

DUTCHESS COUNTY RAILROADS

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William P. Mc Dermott

Clinton Historical Society
PO Box 122
Clinton Corners, NY 12514

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Abbreviated version of a poem celebrating the anticipated arrival of the
Hudson River Railroad into Poughkeepsie. Source: Poughkeepsie Journal
and Eagle, December 29, 1849, p. 2, col. 7.

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PREFACE

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Dutchess County railroads map

Plate 1

Dutchess County Railroads

PREFACE

Nearly 300 miles of iron or steel rails snaked a path through the rolling farmland of Dutchess County by 1892. Few other counties in New York State had as many miles of track. So extensive was railroad trackage that it touched each of the county's 20 townships at least once. When the final spike of new railroad construction was hammered in place, Dutchess County had nine individual lines within its borders, ranging in length from 4 miles to 59 miles.

Midway between New York City and Albany and adjoining the New England states, Dutchess County was an important north-south and east-west traffic corridor. Railroads east of the Hudson River which originated beyond Dutchess County borders passed through the county on their way to their destinations. Even railroads which originated within Dutchess County positioned their lines to be part of that corridor through the county. Connecting with inter-county rail lines was a primary goal. However, additional revenue from within county traffic was anticipated from the export of agricultural and industrial products.

Dutchess County first became a rail corridor in 1848, when the New York and Harlem Railroad from New York City entered the county on its way to Albany. At about the same time the county's potential as an east-west corridor became evident. A proposed railroad from Hartford, Connecticut and Providence, Rhode Island pointed its line to the Beacon- Fishkill area. There it could ferry its freight and passengers across the Hudson River to make rail connections with the Great Lakes and other western destinations.

This publication traces the development of all the railroads which traversed Dutchess County soil, regardless of their point of origin. Sources of especial value which contributed to this work were local newspapers, annual reports, published histories, maps and local rail experts. Particularly important was the guidance received from local rail historian Austin McEntee, a fine teacher, Heyward "Woody" Cohen, who kept me focused on the larger picture, and Louis Grogan, an inspiring railroad historian. George Greenwood, my co-exhibitor for the railroad exhibits installed at the Clinton Historical Society Exhibit Center, has provided valuable counsel through a myriad of activities related to this work and the exhibits. My wife, Louise, played her usual role by reminding me regularly of the value of simple prose.

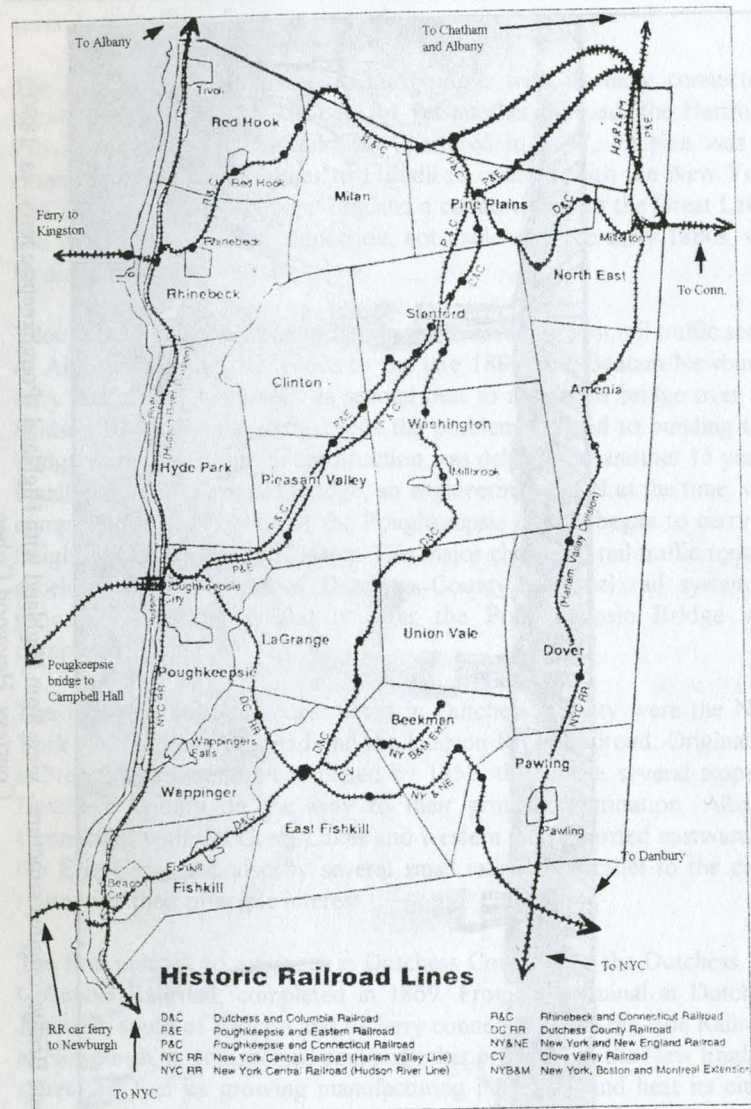
INTRODUCTION

Dutchess County's proposals to install a railroad evolved well before the sound of a railroad whistle was heard within its borders. In 1832, barely 6 years after the first railroad was constructed in the United States, the Dutchess County Railroad Company was incorporated "to construct a railroad from this village[Poughkeepsie] to the Connecticut line."

Providing eastern Dutchess County merchants and farmers quicker access to the Hudson River, where New York City and Albany markets could be reached by boat, was its goal. But New Yorkers were still captivated by the success of the Erie Canal, constructed in 1825. Therefore, an alternate proposal, a canal from Sharon, Connecticut through Dutchess and Putnam Counties to the Hudson near Ossining in Westchester County, seemed more feasible. That plan also fizzled.

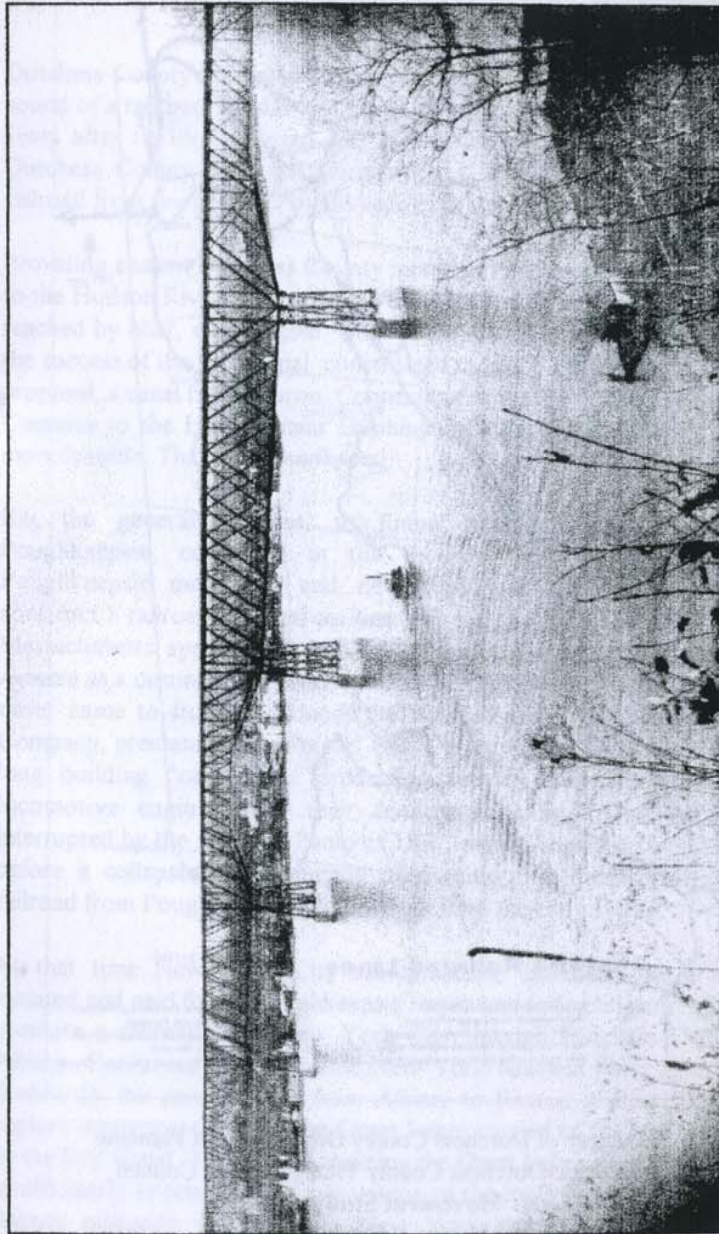
But the general concept, to funnel business into and through Poughkeepsie, continued in the thoughts and actions of a few Poughkeepsie merchants and newspaper publishers. A petition to construct a railroad or canal to Pine Plains through Columbia County to Massachusetts appeared in 1833. This proposal and an alternate with Amenia as a destination, proposed three years later, like all the other plans never came to fruition. Indeed, the Poughkeepsie Locomotive Engine Company, prematurely optimistic, began constructing in 1836 a 250 foot long building "capable of producing seventy five to one hundred locomotive engines with their tenders annually." That enterprise, interrupted by the financial Panic of 1837, manufactured only one engine before it collapsed. Subsequently, the whole matter of constructing a railroad from Poughkeepsie laid dormant until the early 1840s.

At that time New York City entrepreneurs, stimulated by a survey initiated and paid for by Poughkeepsie merchants and politicians, began to promote a railroad from New York City through Dutchess County to Albany. Concerned about upstate New York business being diverted to Boston by the new rail line from Albany to Boston, their goal was to capture western trade from the Great Lakes carried to the Hudson River by the Erie Canal. This idea of reaching the Great Lakes and western trade as efficiently as possible was not unique to the initiators of New York to Albany railroads. In 1839 the New York and Erie Railroad began constructing a railroad from Piermont, a few miles north of New York City, to Lake Erie with a branch line to Newburgh across from Beacon. Though not completed until 1851, that 446 mile railroad was one of



Map, Courtesy of Dutchess County Department of Planning
 Poughkeepsie-Dutchess County Transportation Council
Goods Movement Study (1996)
 Modified for this publication by the
Clinton Historical Society

facing pg 10



Poughkeepsie Bridge, original structure - view from Highland -Poughkeepsie ferry, ca. 1890.
Courtesy: Heywood Cohen

several competitors for western trade.

The Beacon-Newburgh site on the Hudson with its ferry connection became an attractive destination for yet another railroad, the Hartford, Providence and Fishkill Railroad. Chartered in 1847, its plan was to extend two existing rail lines to Fishkill to connect with the New York and Erie, thereby giving New England a connection with the Great Lakes and western trade. That connection, not made until the early 1880s, will be discussed in more detail below.

Though it was the only connection between east and west rail traffic south of Albany from the late 1860s to the late 1880s the Beacon-Newburgh ferry had always been seen as second best to a railroad bridge over the Hudson River. By the early 1870s the problems related to building that bridge were solved but its construction was delayed for another 15 years. Finally, the Poughkeepsie Bridge, an engineering marvel at the time, was completed in 1889. In 1904 the Poughkeepsie Bridge began to carry all freight traffic across the Hudson. This major change in rail traffic routing accelerated the decline of Dutchess County's internal rail system, a process which began shortly after the Poughkeepsie Bridge was completed.

The first two railroads constructed in Dutchess County were the New York and Harlaem Railroad and the Hudson River Railroad. Originating in New York City and completed by 1852, they made several stops in Dutchess County on the way to their primary destination, Albany. Connecting with the Great Lakes and western trade, carried eastward by the Erie Canal and also by several small railroads parallel to the canal route, was their principle interest.

The first railroad to originate in Dutchess County was the Dutchess and Columbia Railroad, completed in 1869. From its terminal at Dutchess Junction, south of Beacon and its ferry connection with the Erie Railroad at Newburgh, it transported coal and other products to the New England states. To fuel its growing manufacturing industries and heat its cities, New England relied on coal. The primary source of that important commodity were the anthracite coal fields in eastern Pennsylvania. Anthracite or black diamonds(hard coal) was relatively clean burning and cleaner to handle than Appalachian soft coal. Providing the shortest route from Pennsylvania to New England was the goal of the Dutchess and Columbia Railroad and the other railroads which originated in the county later.

The development of Dutchess County's rail network can be divided into the four time periods listed below. In each of the first three periods new railroads were constructed in the county. Period IV was a time of consolidation of much of Dutchess County's internal(local) rail system.

Period I - 1848-1850 New York to Albany rail lines - New York and Harlem Railroad, Hudson River Railroad

Period II - 1869-1875 Dutchess County's internal(local) rail network - Dutchess and Columbia RR, Clove Valley RR, Poughkeepsie and Eastern RR, Rhinebeck and Connecticut RR

Period III - 1882-1892 New England-Pennsylvania connections - New York and New England RR, Poughkeepsie Bridge, Poughkeepsie and Connecticut RR, Dutchess County RR, Hudson Connecting RR

Period IV - 1899-1938 Consolidation - Central New England RR, New York, New Haven and Hartford RR, New York Central System

Bankruptcies plagued Dutchess County's internal railroads. Though the rail routes survived, their names changed frequently as newly formed corporations took over their management. A list of these name changes appears in the appendix.

I - NEW YORK TO ALBANY RAIL LINES

NEW YORK AND HARLEM RAILROAD - See illustrations ???
Black smoke belching from its funnel, the steam driven New York and Harlem Railroad locomotive with cars in tow screamed its arrival through Dutchess County's Harlem Valley on New Year's eve 1848. The first railroad to enter Dutchess County was on its way to its last stop, Dover Plains. The culmination of years of planning, fund raising and even the threat of a competitor, the Harlem line had reached near the half way point in constructing its line to Albany.

Chartered in 1831 as a passenger rail line to serve only Manhattan, it was constructed in several stages. Pulled by "two fine horses abreast, at the rate of ten to twelve miles an hour," the initial short trips taken by passengers of the New York and Harlem were in hand crafted wooden cars each divided into three 8 passenger compartments. The first locomotives, wood burners, were not used until 1837. Finally, on October 26, 1837 the Harlem's six and a half mile track opened for passenger service from Prince Street(near Greenwich village) to Harlem, a small village in upper Manhattan.

Thoughts about extending a rail line from Manhattan to Albany had circulated as early as 1826, when New York State's first railroad, a 16 mile rail line from Albany to Schenectady(the Mohawk and Hudson Railroad), was chartered. However, serious consideration was not given to the idea until 1832, when the newly created New York and Albany Railroad was granted a charter to build a line from Westchester to Albany. Threatened by this new company's plan to extend its line into New York City, the directors of the New York and Harlem acquired the New York and Albany in 1840.

The construction of a 130 mile rail line from Manhattan to Chatham in Columbia County began that very year. From Chatham the first Harlem train, using the tracks of the Albany and West Stockbridge Railroad, reached Albany on May 10, 1852. There it connected with the Erie Canal and a series of connecting railroads(joined together in 1853 as the New York Central Railroad) which gave it access to western trade. In the space of twelve years that tiny Manhattan passenger line had transformed itself

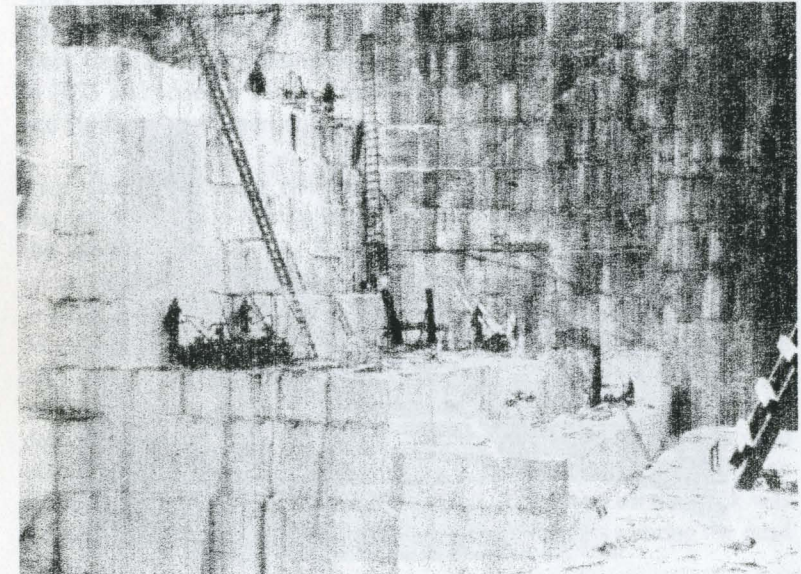
into a significant freight and passenger connection between New York City and the west.

Though the New York and Harlem was a long distance line, Dutchess County investors appreciated the value of a railroad to local businesses, particularly agriculture. In fact, as early as 1831 a rail line to Albany had been proposed by a group of Dutchess County residents meeting at Leedsville in the town of Amenia. Later, several Dutchess County residents were among the stockholders of the unsuccessful New York and Albany Railroad. And finally, when the Harlem Railroad reached Dover Plains, its last stop at the time, a number of individuals from towns north of Dover Plains joined by others from Sharon and Salisbury, Connecticut, met to urge its construction northward. They got their wish. The Harlem reached Amenia on June 30, 1851 and Millerton on September 6, 1851, a point 96 miles from the Harlem's New York City terminal.

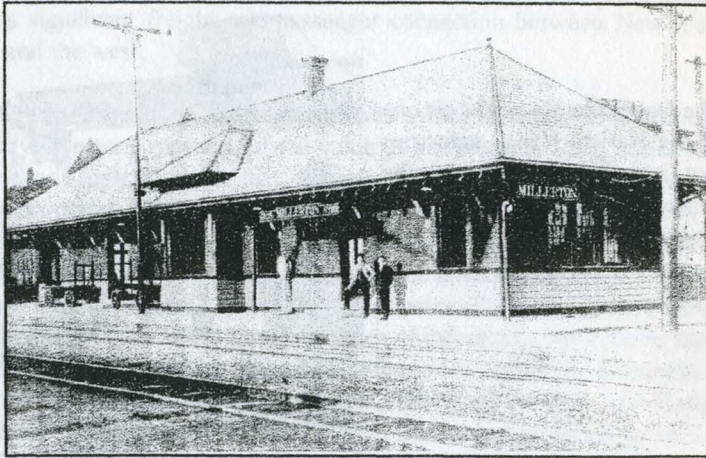
The enthusiasm of the time was marred by a frightful accident. Thirty eight year old Robert McCormick, an Irish immigrant, was run over and killed instantly near Dover on Sunday June 15, 1851. The engineer of the 6 PM milk train to New York City saw him too late to stop the train. McCormick, "a very industrious and much respected" man had suffered through a number of earlier misfortunes, several of which had been life threatening. The account of the accident angrily decried the fact he had been sold rum on a Sunday. McCormick was among a group of immigrants, only recently arrived in America, who worked as laborers in construction gangs which built the railroads in Dutchess County.

The railroad brought new kinds of jobs to the Harlem Valley. While most of the jobs were laboring jobs, especially during the construction phase, freight agents, conductors and station agents were among the "better" jobs. In contrast to laborers, who were mostly single and in their twenties, the better jobs were held by family men ten years older. Alexander Webb and Benjamin G. Hadden, both married with children, were freight agents in Dover. Thomas Ward of the same town was a conductor. These and all others who had the better jobs were born in New York State. Only one immigrant, young newly married David O'Connor with a one month old son, had one of the better jobs, railroad agent. Regarding the group of immigrant laborers, most were transient following the railroad as it was being built. Those who chose to settle along the railroad route either continued as railroad laborers or picked up laboring jobs in iron mines and rock quarries or became farm laborers. Additional employment became available as the developing milk industry brought milk factories and

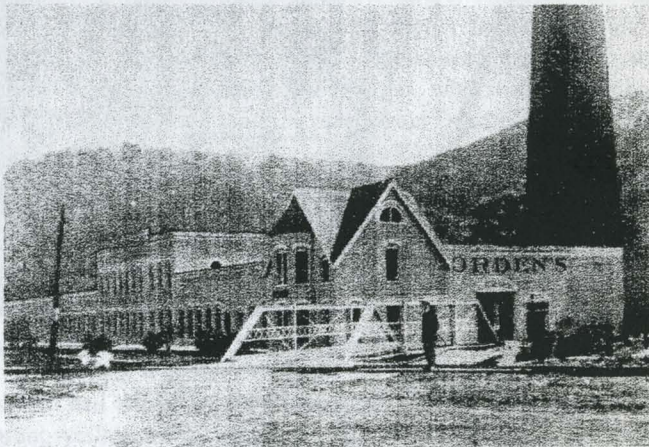
The Dover marble works pit, one of the Harlem Valley industries that was helped along by the Harlem Valley Rail Road. Postcard ca. 1918.



The Dover Marble Co. "pit" from which stone was shipped to such places as Washington, DC. Postcard ca. 1918



Second Harlem Railroad Depot at Millerton across from the original depot. Both are still standing. Post card ca. 1915.



Another of the industries helped by the quick transport of the railroad. The Borden's milk plant; Wassaic, N. Y. Postcard ca. 1920.

creameries to the Harlem Valley.

How successful was the Harlem after 1852, the year it reached Albany? In 1854, following a fare rate war to compete with passenger travel transported by Hudson River steamboats, the Harlem carried over 800,000 passengers which produced gross earnings of \$520,000. Freight earnings that year were \$337,000. This, another profitable year in a string of seven such years earned its stockholders 2% on their investment. But it was the last year stockholders would receive a dividend for several years. This, despite the fact that income from the Harlem's freight business had gradually increased until in 1859 it was 50% greater than in 1854. Passenger receipts during that five year period declined, but only slightly. However, during that period the company's debt increased over 50%. As a result the Harlem was able to pay its bills but at the cost of borrowing more money.

Harlem's years as an independent railroad were reaching an end. In 1863 Cornelius "Commodore" Vanderbilt, previously a director of the New York and Harlem, became its president. During the next several years he also became president of the Hudson River Railroad and also the New York Central. Consolidating these into one system, he leased the Harlem in 1873 and added it as the "Harlem Division" of the New York Central and Hudson River Railroad.

Two unusual incidents ten years apart marked the early years of the Harlem railroad. On November 12, 1855, just north of Boston Corners on the late afternoon Harlem Railroad southbound train, one of the most unusual accidents in railroad history demonstrated the weather's power to disrupt rail service. Reported in the New York Daily Times, it reads - "On Monday evening the Express train on the Harlem Railroad... was blown off the track by a violent gust of wind and precipitated down an embankment some thirty-five feet, performing a complete somersault, demolishing the cars and killing two persons instantly and injuring several others." In the accident a Mr. Rathbone, a paper manufacturer at Boston Corners, and brakeman Gaylord were killed. Remaining on the track was the engine which immediately went to Millerton for cars to bring the dead and injured to New York City.

Ten years later, on July 4, 1865, only a few months after his victory as general of the Union Army during the Civil War, future president Ulysses Grant made a non-stop trip through Dutchess County. On his way to a vacation in Saratoga, he embarked on the Harlem Railroad in New York

Dutchess County Railroads

City and in 3 hours and 40 minutes he was in Albany. At 1 1/2 minutes a mile Dutchess County's bucolic landscape passed in front of his eyes in an hour, hardly enough time to appreciate the growing herds of cows which served New York City's population with fresh milk.

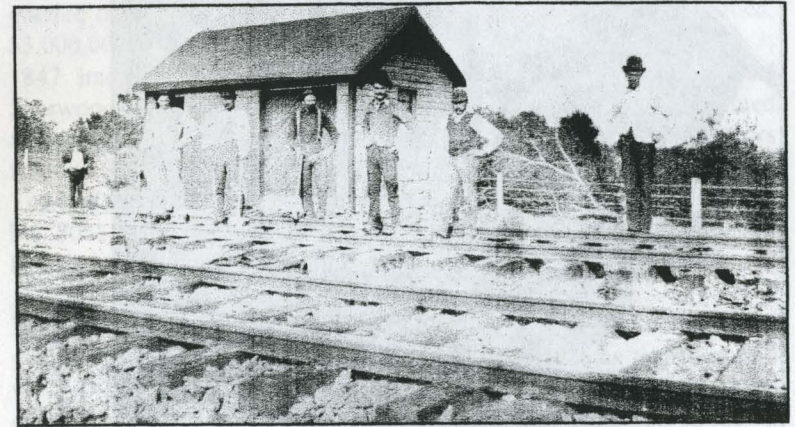
HUDSON RIVER RAILROAD -

With the arrival of the Hudson River Railroad in New Hamburg on December 6, 1849 and in Poughkeepsie on December 31, 1849 Dutchess County had realized a dream. It was a frozen Hudson River and a barge full of pork trapped in river ice near Poughkeepsie 1840 which had prodded the dream toward a reality. Sixteen years earlier the proposed New York and Albany Railroad(mentioned above) failed to get off the ground. Among other reasons, fear that a rail line close to the Hudson River could not compete successfully with steamboat transportation delayed action on that and later proposals. Additionally, serious construction problems, the need to tunnel through rock in several places and construct substantial rock fills along the Hudson River shoreline, undermined enthusiasm for the project.

Following another two year delay a convention was held at the village hall in Poughkeepsie on March 17, 1842. Though thinly attended, representatives from Columbia, Dutchess, Orange, Putnam and Westchester Counties having heard a proposal from surveyor Richard P. Morgan, decided to apply for a charter. Not only had Morgan presented the feasibility of building along the Hudson River shoreline, despite its engineering challenges, he projected that a minima of 292,000 passengers were likely to travel on the proposed railroad annually. Furthermore, he pointed out a rail line could replace winter travel by stagecoach, the only alternate to the frozen Hudson River. As a result, merchants shipping freight and travelers would make the rail line a profitable venture.

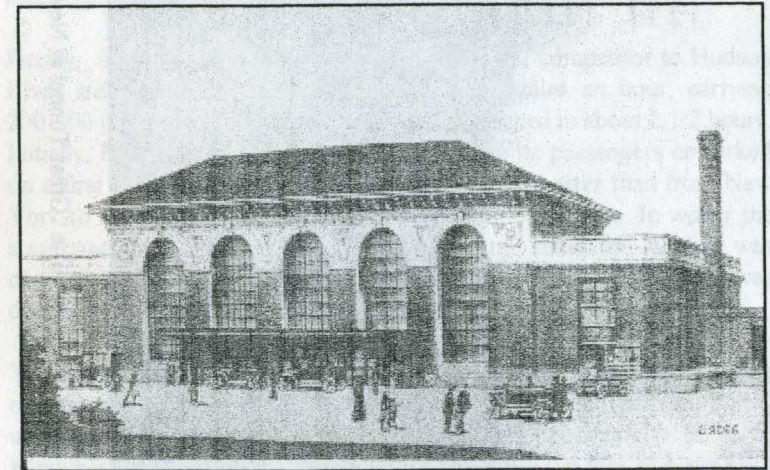
Not able to obtain a hearing on the proposed railroad from the New York State Legislature, in part because of the New York and Harlem's resistance to another rail line north, the matter was dropped. By 1845 the New York and Harlem Railroad had already reached well into Westchester County, a route to Albany thought by many to be the preferred route, non-competitive as it was with the steamboats on the Hudson.

Fortunately, in 1845 the project attracted the attention of James Boorman, a wealthy influential New York City merchant with a country

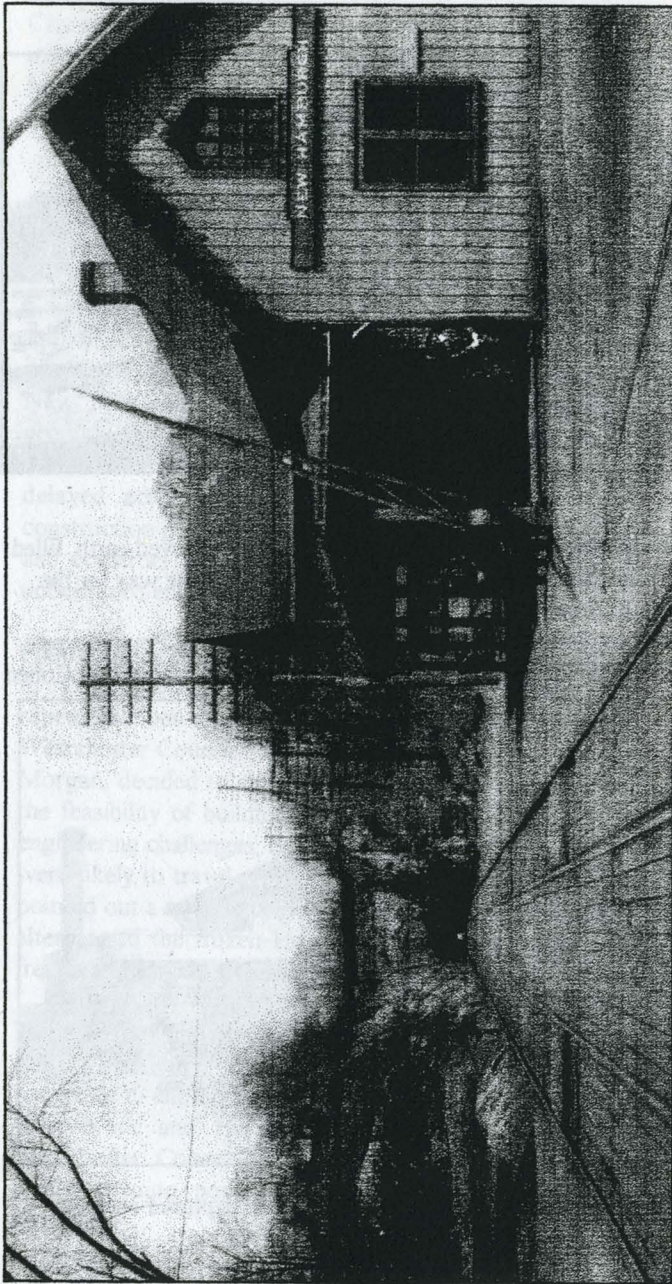


Railroad beds were built and maintained by men who moved earth, filled ditches, laid rail and by their strenuous labor prepared the way for the safe running of trains.

Central New England "Gandy Dancers" in the vicinity of Poughkeepsie, 1890. Photo from glass plate. Coll. Heywood Cohen



New York Central's station in Poughkeepsie captured on this postcard ca. 1925



The "Great Tunnel at New Hamburg" . Postcard ca. 1925.

Plate 6

Dutchess County Railroads

estate in Hyde Park. As a result of his political acumen a charter was granted on May 12, 1846 but with the challenge that the funds needed, \$3,000,000(\$60,000,000 in 1996 dollars), had to be raised by March 1, 1847. Interestingly, one of the three Dutchess County legislators, Daniel Sherwood of Pine Plains, was among the few legislators who voted against awarding the charter; the other two Dutchess County legislators failed to vote. Financial support for the project flowed in quickly. The Town of Poughkeepsie subscribed \$210,000(\$4,000,000 in 1996 dollars) but 80% of the funding came from New York City investors, James Boorman among them. Later he became the new railroad's president.

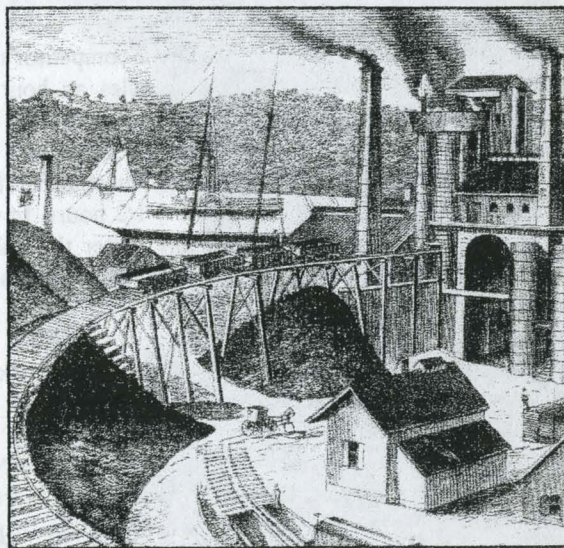
Resistance to obtaining land along the Hudson River shoreline, much of it owned by the wealthy who saw the rail line as a blight on their beautiful view of the Hudson River, was gradually overcome. And so too were the engineering challenges of building along a river shoreline. Just in the 75 miles to Poughkeepsie almost 4,000,000 cubic feet of earth were removed, 37 miles of river wall were constructed, 248 culverts were installed and 40 bridges were built to accommodate roads. But the big challenge was the "Great Tunnel at New Hamburg," a few miles south of Poughkeepsie. 830 feet long(842 by some accounts) through solid rock it required 6,000 kegs of blasting powder(25 lbs each), 400 men, 9 blacksmith shops and 12,000 lbs of steel for drills and tools.

Finally, when completed, rail travel was in fact a competitor to Hudson River steamboats. At a running speed of 30 miles an hour, carrying 200-300 passengers, Poughkeepsie could be reached in about 2 1/2 hours. Initially, Poughkeepsie was the last stop. There its passengers embarked on a first class steamer to Albany, a trip slightly shorter than from New York to Poughkeepsie. That trip took another 4 1/2 hours. In winter the stagecoach transported rail travelers to Albany. After the rail line was constructed to Albany transfer to steamboats or stagecoaches was discontinued.

The railroad set competitive rates to begin with even at the risk of losing money to establish itself as a prime alternate to river travel. The ploy worked. Two months after its opening approximately 85% of Westchester passengers chose the railroad, though the fare to New York City was somewhat higher, on average rates in Westchester were 38 cents to 25 cents. After 1854 the rates were moved higher. In that year the Harlem and the Hudson lines worked out an agreement to charge the same rates to avoid competing with each other.

The arrival of the Hudson River Railroad permitted old industries in Poughkeepsie - brickyards, screw manufacturing, iron works, carriage manufacturing, carpets, pottery, the brewery, etc. - to grow. Though the Poughkeepsie Locomotive Engine Company failed, a new railroad related industry, the Poughkeepsie Rail Road Chair Manufacturing Company, was established. Based on an invention of Mr. Van Anden of Poughkeepsie, wrought iron railroad chairs for passenger cars could be constructed at the rate of 10 chairs a minute. In May 1851, the company was filling a 50 ton order from a railroad in New Jersey.

Amidst its many successes the Hudson River line had its share of tragedies during its early years. Its first accident occurred at 4 PM Thursday, September 15, 1853 less than two miles south of Poughkeepsie, when a northbound locomotive collided with the southbound train. The baggage car of the southbound train, driven into the first passenger car, resulted in the death of brakeman David Arnold and fireman Charles Gilbert. Fortunately, only one passenger, a little girl sitting in the first passenger car, was badly bruised. "Neglect of the officials in not giving orders for the engine with sufficient precision," was determined to have been the cause.



Fallkill Iron Works in Poughkeepsie.

Dutchess County had its greatest rail tragedy at New Hamburg just 20 years after the Hudson River line began to serve the county. Covered daily in newspapers for several days, twice on the front page of the New York Times, attests to the gravity of the "Human Holocaust." Twenty two were killed and a great many injured on that extraordinarily cold night of February 6, 1871 as the northbound "Pacific Express," pulled by the engine "Constitution," plunged into a southbound derailed oil tank car.

The blazing inferno which followed, fed by hundreds of gallons of oil from the twisted oil tank car, caused the bridge to collapse. The locomotive, tender, baggage car and mail cars fell into the frozen Wappingers Creek below. Engulfed in flames with its passengers trapped inside, the first sleeping car quickly became a crematorium. Only the heroics of many uninjured passengers limited the holocaust, as they pushed three other passenger cars away from the flames. Divers worked for several days in the frozen creek waters to recover mangled and burned bodies. The muddled investigation which followed, including hearings by the New York State Legislature, blamed the dead engineer of the "Pacific Express" but also held the oil train personnel at fault. In the end no conclusion was reached.

One especially tragic trip on the Hudson River Railroad occurred on April 25, 1865. Abraham Lincoln passed through Dutchess County on the Hudson line for the second time. His first trip in February 1861 had been especially welcome as well wishers lined the track celebrating his election as the country's sixteenth president. But his second trip was different. The locomotives Union and Constitution "heavily draped with emblems of mourning," followed by the tender "heavily hung with black cloth, looped up with silver eagles and silver tassels [and] white and black satin ribbons" slowly drew Lincoln's car northward. The 56 year old Lincoln lying in his coffin draped with "fresh flowers, formed in the shape of a shield," was on his way home to Springfield, Illinois. An assassin's bullet brought Lincoln's month long second term as president to a close. Following a 15 minute stop at Poughkeepsie "the mournful train moved slowly away, amid the ... sighs of a grief stricken community."

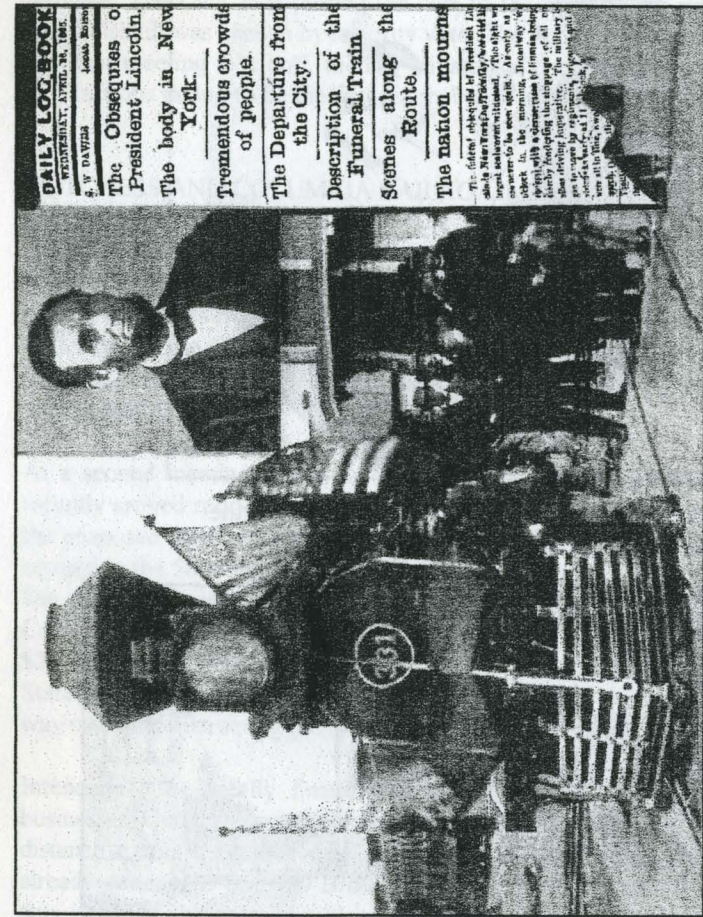
II DUTCHESS COUNTY'S INTERNAL RAIL NETWORK

OVERVIEW

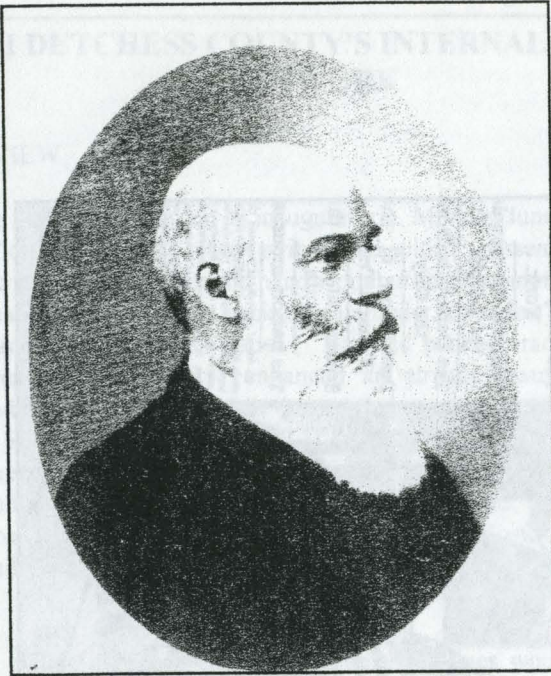
Leaving Fishkill Landing on its inaugural trip, Monday June 21, 1869, was a new "chocolate color nicely striped and gilded" passenger car and its baggage car pulled by a second hand woodburning locomotive. Passengers were seated in comfortably backed seats under a padded ceiling covered with "fancy colored patent paper." "Bronzed package racks, patent side and French plate mirrors" enhanced an already luxuriant ambience surrounding passengers as they began their trip northeast toward Pine Plains. Surprisingly, the letters B.H.& E.R.R., neatly inscribed on the passenger car, identified the three car train as the Boston, Hartford and Erie Railroad. Dutchess County's first internal railroad, the Dutchess and Columbia Railroad(D&C), had been leased to the Boston, Hartford and Erie Rail Company(BH&E) seven months before the D&C made its first run.

Indeed, within a decade two more internal rail lines would traverse the county. But before the end of the century letters of the Hartford & Connecticut Western; New York and New England; New York, Boston and Northern; Newburgh, Dutchess and Connecticut; Philadelphia, Reading and New England; New Haven; New York, Boston and Montreal and other rail systems would adorn Dutchess County railroad cars and locomotives. These railroad designations represented a far reaching interest in the Dutchess County rail system as a route between New England, Pennsylvania and points west.

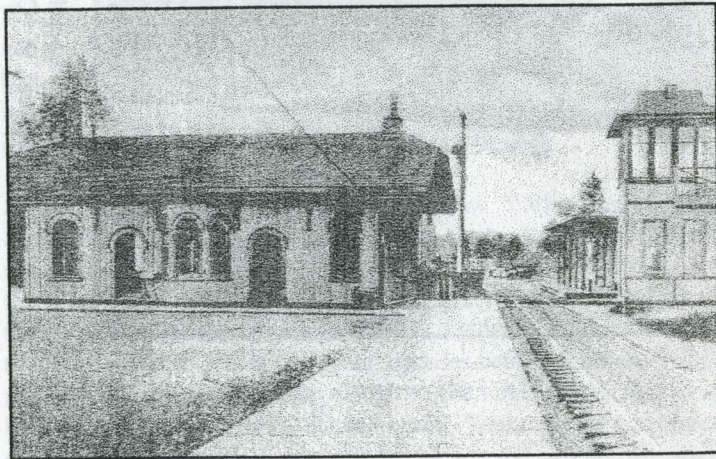
Local entrepreneurs and others from New York, New England, and Pennsylvania envisioned great profits in the export of local agricultural, mineral, and manufacturing products and the import of coal for fuel from the Pennsylvania. Linking these regions through an efficient, swift transportation system would bring hefty dividends to investors, or so they thought. In fact, it would be several decades before significant profits were realized and the beneficiaries would be the larger interstate rail systems. Periods of financial loss, foreclosures, bankruptcies, takeovers, and consolidations, sometimes surrounded by scandal, would overwhelm local rail systems. Finally, 70 years after its beginning most of Dutchess County's internal rail system was discontinued and dismantled. Two remnants still remain - rail lines from Hopewell Junction to Beacon and the



Abraham Lincoln's funeral train stopping in Poughkeepsie on his way home to Springfield, Ill. Collage of Poughkeepsie papers reporting.



George Brown(1864-1900) - founder of the Dutchess and Columbia Railroad



Hopewell Jct., an early D&C station became a hub through which New England rail traffic reached the ferry on the Hudson River.

industrial tracks in the city of Poughkeepsie.

The seeds for Dutchess County's first local railroad, planted in 1832, took no root. Another attempt made in 1855 also failed. Fishkill and Poughkeepsie factions squabbled over which town should be the rail line's terminal. The Civil War pushed the idea to the back burner until 1865, when Fishkill was chosen by majority vote. The Poughkeepsie faction left the joint meeting in a huff, thereby initiating a competition between the two factions racing to be the first internal railroad in Dutchess County.

DUTCHESS AND COLUMBIA RAILROAD

On December 5, 1865 in the tiny hamlet of Verbank 200-300 attendees, many of whom were central Dutchess County farmers, agreed to consider several rail routes from Fishkill Landing to the Connecticut state line near Millerton. There, it would connect with the Connecticut and Western Railroad(C&W), then under construction, to reach New England's commercial centers.

At a second meeting held near Millbrook on April 26, 1866, a young recently arrived resident, George H. Brown, was elected first president of the proposed Dutchess and Columbia Railroad(D&C). Constructing and equipping the 58 mile line from Fishkill through central Dutchess along a line through Hopewell, Millbrook, Stanfordville and Pine Plains to the Connecticut State Line near Millerton was estimated to cost \$2,230,000(\$24,000,000 in 1995 dollars). Chartered by the New York State Legislature on September 4, 1866, the D&C was already well on its way toward constructing the first internal railroad in Dutchess County.

Intended to be locally financed to serve local farmers and related businesses, George Brown made clear he did "not want capitalists from a distance to take stock in this road and so get control of it." Having already committed \$50,000 Brown did not intend to invest more, "as it was intended the road should belong to the people, and not to a few moneyed people." Yet, in only a slightly veiled threat he reminded farmers along the route that if they and their town governments failed to invest, Brown would have to accept offers from Poughkeepsie investors. Then the line would be built from Poughkeepsie to Millerton by way of Pleasant Valley, Salt Point, Stanfordville and Pine Plains. The Fishkill Valley and its "great milk region... and also ore beds and marble quarries" would be deprived of a rail route to export their product and a chance to

import coal directly from Pennsylvania. Construction would not begin until \$500,000(\$5,350,000 in 1995 dollars) was raised.

By mid-1867, with legal work, surveys, financing, right of ways, etc. completed, "Vessel loads of heavy stone are being loaded at the Long Wharf[Fishkill Landing], for the use of the Dutchess and Columbia Railroad, in building bridges, etc." Though interrupted by brief work stoppages because laborers "induced by high wages offered by farmers in the harvest and hay fields, have left their work on the railroad" the work went on.

In October, 1868 Fishkill Landing's newspapers reported "iron rails for that portion of the railroad between Fishkill Landing and Swartwoutville, a distance of six or seven miles are now being delivered along the track by teams. After the first six or seven miles of track are thus laid, the iron for the further portions of the line will be delivered by cars run upon the track previously laid." Further up the line at Pine Plains, "ground is being broken for this end of the Dutchess and Columbia Railroad...fences are being removed and teams are busy at ploughing, etc."

As work progressed, a festive mood prevailed. "A very recherche affair came off at the rooms of the Dutchess and Columbia Railroad civil engineering corps in the village on Friday evening last." Yet, rumors circulated that the railroad was already in trouble and railroad officials were scheming a big change. Despite frequent denials by these officials, The Fishkill Standard editorialized angrily, "The fact is that the public are kept blinded as much as possible to the doings or intentions of railroad companies." Not yet aware of a much larger scheme, the editor was railing about BH&E's purchase from D&C of half of its right of way between Hopewell and Fishkill, touted as bringing to an end "all rivalry between the lines."

Had the Fishkill Standard's editor finally grasped certain subtleties in George Brown's current reassuring remarks and those he made to Fishkill residents two years earlier? Intending to reduce Fishkill residents' fears about investing in the D&C and declaring that the D&C was in control of its own destiny, Brown assured residents, "The Dutchess and Columbia and Boston, Hartford and Erie Railroads are not in opposition, but were really working together." Anyway, he went on, the BH&E had too little capital to be a competitor and it was willing to lease Denning's Point to the D&C, a valuable terminal point for a railroad. In February, 1867, three months after Brown's remarks, the BH&E purchased the Fishkill and Boston Ferry, considerable dock property near Denning's Point, and that

half of Denning's Point it did not yet own. In late Spring that year the BH&E hoodwinked the Massachusetts legislature into passing a \$3,000,000 fund on condition the BH&E complete a rail line from Waterbury to Denning's Point, a promise that would not be kept.

Rumors that a big change was underway, first circulated in September 1868, were confirmed. With barely 10 miles of the rail line constructed the Dutchess and Columbia board, led by George H. Brown, leased the entire line to the Boston, Hartford and Erie Railroad Company(BH&E) on November 6, 1868. Terms were stiff and would last for 400 years until the year 2268. For an annual compensation of \$200,000 the D&C was to complete by January 1, 1872 all rail construction including station houses, freight and passenger accommodations to the Connecticut state line near Millerton. The BH&E was to supply all rolling stock, engines, passenger, and freight cars, essentially leaving the D&C with no visible presence on the line. All revenues were to be received by the BH&E and that company would pay all expenses. For \$100,000 the D&C also had to sell its line from Hopewell to Fishkill Landing, thereby allowing the BH&E control over the southern access to Connecticut and New England rail traffic. The BH&E intended to connect at Hopewell with a rail line it was constructing from Waterbury, Connecticut. This connection would bring rail traffic from western points in Pennsylvania, across the Hudson River, through Dutchess County, into Connecticut and the trade opportunities in New England. It would serve residents of Dutchess County only through the former D&C as a branch line.

Why had the D&C given up their line so early? Had the directors overestimated potential revenue from the line? Did the competition from the proposed Poughkeepsie rail line scare D&C investors into the safety of a lease to assure some return on their money? Had the \$7,000,000 raised by the BH&E by August 1868 frightened the D&C board into believing the BH&E would soon build from Waterbury, Connecticut to Fishkill Landing and render the D&C line nearly superfluous? Though the D&C board's reasoning was not recorded, these questions illustrate the complex matters involved in promoting the Dutchess County internal rail system. Railroads jockeyed to gain the best advantage to harvest the largest interstate rail trade was expected to offer.

Sixteen months after the execution of the D&C lease, the BH&E failed. On Tuesday, March 22, 1870, the D&C, in a dramatic midnight train run led by its president George Brown, captured the BH&E's rolling stock, threatened its personnel, tore up track, occupied and placed guards at

stations along the line. The D&C was again in control of the rail line it had built. By Friday trains were again running under D&C control with a new locomotive purchased from a Schenectady manufacturer and four passenger coaches and several cars borrowed from Supt. Toucey of the Hudson River Railroad line. After several months of court battle "The railroad war in this county was terminated ... by the withdrawal on the part of the Boston, Hartford & Erie Railroad Company," declared the Fishkill Standard. Soon thereafter the D&C established a ferry slip on the Hudson near its Dutchess Junction station where for several years the "Fannie Garner" carried passengers and freight across the Hudson to Newburgh to be transferred to the Erie railroad. The D&C had bridged the connection to Pennsylvania.

Pennsylvania was one leg of the east-west connection planned by the D&C; connecting with New England was the other. As early as 1868, while President Brown was negotiating the lease with BH&E, he was also discussing a connection with the Connecticut Western Railroad, newly chartered to connect Hartford with the Connecticut state line near Millerton. Brown assured Connecticut Western officials he would extend the D&C line from Pine Plains to Millerton to connect with their line. He offered \$100,000 of the \$750,000 expected to be raised in Connecticut towns along the proposed line to facilitate this connection. News of this, reported enthusiastically in Fishkill, would make the D&C "one of the best in the country," reported one newsman and Fishkill residents "will benefit immeasurably" reported another.

By November 1871 the D&C was finally completed through Millerton and approximately one and a half miles east to the Connecticut line to connect with the Connecticut Western Railroad(CW). Not yet done, Brown set his sights on a larger scheme, to build a rail line from New York City to Montreal(the New York, Boston and Montreal Railroad) with the D&C as its Dutchess County leg. George Brown became its president. In part this plan was to rescue the D&C from its financial losses. Income on the D&C was not enough to offset its large debt. In the fall of 1873 800-900 men were at work on this new line. But by November work was suspended on that grand plan, a victim of the scarcity of money brought on by the financial panic of 1873. Finally a foreclosure in 1874 placed the financially ailing D&C in the hands of a court appointed receiver to manage the rail company. Two years later the property was sold at less than half its original value and then renamed the Newburgh, Dutchess and Connecticut Railroad(ND&C).

Building the D&C was not without some cost in human life. In one case a young boy, Franklin M. Davis, hitched a ride a little north of Hart's Village on a wagon load of railroad ties Anthony Briggs was delivering. "Before reaching the railroad, however, he fell or was thrown off and the hind wheel passed over his head and neck." Twelve hours later, despite medical attention given by Dr. Case, the boy died. A month later at Squire Welch's also in Hart's Village Timothy Murphy, "an Irishman" and David Peet, "a Scot" were crushed under a cavein of heavy clay after joining the crew at the Hart's village site only a few weeks before. Tim Murphy's intention was to return to London to pay his wife and five children "a visit after next payday." He and David Peet were described as "sober, industrious men," no doubt to deal with the inevitable question regarding alcohol.

Hart's Village was the scene of yet another accident seven months later. When bridge builders were raising the long trestle in the rear of the U.S. Condensing Milk Factory, "the braces holding the frame work suddenly gave way with a tremendous crash." The entire trestle collapsed. Fortunately, injuries were few and only minor. But in a blasting operation at Alfred White's farm 2 or 3 miles from Fishkill a two pound stone fractured Thomas Connelly's skull. Returned to his home in Fishkill village to recover, his survival was not assured.

Chartered on November 21, 1868 as a 4.25 mile rail line from the D&C line at Hopewell to the ore mines at Sylvan Lake, this shortest of the Dutchess County railroads opened in 1869, primarily to export iron ore. George H. Brown, president of the D&C was also elected president of the Clove Branch. By the time the line opened, Brown had acquired or was in the process of acquiring most of the ore mining sites along this line. Iron mining, an early industry in the town of Beekman, had been a consistent producer of high grade ore since 1831. Interestingly, this small rail line provided its investors with consistent profits, though often small, for almost 30 years before it closed in 1898.

When the New York, Boston and Montreal Railroad, the proposed line from New York City to Montreal, was chartered, the Clove Branch was to be extended a short distance. This was intended to provide a connection between the proposed rail line and the D&C, the Dutchess County leg of the New York, Boston and Montreal. With the failure of the New York, Boston and Montreal the Clove Branch reverted to its independent status in 1874.

THE POUGHKEEPSIE AND EASTERN RAILROAD

After years of incubating a plan to build a railroad from Poughkeepsie through Pine Plains to the Connecticut state line, a group of Poughkeepsie businessmen obtained a charter for the Poughkeepsie and Eastern Railroad(P&E) on April 23, 1866. The mood was optimistic. By May engineers were hired to survey the road, construction estimates were prepared and stocks were offered for sale. "Subscriptions to the stocks are going forward rapidly," quoted Poughkeepsie Daily Eagle editor, Isaac Platt, assuring his readers that financial support would be raised quickly.

But behind that veil of optimism there lay a deeply-felt concern about the Dutchess and Columbia railroad enterprise. Even as early as July, 1866, after singing the praises of the proposed railroad from Poughkeepsie, Platt admitted, "things are not going on well enough." That the D&C, which seemed to be better organized, more focused and had gathered more support would begin to build sooner than the P&E, alarmed the editor. To stimulate action he predicted D&C's success would take away "one entire half, if not more, of all the trade that now supports Poughkeepsie." Furthermore, shortly after D&C's completion he forecast "all the real estate of our city, and especially the business establishments, [will be] depressed at least one third, if not one half in value..., and in everything alike depression for which there will be no recovery." The editor of Fishkill Standard, denying Platt's accusation that a Fishkill



Landing rail terminus was "selfish," retorted that the D&C line would serve the greatest number of people in Dutchess County. Yet, it's editor admitted that "a railroad through the interior of the county to the [Fishkill] Landing would be ruinous to Poughkeepsie." It was clear that Poughkeepsie and Fishkill Landing(Beacon) were engaged in a struggle to capture the economic gain a railroad was expected to bring.

Platt's concern was understandable. An earlier railroad proposed in November, 1865 from Poughkeepsie through Pine Plains to Copake, Columbia County and then on to Salisbury, Connecticut had sparked little interest among Poughkeepsie residents, merchants and investors. Nor had the proposed branch line through Hibernia and Washington Hollow to Wassaic and then to Kent, Connecticut to hook up with the Housatonic Railroad awakened much enthusiasm. The charter obtained in 1866 was the easy step. Gaining financial support became a formidable task. \$300,000(about \$3,300,000 in 1995 dollars) was needed. Those few who proposed the rail line hoped Poughkeepsie City would finance the project to the tune of \$200,000. The remaining \$100,000 was to come from stocks expected to be purchased by businessmen in Poughkeepsie, farmers along the route and financing provided by other towns.

During the year 1866 Platt, a member of the proposed railroad's original board of directors, continued to try "to awaken our people to the importance of building the proposed railroad." But having spent the year in bursts of optimism, periods of cajoling, threats regarding the demise of business in Poughkeepsie if the railroad was not built, and sometimes printing outright lies about its progress, the editor concluded, "our success has been so partial as hardly to warrant further efforts." In January 1867, he admonished those purported to be interested building the P&E as "appear[ing] resolved to sleep on," while the D&C was expected to begin construction by Spring, 1867.

Meetings held at Pleasant Valley, Washington Hollow, Bangall and Pine Plains in October 1866 to sell the rail line to residents predicted benefits for taxpayers and businesses in every town. More importantly their purpose was to raise public and private financing to fund the enterprise. Extravagant predictions were made. "At the end of ten years the village of Pine Plains will contain five thousand inhabitants[a level it never reached even by 1995], the towns of Stanford and Washington will double their present population, and the advance in property[value] will be in proportion." Farms in Pleasant Valley, Clinton, Washington, Stanford and Pine Plains were predicted to increase 25% in value within three years

after the railroad's completion. As for Poughkeepsie, in addition to doubling its population and wealth, it would increase trade in the county by one third and "business here [Poughkeepsie] will then be as great as at any other place in the United States."

But financial support from any quarter, whether from Poughkeepsie or the eastern towns, did not materialize. It failed altogether in eastern towns because many had already committed to or were considering raising public money to support the D&C. One Pine Plains resident in his letter to the editor quickly summed up the problem in Poughkeepsie. "The capitalists in your city appear to be perfectly dead as to the importance of the Poughkeepsie and Eastern enterprise." Highlighting one big reason for P&E's failure to obtain financing he pointed out that "Mr. Brown's road[D&C]... will certainly be completed and in running order within eighteen months," long before the P&E. Moreover, some of the capital supporting the D&C had actually come from merchants and investors in Poughkeepsie.

The seriousness of the problem was withheld from the public by misleading news coverage. On August 22, 1867 a news release described those "who had heretofore stood aloof... are now its[P&E] zealous advocates." Stock subscriptions were reported to total \$220,000 with only \$80,000 more needed to begin work. Yet, almost a year later in June 1868 only one third of the total amount needed had actually been raised. With financial prospects so poor, a movement to convince Poughkeepsie taxpayers and public officials to float a bond was initiated. Proposed at first for \$100,000, it was quickly advanced to \$200,000 because of failed efforts to acquire capital from other sources. Threatened by the expiration of their charter, the P&E board had obtained a charter extension from the New York State Legislature explaining that additional time was needed to allow Poughkeepsie taxpayers to vote on the proposed bond issue. It would be almost two years before final taxpayer approval was obtained. In the end the city anted up the \$200,000.

This accomplished, the P&E was then able to sell first mortgage bonds to the public in the amount of \$1,000,000 (\$11,000,000 in 1995 dollars). During this period taxpayers in towns along the route approved the investment of public money in the form of bonds to support the railroad. In Spring 1869 Pleasant Valley approved \$30,000 in town bonds, touted as "more desirable than those of [Poughkeepsie] ... as that town has no debt whatever." Later, Dutchess County towns of Clinton, Stanford and

Boston, Hartford & Erie Railroad											
DUTCHESS & COLUMBIA DIVISION.											
No. 3.			TIME TABLE.						No. 3.		
Regular Time for Trains to leave Stations, to take effect on Thursday, October 28th, 1869.											
For the Use and Government of Employees Only.											
Eastward from Hudson River.						Westward to Hudson River.					
No. 5	No. 3	No. 1	STATIONS.			No. 2	No. 4	No. 6			
Special freight	Way freight and passenger.	Passenger.	Miles		Miles	Passenger.	Way freight and passenger.	Special freight			
LEAVE A. M.	LEAVE A. M.	LEAVE P. M.				ARRIVE A. M.	ARRIVE P. M.	ARRIVE P. M.			
10 00	8 50	6 05		Fishkill on the Hudson	29	9 30	4 35	4 40			
	8 55			" "							
10 23	10 08	6 10	1 1/2	Hudson River Junct'n	27 1/2	9 25	4 30	4 35			
				" "							
10 49	10 28	6 20	3 1/2	Matteawan	25 1/2	9 15	4 14	4 28			
				" "							
11 03	10 48	6 26	5 1/2	Glenham	23 1/2	9 07	4 08	4 23			
				" "							
11 23	11 08	6 32	7 1/2	Fishkill Village	21 1/2	9 00	4 00	4 15			
				" "							
11 35	11 20	6 39	9 1/2	Brinckerhoffville	19 1/2	8 52	3 52	4 07			
				" "							
12 03	11 48	6 52	14	Hopewell Junction	15	8 40	3 40	3 55			
				" "							
12 10	11 55	6 55	15	Clove Branch Junct'n	14	8 35	3 23	3 48			
				" "							
12 30	12 15	7 03	17 1/2	Arthursburgh	11 1/2	8 23	3 11	3 26			
				" "							
12 55	12 40	7 10	19 1/2	La Grangeville	9 1/2	8 17	3 05	3 20			
				" "							
1 00	12 45	7 13	20 1/2	Billings	8 1/2	8 10	2 58	3 13			
				" "							
1 15	1 00	7 20	23	Moore's Mills	6	8 02	2 50	3 05			
				" "							
1 30	1 15	7 33	26	Verbank	3	7 53	2 40	2 55			
				" "							
1 45	1 30	7 40	29	Millbrook		7 45	2 30	2 45			
				" "							
P. M. ARRIVE	P. M. ARRIVE	P. M. ARRIVE				A. M. LEAVE	P. M. LEAVE	P. M. LEAVE			

E. E. CRAVES, Division Supt. WM. M. PARKER, General Supt.

Time table - October 28, 1869 of the Dutchess & Columbia, at that time leased to the Boston, Hartford & Erie railroad.

N. Y., BOSTON AND MONTREAL RAILWAY.							
No. 5.] GOING NORTH. (Sept 29th, '73)							
	M's	W.Ft.	Pas.	Fre'gt.	Mixed	Pas.	S.M.'s
		A.M.	A.M.	A.M.	P.M.	P.M.	A.M.
N. Y., 42 St.—Lv.			8.00		2.00	4.00	
NEWBURGH.	59	8.30	9.30		4.05	5.30	
DUT. JUNC.	51	7.10	9.58	11.30	4.28	5.58	9.00
Tioronda	58		*10.02			*8.02	
Matteawan	59	7.35	10.09	11.46	4.43	6.09	
Glenham	61	7.53	10.16	11.56	4.52	6.16	
Fishkill	63	8.23	10.23	12.06	5.02	6.23	
Brinckerhoff	65	8.35	10.29	12.15	5.12	6.29	
Hopewell	69	8.56	10.40	12.32	5.29	6.40	
Clove Branch Junc.	70	9.12	10.45	12.37	5.34	6.45	9.55
Adriance. Leave	73	*7.47	10.27		Ar.	*7.03	
Sylvan Lake	75	7.40	10.20			7.10	
Arthursburgh	72	9.24	10.53			6.53	
Lagrangeville	74	9.36	10.59			6.59	
Billing's Gap	76	9.44	*11.04			*7.04	
Moore's Mills	78	10.02	11.13			7.13	
Verbank	82	10.24	11.24			7.24	
Coffin's Summit	85	10.40	11.33			7.33	
Millbrook	87	11.09	11.41			7.41	11.03
Shunpike	90	*11.24	*11.51			*7.51	
Bangall	94	11.40	12.02			8.02	
Stissing	97	12.17	12.12			8.12	11.40
Attlebury	98	12.25	*12.16			*8.16	
Pine Plains	102	12.50	12.27			8.27	12.00
Bethel	104	1.00	*12.33			*8.33	
Shekomeko	107	1.18	12.41			8.44	
Hust'd	109	1.31	*12.52			*8.52	
Wichell's	111	1.40	*12.57			*8.57	
MILLERTON.	116	2.00	1.12			9.12	12.55
Arrive						P.M.	
Leave						A.M.	
Millerton			2.25			5.20	
CANAAN	135		3.12			6.04	
WINSTED	149		4.13			7.05	
SIMSBURY	170		5.20			8.06	
HARTFORD	185		6.00			8.45	
		P.M.	P.M.	P.M.	P.W.	A.M.	P.M.

* Indicates that trains stop only on signal.

FERRY TIME TABLE.

Leave Newburgh 6.50, 8.30 9.30 a. m.; 12.30, 2.15, 4.05, and 5.50 p. m.
 Leave Dutchess Junc. 7.30, 8.54, 9.56 a.m.; 12.51, 3.01, 4.29 and 5.57, p. m.
 CONNECTIONS—At Newburgh with Erie Railway and Branches; at Dutchess Junction with Hudson River R. R.; at Stissing with Poughkeepsie & Eastern R. R.; at Millerton with Conn. Western R. R. and Harlem R. R. connecting for all points North and East.

Time table - September 29, 1873 - New York, Boston and Montreal Railway with ferry connections to Newburgh

WESTWARD. DANBURY TO CAMPBELL HALL										
Distance from Danbury	STATIONS.	Distance between Stations	909	921	139	123	127	121	913	
			Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Sun. only	
			1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Milk and Passenger	1st Class Passenger	1st Class Passenger	
0.00	Danbury	N	0.00			9.48	9.50		3.48	
2.17	Fair Grounds	N	2.17			9.51	9.53		3.51	
4.61	Mill Plain	D	2.44			9.57	10.00		3.58	
10.11	Brewster	N	5.50			10.07	10.11		4.09	
12.49	Dykemans		2.36			10.11	10.16			
15.77	Townsend	D	3.28			10.17	10.22		4.20	
18.16	West Patterson	D	3.28			10.22	10.27		4.25	
19.49	Holmes	N	1.33			10.26	10.31		4.29	
20.75	Be'veille Summit		1.26			10.28	10.33		4.31	
21.39	Whaley Lake		0.64			10.30	10.35		4.33	
24.06	West Pawling	N	2.66			10.38	10.40		4.38	
26.24	Poughquag		2.19			10.41	10.46		4.43	
28.47	Green Haven	D	2.23			10.45	10.50		4.48	
30.64	Stormville	N	2.17			10.50	10.55		4.53	
34.33	Hopewell Jct.	N	3.69			8.03	11.05		5.05	
36.81	Fishkill Plains		2.48			8.08	11.10		5.10	
38.06	Didell		1.24			8.11	11.13		5.13	
40.61	Briggs		2.56			8.16	11.18		5.18	
42.51	Manchester Bridge		1.90			8.20	11.23		5.22	
46.02	S. S. 195	N	3.51			8.43	8.28	11.30	11.32	4.08
47.12	Poughkeepsie	N	1.10			8.45	8.28	11.32	11.34	5.28
49.46	Highland	N	2.34							5.30
52.78	Loyd	D	3.32							5.39
55.67	Clintondale	D	2.89							5.50
58.53	Elting		0.86							5.02
58.15	Mowbray		1.62							5.06
60.16	Modena	N	2.01							5.22
62.43	Relyea		2.27							5.30
66.66	St. Elmo	D	3.23							5.40
67.97	East Walden	D	2.31							5.52
70.56	Bersa		2.59							6.02
74.08	Maybrook	N	3.52							6.26
76.93	Campbell Hall	N	2.65							6.40
	Arrive									P.M.
						A.M.				P.M.

Note references: P Stop at General Office building, Maybrook, for employes and mail.

Time table - June 8, 1919 - Central New England Railway. One of the 2 routes over the Poughkeepsie Bridge controlled by the New York, New Haven and Hartford Railroad.

Dutchess County Railroads

April 7, 1889.												
(Eastern time.)												
Pas.	Pas.	Exs.	Pas.	Exs.	Pas.	Pas.	Exs.	Exs.	Pas.	Ms		
11 15	14 35	6 00	15 25	13 30	3 00	12 30	12 10	12 20	12 30	12 30	lve. + Boston 1 1/2 arr.	
11 23						2 37					Dudley Street	
11 28						2 42					Mount Bowdoin	
11 32						2 46					Dorchester	
11 36						2 50					Mattapan	
11 43	4 53		5 44			2 56	12 26				+ Hyde Park 1/2 1/2	
11 49						3 01	12 29				Readville 1/2	
12 03			5 55			3 13	12 43				Norwood	
12 05	8 07		5 57	3 57		3 57	12 45	8 59	8 46 1/2		+ Norwood Central 1/2	
12 17	8 16		6 08	4 06		4 11	12 56	9 07	8 57 1/2		+ Walpole 1/2	
12 36	6 30	6 45	6 27	4 28		4 13	12 56	9 15	9 07 1/2		Franklin 1/2	
N'HT	P. M.		P. M.			P. M.	1 13	12 42	9 25	9 25 1/2	Woonsocket Jr. 1/2	
		6 58		5 00				9 41	A. M. 35		+ Blackstone 1/2	
				5 08				12 55	9 48	36	+ Millville 1/2	
				5 21					9 54	39	+ East Douglas 1/2	
				5 24		Pas.	Pas.		10 10	46	+ East Thompson 1/2	
				5 42		P. M.	A. M.		10 25	53	+ Thompson 1/2	
				5 53					10 34	57	+ Putnam 1/2	
		7 45		6 03		14 10	18 15	1 87	10 45	61	+ Pomfret 1/2	
			Acc.	6 09		4 20	8 25		10 55	66	+ Abington 1/2	
			A. M.	6 23		4 38	8 40			68	+ Hampton 1/2	
				6 55	6 15	6 02	9 10	2 17	11 32	74	+ Willmantic 1/2	
				7 02	7 15	7 15	9 30			86	+ Andover 1/2	
				7 33	7 34	6 08	P. M. 9 52	2 18	12 05	A. M. 105	+ Vernon 1/2	
				7 49	7 11	6 14	7 00	10 02	12 10	106	+ Manchester 1/2	
				8 00	7 59	6 37	7 15	10 16		6 20	115	+ East Hartford 1/2
					8 06	6 35	7 25	10 25	8 15	12 30	117	arr. + Hartford 1 1/2 lve.
												lve. + Hartford 1 1/2 arr.
16 10	2 30	9 30	8 10	8 16	6 40	14 00	10 40	P. M. 12 35	6 35	117	Elmwood	
6 22	2 40		8 22	8 25		4 10	10 50		6 43	121	Newington	
6 25	2 43		8 25	8 28		4 13	10 54		6 46	123	+ New Britain 1/2	
6 40	2 55	9 48	8 30	8 39	6 58	4 25	11 05	12 53	6 55	126	+ Plainville 1/2	
7 08	3 05		8 45	8 50	7 08	4 35	11 20	1 32	7 07	131	Forestville	
7 28	3 10		8 50	8 55	7 12	4 40	11 25		7 12	133	+ Bristol 1/2	
7 40	3 15		8 55	9 00	7 18	4 45	11 30	1 14	7 19	135	+ Terryville 1/2	
					7 22	4 55	11 41		7 30	140	Waterville	
					7 45	5 11	12 00		7 50	147	+ Waterbury 1/2	
					7 50	5 23	12 05		8 00	150	Towantic	
					8 10	5 40	NO 'N		8 18	158	Southford	
					8 15				8 25	161	Pomperaug Valley	
					8 16				8 34	164	Sandy Hook	
					8 19				8 42	169	Newtown	
					8 20				8 48	171	Hawleyville 1/2	
					8 25				8 55	174	Danbury 1/2	
					8 30				9 00	180	Mill Plain	
					8 43				9 09	185	Srewster 1/2	
					8 55				9 23	190	Towner's	
					9 00				9 34	196	West Patterson	
					9 05				9 39	198	West Pawling	
					9 10				9 47	204	Poughquag	
					9 15				9 53	207	Stormville	
					9 20				9 57	209	Hopewell Juno 1/2	
					9 25				10 02	211	Brinkerhoff	
					9 30				10 03	215	Fishkill Village	
					9 35				10 04	219	Matteawan	
					9 40				10 05	221	Fishkill on Hudson 1/2 (B)	
					9 45				10 06	222	Newburgh 1/2	
					9 50				10 07	223		
					9 55				10 08	224		
					10 00				10 09	225		
					10 05				10 10	226		
					10 10				10 11	227		
					10 15				10 12	228		
					10 20				10 13	229		
					10 25				10 14	230		
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					10 45				10 18	234		
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					11 05				10 22	238		
					11 10				10 23	239		
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					11 25				10 26	242		
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					12 55				10 44	260		
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					2 00				10 57	273		
					2 05				10 58	274		
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					2 30				11 03	279		
					2 35				11 04	280		
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					2 45				11 06	282		
					2 50				11 07	283		
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					4 10				11 23	299		
					4 15				11 24	300		
					4 20				11 25	301		

DESTROY ALL PREVIOUS SCHEDULES.

RHINEBECK & CONNECTICUT RAILROAD.

TIME SCHEDULE No. 9,

TO TAKE EFFECT MONDAY, JUNE 3rd, 1878.

For the Government and Information of Employees only, and not for the Public.

EASTWARD.				STATIONS.	WESTWARD.			
SUNDAY SPECIAL A	1 PASSENGER AND FREIGHT.	3 PASSENGER AND FREIGHT.	EXTRA TRAINS PER WEEK.		2 PASSENGER AND FREIGHT.	4 PASSENGER AND FREIGHT.	SUNDAY SPECIAL B	
P. M.	A. M.	P. M.		Leave.	Arrive.	A. M.	P. M.	P. M.
1.30	11.09	2.22	0	..... RHINECLIFF.....	41-6	7.50	6.05	5.00
1.41	11.21	2.38	3	..... RHINEBECK.....	38-6	7.55	4.50	4.48
1.57	11.34	2.58	7-1	..... RED HOOK.....	34-2	7.19	4.31	4.32
2.09	11.46	3.17	11-2	..... SPRING LAKE.....	30-4	7.01	4.10	4.17
2.18	11.53	3.29	13-6	..... ELLERSLIE.....	28	6.49	4.06	4.09
2.31	12.06	3.42	17-0	..... JACKSON CORNERS.....	24	6.32	3.50	3.55
2.39	12.12	4.01	19-3	..... MOUNT ROSS.....	22-3	6.23	3.42	3.48
2.55	12.24	4.16	23	..... GALLATINVILLE.....	18-6	6.07	3.27	3.33
3.05	12.31	4.28	25-4	..... ANCHAM.....	16-2	5.57	3.16	3.25
	12.51	4.52	31-5	..... COPAKE.....	10-1	5.33	2.53	
	1.14	5.15	35-2	..... BOSTON CORNERS.....	6-4	5.15	2.35	
	1.23	5.30	38-6	..... MOUNT HUA.....	3	5.00	2.18	
P. M.	1.39	5.38	41-6	STATE LINE (C. W. B. R. Junction)	0	4.50	2.10	
	P. M.	P. M.		Arrive.	Leave.	A. M.	P. M.	P. M.

Trains No. 1, 2, 3 and 4 will run daily, Sundays excepted. Specials A and B will run on Sundays only.

The Trains and Employees of the Rhinebeck and Connecticut R. R. while upon the track of the P., H. & B. R. R. will be governed by the Time Table, Rules and Regulations of the P., H. & B. R. R.

Trains must come to a full stop at Boston Corners, within not less than 200 feet of the Harlem or P., H. & B. R. R. crossing, as the case may be, and must not cross until flagman gives the signal that all is right.

Examine Carefully Rules on Back of Schedule.

J. H. JONES, Gen'l Supt.

Time table #9 - June 3, 1878 - Rhinebeck & Connecticut Railroad

Ancram in Columbia County also approved bonding in the amount of \$5,000, \$15,000, and \$30,000 respectively. In addition, \$129,200 had been raised from individuals along the line, most of it from Poughkeepsie investors.

With some funding in place and a reasonable assurance that more would become available, the process of building began. By March 1869 the right of way from Poughkeepsie to Salt Point was secured bringing with it renewed optimism. "Even the people of Litchfield and Salisbury [Connecticut] will be seen in our streets again trading, as in former times." Soon they would come by rail rather than by horse and wagon. By May 300-400 men were engaged in grading the road from Poughkeepsie to Salt Point, 2 or 3 miles of which had already been made ready for rail ties with tracks to follow.

Yet, the politicking by a few to change the direction of the road continued. "Prominent residents of the towns of Clinton and Milan have offered to raise one hundred thousand dollars in each town, if the road is carried through them to the line of Columbia County." One Clinton citizen, identified only as "Pro Bono Publico," quickly labeled the idea as pure "moonshine" and impractical because of the terrain. Furthermore, he added the majority of town residents oppose bonding the town for any amount. Another Clinton resident predicted that building a line from Salt Point through Hibernia to Wassaic would bring significantly more business than the one planned to Pine Plains. Politicking continued even after the contract to construct from Salt Point to Stissingville was awarded. As late as July 1870 the town of Washington offered \$50,000 to entice the P&E to build the line or a branch line through its town to Wassaic to connect with the New York and Harlem Railroad. These proposals overlooked the fact that P&E's charter as approved by the New York State Legislature did not permit a change in the route.

The remainder of 1870 saw a flurry of activity as tracks were laid and the first locomotive, the cab of which was made of polished black walnut and trimmed in gold, was delivered. Even the tender had a fine appearance dressed with gilt stripes and neatly lettered in gold, "P. & E. R. R. No. 1." In October a successful test run from Smith St. in Poughkeepsie to the first crossing of the Fallkill Creek buoyed the spirits of the builders, as did the arrival of a second locomotive at the end of the month. Passenger service to Salt Point was running by December. All else went as planned and on January 24, 1871 a celebration party with a band playing "Hail Columbia" preceded the P. & E.'s first official trip. At 9:55 AM on that cold and

stormy morning Engineer N. B. Cash and Fireman Robert Lester piloted "3 box cars fitted with seats and flooring covered with straw, one platform car and two new and elegant cars," all decked out with flags and banners left on a non-stop trip to Stissing. Locomotive No. 1 with Engineer George Carswell at the throttle had left shortly before to pick up passengers from stations along the line.

This euphoria carried with it remarkable predictions. The sleepy hamlet of McIntyre, still an unidentifiable crossroad in Stanford in 1995, was expected to grow into a factory town. Nearby Willowbrook was expected to grow into a "beautiful village." It never did. Its picturesque rolling farm fields dotted by a half dozen homes remain unchanged even now. The euphoria was short lived. Only a few months passed before a first harbinger of future trouble appeared. Funding became scarce as "Tightness of the money market has generally put a stop to the sale of Railroad Bonds and other securities." The P&E feeling the pinch, potentially unable to extend the line to its terminus at State Line, appealed to Poughkeepsie City to put up more money. This controversial issue drew a large turnout of Poughkeepsie taxpayers who, by a slim margin(56%), voted approval. With this financial backing the line was completed on October 1, 1872. But a year and a half later the P&E, unable to meet its mortgage payments, was bankrupt. Sold shortly thereafter and under new management, it was renamed the Poughkeepsie, Hartford and Boston Railroad.

Troubled with numerous limitations from the beginning, the P&E railroad seemed destined to fail financially. Difficulty raising construction money and with no direct connection to the Hudson River and with no direct link to a railroad connected with the west, its chances for financial success were severely hampered from the start. Added to these was its failure to construct its own direct line to Millerton(State Line) - it had to lease the D&C track from Stissing to Pine Plains. For all practical purposes it was hardly more than a short line through the towns of Poughkeepsie, Pleasant Valley and a sliver of the town of Clinton, the only towns along its line where it did not compete with the D&C. But even at its point of origin, Poughkeepsie, it competed for freight revenue with the Hudson River Railroad.

Bankrupt again in 1884, it sold its Boston Corners to Millerton(State Line) track to the Hartford and Connecticut Western Railroad. This left it with exclusive control of only the track from Poughkeepsie to Stissing(Town of Stanford) and a few miles of track from Pine Plains to

Boston Corners. From 1884 it stumbled along for another 23 years until it merged with the Central New England Railway Company in 1907. Finally, in 1910 that company abandoned the P&E track from Stissing to Salt Point in Pleasant Valley, leaving only the trackage from Salt Point to Poughkeepsie, a thin remnant of a once great dream.

RHINEBECK AND CONNECTICUT RAILROAD

Thomas Cornell, president of the Ulster County based Rondout and Oswego Railroad, initiated a plan in April 1870 to construct a railroad through northern Dutchess County. As owner of the Cornell Steamboat Co., he envisioned a direct route to transport coal, his primary business, to New England. Coal transported from Pennsylvania by the D&H Canal to Rondout(near Kingston) would be shipped across the Hudson River by Cornell's barges to Rhinecliff. From there it would be shipped to New England by the proposed railroad. Though it began in Dutchess County, when finished much of the line would be constructed through Columbia County. Chartered on June 29, 1870 as the Rhinebeck and Connecticut Railroad(R&C), its purpose was to provide a rail route which connected rail and canal traffic from Pennsylvania and western New York to New England. Initially, the route was to be constructed almost due east through Pine Plains. But the route was revised in part to capture local traffic in the more populated portions of southern Columbia County. The new route originated at Rhinecliff, traveled through Red Hook and onto Mt. Ross where it then swung through southeast Columbia County on its way to New England by way of Boston Corners. Presuming the plan would proceed smoothly, R&C's board confidently expected funding to come from taxpayers. "The towns of Rhinebeck and Milan will be bonded at once," noted the Rondout Courier, reporting on the railroad's first organization meeting held on June 27, 1870 at Thomas Cornell's office in Kingston. Alfred Wilde of Rhinebeck was appointed R&C's first president.

But neither the choice of route nor the expectation that taxpayers would foot construction costs should have been taken for granted. Both stirred residents' resistance, though Rhinebeck acknowledged the need to increase business in town. "The balance sheets of our merchants do not show now as well as they did two years ago." Interest among local businessmen, potential investors, was no better. "Railroads in front of us, and railroads behind us, but no railroad to us, and still half our business men are lukewarm or indifferent."

An early sign of opposition came from the Astor family who took legal action to change the course of the rail line to protect their estate's view of the Hudson River. Also, businessmen and farmers, fearful about the railroad's effect on their primary method of transport, Hudson River barges, sought and obtained compromises from the R&C. In October 1871 the R&C was restrained by court order from preparing the Slate Quarry Dock for railroad activity. "We do not believe that this Company[R&C] can invade private property and take possession without first obtaining some sort of title..." complained the plaintiffs. But these turned out to be the easy problems. Funding at taxpayers expense became a real bone of contention.

During late Spring, 1871 R&C officials had negotiated a \$100,000 financing agreement with town of Rhinebeck officials. Having obtained court approval for such action, based on the belief that the majority of Rhinebeck taxpayers were in favor, the town agreed to float a bond to support the R&C. But by the time the bonds were ready for issue in December a groundswell of taxpayer opposition developed. Led by James H. Wynkoop a civil suit against the town and R&C officials was initiated. The lengthy court battle which followed found Rhinebeck's bonding illegal. Behind the veil of legalese presented to the courts was the real taxpayers' issue, "a protest against being made compulsory stockholders."

While the Wynkoop suit was wading its way through the courts taxpayers in the Columbia County town of Ancram overturned an earlier court decision to bond the town for \$55,000. Having already provided some financing for the P&E, taxpayers decided one railroad was enough; a second would overburden taxpayers. And the town of Milan, feeling it had been misled into bonding its town for \$25,000 obtained a restraining order which prevented the R&C from receiving or demanding any of that money. Trouble followed trouble. During these legal actions R. Hood, Chief Engineer of the R&C resigned giving as his reason, professional conflict with the president of R&C.

Unable to rely on town financing much of the financing for building the R&C came from private sources. Yet, while fighting those legal battles the work of obtaining rights of way and surveying the road continued. By May 1872 the road was prepared for ties and rails from Rhinecliff to Elizaville and Jackson Corners. By the end of the year 300 men(500 were needed) were grading the route from Mt. Ross to Boston Corners. Finally, in June 1872 with track laid almost to Elizaville the company ran trains over the completed portion of the road to accommodate people

wishing to visit Rhinebeck for the July 4th celebration.

Aside from complaints about the loud whistle which initially panicked a few Red Hook villagers and an occasional work stoppage by a rowdy group of striking laborers, progress was largely uneventful. One work stoppage, the result of the financial Panic of 1873, interrupted work schedules only briefly. Predictable accidents, often the result of blasting, stopped work briefly at times. One freak accident had more dire consequences. A gate which a fast moving train crashed through, hit and seriously injured railroad laborer Patrick Creed. On the lighter side conductor Fred and his engineer spied four snapping turtles and couldn't resist stopping the train to catch the slow moving turtles for soup. As a result their loaded freight train was too late to make its connection with an awaiting Hudson River barge.

By early Spring 1874 the R&C, though not yet a completed line, was carrying more freight than it could accommodate. New freight cars arrived by early summer and R&C officials bragged that its line was carrying more freight than any new line in the "country." Calves for butchering and hay and straw for horses shipped to the Hudson River and then to New York City by barge were the principal exports. A second engine, the "Edward Martin," named for R&C's new president, was delivered in September 1874 along with a passenger coach, 5 box cars and 6 platform cars to handle the flood of business. Six months later 3 more engines were ordered and 100 more freight cars. And finally on April 27, 1875 passenger service began. Passengers and freight, particularly coal from the barges of the D&H canal, could then travel straight through from Rhinecliff to Hartford using the track of the Hartford & Connecticut Western Rail line(formerly the Connecticut and Western Railroad) once the R&C reached Connecticut.

But the anticipated benefits to Rhinebeck residents and others along the line were less than had been promised. R&C's principle interest was "to make work for his[Cornell's] tugboats [and] towing barges of coal." As owner of the coal yard at Rhinecliff, Cornell soon began to charge \$1.00 more per ton of coal than any other yard along the Hudson. Tired of these high prices a group of Rhinebeck residents, through their agent Rhinebeck Judge Conrad Marquardt, contracted with a Newburgh company to deliver coal to Rhinebeck at a lower price. Cornell responded immediately. He instructed one of his tugboats to ram the lines of the Newburgh coal barge, setting it adrift on the Hudson. A court order restraining Cornell from such actions was hurriedly obtained. Ignoring the

order, Cornell had the coal barge lines cut a second and a third time. His arrest, serenaded by applauding and jeering Rhinebeck residents, followed. Ironically, he was brought before Judge Marquardt, who ordered him to stand trial. Months later Cornell, essentially receiving only a slap on the wrist, was fined a paltry sum compared to his grand fortune.

Despite early successes in its first year of full operation the R&C ran at a deficit. Teetering on the brink of financial crisis for several years, some years with small net profits and others with large deficits, it limped along until 1882. At this propitious time Thomas Cornell purchased the R&C from its stockholders at a fraction of the cost to build it. He immediately sold it to the Hartford and Connecticut Western Railroad Company at a hefty profit, thereby the R&C became an extension of that line.

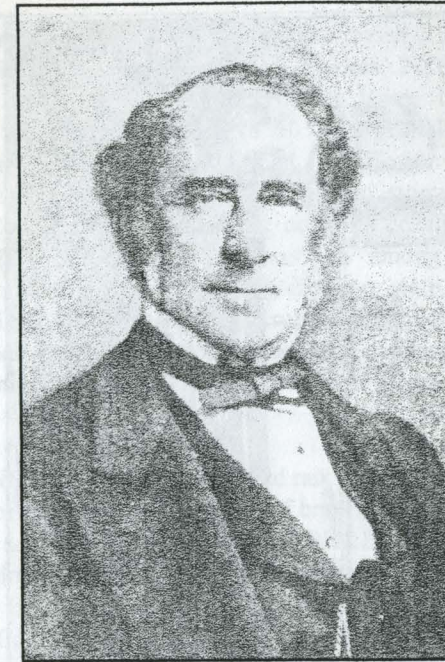
III - INTERSTATE RAIL SYSTEMS

THE NEW YORK, NEW ENGLAND RAILROAD

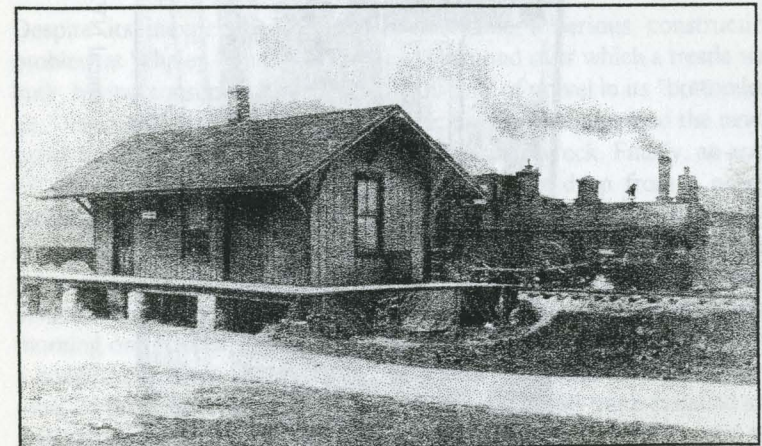
Presumably Dutchess County residents saw the sale of the R&C as uneventful. From the start R&C had been primarily a through line to Connecticut. Its sale to a larger rail line, the Hartford and Connecticut Western Railroad, picked up a theme hinted at almost 15 years earlier when the BH&E planned to extend its New England rail line through Dutchess County to connect directly with Pennsylvania coal suppliers. Though the BH&E failed, in time some of Dutchess County's rail system would become part of interstate rail systems. In fact, only those lines which did become part of interstate routes survived.

A few months after the R&C sale BH&E's successor, the New York and New England Railroad(NY&NE), initiated a plan to extend its line through Dutchess County to the ferry at Fishkill Landing. There the ferry would carry it across the Hudson River to connect with the Erie Railroad and then directly with Pennsylvania coal suppliers and other western markets. This first rail system was a harbinger of things to come. Eventually, this system and another, together with the emergence of highway transportation, would contribute to the decline of Dutchess County's internal rail network.

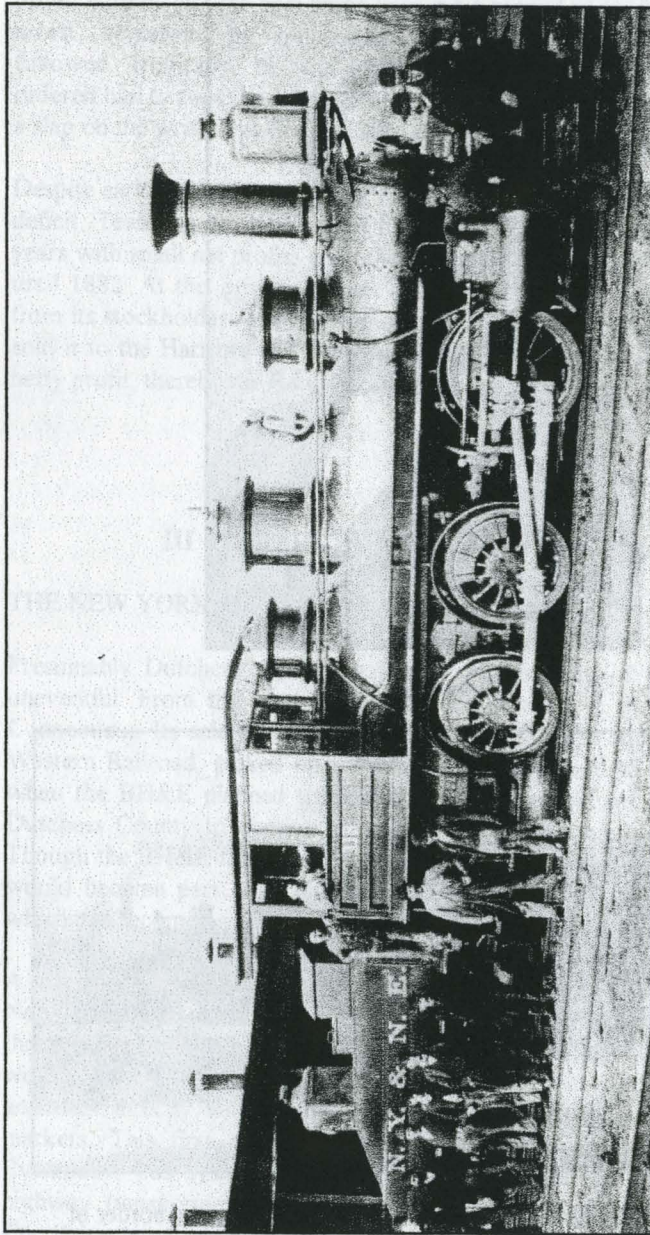
A clear symbol of the future of Dutchess County's rail network appeared



Thomas Cornell



Mt. Ross, on the R&C and later the CNE; right on the border of Dutchess county. Postcard



A typical NY&NE locomotive of that day

A clear symbol of the future of Dutchess County's rail network.

Plate 10

on December 12, 1881. Early on that winter morn NY&NE's first freight car containing 800 live turkeys from Livonia, NY(25 miles south of Rochester) was ferried across the Hudson River. Its Boston, Hoosic Tunnel and Western Railroad car No. 5052 left Fishkill several hours later destined for Providence, Rhode Island. The Boston freight car from a point almost 300 miles west of the Hudson stopped only briefly on Dutchess County soil before moving on to its destination deep in New England. This NY&NE railroad was one among many burgeoning interstate rail systems which recognized no state, county, or town boundary lines in conducting its substantial business. Unlike local railroads these systems did not require local support nor did they need local funding. Their money came from large investors and from state coffers.

The NY&NE's 316 mile New England rail system was a conglomerate of 218 miles of main line and 98 miles of branch lines and leased railroads, much of it acquired from the bankrupt BH&E. It had built less than 25 miles of railroad before it embarked on the construction of a 65 mile rail connection from west of Waterbury. This new line would go through Danbury, Connecticut and Brewster, NY in Putman County before swinging north into Dutchess County to Hopewell Junction where it leased D&C track to its Fishkill Landing terminus.

Despite its inexperience, NY&NE overcame a serious construction problem at Whaley Pond near Pawling. The pond over which a trestle was built, having consumed more than 20,000 tons of gravel in its "bottomless pit," was unable to support the structure. Sinking into the mud the newly constructed trestle was left a twisted and warped wreck. Finally, an army of laborers, who moved 5 acres of soil, 12 feet deep from a nearby location, were triumphant as the pond's appetite was satiated and a solid foundation established. Hurriedly working night and day through the town of Beekman to complete construction before winter cost young William Rederat, a Poughquag resident, his life. At 1 AM Sunday morning on October 17, 1881 he was killed in the process of uncoupling a construction train. Others were injured in the course of the work but most of these men returned to work. Finally, with all track installed and spiked securely to its ties, laborers did beat the winter deadline and the long awaited connection between Hartford, Conn., Providence, RI and Fishkill was complete.

With barely 15 miles of rail in Dutchess County the NY&NE was primarily a through rail system. Its "huge boats," carried 16 freight cars at

a time across the Hudson to Newburgh where the connection with the Erie Railroad was made. With its rail line in Dutchess County completed in 1881 and other acquisitions, the NY&NE had become a 478 mile system. In 1881 the NY&NE, a company worth \$32 million, moved 3.5 million passengers and 1.2 million tons of freight. Compare that business with two "local" Dutchess County railroads, the D&C (by then renamed the Newburgh, Dutchess and Connecticut) and the P&E (by then renamed the Poughkeepsie, Hartford and Boston), which combined carried 133,000 passengers and 173,000 tons of freight. The NY&NE earnings that year after taxes was \$778,000 whereas the two Dutchess County railroads, the D&C and the P&E, operated at a combined loss of \$15,000.

By the end of the decade the seeds for change would be sown. A bridge built across the Hudson River would embroil the NY&NE in a struggle for control of east-west traffic through Dutchess County.

THE POUGHKEEPSIE BRIDGE AND ITS ASSOCIATED RAIL LINES

Hardly a moment after the NY&NE announced its opening date the notion of constructing yet another railroad was in the air amongst Poughkeepsians. Having already built "more miles of railroads than any other piece of territory of equal size in the state," or perhaps "in the world" interested Poughkeepsians were not deterred. Worried that Newburgh would capture even more of Poughkeepsie's business, a railroad from Poughkeepsie to Hopewell Junction to connect with the NY&NE was proposed. To reassure potential investors, who had "lost so heavily in local railroads," initiators of the new rail line implied that the NY&NE might lease the new line, thereby assuring investors a financial return on their investment. Assuming the NY&NE would "never do any local business worth speaking of," a Hopewell Junction-Poughkeepsie route, if built, would divert "local travel to [Poughkeepsie] for trading purposes, instead of leaving it to go to Newburgh."

This proposal alarmed Newburgh merchants. In a stinging article the editor of the Newburgh Daily Journal counselled, "If Poughkeepsie is experiencing [poor] fortune, we don't know as we can do better than advise her people to move about fifteen miles down river [to Newburgh]." In the end Newburgh's concern was premature. Ten more years would pass before the line (named at that time the Dutchess County Railroad) between Poughkeepsie and Hopewell Junction would be built.

Not surprisingly, its construction came soon after the Poughkeepsie Bridge was built. A railroad bridge spanning the Hudson somewhere in the mid-Hudson Valley was not a new idea. First circulated as early as 1851, the idea was beyond engineering capability at the time. Two decades later the first charter for a bridge across the Hudson River at Poughkeepsie was awarded on May 11, 1871. Its purpose was broad - "for the passage and transportation of passengers, railroad trains, teams, vehicles, cattle, horses, sheep, swine and other merchandise and property." Not exclusively a railroad bridge nor exclusively for use by a single railroad, it was chartered as an improvement for the general public good. The proposed bridge's first president, John F. Winslow, a wealthy Poughkeepsie resident with interests in iron and steel related businesses, was a member of the board of directors of the Poughkeepsie and Eastern Railroad. When stock in the new company was offered for sale in 1873, two members of the board of directors of the Pennsylvania Railroad Company, A. L. Dennis and J. Edgar Thompson, the latter a bridge and railroad engineer, purchased 55% of the stock. Having gained control of the Poughkeepsie Bridge Company, Pennsylvania Railroad board member A. L. Dennis, was elected president. Interested in opening a direct rail line from Pennsylvania to New England quickly, President Dennis began bridge construction in November, 1873. But the death of J. Edgar Thompson, a principle investor, and the shortage of funding as a result of the financial Panic of 1873 brought construction to a halt shortly after it began.

A year later, following a visit by representatives of the Boston Chamber of Commerce, New England investors undertook the challenging task. Construction began in 1876. But several construction mishaps, too expensive for the bridge contractor to overcome, once again terminated the project. Another 10 years passed before new investors, primarily from Philadelphia but joined by others from New England, New Orleans, Pennsylvania and Poughkeepsie, moved the bridge project ahead. Under the direction of a new president, Watson Van Benthuyzen of New Orleans, construction began in October, 1886.

Almost immediately this \$5,000,000 (\$50,000,000 in 1995 dollars) enterprise drew criticism up and down the Hudson River. The new bridge, the shorter and likely to be the quicker rail route between New England and Pennsylvania and other points west, threatened to take business from New York City and Albany. Hiding their real concern, loss of income, critics warned that placing supporting structures for the bridge in the Hudson River would "threaten to impair the free navigation of the

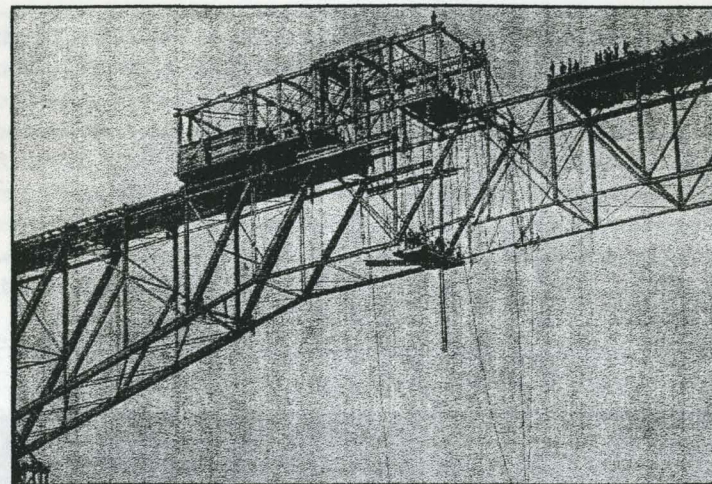
Hudson." No longer would the Erie Railroad, the Philadelphia and Reading Railroad, the Pennsylvania Railroad have to transfer freight onto cars floats and ferries to cross New York harbor or connect at Albany to reach Boston and other New England points. Indeed, the bridge had far reaching commercial potential. The president of the Erie Railroad anticipated sending 1000 freight cars a day over the bridge with freight valued at \$500,000(\$5,000,000 in 1995 dollars). At the time a substantial portion of that traffic was going through New York City or nearby and Albany. It is little wonder New York City and Albany felt threatened.

Connecting the bridge with New England commercial centers was of paramount importance. Both a northeastern and a southeastern route were envisioned. With the construction of a 10 mile rail line from the Bridge to connect with the NY&NE at or near Hopewell Junction the southeastern connection would be made. That matter solved(though not actually constructed until after the Bridge was built), Bridge company officials then turned their attention to an unanticipated problem, the northeastern route. Confident all along that they could purchase the P&E(then renamed the New York and Massachusetts) to make the northeastern connection, Bridge company officials were surprised to learn the P&E was not for sale. In fact, its owner had plans to extend the line from Boston Corners(near Millerton) to Great Barrington and Springfield, Massachusetts, a measure intended to increase the lines profitability.

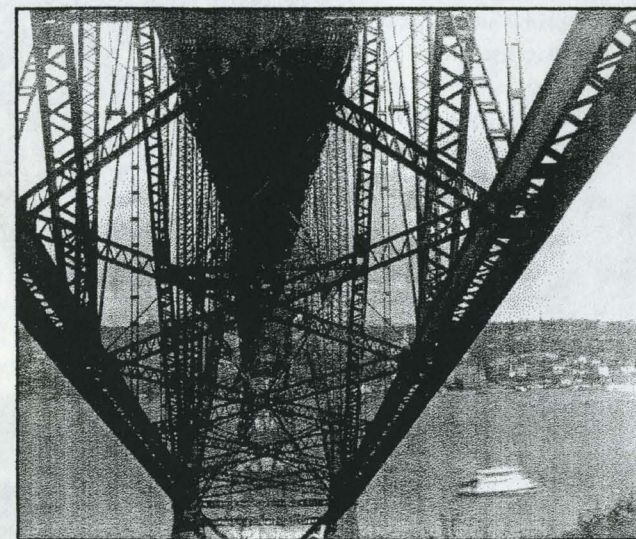
Thwarted by the P&E and having already purchased the Hartford and Connecticut Western Railroad, the rail line from Millerton east into New England, the bridge owners had no rail connection to Millerton. To cure this problem the Bridge company decided to build a new rail line paralleling the P&E. The 28 mile line, named the Poughkeepsie and Connecticut Railroad(P&C), was built from the bridge through Hibernia, Stanfordville and Pine Plains to Silvernails in Columbia County. There it connected with the R&C, by that time leased by the H&CW.

During this period construction of the Poughkeepsie Bridge made steady progress. Aided by the labors of "Sunny Italians, Teutons, Gauls, Britons, Celts and 'Americans'", bridge supports were installed and a construction traveller 232 feet above the water began to install steel for the bridge by August 1887. A year later with much of the construction completed, the first of 14,000 gallons or 82 tons of paint coated the bridge structure.

The bridge was a spectacular engineering marvel, almost 7000 feet long,



The construction traveler was featured in this newspaper illustration wherein the last piece of steel was being pinned in place.



The ferry passengers saw a different view of the bridge. From glass plate in Zannis Collection

The ultimate blow against further railroading across this bridge occurred in 1974. The bridge walker who would normally have caught this fire in its infancy had been laid off so the blaze was to well established to be extinguished without fatal damage to the roadbed.

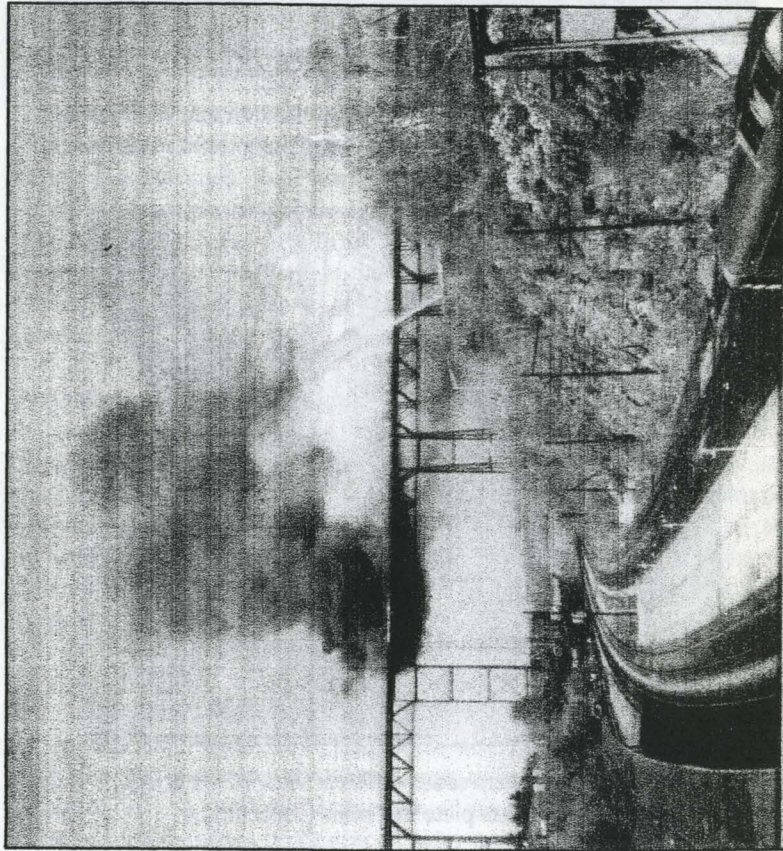


Plate 12

Dutchess County Railroads

the superstructure of which was 130 feet above the water at its lowest point. The track itself was a spectacular 212 feet above the water presenting an unparalleled panoramic view of the Hudson River. It was to become the most effective gateway into and through Dutchess County. River ice which closed the Hudson to ferry transportation for weeks in mid-winter would not close the bridge. Delays transferring cargo on both sides of the river from one railroad to the other via the railroad ferry would no longer be a factor in freight and passenger transportation on this new bridge line.

Finally, on a cloudy mild winter Saturday afternoon, December 29, 1888, Conductor William Mc Cormac seated railroad officials in a single passenger car, pulled by Hartford and Connecticut Western Railroad engine #10. This train was ready to make its maiden voyage across the newly completed Poughkeepsie Bridge. Spectators who had assembled expectantly erupted gleefully as the two car train moved toward the bridge.

"From every window and many of the roofs could be seen interested faces gazing upward,... the whistles of all the factories and of engines upon the track of the New York Central & Hudson River Railroad shrieked forth an enthusiastic salute, hats, handkerchiefs, and in some cases sheets were waved...., answered by shouts and waving handkerchiefs from enthusiastic passengers."

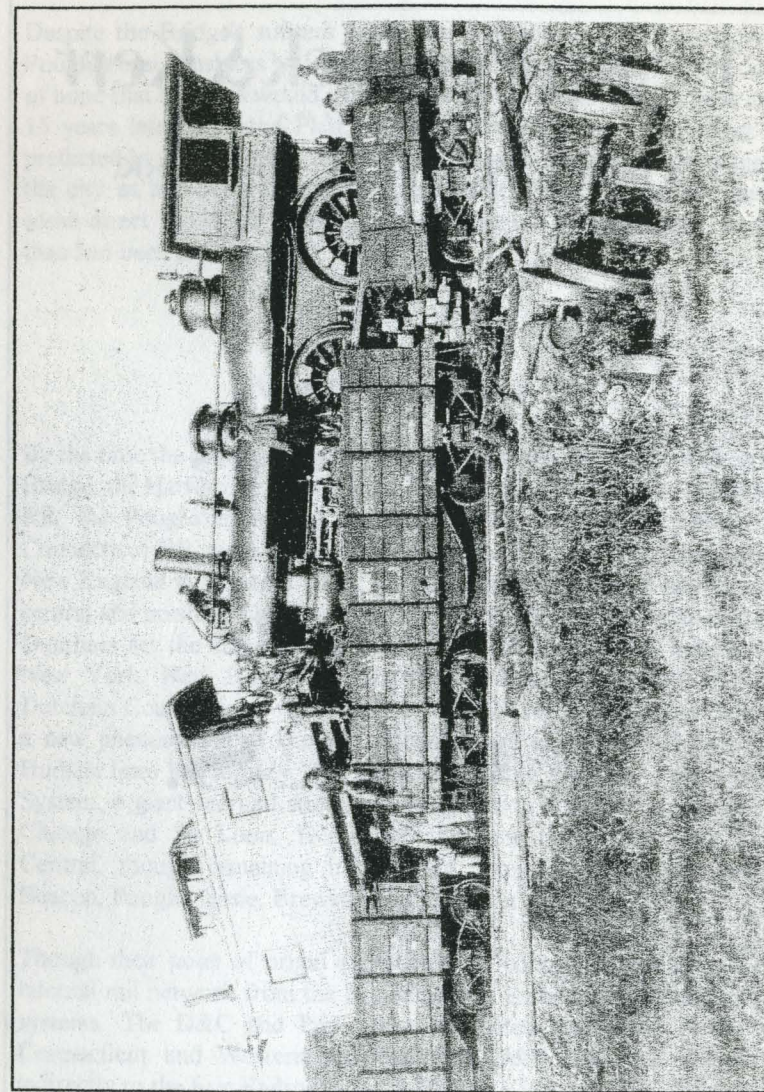
Not thinking about the lofty plan for the bridge at that moment, this joyful crowd, passengers and railroad enthusiasts were actually witnessing the final chapter in the transformation of Dutchess County's local rail system. Exactly one year before the first train crossed over the bridge, the Poughkeepsie Bridge Company and the Hartford and Connecticut Western Railroad were merged into one company, the Poughkeepsie, Hartford and New England Railroad Company. In a few years much of the rail traffic through Dutchess County would use the bridge. In time, the ferry at Fishkill Landing and the coal transfer facilities on the Hudson at Rhinebeck and Poughkeepsie would give way to the bridge and its connection with interstate rail systems.

The bridge was never intended to be a stand alone structure. Instead, it was to be part of an east-west rail system to carry freight, particularly coal, to and through Dutchess County. To accomplish this the construction of a line west of the Hudson, the Hudson Connecting

Railroad, was completed on May 22, 1889 to Campbell Hall in Orange County linking the Pennsylvania anthracite coal railroads to the Poughkeepsie Bridge. Through this line and the newly constructed Poughkeepsie and Connecticut Railroad which opened on July 29, 1889, a through route from Pennsylvania to New England was complete. With this rail system and the NY&NE, two east-west routes through Dutchess County were in full operation, local Dutchess rail traffic becoming only a secondary consideration to each of these lines.

The good fortune which initially accompanied the bridge was short lived. In 1892, with revenues too small to meet mortgage payments, the bridge and its connecting lines were sold to the Philadelphia, Reading and New England Railroad Company. Bond holders received only \$408 on each \$1,000 investment. Its new owners would no longer treat the bridge as a "distinct property... offering facilities to any company that may desire to connect with it." Instead, it would become "a part of the through line railroad." But the new company fared no better. Within a year it failed. This, despite the fact that in 1893 about a million tons of freight was shipped over the bridge. Interestingly, 45% of that was coal. The bridge and its associated lines would remain in the hands of a receiver until 1899, when it was purchased by the Central New England Railway Company.

The last new railroad built in Dutchess County(already referred to above) opened on a rainy Saturday, May 21, 1892. Named the Dutchess County Railroad, it's 12 mile length connected Hopewell Junction with the Poughkeepsie Bridge. On its first day 350 "country" excursionists to Poughkeepsie filled six cars, yet several other cars remained empty. The Retail Merchants Association, sponsors of the festivities, were disappointed. Bunting flags, Chinese lanterns and other decorations supplied by Luckey, Platt & Co. and other businesses encouraged only a few excursionists into Poughkeepsie's shops. Rain, railroad officials explained, had kept "country" folk home. Among the speakers closing the celebration at Poughkeepsie's armory was Poughkeepsie Eagle editor John I. Platt, a promoter of the bridge. Recognizing the continuing change in railroading from local roads to rail systems, John Platt applauded the wealthy Philadelphia and Reading Railroad corporation for stepping in to build the new road. With the opening of the Dutchess County Railroad, 42 years of new rail line installation came to a close. Almost 300 miles of rail had threaded its way through Dutchess County's towns, forests and farmland.



In the early days of the NY&NH, that later became the NYNH & H, there were problems with cattle on the tracks but the spectacular events involved railroad equipment.

Peale, Peacock & Kerr

(INCORPORATED)

PHILADELPHIA.

NEW YORK.



Bituminous

AND

Anthracite

COALS.



SHIPPED BY

Poughkeepsie Bridge Route.

187

One of the companies that profited by the building of the Poughkeepsie Railroad Bridge.

Plate 14

Despite the Bridge's success as an east-west through line, its boost to Poughkeepsie business was less than had been anticipated. Yet, the flame of hope that business would increase substantially continued to burn even 15 years later. Edmund Platt, author of the History of Poughkeepsie, predicted in 1905 that the bridge, "may yet prove as much advantage to the city as had been expected." After 1905 Poughkeepsie did derive some direct benefit as a result of the bridge but its gains were smaller than had been anticipated.

IV - CONSOLIDATION

By the time the Dutchess County Railroad was opened the Poughkeepsie Bridge, the Hartford & Connecticut Western RR, the Hudson Connecting RR, the Poughkeepsie and Connecticut RR, and the Rhinebeck and Connecticut RR were consolidated into one 163 mile line, the Central New England & Western RR(CNE&W). This consolidated line through central and northern Dutchess County and the NY&NE through southern Dutchess set the stage for the extensive New England rail system, the New York, New Haven and Hartford Railroad, to acquire most of Dutchess County's(east-west) rail network. But rail consolidation was not a new phenomenon in Dutchess County. The north-south Harlem and Hudson lines had already been consolidated into the New York Central System, a giant railroad stretching from Boston and New York City to Chicago and St. Louis. Eventually, the New Haven and New York Central, though remaining independent, interchanged freight cars at Beacon, Poughkeepsie, Brewster and Millerton.

Though their point of origin was within the county, Dutchess County's internal rail network from the beginning was connected to interstate rail systems. The D&C and P&E were connected near Millerton to the Connecticut and Western Railroad. The D&C was also connected indirectly to the Erie Railroad via the Dutchess Junction-Newburgh ferry. And the ferry at Rhinecliff-Kingston connected the R&C with the Rondout and Oswego Railroad(R&O) and also the D&H canal both of which made rail connections with Pennsylvania rail lines. The R&O eventually connected with the D&H Railroad at Oneonta and the Scranton-Wilkes Barre anthracite coal fields. Even the diminutive Clove Branch Railroad for a time was connected to the proposed but never constructed New York, Boston and Montreal Railroad. It was the

struggle between Pennsylvania and New England rail barons to gain control of the Poughkeepsie Bridge which hastened the incorporation of Dutchess County rail lines into interstate rail systems.

That story, alluded to earlier, is worth a more detailed examination. In 1892 the president of the Philadelphia and Reading Railroad, Archibald McLeod, gained control of the Poughkeepsie Bridge. Renamed the Philadelphia, Reading and New England Railroad, the 163 mile rail system which included the bridge provided the Philadelphia and Reading Railroad with access to Hartford, Connecticut, Springfield, Massachusetts and New England commercial markets. At this same time McLeod increased the price of coal. An unforeseen result, a decline in demand, left that rail line stuck with an expensive surplus of unsold coal. McLeod saw a way into new markets. Using Philadelphia and Reading Railroad Company stock as collateral, McLeod gained control of the New York and New England Railroad and also the Boston and Maine Railroad, together a huge rail network connected to many of New England's industrial and commercial centers. Coal could be sold in those expanding markets.

Several years before McLeod gained control of the NY&NE, its competitor the New York, New Haven and Hartford Railroad(New Haven) had tried to limit NY&NE's growth. McLeod's acquisition of the New York and New England Railroad, together with the Boston and Maine Railroad, threatened the New Haven's developing monopoly of Connecticut's rail network. To deal with this threat, the New Haven, led by financier and railroad entrepreneur J. P. Morgan, squeezed the NY&NE by cutting off its access to freight traffic from the New Haven railroad. As a result NY&NE's income fell sharply throwing it into financial distress. Then Morgan began purchasing its stock, at a lowered price. By 1895 he had acquired financial control of the NY&NE and all rail traffic to Fishkill Landing including its terminal and ferry to Newburgh.

The New York & New England's decline undermined the financial condition of its backer, the Philadelphia and Reading Railroad, throwing the latter into bankruptcy. Following that, the Philadelphia, Reading and New England Railroad Company, after defaulting on its interest payments for several years had to sell the Poughkeepsie Bridge Line to the Central New England Railroad(CNE) in 1898. This set the stage for another takeover by the New Haven railroad.

To relieve rail freight traffic on its heavily travelled Connecticut shore line from New Haven to New York City, the New Haven sought to acquire the Poughkeepsie Bridge as an all land rail freight route to bypass the New York City harbor and car float and rail ferry interchanges with railroads on the New Jersey side. The Poughkeepsie Bridge itself was not for sale. CNE officials, recognizing the bridge as the heart of their system, offered Morgan and the New Haven "the whole thing or nothing." As a result Morgan and his New Haven were forced to buy a controlling interest in the CNE.

By 1904 the New Haven controlled the Bridge line from Campbell Hall through northeast Dutchess County to Hartford and also the Dutchess County Railroad from Hopewell to the Bridge. This gave Morgan a direct line from the bridge to Hopewell and from there to New Haven's rail lines in New England by way of the NY&NE. From the bridge the New Haven connected directly with the Pennsylvania coal railroads at Campbell Hall in Orange County. With this acquisition Morgan's New Haven railroad controlled both the northern and southern routes through Dutchess County. The New Haven Railroad then extensively reconstructed the Poughkeepsie Bridge and the southerly route via Hopewell Junction to the new Cedar Hill rail yard near New Haven. The New Haven Railroad also built a huge rail freight classification yard at Maybrook in Orange County(near Campbell Hall) to create the Maybrook Line or "Southern New England Gateway" via the Poughkeepsie Bridge. Freight trains from connecting railroads at Maybrook were funnelled over the bridge to serve the vast appetite for raw materials, food, fuel, and consumer goods during the smoke stack era of New England.

This set the stage for the consolidation of Dutchess County's internal rail network. In 1905 the New Haven purchased the D&C(then renamed the ND&C). Two years later the P&E(reorganized for a 4th time as the New York & Massachusetts) was purchased by the New Haven. Both of these were then merged into the CNE which operated independently but was under New Haven's control. With that every iron rail, station, locomotive and railroad car in Dutchess County except the New York Central lines were under New Haven's control. By 1910 the New Haven consolidated the duplicate P&E and P&C lines into one line. With the development of the "Southern New England Gateway" and the continued loss of passenger and freight business on the remaining CNE branch lines in Dutchess County, the New Haven abandoned most of Dutchess County's branch lines in the 1930s. Further consolidations of redundant lines continued until all that remained of Dutchess County's internal rail network in 1938 was the line from Hopewell Junction to the Poughkeepsie Bridge and the line from Hopewell Junction to Beacon.

Dutchess County Railroads

These remained as part of the New Haven line from Danbury to Hopewell, the Maybrook Freight Line.

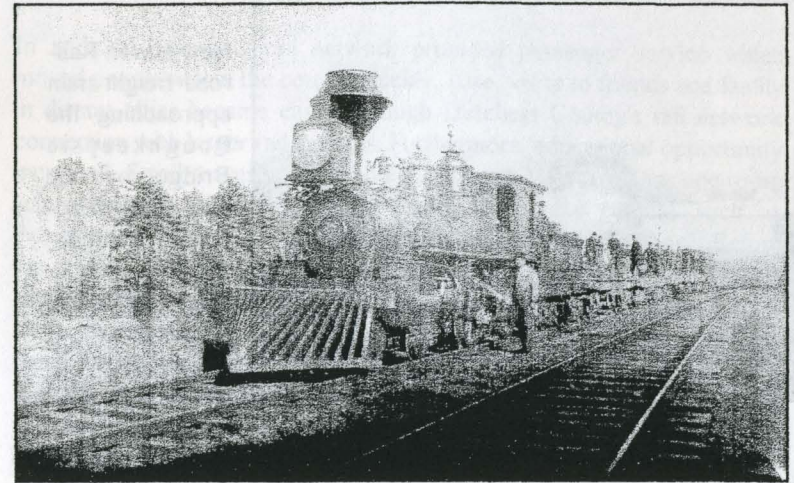
It was the private auto, the paved highway and the motor truck that made "local" rail lines and branch lines unprofitable. The New Haven, attempting to maintain service, cut costs, and replaced steam driven passenger trains with rail bus vehicles. But with increasing use of automobiles, even the rail bus vehicle proved to be unprofitable and had to be discontinued. By the 1930s the modern motor truck carried much of the mail, express, milk and smaller than car load lot freight business. Unless branch lines had major industries generating hundreds of car loads per year, they were abandoned.

DUTCHESS COUNTY INTERNAL RAIL NETWORK

Appraising its early years

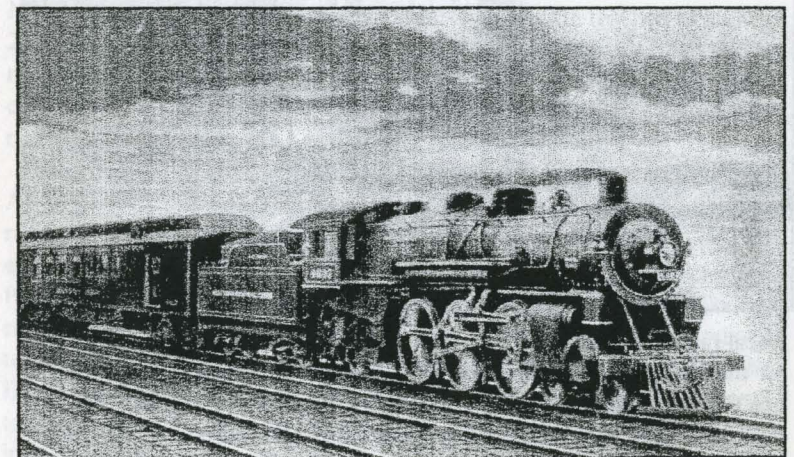
Dutchess County's internal rail network had provided a valuable service to industrial businesses and farmers. Prior to the arrival of railroads, products had been exported beyond county borders on the Hudson River. But river traffic was relatively slow. For example, the barge "Manhattan" left New Hamburg at 5 PM and arrived in New York City by sunrise. By rail the same trip took less than three hours. Furthermore, river shipping was not year round - winter ice closed the Hudson to shipping. Railroad shipments were year round and more frequent. Some products such as milk, not marketable because of spoilage during a trip on the Hudson, became an exportable commodity. As a result farmers produced more milk. In 1865, before the arrival of the internal rail network, towns along its lines (D&C & P&E) sold a total of 401,000 gallons of milk. Ten years later, after these rail lines were constructed, these towns sold 1,400,000 gallons of milk, most of it shipped by rail. Farmers, who had prior to the arrival of these rail lines made the labor intensive dairy products, butter and cheese, switched to shipping raw milk. The development in the 1870s of the insulated ice cooled refrigerator rail car made this possible. As a result farmers, able to dispose of their milk quickly, increased the size of their herds to increase income.

Dutchess County Railroads



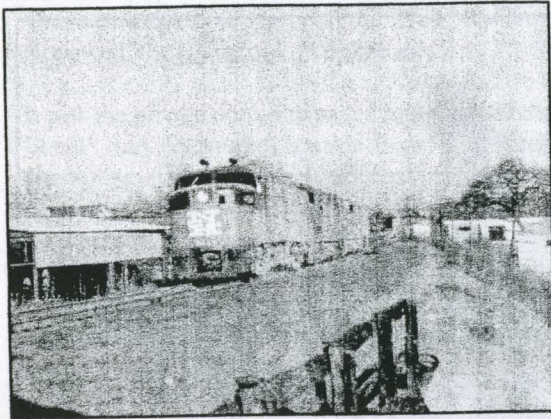
A Central New England & Western Railroad work train with Rogers Locomotive Works #7, in the vicinity of Poughkeepsie. Glass plate negative ca. 1890.

Collection: Heywood Cohen



New York Central's crack 20th Century Limited, ca. 1915. Overnight run to Chicago with on board service "equal to best hotels and clubs."

Plate 15



New Haven Railroad freight train approaching the Poughkeepsie Bridge on the way to Maybrook, ca. 1958. Photo by Heywood Cohen.



Local rail fans pose with Conrail freight train crew at Manchester Bridge on the Maybrook Line, March 1982. Listed on its banner are the rail line's owners during the previous 90 years - Central New England Railroad, New York, New Haven and Hartford Railroad, Penn-Central Railroad and finally Conrail.

Photo by : Heyward Cohen.

In addition, this new rail network provided passenger service which moved people within the county quickly. Also, visits to friends and family in distant cities became easier through Dutchess County's rail network connection with larger rail systems. Furthermore, educational opportunity increased. Small towns provided only elementary education in one room school houses. Children had to travel to larger centers such as Poughkeepsie, Rhinebeck, Millbrook, etc. to attend high school. Before the railroads children either stayed with family or friends in these larger centers during the school year or did not go to high school at all. But when the railroads arrived children could commute on a daily schedule, thereby continuing their education.

The precise economic impact of the railroads in Dutchess County has not yet been measured. Railroads changed the economy of the county. New businesses could emerge as a result of the availability of transportation to export their products. Employment opportunities shifted as the primarily agriculturally based economy shifted to accommodate factory jobs. One measure of economic impact is the taxable real estate of the railroads. Real estate taxes paid by railroad corporations were a source of income to every town in the county. By 1894, the year after all new railroad building had been completed, railroad real estate accounted for 14% of all taxable real estate in the county. In some towns, such as the town of Northeast, the proportion of taxable railroad real estate reached as high as 28%. Other towns, such as Clinton where trackage through the town was minimal, railroad real estate accounted for only 3%. But most towns could count on raising approximately 15% of its real estate taxes from railroads.

As valuable as the service was to Dutchess County residents, the internal rail network provided dismal financial returns to its investors during its early years whether these were individuals or local governments. Passenger travel and freight income on each of the three Dutchess County railroads, after a great start, declined by 1881. Passenger travel declined to only 60% of its initial years. Freight income also declined. By 1881 the D&C and the R&C showed only slight gains in freight tonnage compared to their respective dates of initial service. But freight fees and therefore income declined by almost 20%. The P&E was especially hurt during that early period. Its freight income declined 37%.

What can be said about these early results? Simply, that the anticipated growth, particularly for the P&E, was not forthcoming. But most significant was the 16% decline in the consumer price index from 1872 to

1881 following the financial Panic of 1873. This narrowed profit margins for Dutchess County's railroads. In fact, during some of these years they operated at a deficit. Regarding passenger travel, it may be that the novelty of such travel had simply worn off quickly or that people simply did not have the money to travel.

The conventional explanation for the initial financial troubles of the Dutchess County internal rail network is that there were just too many railroads competing for the same business. Perhaps this is true but only in part. Large portions of the area in Dutchess County each railroad served was unique to that railroad. But more importantly, revenue and cost analysis studies were not done during this period. In the absence of knowledge about how much traffic each new rail line would generate railroad entrepreneurs simply gambled on succeeding. Railroad construction requires enormous sums of borrowed money, some of which is short term debt requiring early pay back. Income to pay back this huge debt was simply not there to earn.

Also, during the years following the Panic of 1873 the availability and the need for Dutchess County's raw materials, an important component of the freight business, declined. Limestone and marble quarries were becoming depleted as were the iron mines. Furthermore, by 1890 the new steel technology and giant blast furnaces in Pennsylvania and the Midwest drove the local iron industry to extinction. Also, some local industries and manufacturing establishments moved from the county to better locations in other parts of the country. By the time the New Haven had captured much of Dutchess County's rail lines many of these changes were well underway and the need for local lines as vehicles to ship freight decreased significantly.

The lack of profitability of Dutchess County railroads had its consequences during the decade following the Panic of 1873. The unprofitable R&C was sold to a larger line, the Hartford and Connecticut Western Railroad. The P&E went through a couple of bankruptcies, after which it gained small incomes during some years and significant losses during others. For example, it earned \$104 in 1888, but lost almost \$13,000 in 1890. Only the D&C, bankrupted once, was able to limp along at a small profit. It earned \$28,000 in 1890, not a significant earning for a several million dollar company. Yet, it had survived competition from the NY&NE. However, it was beginning to feel the competition from the newly constructed Poughkeepsie Bridge. In 1890 its freight income declined 20%. It made up for this loss by lowering costs and earning

income from miscellaneous other sources. Perhaps the D&C, the county's first internal railroad, was the only railroad which should have been constructed. The others, built during the era of railroad fever, had little chance of succeeding on their own.

EPILOGUE

What has become of the miles and miles of railroads in Dutchess County? Little remains. The original Hudson River line remains. A portion of the original New York and Harlem line to Wassaic, about midway up on Dutchess County's eastern border, remains as a commuter line. The line from Danbury to Hopewell Junction(the former NY&NE) and the line from Hopewell to Beacon(the former D&C) remains but they are inactive. However, a recent purchase by the Metro-North Railroad may reactivate some of this track as a commuter passenger line to serve a growing number of new arrivals from New York City. The Smith Street yard and switchback track to the Hudson line at North Water Street yard remains

as does one and a half miles of the CNE east of the Poughkeepsie Bridge. The latter line serves several industries in the town and city of Poughkeepsie.

Otherwise only trackless beds, ghosts of busy rail lines, are visible from late fall to early spring. Stone culverts, bridge abutments, cinder paths, rock cuts and rail bridges far from any existing rail lines remain. A few stations, now converted to homes or businesses or in some instances simply decaying, remain. These and the ghost tracks remain as silent reminders of a once active rail network in Dutchess County.

APPENDIX

Glossary of name changes for Dutchess County's internal rail lines.

Dutchess & Columbia(D&C) became Newburgh, Dutchess and Connecticut

Poughkeepsie & Eastern(P&E) became Poughkeepsie, Hartford and Boston, then New York & Massachusetts and once again the Poughkeepsie & Eastern

Rhinebeck & Connecticut(R&C) became part of the Hartford and Connecticut Western Railroad

Clove Valley - no change

Poughkeepsie & Connecticut was incorporated into the Hartford and Connecticut Western Railroad

Later the R&C and P&C became part of the Philadelphia, Reading and New England Railroad.

By 1907 all of the above except the Clove Valley RR which closed became part of the Central New England Railroad.

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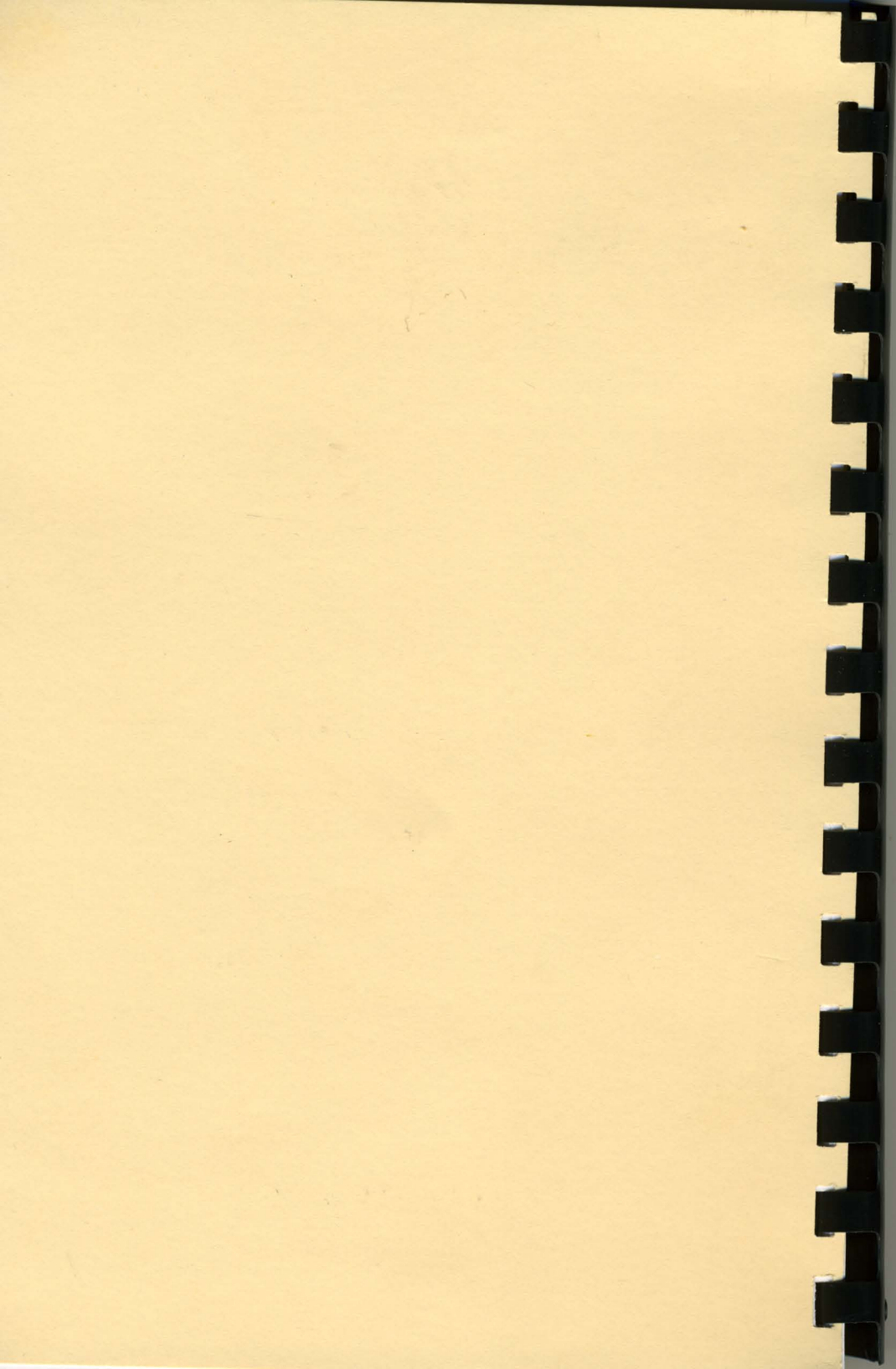
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Dutchess County Railroads



Stissing Junction

William P. Mc Dermott

Town of Clinton Historical Society