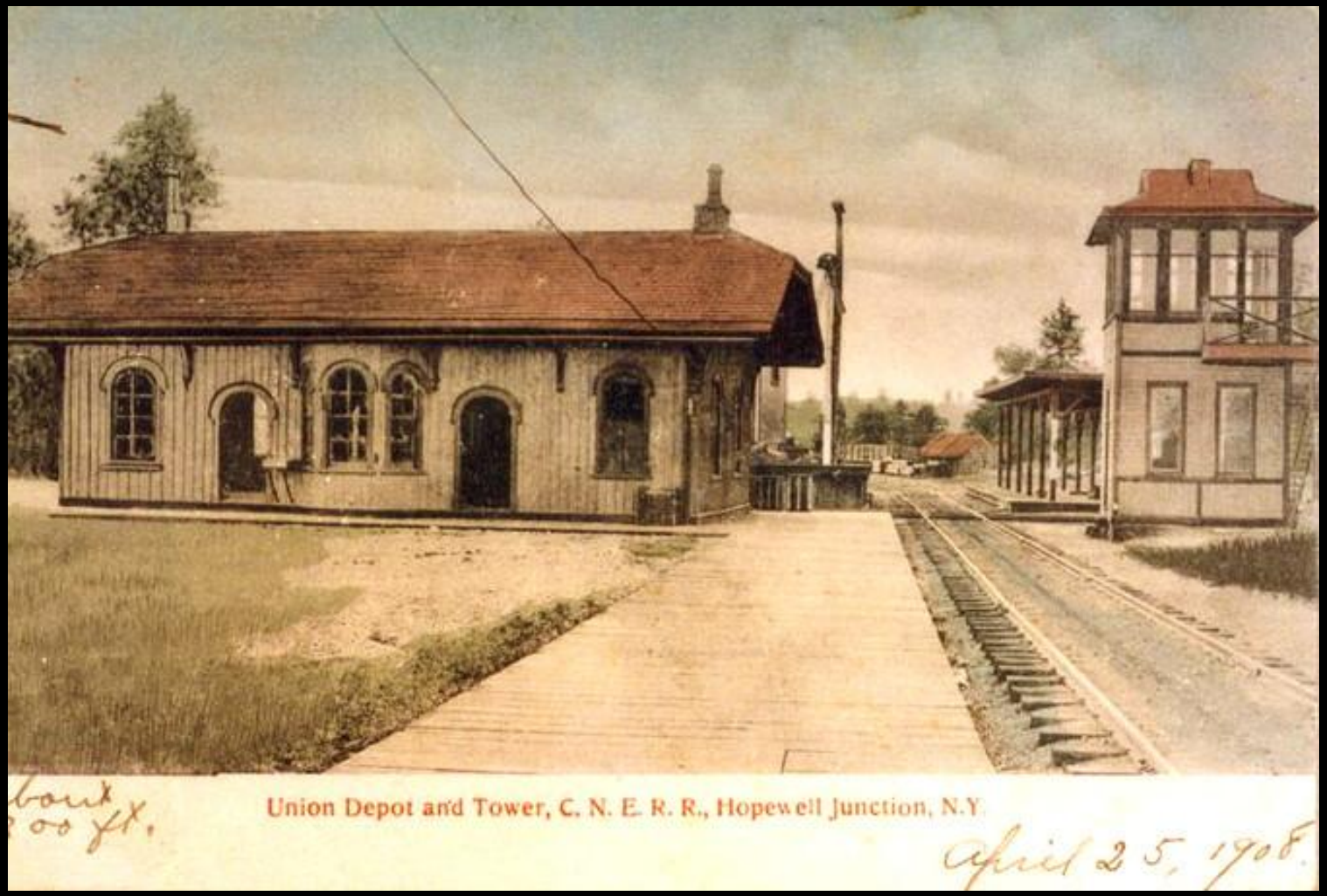
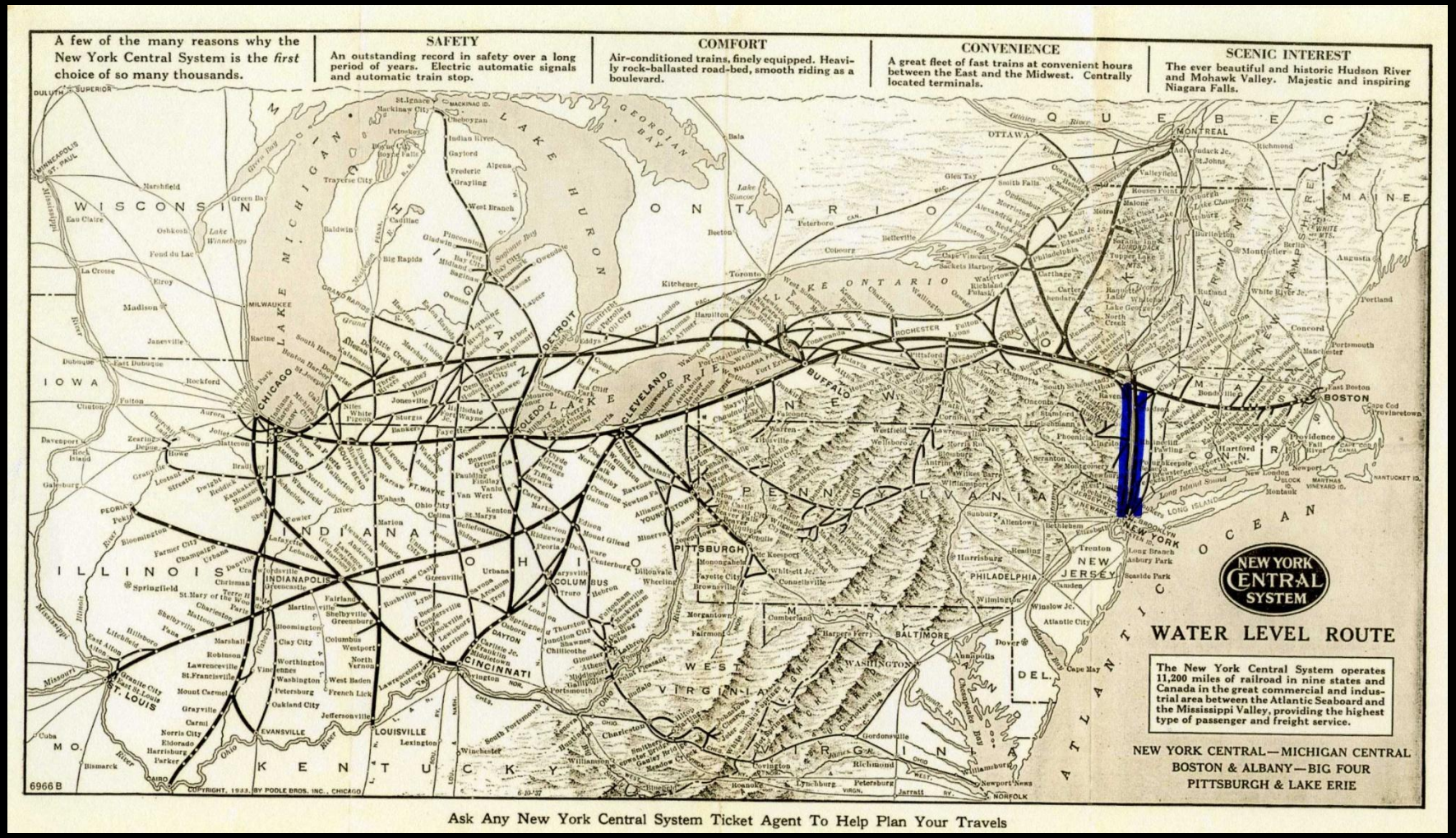
DUTCHESS COUNTY RAIL TRAILS



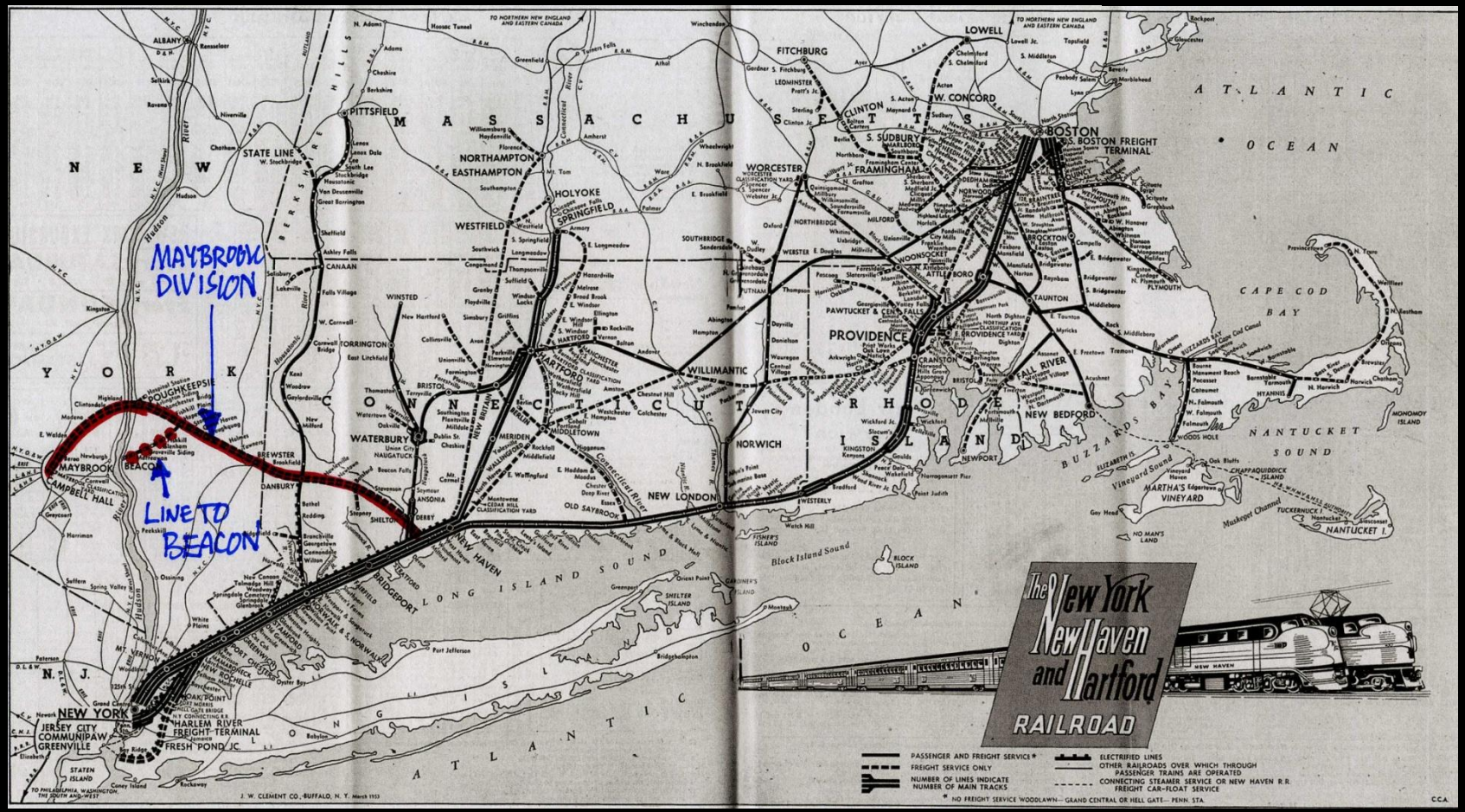
Heritage Interpretation Opportunities

Bernie Rudberg
1932-2016

New York Central Railroad

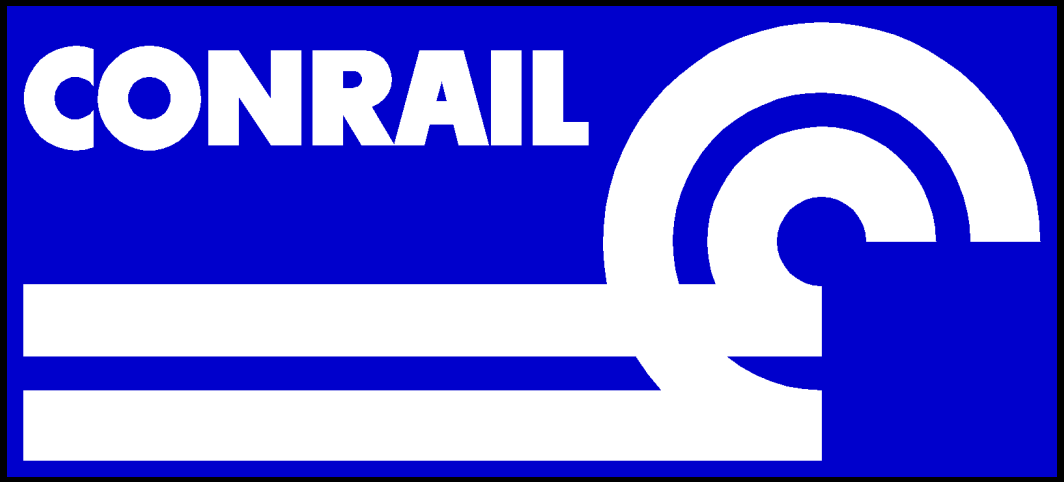


New York, New Haven & Hartford Railroad

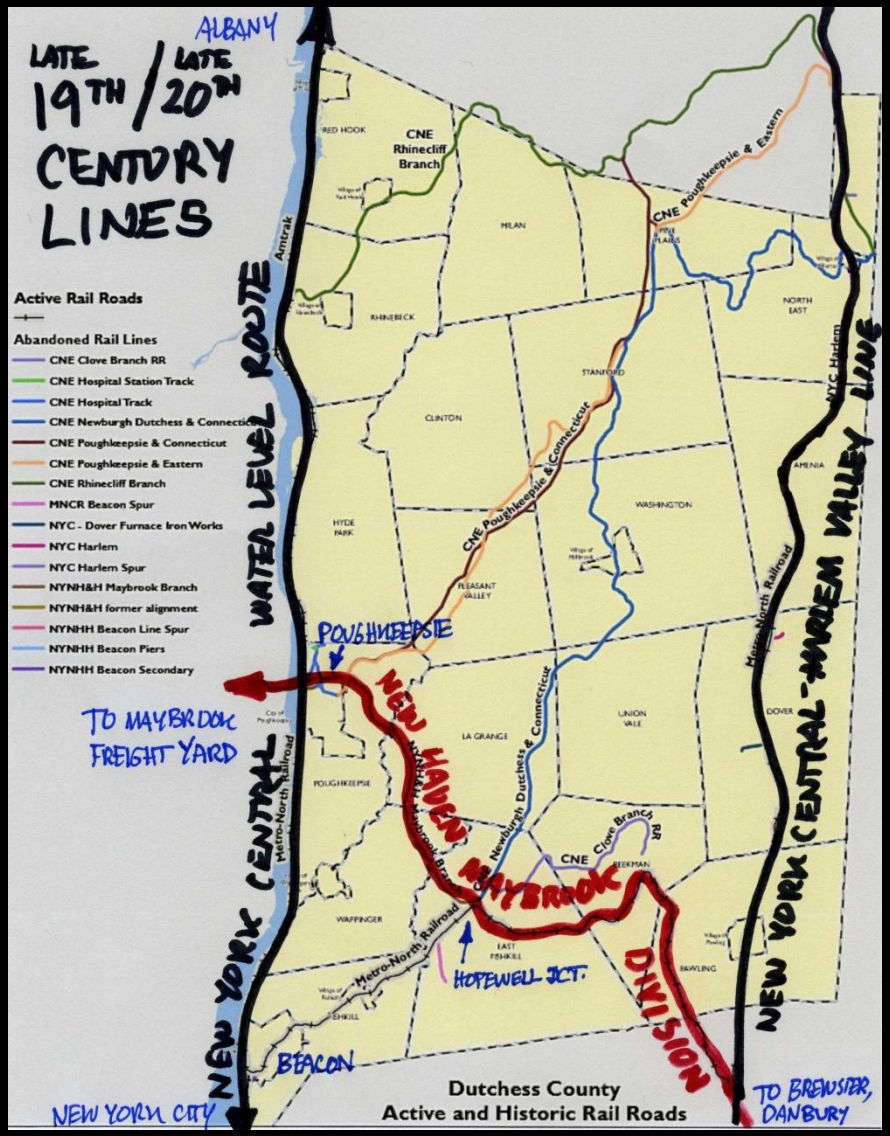


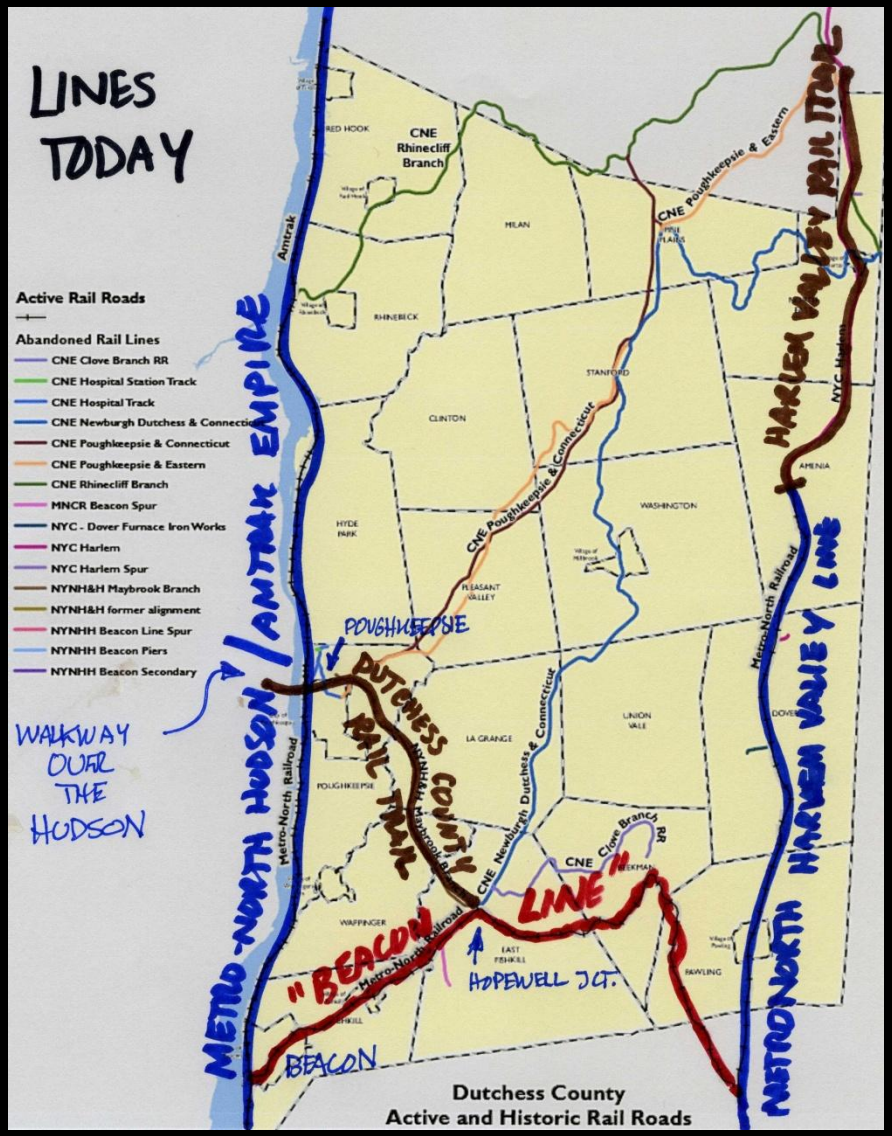
1968

April Fools' Day, 1976



Dutchess County
Rail Geography 101





There's a Train a Comin':

Connection to the Empire Trail means:

…connection to a Statewide trail network and National audience

…more recreational users, long-distance riders, and visitors seeking experiences, goods, services and heritage tourism opportunities on and off trail in Dutchess County…

The Empire Trail: An Opportunity for Dutchess County:

The Empire Trail in Dutchess County is a trail including historic rail corridors that can become a major regional and national recreation & heritage tourism destination, complemented and enhanced by coordinated wayfinding & rich historical interpretation

Rail Trails Concept & Intent

Is history important? Is Heritage Tourism a goal? Is a rail trail a "green nature tunnel" or an evocative linear historical site?

Cultural Resources

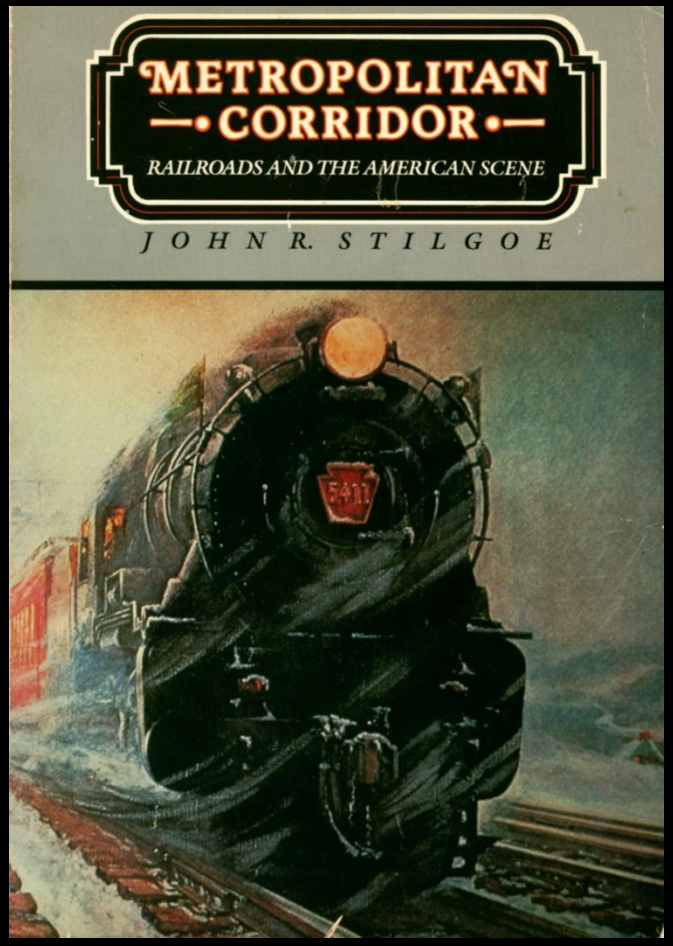
A rail trail is more than a connection between historic places, it IS a historic place…

a linear industrial archaeological district,

a “cultural landscape”

…and a Heritage Tourism asset!

Interpretation can enrich a person’s appreciation and experience of place



Trail Uses

Recreation: happens by default, if people are on a trail and they are moving and looking at things

Interpretation: happens by choice, if provided…and people look at it

Trail Interpretation Planning

Planning can include preservation & interpretation of a trail corridor's historical resources

Consider interpretive programming from the start:

What physical remains survive?

What stories can they tell?

“Double-you?! What does that mean? Westchester?”

– – • –

Railroad Archaeology

A railroad right-of-way can contain lingering evidence of communication, operations, safety, etc. equipment that can tell stories

These artifacts are often removed during preconstruction clearing

If history & education are goals, conduct a Preconstruction Survey to identify features

Then protect, stabilize, design, preserve, enhance…and interpret!

Lay Down Tracks!

Two Pennsylvania Rail Trail Trailhead Track Installations That Make The Railroad Landscape Connection Clear

Northeast Pennsylvania Rail Trail Coalition

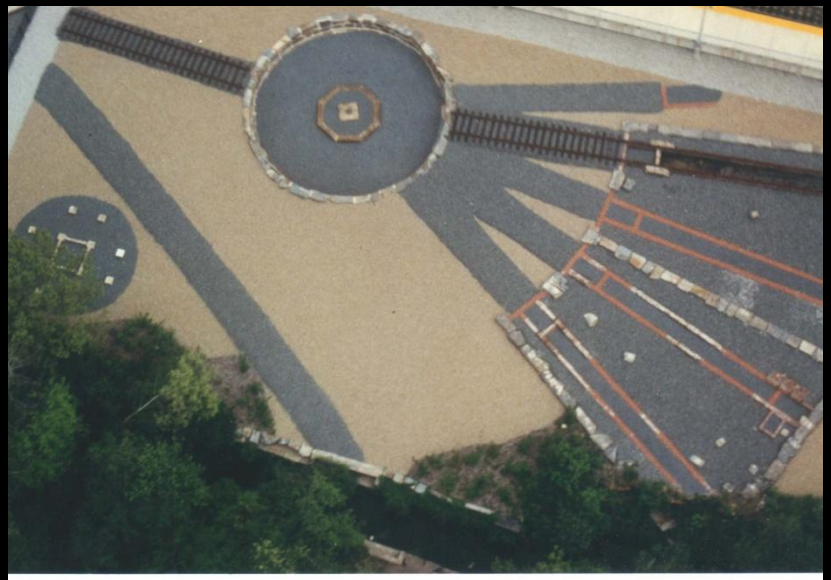
36-Mile Lehigh Gorge Rail Trail

Railroad Artifacts: What IS all this stuff?

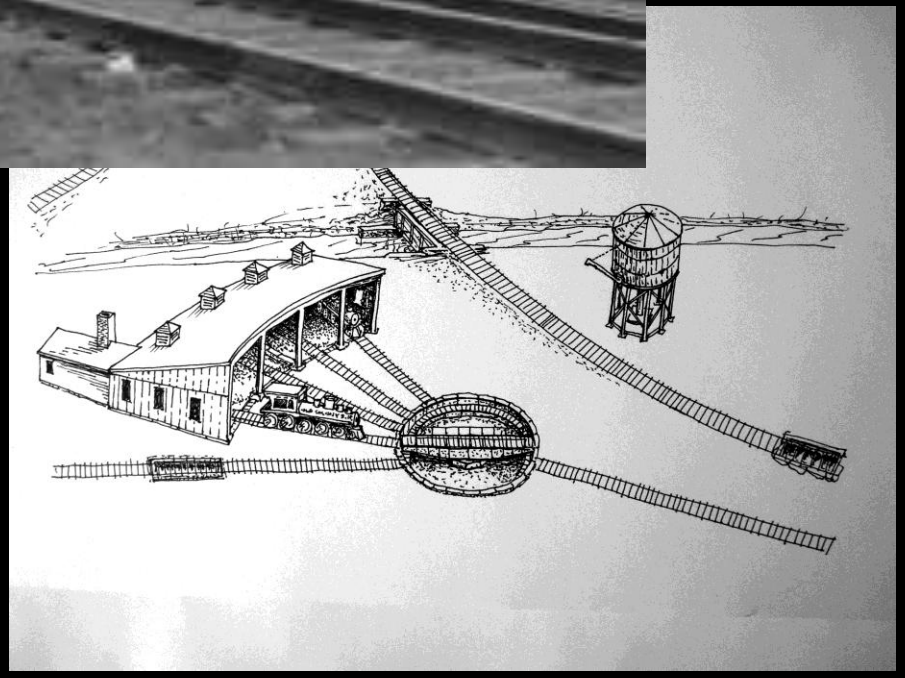
Infrastructure Interpretation Opportunities:

In just one mile of a local rail trail…

“Roundhouse Park”
Whitman, Massachusetts



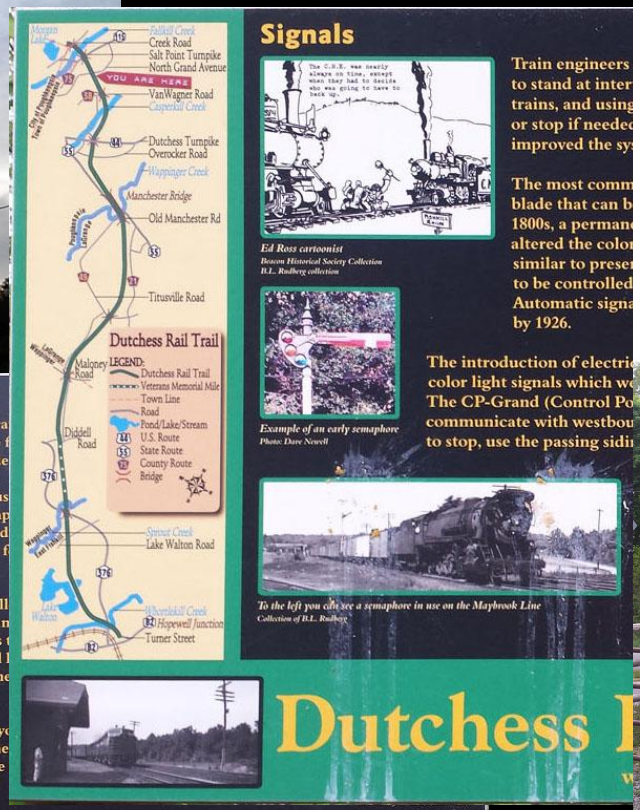
Roundhouses were everywhere!
Hopewell Jct., NY



Historical Preservation:
Hopewell Jct. Depot

Historical Preservation:
Hopewell Jct. Interlocking Tower

Historical Interpretation:
Dutchess County Rail Trail



INTERPRETATION ANSWERS THE QUESTIONS:

- **What am I looking at?**
- **Why does this place look the way it does?**
- **What happened here?**
- ***Why should I care?***

Engagement & "Relateability"
Railroad history is not just names & dates!

The railroad was the Internet, Interstate highway and UPS of the 19th century

It spurred community growth and provided connection to the outside world

Samuel F.B. Morse's railroad telegraph: world's first instantaneous long-distance communication

"Maybrook Line" PA-New England freight corridor = Interstate 84; Maybrook Yard = truck distribution warehouses

Its not all about trains!

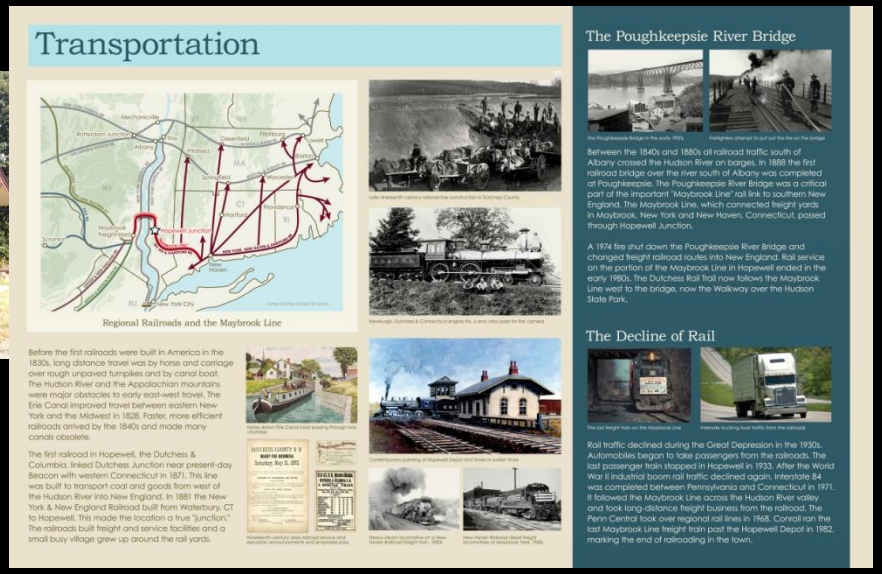
What else can we see or reach from the trail?

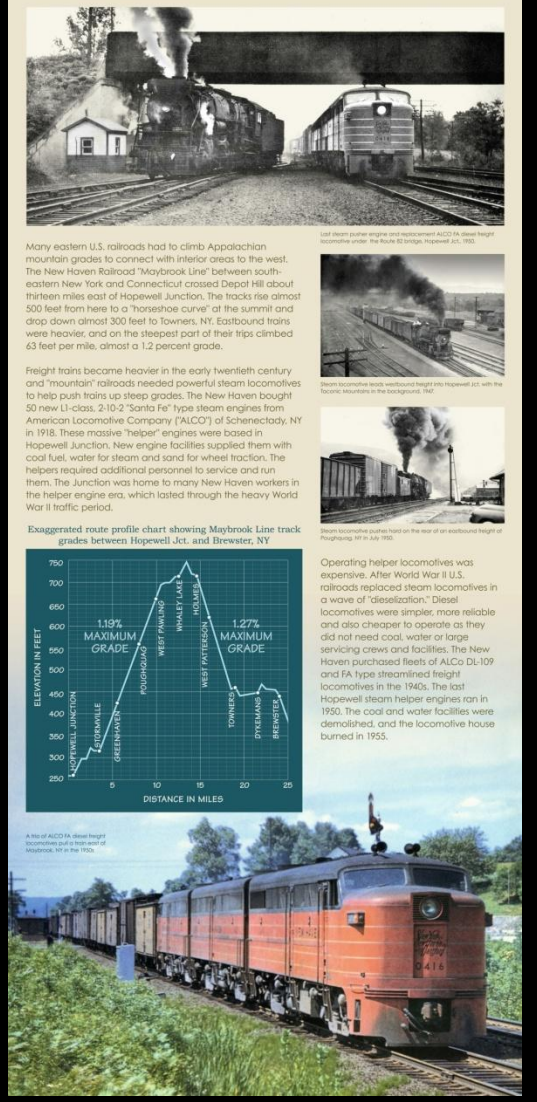
Natural history, natural landscapes

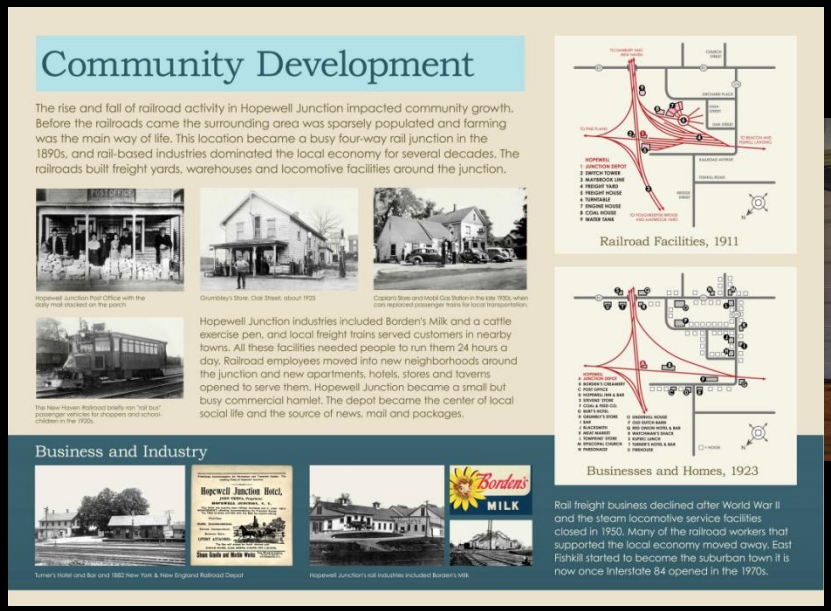
Human land use and infrastructure: agricultural, industrial, urban…

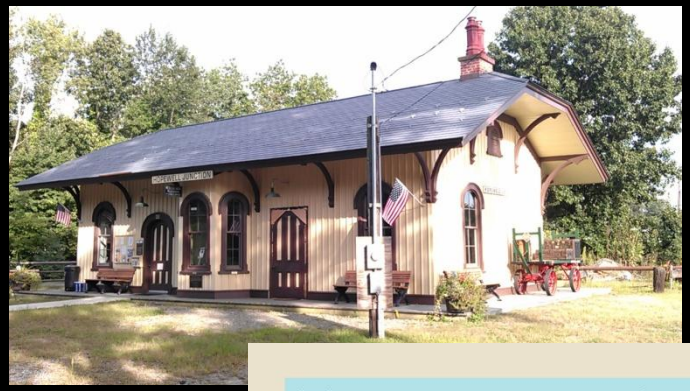
Community history & growth

Interpretation: Hopewell Jct. Depot Museum panels, Hopewell Jct., New York, for the Hopewell Depot Restoration Corporation









Regional Significance

Transportation

Regional Railroads and the Maybrook Line

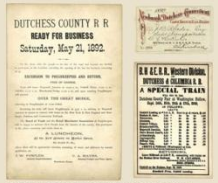
Late nineteenth-century railroad line construction in Dutchess County

Newburgh, Dutchess & Connecticut engine No. 6 and crew pose for the camera

Before the first railroads were built in America in the 1830s, long distance travel was by horse and carriage over rough unpaved turnpikes and by canal boat. The Hudson River and the Appalachian mountains were major obstacles to early east-west travel. The Erie Canal improved travel between eastern New York and the Midwest in 1828. Faster, more efficient railroads arrived by the 1840s and made many canals obsolete.

The first railroad in Hopewell, the Dutchess & Columbia, linked Dutchess Junction near present-day Beacon with western Connecticut in 1871. This line was built to transport coal and goods from west of the Hudson River into New England. In 1881 the New York & New England Railroad built from Waterbury, CT to Hopewell. This made the location a true "junction." The railroads built freight and service facilities and a small busy village grew up around the rail yards.

Horse-drawn Erie Canal boat passing through lock chamber



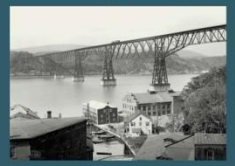
Nineteenth-century area railroad service and excursion announcements and employee pass

Contemporary painting of Hopewell Depot and tower in earlier times

Heavy steam locomotive on a New Haven Railroad freight train, 1930s

New Haven Railroad diesel freight locomotives at Maybrook Yard, 1960s

The Poughkeepsie River Bridge



The Poughkeepsie Bridge in the early 1900s

Firefighters attempt to put out the fire on the bridge

Between the 1840s and 1880s all railroad traffic south of Albany crossed the Hudson River on barges. In 1888 the first railroad bridge over the river south of Albany was completed at Poughkeepsie. The Poughkeepsie River Bridge was a critical part of the important "Maybrook Line" rail link to southern New England. The Maybrook Line, which connected freight yards in Maybrook, New York and New Haven, Connecticut, passed through Hopewell Junction.

A 1974 fire shut down the Poughkeepsie River Bridge and changed freight railroad routes into New England. Rail service on the portion of the Maybrook Line in Hopewell ended in the early 1980s. The Dutchess Rail Trail now follows the Maybrook Line west to the bridge, now the Walkway over the Hudson State Park.

The Decline of Rail

The last freight train on the Maybrook Line

Intersate trucking took traffic from the railroads

Rail traffic declined during the Great Depression in the 1930s. Automobiles began to take passengers from the railroads. The last passenger train stopped in Hopewell in 1933. After the World War II industrial boom rail traffic declined again. Interstate 84 was completed between Pennsylvania and Connecticut in 1971. It followed the Maybrook Line across the Hudson River valley and took long-distance freight business from the railroad. The Penn Central took over regional rail lines in 1968. Conrail ran the last Maybrook Line freight train past the Hopewell Depot in 1982, marking the end of railroading in the town.

Local Impacts

Community Development

The rise and fall of railroad activity in Hopewell Junction impacted community growth. Before the railroads came the surrounding area was sparsely populated and farming was the main way of life. This location became a busy four-way rail junction in the 1890s, and rail-based industries dominated the local economy for several decades. The railroads built freight yards, warehouses and locomotive facilities around the junction.

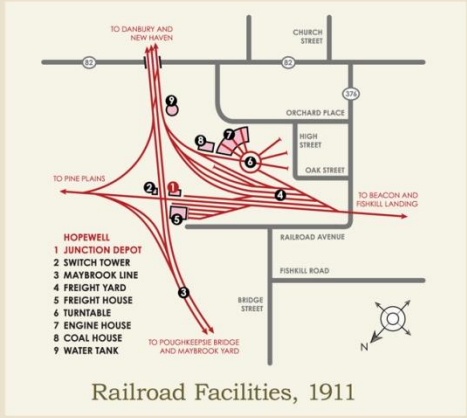
Hopewell Junction Post Office with the daily mail stacked on the porch

Grumbley's Store, Oak Street, about 1925

Caplan's Store and Mobil Gas Station in the late 1930s, when cars replaced passenger trains for local transportation.

The New Haven Railroad briefly ran "rail bus" passenger vehicles for shoppers and school-children in the 1920s.

Hopewell Junction industries included Borden's Milk and a cattle exercise pen, and local freight trains served customers in nearby towns. All these facilities needed people to run them 24 hours a day. Railroad employees moved into new neighborhoods around the junction and new apartments, hotels, stores and taverns opened to serve them. Hopewell Junction became a small but busy commercial hamlet. The depot became the center of local social life and the source of news, mail and packages.

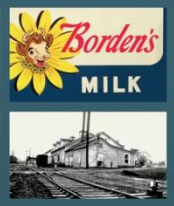


Railroad Facilities, 1911

Businesses and Homes, 1923

Business and Industry

Turner's Hotel and Bar and 1882 New York & New England Railroad Depot



Hopewell Junction's rail industries included Borden's Milk

Rail freight business declined after World War II and the steam locomotive service facilities closed in 1950. Many of the railroad workers that supported the local economy moved away. East Fishkill started to become the suburban town it is now once Interstate 84 opened in the 1970s.

Transportation Technology

Steam to Diesel

Last steam pusher engine and replacement ALCO FA diesel freight locomotive under the Route 82 bridge, Hopewell Jct., 1950.

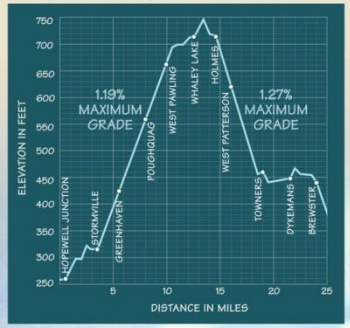
Many eastern U.S. railroads had to climb Appalachian mountain grades to connect with interior areas to the west. The New Haven Railroad "Maybrook Line" between southeastern New York and Connecticut crossed Depot Hill about thirteen miles east of Hopewell Junction. The tracks rise almost 500 feet from here to a "horseshoe curve" at the summit and drop down almost 300 feet to Towners, NY. Eastbound trains were heavier, and on the steepest part of their trips climbed 63 feet per mile, almost a 1.2 percent grade.

Freight trains became heavier in the early twentieth century and "mountain" railroads needed powerful steam locomotives to help push trains up steep grades. The New Haven bought 50 new L1-class, 2-10-2 "Santa Fe" type steam engines from American Locomotive Company ("ALCO") of Schenectady, NY in 1918. These massive "helper" engines were based in Hopewell Junction. New engine facilities supplied them with coal fuel, water for steam and sand for wheel traction. The helpers required additional personnel to service and run them. The Junction was home to many New Haven workers in the helper engine era, which lasted through the heavy World War II traffic period.

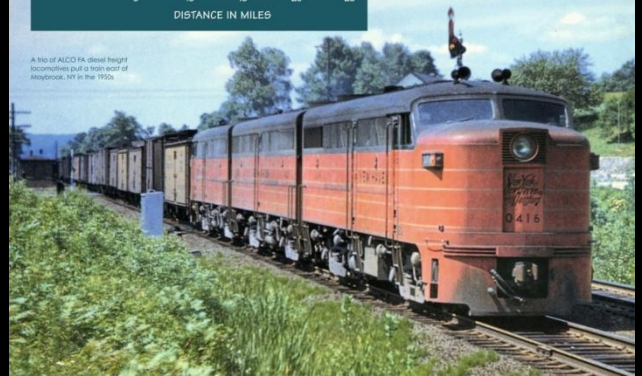
Steam locomotive leads westbound freight into Hopewell Jct. with the Taconic Mountains in the background, 1947.

Steam locomotive pushes hard on the rear of an eastbound freight at Poughquag, NY in July 1950.

Exaggerated route profile chart showing Maybrook Line track grades between Hopewell Jct. and Brewster, NY

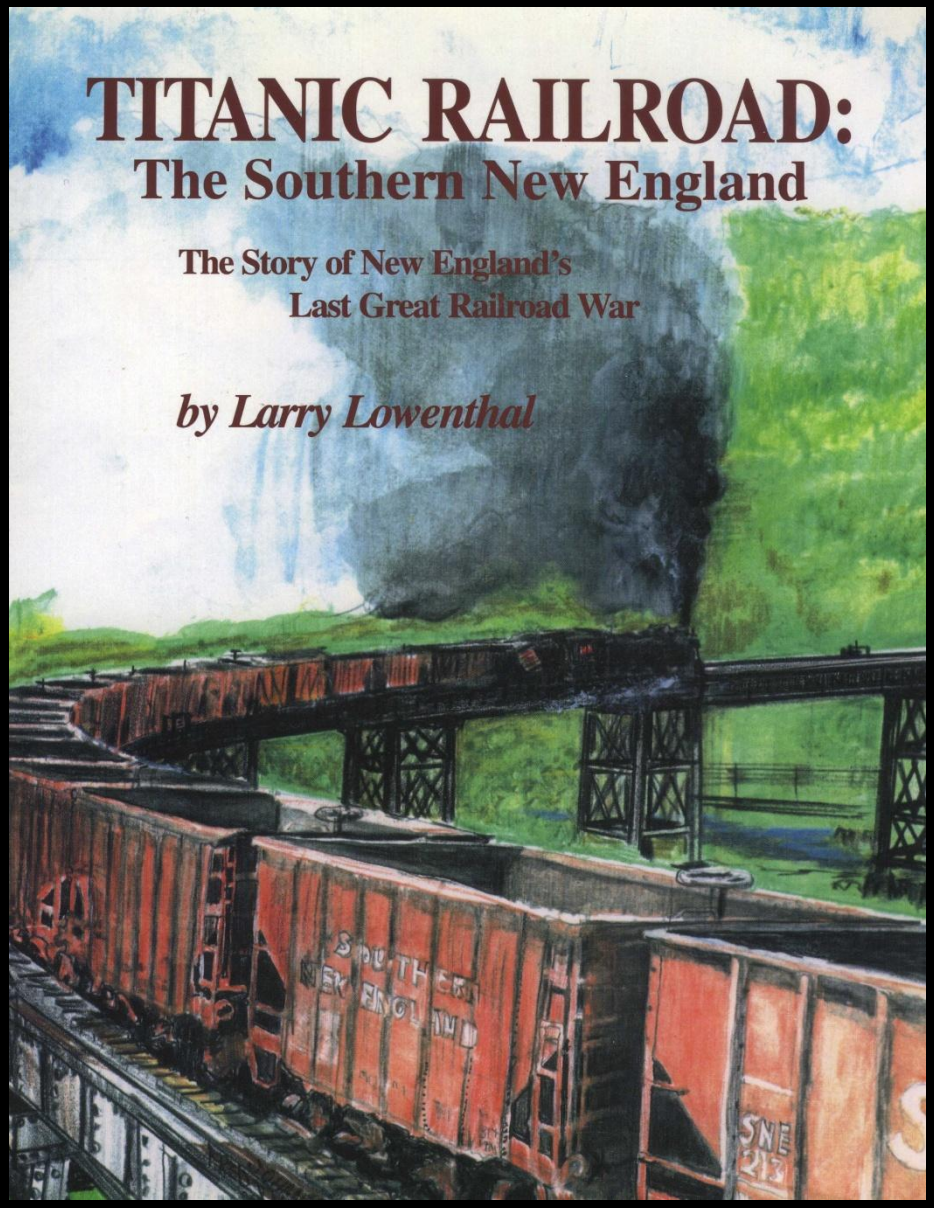


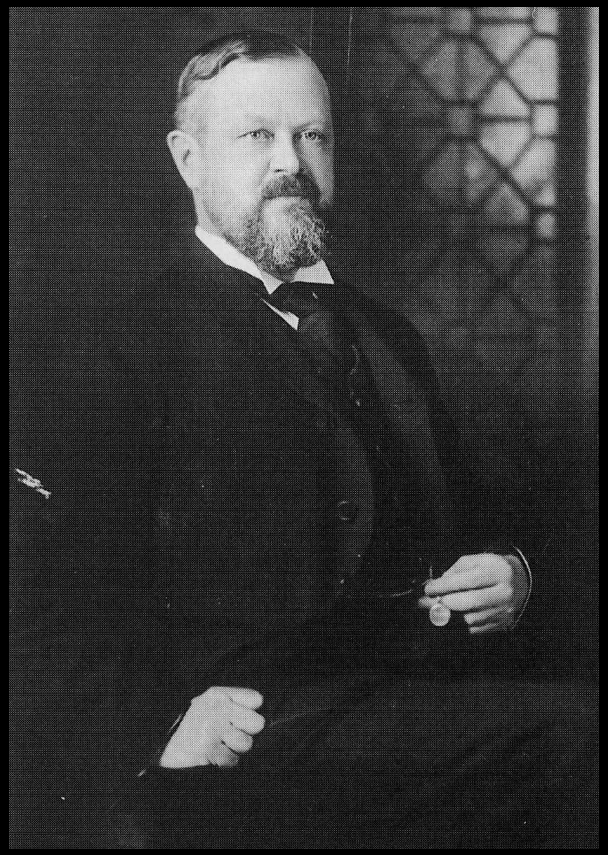
Operating helper locomotives was expensive. After World War II U.S. railroads replaced steam locomotives in a wave of "dieselization." Diesel locomotives were simpler, more reliable and also cheaper to operate as they did not need coal, water or large servicing crews and facilities. The New Haven purchased fleets of ALCo DL-109 and FA type streamlined freight locomotives in the 1940s. The last Hopewell steam helper engines ran in 1950. The coal and water facilities were demolished, and the locomotive house burned in 1955.



A trio of ALCO FA diesel freight locomotives pull a train east of Maybrook, NY in the 1950s.

Naming Trails: Legendary Lines



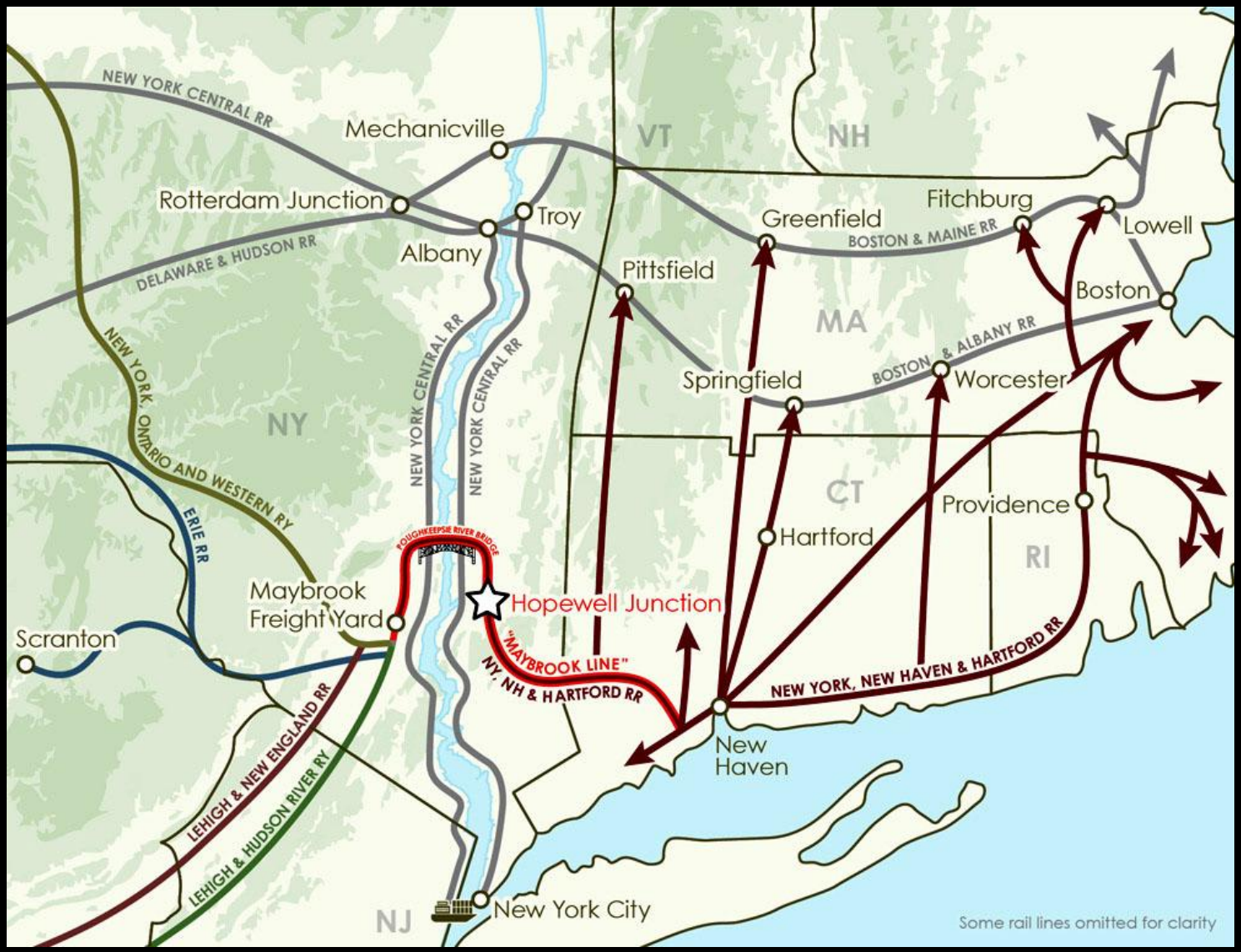


Charles Melville Hayes

Our Legendary Line: "The Maybrook"

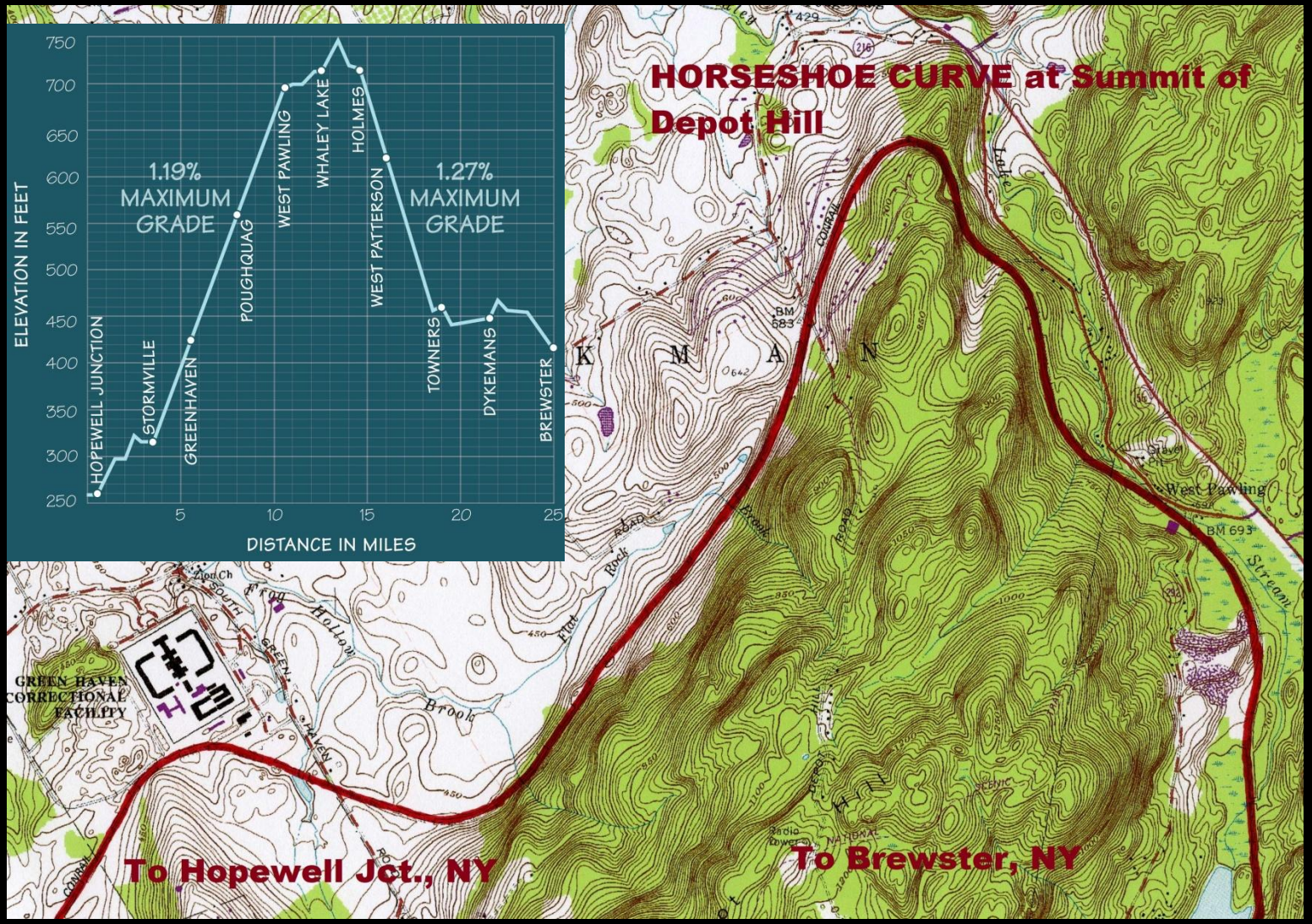
"Maybrook Bound" by William Dulmaine

New York, New Haven & Hartford Railroad's "Maybrook Division"

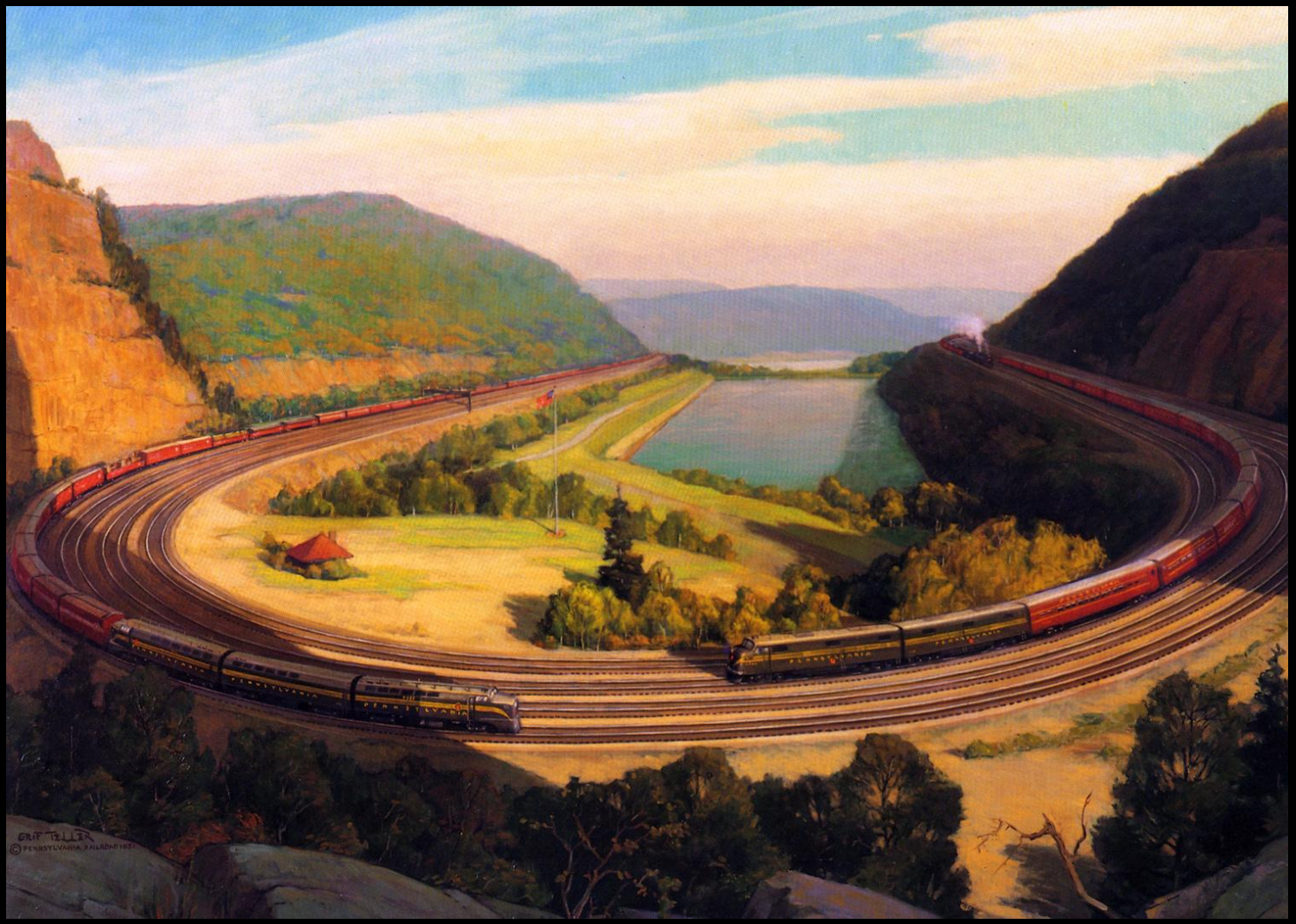


Engineering Challenge:

Climbing Depot Hill and the "Horseshoe Curve"



Horseshoe Curve



Pennsylvania Railroad, Altoona, PA

Technological Solution:

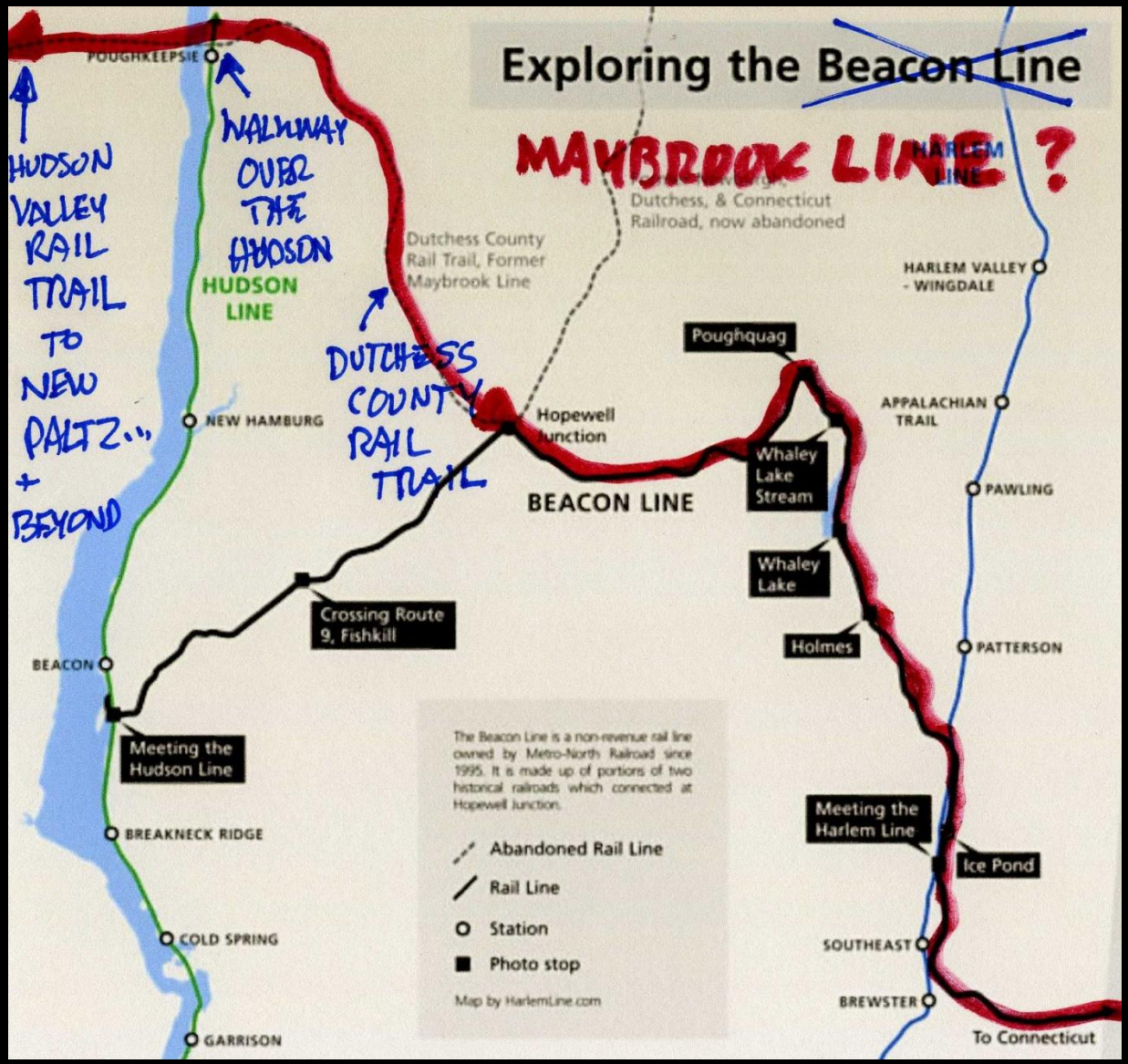
Ten dedicated Schenectady, NY-built ALCO steam "pusher" locomotives based out of Hopewell Jct.

The Maybrook Today

Towners, NY

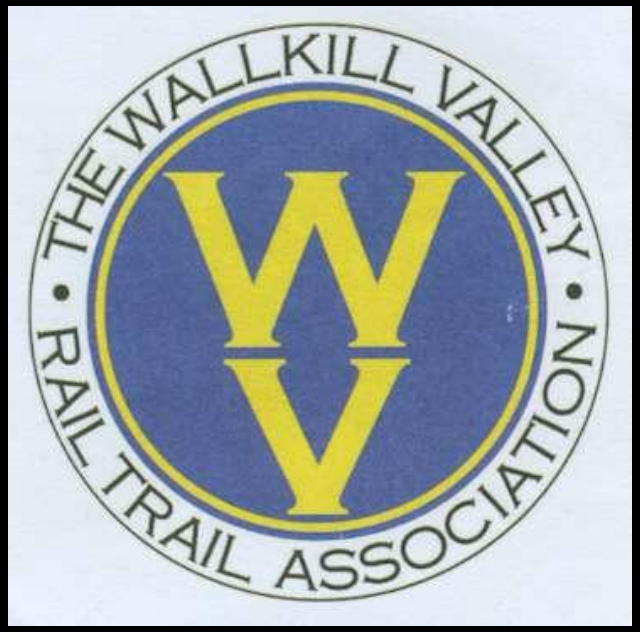
So… What IS the "Beacon Line"?

Can it be the "Maybrook Mountain Trail"?!

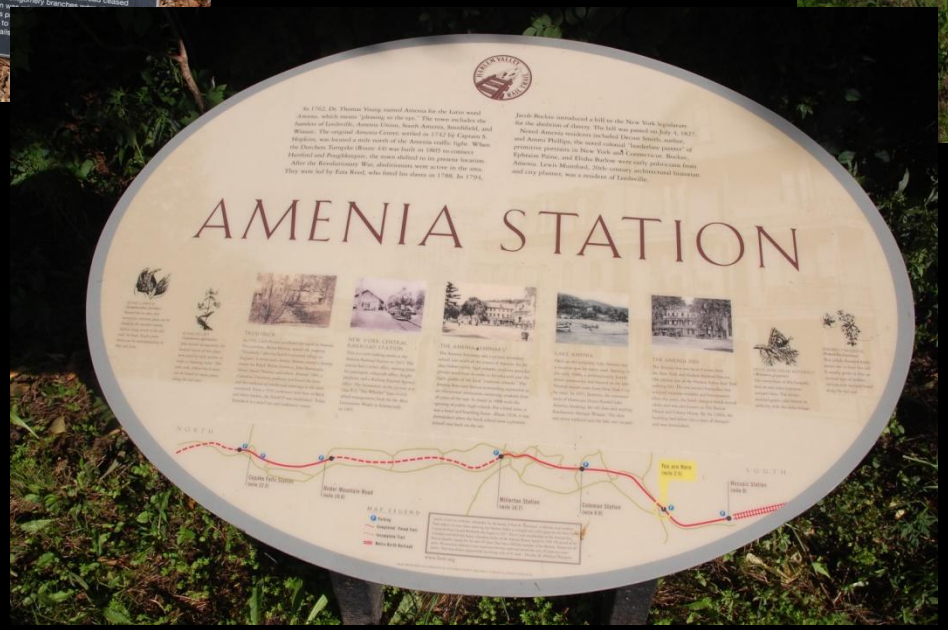


Happening Now: Ulster County Rail Trail Branding and Wayfinding

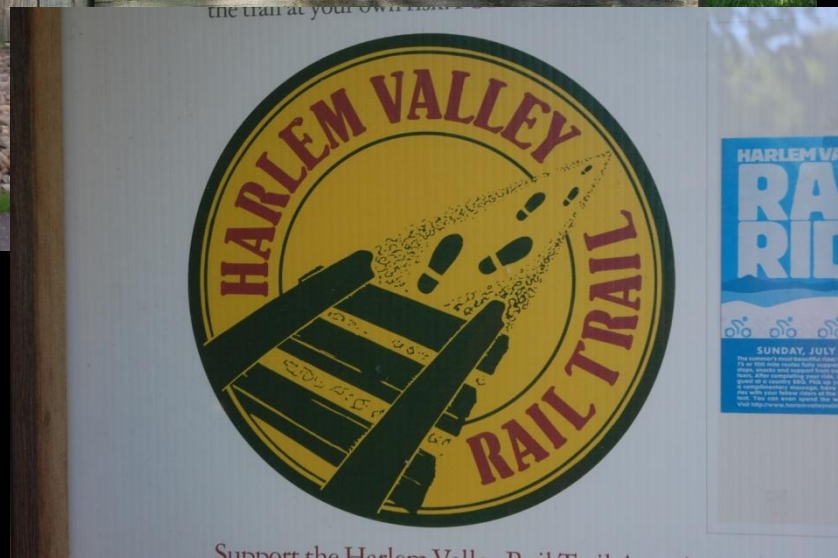
New Circular Trail Logos:



Other Regional Rail Trail Interpretation “Looks”



Other Regional Rail Trail Branding and Wayfinding



The Takeaway:

Before the train leaves the station…

-Make a conscious planning decision that rail trails are historical landscapes and heritage tourism assets

-Generate a Dutchess County transportation history context

-Plan and develop sensible, authentic and consistent trail naming, branding and wayfinding schemes

-Plan and develop accurate and consistent trail public history interpretation programming and infrastructure

-Survey, identify, protect, preserve, enhance and interpret the industrial archaeology and infrastructure of rail trail corridors

-Promote rail trails as *both* Recreational *and* Heritage Tourism destinations

--Begin to plan for this with stakeholders, property owners and project proponents.

The End

Q&A Time