

Team 1: The Half Moons



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Railroads of the Hudson

River Valley



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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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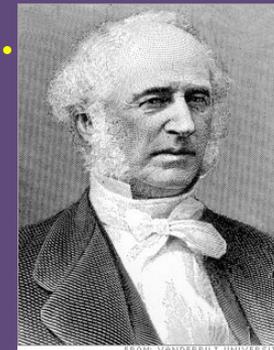
Who were the Key Leaders?

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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

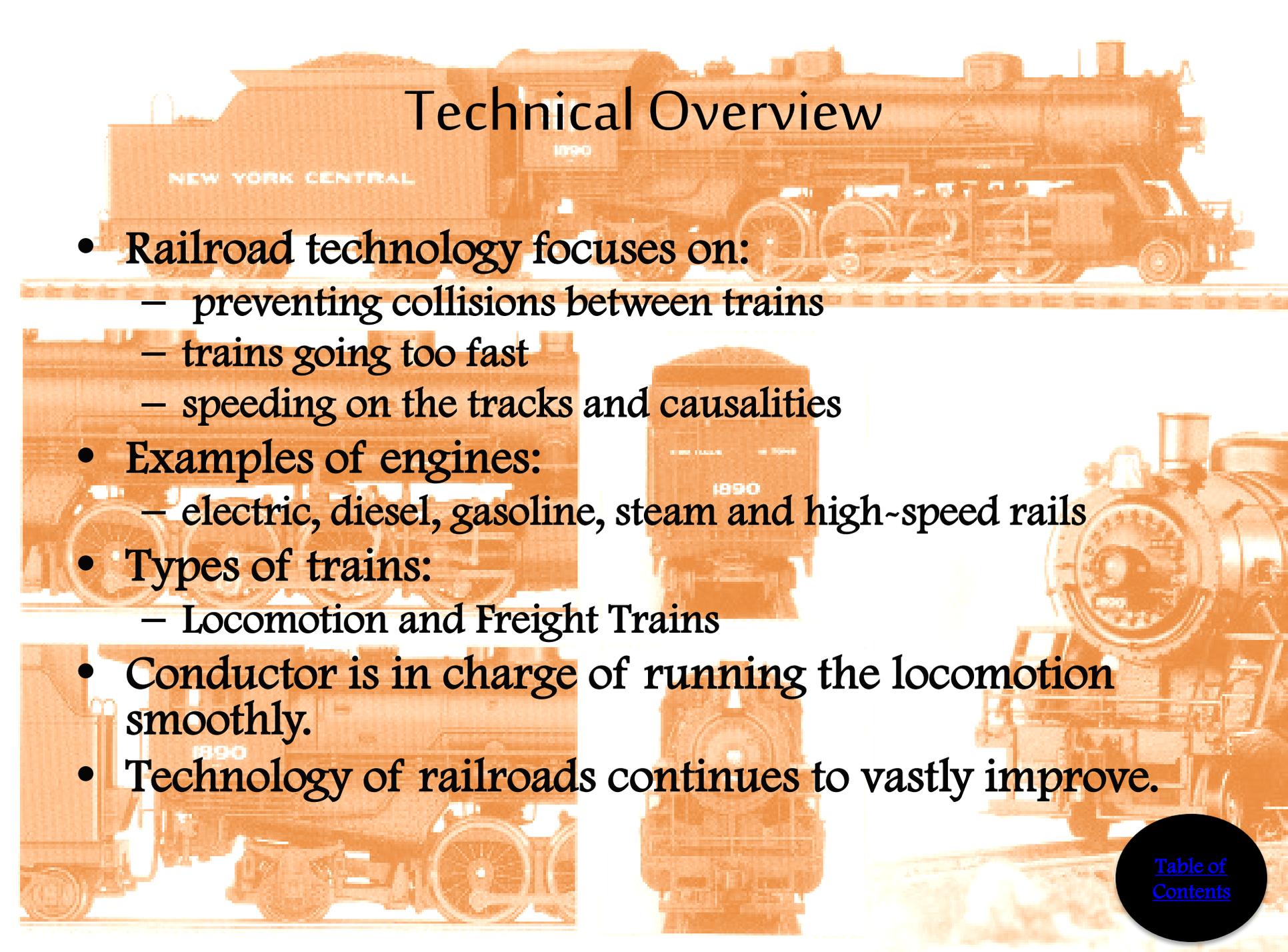
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What are Interpretive Signs?

- 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”



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 river.²
- The region the city of Kingston expanded to include Rondout.³
- 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 River.⁴



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

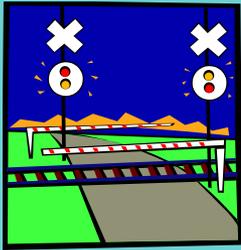


There were many key leaders who stand out in terms of production and leadership of the HRV railroads. We can attribute **Thomas C. Cornell** with the **Rondout and Oswego Railroad** who needed a line to deliver to his port in Rondout (Cornell, Thomas). The **Kingston and Syracuse Railroad** can be attributed 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”).

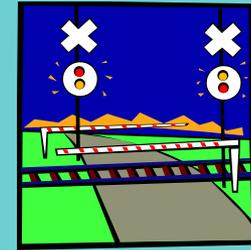
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Summary Essay 3

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



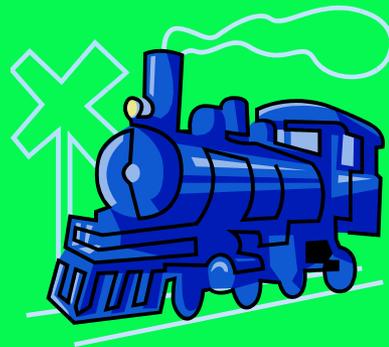
The universal sign for a railroad that can be found along highways is a large yellow circle with a black “X” and two “R’s” on each side of the “X.” When railroads began to overpower waterways as the preferred method of transportation, many railroad lines were built in the Hudson River Valley as it was 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

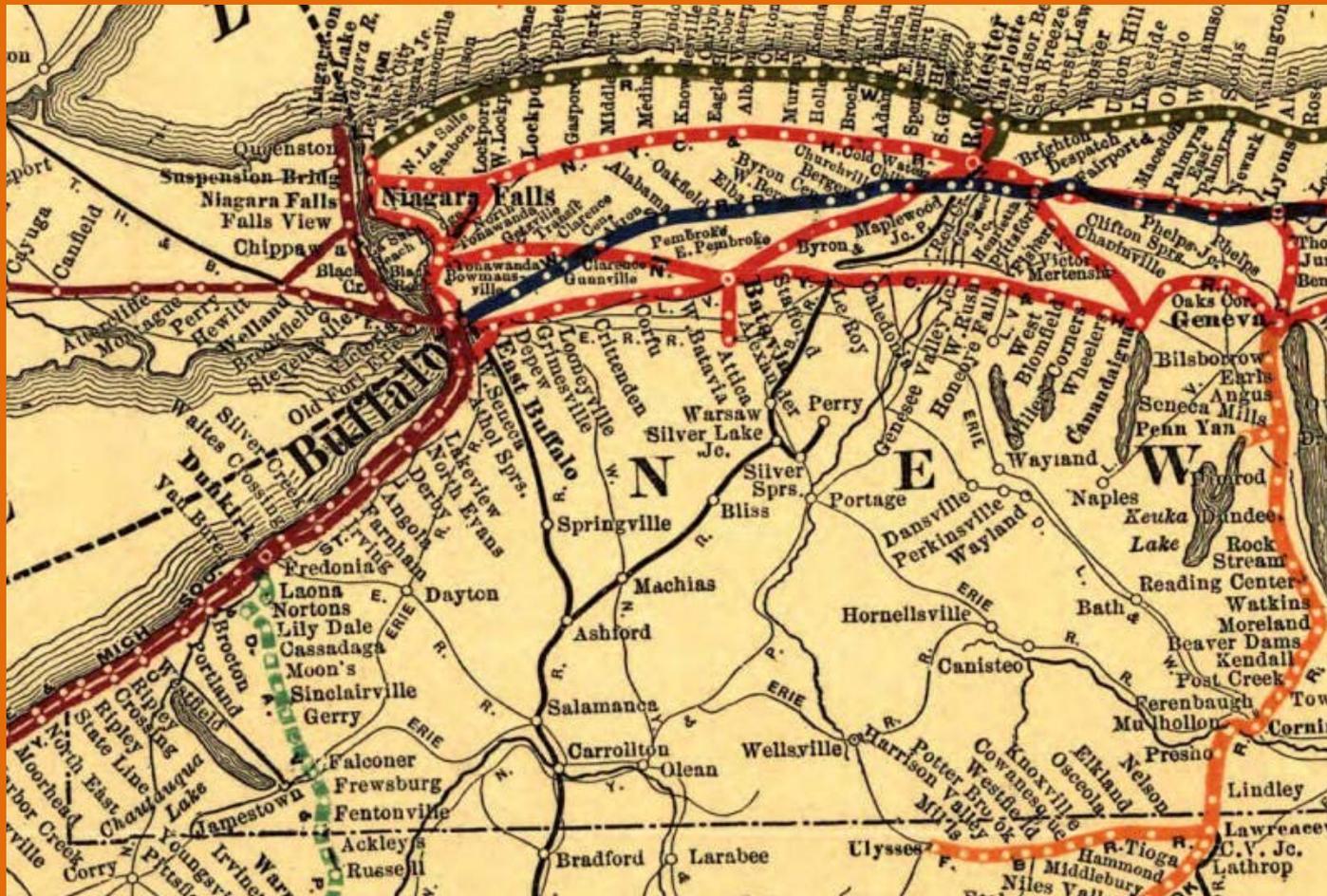
Interesting Pictures...



Trolley Cutoff. Mohawk, N. Y.

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

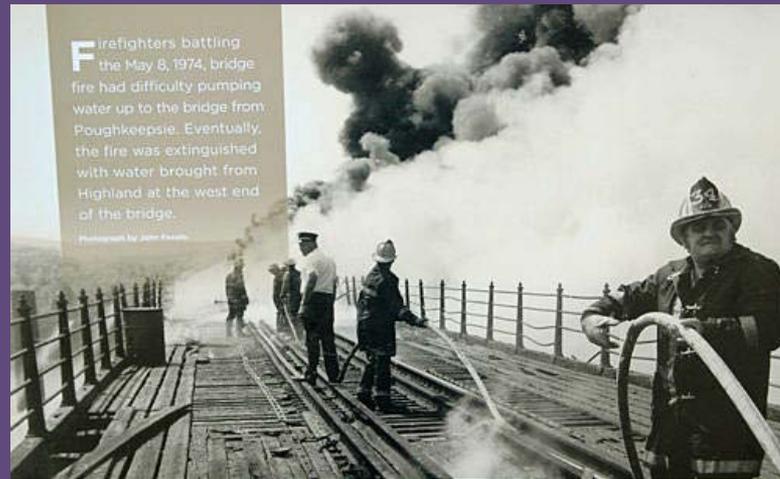
Online <http://pc.railfan.net/pics/equip/pc2415.jpg> 1968-Penn Central



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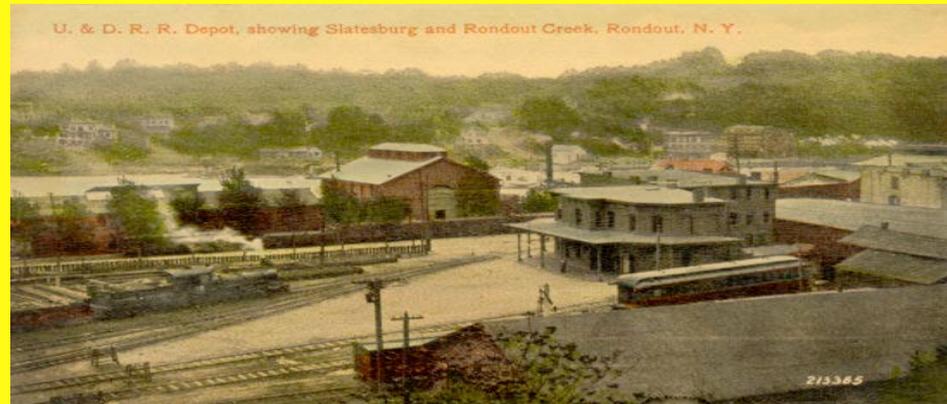
This is a picture of firefighters putting out the fire on the Poughkeepsie Railroad Bridge that occurred on May 8th, 1974
<http://0.tqn.com/d/gonewengland/1/0/K/6/1/walkwayoverhudson3.jpg>



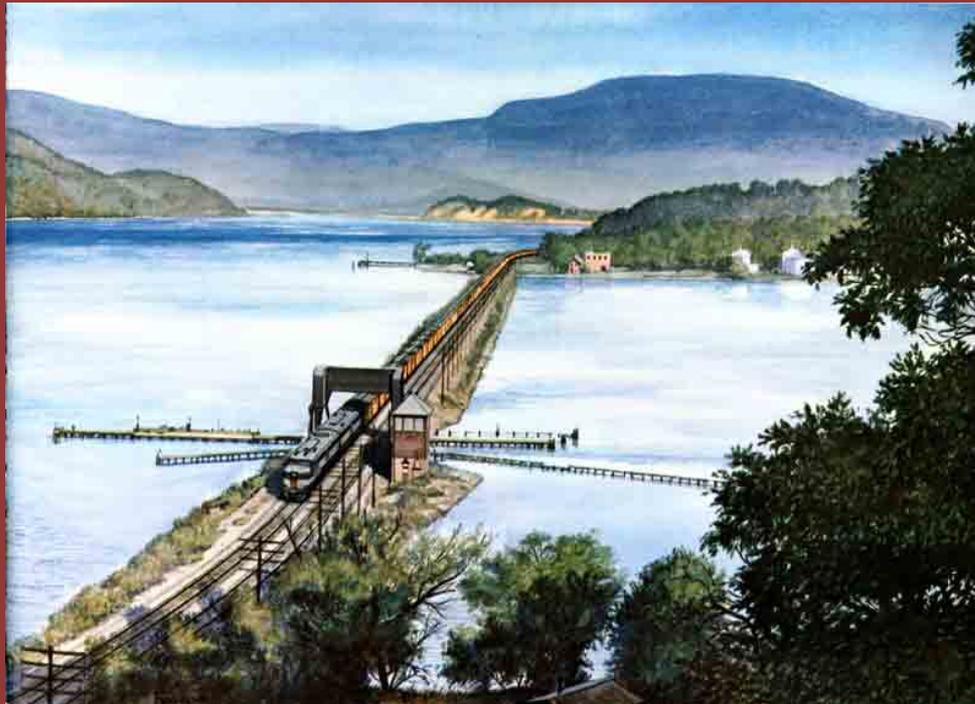
(Found on the background of slide 18)
This is the Ulster and Delaware Railroad. Photo Credit: Delaware and Ulster Railroad. <http://durr.org>



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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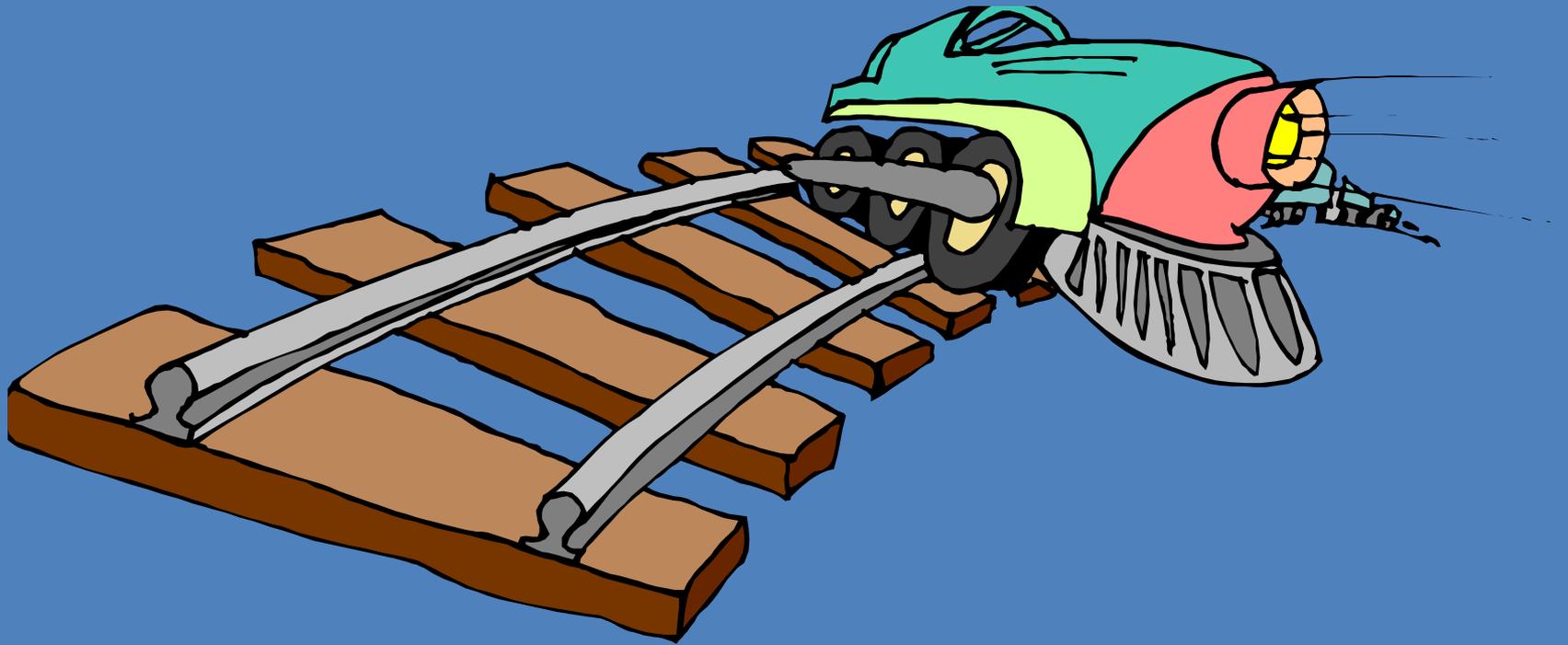
Railroads of the Hudson

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

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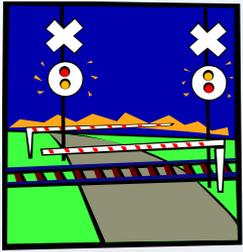


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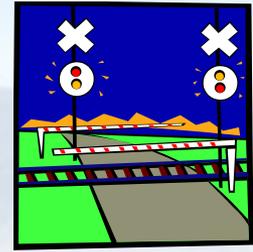
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Lesson Plan

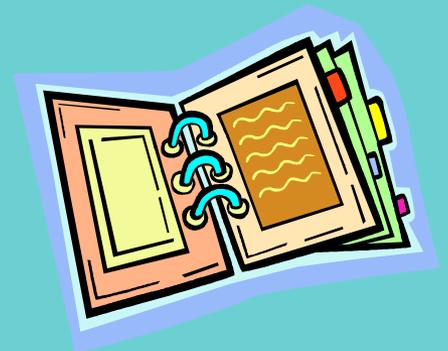
The Uses of Locomotives Through Time in the Hudson River Valley



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.

1955

Museum acquired its first four trolleys.

1957

The museum was moved to different locations within NY and NJ.

1957-1960s

Francis Voyticky Becomes the new president.

1982

Museum moves to Kingston, NY after leasing the abandoned Ulster & Delaware railway Station.

1983

The Museum has acquired more than 15 old locomotive cars and built a small informational museum at the visitors center.

2010

History

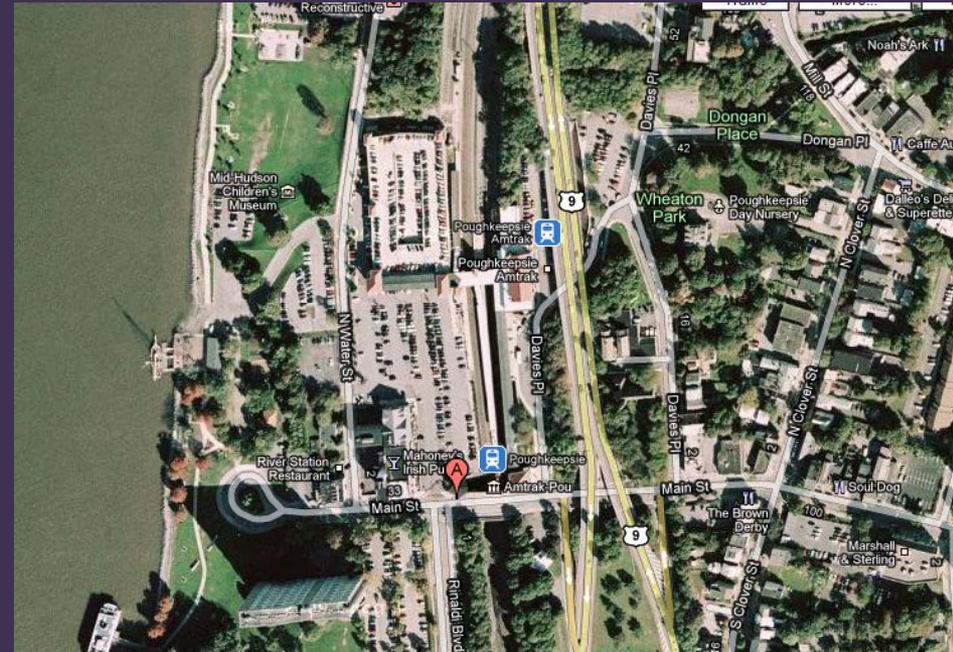
Location
The museum resides in the old Ulster & Delaware Railway station in Kingston, NY.



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.

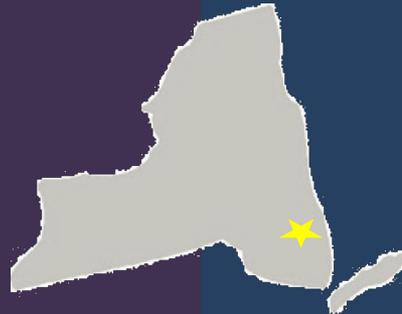
Location



The Poughkeepsie Metro North Railroad Station



The station's inside design



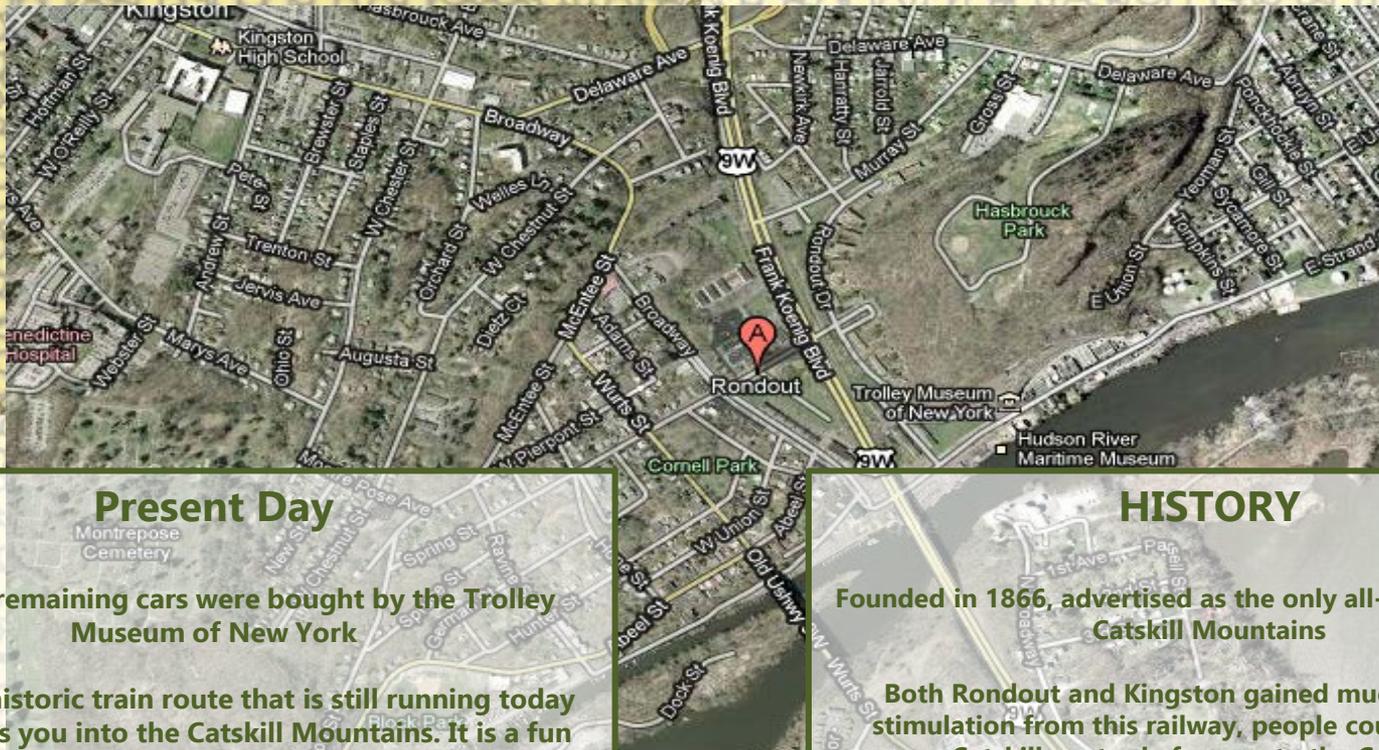
The station's outside design

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 3,500 train cars across 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.

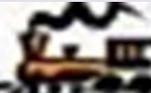
In the first three months after it opened, more than 400,000 people visited the park, dramatically exceeding original visitation projections. (www.walkway.org)

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.

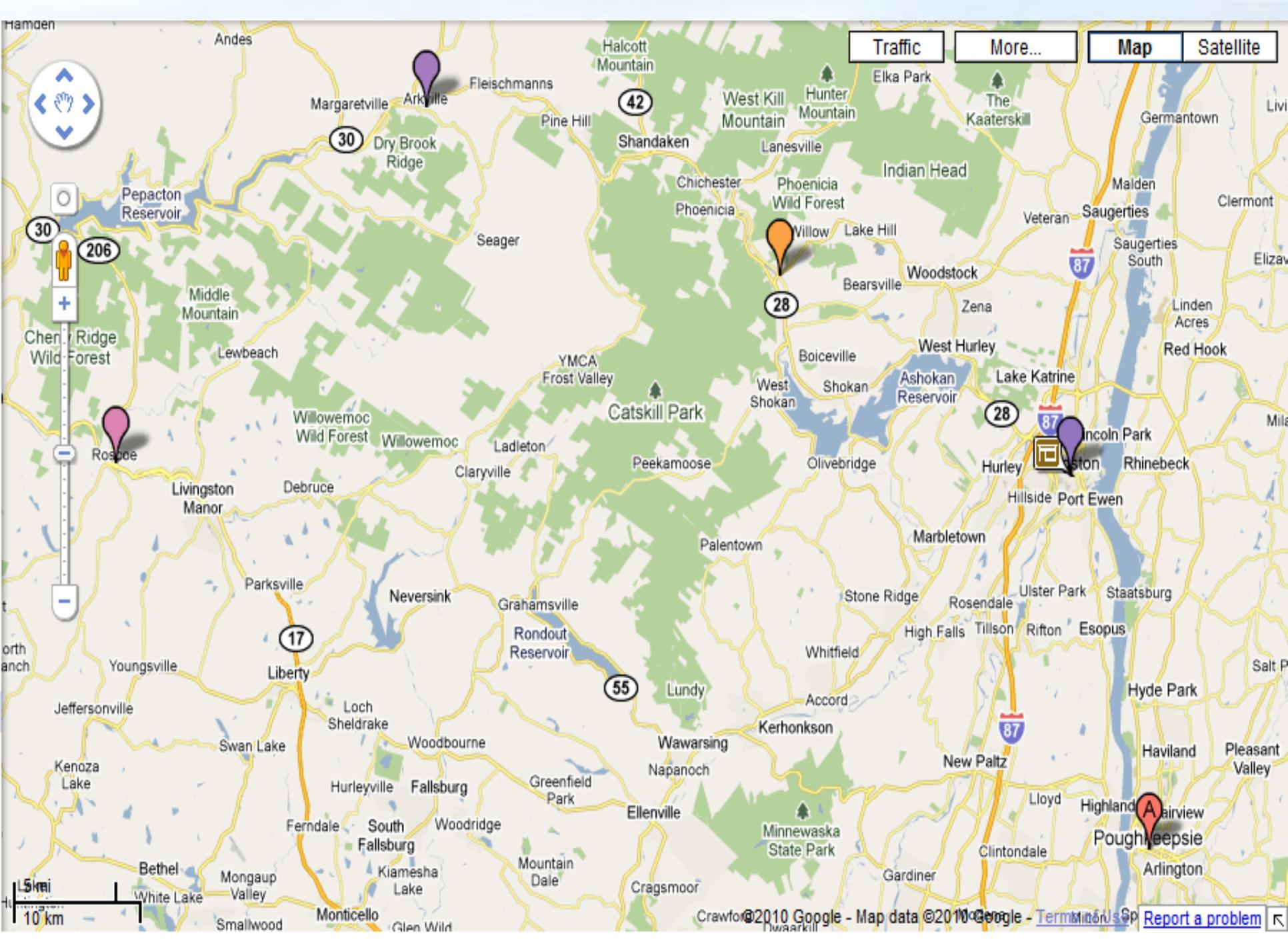
CMRR Passenger Fares

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?



Traffic

More...

Map

Satellite



30



206



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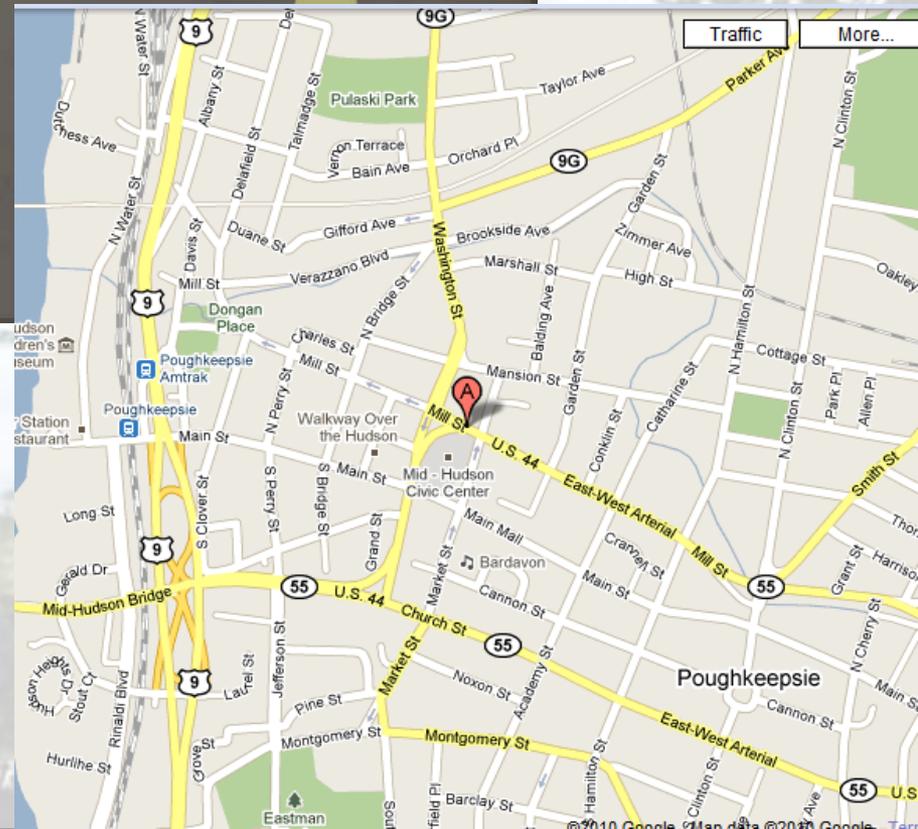
-

5 mi
10 km

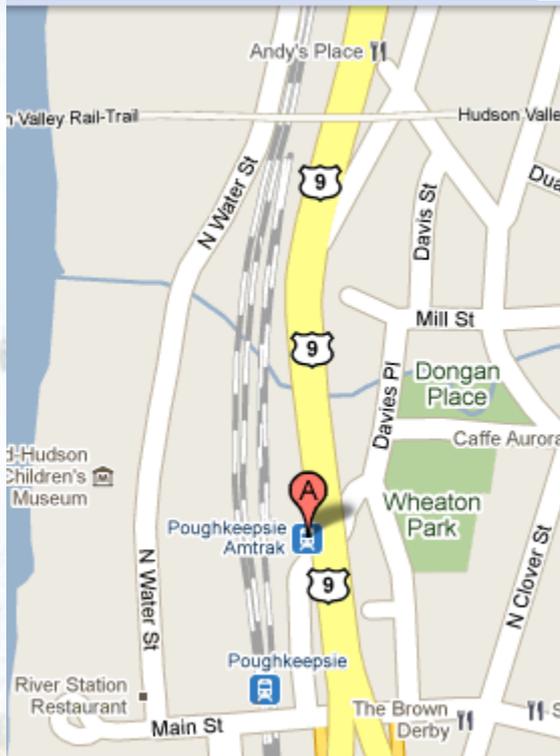


Key Site: Walkway Over the Hudson in Poughkeepsie, NY

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

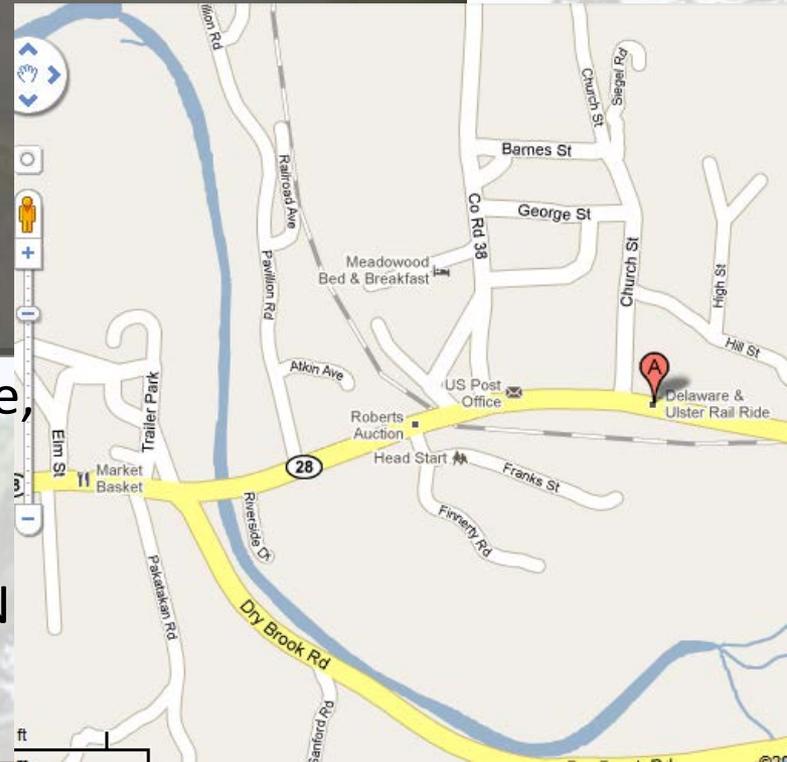


Highway Route Marker from
Route 9W-N/ Broadway Street

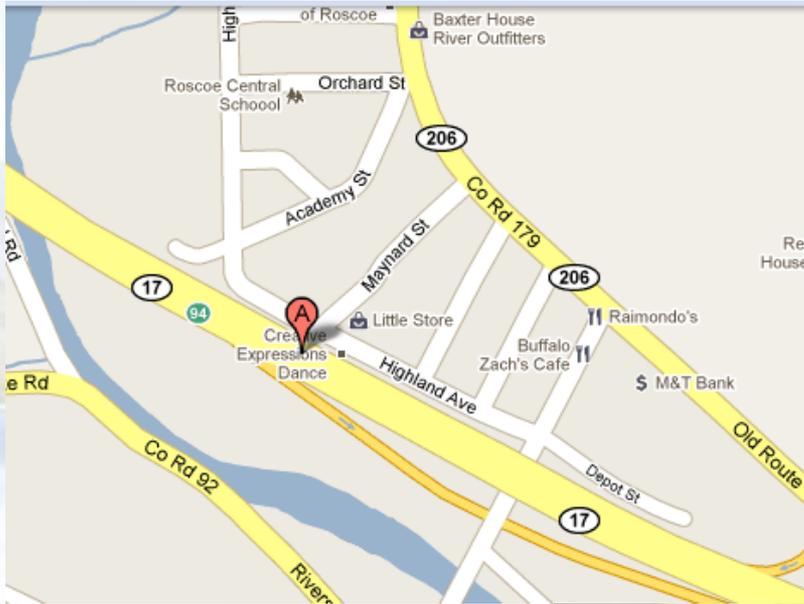


Key Site: Delaware & Ulster Rail Ride in Arkville, NY

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

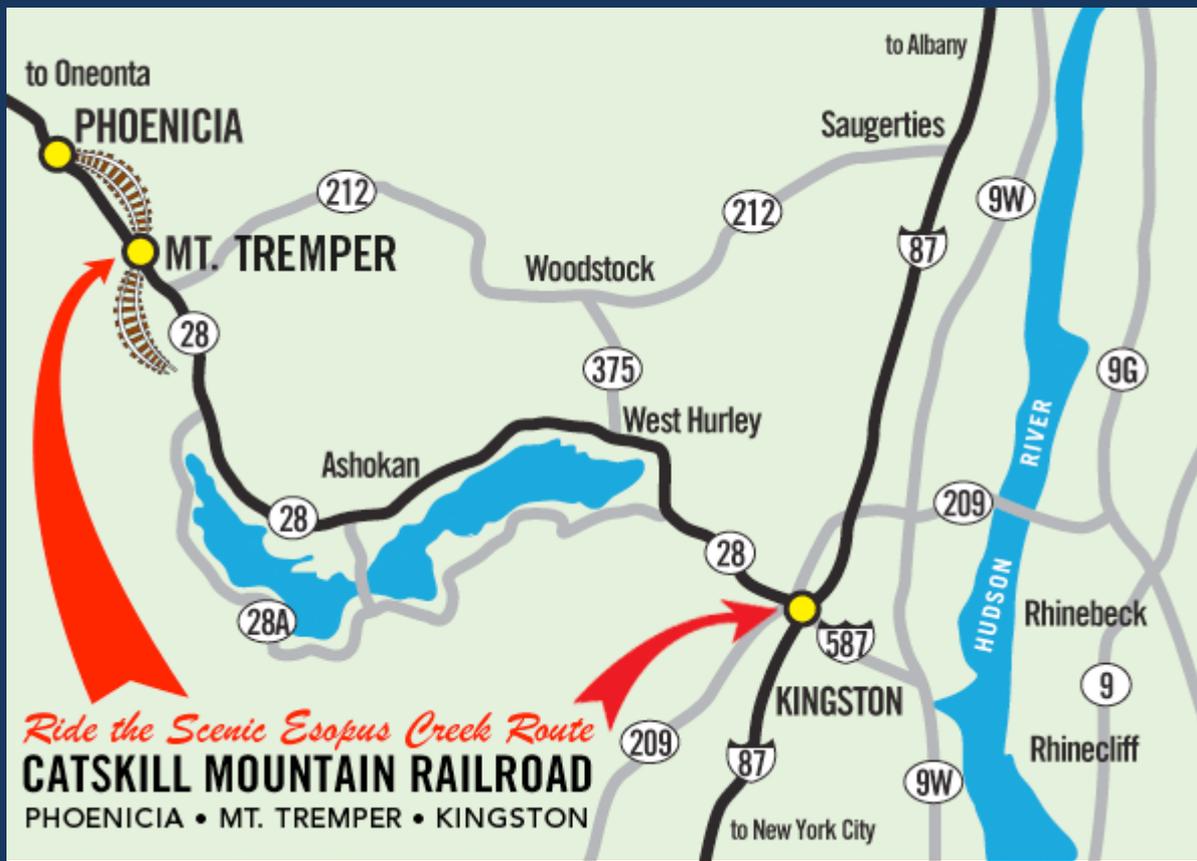


Key Site: Roscoe O & W Railway Museum in Roscoe, NY



Highway Route
Marker from NY-
17 E





Ride the Scenic Esopus Creek Route
CATSKILL MOUNTAIN RAILROAD
PHOENICIA • MT. TREMPER • KINGSTON

Website Links

Informational Websites about the Railroads



Bibliography

[Take a look at our sources](#)

