

Team 1: The Half Moons



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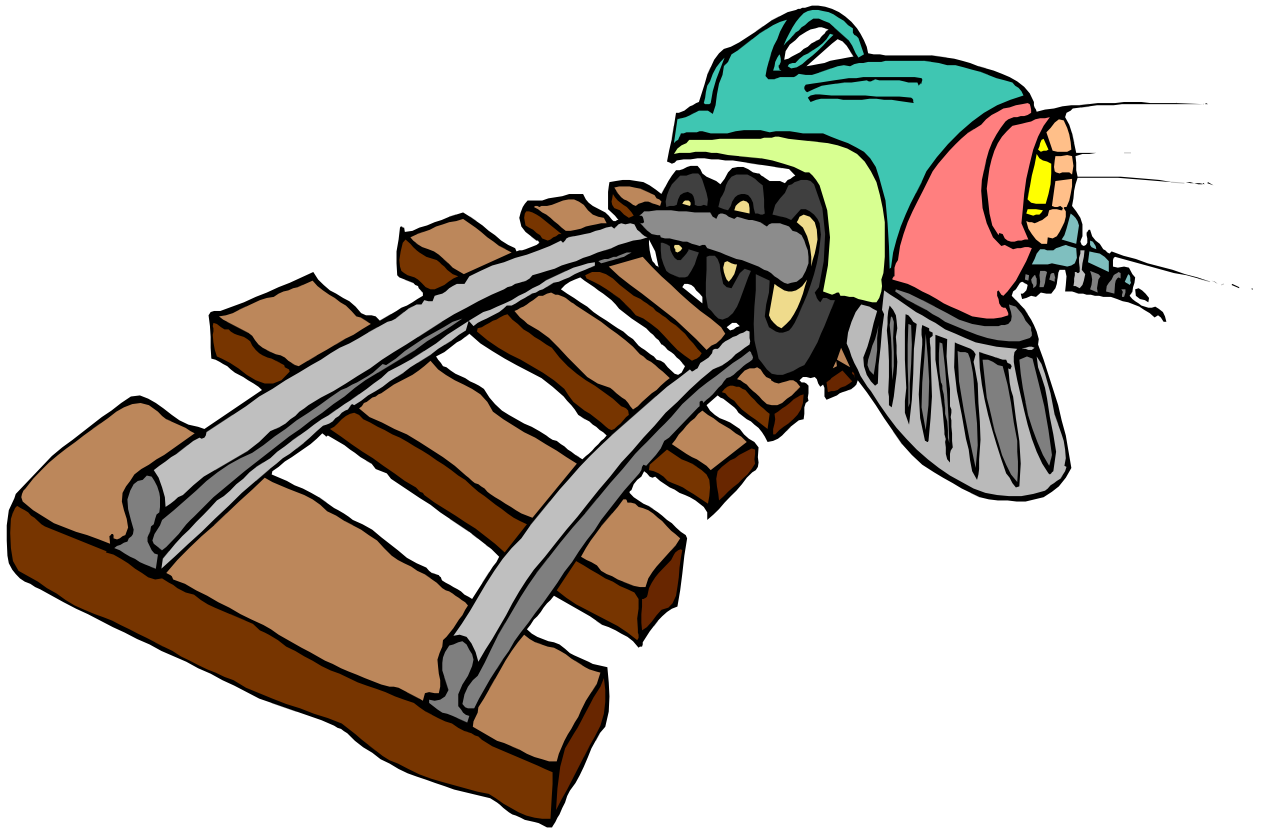
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**Transportation: Railroads
in the Hudson River Valley**



All Aboard the Train of The Hudson River Valley History!

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Overview: Transportation of the Railroads in the Hudson River Valley

“Chu-Chu” and the **MTA Metro-North** goes passing through Poughkeepsie. We owe all of current railroad technology and main lines to key individuals, construction concepts, and companies that have pulled together throughout history to make the Hudson River Valley railroad systems what they are today. The main goal of the railroads has not changed. It remains to increase the **transportation of both, people and supplies**. In turn, this goal has resulted in industrialization and production. Two types of trains that run along the tracks in the Hudson River Valley include locomotions, which provided power for the trains and freight trains with cars that were hauled by locomotions.

There were many key leaders who stand out in terms of production and leadership of the HRV railroads. We can attribute **Thomas C. Cornell** with the **Rondout and Oswego Railroad** who needed a line to deliver to his port in Rondout. The **Kingston and Syracuse Railroad** can be attributed to George Sharpe whom needed a railroad line to connect to Oneonta while **Erastus Corning** can be created with the Utica and Schenectady Railroad and the **Mohawk and Hudson Railroad**, the first railroad to be built in the Hudson River Valley. **Cornelius Vanderbilt** was one of the most influential leaders in the history of the HRV railroads, gaining control of the entire **New York Central Railroad system**.

One of the earliest railroad lines included the Rondout and Oswego Railroad. This line was the first railroad to run through the **Catskills** and served the purpose of carrying coal from Pennsylvania (“Catskill Mountain Railroad Co.”). After running bankrupt, as many railroads did, it became the New York, Kingston, and Syracuse Railroad. In addition to allowing for the transportation of goods, it also transported people to New York City.

Vanderbilt’s railroad system, the New York Central System was one of the largest and greatest American railroads of the 20th century to operate in the Northeast. Archival to New York Central was **Penn Central**. Just prior to filing for bankruptcy in 1970, the two lines combined, forming the new Consolidated Railroad Corporation, Conrail.

One of the best-known key sites in the area is the newly recreated **Hudson walking bridge**. When the walking bridge was a working railroad, the bridge was used by the Penn Central locomotives to transport soldiers and war paraphernalia during the World War II. The Penn Central railroad lines are still in operation but were bought by other companies such as **Conrail** and **Amtrack**.

The universal sign for a railroad that can be found along highways is a large yellow circle with a black “X” and two “R’s” on each side of the “X.” When railroads began to overpower waterways as the preferred method of transportation, many railroad lines were built in the Hudson River Valley as it was the ideal location. Some of those railroads still exist to this day and the highway route markers direct people to them from the streets; the railroads that were abandoned once had signs indicating where they were, and if those markers were still present today, this is exactly what they would look like. The railroads can be found right off of many highways in the areas include off of **Route 9 N, I-587 W, NY-214 N, NY-205, and NY-23 W**.

An interpretive sign for the Rondout railroad would most likely say- “Rondout Station was built in the 1860s and demolished in the 1970s. There are interpretive signs at the Catskills stations previously used by the Ulster and Delaware railroads. The railroad is still preserved and even used as a **history journey** up into the mountains. The signs most likely repeat the information you can find on their website which states, “The tracks you will be riding on are rich in history and what a great way to describe all of the lines running through the Hudson River

Valley at some point in time”. While many of these railroad lines went bankrupt or merged to form larger railroads, it is clear that without these early, the current railroad systems of the Hudson River Valley, such as the MTA Metro-North with stations in places such as **Putnam County, Ulster, Dutchess, and Rockland County**, would not exist as they do today.

History of the Railroads in the Hudson River Valley

New York's first railroad, the Mohawk and Hudson Railroad, opened in September 1831, and was built to supplement travel on the Erie Canal, running from Albany to Schenectady. Then in 1845, the Troy and Greenbush Railroad was chartered and opened connecting Troy to East Albany located on the east side of the Hudson River. The first Poughkeepsie railroad station was built in 1850 and became part of the New York Central Railroad, running all the way up to Albany ("History of the Mohawk Valley: Gateway to the West 1614- 1925").

The Hudson River Railroad Company was organized in 1846 to build a railroad from New York City to East Albany. Beginning at 32nd Street, the railroad opened up in September 1849, and went along the Hudson River through Yonkers, Tarrytown, Peekskill, Cold Spring, Fishkill, Poughkeepsie, Rhinebeck, and Hudson, all the way to Albany. This line was to extend the Troy and Greenbush Railroad south to New York City. This railroad brought all of Westchester County within a ninety-minute journey ("New York Central Railroad and New York State Railroads").

The Rondout and Oswego Railroad, was chartered in 1866 It ran from Kingston Point, on the Hudson, to Oneonta, in the Susquehanna Valley, crossing for 108 miles through the Catskills. Unfortunately it went bankrupt in 1872. It was the first railroad to actually run through the Catskills. In 1872, it was reorganized into the New York, Kingston, and Syracuse Railroad. This railroad allowed for coal to be transported from Pennsylvania to New York City as well as allowed for tourist transportation. However this railroad, too, went bankrupt in 1875 and turned into the Ulster and Delaware Line ("Ulster and Delaware").

The New York Central System, know as "The Water Level Route" was one of the largest and greatest American railroads of the 20th century to operate in the Northeast, serving states including New York, Pennsylvania, Ohio, Michigan, and Massachusetts. In 1853, ten railroads across New York State were merged to create the New York Central. Grand Central Station is one of its best-known landmarks ("New York Central Railroad and New York State Railroads").

In 1869, the New York Central Railroad was merged with the Hudson River Railroad and formed the New York Central and Hudson River Railroad. This Railroad extended the system south from Albany all along the east bank of the Hudson River to New York City. The leased Troy and Greenbush Railroad ran from Albany north to Troy. Then yet again in 1914, the New York Central and Hudson River Railroad merged with a railroad called the Lake Shore and Michigan Southern and formed the New York Central Railroad Company. Archival to New York Central was Penn Central. Penn Central originated in part by the New York New Haven and Hartford Railroad. It filed for bankruptcy in 1970. Just prior to that in 1968, the two combined, forming the new Consolidated Railroad Corporation, Conrail "New York Central Railroad and New York State Railroads").

The O & W Railway or New York, Ontario and Western Railway, was a railway that exited in the late 1950s. It served New York City and transported mainly coal and dairy products. The railroad was originally the New York & Oswego Railroad but this railroad ran into serious money problems. In 1880, it was reorganized into the NYO & W Railroad (O & W). This railroad ran from Cornwall, New York to Weehawken, New Jersey until it, too, ran into money problems and was later purchased by the New York Central & Hudson River Railroad. In addition to carrying coal and dairy products, this railroad was also very popular for transporting tourists throughout the area especially along the lower Catskill Mountains. In the 1950's it was unfortunately liquidated because of a number of various factors ("Roscoe O & W Museum").

In 1880 the New York and New England started pushing west and built a connection from Brewster to Putnam Junction, south of the Metro North rail yard currently in Brewster. Later on the railroad purchased railroad tracks to Beacon from the Dutchess Railroad with the plans of having passengers cross the river on a ferry in order to get to Newburgh. Due to the awkwardness of taking the ferry, the Poughkeepsie Railroad Bridge was completed in 1888 running east to west, connecting both sides of the Hudson River. In 1974, a terrible fire burned down the bridge but Penn State was able to reconstruct the old New Haven Beacon Line to connect the Hudson tracks to the Maybrook Railroad line (“A Timetable to the Past”).

Later on the railroad purchased railroad tracks to Beacon from the Dutchess Railroad with the plans of having passengers cross the river on a ferry in order to get to Newburgh. Due to the awkwardness of taking the ferry, the Poughkeepsie Railroad Bridge was completed in 1888 running east to west, connecting both sides of the Hudson River. In 1974, a terrible fire burned down the bridge but Penn State was able to reconstruct the old New Haven Beacon Line to connect the Hudson tracks to the Maybrook Railroad line (“New York Central Railroad and New York State Railroads”).

While many of these railroad lines went bankrupt or merged to form larger railroads, it is clear that without these early, the current railroad systems of the Hudson River Valley, such as the MTA MetroNorth with stations in places such as Putnam County and Rockland County, would not be as technologically advanced nor as effective as they are because of the past.



Key Leaders of the Railroads in the Hudson River Valley

Who would have thought that the first steam engine would lead to the establishment of the modern railroads led by many key individuals? These leaders helped produce and create connections between all people, especially throughout New York and the Hudson River Valley area. These connections provided quick and convenient transportation as well as trading opportunities, which led to industrialization and population growth. There were many people involved when it came to the productions/leaderships of the railroads in the Hudson River Valley. Leaders involved with the railroads that helped connect the Hudson River Valley with the rest of New York were Thomas Cornell, George Sharpe, Erastus Corning, John B. Jervis, and Cornelius Vanderbilt. These leaders had a significant influence on the railroads and how they connected.

Thomas C. Cornell was a politician living in Rondout, NY who became a key leader of the Rondout and Oswego Railroad. He first founded the Cornell Steamboat Company, but then desired a system of transportation that would bring supplies from ports in Central/Western NY to his port in Rondout, where his company could obtain supplies (Cornell, Thomas). This led to Cornell's decision of creating this system that consisted of 62-70 pound rail and would run from Rondout to Oneonta, and then on to Oswego. This production was a big success and connected the different parts of NY and transported many people. Eventually, Cornell decided to get other people involved, like John A. Greene, who had the task of expanding this railroad along with paying off all debts. Unfortunately, this led to bankruptcy in 1872. This did not stop Cornell. He was also involved with the Catskill and Ulster and Delaware Railroads.

When the Rondout and Oswego Railroad went bankrupt, George Sharpe stepped in. Sharpe, native of Kingston, Ulster County, NY, attempted to restructure and sort out the R&O Railroad to create the Kingston and Syracuse Railroad ("About Ulster and Delaware Railroad"). His goal was to route the railroad to Oneonta to eventually connect to the Syracuse and Chenango Valley Railroad. This railroad, constructed quickly, connected other railroads as well as giving many options for passengers and customers.

An iron dealer and a native of Norwich, Connecticut, Erastus Corning, contributed to the leadership of the Utica and Schenectady Railroad and the Mohawk and Hudson Railroad (Corning, Erastus - Biographical Information). He believed that the railroad would help him with distributing his products as well as receiving products from other companies. He was the owner of the Schenectady Railroad for 20 years when it later combined with the Mohawk and Hudson Railroad, later to be called the Mohawk Valley Railroad ("History of the Mohawk Valley: Gateway to the West 1614-1925"). Erastus is best known for communicating and connecting with other railroad owners that eventually connected Albany and Buffalo. In addition to Erastus, John B. Jervis was the chief engineer of the Mohawk and Hudson Railroad.

Lastly, there was Cornelius Vanderbilt who was one of the most famous key leaders of the NY Central Railroad. He got involved with the railroads in 1857 and later gained control of the New York Central in 1869. His goal was to "improve service and upgrade capital equipment while maintaining low fares ("Cornelius Vanderbilt." *New Netherland Institute*)." Later, he successfully linked New York to Chicago which benefitted most, if not all, people of these areas. Vanderbilt is also known as the leader who was able to give employment to many during the depression due to the fact that he built a terminal that led to jobs ("Cornelius Vanderbilt."). Vanderbilt was a very successful, wealthy man who was of great benefit to many.

It is evident that the leaders of the Hudson Valley Railroads had different ideas and thoughts as to what areas to connect and how far to go. Even though there were different ideas,

they still had the same goal; to increase transportation of people and supplies, which in turn resulted in industrialization and production. The railroads have and still connect people with so many resources and continue to be a huge benefit to many thanks to these leaders.

Key Sites of the Railroads in the Hudson River Valley

One of the earliest railroads was the Rondout and Oswego line. This railroad ran from Rondout to the county of Oswego. A key site on this line was the Rondout station. The Rondout station sat at the meeting of the Rondout Creek and the Hudson River. This meant that small ships were unloaded and goods were put onto much larger cargo ships to continue on their journey. This was a central point for trade and commercial ships to dock and unload. A wealthy businessman named Thomas C. Cornell in the area decided that a railroad running from central New York into Rondout would benefit business and bring more trade to the area. He was correct; building a railroad station in Rondout allowed steamboat passengers to board the train to ride into New York. Eventually, however, this railroad went bankrupt and a new railroad was made in its place. The New York, Kingston, and Syracuse railroad was created by reorganizing the Rondout and Oswego line. The line now extended into Oneonta, an area north of the Catskill Mountains. This was the first all rail line that brought passengers into the Catskill Mountains. A key site on this line was the Kingston Station located in Ulster County. Kingston profited greatly from the railroad in part due to its industries in cement, concrete, bricks and bluestone (“New York Railroads”). Kingston was also a main spot for passengers to dock or leave from in order to get to their jobs in the mountains. There was even a ferry service to cross the Hudson River. This railroad also eventually went bankrupt and a new railroad was built in its place. The Ulster and Delaware railroad extended from Kingston Point to Oneonta. It was used to transport goods for local businesses such as furniture and lumber. Key sites on this rail line were still Kingston and the Catskills area, although the ferry in Kingston was not operating anymore and the rail line was slowly losing business due to the popularity of trucks and cars, finally in the 1930s during the Great Depression, the railroad was sold to New York Central line. The New York Central line made a stop right here in Poughkeepsie at the Poughkeepsie Train Station. Built in 1850, that Poughkeepsie Station was used to transport goods like shoes and carpets to market and went to Albany. The station was meant to be a smaller version of Grand Central and was greatly praised when it was built. Finally, the New York Central railroad melded with the Pennsylvanian rail lines and created the Penn Central railroad. One of the best-known key sites in the area belonging to this line is the newly recreated Hudson walking bridge, formally known as the Poughkeepsie Highland Railroad Bridge. When the walking bridge was a working railroad, The bridge was used by the Penn Central locomotives. It was mostly used to transport soldiers and war paraphernalia during the World War II era, although planning for it began before the civil war. The idea of building a bridge over the Hudson was deemed preposterous. The bridge was advertised as a great way to avoid car-floats and ferries, as it was the only bridge crossing the Hudson at that time. The Penn Central railroad lines are still in operation but were bought by other companies such as Conrail and Amtrak (“New York Railroads”).

Interpretive Signs Required at Key Sights of the Railroads in the Hudson River Valley

An interpretive sign for the Rondout railroad would most likely say- “Rondout Station was built in the 1860s and demolished in the 1970s. It was used by the Ulster and Delaware railroad line as a service stop with facilities to repair locomotives”. Located near popular water ways such as the Hudson River, the Rondout Station was also crowded with passengers boarding and departing the train. An interpretive sign at Kingston station might read “ Kingston Station was a busy stop during the 1880s on the Kingston and Syracuse railroad line. (“New York Railroads”). The town was wealthy and bustling with people up into the 1900s, even after the train stopped being a passenger line. Eventually, the rail line lost patronage and was demolished in the 1960s”. There are interpretive signs at the Catskills stations previously used by the Ulster and Delaware railroads. The railroad is still preserved and even used as a history journey up into the mountains. The signs most likely repeat the information you can find on their website which states, “The tracks you will be riding on are rich in history”. Trains of the old Ulster & Delaware Railroad carried vital freight and tourist traffic to and from the Catskills. Bluestone for the sidewalks of New York was quarried here and dairy products from Ulster and Delaware County farms were rushed to the city by rail. City dwellers sought a breath of fresh air and a respite from steamy summers at the famous Catskill boarding houses and grand hotels. In 1913, more than 676,000 passengers rode the U&D to the Catskills. The New York Central acquired the U&D in 1932, and it became the Catskill Mountain Branch. The last regular passenger train ran in 1954 (“Catskill Mountain Railroad”). The interpretive signs you would find at the Poughkeepsie stations would state, “The Poughkeepsie station was built in the 1850s, it was modeled after the Grand Central Station and ran east to west over the Hudson. It still operates today as an Amtrack line surrounded by many popular restaurants and shops.” There are many interpretive signs along the Walkway Over Hudson, each one explains a short fact about the bridge in regards to how tall it is or how long or what it was used for in the past or what the Hudson River was used for. One of the signs might say something like, “Trains first began steaming across the former Poughkeepsie-Highland Railroad Bridge on Jan. 1, 1889. At the time it was the longest bridge in the world” (“Walkway”).

Technical Overview of Industry of the Railroads in the Hudson River Valley

Railroads technology focuses on preventing collisions between trains, trains going too fast and speeding on the tracks and casualties. Technology as a whole helps us with how we interact with others, how we live and what we wish to accomplish. (Grant, Roger page 1) They also help to focus on preventing injury to railroad workers while on the job. (Stuart, Rich page 55-65) Railroads can be very dangerous and if something is done wrong it could lead to many problems and could end badly. Technology used on railroads is improved all the time and every line of railroads hopes to have the best form of technology so their railroad line runs smoothly.

There are many different types of trains used today which all serve a different purpose in order to meet the need of various industries. No matter what train it is, there is always a need of a powerful engine with a skilled engineer to keep it moving. To operate a train different engines could be used to have the train run smoothly. Some example of engines used could be electric, diesel, gasoline, steam and high-speed rails that are used in many locations other than the United States. (Grant, Roger page 1). Early trains used to run on coal and steam around in the 1950s. Today some trains run on electricity so it does no harm to the environment.

The first trains were freight trains, which hauled material from one location to another. They were able to hold a lot of materials and helped businesses get their work done. The railways of freight trains need to be very durable and ready to handle the trains traveling on these tracks. The railways of freight trains need to be very durable and ready to handle the trains traveling on these tracks. The most popular train that millions travel on each day is Amtrak, which contains sleep cars and dining cars on the Amtrak for travelers to be able to spend their time in. These trains are very comfortable form of travel and one many people seem to enjoy to go on. The conductor is an extremely important job to have on a train; the conductor is in charge of train and is also the direct supervisor on the train as well. (Grant, Roger page 54) They help in making things are going smoothly and the train is on schedule to get passengers to their final destinations. Riding in a train is much safer than traveling on highways. One can recognize the difference between a regular trains compared to a freight train, they both have distinct features and there differences stand out greatly such as freight trains are mostly much longer compared to a Metro North train which travels passengers along the Hudson River to and from New York City. Depending on what your individual travel needs are and the location where you live, you may be very familiar with freight trains and passenger trains going through your area.

The track on a railway also known as the permanent way is the structure consisting of the rails, fasteners, sleepers and ballast (or slab track), plus the underlying sub grade. For clarity it is often referred to as railway track or railroad track. Most railroads with heavy traffic use continuously welded rails supported by sleepers (ties) attached via base plates, which spread the load. Other types of tracks used are ladder tracks, joint tracks, and Ballastless tracks. Trains need to have the right track to be able to run properly. Another important aspect to trains are the railroad cars which in used to carry passenger, cars can be coupled together into a train and hauled by more than one locomotive. Types of cars are passengers, military, freight, and non-revenue cars. Passenger cars are one that are seen on the Metro North for example, freight cars are box like and their several different specific types of freights cars called tanks cars hopper car, coil car and flatcar for example. Some examples of non-revenue cars are cabooses, which are at the end of freight trains, handcars that are powered by the passengers and maintenance of way

cars, which are for maintenance on the tracks and equipment. As for railroads, technology helps trains to move and transport goods and people where they need to be.

Railroads' of the Hudson River Valley Relationship to Nearest Towns and Other Municipalities

The Rondout and Oswego Railroad began construction in 1868 with the plan that the line would start in Rondout, stop in Oneonta and then continue on to Oswego on the shore of Lake Ontario. The railroad was very successful until it went bankrupt in 1872 but later that year, however, the line was picked up by the New York, Kingston, and Syracuse Railroad to be reorganized and finished. The railroad was again a success as it connected with many other railroads and it was the first railroad into the Catskill Mountains. One of the towns that profited the most from the New York, Kingston and Syracuse Railroad was the town of Kingston in Ulster County. Several industries centered their operations in the town because of the convenience to the railroad and many passengers relied on the railroad to take them around the mountains to their jobs at mills and factories. The transportation of coal from Pennsylvania to New York City and the shipment of cement and bluestone to New York City were also important tasks of the NYK&S railroad that travelled through the town of Kingston. Unfortunately, the railroad went bankrupt again in 1875 and was restructured later that year as the Ulster and Delaware Railroad.

Today, passenger railroads to Kingston no longer exist but the downtown part of the city (Rondout) is still recognized as a significant stop on the Ulster and Delaware Railroad. The U&D Railroad ran from Kingston Point through the Catskill Mountains and ended at Oneonta, but its headquarters were located in a village called Rondout in Ulster County. The small village was located on the north end of the Rondout Creek where it opens into the Hudson River. During the 19th century, Rondout served as the Hudson River port for the city of Kingston, which is Rondout's neighboring town and located only a mile away. It was also known as the "Kingston Landing" because it was a very small village that was used strictly for its accessibility to the river. Eventually in 1872, the city of Kingston expanded to include Rondout in its precincts. Today, the central area of the former village has survived and is a part of the Rondout-West Strand Historic District. The region is still an active waterfront and many of the old buildings have been renovated into small shops and restaurants along the main streets. As of the 2000 census, the city of Kingston consisted of 23,456 people, 9,871 households and 5,498 families.

The Ulster and Delaware Railroad was built for the ease and faster transportation of goods, especially the coal from northeastern Pennsylvania to New York City and Delaware and Hudson coal from Oneonta to the steamboats on the Hudson River. The greater availability of coal helped to develop businesses and eventually improved many cities and as of the 2000 census, the city of Oneonta had a population of 13,292; the town of Oneonta, which surrounds the city, had a population of 4,994 at the 2000 census. As profits increased, The U&D Railroad expanded and connected with many other lines. Because the course of the railroad travelled through many tourist locations, passengers were able to continue the success of the U&D with their expenses. The local towns and communities benefitted from the tourism as well and hotels and shops helped develop the surrounding areas into flourishing cities.

Highway Route Markers that Will Lead You To the Railroads in the Hudson River Valley

If you are ever in the Hudson River Valley in New York, you will see many historic sites throughout the area and will be able to see advertisements for those sites from the highway. A few centuries ago, those historic sites were active and thriving. The signs you would have seen then would not be promoting museums or key sites in history, rather they would be signs publicizing the real location. The universal sign for a railroad that can be found along highways is a large yellow circle with a black "X" and two "R's" on each side of the "X." When railroads began to overpower waterways as the preferred method of transportation, many railroad lines were built in the Hudson River Valley as it was the ideal location. Some of those railroads still exist to this day and the highway route markers direct people to them from the streets; the railroads that were abandoned once had signs indicating where they were, and if those markers were still present today, this is what they would look like:

If you are travelling North on Route 9 West from Poughkeepsie, New York, Kingston Point, New York is only 19.8 miles down the road and about 26 minutes. Kingston Point was the starting point for the Ulster and Delaware Railroad where it then passed through the Catskill Mountains and onto Oneonta. Its headquarters were in Rondout, New York, which later became a part of Kingston, New York. Kingston Point is the furthest point south in the city of Kingston along the Hudson River.

The Rondout and Oswego Railroad began in Rondout (which later became a part of Kingston) and stopped in Oneonta before it made it all the way to Oswego on the shore of Lake Ontario. During construction, a stop was made at Phoenicia before the ownership of the railroad was sold and the tracks were changed. Driving up Route 9 West from Poughkeepsie, Phoenicia is only 58 minutes or 44.7 miles away. After crossing over the bridge to the other side, continue on Route 9W-N until you take to the Delaware Avenue exit. You will then continue onto 1-587W/NY-28 W until you can make the first left onto NY-214 N. After you take the 2nd right onto Tremper Avenue, you have arrived in Phoenicia, New York.

The New York, Kingston and Syracuse Railroad took over the Rondout and Oswego Railroad when it went bankrupt. Instead of continuing to build a line to Oswego all the way to the shores of Lake Ontario, the NYK&S Railroad stopped at Earlville, NY. From Poughkeepsie, the city is 149 miles and 3 hours and 19 minutes and to get there, you must cross over the river and continue on NY-28 W until you get to NY-205 and then NY-23 W. After passing through some small towns, New York 12B N will take you into Earlville.

Bibliography

"About the Museum." *Trolley Museum of New York*, <http://www.tmnny.org> (28 November 2010).

This website provided great graphics as well as lots of information about the railways of the Hudson River Valley- the history behind them, what they were used for, how they were built, how they evolved, and how they impacted the Hudson River Valley.

"A Timetable to the Past." *National New York Central Railroad Museum*, <http://www.nycrrmuseum.org/index.html> (30 September 2010).

This website offers information regarding the National New York Central Railroad Museum. With a side bar complete with headings including membership, tour, gift shop, map, as well as very informative links, it offers a great site to refer to if and when visiting the museum and researching the New York Central Railroad and the various lines that made up the railroad.

Best, Gerald M. *THE ULSTER AND DELAWARE: Railroad Through The Catskills*. San Marino, California: Golden West Books, 1972.

This book tells the story of how the Ulster and Delaware Railroad got its start from its predecessor, the Oswego and Rondout Railroad line. It provides in-depth details about the improvements, advancements, leaders, owners, and extensions took place on the railroad along the course of its history.

Catskill Mountain Railroad Co., 2010, <http://catskillmtrailroad.com> (12 October 2010).

This website explained the history of the railroad line that traveled into the Catskill Mountains, it also gave information on the operation of the lines today. The website explains why it was so important to many groups that this rail line be kept intact and how it is used today as a historic trip that locomotive enthusiasts, history lovers and visitors to the area can buy tickets to and enjoy.

"Cornelius Vanderbilt." *United States History*, <http://www.u-s.history.com/pages/h845.html> (3 October 2010).

This website briefly describes the life of Cornelius Vanderbilt. It gives good insight about his involvement with the railroads as well as his business with the steamship line.

"Cornelius Vanderbilt." *New Netherland Institute - Home Page*, <http://www.nnp.org/nni/Publications/Dutch-American/vanderbiltc.html> (10 October 2010).

This website describes the history of Cornelius Vanderbilt and how his life was growing up. It mentions the various jobs he encountered as well as his hope for transportation not

only by water and boat, but also by railroad. It briefly talks about what happened to Vanderbilt's estate after he passed.

"Cornell, Thomas - Biographical Information." *Biographical Directory of the United States Congress*, <http://bioguide.congress.gov/scripts/biodisplay.pl?index=C000783> (12 October 2010).

This website describes Thomas Cornell and what he did throughout his life. It mentions how he was involved with the Civil War and how he was involved in a variety of different transportation systems, such as railroads and the steam boat.

"Corning, Erastus - Biographical Information." *Biographical Directory of the United States Congress*, <http://bioguide.congress.gov/scripts/biodisplay.pl?index=C000784> (12 October 2010).

This website briefly describes Erastus Corning and his involvement with iron manufacturing. It also talks about when he served for the State senate and other parts of government.

Catskill Mountain Railroad Co., 2010, <http://catskillmtrailroad.com> (12 October 2010).

This website explained the history of the railroad line that traveled into the Catskill Mountains, it also gave information on the operation of the lines today. The website explains why it was so important to many groups that this rail line be kept intact and how it is used today as a historic trip that locomotive enthusiasts, history lovers and visitors to the area can buy tickets to and enjoy.

GoogleMaps (2010)

This website allows viewers to pinpoint sites using satellites without having to actually visit. We were able to use highway route markers to find the images on the various streets.

Grant, Roger, *The Railroad: The life story of Technology*. Westport, CT: Greenwood Publication Press, 2006.

This book I found from Amazon and was able to look inside it of for a lot of beneficial information. It talked about the technical advantages of railroads from when they were first used to pretty recent. This book went deeply in dept focusing on the technology of railroads and was an extremely helpful source for my aspect of the assignment.

Ham, John M., and Robert K. Bucenec , *The Old "Up and Down" Catskill Mountain Branch of the New York Central*, (Stony Clove & Catskill Mount, 2003).

The New York Central Railroad consisted of many different railroad lines that merged together to form the one main one. Many of the lines went through the Catskills for the

purposes of transporting goods and people across distances. This book goes into detail about the various railroad lines that ran through the Catskill Mountain Range.

"History of the Mohawk Valley: Gateway to the West 1614-1925." *Schenectady History*. Web. 13 Oct. 2010. <<http://www.schenectadyhistory.org/resources/mvgw/history/087.html>>.

This website talks about the history of the Mohawk Valley as well as the railroads that emerged. It also talks about the New York Central Lines and how it was a valuable advancement.

"MTA Metro-North Railroad." *Metropolitan Transportation Authority*, <http://www.mta.info/mnr/html/aboutmnr.htm> (28 November 2010).

This article provides the background history of the Poughkeepsie train station as well as the history of the Metro-North Railroad. It also includes present day information including railroad hours, lines, and times.

"New York Central Railroad and New York State Railroads." *GOURMET MOIST / Kingly Heirs*. Web. 13 Oct. 2010. <<http://www.kinglyheirs.com/NewYorkStateRailroads/NYCNYSAdditions.html>>.

This website talks about the different railroads that eventually merged to form the New York Central Railroad. It also discusses where the railroads runs to and from.

"Roscoe O&W Museum." *Roscoe O&W Museum*, <http://www.nyow.org/museum.htm> (28 November 2010).

This website provides much background information about the O&W Railroad as well as many great graphics. There are additional links that are for members only but a few are available to the public including certain articles, events, and a virtual tour to click on.

Stuart, Rich, *Changing Railway Technology in the United States and Its Impact Upson Railroad Employment since 1945*. *Transportation Journal* 25, Issue 4 (Summer 86): 55-65.

This article puts a focus on railroad technology in the United States and looks into the importance of employees who work in the railroad field. This article looked into employment as a large picture and how employees were huge impacts to how railroads were operated. They helped trains run smoothly and needed to keep up the advancements in technology so trains could be operated in the best way possible.

Trencansky, Tom. "New York Railroads." 2005, <http://www.newyorkrailroads.com> (10 October 2010).

This website was a portal to many other links which allowed me to find a plethora of information on a lot of different topics. The website is well organized and focuses on New York Railroads only.

"TripAtlas.com - About Ulster_and_Delaware_Railroad." *TripAtlas.com: Discover the World. Share Your Experience*, http://tripatlas.com/Ulster_and_Delaware_Railroad (12 October 2010).

This website discusses the history of the Rondout and Oswego Railroad and how it came about. It also talks about Cornell and how he was involved with this railroad. This website also mentions the Kingston and Syracuse Railroad and how it emerged.

"Ulster and Delaware." *Ulster and Delaware Railroad Historical Society*, <http://www.udrrhs.org/html/udhistory.htm> (30 September 2010).

This website is a very informational site regarding the history of, featured article, present railroads, and the community of the Catskills. Complete with a calendar of events and search toolbar, one is able to easily navigate throughout the site finding the information necessary to learn about the past and present railroads of the Catskills.

"Utica and Schenectady Railroad." *Three Rivers, Hudson, Mohawk, Schoharie*. <http://www.fortklock.com/utica-schenRR.htm> (12 October 2010).

This website talks about the history of the Utica and Schenectady Railroad and how it emerged in history. The website talks about how it helped transportation

Walkway Over the Hudson, <http://www.walkway.org/dynamic.php?id=faqs> (9 October 2010).

This website gave some great information on the history of the Walkway Over The Hudson. The website explained what the bridge was used for before it was recreated into a walking bridge, how the bridge was reconstructed and who funded the project. The website also reiterated many of the small paragraphs found on the interpretive signs which line the walkway.

"Western New York Railroad Archive." *Western New York Railroad Archive*, http://wnyrails.org/railroads/nyc/nyc_home.htm (29 September 2010).

This website elaborates on the various lines making up the New York Central Railroad and includes URL's that directly link to each line mentioned including the Syracuse to Buffalo and Lake Shore and Michigan Southern lines. The website is also useful as it provides links to maps, timetables, and other great visuals helping one to understand the history of the railroad.

Team 1: The Half Moons



Jamie Balzarini

Elizabeth Hoey

Tara Coman

Marissa DiBernardino

Shelby Rinker

Railroads of the Hudson River Valley



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- [Slide 3~Importance of Railroads](#)
- [Slide 4~History](#)
- [Slide 5~Key Leaders](#)
- [Slide 6~Key Sites](#)
- [Slide 7~Interpretive Signs](#)
- [Slide 8~Technical Overview](#)
- [Slide 9~10~Relationship to Nearest Towns](#)
- [Slide 11~Highway Route Markers](#)
- [Slide 12~18~Summary Essay](#)
- [Slide 19~Bibliography](#)
- [Slide 20~Final Assignments](#)
- [Slide 21~26~Additional Pictures](#)
- [Slide 27~YouTube Clip](#)

Why Build Railroads?

- Railroads played an important role in transporting goods and people throughout the state of New York.
- Leaders wanted to increase transportation of people and supplies, which in turn resulted in industrialization and production.



The Mohawk & Hudson Railroad was created in 1826.
american-rails.com

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What is the History?

- The Mohawk and Hudson Railroad was NY's first railroad.
- Other early railroad lines included the Rondout and Oswego Railroad (first railroad to run through Catskills).
- One of the largest and greatest railroads of the 20th century to operate in the Northeast was the New York Central System.

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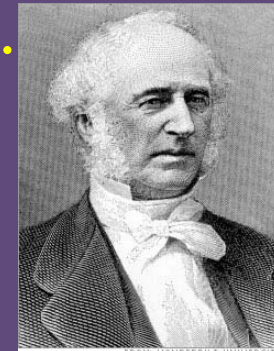
Who were the Key Leaders?

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- Thomas Cornell~Rondout and Oswego Railroad
- George Sharpe~ Stepped in when Rondout and Oswego went bankrupt. Attempted to restructure R&O to create the Kingston and Syracuse Railroad.
- Erastus Corning~Utica and Schenectady Railroad and the Mohawk and Hudson Railroad.
- John B. Jervis~chief engineer of the Mohawk and Hudson Railroad
- Cornelius Vanderbilt~ key leader of the NY Central Railroad; improve service while maintaining low fares; successfully linked New York to Chicago.



Thomas Cornell - Cornell Steamboat Company
(http://www.istockphoto.com/file_thumbview_approve/4255184/2/istockphoto_4255184-thomas-cornell.jpg)



Cornelius Vanderbilt
<http://patriciahy sell.wordpress.com/2010/01/04/cornelius-vanderbilt/>

What were the Key Sites?

- Rondout and Oswego Railroad~ Rondout Station
- Kingston and Syracuse Railroad~ Kingston Station in Ulster County
- Ulster and Delaware Railroad~ Kingston and Catskills Area
- New York Central Line~ Poughkeepsie Train Station

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What are Interpretive Signs?

- Rondout Railroad~ “Rondout Station”
- Kingston and Syracuse Railroad~ “Kingston Station”
- Ulster and Delaware Railroad~ There are interpretive signs at the Catskills stations.
- Poughkeepsie Railroad~”Poughkeepsie Station”



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“Poughkeepsie Station”

“Kingston Station”

“Rondout Station”

Technical Overview

- Railroad technology focuses on:
 - preventing collisions between trains
 - trains going too fast
 - speeding on the tracks and causalities
- Examples of engines:
 - electric, diesel, gasoline, steam and high-speed rails
- Types of trains:
 - Locomotion and Freight Trains
- Conductor is in charge of running the locomotion smoothly.
- Technology of railroads continues to vastly improve.

What is the Relationship to the Nearest Towns?

- Constant extension of railroads increased the transportation and trading rate.
- Allowed people to travel to different towns.
- Kingston and Syracuse Railroad~ the town of Kingston profited the most in Ulster County.
- This railroad allowed for the transportation of coal from Pennsylvania to New York City and the shipment of cement and bluestone to New York City.
- Rondout (during the 19th century) served as the Hudson River port for the city of Kingston.

This pictures shows tourists standing on a cart of the Ulster and Delaware Railroad.

<http://durr.org/wp-content/uploads/fullflat.jpg>



Relationship Continued...

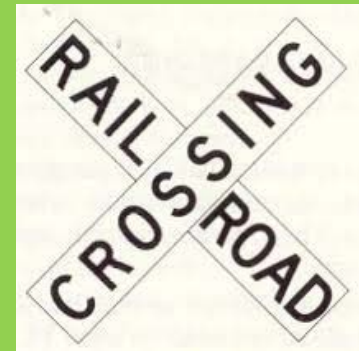
- It was also known as the “Kingston Landing” because it was a very small village that was used strictly for its accessibility to the river₂.
- The region the city of Kingston expanded to include Rondout₃.
- Ulster and Delaware Railroad~built for the ease and faster transportation of goods, especially the coal from northeastern Pennsylvania to New York City and Delaware and Hudson coal from Oneonta to the steamboats on the Hudson River₄.



This photo shows children climbing inside an old car of a railroad from the Ulster and Delaware Railroad. Photo Credit: Stamford Parents (website: Stamfordparents.com)

What are the Highway Route Markers?

- Universal sign for RR~large yellow circle with black “X” and two “R’s” on either side of the “X”.
- Highway markers direct people to railroads from the streets.
- The railroads can be found right off of many highways in the areas include off of **Route 9 N**, **I-587 W**, **NY-214 N**, **NY-205**, and **NY-23 W**



Summary paragraph 1

“Chu-Chu” and the MTA Metro-North goes passing through Poughkeepsie. We owe all of current railroad technology and main lines to key individuals, construction concepts, and companies that have pulled together throughout history to make the Hudson River Valley railroad systems what they are today. The main goal of the railroads has not changed. It remains to increase the transportation of both, people and supplies. In turn, this goal has resulted in industrialization and production. Two types of trains that run along the tracks in the Hudson River Valley include locomotions, which provided power for the trains and freight trains with cars that were hauled by locomotions (Grant, Roger page 54).



Summary Essay 2

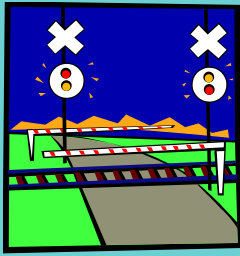


There were many key leaders who stand out in terms of production and leadership of the HRV railroads. We can attribute **Thomas C. Cornell** with the **Rondout and Oswego Railroad** who needed a line to deliver to his port in Rondout (Cornell, Thomas). The **Kingston and Syracuse Railroad** can be attributed to George Sharpe whom needed a railroad line to connect to Oneonta while **Erastus Corning** can be created with the Utica and Schenectady Railroad and the **Mohawk and Hudson Railroad**, the first railroad to be built in the Hudson River Valley. **Cornelius Vanderbilt** was one of the most influential leaders in the history of the HRV railroads, gaining control of the entire **New York Central Railroad system** (“Corning, Erastus~Biographical Information”).

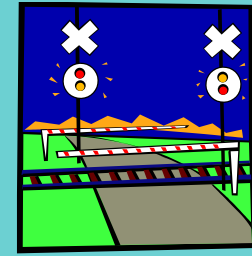
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Summary Essay 3

One of the earliest railroad lines included the Rondout and Oswego Railroad. This line was the first railroad to run through the **Catskills** and served the purpose of carrying coal from Pennsylvania (“Catskill Mountain Railroad Co.”). After running bankrupt, as many railroads did, it became the New York, Kingston, and Syracuse Railroad. In addition to allowing for the transportation of goods, it also transported people to New York City.



Summary Essay 4



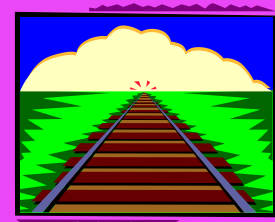
Vanderbilt's railroad system, the New York Central System was one of the largest and greatest American railroads of the 20th century to operate in the Northeast. Archrival to New York Central was **Penn Central**. Just prior to filing for bankruptcy in 1970, the two lines combined, forming the new Consolidated Railroad Corporation, Conrail ("A Timetable to the Past").

Summary Essay 5

One of the best-known key sites in the area is the newly recreated **Hudson walking bridge**. When the walking bridge was a working railroad, the bridge was used by the Penn Central locomotives to transport soldiers and war paraphernalia during the World War II. The Penn Central railroad lines are still in operation but were bought by other companies such as **Conrail** and **Amtrack** (Walkway Over the Hudson).



Summary Essay 6



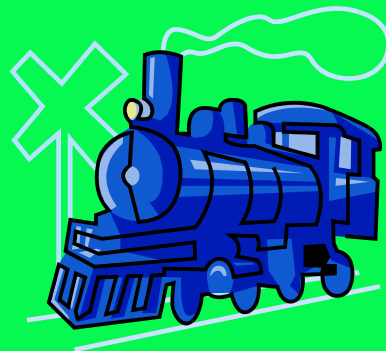
The universal sign for a railroad that can be found along highways is a large yellow circle with a black “X” and two “R’s” on each side of the “X.” When railroads began to overpower waterways as the preferred method of transportation, many railroad lines were built in the Hudson River Valley as it was the ideal location. Some of those railroads still exist to this day and the highway route markers direct people to them from the streets; the railroads that were abandoned once had signs indicating where they were, and if those markers were still present today, this is exactly what they would look like. The railroads can be found right off of many highways in the areas include off of **Route 9 N, I-587 W, NY-214 N, NY-205, and NY-23 W.**

Summary Essay 7

An interpretive sign for the Rondout railroad would most likely say~ “Rondout Station”, which was built in the 1860s and demolished in the 1970s.” There are interpretive signs at the Catskills stations previously used by the Ulster and Delaware railroads. The railroad is still preserved and even used as a **history journey** up into the mountains. The signs most likely repeat the information you can find on their website which states, “The tracks you will be riding on are rich in history” and what a great way to describe all of the lines running through the Hudson River Valley at some point in time (“New York Railroads”). While many of these railroad lines went bankrupt or merged to form larger railroads, it is clear that without these early, the current railroad systems of the Hudson River Valley, such as the MTA Metro-North with stations in places such as **Putnam County, Ulster, Dutchess, and Rockland County**, would not exist as they do today.

Bibliography

Our sources from A~Z



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Final Assignments



- Edit Homepage~Elizabeth
 - Lesson Plan~Jamie
- Guidebook Pages~Shelby
 - Exhibit Panels~Tara
- Highway Route Markers~ Marissa
 - Website Links~Jamie
 - Bibliography~Elizabeth

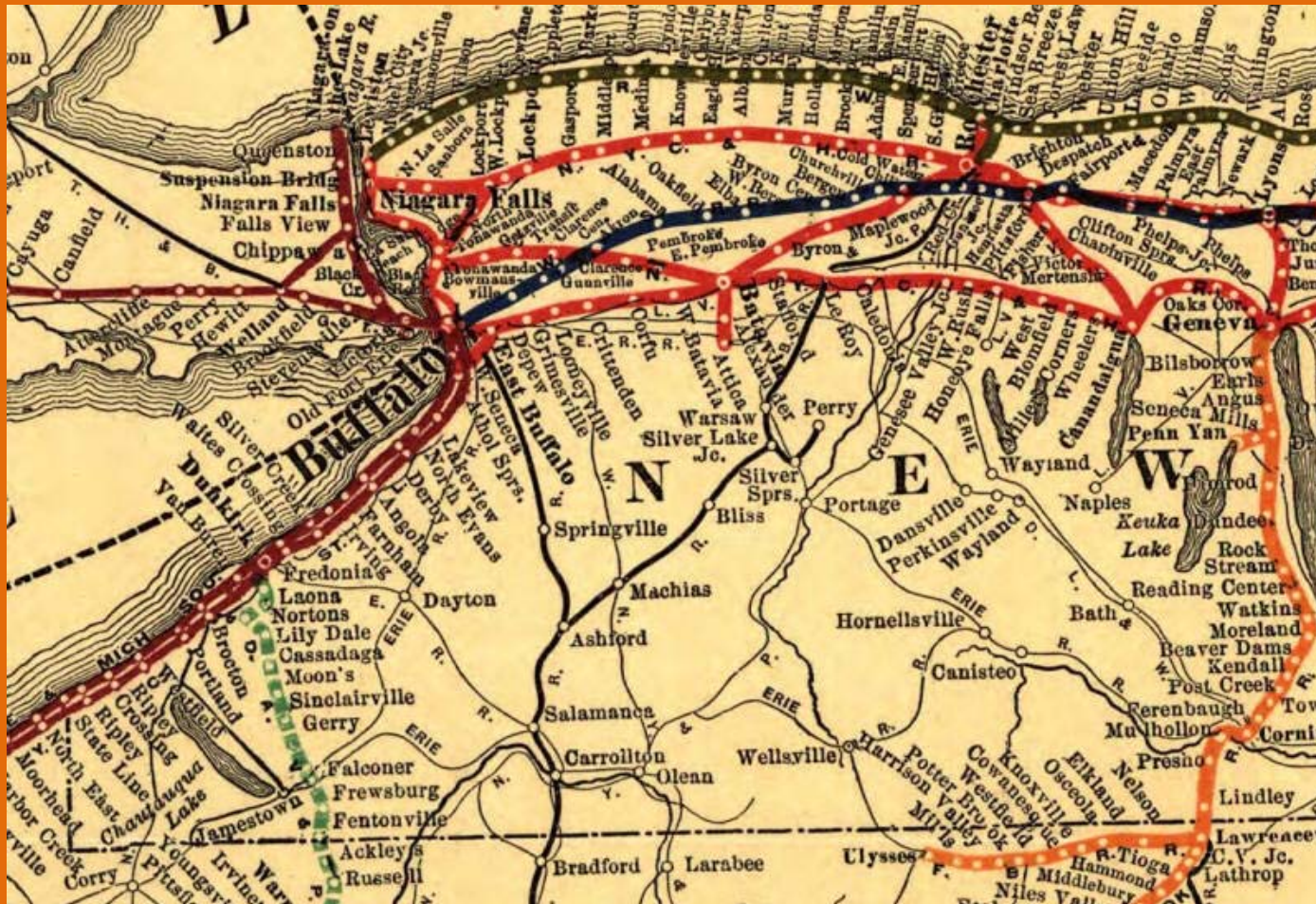
Interesting Pictures...

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Here's where the Utica and Mohawk Valley Railway connected with the West Shore at Mohawk. This was called Mohawk Junction.

<http://web.me.com/gino.dicarlo/ginospage/westshore/wspage6.html>



(Found on the background of slide 14)

This is a map of the various lines of the New York Central Railroad in 1900.

Photo Credit: Western New York Railroad Archive

http://wnyrails.org/railroads/nyc/nyc_home.htm



PC C424 #2415 at Detroit, Michigan 9/14/68, photographer unknown. J. E. Landrum collection

(Found on the background of slide 16)

This picture is of part of an old railroad from Penn Central. It is in Pennsylvania and was mostly likely used to transport coal back and forth. Photo Credit: Penn Central

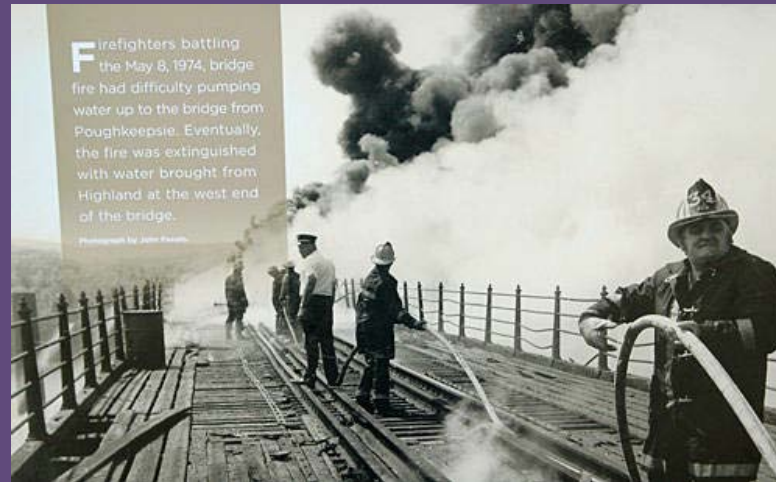
Online <http://pc.railfan.net/pics/equip/pc2415.jpg> 1968-Penn Central



This pictures shows tourists standing on a cart of the Ulster and Delaware Railroad.

<http://durr.org/wp-content/uploads/fullflat.jpg>

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This is a picture of firefighters putting out the fire on the Poughkeepsie Railroad Bridge that occurred on May 8th, 1974
<http://0.tqn.com/d/gonewengland/1/0/K/6/1/walkwayoverhudson3.jpg>



(Found on the background of slide 18)
 This is the Ulster and Delaware Railroad. Photo Credit: Delaware and Ulster Railroad. <http://durr.org>



This is a picture of the Catskill Creek and Railroad Bridge. Photo credit: DS Bayley Walsh/Washburn Brickyard Site
<http://brickcollecting.com/catskill.htm>



Ulster and Delaware Railroad in Rondout, NY Photo Credit: WikiMedia



(Found on the background of Slide 2)

This is a picture of the New
York Central Railroad In the Highlands of the Hudson,
above Peekskill, NY., .

http://coalingstation.com/fogg_items.htm

YouTube Clip

NY Central Railroads

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Team 1: The Half Moons



Jamie Balzarini

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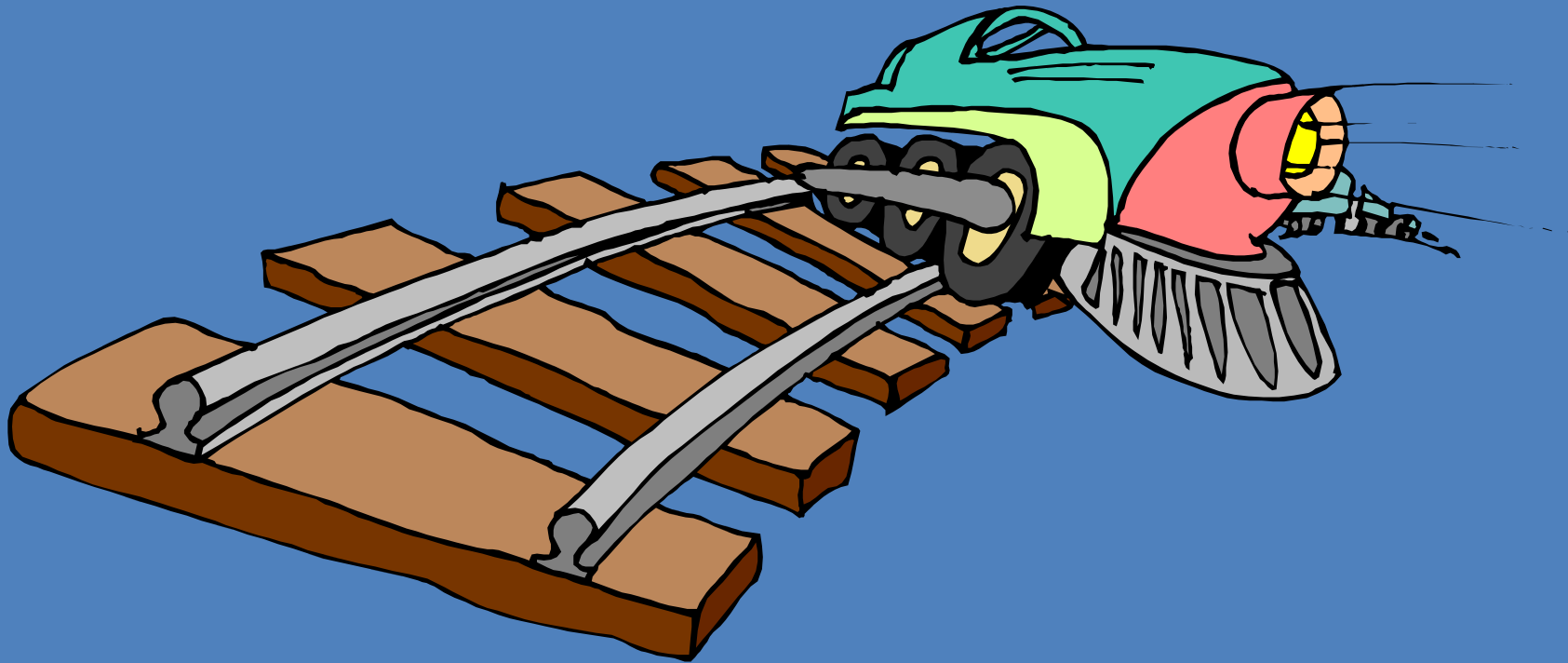
Shelby Rinker

Railroads of the Hudson River Valley



Final Case study

- Edit Midterm Essays and Overview Essay (Everyone)
 - Lesson Plan (Tara)
 - Itinerary (Jamie)
 - Guidebook (Elizabeth)
- Wayside Exhibit Panels (Tara)
- Highway Route Markers (Shelby)
 - Website Links (Marissa)
 - Bibliography (Marissa)



All Aboard the Train of
The Hudson River Valley History!

Edited Summary paragraph 1

“Chu-Chu” and the MTA Metro-North goes passing through Poughkeepsie. We owe all of current railroad technology and main lines to key individuals, construction concepts, and companies that have pulled together throughout history to make the Hudson River Valley railroad systems what they are today. The main goal of the railroads has not changed. It remains to increase the transportation of both, people and supplies. In turn, this goal has resulted in industrialization and production. Two types of trains that run along the tracks in the Hudson River Valley include locomotions, which provided power for the trains and freight trains with cars that were hauled by locomotions (Grant, Roger page 54).

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Summary Essay 2 Edited Summary paragraph 2

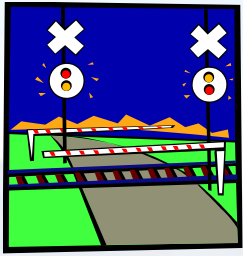


There were many key leaders who stand out in terms of production and leadership of the HRV railroads. We can attribute **Thomas C. Cornell** with the **Rondout and Oswego Railroad** who needed a line to deliver to his port in Rondout (Cornell, Thomas). The **Kingston and Syracuse Railroad** can be attributed to George Sharpe whom needed a railroad line to connect to Oneonta while **Erastus Corning** can be created with the Utica and Schenectady Railroad and the **Mohawk and Hudson Railroad**, the first railroad to be built in the Hudson River Valley. **Cornelius Vanderbilt** was one of the most influential leaders in the history of the HRV railroads, gaining control of the entire **New York Central Railroad system** (“Corning, Erastus- Biographical Information”).

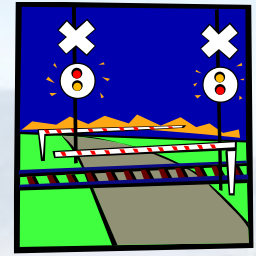
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Edited Summary Essay 3

One of the earliest railroad lines included the Rondout and Oswego Railroad. This line was the first railroad to run through the **Catskills** and served the purpose of carrying coal from Pennsylvania (“Catskill Mountain Railroad Co.”). After running bankrupt, as many railroads did, it became the New York, Kingston, and Syracuse Railroad. In addition to allowing for the transportation of goods, it also transported people to New York City.



Edited Summary Essay 4



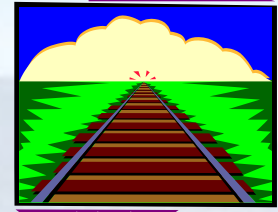
Vanderbilt's railroad system, the New York Central System was one of the largest and greatest American railroads of the 20th century to operate in the Northeast. Archrival to New York Central was **Penn Central**. Just prior to filing for bankruptcy in 1970, the two lines combined, forming the new Consolidated Railroad Corporation, Conrail ("A Timetable to the Past").

Edited Summary Essay 5

One of the best-known key sites in the area is the newly recreated **Hudson walking bridge**. When the walking bridge was a working railroad, the bridge was used by the Penn Central locomotives to transport soldiers and war paraphernalia during the World War II. The Penn Central railroad lines are still in operation but were bought by other companies such as **Conrail** and **Amtrack** (Walkway Over the Hudson).



Edited Summary Essay 6



The universal sign for a railroad that can be found along highways is a large yellow circle with a black “X” and two “R’s” on each side of the “X.” When railroads began to overpower waterways as the preferred method of transportation, many railroad lines were built in the Hudson River Valley as it was the ideal location. Some of those railroads still exist to this day and the highway route markers direct people to them from the streets; the railroads that were abandoned once had signs indicating where they were, and if those markers were still present today, this is exactly what they would look like. The railroads can be found right off of many highways in the areas include off of **Route 9 N, I-587 W, NY-214 N, NY-205, and NY-23 W.**

Edited Summary Essay 7

An interpretive sign for the Rondout railroad would most likely say~ “Rondout Station”, which was built in the 1860s and demolished in the 1970s.” There are interpretive signs at the Catskills stations previously used by the Ulster and Delaware railroads. The railroad is still preserved and even used as a **history journey** up into the mountains. The signs most likely repeat the information you can find on their website which states, “The tracks you will be riding on are rich in history” and what a great way to describe all of the lines running through the Hudson River Valley at some point in time (“New York Railroads”). While many of these railroad lines went bankrupt or merged to form larger railroads, it is clear that without these early, the current railroad systems of the Hudson River Valley, such as the MTA Metro-North with stations in places such as **Putnam County, Ulster, Dutchess, and Rockland County**, would not exist as they do today.



Lesson Plan

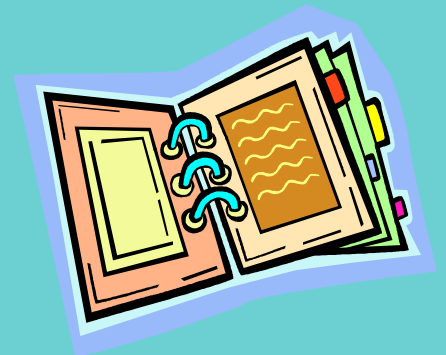
The Uses of Locomotives Through Time in the Hudson River Valley



Itinerary



A Four-Day Journey Through History



Guidebook

[Learn about our key sites!](#)



Take A Look At Our
Wayside Exhibit Panels

TROLLEY MUSEUM OF NEW YORK

Museum admission rates.

Adults \$6.00,
Seniors (62+) \$4.00,
Children (5-12) \$4.00,
Children under 5 free.

Admission includes the trolley ride, gallery and the restoration shop.

Schedule

Sat. & Sun. Noon to 5 p.m.

Last trolley for the day usually departs at 4:30pm.



Rapid Transit Cars



Trolley Cars

Types of cars

Museum founded by Everett A. White.	Museum acquired its first four trolleys.	The museum was moved to different locations within NY and NJ.	Francis Voyticky Becomes the new president.	Museum moves to Kingston, NY after leasing the abandoned Ulster & Delaware railway Station.	The Museum has acquired more than 15 old locomotive cars and built a small informational museum at the visitors center.
1955	1957	1957-1960s	1982	1983	2010

History

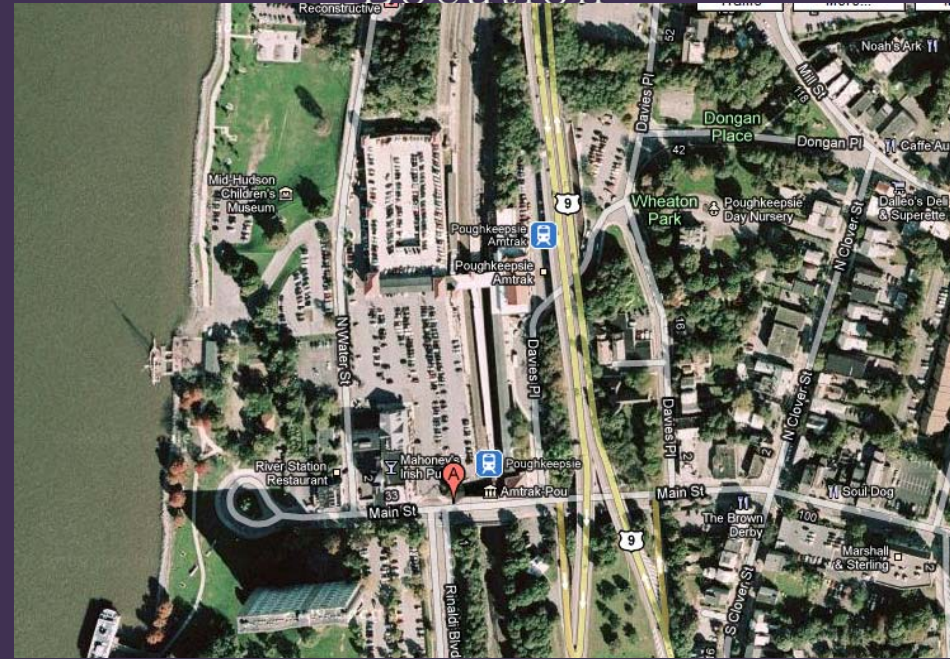
Location
The museum
resides in
the old
Ulster &
Delaware
Railway
station in
Kingston, NY.



History

- ❖ Built in 1850 as the end to the New York Central Railroads route up the Hudson River.
- ❖ In 1888, with the completion of the Poughkeepsie Railroad Bridge, the station was now part of an east-west line as well. Businesses began setting up in the area to send their products to market.
- ❖ The station as it is now was modeled after Grand Central Station in NYC.
- ❖ The station is now owned and operated by the Metropolitan Transportation Authority.
- ❖ The station is registered with the National Registry for Historic Places.

Location



The Poughkeepsie Metro North Railroad Station



The station's inside design



The station's outside design

Delaware and Ulster Railroad headquarters

In

Rondout, Ulster County.

Est. 1866



Present Day

The only remaining cars were bought by the Trolley Museum of New York

There is a historic train route that is still running today which takes you into the Catskill Mountains. It is a fun tourist attraction.

The Ulster & Delaware Railroad Historic Society has also played a role in clearing abandoned tracks for use and keeping the historic value of the train line alive.

HISTORY

Founded in 1866, advertised as the only all-rail route to the Catskill Mountains

Both Rondout and Kingston gained much economic stimulation from this railway, people could live in the Catskills or trade from or to the Catskills.

It was also near the Hudson River so boat passengers could dock and then board a train.

Went bankrupt and sold cars and tracks. Is no longer functioning today.

"The Only All-Rail Route To the Catskill Mountains."

Walkway Over the Hudson

Pre-Construction



1888 - The bridge opened in December and was considered a technological wonder.

1889 - Trains started crossing and at that time it was the longest bridge in the world.

World War II - through the war, the bridge carried troops to be shipped overseas. At its height, 3,500 train cars crossed the bridge on a daily basis.

1974 - Fire severely damaged the tracks, ending almost a century of continuous use.

(www.walkway.org)



Construction



1992 - Walkway Over the Hudson began its efforts to provide public access to the bridge and link rail trails on both sides of the Hudson.

2007 - Walkway Over the Hudson partnered with the Dyson Foundation to access public and private funding in order to transform the bridge into the world's largest pedestrian park.

2008 - After a groundbreaking held in May, construction work began to transform the bridge into a pedestrian park. (www.walkway.org)

Post-Construction



2009 - Walkway Over the Hudson State Historic Park opens to the public, October 3, 2009.

At 6,767 feet (or 1.28 miles) the Walkway Over the Hudson is the world's longest pedestrian bridge.


The Walkway soars 212 feet above the Hudson River.

In the first three months after it opened, more than 400,000 people visited the park, dramatically exceeding original visitation projections. (www.walkway.org)

Roscoe O & W Railway Museum




History

- Was initially called the Oswego Midland Railroad in the late 1800s
 - It ran from Weehawken, NJ to Oswego, NY.
 - The train stopped running in 1957, in 1963 the O&W historic society was created.
 - The only railroad in NY to be abandoned in its entirety.
 - Its demise can be attributed to coal not being used for fuel anymore, cutting back on their freight operations, and to trains not being used to transport dairy anymore.
- 



About the museum

- Owned and operated by the Ontario & Western Railway Historical Society on the site of the old Roscoe train station!
 - Owns a refurbished O&W Caboose and the real trout weather vane and train signal.
 - We also have the Cooks Falls and Roscoe watchman's shanties, and the Beaverkill Trout Car.
 - The museum displays a collection of interesting artifacts and memorabilia from the O & W railway days on the grounds!
- 

Catskill Mountain Railroad Co.



A little history...

- The U&D Railroad used to carry bluestone and dairy products into the city and tourists from the city into the mountains for a breath of fresh air and a break from busy city life.
- The New York Central RR acquired it in the 1930s and it became the Catskill Mountain Branch.
- In 1960, Penn Central offered passenger rides on this route but lost revenue and eventually shut down the branch.

Ride the scenic Esopus Creek route!

Though the last historic passenger train ride occurred in the 1970s, The Catskill Mountain Railroad Co. has running train rides up into the Catskill Mountains that ride on the same route that the Ulster & Delaware Railroad used to take when transporting tourists and freight traffic!

You can take the 12 mile round trip and view the picturesque scenery as you make your way to the historic 1900 railroad depot, home of the Empire State Railway Museum. Here you can explore railroading both past and present along the old Ulster & Delaware route. Upon re-boarding, the train now sets out for Cold Brook station, located in Boiceville. This portion of the extended track offers a fresh variety of scenic vistas along the Esopus Creek, through the woods, and returns to Mt. Tremper.

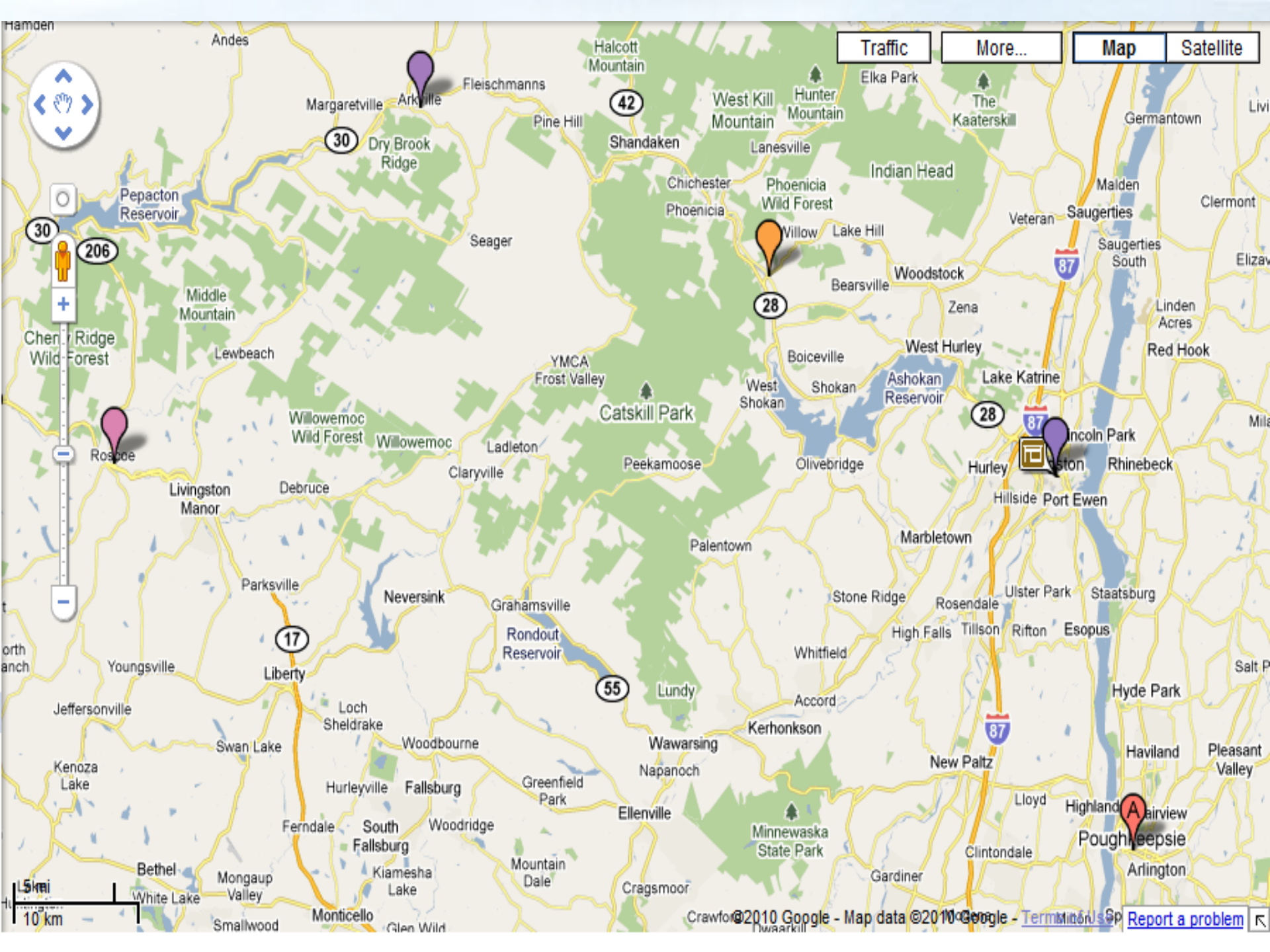
CMRR Passenger Fares

PHOENICIA - MT. TREMPER - COLD BROOK

Adult — \$14.00 :: Children (ages 4-11) — \$8.00

Children under 4 ride free with paid adult fare

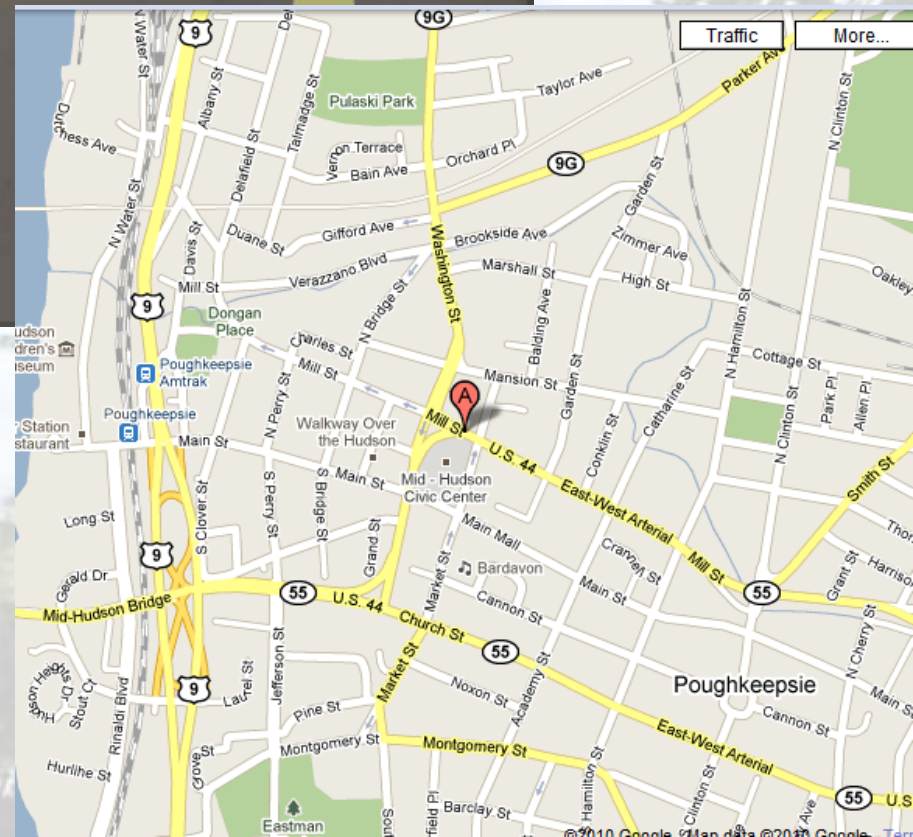
Do These Highway Route
Markers Catch Your Eye?



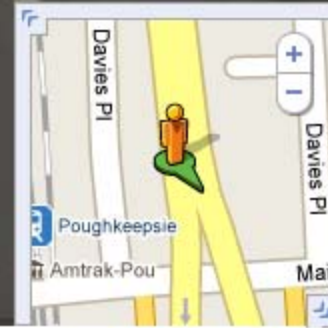


Key Site: Walkway Over the Hudson in Poughkeepsie, NY

Highway Route Marker from junction of Route 55 and Mill Street



Key Site:
Poughkeepsie Metro
North Railroad
Station in
Poughkeepsie, NY



Highway Route marker on Route 9 heading
South

Key Site: The Trolley Museum of New York

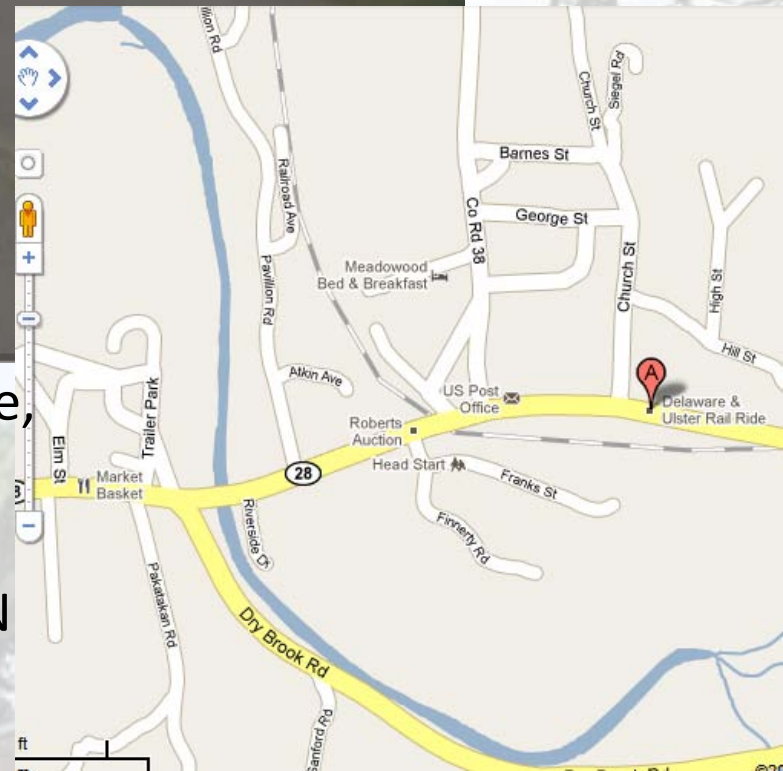


Highway Route Marker from
Route 9W-N/ Broadway Street



Key Site: Delaware & Ulster Rail Ride in Arkville,
NY

Highway Route Marker at junction of NY-28 N
and Dry Brook Road



Key Site: Roscoe O & W Railway Museum in Roscoe, NY



Highway Route
Marker from NY-
17 E





Website Links

Informational Websites about the Railroads



Bibliography

Take a look at our sources



Team 1: The Half Moons



Elizabeth Hoey

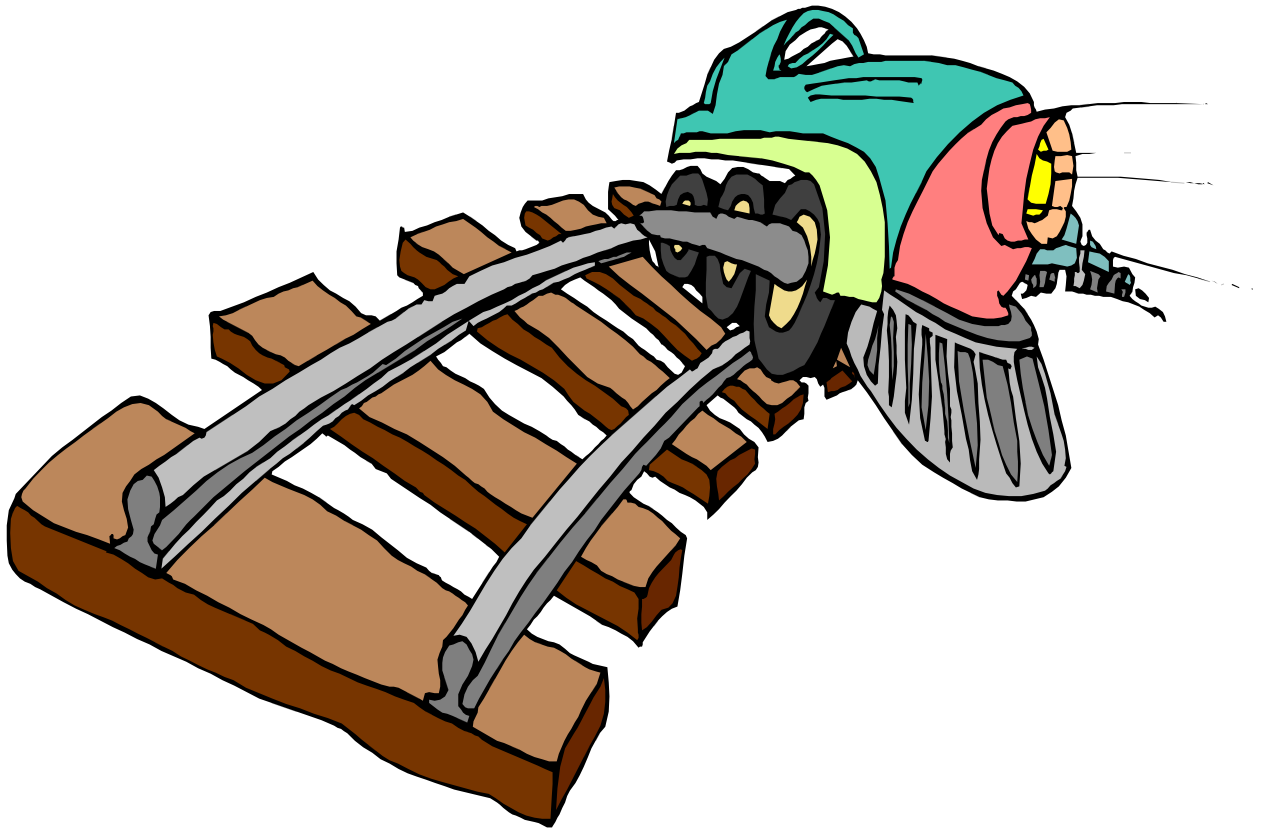
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**Transportation: Railroads
in the Hudson River Valley**



All Aboard the Train of The Hudson River Valley History!

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Powerpoint: Jamie Balzarini

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Overview: Transportation of the Railroads in the Hudson River Valley

“Chu-Chu” and the **MTA Metro-North** goes passing through Poughkeepsie. We owe all of current railroad technology and main lines to key individuals, construction concepts, and companies that have pulled together throughout history to make the Hudson River Valley railroad systems what they are today. The main goal of the railroads has not changed. It remains to increase the **transportation of both, people and supplies**. In turn, this goal has resulted in industrialization and production. Two types of trains that run along the tracks in the Hudson River Valley include locomotions, which provided power for the trains and freight trains with cars that were hauled by locomotions.

There were many key leaders who stand out in terms of production and leadership of the HRV railroads. We can attribute **Thomas C. Cornell** with the **Rondout and Oswego Railroad** who needed a line to deliver to his port in Rondout. The **Kingston and Syracuse Railroad** can be attributed to George Sharpe whom needed a railroad line to connect to Oneonta while **Erastus Corning** can be created with the Utica and Schenectady Railroad and the **Mohawk and Hudson Railroad**, the first railroad to be built in the Hudson River Valley. **Cornelius Vanderbilt** was one of the most influential leaders in the history of the HRV railroads, gaining control of the entire **New York Central Railroad system**.

One of the earliest railroad lines included the Rondout and Oswego Railroad. This line was the first railroad to run through the **Catskills** and served the purpose of carrying coal from Pennsylvania (“Catskill Mountain Railroad Co.”). After running bankrupt, as many railroads did, it became the New York, Kingston, and Syracuse Railroad. In addition to allowing for the transportation of goods, it also transported people to New York City.

Vanderbilt’s railroad system, the New York Central System was one of the largest and greatest American railroads of the 20th century to operate in the Northeast. Archival to New York Central was **Penn Central**. Just prior to filing for bankruptcy in 1970, the two lines combined, forming the new Consolidated Railroad Corporation, Conrail.

One of the best-known key sites in the area is the newly recreated **Hudson walking bridge**. When the walking bridge was a working railroad, the bridge was used by the Penn Central locomotives to transport soldiers and war paraphernalia during the World War II. The Penn Central railroad lines are still in operation but were bought by other companies such as **Conrail** and **Amtrack**.

The universal sign for a railroad that can be found along highways is a large yellow circle with a black “X” and two “R’s” on each side of the “X.” When railroads began to overpower waterways as the preferred method of transportation, many railroad lines were built in the Hudson River Valley as it was the ideal location. Some of those railroads still exist to this day and the highway route markers direct people to them from the streets; the railroads that were abandoned once had signs indicating where they were, and if those markers were still present today, this is exactly what they would look like. The railroads can be found right off of many highways in the areas include off of **Route 9 N, I-587 W, NY-214 N, NY-205, and NY-23 W**.

An interpretive sign for the Rondout railroad would most likely say- “Rondout Station was built in the 1860s and demolished in the 1970s. There are interpretive signs at the Catskills stations previously used by the Ulster and Delaware railroads. The railroad is still preserved and even used as a **history journey** up into the mountains. The signs most likely repeat the information you can find on their website which states, “The tracks you will be riding on are rich in history and what a great way to describe all of the lines running through the Hudson River

Valley at some point in time”. While many of these railroad lines went bankrupt or merged to form larger railroads, it is clear that without these early, the current railroad systems of the Hudson River Valley, such as the MTA Metro-North with stations in places such as **Putnam County, Ulster, Dutchess, and Rockland County**, would not exist as they do today.

History of the Railroads in the Hudson River Valley

New York's first railroad, the Mohawk and Hudson Railroad, opened in September 1831, and was built to supplement travel on the Erie Canal, running from Albany to Schenectady. Then in 1845, the Troy and Greenbush Railroad was chartered and opened connecting Troy to East Albany located on the east side of the Hudson River. The first Poughkeepsie railroad station was built in 1850 and became part of the New York Central Railroad, running all the way up to Albany ("History of the Mohawk Valley: Gateway to the West 1614- 1925").

The Hudson River Railroad Company was organized in 1846 to build a railroad from New York City to East Albany. Beginning at 32nd Street, the railroad opened up in September 1849, and went along the Hudson River through Yonkers, Tarrytown, Peekskill, Cold Spring, Fishkill, Poughkeepsie, Rhinebeck, and Hudson, all the way to Albany. This line was to extend the Troy and Greenbush Railroad south to New York City. This railroad brought all of Westchester County within a ninety-minute journey ("New York Central Railroad and New York State Railroads").

The Rondout and Oswego Railroad, was chartered in 1866 It ran from Kingston Point, on the Hudson, to Oneonta, in the Susquehanna Valley, crossing for 108 miles through the Catskills. Unfortunately it went bankrupt in 1872. It was the first railroad to actually run through the Catskills. In 1872, it was reorganized into the New York, Kingston, and Syracuse Railroad. This railroad allowed for coal to be transported from Pennsylvania to New York City as well as allowed for tourist transportation. However this railroad, too, went bankrupt in 1875 and turned into the Ulster and Delaware Line ("Ulster and Delaware").

The New York Central System, know as "The Water Level Route" was one of the largest and greatest American railroads of the 20th century to operate in the Northeast, serving states including New York, Pennsylvania, Ohio, Michigan, and Massachusetts. In 1853, ten railroads across New York State were merged to create the New York Central. Grand Central Station is one of its best-known landmarks ("New York Central Railroad and New York State Railroads").

In 1869, the New York Central Railroad was merged with the Hudson River Railroad and formed the New York Central and Hudson River Railroad. This Railroad extended the system south from Albany all along the east bank of the Hudson River to New York City. The leased Troy and Greenbush Railroad ran from Albany north to Troy. Then yet again in 1914, the New York Central and Hudson River Railroad merged with a railroad called the Lake Shore and Michigan Southern and formed the New York Central Railroad Company. Archival to New York Central was Penn Central. Penn Central originated in part by the New York New Haven and Hartford Railroad. It filed for bankruptcy in 1970. Just prior to that in 1968, the two combined, forming the new Consolidated Railroad Corporation, Conrail "New York Central Railroad and New York State Railroads").

The O & W Railway or New York, Ontario and Western Railway, was a railway that exited in the late 1950s. It served New York City and transported mainly coal and dairy products. The railroad was originally the New York & Oswego Railroad but this railroad ran into serious money problems. In 1880, it was reorganized into the NYO & W Railroad (O & W). This railroad ran from Cornwall, New York to Weehawken, New Jersey until it, too, ran into money problems and was later purchased by the New York Central & Hudson River Railroad. In addition to carrying coal and dairy products, this railroad was also very popular for transporting tourists throughout the area especially along the lower Catskill Mountains. In the 1950's it was unfortunately liquidated because of a number of various factors ("Roscoe O & W Museum").

In 1880 the New York and New England started pushing west and built a connection from Brewster to Putnam Junction, south of the Metro North rail yard currently in Brewster. Later on the railroad purchased railroad tracks to Beacon from the Dutchess Railroad with the plans of having passengers cross the river on a ferry in order to get to Newburgh. Due to the awkwardness of taking the ferry, the Poughkeepsie Railroad Bridge was completed in 1888 running east to west, connecting both sides of the Hudson River. In 1974, a terrible fire burned down the bridge but Penn State was able to reconstruct the old New Haven Beacon Line to connect the Hudson tracks to the Maybrook Railroad line (“A Timetable to the Past”).

Later on the railroad purchased railroad tracks to Beacon from the Dutchess Railroad with the plans of having passengers cross the river on a ferry in order to get to Newburgh. Due to the awkwardness of taking the ferry, the Poughkeepsie Railroad Bridge was completed in 1888 running east to west, connecting both sides of the Hudson River. In 1974, a terrible fire burned down the bridge but Penn State was able to reconstruct the old New Haven Beacon Line to connect the Hudson tracks to the Maybrook Railroad line (“New York Central Railroad and New York State Railroads”).

While many of these railroad lines went bankrupt or merged to form larger railroads, it is clear that without these early, the current railroad systems of the Hudson River Valley, such as the MTA MetroNorth with stations in places such as Putnam County and Rockland County, would not be as technologically advanced nor as effective as they are because of the past.



Key Leaders of the Railroads in the Hudson River Valley

Who would have thought that the first steam engine would lead to the establishment of the modern railroads led by many key individuals? These leaders helped produce and create connections between all people, especially throughout New York and the Hudson River Valley area. These connections provided quick and convenient transportation as well as trading opportunities, which led to industrialization and population growth. There were many people involved when it came to the productions/leaderships of the railroads in the Hudson River Valley. Leaders involved with the railroads that helped connect the Hudson River Valley with the rest of New York were Thomas Cornell, George Sharpe, Erastus Corning, John B. Jervis, and Cornelius Vanderbilt. These leaders had a significant influence on the railroads and how they connected.

Thomas C. Cornell was a politician living in Rondout, NY who became a key leader of the Rondout and Oswego Railroad. He first founded the Cornell Steamboat Company, but then desired a system of transportation that would bring supplies from ports in Central/Western NY to his port in Rondout, where his company could obtain supplies (Cornell, Thomas). This led to Cornell's decision of creating this system that consisted of 62-70 pound rail and would run from Rondout to Oneonta, and then on to Oswego. This production was a big success and connected the different parts of NY and transported many people. Eventually, Cornell decided to get other people involved, like John A. Greene, who had the task of expanding this railroad along with paying off all debts. Unfortunately, this led to bankruptcy in 1872. This did not stop Cornell. He was also involved with the Catskill and Ulster and Delaware Railroads.

When the Rondout and Oswego Railroad went bankrupt, George Sharpe stepped in. Sharpe, native of Kingston, Ulster County, NY, attempted to restructure and sort out the R&O Railroad to create the Kingston and Syracuse Railroad ("About Ulster and Delaware Railroad"). His goal was to route the railroad to Oneonta to eventually connect to the Syracuse and Chenango Valley Railroad. This railroad, constructed quickly, connected other railroads as well as giving many options for passengers and customers.

An iron dealer and a native of Norwich, Connecticut, Erastus Corning, contributed to the leadership of the Utica and Schenectady Railroad and the Mohawk and Hudson Railroad (Corning, Erastus - Biographical Information). He believed that the railroad would help him with distributing his products as well as receiving products from other companies. He was the owner of the Schenectady Railroad for 20 years when it later combined with the Mohawk and Hudson Railroad, later to be called the Mohawk Valley Railroad ("History of the Mohawk Valley: Gateway to the West 1614-1925"). Erastus is best known for communicating and connecting with other railroad owners that eventually connected Albany and Buffalo. In addition to Erastus, John B. Jervis was the chief engineer of the Mohawk and Hudson Railroad.

Lastly, there was Cornelius Vanderbilt who was one of the most famous key leaders of the NY Central Railroad. He got involved with the railroads in 1857 and later gained control of the New York Central in 1869. His goal was to "improve service and upgrade capital equipment while maintaining low fares ("Cornelius Vanderbilt." *New Netherland Institute*)." Later, he successfully linked New York to Chicago which benefitted most, if not all, people of these areas. Vanderbilt is also known as the leader who was able to give employment to many during the depression due to the fact that he built a terminal that led to jobs ("Cornelius Vanderbilt."). Vanderbilt was a very successful, wealthy man who was of great benefit to many.

It is evident that the leaders of the Hudson Valley Railroads had different ideas and thoughts as to what areas to connect and how far to go. Even though there were different ideas,

they still had the same goal; to increase transportation of people and supplies, which in turn resulted in industrialization and production. The railroads have and still connect people with so many resources and continue to be a huge benefit to many thanks to these leaders.

Key Sites of the Railroads in the Hudson River Valley

One of the earliest railroads was the Rondout and Oswego line. This railroad ran from Rondout to the county of Oswego. A key site on this line was the Rondout station. The Rondout station sat at the meeting of the Rondout Creek and the Hudson River. This meant that small ships were unloaded and goods were put onto much larger cargo ships to continue on their journey. This was a central point for trade and commercial ships to dock and unload. A wealthy businessman named Thomas C. Cornell in the area decided that a railroad running from central New York into Rondout would benefit business and bring more trade to the area. He was correct; building a railroad station in Rondout allowed steamboat passengers to board the train to ride into New York. Eventually, however, this railroad went bankrupt and a new railroad was made in its place. The New York, Kingston, and Syracuse railroad was created by reorganizing the Rondout and Oswego line. The line now extended into Oneonta, an area north of the Catskill Mountains. This was the first all rail line that brought passengers into the Catskill Mountains. A key site on this line was the Kingston Station located in Ulster County. Kingston profited greatly from the railroad in part due to its industries in cement, concrete, bricks and bluestone (“New York Railroads”). Kingston was also a main spot for passengers to dock or leave from in order to get to their jobs in the mountains. There was even a ferry service to cross the Hudson River. This railroad also eventually went bankrupt and a new railroad was built in its place. The Ulster and Delaware railroad extended from Kingston Point to Oneonta. It was used to transport goods for local businesses such as furniture and lumber. Key sites on this rail line were still Kingston and the Catskills area, although the ferry in Kingston was not operating anymore and the rail line was slowly losing business due to the popularity of trucks and cars, finally in the 1930s during the Great Depression, the railroad was sold to New York Central line. The New York Central line made a stop right here in Poughkeepsie at the Poughkeepsie Train Station. Built in 1850, that Poughkeepsie Station was used to transport goods like shoes and carpets to market and went to Albany. The station was meant to be a smaller version of Grand Central and was greatly praised when it was built. Finally, the New York Central railroad melded with the Pennsylvanian rail lines and created the Penn Central railroad. One of the best-known key sites in the area belonging to this line is the newly recreated Hudson walking bridge, formally known as the Poughkeepsie Highland Railroad Bridge. When the walking bridge was a working railroad, The bridge was used by the Penn Central locomotives. It was mostly used to transport soldiers and war paraphernalia during the World War II era, although planning for it began before the civil war. The idea of building a bridge over the Hudson was deemed preposterous. The bridge was advertised as a great way to avoid car-floats and ferries, as it was the only bridge crossing the Hudson at that time. The Penn Central railroad lines are still in operation but were bought by other companies such as Conrail and Amtrak (“New York Railroads”).

Interpretive Signs Required at Key Sights of the Railroads in the Hudson River Valley

An interpretive sign for the Rondout railroad would most likely say- "Rondout Station was built in the 1860s and demolished in the 1970s. It was used by the Ulster and Delaware railroad line as a service stop with facilities to repair locomotives". Located near popular water ways such as the Hudson River, the Rondout Station was also crowded with passengers boarding and departing the train. An interpretive sign at Kingston station might read " Kingston Station was a busy stop during the 1880s on the Kingston and Syracuse railroad line. ("New York Railroads"). The town was wealthy and bustling with people up into the 1900s, even after the train stopped being a passenger line. Eventually, the rail line lost patronage and was demolished in the 1960s". There are interpretive signs at the Catskills stations previously used by the Ulster and Delaware railroads. The railroad is still preserved and even used as a history journey up into the mountains. The signs most likely repeat the information you can find on their website which states, "The tracks you will be riding on are rich in history". Trains of the old Ulster & Delaware Railroad carried vital freight and tourist traffic to and from the Catskills. Bluestone for the sidewalks of New York was quarried here and dairy products from Ulster and Delaware County farms were rushed to the city by rail. City dwellers sought a breath of fresh air and a respite from steamy summers at the famous Catskill boarding houses and grand hotels. In 1913, more than 676,000 passengers rode the U&D to the Catskills. The New York Central acquired the U&D in 1932, and it became the Catskill Mountain Branch. The last regular passenger train ran in 1954 ("Catskill Mountain Railroad"). The interpretive signs you would find at the Poughkeepsie stations would state, "The Poughkeepsie station was built in the 1850s, it was modeled after the Grand Central Station and ran east to west over the Hudson. It still operates today as an Amtrack line surrounded by many popular restaurants and shops." There are many interpretive signs along the Walkway Over Hudson, each one explains a short fact about the bridge in regards to how tall it is or how long or what it was used for in the past or what the Hudson River was used for. One of the signs might say something like, "Trains first began steaming across the former Poughkeepsie-Highland Railroad Bridge on Jan. 1, 1889. At the time it was the longest bridge in the world" ("Walkway").

Technical Overview of Industry of the Railroads in the Hudson River Valley

Railroads technology focuses on preventing collisions between trains, trains going too fast and speeding on the tracks and casualties. Technology as a whole helps us with how we interact with others, how we live and what we wish to accomplish. (Grant, Roger page 1) They also help to focus on preventing injury to railroad workers while on the job. (Stuart, Rich page 55-65) Railroads can be very dangerous and if something is done wrong it could lead to many problems and could end badly. Technology used on railroads is improved all the time and every line of railroads hopes to have the best form of technology so their railroad line runs smoothly.

There are many different types of trains used today which all serve a different purpose in order to meet the need of various industries. No matter what train it is, there is always a need of a powerful engine with a skilled engineer to keep it moving. To operate a train different engines could be used to have the train run smoothly. Some example of engines used could be electric, diesel, gasoline, steam and high-speed rails that are used in many locations other than the United States. (Grant, Roger page 1). Early trains used to run on coal and steam around in the 1950s. Today some trains run on electricity so it does no harm to the environment.

The first trains were freight trains, which hauled material from one location to another. They were able to hold a lot of materials and helped businesses get their work done. The railways of freight trains need to be very durable and ready to handle the trains traveling on these tracks. The railways of freight trains need to be very durable and ready to handle the trains traveling on these tracks. The most popular train that millions travel on each day is Amtrak, which contains sleep cars and dining cars on the Amtrak for travelers to be able to spend their time in. These trains are very comfortable form of travel and one many people seem to enjoy to go on. The conductor is an extremely important job to have on a train; the conductor is in charge of train and is also the direct supervisor on the train as well. (Grant, Roger page 54) They help in making things are going smoothly and the train is on schedule to get passengers to their final destinations. Riding in a train is much safer than traveling on highways. One can recognize the difference between a regular trains compared to a freight train, they both have distinct features and there differences stand out greatly such as freight trains are mostly much longer compared to a Metro North train which travels passengers along the Hudson River to and from New York City. Depending on what your individual travel needs are and the location where you live, you may be very familiar with freight trains and passenger trains going through your area.

The track on a railway also known as the permanent way is the structure consisting of the rails, fasteners, sleepers and ballast (or slab track), plus the underlying sub grade. For clarity it is often referred to as railway track or railroad track. Most railroads with heavy traffic use continuously welded rails supported by sleepers (ties) attached via base plates, which spread the load. Other types of tracks used are ladder tracks, joint tracks, and Ballastless tracks. Trains need to have the right track to be able to run properly. Another important aspect to trains are the railroad cars which in used to carry passenger, cars can be coupled together into a train and hauled by more than one locomotive. Types of cars are passengers, military, freight, and non-revenue cars. Passenger cars are one that are seen on the Metro North for example, freight cars are box like and their several different specific types of freights cars called tanks cars hopper car, coil car and flatcar for example. Some examples of non-revenue cars are cabooses, which are at the end of freight trains, handcars that are powered by the passengers and maintenance of way

cars, which are for maintenance on the tracks and equipment. As for railroads, technology helps trains to move and transport goods and people where they need to be.

Railroads' of the Hudson River Valley Relationship to Nearest Towns and Other Municipalities

The Rondout and Oswego Railroad began construction in 1868 with the plan that the line would start in Rondout, stop in Oneonta and then continue on to Oswego on the shore of Lake Ontario. The railroad was very successful until it went bankrupt in 1872 but later that year, however, the line was picked up by the New York, Kingston, and Syracuse Railroad to be reorganized and finished. The railroad was again a success as it connected with many other railroads and it was the first railroad into the Catskill Mountains. One of the towns that profited the most from the New York, Kingston and Syracuse Railroad was the town of Kingston in Ulster County. Several industries centered their operations in the town because of the convenience to the railroad and many passengers relied on the railroad to take them around the mountains to their jobs at mills and factories. The transportation of coal from Pennsylvania to New York City and the shipment of cement and bluestone to New York City were also important tasks of the NYK&S railroad that travelled through the town of Kingston. Unfortunately, the railroad went bankrupt again in 1875 and was restructured later that year as the Ulster and Delaware Railroad.

Today, passenger railroads to Kingston no longer exist but the downtown part of the city (Rondout) is still recognized as a significant stop on the Ulster and Delaware Railroad. The U&D Railroad ran from Kingston Point through the Catskill Mountains and ended at Oneonta, but its headquarters were located in a village called Rondout in Ulster County. The small village was located on the north end of the Rondout Creek where it opens into the Hudson River. During the 19th century, Rondout served as the Hudson River port for the city of Kingston, which is Rondout's neighboring town and located only a mile away. It was also known as the "Kingston Landing" because it was a very small village that was used strictly for its accessibility to the river. Eventually in 1872, the city of Kingston expanded to include Rondout in its precincts. Today, the central area of the former village has survived and is a part of the Rondout-West Strand Historic District. The region is still an active waterfront and many of the old buildings have been renovated into small shops and restaurants along the main streets. As of the 2000 census, the city of Kingston consisted of 23,456 people, 9,871 households and 5,498 families.

The Ulster and Delaware Railroad was built for the ease and faster transportation of goods, especially the coal from northeastern Pennsylvania to New York City and Delaware and Hudson coal from Oneonta to the steamboats on the Hudson River. The greater availability of coal helped to develop businesses and eventually improved many cities and as of the 2000 census, the city of Oneonta had a population of 13,292; the town of Oneonta, which surrounds the city, had a population of 4,994 at the 2000 census. As profits increased, The U&D Railroad expanded and connected with many other lines. Because the course of the railroad travelled through many tourist locations, passengers were able to continue the success of the U&D with their expenses. The local towns and communities benefitted from the tourism as well and hotels and shops helped develop the surrounding areas into flourishing cities.

Highway Route Markers that Will Lead You To the Railroads in the Hudson River Valley

If you are ever in the Hudson River Valley in New York, you will see many historic sites throughout the area and will be able to see advertisements for those sites from the highway. A few centuries ago, those historic sites were active and thriving. The signs you would have seen then would not be promoting museums or key sites in history, rather they would be signs publicizing the real location. The universal sign for a railroad that can be found along highways is a large yellow circle with a black "X" and two "R's" on each side of the "X." When railroads began to overpower waterways as the preferred method of transportation, many railroad lines were built in the Hudson River Valley as it was the ideal location. Some of those railroads still exist to this day and the highway route markers direct people to them from the streets; the railroads that were abandoned once had signs indicating where they were, and if those markers were still present today, this is what they would look like:

If you are travelling North on Route 9 West from Poughkeepsie, New York, Kingston Point, New York is only 19.8 miles down the road and about 26 minutes. Kingston Point was the starting point for the Ulster and Delaware Railroad where it then passed through the Catskill Mountains and onto Oneonta. Its headquarters were in Rondout, New York, which later became a part of Kingston, New York. Kingston Point is the furthest point south in the city of Kingston along the Hudson River.

The Rondout and Oswego Railroad began in Rondout (which later became a part of Kingston) and stopped in Oneonta before it made it all the way to Oswego on the shore of Lake Ontario. During construction, a stop was made at Phoenicia before the ownership of the railroad was sold and the tracks were changed. Driving up Route 9 West from Poughkeepsie, Phoenicia is only 58 minutes or 44.7 miles away. After crossing over the bridge to the other side, continue on Route 9W-N until you take to the Delaware Avenue exit. You will then continue onto 1-587W/NY-28 W until you can make the first left onto NY-214 N. After you take the 2nd right onto Tremper Avenue, you have arrived in Phoenicia, New York.

The New York, Kingston and Syracuse Railroad took over the Rondout and Oswego Railroad when it went bankrupt. Instead of continuing to build a line to Oswego all the way to the shores of Lake Ontario, the NYK&S Railroad stopped at Earlville, NY. From Poughkeepsie, the city is 149 miles and 3 hours and 19 minutes and to get there, you must cross over the river and continue on NY-28 W until you get to NY-205 and then NY-23 W. After passing through some small towns, New York 12B N will take you into Earlville.

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This website provided great graphics as well as lots of information about the railways of the Hudson River Valley- the history behind them, what they were used for, how they were built, how they evolved, and how they impacted the Hudson River Valley.

"A Timetable to the Past." *National New York Central Railroad Museum*, <http://www.nycrrmuseum.org/index.html> (30 September 2010).

This website offers information regarding the National New York Central Railroad Museum. With a side bar complete with headings including membership, tour, gift shop, map, as well as very informative links, it offers a great site to refer to if and when visiting the museum and researching the New York Central Railroad and the various lines that made up the railroad.

Best, Gerald M. *THE ULSTER AND DELAWARE: Railroad Through The Catskills*. San Marino, California: Golden West Books, 1972.

This book tells the story of how the Ulster and Delaware Railroad got its start from its predecessor, the Oswego and Rondout Railroad line. It provides in-depth details about the improvements, advancements, leaders, owners, and extensions took place on the railroad along the course of its history.

Catskill Mountain Railroad Co., 2010, <http://catskillmtrailroad.com> (12 October 2010).

This website explained the history of the railroad line that traveled into the Catskill Mountains, it also gave information on the operation of the lines today. The website explains why it was so important to many groups that this rail line be kept intact and how it is used today as a historic trip that locomotive enthusiasts, history lovers and visitors to the area can buy tickets to and enjoy.

"Cornelius Vanderbilt." *United States History*, <http://www.u-s.history.com/pages/h845.html> (3 October 2010).

This website briefly describes the life of Cornelius Vanderbilt. It gives good insight about his involvement with the railroads as well as his business with the steamship line.

"Cornelius Vanderbilt." *New Netherland Institute - Home Page*, <http://www.nnp.org/nni/Publications/Dutch-American/vanderbiltc.html> (10 October 2010).

This website describes the history of Cornelius Vanderbilt and how his life was growing up. It mentions the various jobs he encountered as well as his hope for transportation not

only by water and boat, but also by railroad. It briefly talks about what happened to Vanderbilt's estate after he passed.

"Cornell, Thomas - Biographical Information." *Biographical Directory of the United States Congress*, <http://bioguide.congress.gov/scripts/biodisplay.pl?index=C000783> (12 October 2010).

This website describes Thomas Cornell and what he did throughout his life. It mentions how he was involved with the Civil War and how he was involved in a variety of different transportation systems, such as railroads and the steam boat.

"Corning, Erastus - Biographical Information." *Biographical Directory of the United States Congress*, <http://bioguide.congress.gov/scripts/biodisplay.pl?index=C000784> (12 October 2010).

This website briefly describes Erastus Corning and his involvement with iron manufacturing. It also talks about when he served for the State senate and other parts of government.

Catskill Mountain Railroad Co., 2010, <http://catskillmtrailroad.com> (12 October 2010).

This website explained the history of the railroad line that traveled into the Catskill Mountains, it also gave information on the operation of the lines today. The website explains why it was so important to many groups that this rail line be kept intact and how it is used today as a historic trip that locomotive enthusiasts, history lovers and visitors to the area can buy tickets to and enjoy.

GoogleMaps (2010)

This website allows viewers to pinpoint sites using satellites without having to actually visit. We were able to use highway route markers to find the images on the various streets.

Grant, Roger, *The Railroad: The life story of Technology*. Westport, CT: Greenwood Publication Press, 2006.

This book I found from Amazon and was able to look inside it of for a lot of beneficial information. It talked about the technical advantages of railroads from when they were first used to pretty recent. This book went deeply in dept focusing on the technology of railroads and was an extremely helpful source for my aspect of the assignment.

Ham, John M., and Robert K. Bucenec , *The Old "Up and Down" Catskill Mountain Branch of the New York Central*, (Stony Clove & Catskill Mount, 2003).

The New York Central Railroad consisted of many different railroad lines that merged together to form the one main one. Many of the lines went through the Catskills for the

purposes of transporting goods and people across distances. This book goes into detail about the various railroad lines that ran through the Catskill Mountain Range.

"History of the Mohawk Valley: Gateway to the West 1614-1925." *Schenectady History*. Web. 13 Oct. 2010. <<http://www.schenectadyhistory.org/resources/mvgw/history/087.html>>.

This website talks about the history of the Mohawk Valley as well as the railroads that emerged. It also talks about the New York Central Lines and how it was a valuable advancement.

"MTA Metro-North Railroad." *Metropolitan Transportation Authority*, <http://www.mta.info/mnr/html/aboutmnr.htm> (28 November 2010).

This article provides the background history of the Poughkeepsie train station as well as the history of the Metro-North Railroad. It also includes present day information including railroad hours, lines, and times.

"New York Central Railroad and New York State Railroads." *GOURMET MOIST / Kingly Heirs*. Web. 13 Oct. 2010. <<http://www.kinglyheirs.com/NewYorkStateRailroads/NYCNYSAdditions.html>>.

This website talks about the different railroads that eventually merged to form the New York Central Railroad. It also discusses where the railroads runs to and from.

"Roscoe O&W Museum." *Roscoe O&W Museum*, <http://www.nyow.org/museum.htm> (28 November 2010).

This website provides much background information about the O&W Railroad as well as many great graphics. There are additional links that are for members only but a few are available to the public including certain articles, events, and a virtual tour to click on.

Stuart, Rich, *Changing Railway Technology in the United States and Its Impact Upson Railroad Employment since 1945*. *Transportation Journal* 25, Issue 4 (Summer 86): 55-65.

This article puts a focus on railroad technology in the United States and looks into the importance of employees who work in the railroad field. This article looked into employment as a large picture and how employees were huge impacts to how railroads were operated. They helped trains run smoothly and needed to keep up the advancements in technology so trains could be operated in the best way possible.

Trencansky, Tom. "New York Railroads." 2005, <http://www.newyorkrailroads.com> (10 October 2010).

This website was a portal to many other links which allowed me to find a plethora of information on a lot of different topics. The website is well organized and focuses on New York Railroads only.

"TripAtlas.com - About Ulster_and_Delaware_Railroad." *TripAtlas.com: Discover the World. Share Your Experience*, http://tripatlas.com/Ulster_and_Delaware_Railroad (12 October 2010).

This website discusses the history of the Rondout and Oswego Railroad and how it came about. It also talks about Cornell and how he was involved with this railroad. This website also mentions the Kingston and Syracuse Railroad and how it emerged.

"Ulster and Delaware." *Ulster and Delaware Railroad Historical Society*, <http://www.udrrhs.org/html/udhistory.htm> (30 September 2010).

This website is a very informational site regarding the history of, featured article, present railroads, and the community of the Catskills. Complete with a calendar of events and search toolbar, one is able to easily navigate throughout the site finding the information necessary to learn about the past and present railroads of the Catskills.

"Utica and Schenectady Railroad." *Three Rivers, Hudson, Mohawk, Schoharie*. <http://www.fortklock.com/utica-schenRR.htm> (12 October 2010).

This website talks about the history of the Utica and Schenectady Railroad and how it emerged in history. The website talks about how it helped transportation

Walkway Over the Hudson, <http://www.walkway.org/dynamic.php?id=faqs> (9 October 2010).

This website gave some great information on the history of the Walkway Over The Hudson. The website explained what the bridge was used for before it was recreated into a walking bridge, how the bridge was reconstructed and who funded the project. The website also reiterated many of the small paragraphs found on the interpretive signs which line the walkway.

"Western New York Railroad Archive." *Western New York Railroad Archive*, http://wnyrails.org/railroads/nyc/nyc_home.htm (29 September 2010).

This website elaborates on the various lines making up the New York Central Railroad and includes URL's that directly link to each line mentioned including the Syracuse to Buffalo and Lake Shore and Michigan Southern lines. The website is also useful as it provides links to maps, timetables, and other great visuals helping one to understand the history of the railroad.