

EXPLORING THE HUDSON RIVER VALLEY NATIONAL HERITAGE AREA

Windows on History

A rail journey through the Hudson River Valley, between New York City and Albany, is more than a trip from point A to point B. It's a voyage through a landscape rich in history and beauty.

Just look out the window...





WELCOME TO THE HUDSON RIVER VALLEY!

TRAVELING THROUGH THIS HISTORIC REGION, you will discover the people, places, and events that formed our national identity, and led Congress to designate the Hudson River Valley as a National Heritage Area in 1996. The Hudson River has also been designated one of our country's Great American Rivers.

As you journey between New York's Pennsylvania station and the Albany-Rensselaer station, this guide will interpret the sites and features that you see out your train window, including historic sites that span three centuries of our nation's history. You will also learn about the communities and cultural resources

that are located only a short journey from the various station stops.



We invite you to explore the four million acres that make up the Hudson Valley and discover its rich scenic, historic, cultural, and recreational resources. Meander the hills traversed by Native Americans in the valley created by what they called the Mahicanituck, or "river that flows both ways." Discover old steamboat ports and villages, where stone houses and churches built in the 1600s and 1700s by Dutch, English and Huguenot settlers still exist today. Visit stately mansions and estates built for some of the most powerful families in our nation's history, including the Livingstons, Vanderbilts, Roosevelts, and Rockefellers. Stroll through beautiful and historic landscapes and gardens with breathtaking views and scenic vistas.



This project was made possible through a partnership between the Hudson River Valley National Heritage Area and I Love NY. Also, special thanks to Hudson Valley Tourism.

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Published by
Martinelli Custom
Publishing



Follow trails through the Catskills that lead to the landscapes which inspired the famed Hudson River Painters. Trace the footprint of innovation and industry that earned New York its nickname the “Empire State”. Immerse yourself in the settings of legends and stories by Washington Irving, James Fenimore Cooper and other Knickerbocker writers. Hike the peaks and mountains of our state parks or walk along riverside trails of the Hudson River Valley Greenway Trail System. Kayak through the magnificent landscape on the Hudson River Greenway Water Trail. Enjoy a wine tasting at the oldest continually operating winery in America or sample one of the newer Vintners’ varieties. The Hudson River Valley is truly a four-season destination and we encourage you to take advantage of all we have to offer.



We hope you enjoy your journey and we are pleased to be your guide. We encourage you to learn more about our natural and cultural resources and explore the Hudson River Valley. For more information regarding the Hudson River Valley National Heritage Area and its resources or to order themed brochures, please visit hudsonrivervalley.com or call (518) 473-3835.

Empire State Trail

Governor Andrew M. Cuomo is creating the Empire State Trail which, when completed in 2020, will create a 750-mile trail bike and walking pathway from New York City to Canada and from Albany to Buffalo. Once complete, the Empire State Trail will attract more hikers, bikers, and cross country skiers than ever before and provide access to destinations, heritage areas, and historic sites and districts. The Trail will drive economic growth and boost tourism in communities along its route. The Empire State Trail will connect the Hudson River Valley Greenway Trail and the Erie Canalway Trail, creating the largest state multi-use trail in the nation.

See: hudsongreenway.ny.gov/Trailsandscenicbyways/EST.aspx

Bon Voyage!

VISITING

Craio State Historic Site

9 1/2 Riverside Avenue
Rensselaer, NY
518-463-8738

Ten Broeck Mansion

9 Ten Broeck Place
Albany, NY
518-436-9826

Schuyler Mansion State Historic Site

32 Catherine Street
Albany, NY
518-434-0834



Papscanee Island

Open Space Institute
212-290-8200
osiny.org

Schodack Island / Hudson River Island State Parks

1 Schodack Way
Schodack Landing, NY
518-732-0187

Hudson Athens Lighthouse

Hudson-Athens Lighthouse
Preservation Society
Post Office Box 145
Athens, NY
518-828-5294
hudsonathenslighthouse.org



APPROX. 25 MINUTES

This is the northern end of the rail trip. The navigable waters of the Hudson continue above Albany and Rensselaer to Troy and Waterford, where the Champlain Canal provides passage to the north and the Erie Canal provides passage to the west. The Champlain Canal follows the Hudson as far north as

Fort Edward, 193 miles above the Battery in New York City. Beyond Troy, the Hudson is no longer tidal, and continues its 315-mile course as a much smaller river to its source at Lake Tear of the Clouds on the flank of Mt. Marcy in the Adirondacks, New York's highest mountain.

RENSSELAER TO HUDSON



Train traffic has been coming to the city of Rensselaer (previously named Greenbush) since the early 1850s when the Hudson River Railroad served customers traveling between New York City and the Capital District. The **Rensselaer Station** you see today replaced an older station on the site and was built in 2002. The large waiting room windows provide panoramic views of the City of Albany, which has been the capital of New York State since 1797. The most eye-catching feature you see on the landscape is the Empire State Plaza, a complex of several state government buildings built between 1965 and 1978. However, the Plaza also contains a variety of other features including: The Egg, an egg-shaped concert hall; the Cultural Education Center, housing the State Museum, Library and Archives; and Corning Tower, the tallest building in the state outside of New York City.



KILIAEN VAN RENSSELAER
controlled 700,000 acres—all the land you see on both sides of the river—in the early 17th century.

In 1630, all the land you see on both sides of the river belonged to one man—Kiliaen Van Rensselaer, a director of the Dutch West India Company. Although he remained in Amsterdam, the Netherlands, Van Rensselaer controlled 700,000 acres of land in the New World, most of which he, as the ‘patroon’ (Company designated land-holder), rented out to tenant farmers who lived on the land and farmed for a fee.

Rensselaerswyck, his estate extended from the Mohawk River to the upper portion of Columbia County. Rensselaerswyck included Beverwyck, the Dutch fur trading community on the west shore, and Fort Orange, an earlier Dutch fur trading post located just south of where Albany stands today. In 1664, the control of New Netherland (which included the present-day state of New York) was transferred to the British, and Beverwyck

was renamed “Albany” in honor of the Duke of Albany. In 1686, Albany was officially chartered as a municipality. The Dongan Charter is believed to be the oldest in the Western Hemisphere.

Crailo, located in Rensselaer County, was the home of Kiliaen's grandson and is now a museum of Colonial New Netherland history. The song “Yankee Doodle” was composed by a British Army Surgeon, who camped here in 1775 with his troop as they headed to an attack on Canada. The song was written to make fun of the colonial soldiers, but the plan backfired as the words were adopted by the colonial army as a patriotic song.

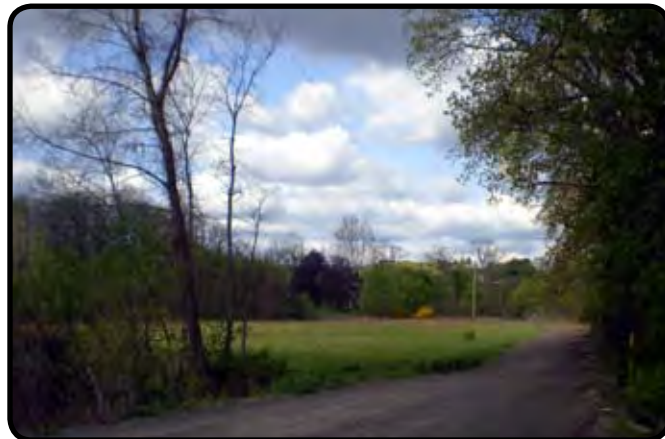
Albany's **Ten Broeck Mansion** was built in 1798 as the home of Brigadier General Abraham Ten Broeck, who commanded the New York Militia at the Battle of Saratoga in 1777 during the Revolutionary War. The **Schuyler Mansion** was built in 1762 for General Philip Schuyler, a general in the American Revolution and a prominent U.S. Senator.

SOUTH OF THE RENSSELAER STATION, the train travels through marsh and farmland and by some of the 84 islands in the Hudson River. Throughout the trip you will see islands ranging in size from bedrock chunks to forested lands several miles long. The Hudson is a tidal river (an estuary), so you will see water levels that vary as much as four feet between high and low tide. The islands in this area are separated by small creeks, once farmed by Mahican Indians.



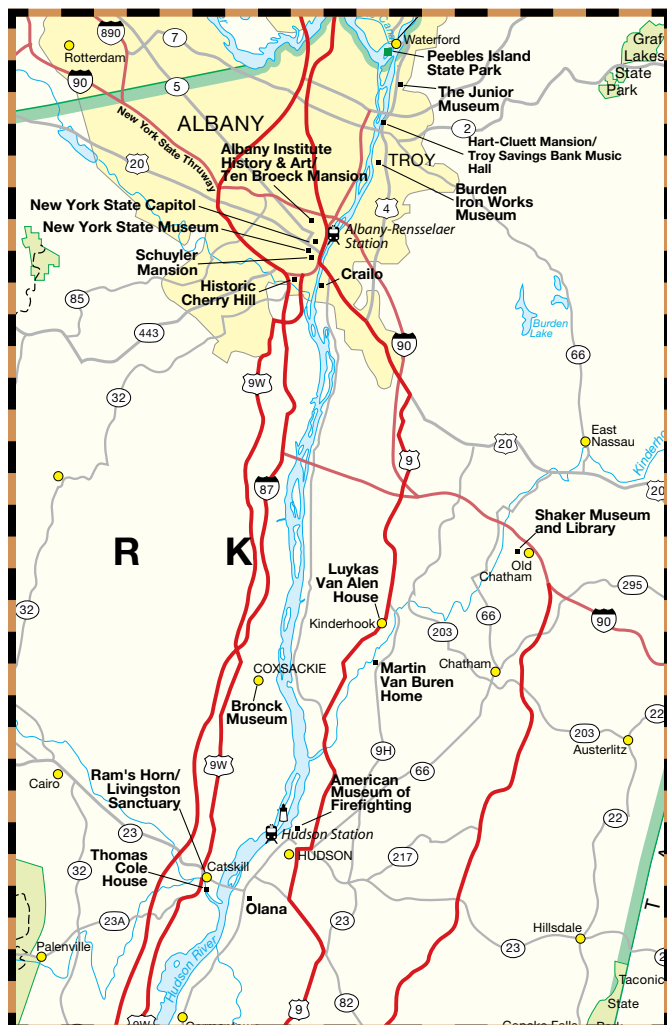
CRAILLO
is now a museum of Colonial New Netherland history.

SOUTHBOUND: 5 min. from Rensselaer Station • ON RIGHT
NORTHBOUND: 18 min. from Hudson Station • ON LEFT



Papscanee Island

Papscanee Island is covered in scrub forest that gives way to cornfields. The farmland here has been under active agriculture longer than any other land in New York State. Today, part of Papscanee Island is a 156-acre nature preserve owned by the Open Space Institute, offering hiking and trails for cross-country skiing.



SOUTHBOUND: 7 min. from Rensselaer Station • ON LEFT
NORTHBOUND: 16 min. from Hudson Station • ON RIGHT



Castleton Bridges

SOUTHBOUND: 10 min. from Rensselaer Station • ON RIGHT
NORTHBOUND: 13 min. from Hudson Station • ON LEFT



Schodack Island

CASTLETON-ON-HUDSON (CASTLETON)

On the landward side of the train you will see Castleton's Main Street. Like many river communities, the Village of Castleton (incorporated 1827) is separated from the river by the railroad tracks but has made good use of its waterfront property to create small parks.

Two tall bridges are located just past Castleton. The Castleton Cut-off Railroad Bridge was built in 1924 to create a freight link between the West and the seaports of Boston and New York. In a similar fashion, the Berkshire Spur of the New York State Thruway was built during the 1960s to connect the Thruway mainline to the Massachusetts Turnpike.

The river is soon hidden behind Schodack Island.

SCHODACK ISLAND

Despite its name, **Schodack Island** is actually a long peninsula joined by a narrow neck of land to Castleton. In fact, the water you see here is Schodack Creek, not the Hudson River.

Originally there were two islands, Upper and Lower Schodack. During Henry Hudson's explorations, he and the crew of the Half Moon anchored off Schodack Island and went ashore near present-day Castleton to visit a local Native American Chief and his village. In 1926, the islands became connected by fill when the Army Corps of Engineers deepened the shipping channel in the Hudson. Today, Schodack Island State Park offers opportunities for hiking, boating and picnicking as well as cross country skiing in winter. A designated

The Mohican tribe, an Algonquin people, were Rensselaer County's first inhabitants. It was Mohicans who first warmly greeted the Dutch explorer Henry Hudson when his ship ran aground on Upper Schodack Island in 1609. At that time a Mohican village was located on land now part of Schodack Island State Park.



The train passes right through the village of Castleton.



A 19th century newspaper illustration imagines Hudson near Schodack.

SOUTHBOUND: 23 min. from Rensselaer Station • ON RIGHT
NORTHBOUND: just before Hudson Station • ON LEFT



Hudson-Athens Lighthouse



A 19th century view of Hudson from Athens

Greenway Water Trail Launch at the park allows access to the creek, which is home to wildlife which includes eagles and herons.

This section of the journey is also dotted by several islands created by dredged matter. Along with the peninsula of Gay's Point, these islands make up the Hudson River Islands State Park, a day-use recreation area. **Stockport Flats**, on the eastern shore of Columbia County, is also the northernmost site in the Hudson River National Estuarine Research Reserve.

Middle Ground Flats, the island just before the stop for Hudson, is accessible only by boat, and separates the City of Hudson from the Village of Athens.

HUDSON-ATHENS LIGHTHOUSE

This brick and granite lighthouse was built in 1873 to keep ships away from the treacherous Middle Ground Flats. The keeper and his family lived in the lighthouse until 1949 when the light was automated and there was no longer a need for a keeper. While it was occupied, you might have seen the lighthouse keeper rowing to Hudson for supplies or to Athens to take his children to school. One of seven lighthouses left of the original 13 along the Hudson, the lighthouse is maintained by the Hudson-Athens Lighthouse Preservation Committee and is open for tours on a seasonal basis.

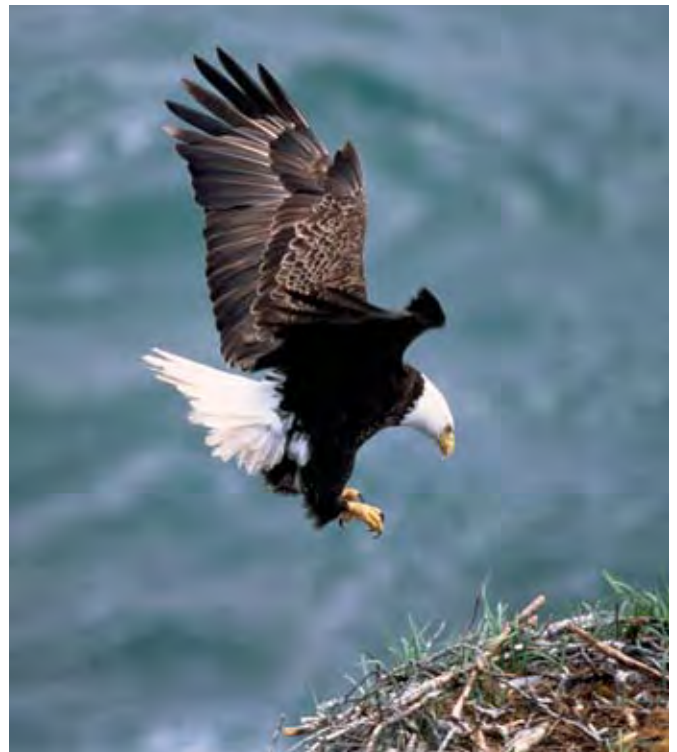
HUDSON STATION

The oldest station structure on this Amtrak line, Hudson Station opened in 1874 and has been beautifully restored. It is also the oldest continuously operated station in the state. Hudson was chartered in 1785 and was the third city chartered in New York State. Because of its deep harbor

and the relative safety of its upriver location, Hudson was transformed from a landing along the river to a thriving whaling port by the end of the 18th century. The warehouse on the river side stands as a reminder of that history. Today, antiques shops and art galleries abound throughout downtown Hudson.

BALD EAGLES have made a remarkable comeback along the river and are often seen along this stretch. The eagles you see with pure white heads and tails are mature eagles, while the immature birds, called sub-adults, are mottled brown with some white. It takes four to five years for a sub-adult to mature. Your best chances for spotting them are to look in the upper branches of trees, especially on bare branches, or soaring above the river, holding their wings flat as they hunt for fish.

GREAT BLUE HERONS are most often seen stalking frogs and small fish in the marshy shallows. They remain motionless for long periods of time while hunting and are easy to distinguish in flight by their long necks and slender legs stretched behind them.



VISITING

**Thomas Cole
National Historic Site**
218 Spring Street
Catskill, NY
518-943-7465
thomascole.org



Olana State Historic Site
5720 Route 9G
Hudson, NY
518-828-0135
olana.org

Clermont State Historic Site
One Clermont Avenue
Germantown, NY
518-537-4240
nysparks.com

Saugerties Lighthouse
168 Lighthouse Drive
Saugerties, NY
845-247-0656
saugertieslighthouse.com

Tivoli Bays Visitor Center
Watts DePeyster Hall
1 Tivoli Commons
Tivoli, NY
845-757-3057
dec.ny.gov

Montgomery Place
1241 River Road
Route 103
Annandale-on-Hudson, NY
845-758-7472
bard.edu/montgomeryplace



APPROX. 21 MINUTES

This section of the trip takes you through the rolling hills, farms and orchards of Columbia and Dutchess Counties. The track stays close to the river, providing beautiful river and mountain views.

HUDSON TO RHINECLIFF

Across the river, the Catskill Mountains form a breathtaking backdrop that has inspired artists and writers for centuries. It was here that Thomas Cole created the first paintings of the American landscape in a new, Romantic style. What began as a casual group of painters eager to capture the beauty of this region in its natural state, grew into a philosophical school of art. Known as the Hudson River School artists, Cole inspired Frederic Church and others to bring depictions of the natural landscape to the public in the early to mid-1800s. Cedar Grove, Cole's home in Catskill, and Olana, Church's Persian-style home in Hudson, are now National Historic Landmarks open to the public. For a brochure on 19th Century Painters of the Hudson River School, visit www.hudsonrivervally.com.



COURTESY OLANA STATE HISTORIC SITE

[SOUTHBOUND: 2 min. from Hudson Station • ON RIGHT
NORTHBOUND: 14 min. from Rhinecliff Station • ON LEFT]



Rip Van Winkle Bridge

This span was built in 1935 and named for the character created by the author Washington Irving. Irving spawned a literary movement in 1809 when he published a satirical book on New York City history and politics under the pen name of "Diedrich Knickerbocker." A purely fictional character, Knickerbocker was an eccentric Dutch author who mocked the Dutch colonization of New York and proclaimed himself a proud American. Prior to the publication of this book, Irving generated public excitement when he placed missing-persons ads in New York City newspapers seeking information about Knickerbocker (referring to him as a real person). Knickerbocker was identified again in the original title of Irving's most famous story, "The Legend of Sleepy Hollow: Found Among the Papers of the Late Diedrich Knickerbocker."

Washington Irving went on to found the Knickerbocker School, a group of writers intent on promoting a purely "American" culture with New York City as its literary center. Today, the name "Knickerbocker" has become a nickname for New York and can be seen around the region, including its use in the name of New York's professional basketball team, the Knicks.

Detail from "Twilight Among the Mountains" by Frederic E. Church, 1845

Catskill Point

Catskill Point is located where the Catskill Creek meets the Hudson River. In the late 1800s, thousands of visitors arrived here each week on steamships, the Hudson River Day and Night Liners, to vacation in local hotels and venture up into the Catskill Mountains.

The Village of Catskill, established in 1806, is located just up the creek from this point. The low, yellow-colored building you see near the tip of Catskill Point was once the warehouse where local farmers brought animals and produce for transport by ship to New York City. The nearby brick building, now an interpretive center for the Historic Catskill Point, was the Freightmaster's building.

Next door to the Freightmaster's Building, you can still see the ferry slip for those traveling across the river during the 19th century. Until trains were available in the 1850s, river traffic stopped during the winter months when the Hudson was ice-bound.



Of the many Hudson River steamboat lines, the Hudson River Day Line was the most prominent and dependable. On September 13, 1948, the Day Line steamboat *Robert Fulton* (pictured at left) made its last run from Albany to New York City, bringing to an end the era of gracious steamboat travel on the Hudson River.

River Traffic

Expect to see barges and ocean-going vessels on their way to and from the Port of Albany. Shepherded by sturdy tugboats, barges carry oil, wind turbines, grain, cocoa beans, cement and road salt. You may see one being loaded with powdered cement the cement plants south of Catskill. Limestone for cement has been quarried here since the 1800s. Many of the mines are still active. Each year, tugboats from throughout the region gather in the City of Waterford for the annual "Tugboat Roundup." Held the weekend after Labor Day, visitors can tour the tugs and learn more about their history.

[SOUTHBOUND: 3 min. from Hudson Station • ON RIGHT
NORTHBOUND: 13 min. from Rhinecliff Station • ON LEFT]

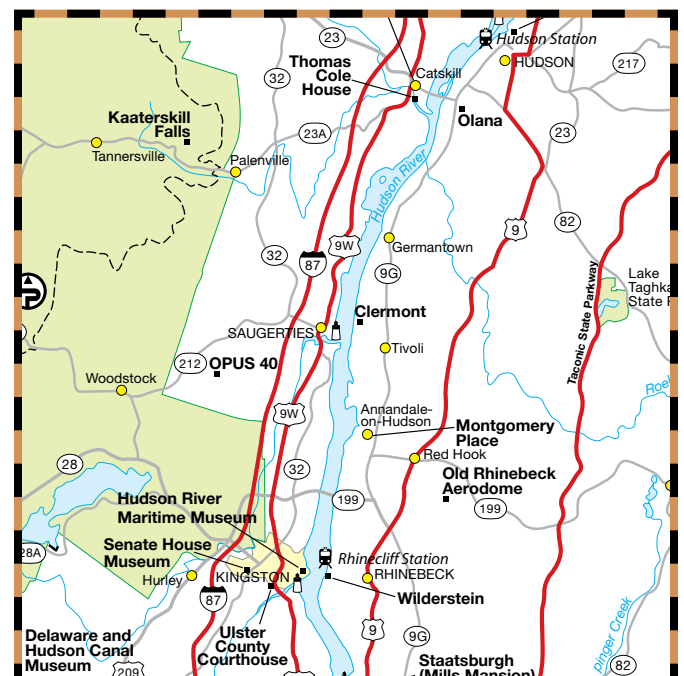


Although river traffic stopped during the winter months, the frozen river brought new seasonal industries into the Hudson Valley. From a recreational perspective, visitors could now enjoy skating and ice boating. Additionally, the ice itself provided a valuable resource. Before the early to mid 1900s when household refrigeration became available, refrigeration was accomplished by placing blocks of ice in a tin or zinc-lined box (these units were typically called "iceboxes"). Each winter, thousands of men would fan out onto the river and cut out blocks of ice with saws. Horses in cleated shoes would drag the blocks to warehouses along the Hudson where they would be stored in sawdust. Once the river thawed, the ice was shipped by boat to New York City.

Brick making was another major industry along the Hudson. Bricks made from clay and sand on the shores of the Hudson were used to build many of the buildings in New York City and beyond. Some old brickyard chimneys remain, but mostly the old brickyard sites have disappeared.



Cutting ice on the river near Catskill.



In the 18th and 19th centuries, this scenic stretch between Hudson and Rhinecliff attracted wealthy landowners who developed estates and built large mansions on the shore to showcase the beautiful river and mountain views you enjoy from your train window. The Livingston family owned much of the land, and many of the mansions and estates were built by Livingston relatives and descendants. Most of these homes were built high on the bluffs and cliffs to maximize river and mountain views so they are not visible from the train.



Chancellor Robert R. Livingston

SOUTHBOUND: 10 min. from Hudson Station • ON RIGHT
NORTHBOUND: 9 min. from Rhinecliff Station • ON LEFT



Saugerties Lighthouse

On the west shore near the mouth of the Esopus Creek is the Saugerties Lighthouse. The lighthouse was built in 1869 and decommissioned in 1959. Today, the Saugerties Lighthouse Conservancy operates it as a bed and breakfast with access from the mainland via a nature preserve. Guided tours include a trip to the light tower with its panoramic views of the Hudson. The house you see to the immediate south of the lighthouse at the end of a causeway was the home and office of the ferry master for the Tivoli-Saugerties ferry.

SOUTHBOUND: 12 min. from Hudson Station • ON RIGHT
NORTHBOUND: 8 min. from Rhinecliff Station • ON LEFT



Magdalen Island

The small rocky island you see as the train crosses the North Bay is Magdalen Island, an important archeological site. The island was used by a variety of Native American tribes dating as far back as 4000 BC. Hundreds of artifacts recovered here are stored and exhibited at the New York State Museum in Albany.

CLERMONT HISTORIC SITE

During the early 18th century, Robert Livingston Jr. built a brick and stone home high on a bluff overlooking the river and the Catskill Mountains. He named the home Clermont which is French for “clear mountain.” During the family’s occupation here over the next two centuries, the house underwent many changes, including a complete rebuilding after being burned by the British in 1777, and a remodeling of the exterior in the 1890s. One of Clermont’s homeowners was Chancellor Robert R. Livingston, who negotiated the Louisiana Purchase and was also one of the Committee of Five responsible

for drafting the Declaration of Independence. In addition, as New York State’s highest ranking judge, Livingston was the man who administered the

oath of office to George Washington at Federal Hall in New York City (then the nation’s capital) as first president of the United States.



Chancellor Livingston partnered with Robert Fulton, who built the first commercial steam-powered boat on the Hudson. The boat stopped at Clermont during its maiden voyage from New York City to Albany in 1807.



MONTGOMERY PLACE

On the east shore of Tivoli South Bay, Montgomery Place in Annandale-on-Hudson is a 434-acre estate famous for its park-like setting. The grounds include gardens, an arboretum, woodlands, orchards, a waterfall and trails. The residence was originally built in the Federal style in 1804 by Janet Livingston Montgomery. However, as tastes changed in the mid 19th century the residence was remodeled for the family in the Classical Revival style by renowned architect Alexander Jackson Davis. Montgomery Place is now owned and managed by Bard College. Tours are offered seasonally, and the grounds are open year round.

SOUTHBOUND: 13 min. from Hudson Station • BOTH SIDES
NORTHBOUND: 7 min. from Rhinecliff Station • BOTH SIDES



Tivoli Bays Wildlife Management Area

As the train enters the Tivoli Bays Wildlife Management Area, it crosses a long stretch of tidal wetland on a man-made embankment created in 1850. The freshwater bays and islands are an important part of the Hudson River National Estuarine Research Reserve. Here you can see ducks, marsh birds, osprey, herons and eagles from both sides of the train. This area is open to the public for visitation. Trail maps and information are available at the Tivoli Bays visitor center in the nearby hamlet of Tivoli.

JUST BELOW TIVOLI BAYS you may catch a glimpse of **Edgewater**, which is a Greek Revival Mansion built in 1825. The train travels behind the mansion, whose signature massive columns face the river. Today, Edgewater is a private residence owned by Richard Jenrette, founder of the Classical American Homes Preservation Trust.

ON THE EAST SIDE OF THE TRACKS is a tiny building with its own set of white columns and a “Barrytown” sign. This was the former Post Office for the hamlet of Barrytown. The sign was recovered from the Barrytown train station before it was demolished by the New York Central Railroad.



The massive Doric columns of elegant Edgewater are playfully mirrored in the design of nearby Barrytown's former post office building.

SOUTHBOUND: 15 min. from Hudson Station • ON RIGHT
NORTHBOUND: 4 min. from Rhinecliff Station • ON LEFT



Kingston-Rhinecliff Bridge

Before this bridge opened in 1957, private (and later state-operated) ferries served cross-river traffic. Although the bridge actually connects East Kingston with the area north of Rhinebeck, it is named after the ferry which crossed just south of Rhinebeck at Rhinecliff. In 1999, the bridge was ceremonially renamed the “George Clinton Kingston-Rhinecliff Bridge” to honor the first governor of New York State.



ASTOR TUNNEL

The tunnel you go through just north of the Rhinecliff station is the Astor Tunnel. Built at the time of the original railroad, this is the only tunnel along the train route north of the Hudson Highlands. It is named for the wealthy Astor family who began amassing an estate here in the 1850s called Ferncliff. Col. John Jacob Astor, an owner of Ferncliff, died on the ill-fated Titanic in 1912. The Ferncliff Farm remained in the family until 1959 when pieces of the original estate were sold or donated. The land here is now a forest preserve and game refuge.



VISITING

Beekman Arms

Beekman Arms Delamater Inn

6387 Mill St.
Rhinebeck, NY
845-876-7077
beekmandelamaterinn.com

Rondout Lighthouse

Accessible from the Hudson
River Maritime Museum
50 Rondout Landing
Kingston, NY
845-338-0071
hrmm.org

Senate House State Historic Site

296 Fair Street
Kingston, NY
845-338-2786
nysparks.com

Hudson River Maritime Museum

50 Rondout Landing
Kingston, NY
845-338-0071
hrmm.org

Clearwater

50 Rondout Landing
Kingston, NY
845-265-8080
clearwater.org

Wilderstein

330 Morton Road
Rhinebeck, NY
845-876-4818
wilderstein.org

Staatsburgh State Historic Site

Old Post Road
Staatsburgh, NY
845-889-8851
nysparks.com

Vanderbilt Mansion

National Historic Site

81 Vanderbilt Park Road
Hyde Park, NY
845-229-9115
nps.gov/vama

Home of FDR

National Historic Site

4097 Albany Post Road
Hyde Park, NY
845-229-9115
nps.gov/hofr

Top Cottage

98 Valkill Dr
Hyde Park, NY
845-229-9115
nps.gov/hofr

Eleanor Roosevelt

National Historic Site

54 Valkill Park Rd
Hyde Park, NY
845-229-9115
nps.gov/elro

Franklin Delano Roosevelt Presidential Library and Museum

4079 Albany Post Road
Hyde Park, NY
1-800-FDR-VISIT

Walkway Over The Hudson

845-454-9649
walkway.org



APPROX. 15 MINUTES

With its rolling hills and magnificent estates, the area north of Poughkeepsie is well known for its scenic and historic treasures.

RHINECLIFF-KINGSTON TO POUGHKEEPSIE

Rhinecliff is one of the oldest intact hamlets along the Hudson River and is listed on the National Register of Historic Places. Originally settled in 1688, a popular ferry service brought passengers across the Hudson River to the City of Kingston. This service was put out of business by the construction of the Kingston-Rhinecliff Bridge. Today, Rhinecliff has reestablished its connection with the Hudson River. The waterfront town park includes a public boat launch and is a designated Greenway Water Trail site.

In Rhinebeck, just east of Rhinecliff, the **Beekman Arms** has been in operation since 1766 and once provided lodging for George Washington during the American Revolution. Today, the hotel is the longest continually operated hostelry in the nation and has been designated as one of the Historic Hotels of America by the National Trust for Historic Preservation. The Tavern at the Beekman Arms offers dining in the restored Colonial Tap Room, with overhead beams and an open hearth fireplace.



PHOTO BY ROLFE MÜLLER



Rhinecliff's waterfront town park, adjacent to the train station, includes a public boat launch and is a designated Greenway water trail site.



SOUTHBOUND: at Rhinecliff Station • ON RIGHT
NORTHBOUND: 12 min. from Poughkeepsie Station • ON LEFT



Rondout Lighthouse is easily visible from the station. The 1913 lighthouse replaced an 1867 bluestone lighthouse located on the same site. Today, the lighthouse guards the river port at the mouth of the Rondout Creek. The City of Kingston and the Hudson River Maritime Museum work together to preserve the structure and keep open to the public.



The Rondout waterfront

THE CITY OF KINGSTON

is hidden just beyond the west side of the river. In 1777, Kingston became New York's first capital (in 1797, the City of Albany was designated New York's capital). However, shortly before the Battle of Saratoga, the British traveled north on the Hudson River to Kingston and burned the city to the ground.



Only a handful of buildings survived so the city had to be rebuilt. For several years after the Revolution, Kingston served as one of the meeting places for the state legislature. The 1676 **Senate House**, which once served as headquarters for the new state government, has been restored and is open to the public.

Today, Kingston's boundaries extend to the Rondout Creek. However, the waterfront along the creek was once dominated by the thriving Village of **Rondout**. Rondout was a bustling port in the 1800s when the Delaware and Hudson Canal carried Pennsylvania coal through the narrow valley of the Shawangunk Ridge and Catskill Mountains to the Hudson River. Canal barges were unloaded here and the coal transferred to riverboats for the trip to New York City. In 1899 the D&H Canal closed, but the port continued its role in shipping and ship building into the 20th century. In 1872, Rondout was incorporated into the City of Kingston.

Today, this section of Kingston is home to the **Hudson River Maritime Museum**, which is dedicated to interpreting the maritime history of the Hudson River from the exploration by Henry Hudson to the sloops and steamboats of early commerce. The museum is also one of five water trail sites designated in the City of Kingston or on the Rondout Creek.



For most of its route, the train stays close to the river. Here it goes inland through Mills-Norrie State Park and past Staatsburgh, the opulent 65-room Beaux Arts mansion built in 1896 as a country home for Ogden Mills and Ruth Livingston Mills.



The decorative barns visible on the river-side of the train are part of the “The Locusts.” This was the family estate of William Dinsmore who co-founded the Adams Express Company in the 1840s. The estate once hosted President Grant and was well known for its abundance of black locust trees. The Dinsmore Golf Course, located within Mills-Norrie State Park, is the second oldest course in the country and was donated by Helen Huntington Hull, great granddaughter of William Dinsmore.

[SOUTHBOUND: 5 min. from Rhinecliff Station • ON LEFT
NORTHBOUND: 11 min. from Poughkeepsie Station • ON RIGHT]

[SOUTHBOUND: 6 min. from Rhinecliff Station • ON RIGHT
NORTHBOUND: 9 min. from Poughkeepsie Station • ON LEFT]



Wilderstein

Wilderstein sits on a bluff above the railroad in the Town of Rhinebeck where its views down river are unobstructed for miles. Originally built as an Italianate Villa in 1852 for Thomas Suckley, it was later transformed into a Queen Anne style mansion with five-story tower in 1888 by Suckley's son. In 1890, the grounds were landscaped by Calvert Vaux. This Victorian-era estate is operated by Wilderstein Preservation and is open to the public.

Esopus Meadows Lighthouse

The Esopus Meadows Lighthouse, near the Town of Esopus, was built in 1839 and manned by a keeper until 1965. Today it is one of only two surviving lighthouses still under the supervision of the US Coast Guard and the only surviving lighthouse built of wood on the Hudson River. The lighthouse has been leased to a group called the Save the Esopus Lighthouse Commission, which has made great progress stabilizing and repairing the structure. The automated light, relit in 2003 after 38 years of darkness, still acts as a navigation aid.

CSX RAILROAD FREIGHT LINES come close to the river here on the west side of the Hudson. At one time, there was passenger service on the west side as well. In 1869, Commodore Cornelius Vanderbilt merged the Hudson River Railroad with the New York Central Railroad. By this time, a competing line had been built along the western shore of the Hudson River under the leadership of the banker J.P. Morgan. Eventually, Morgan's railroad line was acquired by New York Central Railroad, giving Vanderbilt domination over passenger and freight service in the Hudson Valley. Commodore Vanderbilt had amassed a huge railroad and shipping fortune and eventually became the wealthiest man in America.

By 1968, the railroad was facing an economic crisis. Passenger service on the west side of the river was discontinued and New York Central merged with the Pennsylvania Railroad in an attempt to rebound. However, the new company, Penn Central, only lasted two years before declaring bankruptcy. In 1971, Congress and President Richard Nixon created the Consolidated Rail Corporation (Conrail) for national freight traffic and Amtrak for national passenger traffic. Freight traffic continues to run along the western coast of the Hudson River.



The large brown building at water's edge is the headquarters for the Hudson River National Estuarine Research Reserve and home to the Hudson River Pilot boat. A special Hudson River Pilot is required to navigate all vessels of a certain weight that travel on the Hudson River. The building began as a fashionable restaurant built by the Civilian Conservation Corps in the 1930s.



Across the river, high on the ridge, is Mount St. Alphonsus Monastery. It marks the northern end of “monastery row,” so called because many grand estates on the west bank of the river were purchased for retreats and seminaries by the Catholic Church and other denominations.

VANDERBILT MANSION

Located in Hyde Park, **Vanderbilt Mansion National Historic Site** was built in 1898 as the seasonal country home of Cornelius Vanderbilt's grandson Frederick. The massive Beaux Arts structure sits high on a steep bank offering one of the most scenic views of the Hudson River and Catskill Mountains.



HOME OF FDR NATIONAL HISTORICAL SITE

Two miles south of Vanderbilt Mansion, Springwood, the home of FDR was the birthplace and lifelong home of Franklin Delano Roosevelt, America's 32nd President. Roosevelt frequently returned to Springwood during his presidency whenever White House business permitted. Visitors to the home can see the interior furnished exactly as it was during Roosevelt's lifetime.

Next to Springwood is the **Franklin Delano Roosevelt Presidential Library and Museum**.

Also located on the Springwood site,

(continued below)



[SOUTHBOUND: 13 min. from Rhinecliff Station • ON RIGHT
NORTHBOUND: 1.5 min. from Poughkeepsie Station • ON LEFT]



Poughkeepsie Railroad Bridge

Built in 1888, the Great Poughkeepsie Railroad Bridge was once the longest span in the world and the first bridge to cross the Hudson south of Albany. In its heyday, this 6,767-foot-long cantilever bridge was a crucial rail link between the Pennsylvania coal mines and New England. It was in active use until 1974 when fire damaged a portion of the deck and it was closed.

Listed on the National Register of Historic Places, the bridge is once again in the limelight as it has been transformed into a pedestrian walkway. Walkway Over the Hudson State Park is the longest and highest pedestrian span in the world.



An artist's rendition of the Poughkeepsie Bridge appeared in the February, 1887 edition of Scientific American.

[SOUTHBOUND: 13 min. from Rhinecliff Station • ON RIGHT
NORTHBOUND: 1 min. from Poughkeepsie Station • ON LEFT]



PHOTO BY SAMUEL WANTMAN

Mid-Hudson Bridge

The Franklin Delano Roosevelt Mid-Hudson Bridge was recently named for Roosevelt who served as Governor while the bridge was built. Completed in 1930, this Gothic style bridge is considered one of the finest suspension bridges in the country and was once one of the largest suspension bridges in the world.

(continued) **Top Cottage** was designed by Roosevelt to serve as his hilltop retreat overlooking the valley. The cottage was built in 1938 to accommodate Roosevelt's wheelchair accessibility needs and hosted such dignitaries as Queen Elizabeth and King George VI.

Eleanor Roosevelt's **Val-Kill** is located nearby and is the first National Historic Site devoted to a First Lady. It was Eleanor's retreat while she served as Ambassador to the United Nations. Guests at Val-Kill included such figures as Winston Churchill and Nikita Khrushchev.



Top Cottage, FDR's hilltop retreat (top) and Val-Kill (above).

VISITING

Locust Grove

2683 South Road
Poughkeepsie, NY
845-454-4500
lgnny.org

Dutch Reformed Church

125 Grand Street
Newburgh, NY

Washington's Headquarters State Historic Site

84 Liberty Street
Newburgh, NY
845-562-1195
nysparks.com

Dia: Beacon

3 Beekman Street
Beacon, NY
845-440-0100
diaart.org

Bannerman Castle Trust

845-256-4007
bannermancastle.org

Storm King State Park

Mountain Road
Cornwall-on-Hudson, NY
845-786-2701
nysparks.com

Storm King Art Center

1 Museum Road
New Windsor, NY
845-534-3115
stormking.org

Constitution Island

South Dock
West Point, NY
845-265-2501
constitutionisland.org

West Point Foundry Preserve

68 Kemble Avenue
Cold Spring, NY
845-473-4440
scenichudson.org

Boscobel

1601 Route 9D
Garrison, NY
845-265-3638
boscobel.org

United States Military Academy and Museum

2110 South Post Road
West Point, NY
845-938-2638

Fort Montgomery State Historic Site

815 US Route 9W
Bear Mountain State Park
Bear Mountain, NY
845-786-2701 ext. 226

Fort Clinton

Route 9W, Bear Mountain, NY
845-786-2701

Bear Mountain State Park

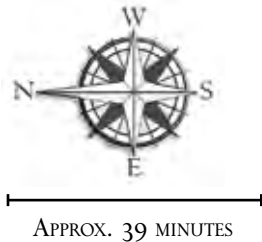
Route 9W, Bear Mountain, NY
845-786-2701
nysparks.com

Annsville Creek Paddlesport Center

914-739-2588
paddlesportcenter.com

Stony Point Battlefield and Lighthouse

Park Road, Stony Point, NY
845-786-2521



This stretch is considered the most scenic section of the Hudson River Valley. As the river narrows, the banks on either side grow higher creating the majestic beauty of the Hudson Highlands. Events that unfolded here during the Revolutionary War earned the Highlands a prominent spot in our national consciousness.

POUGHKEEPSIE TO CROTON-HARMON

After Kingston had been burned during the Revolutionary War, Poughkeepsie served as the second capital of New York until 1783. Poughkeepsie is located halfway along the navigable Hudson and has a long history of riverside industry. In the 1800s, it was a busy whaling port and home to companies that sent ships to the South Pacific, the Azores and New Zealand. Across from the train station you will notice a restored portion of Dooley Square. These five connected buildings, constructed between 1845 and 1909, once included a hotel, an icehouse, a brewery and a plumbing supply company. Today, the complex represents a link to the city's industrial past and houses restaurants, stores and offices.



This busy railroad depot handles train traffic for both Amtrak and Metro North, the commuter rail service between New York City and Poughkeepsie. Poughkeepsie Station was built in 1914 on the site of the original 1850s station, and was added to the National Register of Historic Places in 1976.

When steam engines ruled the rails, Poughkeepsie station had a large roundhouse to turn the locomotives around for the trip back to New York City.

The last steam locomotive left the station in 1950 and the roundhouse was later demolished. When the parking garage outside your window was proposed, an archaeological dig uncovered portions of the roundhouse foundation. Interpretive panels chronicling the dig are on display in the promenade above the garage.

The river section from Poughkeepsie to the head of Newburgh Bay was called "Lange Rack" or the "Long Reach" by the Dutch for its straight course that allowed sailing vessels to reach their fastest speeds. The section is still labeled Lange Rack on federal navigation charts.



Dooley Square / Poughkeepsie Station

NEWBURGH-BEACON BRIDGE

The cities of Newburgh and Beacon have long shared an important relationship. Before a bridge was built to connect the cities, a ferry crossed the Hudson at this point. At one time, George Washington, John Adams, Samuel Adams and others used a ferry here to keep communication lines open between the New England colonies and the Continental Congress in Philadelphia. Recently, ferry service has resumed in order to relieve congestion around the rail station.

In 1963, the **Hamilton Fish**

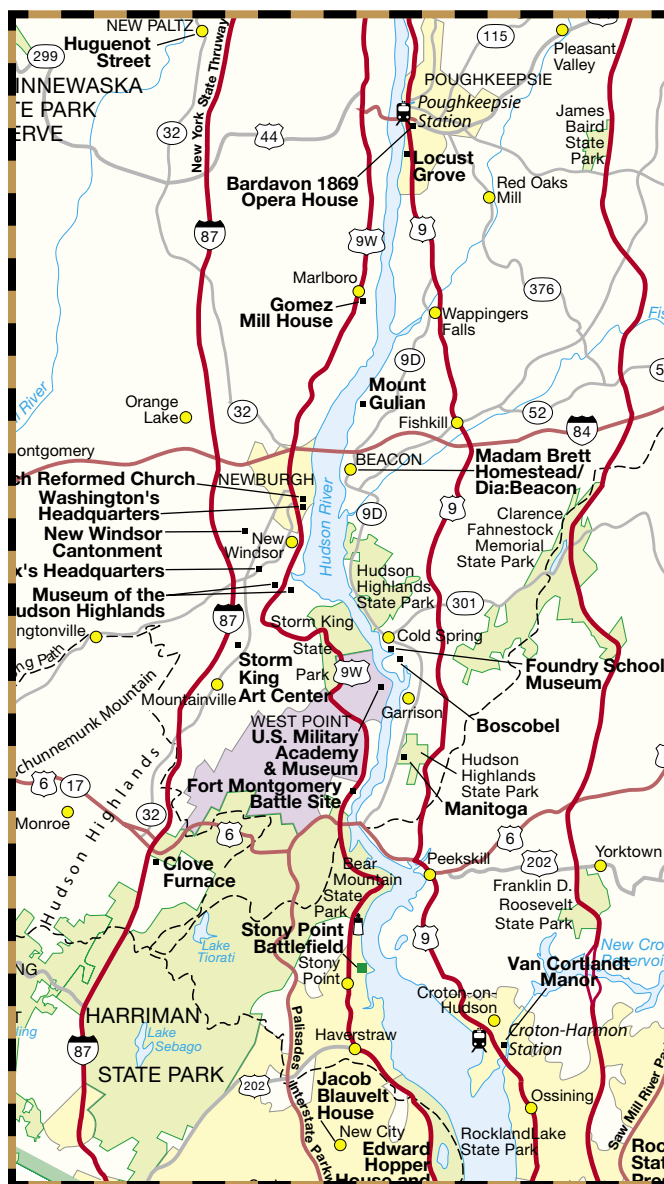
Newburgh-Beacon Bridge was opened, and was such an overwhelming success as a link of I-84 that it reached capacity within a year. To keep up with traffic demands, a second parallel span was opened in 1980. Despite the need for a second bridge, the original cantilever span was honored for its aesthetics in 1965 by the American Institute of Steel Construction. In the late 1990s, the bridges were named for four generations of men each named “Hamilton Fish” who lived in the vicinity and served in Congress over a period of 130 years.

Locust Grove

Just south of Poughkeepsie is the country estate of telegraph pioneer Samuel F. B. Morse. The original Federal style residence was built in 1830 by a wealthy New York City couple. Morse purchased the property in 1847, three years after his breakthrough with the telegraph. As tastes changed, Morse remodeled the house in the Italianate style with architect Alexander Jackson Davis in 1851. For the rest of his life, Morse continued to improve the landscape surrounding the house. The estate was later purchased by the Young family in 1901 and willed to a preservation trust in 1975. Today, the residence and grounds are open to the public. The recreational trails that crisscross the estate are designated Greenway Trails and are open to the public. The Morse Gallery in the Visitors Center offers the opportunity to see Morse's paintings and 19th century telegraph equipment, including a copy of Morse's original patent model (the original is in the Smithsonian).



Newburgh-Beacon Bridge



NEWBURGH is located on the west bank of the Hudson and marks the northernmost point of the Highlands. In its heyday, the city was a whaling port and industrial hub. Today, Newburgh is home to the largest historic district in New York State and contains a wealth of architectural gems. The former Dutch Reformed Church, designed in 1818 by Alexander Jackson Davis, is an outstanding example of Greek Revival construction and has been designated a National Historic Landmark.

Washington's Headquarters State Historic Site is located at the Hasbrouck House, which served as General George Washington's military headquarters in Newburgh in 1782 and 1783. It is also the site of Washington's longest stay at any location during the American Revolution. This is the oldest house in the City of Newburgh, and became the first publicly acquired and operated historic site in the country in 1850. In 1890, the "Tower of Victory" was completed at the site to commemorate the centennial of Washington's stay and his signing of the Cessation of Hostilities at the house. The residence and grounds are open to the public. Newburgh's waterfront continues to undergo extensive revitalization. Today, visitors can enjoy waterfront parks, promenades, and cafes that



Tower of Victory at Washington's Headquarters State Historic Site



PHOTO BY DANIEL CASE

reconnect the community with the Hudson River.

THE CITY OF BEACON was originally settled as the Villages of Matteawan and Fishkill Landing in 1709, which were among the first communities in the state. During the American Revolution, signal fires were lit at the top of Beacon Mountain to alert Revolutionary armies about the movements of British troops. In 1900, the Daughters of the American Revolution built a stone monument at the top of Beacon Mountain to recognize the soldiers who manned the signal fire beacons. The monument is patterned after the original beacons which were built of logs.

In 1913, the City of Beacon was chartered and named to commemorate its historic role in the Revolution. Beacon also had an extensive industrial

Hudson Highlands

The grandeur of the steep mountain walls meets the river to create a fjord in this narrow stretch. Here, glacial ice deepened the river channel and cut the slopes that plunge dramatically to the river. State parks along both shores of the Hudson make this scenic stretch of river a world class destination for recreation. Visitors can enjoy recreational opportunities at Bear Mountain State Park, Hudson Highlands State Park and Harriman State Park. Thanks to the efforts of New York State, New Jersey and many other partners, the views you see from the train window are little changed from those you would have seen 200 years ago from the deck of a steamboat or from a New York Central Railroad coach car.

history, having served in the 1800s as a factory town and the "Hat Making Capital of the United States." Beacon Mountain itself also carries significance as the highest peak in the Hudson Highlands, and is most likely the mountain depicted on the New York State seal. Today Beacon has experienced an artistic and commercial revitalization and offers a variety of shops, cafes, and recreational opportunities. In the late 1990s, **Dia: Beacon** opened in the former Nabisco factory and has become one of largest contemporary art museums in the world.

BANNERMAN'S CASTLE

One of the most intriguing sights along the Hudson is Bannerman's Castle, which sits on Pollepel Island in the middle of the Hudson River. Native Americans once believed the island was haunted, and a rite of passage for Colonial-era sailors making their first journey up the Hudson was to be left stationed on the island until the ship returned. During the Revolutionary War, patriots attempted to block the advance of British ships by placing iron-tipped logs between this island and Plum Point across the river.

[SOUTHBOUND: 15 min. from Poughkeepsie Station • ON RIGHT
NORTHBOUND: 24 min. from Croton-Harmon Station • ON LEFT]



Bannerman's Arsenal (or Castle)

In 1900, Pollepel Island was purchased by Francis Bannerman, a wealthy Scottish-born merchant who specialized in surplus military equipment. In 1901, Bannerman began construction of a summer home and storage warehouse modeled after a Scottish castle. He continued construction for 17 years, decorating the castle with ornate masonry and walled gardens.

After his death in 1918, the family operated the warehouse compound until a munitions explosion forced them to move the operation to Long Island. Debris from the explosion included a 25-foot section of perimeter wall that landed across the railroad tracks.

The castle continued as a summer home until 1967 when the family sold it to New York State. Two years later, a fire gutted the castle, leaving it an abandoned shell. The compound is now under the protection of the NYS Office of Parks, Recreation and Historic Preservation and the Bannerman Castle Trust.



STORM KING MOUNTAIN AND STATE PARK

In 1962, the utility company Con Edison proposed a hydroelectric project here to generate electricity for New York City. The project would have required cutting into the face of the mountain. This led to a struggle between developers and preservationists that would continue for 17 years. In 1980, Con Edison abandoned the project and donated the property for Storm King State Park. This community action became the foundation of the modern environmental movement, and helped to launch a number of environmental organizations including Scenic Hudson, whose mission is dedicated to protecting and restoring the Hudson River and riverfront landscapes for future generations. Designated Greenway trails here provide stunning views of the Catskills, the Hudson Valley and Newburgh Bay.

Storm King Art Center, located on the west side of the mountain in Mountainville, is a 500-acre outdoor sculpture garden and museum that is open to the public.

THE STONE BUILDING at the side of the river just north of the railroad tunnel is a pump

[SOUTHBOUND: 15 min. from Poughkeepsie Station • ON RIGHT
NORTHBOUND: 23 min. from Croton-Harmon Station • ON LEFT]



PHOTO BY RANDY LEVINE

Storm King Mountain

station marking the **Catskill Aqueduct**, which carries water from the Ashokan Reservoir in Ulster County to supply approximately 40% of New York City's water.

ACROSS FROM STORM KING MOUNTAIN, the train travels through the Village of **Cold Spring**. The train station you see as you pass through the village was built in 1893 by Commodore Vanderbilt and was active until 1954. In 1972, the station was adapted for reuse as a restaurant, and is filled with images of Cold Spring's past and its connection with the railroad.

You will travel past **Foundry Cove** before cutting

through **Constitution Island Marsh Sanctuary**. Nearby is the **West Point Foundry**. The Foundry was built in 1818 and pre-dates the village which grew up around it. In 1832, the first American steam locomotive was cast here. During the Civil War, the foundry produced up to 2,500 cannon a week for the Union Army. The marshes you see on both sides of the track are part of a 270-acre tidal marsh managed by the National Audubon Society on behalf of NYS Office of Parks, Recreation and Historic Preservation. A nature trail and boardwalk are open to the public, and the marsh is a designated Greenway Water Trail site and a popular destination for kayakers.

SALT FRONT

Although you can't see a difference in the river at this point, you could certainly taste it. This point in the Hudson River, called the "salt front," is the leading edge of seawater from the Atlantic Ocean. The Hudson River is a tidal estuary (an arm of the sea that is subject to tides like the ocean — it can be fresh water or salt water. The wetlands that are present in the northern half of the Hudson River estuary are freshwater tidal wetlands — they are a globally rare ecological community that is regionally common). The Hudson River consists of both fresh water running off the land and salt water from the ocean, and it responds to the same tidal action that governs the ocean. Above Newburgh Bay, the Hudson is usually fresh water, below the Bay it becomes brackish and progressively saltier until it reaches the Battery at the tip of Manhattan where it joins the Atlantic Ocean.



[SOUTHBOUND: 20 min. from Poughkeepsie Station • ON RIGHT
NORTHBOUND: 19 min. from Croton-Harmon Station • ON LEFT]

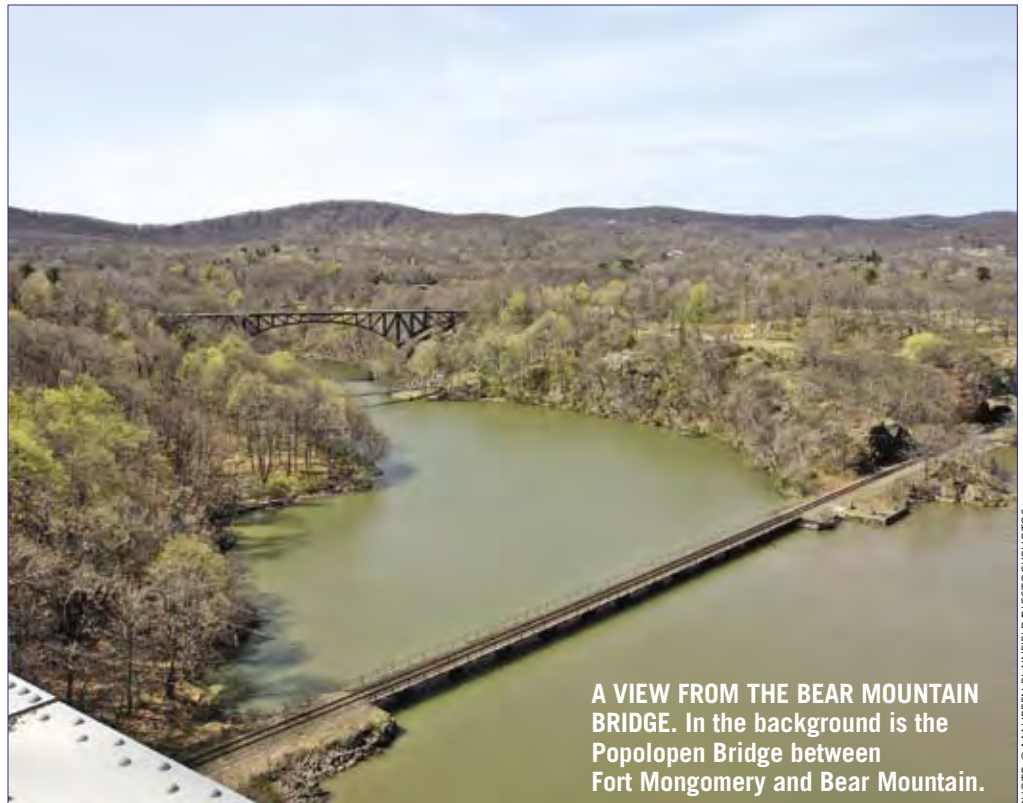


West Point

WEST POINT

In 1777, the British breached defenses just south of here and continued north to torch Kingston, then New York's capital. General George Washington was determined not to let history repeat itself, so West Point was built in 1778 to protect American forces during the Revolutionary War. The fortress was strategically located at the river's narrowest point, where its curving course would slow English ships. For further protection, a massive iron chain mounted on log booms was stretched across the river to Constitution Island to block invaders.

In 1780, Benedict Arnold, then commander at West Point, plotted to sell the fortress' plans to the British. Arnold's plot was thwarted when his emissary, Major John André, was captured near Sleepy Hollow/Tarrytown. In 1802, President Thomas Jefferson signed an act of Congress establishing a military academy at West Point. Today, it is the oldest U.S. military academy, the nation's first engineering school, and the oldest continuously occupied military post in the nation. West Point offers guided tours and spectacular views of the Hudson at Trophy Point.



A VIEW FROM THE BEAR MOUNTAIN BRIDGE. In the background is the Popolopen Bridge between Fort Montgomery and Bear Mountain.

PHOTO © MAUREEN PLAINFIELD/ISTOCKPHOTOS



BOSCOBEL

On a bluff near the hamlet of Garrison is Boscobel, a Federal style residence built between 1804 and 1808. Boscobel was originally constructed about 15 miles south in Montrose (Westchester County) for States Morris Dyckman, a Loyalist who made his fortune working for British quartermasters during the American Revolution. When the building was scheduled for demolition in the 1950s, local preservationists dismantled the structure piece by piece and rebuilt it in Garrison with the financial backing of Lila Acheson Wallace, co-founder of the Reader's Digest. Boscobel is open to the public and offers beautiful views of the Hudson, rose gardens, organic orchards, and designated Greenway Trails.

[SOUTHBOUND: 27 min. from Poughkeepsie Station • ON RIGHT
NORTHBOUND: 12 min. from Croton-Harmon Station • ON LEFT]



Peekskill

FORT MONTGOMERY STATE HISTORIC SITE AND FORT CLINTON are located high on the cliffs south of West Point and flank the Popolopen Creek on the west side of the Hudson River. The two forts have often been referred to as the “twin forts of the Popolopen Creek” and were the first forts built in the Highlands by the Continental Army.

In 1777, this was the scene of a fierce battle as the patriots of tried to repel an attack by the British. Although the British eventually captured both forts, the fighting delayed their advances north. This delay gave American forces the upper hand, which led to the surrender of General Burgoyne at Saratoga 11 days later. The remains of both Forts are open to the public and feature designated Green-way Trails.

BEAR MOUNTAIN BRIDGE

When the bridge opened in 1924, this was the first automobile bridge across the Hudson south of Albany, and was the longest suspension bridge in the world. This was also the first suspension bridge to have a concrete deck.

In order to construct train routes on either side along this stretch of the river, massive rock cutting was required to create tunnels and level surface.

BEAR MOUNTAIN STATE PARK

Efforts to protect this large tract of the Hudson Highlands came to a head in the early 1900s when the state proposed to build a new Sing Sing Prison here. The proposal prompted Mary Averill Harriman to take action. Her husband, Union Pacific Railroad

president E.H. Harriman, had died in 1909. As a testament to his memory, she offered New York State ten thousand acres of her estate in Rockland and Orange Counties and a million dollars for the creation of a park. This prompted several other wealthy businessmen to donate funds to purchase additional land for recreational uses. The state abandoned its prison plans and the Bear Mountain-Harriman State Park opened in 1914.

PEEKSKILL

As you approach Peekskill, the train crosses a wide cove. In the 1600s, Jan Peeck of New Amsterdam founded a trading post on Annsville Creek at the present-day site of the town named after him—Peekskill. This river town is the southern entrance to the Highlands and its strategic location made it an important manufacturing center during the Revolutionary War. Peekskill served as one of George Washington’s headquarters and was raided and burned several times. The community remained an industrial center throughout the 19th and early 20th centuries and was home to Binney and Smith, the company credited with inventing Crayola crayons.

Today Peekskill has a growing arts community and is undergoing an extensive waterfront development initiative. The **Annsville Creek Paddlesport Center** is housed in the blue barn you see on the shore of the cove and is the only state park dedicated to paddle sports. The Paddlesport Center is also a designated Greenway Water Trail site.

Across the Peekskill Bay, you will notice the Indian Point Energy Center, one of the state’s first nuclear power plants. Indian Point employs over a thousand people and supplies enough power to light 2 million homes and businesses.



Stony Point Battlefield and Lighthouse

Just south of Peekskill is the **Stony Point Battlefield State Historic Site**. Although not visible from the train, this was the setting for the last major Revolutionary War battle in the northeast. In 1779, General Anthony Wayne led the American infantry in a successful cross-river night action to recapture fortifications at this site. Today, a museum offers interpretive programs that include reenactments and demonstrations. Designated Greenway Trails are also located at the site.

Stony Point Lighthouse was built here in 1826 and is the oldest lighthouse on the Hudson River. The octagonal, stone lighthouse was in operation until 1925 when it was replaced with a steel light tower. Both the battlefield and the lighthouse are operated by the New York State Office of Parks, Recreation and Historic Preservation and the Palisades Interstate Park Commission. The site features an interpretive museum, well marked trails and beautiful views of the Hudson River.



CHAINING THE RIVER

The first chain stretched across the river by the Continental Army spanned the river from Bear Mountain on the west bank to Anthony’s Nose. During the 1777 attack on Fort Montgomery, while the infantry attacked by land, British ships broke through the massive links and continued upriver.

VISITING

Van Cortlandt Manor
South Riverside Avenue
Croton-on-Hudson, NY
914-271-8981
hudsonvalley.org

Old Croton Aqueduct State Historic Park
15 Walnut Street
Dobbs Ferry, NY
914-693-5259
nysparks.com

Croton Point Park
Croton Point Avenue
Croton-on-Hudson, NY
914-862-5290

Haverstraw Brick Museum
12 Main Street
Haverstraw, NY
845-947-3505
haverstrawbrickmuseum.org

Rockefeller State Park Preserve
125 Phelps Way
Pleasantville, NY
914-631-1470
nysparks.com

Sing Sing Prison Museum Office
127 Main Street
Ossining, NY
914-236-5407
singsingprisonmuseum.org

Kykuit, the Rockefeller Estate
381 North Broadway
Sleepy Hollow, NY
914-631-8200
hudsonvalley.org

Washington Irving's Sunnyside
3 West Sunnyside Lane
Irvington, NY
914-591-8763
hudsonvalley.org

Lighthouse at Sleepy Hollow
Kingsland Point Park
Palmer Avenue
Sleepy Hollow, NY
914-366-5109
visitsleepyhollow.com

Sleepy Hollow Cemetery
540 N. Broadway
Sleepy Hollow, NY
914-344-5109
sleepyhollowcemetery.org

Philipsburg Manor Upper Mills
381 North Broadway
Sleepy Hollow, NY
914-631-3992
hudsonvalley.org

Lyndhurst
635 South Broadway
Tarrytown, NY
914-631-4481 lyndhurst.org

Camp Shanks South
Greenbush Road
Orangeburg, NY
845-638-5419

Hudson River Museum/Glenview
511 Warburton Avenue
Yonkers, NY
914-963-4550
hrm.org

Untermeyer Gardens
945 N. Broadway
Yonkers, NY
914-613-4502
untermeyergardens.org



APPROX. 19 MINUTES

Here the river widens while the train stays close the shore, going past a dense concentration of historic sites and estates built by wealthy entrepreneurs. In the 1700s, two Dutch families – the Van Cortlandts and the Philipsses – owned the entire 30-mile section. Most of the historic sites you see today were preserved for the public through the generosity of the Rockefeller family who built their estate here at Pocantico Hills.

CROTON- HARMON TO YONKERS

Outside your window is **Haverstraw Bay**, the widest point of the Hudson River. The 3.5 mile width is also the shallowest point along this route with less than a 20 foot depth outside of the shipping channel. The depth and width of this area make it ideal for waterfowl which congregate year round in the marshes and coves along the shores. As you look towards the river, you will see the Village of Haverstraw on the western shore.

Croton-on-Hudson was included in the Dutch holdings of Stephanus Van Cortlandt as early as 1697 and was incorporated as a village in 1898. **Van Cortlandt Manor**, located on the banks of the Croton River, was originally built by Stephanus in the late 1600s and remained in the Van Cortlandt family until 1953 when John D. Rockefeller Jr. pur-



Haverstraw Bay

chased the Manor to ensure its preservation.

Early industry in Croton included shipping, ship building and brick making. With the construction of the Hudson River Railroad in 1846, the village soon gained recognition as a transportation hub. However, Croton is best known for its relationship with New York City. In

the 1800s, there were limited supplies of clean fresh water on the island of Manhattan. As New York City continued to develop and its population continued to climb, the wells and cisterns in the city were becoming polluted, leading to epidemics of diseases such as cholera and yellow fever. Officials turned to the Croton River as a source of clean

water and began a major initiative to transport that water to New York City. The Old Croton Dam and the Croton Aqueduct (an underground masonry tunnel used for transporting water - many of the bricks used in this tunnel came from Hudson Valley brickyards) were constructed in 1837.

By 1890, the New Croton Aqueduct was constructed to keep up with the demands of booming development in New York City. Once the water arrived in New York City, it was stored at a Receiving Reservoir between 79th and 86th streets in Central Park. By 1940, New York City had identified other means of delivery for clean water, so Robert Moses, then City Commissioner of Parks, ordered the Receiving Reservoir drained and filled. Today, this site is the location of the Great Lawn in Central Park. The New Croton Aqueduct continues to supply New York City with 10% of its water needs.

OLD CROTON AQUEDUCT STATE HISTORIC PARK

This narrow 26-mile-long park was created in 1968 by the New York State Office of Parks, Recreation and Historic Preservation. The park path goes along the top of the decommissioned Croton aqueduct from the Croton Dam in Cortlandt to Van Cortlandt Park in the City of Yonkers, at its southern border with New York City. The Croton system relied on gravity to transport the water. With a grade of only 13 inches per mile, the grassy spaces covering the aqueduct are ideal for running, walking and biking. Over 23 miles of the park are designated as part of the Greenway Trail system.

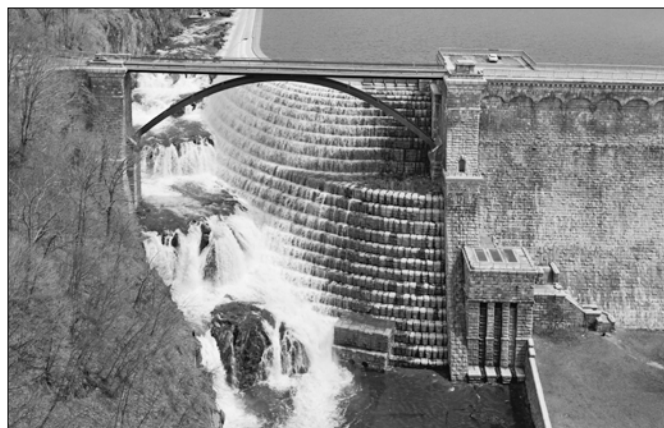


PHOTO COURTESY OF LIBRARY OF CONGRESS

Looking upstream at the spillway of the New Croton Dam and Reservoir

CROTON-HARMON STATION

Croton-Harmon Station serves both Amtrak and Metro North. It is also home to the Croton-Harmon maintenance facility. The name "Harmon" was added to Croton as a condition when real estate magnate Clifford Harmon deeded the land to New York Central Railroad after it had merged with the Hudson River Railroad in the 1870s. Just north of the station you see the brick Harmon Diesel & Electric Shops. North of Croton-Harmon the rail line is diesel, so this station serves as a terminus for all electric service in the corridor. When New York Central Railroad was in operation, this station marked the point at which the electric locomotives would have to be physically detached and replaced with steam or diesel locomotives to continue the journey north.



VAN CORTLANDT MANOR

Today the Manor House is open to the public and interprets the Van Cortlandt family and their residence at the Manor during the late 18th and early 19th centuries. The surrounding grounds are tended by workers in period dress and feature plant species that are historically accurate for the period. Van Cortlandt Manor is owned and operated by Historic Hudson Valley.



SOUTHBOUND: 1 min. from Croton Station • ON RIGHT
NORTHBOUND: 16 min. from Yonkers Station • ON LEFT



Croton Point Park

If you look towards the river, you will see Croton Point Park on a portion of land extending out into the river. This former landfill was once the largest waste disposal site in the Hudson Valley. Through remediation efforts by the New York State

Department of Environmental Conservation, this site has become a premiere bird watching park and home to the Great Hudson River Revival, a music and environmental festival held each summer to benefit the Hudson River Sloop Clearwater. The park is

also a designated Greenway Water Trail site with a cartop launch and a campground.

Across the river from Croton you will see the Town of **Haverstraw**. At one time, Haverstraw was the brick making capital of the world, with brick-

yards lining the western shore of the Hudson for nearly two miles. As many as 130 brickyards were once found along the Hudson from the Town of Haverstraw northward to the Town of Stuyvesant.

Brick making was an important industry in many of the communities along the Hudson River. Supplied by deep reserves of blue and yellow clay, it continued throughout the region from 1771 until just after World War II. The bricks produced in these brickyards were imprinted with the names of the yard or the community where they were produced and then shipped to New York City and throughout the east coast.

The **Haverstraw Brick Museum** in Haverstraw was created to preserve the history of this once-thriving industry.

OSSINING

South of Croton, you will pass through the Village of Ossining. This area was originally inhabited by a Native American tribe known as the “Sint Sinck” (which translates into “stone upon stone,” and refers to the limestone beds found in the region).

In 1685, the Sint Sincks

THE CLEARWATER

As you look towards the Hudson River, you may catch a glimpse of the Clearwater, a 106-foot-long tall ship designed to resemble a single-mast Hudson River Sloop. A sloop was the workboat of the river in the 18th and 19th centuries that hauled bricks, hay, and other goods between communities. Originated by folk musician and Beacon resident Pete Seeger, the Clearwater was built in 1969, at a time when industrial waste and sewage was choking life in the river. The Clearwater travels up and down the Hudson with school children and adults, stopping at ports along the way to heighten awareness of the river’s fragile ecosystem and the devastating effects of pollution. In 2004, the Clearwater was placed on the National Register of Historic Places for its historic role in the environmental movement. Clearwater’s new home port is at the Hudson River Maritime Museum in Kingston.



PHOTO BY STEVE STANNE © HUDSON RIVER SLOOP CLEARWATER

SOUTHBOUND: 8 min. from Croton Station • ON RIGHT
NORTHBOUND: 9 min. from Yonkers Station • ON LEFT



Lighthouse at Sleepy Hollow

SOUTHBOUND: 13 min. from Croton Station • ON LEFT
NORTHBOUND: 6 min. from Yonkers Station • ON RIGHT



Sunnyside

sold their land to Frederick Philipse (a British loyalist) who incorporated it into his Manor of Philipsburg. At the end of the American Revolution, the land was sold at auction and became known as “Sing Sing.”

By 1813 the Village of Sing Sing was incorporated. In 1825, the village was chosen as the site for the state’s second prison (the first was in the City of Auburn in central New York State) because it was near New York City and had a rich marble quarry located near the river.

In 1845, a portion of the northern part of the Town of Mount Pleasant was established as a new township. On the advice of a Native American authority, this new town was named Ossining, a different form of Sing Sing. However, the next year the name was shortened to Ossining, which was easier to pronounce. In 1901, the name of the Village of Sing Sing was also changed to “Ossining,” to avoid confusing goods made in the village with prison-made products.

SING SING

Guard towers and razor wire mark the site of one of the country’s most famous prisons—Sing Sing Correctional Facility. Built in 1828, Sing Sing is still in use as a maximum security prison and has the second highest prison population in the state. The train passes quite close to the prison so the structure you see out your window is the old cell block, built by prisoners who also quarried and cut the stone. After a new cell block was built in 1943, the old one was abandoned. Before rail service was established, inmates were sent to Sing Sing from New York City by steamboat or horse drawn vehicle. Today, the phrase “up the river” is a popular American expression meaning “sent to prison,” and refers to the journey convicted criminals made up the Hudson River from New York City to Sing Sing. The term “big house” (referring to a prison) also originated here.

KYKUIT in Pocantico Hills.
John D. Rockefeller Sr. built Kykuit in the early 1900s as his private home. The six-story stone house overlooking the Hudson is open to the public.

Today, information about the prison can be found at the Sing Sing Museum in the Caputo Community Center, and at the Ossining Historical Society Museum. Plans to create a historical museum at the prison have been under discussion for more than a decade and include a proposal to build a museum in the prison’s former power plant building.

SOUTH OF OSSINING, the train passes through a portion of **Rockefeller State Park.** The bulk of the park includes ap-

proximately 1,200 acres of the Rockefeller family estate, and is located further inland at Pocantico Hills. Nearby, John D. Rockefeller Sr. built Kykuit in the early 1900s as his private home. The six-story stone house overlooking the Hudson is open to the public, and includes an extensive collection of antiques as well as an underground art gallery with works from Warhol and Picasso. The landscaped grounds include a formal garden and sculpture park.





PHOTO © MATTHIAS WASSERMAN/ISTOCKPHOTO

The Tappan Zee Bridge (and The Lighthouse at Sleepy Hollow)

This is the land that inspired some of the greatest legends in literature.

LYNDHURST (right)

One of the country's finest Gothic Revival mansions, Lyndhurst, was designed by AJ Davis, and was the country home of railroad and Western Union tycoon Jay Gould, its third owner. The towers and turrets of this stone structure are surrounded by beautifully landscaped grounds that overlook the Hudson River. Today, the National Trust for Historic Preservation offers tours of the mansion and its grounds.

PHOTO BY STEVE TURNER, COURTESY CHARLES DAVEY LLC



PHILIPSBURG MANOR (left)

Just inland from Kingsland Point is Philipsburg Manor Upper Mills. This farm manor was originally owned by the Philipse family in the 17th and 18th centuries. Today, the complex operates as it did 300 years ago, offering the public an opportunity to see heirloom plants and animals, a working gristmill, and colonial-era cooking techniques.

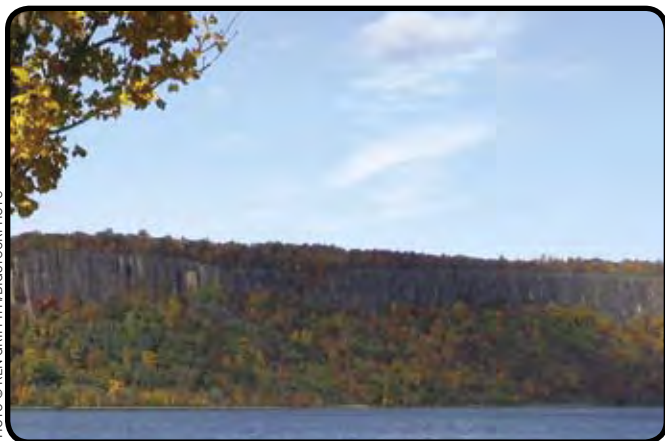
SLEEPY HOLLOW

This is the land that inspired some of the greatest legends in literature. Washington Irving, whose home **Sunnyside** is on the riverbank in nearby Tarrytown, used the village as the setting for his story of Ichabod Crane and the headless horseman entitled "The Legend of Sleepy Hollow." Many of the landmarks and figures mentioned in the story actually exist, including the famous bridge, the Old Dutch Church, and the Von Tassel family. Prior to 1997, the Village of Sleepy Hollow was actually known as "North Tarrytown." The name was changed to reflect the Village's literary history.

LIGHTHOUSE AT SLEEPY HOLLOW

As you pass through the Village of Sleepy Hollow, you will pass through Kingsland Point Park and notice a lighthouse. This five-story structure was built in 1883 and is the only Caisson-style lighthouse on the river. The lighthouse was manned by a keeper and his family until 1957 when the lighthouse was automated. After it was decommissioned in 1961, the lighthouse was on the brink

SOUTHBOUND: 19 min. from Croton Station • ON RIGHT
NORTHBOUND: 2 min. from Yonkers Station • ON LEFT



The Palisades

SOUTHBOUND: 20 min. from Croton Station • ON RIGHT
NORTHBOUND: 1 min. from Yonkers Station • ON LEFT



Yonkers Power Station at Glenwood

of demolition until local residents and organizations lobbied for its preservation. Since 1969, the lighthouse has been managed by the Westchester County Department of Parks, Recreation and Conservation, which periodically offers tours for the public.

TARRYTOWN

British spy Major John Andre was captured here by local men as he tried to return to New York City after receiving the plans to West Point from Benedict Arnold. Captors' Monument in Patriots' Park commemorates the event.

TAPPAN ZEE BRIDGE

A new Tappan Zee Bridge is under construction and scheduled to be completed in 2019. The original was built in 1955 to carry the NY State Thruway over the river, the bridge is just over 3 miles long, one of the longest bridges in the country. The name is derived from the Native American and Dutch traditions. In pre-colonial days, the Tappan tribe of Native Americans inhabited the area. Later, the Dutch called the Hudson River a "zee," meaning wide expanse of water. This section of the river is still noted on federal navigation charts as Tappan Zee.

SUNNYSIDE

Washington Irving's country home by the river is visible from the train which travels through its riverfront yard. Sunnyside is a small "cottage" built around an original Dutch stone farmhouse. Irving, who bought the house in 1835, remodeled the original farmhouse in a variety of styles and created picturesque gardens facing the Hudson River. Sunnyside is owned and operated by Historic Hudson Valley and offers the public the opportunity to stroll the grounds and enjoy Irving's original furnishings located inside the home.

Across the Hudson River is the Village of **Piermont**. In the 1820s, a mile-long pier was built out into the Hudson River to serve as a steamboat landing. The pier was later used to serve passengers from the Erie Railroad. During WWII, this pier was the major embarkation point for US troops heading to Europe. Troops would first spend time at **Camp Shanks** in the nearby Town of Orangetown. The Camp was the largest WWII army embarkation point, processing 1.3 million troops. Approximately 75% of those who participated in the D-Day invasion

came to Camp Shanks for processing before heading out. Today, Camp Shanks (known as "Last Stop USA") has an interpretive museum that is open to the public.

Piermont Marsh stretches for two miles south of this pier and is now part of the Hudson River Estuarine Research Reserve. The Sparkill Gap, which runs alongside of the pier, is the only sea level gap in the Palisades Mountain Ridge. Immediately to the south of Piermont across the Hudson River, the shoreline becomes part of the New Jersey Palisades.

THE PALISADES

Although the Palisades are visible all along this portion of your trip, the view from Greystone Station just north of Yonkers is fantastic. This dramatic 550-foot high stretch of rocky cliffs extends for 30 miles along the west side of the Hudson River between Bergen County, New Jersey and Nyack, New York. In the late 1800s, the Palisades were threatened by development and extensive quarrying.

However, in 1900 the Palisades Interstate Park Commission was formed to preserve the Palisades. Today, the Palisades Park encompasses

100,000 acres and includes over 24 state parks and eight historic sites that are all open to the public.

YONKERS POWER STATION AT GLENWOOD

Just north of Yonkers, the train passes the tall smokestacks and massive brick buildings of the Yonkers Power Station. Built in 1902 to provide electric power for the New York Central Railroad tracks, it provided a safe alternative to the dangerous conditions caused by steam engines. The Power Station was abandoned in the 1960s in favor of more efficient power sources.

THE HUDSON RIVER MUSEUM

Just north of the Yonkers train station is a cultural complex focused on the Hudson River Valley that features art galleries, science and nature exhibits, educational centers and a planetarium. Glenview Mansion, built in 1876 for prominent New York City financier John Trevor, is an integral part of the site. An excellent example of late Victorian style architecture, Glenview Mansion is owned by the City of Yonkers and has been re-stored to serve as an historic house museum.

VISITING

Philipse Manor Hall

State Historic Site

Warburton Ave & Dock Street
Yonkers, NY
914-965-4027
nysparks.com

Federal Hall

26 Wall Street
New York, NY
212-825-6990
nps.gov/feha

Cloisters

Fort Tryon Park
New York, NY
212-923-3700
metmuseum.org/visit/met-cloisters

Columbia University's Lamont-Doherty Earth Observatory

845-359-2900
ldeo.columbia.edu

The Little Red / Jeffrey's Hook Lighthouse

178th Street & Hudson River
New York, NY
212-304-2365
nycgovparks.org

Battery Park Conservancy

1 New York Plaza
New York, NY
212-344-3491
thebattery.org

Castle Clinton National Monument

Battery Park
New York, NY
212-344-7220
nps.gov/cacl

Historic Richmond Town

441 Clarke Avenue
Staten Island, NY
718-351-1611
historicrichmondtown.org



APPROX. 31 MINUTES

Views in this section shift from vistas of the rivers, marshes and hills to dense cityscapes that form the largest city in the Nation.

YONKERS TO PENN STATION



YONKERS STATION

This is the third station to be built on this location. The station you see today was built in 1911 and restored in 2004. The Beaux Arts style station was designed by Warren and Wetmore, the same architects who designed Grand Central Terminal. The interior features decorative brickwork and terracotta shields.

Yonkers is the fourth largest city in New York and gets its name from its earliest Dutch settler, Adriaen van der Donck, known locally as the Jonkheer, or "young gentleman." In 1645, Van der Donck was granted 24,000 acres by the New Netherland Director-General and built a



ADRIAEN VAN DER DONCK,
earliest Dutch settler of the
area now known as Yonkers.

saw mill on what was then called the Nepperhan River. This river eventually became known as the “Saw Mill River.” The area Van der Donck established was eventually acquired by the Philipse family in the late 17th century. Yonkers was an agricultural community for the next two centuries but by the 19th century Yonkers had become an industrial community. It was here that the Otis Elevator Company produced the first safe passenger elevator, and later Bakelite was invented as the first completely synthetic plastic.

Yonkers has undertaken massive waterfront revitalization along their four and a half miles of riverfront, helping to highlight important community resources such as the only turn-of-the-century Victorian Pier still in use on the Hudson River, a river walk with magnificent views of the Palisades and New York City’s skyline, riverside restaurants and several public parks and museums.

PHILIPSE MANOR HALL STATE HISTORIC SITE is located two blocks east of the station and was built in 1682 at the juncture of the Hudson and Saw Mill (Nepperhan) rivers by Frederick Philipse, a local carpenter and trader. During his lifetime, Philipse amassed a huge estate encompassing the entire area of present-day Yonkers. Before the City of Yonkers expanded its down-

town by building over the Saw Mill River, the manor had an enviable position with views of both the Hudson and Saw Mill rivers. Later generations of the Philipse family enlarged the manor, which remained in the family until just after the Revolutionary War. The New York State Legislature confiscated the property because of the Loyalist leanings of Frederick Philipse III, one of over 200 colonial New Yorkers who signed the Declaration of Dependence swearing loyalty to King George III.

SPUYTEN DUYVIL SWING BRIDGE

South of Yonkers, the train enters the City of New York, (borough of the Bronx) at Riverdale and crosses over the Spuyten Duyvil Creek to Manhattan Island on the Spuyten Duyvil Swing Bridge, a trestle bridge with a movable section to allow passage for ships. Until 1991, this was the point at which all passenger trains turned east to follow the Harlem River and terminate at Grand Central, while only freight trains continued south along the Hudson. The name “Spuyten Duyvil” comes from the Dutch and has several popular translations. Some translate the name as “Devil’s whirlpool,” referring to turbulence in the Spuyten Duyvil Creek, while others refer to a story by Washington Irving in which a Dutchman vows to swim the creek “to spite the Devil.”



Philipse Manor Hall State Historic Site

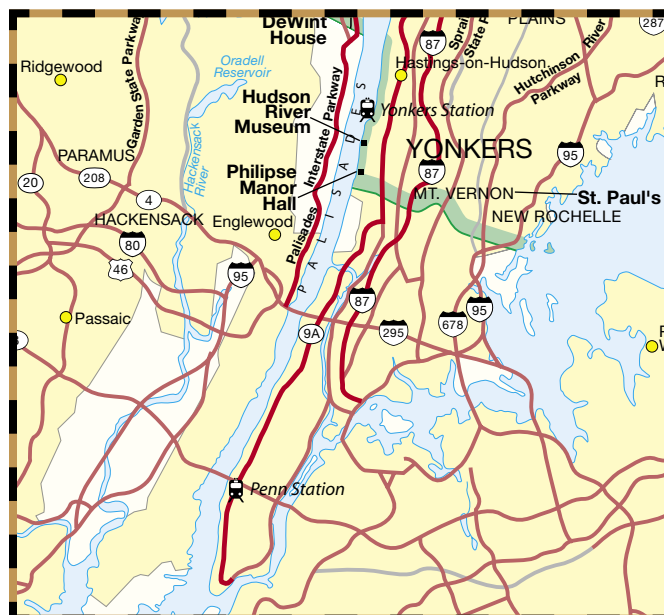
SOUTHBOUND: 6 min. to crossing from Yonkers Station
NORTHBOUND: 13 min. to crossing from Penn Station



Spuyten Duyvil Swing Bridge

Peter Minuit, a director-general of the Dutch West India Company, purchased the island of **Manhattan** from the Lenape Native Americans in 1626 for approximately \$24. Settlements quickly grew around Fort Amsterdam, a fur trading post built by the Dutch at the southern tip of Manhattan. The area soon became known as New Amsterdam. With **Fort Orange** (now Albany) at the northern end of the navigable Hudson (then called the North River) and **Fort Amsterdam** at its southern end, the Dutch

had control of the river and the colony of New Netherland. When the British took control from the Dutch in 1664, New Amsterdam was renamed New York in honor of the English Duke of York. After the Revolutionary War, **Federal Hall** at Wall Street in Manhattan was the site of the first United States Congress, the presidential inauguration of George Washington, and the passage of the Bill of Rights. New York City served as capital of our new nation until 1790, when the capital was moved to Philadelphia.





George Washington Bridge



AT THE NORTHERN TIP OF MANHATTAN, the train passes through the city's Fort Tryon Park. High on a bluff out of view is a branch of the Metropolitan Museum of Art, called The **Cloisters**. The Cloisters is open to the public and is home to the Museum's collection of art and architecture of medieval Europe. Also located in Fort Tryon Park are the remnants of Fort Washington and other Revolutionary War military posts.

AS YOU LOOK ACROSS THE RIVER, you can see **Columbia University's Lamont-Doherty Earth Observatory**. Established in 1949 with a focus on earth science, this in-

stitute was one of the centers for research that led to the development of the theory of Plate Tectonics. The campus currently houses the International Research Institute for Climate and Society, and the Center for International Earth Science Information Network.

GEORGE WASHINGTON BRIDGE

The **George Washington Bridge** connects Manhattan with Fort Lee, New Jersey and was once the longest suspension span bridge in the world. Built between 1927 and 1931, the original design called for concrete and granite towers. However, aesthetic critiques and the onset of the Great Depression caused designers to favor the bare steel towers you see today. A second level was added to the bridge in 1962 making it the only two-level bridge to cross the Hudson and the world's only 14-lane suspension bridge.

LITTLE RED LIGHTHOUSE

The Little Red (or Jeffrey's Hook) Lighthouse, is at the foot of the Manhattan-side tower for the George Washington Bridge. It was erected

in 1880 at Sandy Hook, New Jersey and was relocated to its current location in 1921. The lighthouse became a literary landmark in 1942 when it was popularized in the children's book, "The Little Red Lighthouse and the Great Grey Bridge." When the lighthouse was decommissioned in 1947 and proposed for removal, the popularity of the children's book led to a public outcry which resulted in the preservation of the lighthouse. Today it is owned by the City of New York and is open for public tours from spring through fall.

As the train travels under the bridge, the sheer rock walls are just an arm's length from the train. In total, approximately two million cubic yards of stone were excavated to create this rail route from Albany to Manhattan.

ENTERING MANHATTAN

As you look out your window, the New York City skyline is not yet visible. The first tall buildings you see from the train along the western shore of the Hudson River are located in the City of Englewood and the Borough of Fort Lee in New Jersey.

RIVERSIDE PARK

The continuous strip of parkland you see next to the train is named Riverside Park and was developed in the late 1870s. Joggers and walkers are a frequent sight along this section of the track until the train goes under the park through the Riverside Park Tunnel, also called "Freedom" Tunnel and Mole Tunnel.

Before the tunnel was constructed, the train tracks separated the Upper West Side of Manhattan from the Hudson. In the 1930s, city planner Robert Moses designed a tunnel to cover the tracks. The shafts of light you can see mark ventilation ducts set in the pedestrian plaza above. Long after construction, freight service was abandoned as trucking started taking over the city's transportation needs.

The tunnel soon became home to squatters (called Mole People) and graffiti artists. Elaborate graffiti that still exists in the tunnel today is considered by many to be part of a larger genre of "graffiti art." In 1991, Amtrak resumed use of the tunnel when their passenger service switched from Grand Central Terminal to Pennsylvania ("Penn") Station.

SOUTHBOUND: 11 min. from Yonkers Station • ON RIGHT
NORTHBOUND: 10 min. from Penn Station • ON LEFT

SOUTHBOUND: 13 min. from Yonkers Station • ON RIGHT
NORTHBOUND: 8 min. from Penn Station • ON LEFT

PHOTO © JENNIFER PICOUFFREY/ISTOCKPHOTO



Little Red Lighthouse



Riverside Park

PENN STATION

As the train arrives in Penn Station, you should note that its appearance today is far from the grandeur that once existed at this site. The original Pennsylvania Station was completed in 1910 for the Pennsylvania Railroad, one of the competing rail lines to Vanderbilt's railroad empire.

The Beaux Arts style station was designed by McKim, Mead, and White and was considered one of the most magnificent public buildings in the world. Inside, the station featured a 277-foot-long glass-roofed waiting room inspired by the Roman Baths of Caracalla. Outside, Doric columns decorated the station's façade and 22 carved stone eagles nested near the roof.

Penn Station was once considered one of the most magnificent public buildings in the world.

As public enthusiasm for train travel declined, an attempt to modernize the station resulted in the sale of the "air" rights (or, in this case, the right to develop everything above the street) to make way for Madison Square Garden. While the underground platforms and tracks were left alone to serve intercity express travel and the commuter lines of Long Island Rail Road and New Jersey Transit, the remainder of the station was torn down in 1963.

The demolition prompted such public outrage that it became the catalyst for the city's first architectural preservation

laws and a rallying cry for architectural preservation throughout the country. While little of the original station remains, two stone eagles are visible outside the station's current entrance on Seventh Avenue. Additionally, many of the thick brass handrails you use as you go between the platform and the station are from the original 1910 structure.

In September 2016, New York Gov. Andrew Cuomo revealed a fast-track plan to create a state-of-the-art train hall and retail space in the James A. Farley Building, also known as the landmark U.S. Post Office, as the late Senator

Moynihan dreamed.

Beneath a massive, one-acre glass skylight, Penn Station is set to under-go a substantial renovation and expansion—in order to be re-born as the Pennsylvania Station / Farley Complex by December 2020.

OUR TRIP ALONG THE HUDSON ENDS AT PENN STATION, but the river continues through the Narrows between Brooklyn and Staten Island and then into the Atlantic Ocean.

The early history of New York City and New York State is preserved and interpreted at several sites in lower Manhattan and Staten Island. These include **Battery Park**, **Castle Clinton National Monument** and **Historic Richmond Town** on Staten Island.

Penn station, circa 1914, soon after completion (left) and in 1962, shortly before being torn down (right).



HUDSON RIVER VALLEY NATIONAL HERITAGE AREA

The Hudson River Valley National Heritage Area was established by Congress in 1996 and is one of 49 federally designated Heritage Areas, funded through the National Park Service and Department of the Interior by annual appropriations.

The mission of the Hudson River Valley National Heritage Area Program is to recognize, preserve, protect and interpret the nationally significant cultural and natural resources of the Hudson River Valley for the benefit of the Nation.

Visit hudsonrivervalley.com for information about all the locations mentioned in Windows on History, as well as additional information about other heritage sites, cultural resources, farmers markets, themed guides, and upcoming events throughout the Hudson Valley region.

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