

**TOWN OF FORESTPORT
REGULAR TOWN BOARD MEETING MINUTES
WOODGATE FIRE HALL
12445 State Route 28, Forestport N.Y.
September 16, 2026 @6:30 PM**

PRESENT: Supervisor Entwistle
Councilman Scouten
Councilwoman Verschneider
Councilman Addison

ABSENT: Councilwoman Abrial

RECORDING SECRETARY: Tracy Terry

PLEDGE OF ALLEGIANCE:

The Pledge of Allegiance was recited.

CALL TO ORDER:

The meeting was called to order by Supervisor Entwistle at 6:30 P.M.

ABSTRACTS:

GENERAL:

A motion was made by Councilman Scouten and seconded by Councilman Addison to pay Abstract #9, Vouchers #576-#670 in the amount of \$222,806.16
4ayes/ 0 nays/1 absent MOTION CARRIED

HIGHWAY:

A motion was made by Councilwoman Verschneider and seconded by Councilman Addison to pay Abstract #9, Vouchers #200- #218 in the amount of \$23,963.12
4ayes/ 0 nays/1 absent MOTION CARRIED

WATER DISTRICT #1:

A motion was made by Councilman Addison and seconded by Councilman Scouten to pay Abstract#9, Vouchers #91- #105 in the amount of \$12,451.74
4ayes/ 0 nays/1 absent MOTION CARRIED

SEWER DISTRICT #1:

A motion was made by Councilwoman Verschneider and seconded by Councilman Scouten to pay Abstract#9, Voucher #46-#50 in the amount of \$523.44
4ayes/ 0 nays/1 absent MOTION CARRIED

BUCKHORN WATER DISTRICT:

A motion was made by Councilman Addison and seconded by Councilwoman Verschneider to pay Abstract#9, Voucher #24-#28 in the amount of \$943.15
4ayes/ 0 nays/1 absent MOTION CARRIED

PLANNING ESCROW:

A motion was made by Councilwoman Scouten and seconded by Councilwoman Verschneider to pay Abstract#9, Voucher #3 in the amount of \$26.40.
4ayes/ 0 nays/1 absent MOTION CARRIED

TOWN CLERK MINUTES:

A motion was made by Councilman Scouten and seconded by Councilman Addison to accept the minutes from the:
August 19, 2026: Regular Town Board Meeting and Public Informational Meeting: AI Data centers
4ayes/ 0 nays/1 absent MOTION CARRIED

REPORTS

Town Clerk Reports

Justice Report

Supervisor Report

Planning Board

A motion was made by Councilman Addison and seconded by Councilwoman Verschneider to accept the monthly reports.
4ayes/ 0 nays/1 absent MOTION CARRIED

NOCCOG: No one from NOCCOG was present for the meeting.

WATER:

A.W. Kincaid:

A motion was made by Councilman Scouten and seconded by Councilman Addison to accept the proposal below from A. W. Kincaid.
4ayes/ 0 nays/1 absent MOTION CARRIED

Proposal

**A.W. KINCAID
WATER SYSTEMS, INC.**
8487 North Main Street
CANASTOTA, NEW YORK 13032
(315) 697-7720

Page No. 1 of 1 Pages

PROPOSAL SUBMITTED TO Town of Forestport		PHONE 949-4015	DATE August 18, 2026
STREET		JOB NAME Buck Horn Association	
CITY, STATE and ZIP CODE Forestport, NY 13338		JOB LOCATION Buck Lane, Forestport	
ARCHITECT	DATE OF PLANS	JOB PHONE	
		Water System Upgrade Quote	

We hereby submit specifications and estimates for:

Remove existing water system from well and install new pump, pipe and control box.

Total Estimated Cost \$7,120.00

Notes:
Ownership to materials with access and egress to them, remains with contractor until paid for in full.
All collections and legal fees are the responsibility of the customer if necessary to turn this account over for collection.
Signed and returned copy shows acceptance of Proposal.

We Propose hereby to furnish material and labor — complete in accordance with above specifications, for the sum of: _____ dollars (\$ _____).

Payment to be made as follows: **Net 15 days, 2% over 30 days, 24% per annum**

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized Signature: *Pamela R. Smith* **CPI President**
Note: This proposal may be withdrawn by us if not accepted within **30** days.

Acceptance of Proposal — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Date of Acceptance: _____ Signature: _____

SEWER:

- **WWIP Project:** The Wastewater Improvement Project is beginning to start. Lucas Kafka, Water Operator is supervising. Supervisor Entwistle stated for the record that they are stockpiling materials for the project in the parking lot across from the Catholic Church and the materials are not for the taking. This should be completed by the time it starts snowing.

BUCKHORN:

UNFINISHED BOARD:

- **Round Lake Bridge Project:** They are setting the beam by Tuesday.
- **Boilers:** The new boiler at the Town hall should be completed by the end of the month.
- **Senior Recreation:** The upcoming senior trips include:
 - **Raquette Lake-** This Saturday
 - **McCauley Mountain-** October 3rd
 - **Adirondack Scenic Railroad-** October 15th
- **Art Club:** Art Club is full and has started already.

- **Expo:** The annual EXPO is Wednesday, September 30th from 10am-2pm.
- **5K:** The 5K was a great success and there were 126 runners.
- **Radar Sign:** The mobile radar sign has been ordered, and Supervisor Entwistle is waiting for the purchase order to come.
- **PBA Vacancy:** There has been minimal interest, and the ad will continue to be placed in the Boonville Herald.

NEW BOARD BUSINESS:

- **Helio Health:** Helio Health is a Not-for-Profit organization. They are looking for a space to hold mental health and Methadone clinics for the community in their van. Supervisor Entwistle walked through stated it is all up to date and has all the security measures in place such as lockdown if needed.

A motion was made by Councilwoman Verschneider and seconded by Councilman Scouten to approve Helio Health coming to the Town Hall one Wednesday a month from 7am-11am.

4ayes/ 0 nays/1 absent MOTION CARRIED

- **White Lake Crosswalk:**

A motion was made by Councilman Addison and seconded by Councilwoman Verschneider to approve resolution #5 of 2026

4ayes/ 0 nays/1 absent MOTION CARRIED

Town of Forestport Resolution No. 5 for 2026
Support for Crosswalk Alert at Route 28 and Maple Road

WHEREAS, the Town of Forestport is committed to ensuring traffic and pedestrian safety within the Town, AND

WHEREAS, the White Lake Shores Association wants to install a crosswalk alert system at the corner of Maple Road and Route 28 in order to improve pedestrian safety, AND

WHEREAS, the necessary equipment can only be purchased by a municipality, and the White Lake Shores Association is committed to reimbursing the Town of Forestport for the equipment, AND,

WHEREAS, the New York State Department of Transportation is committed to installing the crosswalk alert system for the White Lake Shores at the desired location,

BE IT RESOLVED, that the Town of Forestport will purchase the necessary equipment for the White Lake Shores with the understanding the Town will be reimbursed in full.

Adopted September 16, 2026

1 - *Stouten*
2 - *Addison*

- **Budget:** Supervisor Entwistle presented the tentative Budget to Town Clerk, Tracy Terry. The Budget Workshop is scheduled for Monday, September 28th at 6:30PM at the Forestport Town Hall. The Public Hearing is scheduled for October 21, 2026 at 6:15PM at the Woodgate Fire Hall prior to the Regular Meeting.
- **Old Forge Ambulance:** Open House for their new building at 105 Spring Street, Old Forge on September 26th 11am-3pm
- **Resolution #6: Increased funding for NYS Tughill Commission in NYS Budget:**

A motion was made by Councilman Addison and seconded by Councilwoman Verschneider to approve resolution #6 of 2026 below.

4ayes/ 0 nays/1 absent MOTION CARRIED

Resolution No. 6 of 2026

A Resolution Supporting Increased State Funding for the New York State Tug Hill Commission in the New York State Budget

WHEREAS,

The New York State Tug Hill Commission is a non-regulatory state agency established by the New York State Legislature in 1972 to provide essential planning, technical assistance, and community development services to the towns and villages of the Tug Hill region; and

WHEREAS,

The Commission serves more than 40 towns and numerous villages across Jefferson, Lewis, Oneida, and Oswego Counties, supporting rural communities with limited local capacity and resources;

WHEREAS,

The Commission provides critical assistance in:

Land use planning, zoning, and local law development
Economic and community development
Grant writing and administration
Infrastructure planning (water, sewer, broadband, and energy)
Natural resource management and environmental stewardship
Training and technical support for local officials

WHEREAS,

Through its unique "circuit rider" program and shared services model, the Commission effectively provides professional staff support to many small municipalities that would otherwise be unable to afford such services independently;

WHEREAS,

The Commission plays a vital role in helping local governments comply with complex and evolving New York State laws, regulations, and reporting requirements, thereby ensuring effective and lawful municipal operations; and

WHEREAS,

The Commission has a proven track record of leveraging significant state, federal, and private funding for local projects, often generating millions of dollars annually in grants, local investments and planning that directly benefit rural communities;

WHEREAS,

The New York State Legislature has recognized that the continued operation of the Commission is essential to enabling municipalities in the Tug Hill region to perform their basic local government functions and maintain their rural character and economy;

WHEREAS,

Without the continued support and services of the Commission, many rural towns, villages, fire departments, and other local government entities would face significant challenges in maintaining operations, securing funding, and complying with state requirements;

NOW, THEREFORE, BE IT RESOLVED,

That the [Town/Village/Fire District] of _____ hereby strongly supports increased and sustained funding for the New York State Tug Hill Commission in the New York State Budget; and

BE IT FURTHER RESOLVED,

That the [Town/Village/Fire District] respectfully urges the Governor and the New York State Legislature to recognize the critical role the Commission plays in supporting rural communities and to provide increased appropriations to ensure the continuation and expansion of its services; and

BE IT FURTHER RESOLVED,

That copies of this resolution be sent to:

The Governor of New York State
Members of the New York State Senate and Assembly representing the Tug Hill region
The New York State Tug Hill Commission
CERTIFICATION

I, _____, Clerk of the [Town/Village/Fire District] of _____, do hereby certify that the foregoing is a true and correct copy of a resolution duly adopted by the [Town Board/Village Board/Board of Fire Commissioners] on the ____ day of _____, 2026.

-
- **Historian:** JoAnn Ballard, the Town Historian has received permission from property owners to place Historical Markers on their property. The information is below.

1869 North Lake Dam Breach

On April 21, 1869, the **North Lake Reservoir** dam ruptured, flooding the Black River watershed and damaging downstream communities, industries, and infrastructure. [New York State Archives](#)

New York State Canal Board records say the flood destroyed mills, bridges, and other property all the way to Watertown. An 1869 law authorized an investigation, and Canal Appraisers held hearings in Utica to examine the failure and claims. [New York State Archives](#)

The Canal Board compiled **hydrologic and engineering data** on the dam, reservoir, and flood, plus property-damage accounts. Three-part testimony was bound in two volumes. Surviving materials include:

- Dam and reservoir measurements and descriptions
- Reports on the flood's course and effects
- Accounts of destroyed structures
- An 1871 state brief defending the government

The **New York State Archives** preserves these records online.

The Black River fed the Erie Canal network. The **Black River Canal** ran from Rome through Boonville, linking inland waterways to the state canal system. [Adirondack Explorer](#)

North Lake Reservoir supported this system. Its dam failure disrupted navigation and industry, becoming a notable nineteenth-century U.S. dam disaster.

The breach changed Black River Canal management by prompting:

- Greater scrutiny of dam design, maintenance, and safety
- More detailed hydrologic and engineering reviews
- Ongoing debate over state liability for infrastructure failures

The 1869 North Lake dam breach devastated the Black River watershed. Its records document the destruction and its influence on canal management, engineering review, and dam safety.

[#1 — Canal Commissioners' Annual Report, 1861–73 | HathiTrust](#)

Cover, title, and information pages saved in Atwell file

[Canal Damage Awards | New York State Archives Finding Aid](#)

[#243 — Canal Commissioners' Annual Report, 1861–73 | HathiTrust](#)

North Lake Dam

Breached April 21, 1869

**Disrupted navigation and
industry, becoming a major**

**19th-century U.S. dam
disaster that spurred safety**

Criteria for Historical Marker Inscriptions

Historical markers are designed to span generations. By obtaining one, you're doing a service to your community and the public at large. To help ensure the highest quality marker inscriptions, we have established the following criteria to guide you when selecting a subject, location, and inscription.

The subject of the marker must be historically significant to the larger community or beyond, and this must be documented with primary sources.

Think about "What history happened here?" If the subject is not significant beyond one person or family, it will not qualify for a marker.

The subject of the marker must fall within the time frame, which is between 1683 and 100 years prior to the date of the application. In other words, the historical event, place, or person must be older than 100 years.

The marker inscription must be proven using primary source documentation. See our page on Primary Source documentation for more information.

We will not approve any applications for markers that duplicate existing signage or markers. The subject matter must be entirely original, highlighting aspects of history that are not already commemorated, unless the marker is a replacement.

For more guidance pertaining to Buildings, Cemeteries, Farms, Places of Worship and Schools, see the section below.

Text and Inscription Criteria

Inscriptions must be clear about why the subject (person, place, thing, event) is historically significant.

Every single fact written on the marker must have a primary source to support it. See our Primary Sources page for more information on what is accepted as a primary source.

At least one key date must be included to contextualize the marker; however, the inscription should not be written simply as a list of dates.

Inscriptions should maximize available character limits. All five lines must be used.

Inscriptions have one title line of 15 characters and five body lines with 27 characters each.

Inscriptions should try to tell a short story that piques interest and motivates people to want to learn more. We always write a longer description for our website marker map. We want the marker to inspire curiosity despite its brevity.

Inscriptions need to be accessible to everyone, including students and visitors. We recommend writing it with a 4th/5th grade audience in mind and avoiding jargon and complex language.

Woodgate Station was originally known as White Lake Station. Like the rural stations at Forestport and Thendara, the building had two stories. The station agent's living quarters were located on the upper floor.



August of 1977

[Mohawk and Malone Railway explained](#)
[Mohawk & Malone Railroad Archives - New York Almanack](#)
[Divisions | NYCS Historical Society](#)
[Mohawk and Malone Railway - Historic Saranac Lake Wiki](#)

The Mohawk and Malone Railway, built by Dr. William Seward Webb in 1892, evolved from a narrow gauge line into a major Adirondack route connecting Herkimer to Malone, serving tourism, logging, and trade before merging into the New York Central's Adirondack Division.

Webb, president of the Wagner Palace Car Company and connected to the Vanderbilt family by marriage, sought to extend New York Central service from the Mohawk River corridor toward Malone and Montreal. He acquired the 16-mile, narrow-gauge Herkimer, Newport and Poland Railroad, converted it to the standard gauge of 4 feet 8½ inches, and realigned portions of the route to reduce crossings of West Canada Creek.

Construction proceeded through the Adirondack wilderness from 1891 to 1892.

- Approximately 191 miles of track crossed rivers, swamps, hills, and mountains.
- The route reached elevations of about 2,000 feet.
- Major works included bridges over the Black River and at Trenton Falls, along with extensive cuts, grading, and embankments.
- The final spike was driven near Big Moose Lake on October 12, 1892. The completed line linked Herkimer and Malone, connected at Remsen with the Rome, Watertown and Ogdensburg Railroad, and included a branch from Lake Clear Junction to Saranac Lake that supported tourism with services day, and night trains connected Utica with Montreal and from Grand Central Terminal to Lake Placid. By the 1920s, the Adirondack Division handled as many as ten passenger trains a day. The rails also feed the lumber industry.

Listed on the National Register of Historic Places in 1993, the **New York Central Railroad Adirondack Division Historic District** protects 23 buildings and 18 structures along the former Mohawk and Malone route. The designation recognizes the railway's influence on regional development, industry, and tourism. Today, portions of the corridor remain active through the **Adirondack Railroad**, while the **rail-trail system** provides recreational access and preserves the route's historical legacy.

***Woodgate, located along the Adirondack segment, was part of the railway's network supporting logging and small communities. Stations in the area, including Beaver River and Little Rapids, served both timber operations and local passengers, linking remote settlements to larger markets [newyorkalmanack.com](#).

The railway's presence enabled economic activity in otherwise isolated regions, leaving a lasting imprint on Central New York's development.

The Mohawk and Malone Railway remains a significant chapter in Adirondack and Central New York history, illustrating the transformative impact of railroads on commerce, tourism, and community growth in the late 19th and early 20th centuries [Wikipedia+2](#).

New York Central Railroad Adirondack Division Historic District is a national historic district located in Essex, Franklin, Hamilton, Herkimer, Oneida, and

St. Lawrence County, New York. The district covers 1,144 acres in multiple New York counties and includes 23 contributing buildings and 18 contributing structures. It encompasses the former Mohawk and Malone Railway that eventually became the Adirondack Division of the New York Central Railroad in 1913_^[2]

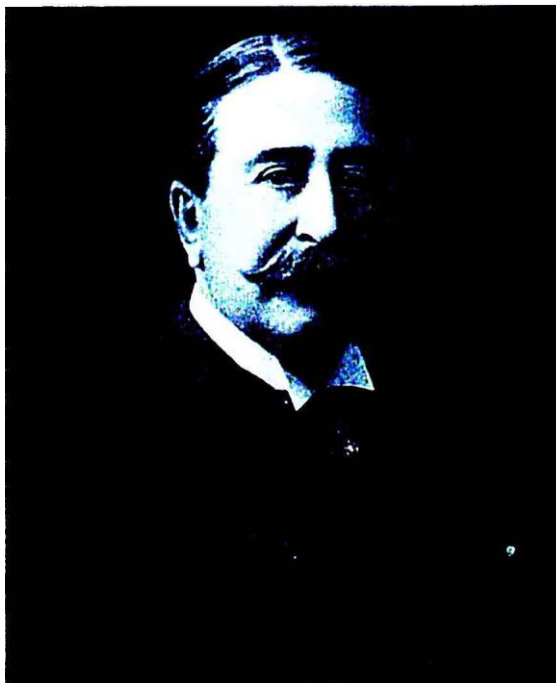
It was listed on the National Register of Historic Places in 1993_^[1]

References

1. *"National Register Information System". National Register of Historic Places. National Park Service. March 13, 2009.*

2. *Raymond W Smith (October 1993). National Register of Historic Places Registration: New York SP New York Central Railroad Adirondack Division Historic District. National Archives and Records Administration. Retrieved October 29, 2025. (Downloading may be slow.)*

Robert Henderson Robertson (U.S. National Park Service)



A motion was made by Councilman Addison and seconded by Councilwoman Verschneider to approve the Historical Markers for the North Lake Dam breach and the Woodgate Train Station.

4ayes/ 0 nays/1 absent MOTION CARRIED

- Bill Gardner sold the Highway Truck on Auctions International for \$37,150. The new truck should be here by the end of October.

NEW BUSINESS PUBLIC:

ADJOURNMENT:

A motion was made by Councilman Addison and seconded by Councilman Scouten to adjourn the meeting.

4ayes/ 0 nays/1 absent MOTION CARRIED

There being no further business, the meeting was adjourned at 6:52 P.M. by Supervisor Entwistle.

Respectfully submitted,
Tracy M. Terry

Forestport Town Clerk