



HARLEM DIVISION HISTORY

FROM RAIL TO TRAIL

THE HARLEM VALLEY RAIL TRAIL follows the route of the New York and Harlem Railroad, a 127-mile line between New York City and Chatham, New York. Incorporated in 1831 as a horse-drawn Manhattan street railway, the New York and Harlem Railroad was one of the earliest railroads in the United States. Its goal was to reach the Erie Canal and railroads linking Boston and Buffalo via Albany. Construction passed through what became known as the Harlem Valley and reached Chatham in 1852, connecting with railroads to Albany, Massachusetts, and Vermont. The New York and Harlem Railroad competed with the parallel Hudson River Railroad, owned by rail baron Cornelius Vanderbilt, who absorbed the New York and Harlem Railroad into his New York Central Railroad empire linking New York City, Chicago, and St. Louis in 1873. The New York and Harlem Railroad then became the New York Central Railroad's newly named Harlem Division, which was taken over in 1968 by Penn Central, becoming the "Harlem Line," now associated with Metro-North Railroad commuter service.

The Harlem Division was a gateway to the outside world for the towns it served. Passenger depots were centers of community life, connected to places near and far, where people came and went, received and sent packages,

got their world news, and shared local gossip. The US Mail moved by Railway Post Office cars, and, before the telephone, station agents provided rapid communication via Western Union Telegraph service.

After World War II, US railroad service and revenues declined with increasing competition from airlines, and automobiles and trucks using new roads, including the growing Eisenhower Interstate Highway system. In 1968, the New York Central merged with the Pennsylvania Railroad, forming Penn Central, which soon went bankrupt. Penn Central cut passenger service back to Dover Plains in 1972 and ended freight service in 1980. In 1989 New York State acquired twenty-one miles of the line north of Wassaic for public nonmotorized recreational trail use. The first segment of the Harlem Valley Rail Trail, maintained and operated by the New York State Office of Parks, Recreation and Historic Preservation and the Harlem Valley Rail Trail Association, opened in 1996. Metro-North Railroad restored service to Wassaic in 2000, connecting passengers with one of the most scenic rail trails in eastern New York.

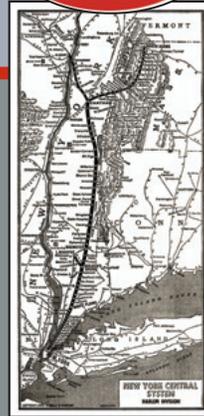
HARLEM DIVISION



PASSENGER LINE This postcard showing people meeting a steam locomotive-drawn train at the Craryville Depot captures the spirit of late nineteenth-century rural Harlem Division passenger service. Harlem Division trains carried a wide variety of passengers: local shoppers, schoolchildren, New York City business commuters, travelers connecting with trains at Chatham, and tourists heading for all-season recreational destinations. Today, Metro-North Railroad passenger service from New York City ends in Amenia at Wassaic, at the south trailhead for the Harlem Valley Rail Trail. Source: Mike Fallon / Copake Auction House



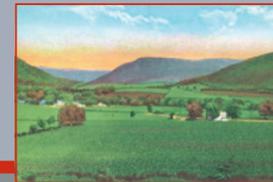
FREIGHT HAULER Harlem Division freight trains moved a variety of raw materials and finished goods between rural and urban producers and consumers and interchanged freight with several connecting railroads. Although the Harlem Valley is known today for its bucolic agricultural landscapes, it once hosted busy industries, including several ironworks. The railroad shipped local iron ore, charcoal fuel, and limestone flux to blast furnace plants at Copake Falls, Dover, Millerton, and Wassaic and delivered raw pig iron to foundries and finished cast-iron products to market. At Irontdale just north of Millerton, the Harlem Division tracks ran under the bridge feeding raw materials to the Millerton Iron Company's blast furnace, shown here in 1880. Source: Salisbury Association Collection



HARLEM DIVISION 1946 timetable map of Harlem Division stations, branches, and connections. Source: Pawling Historical Society



MILK MOVER The Harlem Division was a vital agricultural artery supplying milk, dairy products, meat, and produce—and ice to cool it all—to New York City for a century. Gail Borden established his first New York Condensed Milk Company processing plant on the line at Wassaic in 1861. Dairy farmers brought fresh milk to processing plants located along the Harlem Division like this Borden creamery at Ghent. Harlem Division trains shipped cold milk to New York City in special cars cooled with ice from area ponds. A nightly fast train dedicated to milk ran from Ogdensburg, New York, via a connection with the Rutland Railroad at Chatham. Source: Town of Ghent Historical Archive



SCENIC ROUTE The Harlem Valley Rail Trail runs through the Harlem Valley, named after the New York and Harlem Railroad. Known for its scenic beauty, the trail follows the Taconic Mountains for part of its length and passes through quaint villages with views of rolling farmland, woods, and wetlands. Local campgrounds, hills, lakes, and resorts once offered year-round recreational opportunities reached by the Harlem Division. Today, the Rail Trail continues the Harlem Division's tradition as a scenic transportation corridor and is a major regional recreational destination. Source: Mike Fallon / Copake Auction House



A SMALL INDUSTRIAL HAMLET



OF METALS, MILK & GRAIN

WELCOME TO WASSAIC, a historic industrial hamlet on Wassaic Creek in the town of Amenia. Wassaic is on the Harlem Valley Rail Trail, which follows the route of the New York and Harlem Railroad. This 127-mile-long line connecting New York City and Chatham, New York, was completed in 1852. The railroad brought change and growth to eastern Dutchess County. At Wassaic, it served an ironworks, milk plant, and grain mill. Amenia's first European settler, Richard Sackett, arrived in 1704. In 1759 James Reed of Connecticut established a forge on Wassaic Creek and made weapons during the Revolutionary War.

Nathaniel Gridley established the Gridley Iron Works in 1825, and the Wassaic hamlet soon grew around it. Wassaic is located in the historic Salisbury Iron District, which is rich in ore and limestone, formerly used to make iron for cannons, plows, and other items. Once the railroad reached here in 1851, improved connection to raw materials and new markets boosted iron production. The Gridley blast furnace made pig iron used for casting railroad car wheels. By the Civil War, Wassaic was a busy industrial hamlet that had a school, hotels, stores, and worker housing. After Nathaniel's son, Noah, and his grandson Edward died in 1887, the ironworks closed.

Wassaic's dairy industry began in 1861, when Gail Borden built his patented condensed milk plant. During the Civil War, Borden's New York Condensed Milk Company was awarded US government contracts to meet the Union Army's demand for canned milk. By 1863 Borden's processed all the milk produced within a fifteen-mile radius. Area farmers shifted from subsistence crops to dairy farming to supply Borden's plant. This development boosted the local economy and made agriculture as important as ironmaking. Borden's helped make the Harlem Valley and eastern Dutchess County one of the richest milk-producing regions in the country.

Wassaic's twentieth-century economy relied on the Wassaic State School, which operated from 1931 to 2013. Passenger rail service ended in 1972, and freight service stopped in 1980. Wassaic has enjoyed a resurgence since Metro-North Railroad passenger service resumed in 2000. The Wassaic Project artist residency program has rejuvenated the Maxon Mills buildings. The Harlem Valley Rail Trail was completed north to Amenia in 2005. Trail users can follow a footpath south from here and explore the Wassaic hamlet.

WASSAIC



CHARCOAL KILNS Wassaic is located in the historic Salisbury Iron District. This area where Connecticut, Massachusetts, and New York meet was an important ironmaking region from before the Revolutionary War through World War I. The Gridley Iron Works operated here from 1825 to 1887. They built these stone kilns to make charcoal fuel for their iron ore smelting furnace. Workers stacked wood inside and slowly burned it, regulating combustion by controlling airflow through rows of holes in the kilns. Charcoal making eventually consumed the surrounding forests. Two restored kilns stand nearby on Deep Hollow Road. *Source:* Jeff Barnett-Winsby



BORDEN'S MILK Wassaic was an important Harlem Valley dairy processing and shipping center. In 1856 inventor Gail Borden of Brewster, New York, patented his process to make evaporated milk, which did not require refrigeration. Borden approached local ironmaker Noah Gridley about land and financing for a milk plant. Wassaic, surrounded by farms and with good rail transportation to New York City markets, was an ideal location. Borden built his Wassaic plant in 1861. The Civil War created a great opportunity for Borden's milk company to become successful. The Union Army offered to buy as much canned milk as Borden could make. By 1863 the Wassaic plant produced fourteen thousand quarts of milk daily. The plant in this view was built about 1890. In 1920 the plant shipped fifty thousand quarts of milk a day and employed one hundred workers. *Source:* Amenia Historical Society



RAILROAD DEPOT The New York and Harlem Railroad reached Wassaic in 1851. The Gridley Iron Works, Borden's milk plant, the Maxon Mills grain mill, and local farmers all relied on the railroad to deliver raw materials and to ship their finished products. The depot, eighty-one miles from Grand Central Station in Manhattan, was an important gateway to the outside world. It was an informal center of community life where people sent and received packages and got their local and world news. The US Mail traveled by Railway Post Office service, and station agents provided rapid communication via Western Union Telegraph. Railroad passenger service ended here in 1972, and freight service stopped in 1980, when the line was abandoned. The Harlem Valley Rail Trail reached the Wassaic Metro-North Railroad passenger station in 2005. *Source:* Jeff Barnett-Winsby



STATE SCHOOL The Wassaic State School opened in 1931. It was one of five new New York State institutions established for developmentally disabled people. During the Great Depression, construction of the sprawling campus and staffing and operating the facilities contributed greatly to the local economy. The school was designed to be self-sufficient, with its own power plant, farm, hospital, and recreational amenities. At peak population it hosted five thousand residents. The Taconic Developmental Disabilities Services Office, as the institution was last known, was a major employer in the Harlem Valley area for more than fifty years. The facility closed in 2013. Today, parts of the campus have been sold or converted to other uses. The Ten Mile River Metro-North Railroad passenger station is located near the old school grounds. *Source:* Amenia Free Library.



GRAIN MILL Max Klebanow emigrated from Ukraine in the 1920s and started a grain business in Brooklyn and Queens. Klebanow & Sons moved to Wassaic and built their massive timber-framed grain mill in 1954. Trains brought corn, oats, and soybeans that Maxon Mills blended into animal feed and delivered to area dairy farms in its fleet of trucks. The Klebanows teamed with Cornell University and Cargill to make feeds until the mill closed in 1997. The mill is now part of the Wassaic Project, an artists' residency program. *Source:* Jeff Barnett-Winsby



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COMMERCIAL CROSSROADS



PROGRESSIVE THINKERS

WELCOME TO AMENIA, established in 1762 and named after the Latin word *amoena*, meaning “pleasant to the eye.” Amenia is on the Harlem Valley Rail Trail, which follows the route of the New York and Harlem Railroad. This 127-mile-long line connecting New York City and Chatham, New York, was completed in 1852. The railroad brought change and growth to eastern Dutchess County. At Amenia, a turnpike crossing became a commercial hub and home to residents who made important contributions to American society.

Amenia’s original center, settled in 1742, was located a mile north of here. After 1805, when the Dutchess Turnpike was built across what is now Route 22, the nearby intersection became a busy spot serving stagecoach travelers. Noted American primitive portrait painter Ammi Phillips lived in Amenia in the 1830s and is buried here. In 1835 the Methodist Society founded the Amenia Seminary, which operated until 1888. This highly regarded private academy was among the first coeducational college preparatory schools in the United States and the first in New York State.

The coming of the railroad in 1851 put Amenia on the map. Rail access to New York City markets prompted farmers to shift from subsistence crops to dairy products. Amenia’s several iron mines shipped ore to blast furnaces

located along the railroad. New businesses clustered around the depot on Main and Mechanic Streets, including hotels, a tin shop, an iron foundry, and lumber and brickyards. Kosher boardinghouses welcomed Jewish vacationers from New York City from the 1920s through the 1940s.

Amenia was home to progressive thinkers for three centuries. Between 1795–1797 Amenia slave holder Jacob Bockee introduced a bill to end slavery in the state to the New York State legislature, one of many that led to the Gradual Abolition Act of 1799. Myron Benton, at his home, Troutbeck, created a nineteenth-century retreat for writers, including Emerson and Thoreau. In 1916 Joel Spingarn hosted the Amenia Conference of the National Association for the Advancement of Colored People (NAACP) at Troutbeck. Important twentieth-century architectural historian and city planner Lewis Mumford also had a home in Amenia. **Today, Amenia retains the pleasant character** of a historic commercial hamlet in a rural setting. The Harlem Valley Rail Trail was completed north to Coleman Station in 1996 and south to Wassaic in 2005. Trail users are encouraged to explore Amenia’s shops and restaurants.

AMENIA

NEW YORK
State
Hudson River
Valley Greenway

New York State
Parks, Recreation and
Historic Preservation



LAKE AMENIA From 1740 to 1930 this millpond was a source of waterpower for grist and saw mills. In 1927 the Beekman brothers purchased the pond and surrounding land. They enlarged it, built cottages around it, and renamed it Lake Amenia. The lake became a popular summer resort for vacationers from New York City, but its success was soon hindered by the Great Depression of 1929. Flooding during the Hurricane of 1938 and Hurricane Diane in 1955 washed out the dam, sending floodwater through Wassaic. The dam was never replaced. *Source:* Amenia Free Library



RAILROAD DEPOT The New York and Harlem Railroad reached Amenia by 1851. The depot, eighty-four miles from Grand Central Station in Manhattan, was an important gateway to the outside world. It became an informal center of community life where people sent and received packages and got their local and world news. The US Mail traveled by Railway Post Office service, and station agents provided rapid communication via Western Union Telegraph. The crossing at Mechanic Street became a busy commercial spot surrounded by shops, inns, and hotels, including the Amenia House, and railroad-served businesses such as coal, lumber, and stockyards. Railroad passenger service ended here in 1972, and freight service stopped in 1980, when the line was abandoned. The Harlem Valley Rail Trail reached Amenia in 1996. *Source:* Amenia Historical Society



AMENIA INN As soon as the New York and Harlem Railroad arrived, in 1851, related businesses sprang up around the Mechanic Street crossing. In 1852 Daniel and Enoch Caulkin built this elegant hotel across the tracks from the depot. This “railroad hotel” catered to commercial and vacation travelers. Enoch ran the inn, and Daniel ran a store across the street. The hotel changed names and owners more than a half-dozen times. Lewis Barton ran it for about twenty years starting in the mid-1880s. That period saw many improvements, including streetlamps, a new kitchen and piazza, running water, and a steam heating system. By the 1980s the hotel had fallen into disrepair and was demolished. The Rail Trail parking lot is located where it once stood. *Source:* Amenia Historical Society



IRON MINE Amenia is located in the historic Salisbury Iron District. This region, where Connecticut, Massachusetts, and New York meet, was an ironmaking center from before the Revolutionary War through World War I. Amenia had iron mines at several rich ore beds, including the “Johnny Cake,” “Squabble Hole,” and “Amenia.” These were important sources of iron ore that the railroad shipped to blast furnaces located between Copake and Dover. Mining began at the Amenia Mine in the 1840s. In its busiest years it employed about two hundred miners, many of them Irish immigrants. These mines were boom-and-bust operations. In 1890 local businessmen took over the Amenia Mine. Despite installing new machinery and offering better wages, the mine closed after 1900 in the face of competition from cheaper, more efficient Great Lakes operations. *Source:* Amenia Free Library



TROUTBECK In 1794 Caleb Benton purchased Amenia farmland that his grandson Myron named Troutbeck. Myron, a farmer and writer, created a literary retreat for Ralph Waldo Emerson, Henry David Thoreau, John Burroughs, and other writers. About 1908 Columbia University literature professor Joel Spingarn purchased Troutbeck and continued the tradition of intellectual meetings. Spingarn and his brother Arthur were officers in the newly formed National Association for the Advancement of Colored People and hosted an important early NAACP conference. Today, Troutbeck operates as an inn and cultural center. *Source:* Amenia Free Library



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FROM FARM HAMLET  TO HISTORIC DISTRICT

WELCOME TO COLEMAN STATION on the Harlem Valley Rail Trail, which follows the route of the New York and Harlem Railroad. This 127-mile-long line connecting New York City and Chatham, New York, was completed in 1852. Although the railroad brought change and growth along its eastern Dutchess County route, Coleman Station's agricultural landscape still strongly reflects its historical character.

Coleman Station is a farming area located in the town of North East, which is named for its location in Dutchess County. This area is in "The Oblong," land once part of Connecticut that was added to New York in 1731. North East was established in 1788 by New England families seeking religious freedom and better farmland. The Wheeler, Dakin, and Porter families settled here and farmed the surrounding lands for generations. This 250-year-old rural hamlet hosts a remarkable group of nine farms dating from the 1770s to the 1850s. This collection of farmhouses and buildings includes a cemetery, schoolhouse, water-powered mill, and iron mine sites, surrounded by open fields. This rare, unspoiled historic district embodies the distinctive colonial to Civil War-era architecture and agricultural landscape of rural eastern Dutchess County.

The New York and Harlem Railroad changed local farming after 1852. Easy access to New York City markets prompted many farmers to shift from subsistence crops to dairy products. In 1911 Sheffield Farms built a milk pasteurizing and bottling plant and an ice pond next to the Coleman Station depot. In 1923 Sheffield bought the nearby four-hundred-acre Hiddenhurst estate and turned it into an industrial-scale dairy that included new barns, worker housing, and a powerhouse. Sheffield's dairy operation became one of Dutchess County's model farms and one of New York City's largest milk suppliers. Sheffield closed its milk processing plant at Coleman Station in 1929. The depot closed in 1931. Passenger service between New York City and Millerton continued until 1972. Freight service ended in 1980, when the line was abandoned. Today, Coleman Station remains a quiet hamlet of private homes and small farms surrounded by open fields, echoing its heritage. The Coleman Station Historic District was added to the National Register of Historic Places in 1993. The Harlem Valley Rail Trail was completed south to Amenia in 1996 and north to Millerton in 2000.

COLEMAN STATION

NEW YORK Hudson River Valley Greenway

New York State Parks, Recreation and Historic Preservation



WHEELER-COLLINS FARM This 1771 farmhouse is the oldest dwelling in the Coleman Station Historic District. Elijah Wheeler came from Massachusetts in the 1760s to establish his farm, and his descendants owned three other farms nearby. The Collins family acquired the property about 1800 and enlarged the house about 1830. The historic structures include tenant houses, barns, and a mill dam. It remained a working farm in continuous family ownership into the early twentieth century.

Source: Tom Parrett



HIDDENHURST ESTATE Convenient railroad connection to New York City attracted wealthy newcomers like paint manufacturer Thomas Hidden, who built his country estate Hiddenhurst here in 1903. This Colonial Revival mansion is the centerpiece of the Coleman Station Historic District. Hidden assembled his four-hundred-acre estate by purchasing several abutting farms. The mansion, which includes an elevator, library, music room, and grand entrance hall, took twenty-nine carpenters to build at a cost of \$100,000. Hidden was also a racehorse breeder, and his estate included stables and a racetrack. When Hidden retired, he made Hiddenhurst his year-round home. Hidden died in 1918 at age ninety-three. In 1923 his heirs sold the estate to Sheffield Farms, which sold the mansion in 1927. It has been restored and is now a private home.

Source: North East Historical Society



RAILROAD DEPOT This early twentieth-century view shows the passenger and freight depot at Coleman's, as this station was called by the New York and Harlem Railroad. This stop, eighty-nine miles from Grand Central Station in Manhattan, was named for Amasa Coleman, who owned the surrounding land. Coleman petitioned the railroad for a stop so farmers could ship goods. The depot hosted the local US post office, and Amasa Coleman was postmaster for a time. It was a quiet passenger stop. Activity focused mainly on the Sheffield Farms milk plant, at right in this photograph. The plant closed in 1929, and the depot closed in 1931. The railroad line was abandoned in 1980. The Harlem Valley Rail Trail between Amenia and Coleman Station was completed in 1996.

Source: Tom Parrett



MILK PLANT Local farmers deliver milk to the Coleman Station bottling plant in this view from about 1920. After the New York and Harlem Railroad was completed in 1852, area farms gradually shifted from crops to dairy products shipped to New York City in ice-cooled freight cars. Sheffield Farms opened a milk pasteurizing and bottling plant here in 1911. In 1923 Sheffield established one of Dutchess County's largest commercial dairies on the nearby former Hiddenhurst estate. Sheffield once shipped twenty-three thousand bottles of milk a day from this plant to New York City. The plant closed in 1929, and raw milk was bulk shipped for offsite processing. A row of worker houses still stands east of the Rail Trail on Coleman Station Road.

Source: Jack Shufelt



TRAIN WRECK In March 1888 the powerful "Blizzard of '88" hit the Northeast, stalling railroad traffic for a week. Drifting snow blocked the rock cut just north of the Coleman Station depot. On March 16 the railroad sent five steam locomotives pushing a snowplow nicknamed "Old Eli" to clear the tracks. The train rammed the snowdrift in the cut at forty-five miles an hour, burying the plow and the lead locomotive. Five railroad workers were killed and four were injured when the plow and locomotives collided with the snowdrift.

Source: North East Historical Society



A RAILROAD DEPOT



BECOMES A VILLAGE

WELCOME TO MILLERTON in the town of North East, named for its location in Dutchess County. North East was settled in the eighteenth century by New Englanders seeking religious freedom and better farmland. Millerton is on the Harlem Valley Rail Trail, which follows the route of the New York and Harlem Railroad. This 127-mile-long line connecting New York City and Chatham, New York, was completed in 1852. The railroad brought change and growth to eastern Dutchess County. Millerton owes its name—and its existence—to the railroad.

This area along Webatuck Creek was farmland before New York and Harlem Railroad construction reached here in 1851. Local speculators formed a land company and bought forty acres to lay out a village around the railroad depot. Millerton was named after civil engineer Sidney Miller, the contractor who built the Dover Plains–Chatham section of the railroad and helped establish the new village. In the decade before the Civil War, North East's commercial center shifted from Spencer's Corners to Millerton. Boardinghouses sprang up to house railroad workers. Farmers shipped crops and livestock to new markets by rail. Shops and hotels catering to traveling salesmen spread around the depot, which became a center of community life.

Millerton became a busy railroad junction by the mid-1870s, when the Dutchess and Columbia, Poughkeepsie and Eastern, Hartford and Connecticut Western, and Rhinebeck and Connecticut arrived nearby. When Millerton was incorporated in 1875, it was North East's largest settlement and its commercial and social hub. A quarter of North East families lived here, two-thirds of them newcomers and a fifth of them foreign born. Railroads employed a quarter of Millerton's residents, including many Irish immigrants. When growth of the village peaked about 1880, most local commerce was associated with the railroads. The Harlem Division served local iron mines and furnaces into the 1890s and a Borden's milk plant into the 1930s. Rail traffic eventually declined after World War II and ceased in 1980.

Today, Millerton is again a busy destination featuring galleries, inns, restaurants, shops, and a theater. The Main Street Historic District was added to the National Register of Historic Places in 2010. The Harlem Valley Rail Trail was completed from Millerton south to Coleman Station in 2000 and north to Under Mountain Road in Ancram in 2020.

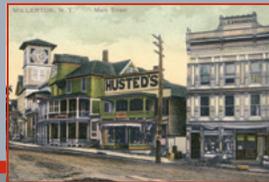
MILLERTON



FIRST STORE Millerton began to grow after the New York and Harlem Railroad arrived in 1851. That year, business partners Harvey Roe and Edward Simmons built Millerton's first store, which still stands on North Center Street opposite the railroad depot. The Greek Revival commercial building first hosted the E. W. Simmons general store and the post office. In 1877 J. Finch took over the business. The building included a second-floor hall that served as a schoolroom and a meeting place for the Masons and the Methodist congregation. *Source:* North East Historical Society



IRON FURNACE Millerton and the central portion of the New York and Harlem Railroad are located in the historic Salisbury Iron District. This region, where Connecticut, Massachusetts, and New York meet, was an ironmaking center from before the Revolutionary War through World War I. Iron ore was discovered on the Dakin farm in Millerton about 1770 and was used to make Revolutionary War cannons. Caleb Maltby acquired the Dakin mine in 1861. Maltby smelted the ore in the blast furnace shown in this postcard to make pig iron used for cast-iron railroad car wheels until 1893. Maltby's mine also supplied ore to Julius Benedict's furnace at Irodale just north of downtown Millerton, which operated between 1854 and 1883. *Source:* North East Historical Society



MAIN STREET Millerton's nineteenth-century railroad boomtown heyday is evident in the surviving commercial buildings in the Main Street National Register Historic District. This early twentieth-century postcard shows (left to right): Benedict Hall (1903), which was first the Millerton Grange and later the Millerton Opera House and a silent-movie theater, a drugstore, and a skating rink; G. W. Brown's Restaurant and Saloon (1868), which became a shoe and sporting goods store in 1919; Husted's Store (1865), which was a confectionery from 1895 to 1910 and then sold sporting goods; and the L. C. Krooner Building (1905), which housed a general store owned by Connecticut merchants William and Leah Krooner and later became Bloch Furniture. Rail Trail users are encouraged to explore Millerton's shops and restaurants. *Source:* North East Historical Society



RAILROAD DEPOT The first New York and Harlem Railroad depot was built when the line reached here in 1851. In 1911 the second depot, shown in this postcard, was built on the other side of the tracks. Both buildings survive. Ninety-two miles from Grand Central Station in Manhattan, the depots were an important gateway to the outside world. They were informal centers of community life where people sent and received packages and got their local and world news. The US Mail traveled by Railway Post Office service, and station agents provided rapid communication via Western Union Telegraph. Railroad passenger service ended here in 1972, and freight service stopped in 1980, when the line was abandoned. The Harlem Valley Rail Trail reached Millerton in 2000. *Source:* Mike Fallon / Copake Auction House



MILK PLANT After the New York and Harlem Railroad arrived, farmers shifted from subsistence crops to dairy products for New York City markets. The New York Condensed Milk Company, later Borden's, established their first milk plant at Wassau in 1861. In 1892 they built the Millerton pasteurizing and bottling plant shown in this photograph. In the 1920s Borden's shipped four freight cars of milk a day from Millerton. In the 1930s the milk industry changed to refrigerated trucks and bulk shipment to plants closer to major markets. Borden's closed their Millerton plant in 1934. *Source:* North East Historical Society



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FROM IRONMAKING HAMLET



TO RECREATION DESTINATION

WELCOME TO COPAKE FALLS in the town of Copake, established in 1824. Copake Falls is on the Harlem Valley Rail Trail, which follows the route of the New York and Harlem Railroad. This 127-mile-long line connecting New York City and Chatham, New York, was completed in 1852. The railroad brought change and growth along its Columbia County route. At Copake Falls, it improved the fortunes of an ironmaking hamlet and served as a recreation gateway.

Copake Falls is located in the Salisbury Iron District, active before the Revolutionary War through World War I. This region where Connecticut, Massachusetts, and New York meet is rich in ore and limestone, once used to make anchors, cannons, and railroad car wheels. It was a farming area until Lemuel Pomeroy of Pittsfield, Massachusetts, opened the Copake Iron Works on Bash Bish Brook in 1846. The ironworks hauled iron castings to the Hudson River by wagon until the arrival of the New York and Harlem Railroad in 1852. Rail connection to raw materials and new markets boosted iron production. By the 1870s Copake Iron Works was a busy industrial hamlet of two hundred people, including churches, hotels, stores, and worker housing. The blast furnace closed in 1903, and the foundry continued to make iron plow blades into the 1920s.

Tourists have been coming to the Copake Falls area since the 1860s to enjoy its scenic lakes, mountains, and waterfalls. Railroad access attracted vacationers who built summer homes or lodged at cottage resorts like the Bash Bish Inn. In 1928 the Commonwealth of Massachusetts purchased nearby Bash Bish Falls and opened it to the public. That year, adjacent Taconic State Park opened. The park, which includes the historic Copake Iron Works site, became an early automobile-era camping destination. The popularity of automobile travel eventually cut into railroad ridership, and passenger service through Copake Falls ended in 1972.

Today, Copake Falls remains a destination for visitors seeking history and recreation. The Copake Iron Works Historic District was added to the National Register of Historic Places in 2007. The Harlem Valley Rail Trail was completed from Copake Falls south to Under Mountain Road in Ancram in 2000 and north to Orphan Farm Road in 2015. Rail Trail users are encouraged to visit the nearby Copake Iron Works Historic Site and the Roeliff Jansen Historical Society Museum.

COPAKE FALLS



IRON FURNACE Copake Falls is located in the tri-state Salisbury Iron District, an important historic ironmaking center. Copake Falls was a busy industrial community. The Copake Iron Works blast furnace shown here operated from 1846 to 1903 and was the heart of the operation. Here, ironworkers smelted iron ore using charcoal fuel, heated air, and limestone flux to make molten liquid iron that they cast into pig iron bars and other items. *Source:* Roeliff Jansen Historical Society



RAILROAD DEPOT The New York and Harlem Railroad came to Copake Falls in 1852. The depot shown in this postcard was built in 1905 and still stands nearby. The depot, 104 miles from Grand Central Station in Manhattan, was an important gateway to the outside world. It was an informal center of community life where people sent and received packages and got their local and world news. The US Mail traveled by Railway Post Office service, and station agents provided rapid communication via Western Union Telegraph. Railroad passenger service ended in 1972, and freight service stopped on this section of the railroad between Chatham and Millerton in 1976. The section of the Harlem Valley Rail Trail between Copake Falls and Under Mountain Road in Ancram was completed in 2000. *Source:* Mike Fallon / Copake Auction House



SCENIC FALLS Sightseers view the twin cascades at Bash Bish Falls in this postcard. The falls became a popular recreation destination after establishment of railroad tourism. Located in nearby Mount Washington State Forest in Massachusetts, the falls are easily reached from Taconic State Park in Copake Falls. *Source:* Mike Fallon / Copake Auction House



GOTHIC CHURCH The Church of St. John in the Wilderness is the architectural gem of the Copake Iron Works National Register Historic District. The land for this Episcopal church was donated by Copake Iron Works founders Lemuel Pomeroy and Isaac Chesbrough. The congregation hired noted architect Richard Upjohn to design this simple Gothic Revival country church. Saint John's was consecrated in 1852 and served the ironworks village until the congregation dwindled in the 1870s. Local Methodists briefly used the church, and in 1891 they built their own nearby, which is now the home of the Roeliff Jansen Historical Society. Saint John's was vacant by the 1920s, but Episcopal services resumed in 1946. Today, the church is also a cultural center presenting concerts and plays. *Source:* Mike Fallon / Copake Auction House



STATE PARK This postcard shows tents at a Taconic State Park campground in the late 1920s. The park was formed in 1925 by a commission that included Franklin Delano Roosevelt. With its trails, waterfalls, and scenic views of the Catskills and the Harlem Valley, the park became an early automobile-era destination after it opened in 1928. The six-thousand-acre Taconic State Park is a popular recreation area for campers, hikers, and swimmers from New York and nearby Connecticut and Massachusetts. *Source:* Mike Fallon / Copake Auction House



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ENGINEERING AND HISTORY



BRIDGES AT BLACK GROCERY

THE HARLEM VALLEY RAIL TRAIL crosses over New York State Route 22 and the Roeliff Jansen Kill at Black Grocery in Copake. The hamlet that once stood here is said to be named for a grocery store that served workers building the first railroad bridge at this location in 1851. The Rail Trail bridge erected here in 202X is one of several spans built at Black Grocery since the New York and Harlem Railroad completed its line between New York City and Chatham in 1852. The story of these bridges reflects the evolution of nineteenth- and twentieth-century railroad bridge engineering, which was driven by the need to carry increasingly heavier locomotives and railroad cars.

The first Black Grocery bridge was a timber trestle, an early wooden bridge type with a horizontal deck supported by multiple vertical posts connected by a network of horizontal and diagonal timbers. The New York Central Railroad replaced the Black Grocery trestle toward the end of the nineteenth century, when, like most examples of its type, it had become functionally obsolete.

The next Black Grocery bridge was a Warren deck truss, a riveted steel cage supporting the tracks from below. Truss engineering began with nineteenth-century timber bridges, and by the twentieth century designs like the Warren truss dominated metal bridge construction. This bridge was replaced by the New York Central Railroad as steam locomotives became heavier at the start of the twentieth century.

The last railroad bridge at Black Grocery was a plate girder deck span, a riveted steel-plate structure installed by the New York Central Railroad in 1905. This bridge type emerged in the early twentieth century as a standard replacement for short spans. The last train crossed at Black Grocery in 1976, and the girder bridge, long a traffic hazard, was removed in 1991.

The new Harlem Valley Rail Trail bridge at Black Grocery is a bowstring arch truss, a prefabricated steel bridge installed in 202X. This truss form, named for its curved top resembling an archery bow, is a popular design for contemporary long-span trail bridges.

BLACK GROCERY BRIDGES



TIMBER TRESTLE The first Black Grocery railroad bridge was a timber trestle, a simple bridge type with a continuous deck held up by multiple closely spaced posts connected and stiffened by horizontal struts and diagonal braces. Wooden trestles, common on early railroads, were typically short-lived structures, requiring constant maintenance. They were often victims of decay, fire, or obsolescence as locomotive weights increased. The first Black Grocery trestle, built with square timbers in 1851, was replaced with one using round posts. Source: James Bothur Collection



WARREN DECK TRUSS The second Black Grocery railroad bridge type was a steel truss, a stiff box of riveted diagonal, horizontal, and vertical members supporting the track from below. This bridge was an example of a Warren truss, a bridge type patented in 1848 by British engineer James Warren. This truss type featured diagonal members in a "W" pattern, here superimposed in a "double intersection" variation forming an "X" pattern. This truss design is light, strong, easily prefabricated and erected, and eventually became the most common late nineteenth- and twentieth-century bridge truss type. The Black Grocery truss was built in the 1880s or 1890s. Its original stone abutments were replaced with concrete in 1899 prior to the span's replacement a few years later. Source: Ron Vincent Collection



TIMBER TRESTLE



DOUBLE INTERSECTION WARREN TRUSS



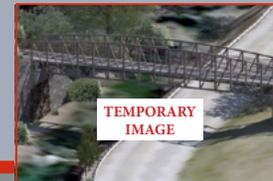
PLATE GIRDER SPAN



MODIFIED BOWSTRING ARCH PRATT TRUSS



PLATE GIRDER SPAN The last Black Grocery railroad bridge type was a riveted steel-plate girder deck bridge erected in 1905, when steam locomotives were becoming heavier. This structure consisted of two long parallel I-beams built from structural steel plates with vertical ribs and horizontal flanges, joined laterally by steel floor beams and diagonal braces. This inexpensive and easily maintained bridge design emerged as a standard type for short spans in the early twentieth century. The last train crossed at Black Grocery on March 27, 1976. The thirteen-foot, six-inch clearance and sharp approach turns had been traffic obstacles, and the bridge was removed and the road realigned in 1991. Source: David L. Saums



TEMPORARY IMAGE

MODIFIED BOWSTRING ARCH TRUSS The new Rail Trail bridge is a welded prefabricated steel truss in the shape of a bowstring arch. Bowstring truss designs emerged in the mid-nineteenth century. This modified version follows the Pratt truss configuration, patented in 1844 by Caleb and Thomas Pratt, which became a popular nineteenth- and twentieth-century bridge type. To install the new bridge here, workers trucked prefabricated components to the site and lifted them into place by crane. The bridge officially opened on **[TO BE DETERMINED], 202X**. Source: Milestone Heritage Consulting



NY MILEPOST

The Harlem Valley Rail Trail follows the route of the New York Central Railroad's Harlem Division, which connected New York City with Chatham, New York. The concrete sign nearby is a railroad milepost marker. Many US railroads installed mileposts along their tracks, and many still use them today. The number indicates the distance in miles from the beginning of the route, and the letters denote the first station's location. Along the former Harlem Division, "NY" means New York City, where Grand Central Terminal on 42nd Street in Manhattan is milepost zero.

Milepost markers have always been an important part of railroad operations and safety. They tell conductors, engineers, and other railroaders where they are located on each line. Before locomotives were equipped with speedometers, railroad engineers used these markers and a pocket watch to calculate their speed and the distance and time to their destination. Maintenance workers use milepost numbers to identify locations where repairs to track, bridges, signals, and tunnels are needed.

Communication is key for preventing railroad accidents and collisions, and mileposts play a role. During the nineteenth century, station agents coordinated safe train movements first by telegraph and later by telephone. By the mid-twentieth century, train dispatchers in centralized locations communicated directly with train crews by radio. In all these communications, agents and dispatchers used—and still use—milepost numbers when instructing train crews to occupy track, meet other trains, run at reduced speeds, watch for hazards, and observe other operating rules on specified sections of railroad.

W WHISTLE POST

The concrete sign nearby, called a whistle post, is one of many installed along the New York Central Railroad's Harlem Division, now the Harlem Valley Rail Trail. These whistle posts, marked with a capital "W," served an important safety function. Placed near roadway intersections, also called grade crossings, they let locomotive engineers know when to blow their whistles—nowadays, usually horns—to alert pedestrians and motorists of the approaching train. Locomotive engineers in the United States use a standard pattern of two long blasts, followed by a short blast and a final long blast, for grade crossing warnings:

