiated for improvements to the station and the rail track and platform access. These improvements included an overhead...
Comment on "Going Green"

The Adirondack Scenic Railroad is hardly “green.” They use locomotives dating from the 1950’s, many decades before the Environmental Protection Agency regulate off-road diesel engines. In fact, those locomotives predate by decades the development of emission-reduction technology that was first applied to automobiles and trucks in the 1970’s. As a result, these old locomotives generate harmful diesel particulate emissions in very substantial quantities.

Further, the ASR relies heavily on use of chemical herbicides for vegetation control. On a rail-trail, mowers and other non-chemical means to control vegetation would be much more feasible.
pedestrian bridge replacing the aging, foul smelling and often wet tunnels underneath the track, holdovers from the pre-WWI roots of the building.

These trackside improvements have further been enhanced by "streetcape" improvements and historic rail displays that meld the old with the new. Handicap access is now available and these improvements hold promise for growth both for Amtrak and for Adirondack Scenic Railroad and joint interfaces and cross platform transfers to handling the needs of the proposed Iowa-Pacific / Pullman service between New York City and Lake Placid. The Adirondack Scenic Railroad and ARPS have been tireless promoters of the improvements and functionality to this facility and in return now account for 34% of its' rail use.

ARPS can only see this usage and diversity grow allowing for the full potential of the revitalized Union Station and leverage of taxpayer dollars. Currently ARPS rents several offices here, including their operational headquarters and staff making them a prominent tenant and employer.
Remsen

Remsen has had a very colorful and historic past dating back to Revolutionary War days. However, because of changing demographics and economies this once colorful and productive village fell onto harder less prosperous times. The decline of small manufacturing, mills, agriculture and the ease of commuting into Utica by automobile drastically changed the community. At one time Remsen had rail lines coming from Herkimer, Utica, The St. Lawrence Region, Montreal and Lake Placid. Indeed the depot was the center of the community. As with most small town depots it became a forgotten place and was eventually destroyed in the early 1960’s. When ARPS began plans to restore passenger rail service through Remsen connecting Thendara and Utica the community began to come alive again.

The Remsen Development Corporation (RDC) was founded partly to forge a working partnership with the Adirondack Scenic Railroad. The RDC built a replica of the station and canopy at Remsen to support the trains that were starting to run through the village. The building serves the railroad as a very popular flag stop for Utica - Thendara trains. It also serves as the northern terminus of some trains including the Easter Bunny Express, Halloween train, and the extremely popular Beer & Wine Tasting Trains. A number of special events have taken place at the Depot because of the railroad including weddings, cub scout activity days, and an Elvis tribute concert catered by a local restaurant. That village restaurant, The Soda Fountain, is the destination of The Doo Wop Train. Because of the success of the partnership, the RDC has added some period railroad equipment for display. The RDC is also in the planning stages of a Welsh cultural and artisan center.

Remsen shows the Red, White & Blue to the Adirondack Scenic Railroad at their historic depot recreation site.
The railroad has benefited the village of Remsen in a number of areas. Attention has been brought to the area by the rail traffic. The RDC and area merchants are financially aided by the trains that use the Depot. The Remsen Depot also has a strong bond with the offices of the Welsh government in New York City. The Depot site has become a major focal point for the village and increasingly serves as a community center for various organizations.

**Thendara**

Thendara was at one time the railroad stop and interface with the Old Forge Community. It was a busy place with small businesses, a hotel, several restaurants, a post office, a sawmill, community center, several stores, a school and of course the depot as the business centerpiece of town. By 1992, Thendara was hit hard with decay. The hotel was run down and struggling, the sawmill had shut down, stores closed and boarded up, the post office closed and the depot and rail yards in weed choked, paint peeling decay. It was a leftover from a bygone era, best passed by quickly and many thought that the remaining rail presence should be mercifully removed as an eyesore. However, through the diligent efforts of ARPS and the success of the railroad, Thendara has come back to life.

This is not a theoretical postulate or a rosy projection; this is a success story. The hotel has been remodeled and is vibrant, the depot and railroad yard rebuilt and renewed with thousands of visitors onsite during the summer as well as employees who report to work there. The Thendara Historic District was formed to further revitalize this special place and the Community Hall, long
in disrepair and forgotten was restored offering public events and venues and the entire area has been reborn. If not for ARPS' vision in 1992 it is unlikely such a rebirth would have happened.

**Next Stop Tupper Lake**

Next Stop Tupper Lake is a 501C3 community initiative to restore rail service back to the community and reap many of the benefits the restored service has provided other communities along the Corridor.

They also advocate the recreational and trail interfaces so critical to a well rounded Corridor and "Rails with Trails", a concept that provides synergistic benefits for tourism and growth. Through this business plan, ARPS hopes to prove the case for full Corridor rail service and Tupper Lake will not only be a key point in the potential development and vision of the restored rail option but will likely be a focal point in benefit. Already the community through "Next Stop Tupper Lake" has recreated the former 1890's era railroad station that was torn down in 1975. This, as a first step in the renewal and revitalization of that part of the larger community and surrounding area will fulfill opportunities for economic growth, job creation and meaningful economic impact.

Tupper Lake's recreated depot waits patiently for future rail service and economic development

Tupper Lake is projected to be one of the recreational interface focal points for trail activity (hiking & biking), water paddling opportunities and tourism destination development. An important
component already is in place with the new depot structure and the opening of “The Wild Center” “where the wild world of the Adirondacks opens before your eyes”. The Wild Center is a beautiful not for profit educational interpretive center focusing on Adirondack biodiversity.

It is a natural partner to ARPS and the 118 mile Corridor. With connectivity and vision The Wild Center and Adirondack Scenic Railroad can link up communities all along the corridor for an unparalleled experience and education. It is all the more relevant when there are almost 190,000 campers in Rollins Pond / Fish Creek DEC campground areas during the summer that can easily be linked via a new 1500 foot long access trail to a rail boarding platform whereby campers can bring their bikes for which to connect to The Wild Center or shuttle opportunities provided for those who desire. With events such as Woodsman Field Days, the restored rail service can offer additional opportunities for transporting spectators and providing interpretive and educational programs.

ARPS could also foresee some of the new job development centering around Tupper Lake with the need for additional maintenance of way and mechanical staff possibly located here. A small rail track maintenance office and combination Corridor infrastructure office would provide employment while at the same time drawing on local merchants for needed materials and supplies. With added equipment miles for locomotives and rolling stock Tupper Lake lends itself strategically to a satellite mechanical repair base further enhancing economic activity.

Saranac Lake

Saranac Lake from the business side of town at the railroad depot shared much the same fate as Thendara and Remsen. The original New York Central Depot near Broadway Street was torn down but the “new” Union Depot shared jointly by the New York Central and Delaware & Hudson Railway remained standing. However, this gorgeous depot built in 1904 was left vacant and decaying to the point of being beyond rescue. The grand calling card and welcome mat for this resort destination and historic village was left forgotten alongside rusting rails, pigeons and choking weeds. It was little more than a hangout for kids to perpetrate mischief. About the same time that ARPS was planning for the opening of the Saranac Lake to Lake Placid excursions, Historic Saranac Lake was involved with saving their wonderful depot. An area of town that was full of neglect and decay in the mid 1990’s is now visited by thousands of tourists annually who come by rail and visit this historic structure once again and go forth with the option to enjoy the community.
The station is magnificently restored as are the former railroad grounds and surrounding area with streetscape type improvements. What was decay and neglect with no good purpose is now a beautiful part of the community. This again in large part would not have been possible without the revitalization of rail service. Once again after many long years, the railroad and the community have formed a partnership that has provided real results.

Other examples along the same theme can include Big Moose as passenger service is commenced to that point beginning with the 2013 season after a 33 year absence and one of the most potential beneficiaries of all, Tupper Lake.

Community Partnerships and major events that are or can be associated with full Corridor rail development include:

**Utica**
Christmas on Main Street
Polar Express
Oneida County Convention & Visitors Bureau
Union Station Intermodal Facility
Mohawk Valley Economic Development
Amtrak

**Holland Patent**
Polar Express Village
Flag stop community
Easter Trains
Halloween Trains
Remsen
The Soda Fountain
Remsen Development Corporation – Remsen Depot
Easter Trains
Halloween Trains
Beer & Wine Trains

Forestport
Buffalo Head Restaurant

Thendara / Old Forge
Old Forge Christmas on Main Street
Town of Webb School District
Town of Webb Tourism
Tickner’s Canoes
Old Forge Lake Cruises
Raquette Lake Boat Cruise
The View (Art Center)
Thendara Historic District
Adirondack Saddle Tours
Mountain Man Outdoor Supply Rentals
McCauley Mountain

BigMoose
Big Moose Station Restaurant
Big Moose Fire Department

Blue Mountain Lake
Adirondack Museum at Blue Mountain Lake

Tri-Lakes
North Country Chamber of Commerce

Lake Clear Junction
Annual “Lake Clear Day”
Charlies Inn

Tupper Lake
The Wild Center
Woodsman Field Days
Next Stop Tupper Lake
Tupper Lake Chamber of Commerce

Saranac Lake
Historic Saranac Lake
Summer Art Walk
Hobo Fest
CORRIDOR INFRASTRUCTURE - MAINTENANCE & SAFETY ISSUES

Corridor Infrastructure Sustainability

One of the challenges with or without the rail in place will continue to be the on-going issue of maintenance of the core infrastructure. Beavers have been a constant and expensive threat to the corridor even back during the days of the New York Central Railroad. It must be noted that after the closure of the rail line in 1980 that substantial infrastructure damage occurred due to beaver activity, the cost of which was nearly $1 million dollars in washed out track and roadbed, blocked culverts and damaged bridges. Also during this time, heavy vegetation and tree growth began to obscure the right of way along the Corridor creating safety hazards due to visibility problems during winter snowmobile use. Due to the fact that the rails were still in place to access these areas, large and heavy equipment could be brought in to facilitate repairs and allow access to maintenance that otherwise would be prohibitively expensive due both to the remote nature of the areas involved and the magnitude and length of the Corridor itself. Few trails are as long or remote, and if the railroad had been pulled up in 1980 the reality of keeping the Corridor intact and maintained for any use after years of neglect would have been very small. Fortunately that was not the case as volunteers and rail supporters were out on a regular basis as concerned and responsible citizens aided by rail borne track cars to make sure culverts were draining and that beaver activity was not about to disrupt the embankments and create ecological collateral damage. This effort was undoubtedly beyond the manpower and budgets of State departments and resources to deal with, and it may reasonably be forecast to be the case in the future if left to State resources to sustain, diluting not only the private sector job creation but incurring additional financial strain on State resources.

By proper maintenance of brush and vegetation, such as would be part of normal railroad maintenance, the corridor acts as an effective fire break in case of forest fires, thus helping to protect or at least assist in any potential severe forest fire outbreak. It is doubtful that any other use would need or provide for the width and clearing of rail uses and its' attendant benefits. Rail use also would be a much more intense use in the amount of patrol, inspection and movement over the entire length of the Corridor on an on-going basis and therefore much more likely to identify and mitigate any major hazards to the infrastructure that remote hikers or other recreationalist may note or identify and report. As hazards are identified, it will be relatively easy for the railroad to quickly bring in heavy rail borne equipment and begin mitigation or repairs.

The use of rail also allows for quick emergency access for potential forest fire fighting, natural disaster or other incidents (plane crashes) that would require quick access to evacuate large numbers of people or bring in large specialized equipment. Already the railroad has responded in the Tri-
Lakes area providing equipment and access for firefighters fighting a fire in a remote section. These examples are not hypothetical, but already real life examples of the interface of the railroad, the Corridor, communities and emergency response.

The railroad also enhances any search and rescue efforts, again by being able to cover a large area quickly and with many people in the remotest parts of the Corridor. The Big Moose Fire Department has a Hi-Rail Ambulance that is staffed in coordination and partnership with the railroad to provide emergency services in the Big Moose – Beaver River area. Through existing partnerships such as these the Adirondack Scenic Railroad has much to offer to the corridor infrastructure and towards the safety of those who need help quickly.

CONCLUSION

**Adirondack Scenic Railroad – “Open for Business”**

In a period of just 20 years, the impacts that the Adirondack Scenic Railroad have had on the Mohawk Valley and Adirondack Regions has been enormous. There has been a transformation from decay and loss to a renewed focus on the place and heritage of the communities linked by the rail route. Excitement and pride have generated new beginnings and longing for a brighter future. That is in essence why some have become frustrated with the inability to complete this great endeavor to once again fulfill its natural economic role. That role in the 21st Century will be a different model than it was in the 20th, but still with the ability to transform and link communities while providing a scenic window on an unspoiled beauty.

The time has come to move forward based on the 20-plus years of success of the Adirondack Scenic Railroad to fulfill the full potential of Plan Alternative 6 as well as continue the partnership and synergy with trail and recreational rail/trail use, and continuation of the Plan mission as originally envisioned is a critical element.
APPENDICES

ARPS BOARD OF DIRECTORS

In order to enhance future opportunities for success, ARPS Board Members have a diverse background that includes: Technical Skills and Rail Operations, Business & Finance, Government Relations & Public Policy, Tourism, Economic Development and Small Business. This skill mix allows for all aspects of development and governance critical to the continued success and development of the Adirondack Scenic Railroad and Remsen-Lake Placid Travel Corridor, the Adirondack communities and Multi-Mohawk Valley / Adirondack Regions.

ARPS Board of Directors

Branson, Bill: ARPS Board President, retired Director of A. G. Edwards, St. Louis, MO; various boards and foundations
Carbone, Christopher: Financial Advisor at RBC Wealth Management
Curtin, Paul: Attorney, past Chairman of Board of NY Military Academy
Dudley, Timothy: Retired, Verizon Executive
Dunham, Allen: Retired, Marketing/sales Adirondack Daily Enterprise, NBT Bank – Executive Director Essex County IDA, Executive experience in automotive industry, various boards
Ellis, James: Retired, Principal Tupper Lake High School; various boards
Ellison, Linda: ARPS Employee and Station Manager
Falvo, Eugene: President of Falvo Manufacturing, Utica NY. Past President of ARPS
Gores, Peter: Retired, Railroad Executive
Gorney, Alfred: Retired, Railroad Executive & Private Rail Consultant
Heywood, James: Retired, Remsen Central Schools. Past President of ARPS, current Director of Programming of ARPS
Hinman, James: Railroad Executive (Mechanical)
Kennedy, Edwin: Retired, Senior Vice President IBM, Director Global Strategy
Mecklenberg, Daniel: V.P of Next Stop Tupper Lake, Small Business Owner
Savage, Garrett: Retired, Railroad Executive, Business Owner
Strader, Sandra: Former Mayor of Tupper Lake, NY
Tucker, Wayne: President, Kimberly Computer Services, Inc.

Emeritus

Zeltman, Eugene: Retired, Senior Vice President General Electric, former Chairman NYS Power Authority
COMPARATIVE SCENIC RAILROADS IN THE UNITED STATES

The concept of rail and recreational / scenic corridors is neither a new nor novel idea. It has successfully been implemented on various scales throughout not only the United States but globally. New York State now has the perfect opportunity to be a part of this globally recognized tourism sector for a world-class destination by rail.

While the Adirondack Scenic has distinct features – it is one of a number of national-market excursion railroads that have become destination attractions for their entire region. These railroads stand out because of their longer length, their scenic quality, commercial impact on their local communities and states, and their historic relevance and interpretation. All of these comparative railroads feature services, concepts, or geographic parallels to the Adirondack Scenic that impact this plan.

The Adirondack Scenic already has the highest ridership for any excursion railroad in New York State. Given its relatively ‘late start’ in 1992, this remains a remarkable achievement.

Ridership, where stated, is the total riders reported to the Federal Railroad Administration for the stated calendar year.

Saratoga & North Creek Railway (2011-12 ridership not fully reported over 12 months)

The Saratoga & North Creek Railroad commenced operations in July 2011 as part of Iowa Pacific’s Permian Basin family of railroads. It operates 56 miles of the former Delaware & Hudson Railway branch to North Creek, NY from the spa resort city of Saratoga Springs. It penetrates the Adirondack Blue Line extending up north long the reaches of the Upper Hudson River. Much of this line was dormant for over 20 years, a small tourist rail operation operating out of the very north end on a limited basis. Upon Iowa Pacific being awarded an operator’s contract with Warren County the entire line was opened for passenger and freight service with annual ridership in excess of 50,000 passengers. The railroad offers a high end semi-luxury rail experience with dome car meals that has exceeded expectations.

While this operation would appear to be the most direct competitor to the Adirondack Scenic Railroad, the actual impact appears to have little effect on ASR ridership. Despite the increase in S&NC operations, the Adirondack Scenic registered its 2nd best ridership in its’ 20-year history in 2012. The difference between the two potential rail experiences is best illustrated by the memorandum issued by Iowa Pacific expressing interest in long-distance excursion operations to Lake Placid via their luxury Pullman service. While each railroad exists within the same general market area and have some similarity in scenery, the Saratoga & North Creek does not go to Lake
Placid, it goes to North Creek, and it would appear that even S&NC agrees that the preferred destination attraction remains Lake Placid.

**Cuyahoga Valley Scenic Railroad (2010 ridership 189,000)**

The Cuyahoga Valley Scenic Railroad (CVSR) is blessed to be in the center of the Cuyahoga Valley National Park covering 33,000 acres. This park drew 2.8 million visitors in 2008 ranking sixth in attendance among America’s 58 National Parks. The CVSR stretches 51 miles from Independence in suburban Cleveland to Canton, Ohio.

The best ‘comparable’ to this projected level of future ASR operations, along with management structure and raw revenue numbers, may very well be the Cuyahoga Valley Scenic Railroad in eastern Ohio. It operates over an ex-B&O single-track main line that once connected Cleveland with Akron and Canton. CVSR, as a nonprofit entity, originally operated excursion trains over this track during CSXT ownership, using a steam locomotive, dating back to the 1970’s. The only regular operation during that time was a single weekend Cleveland-Akron train.

That ridership peaked at approximately 25,000 during the 1980’s, and fell to as low as 12,000 in the early 1990’s when steam was discontinued. Action to prevent outright closure had to be taken, and a new master plan and management team was put into place by 1994. Ridership immediately began to increase. CSXT had sold the rail corridor to the National Park Service, and NPS wanted to see the railroad (and CVSR) develop as a primary circulator system in what was now a long park corridor in the relatively rural valley. NPS and CVSR partnership began to develop, and expansion south to Canton was encouraged by a track purchase by Canton’s transit agency. Today, the CVSR has ridership that has grown from 39,500 in 1994, first breaking 50,000 in 1995, hitting 100,000 in 2001, and achieving a monumental 189,000 riders in 2010. This achievement is despite the fact that the railroad still does not connect within Cleveland city limits, with the northernmost Cleveland station being Rockside Road. Negotiations with NPS and CSXT have continued to attempt operations further north to Steelyard Commons and/or Tower City (downtown). This is critical to CVSR as another 25,000 annual trips could be generated by Cleveland Public Schools if the railroad can be directly accessed by school bus transportation contracts now limited to city limits only.

Significant for this analysis is CVSR’s relatively large staffing and mix of volunteers and paid labor as the size and mission of the railroad have expanded. The railroad has 12 full time employees, 25 seasonal part-time paid staff and 375 volunteers overseen by a 15 member volunteer board of directors. This operation is very similar the ASR in many ways. Track maintenance and improvements (along with flood damage repairs from the Cuyahoga River) are historically absorbed by NPS.
Adirondack Rails to Trails Development

The following information is based on a snapshot for the 70 mile long Adirondack Railway development. The following values demonstrate what can be expected for the proposed project.

The steel available from the track is 12,161 net tons of rail and 3,730 tons of OTM (other steel track material) equaling $5,697,800 revenue. Approximately $81,397 per mile revenue.

The removal, disposal of railroad ties, and overhead will cost $4,217,668. Approximately $80,262 per mile costs to remove, transport all of the railroad materials, and dispose of all railroad ties.

The final development which includes a stone dust surface, limited decking on bridges, and signs will cost about $1,295,000. Approximately $18,500 per mile to grade, surface, some bridge work, and finish the trail.

The contingency left to cover unforeseen costs will be about $185,132. This of course, will be used to shore up any problems with the development and assist IHPS with its other goals.

The length of time to develop this project will take about 3 years without increasing the current staff size of IHPS. The plan to develop the trail would be in three complete phases.

Other costs to contend with are conservation and erosion controls not covered by the revenue.

Respectfully submitted by,

Joe Hattrup
COO, IHPS
To discourage use of the rail corridor south of Tupper Lake there have been claims made that this would be an inaccessible area, where users could not enter or exit the corridor and where emergency access would be limited. In actual fact there are seventeen access points along this portion of the future rail-trail that will support both warm-weather access and winter use by skiers and snowmobilers. Here is a listing of the access or use points and where they are located:

<table>
<thead>
<tr>
<th>What</th>
<th>Where (mile post)</th>
<th>What's there</th>
<th>Road Access</th>
<th>Connector trail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Big Moose Station</td>
<td>68.00</td>
<td>Parking, public road &amp; Snowmobile trail</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Buck Pond</td>
<td>70.00</td>
<td>Private road with turn-around</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rudd's Road</td>
<td>72.00</td>
<td>Prentice Carislile Holding Co. Road &amp; Snowmobile trail with turn point</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Woods Lake</td>
<td>73.50</td>
<td>Leased PC holding &amp; large turn point</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beaver River</td>
<td>78.00</td>
<td>Public Road, C&amp;C trails with no road access but turn points</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Brandsreth</td>
<td>82.00</td>
<td>Private Road to Long Lake &amp; turn points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Keepawa</td>
<td>83.00</td>
<td>Private Road &amp; turn point</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Partlow</td>
<td>84.00</td>
<td>Private Road &amp; turn point</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Lila</td>
<td>87.00</td>
<td>State Road Restricted &amp; turn points</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Robinwood</td>
<td>94.00</td>
<td>Private access &amp; turn around points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sabattis</td>
<td>96.00</td>
<td>Public Road with Public Parking &amp; Turning Points</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Turning point</td>
<td>98.00</td>
<td>Former log siding area &amp; turn points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horseshoe Lake</td>
<td>100.00</td>
<td>Connection to State Rt 443 with Snowmobile trails &amp; Turning Points</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Pleasant Lake</td>
<td>102.50</td>
<td>Road access, parking &amp; Turn point</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>Conifer Crossing</td>
<td>104.00</td>
<td>Town Road with Snowmobile access &amp; turning points</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>Piercefield/Mt Arab</td>
<td>106.00</td>
<td>Road access with snowmobile trail &amp; turning</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Faust/ Tupper</td>
<td>112.00</td>
<td>State Rt#3 with snowmobile trails and parking plus turning points</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Appendix M – Misrepresentations and Omissions in New York State Presentations at the November, 2014 Meetings on the Unit Management Plan for the Remsen-Lake Placid Travel Corridor

1) NYSDOT’s Ray Hessinger stated that "Rail infrastructure is in good condition where trains currently operate.... the Remsen to Lake Placid Travel Corridor is in much better shape than it was in 1996, due in part to the operations of the Adirondack Scenic Railroad". In fact, the railroad only operates south of Remsen and between Lake Placid and Saranac Lake. Despite agreeing to restore and maintain the rails (1995 UMP and subsequent contract) the operator has done nothing but make the absolute minimum of repairs on the stretch between Big Moose and Saranac Lake. And there was no mention of recent derailments where the rail infrastructure is supposed to be in "good condition" or the discontinuance of service to Big Moose due to rail defects. Furthermore, ARPS Board Member Al Dunham has stated that there was no service to Big Moose this year because ARPS was waiting for the release of $900,000 in government funds to repair the five miles of track between Thendara and Carter Station. Even amortized over the 15 years since that track was originally restored, it is $60,000 per year or $12,000 per mile for maintenance and not the $1,500 per mile for maintenance cited by Mr. Hessinger as being equal to the annual cost of trail maintenance.

2) The State indicated that communities south of Tupper Lake view the train as a positive economic force, and have expressed an interest in rail services. If the State is referring to the operations between Utica and Thendara this is a distortion, since there is no one asking for a change in those train services. But no community north of Thendara has asked for rail restoration and St. Lawrence County, the Towns of Colton and Piercefield, and the 58,000 member NY State Snowmobile Association who currently lease the corridor have all asked for removal of the rails.

3) NYSDOT noted that the rails have seen a marked increase in ridership, growing from 42,655 trips in 2009 to 71,354 trips in 2012. The traffic figures presented hide a really misleading fact. The railroad counted round-trips as one ticket in 2009 but as two in 2012, so the ridership has actually decreased system wide. But that is hiding the real issue: the ride from Utica to Remsen is popular and not threatened by the rail-trail. The ride from Lake Placid to Saranac Lake is in free-fall, with ridership at the lowest levels ever, several derailments in 2014, and no interest in continuing it by either end (Harrietstown or North Elba).

4) NYSDOT mentions "Freight Rail Opportunities," yet freight service was discontinued for lack of demand 42 years ago and no new demand has been cited. If there is a real potential for new freight services why has no one identified it?

5) NYSDOT also cited "Tourist Rail Opportunities," using as an example a scenic train in Ohio that is a three-hour round-trip, including stops, and runs for 30 miles through the Cuyahoga Valley National Park. It is close to the Cleveland metropolitan area to the north and the Akron-Canton metropolitan area at the south end. (These two urban-suburban centers have a combined population of 3,515,646.) NYSDOT’s Ray Hessinger stated that “After researching tourist rail opportunities, the departments found that the Cuyahoga Valley Scenic Railroad in Ohio, which carried more than 210,000 visitors in 2012, has many similarities to the Adirondack Scenic Railroad. This is a model of what Adirondack Scenic (Railroad) could do throughout this corridor.” While the Cuyahoga train has millions of potential riders living nearby, the train from Utica through the Adirondacks has a very sparse population base to draw on. The city of Utica, at the south end of the line, has 61,800 inhabitants. The population of Tupper Lake is 4,000, and Lake Placid is 2,500. That's a stark contrast to the Cleveland-Akron-Canton market. A professional study commissioned by the scenic railroad and the North County Chamber of Commerce said that only 7,000 people would ride a restored train from Utica to Lake Placid, a fact DOT ignores in favor of pointing to an irrelevant city operation.

6) "Theme trains operated by the Adirondack Scenic (Railroad) have a strong ridership draw" DOT’s Hessinger stated. No one questions the value of the theme trains from Utica, a population center with popular rides like the Polar Express, so this is a red herring. The “theme trains” from Lake Placid run mostly empty even when the tickets are free. Getting accurate data on how many tickets that segment sells and how many passengers ride it is a difficult process since they obviously do not want to
separate out the two wholly-different operations. When discussing "Recreational Trail Opportunities," the state’s example was an unfinished rail-trail, "a work in progress" according to the Rails-to-Trails Coalition (RTC), irrelevant to the Adirondack Rail Trail. Multiple relevant examples should have been presented by the state (and have been given to the state by the RTC). DOT’s Hessinger instead pointed to the 90-mile Genesee Valley Greenway, near Rochester, as a possible example of the kind of numbers a trail might bring, explaining that the less remote areas of the trail are vastly more popular than the rural areas. "It has 70,000 users annually on the north end of the trail near the city of Rochester," Hessinger said. "The south end of the trail sees less than 2,500 people on any given year.” Carl Knoch, who studied our corridor for the Rails to Trail Conservancy said “This is a terrible example - the trail isn’t finished. South of Mount Morris there are many sections that aren't finished and require on road detours. … How do I know this, I tried to map it for our New York Guidebook.” Knoch had selected the five comparable trails for his 2012 study, all of which are far more similar than the GVG trail. His estimate was 250,000 users per annum. He has written to NYSDOT to object to their approach.

7) The hearing introduction stated that "The cost to remove the tracks will likely exceed the scrap value of any materials recovered," but no data was presented to support that claim. And NYSDOT claimed that the cost of rehabilitating the track would be less than constructing a trail. But the Lamoille Valley Rail Trail cost estimates are way under $40,000 per mile. They have to structurally repair ten bridges and replace another six, and some of these are very large bridges. We should not have to do any of that yet the state estimate is $200,000 per mile. “In DOT’s opinion” Hessinger stated, “the cost to take the tracks up will exceed the value of the materials you could sell,” He added that the rail is obsolete and the majority of the track would be sold as scrap. But NYSDOT has been presented with several written proposals to replace the tracks and ties with a trail at no cost, i.e., in return for the scrap. The steel in these old rails is extremely valuable and is worth $6 million or more. Iron Horse Preservation Society has even offered a significant rebate to the State after constructing a trail for free.

8) In citing NYS concerns regarding costs of "Removal & disposal costs for creosote-treated ties," no mention was made that DEC issues permit for the burning of rail ties1 or that these permitees operate within a commercial market for rail ties.

9) Rather than incorporating comments submitted in 2013 into the process, NYS has decided to discard that valuable public input as not germane.

10) No mention was made of what restoring the rails to Federal Railroad Administration Class 2 status would mean. Class 2 speed limitations of 25 mph for freight and 30 mph for passengers, would mean over 2 hour travel times from Thendara to Tupper Lake and 4 from Utica, making day trips effectively impossible. The presentation did not include any data on the massive costs to upgrade to FRA Class 3 (60 mph maximum).

11) The hearing presentations made no mention of the current rail operator’s debts, assets, paid ridership, cash flow, future revenue, future expenses, access to an adequate line of credit for expansion and operations, or its auditor’s “going concern” qualification of their financial statements. Nor was there any discussion of how an alternative operator would be selected and whether any viable operators had expressed an interest in operating an expanded rail service. And there was no mention of the bankruptcy of the previous operator (the Adirondack Railway Corporation), or how the state planned to avoid another bankruptcy that might (once again) preclude any productive use of corridor for years.

12) With no U.S. scenic railroads operating over equivalent distances, there are no available examples that the state could point to of successful U.S. long-distance scenic railroads in similar circumstances that are self-sustaining and provide significant economic benefits for their region.

13) Despite the success of rail-trails elsewhere, there was no discussion of comparable trails or of the nationwide success and economic benefits of rail-trails. The rural 34-mile Virginia Creeper trail, as

---

1 See http://www.dec.ny.gov/chemical/42394.html
just one example, has revitalized communities by attracting 250,000 visitors each year.

14) The presentations avoided any discussion of the potential economic or recreational benefits of expanded snowmobile activity resulting from a track-free corridor. Nor was there any discussion of the harm to existing winter uses that would come from restored regular train service. And yet the existing UMP says: “The New York State Office of Parks, Recreation and Historic Preservation's State of New York Snowmobile Trail Plan indicates that corridor trail #7, which runs through New York from Quebec to Pennsylvania, is the state's most important snowmobile corridor trail and that the Remsen-Lake Placid travel corridor right-of-way is the trail's most critical link”.

15) NYSDOT stated that the New York Wild and Scenic Rivers Act would permanently preclude restoration of bridges for rail service from one year after the tracks were removed. In fact, there are no New York scenic or wild rivers in the corridor between Old Forge and Lake Placid, and even if there were the alternate uses (e.g., snowmobiling) would grandfather in those bridges. The State subsequently admitted that the claims made at the public hearing were false.

16) On the topic of funding, DOT says it has used a total of $12.9 million in federal funding to make infrastructure improvements on the corridor. DOT’s Hessinger claimed that “should the tracks be removed from Tupper Lake to Lake Placid, the state would have to pay back about $2 million to the federal government.” The federal government regularly forgives grants when the replacement project is in the public interest, so this appears to be another scare tactic since no one denies the public value of the rail-trail and it reasonable to expect that this project would also be given a waiver on repayment.

17) DOT’s Hessinger informed the public that maintenance costs for a rail or a trail would be about the same, each costing about $1,500 per mile, per year.” Fact: Between 2006 and 2011, NYSDOT has given the ASR $1,782,652 in grants, or $44,566 per mile, for track maintenance on the 37 miles they operate. This does not include a grant of $1.4 million in 2012. Since 2009, ASR has used a little more than $50,000 per year of the NYSDOT grants they received to maintain operations. How much more will they need by more than doubling the distance traveled?

18) There was no discussion of potential economic or quality-of-life benefits of summer use of a rail-trail or expanded snowmobile use on and near the corridor.