

HISTORY
OF THE
NEW YORK & HARLEM
RAILROAD

BY
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Author of the HISTORY OF MT. KISCO

1898

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ILLUSTRATIONS.

One of the First Locomotives.

Chappaqua, the Former Home of Horace Greeley.

Chatham, the Upper Terminus of the Road.

A View of Chatham back of the Depot House.

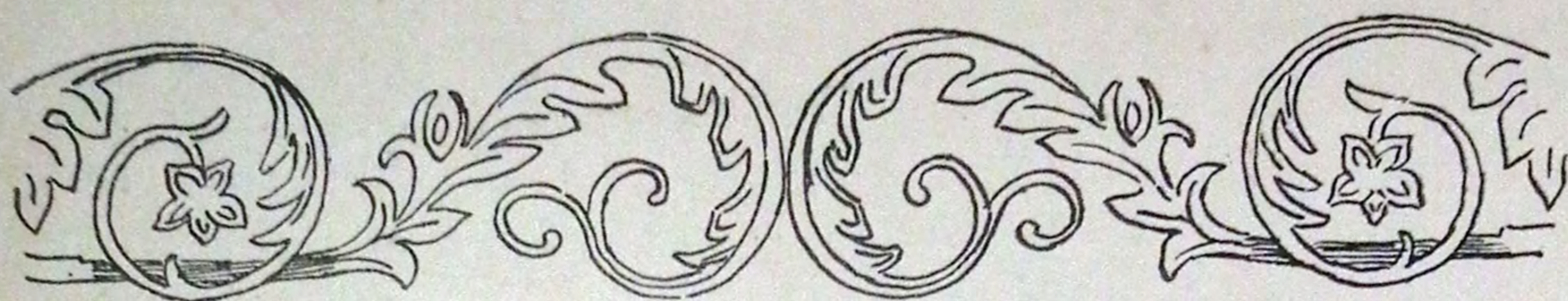
Mr. Elliott, the Oldest Conductor.

Interior View of Grand Central Depot.

View of Mount Kisco.

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INTRODUCTORY.

Railroads date from the year 1630 in England, and from 1826 in America, where, at Quincy, Mass., the first railroad in America was built to convey granite from the quarries down to tide water.

The first rails were of wood, and laid down about the year 1630 between the coal pits near Newcastle, England, and the coal repository by the riverside, and used only for the transportation of coal. A century later, these coal wagon roads came into general use, and these constituted the germ of the modern railroad.

The first iron rails are supposed to have been laid down at Whitehaven, England, as early as 1738. But steam locomotives used on railroads are of much more modern origin.

The first steam engine for driving carriages on common roads was built in 1802 by Robert Trevethick a captain in a Cornish tin mine in England, and was used on common roads in the southern part of England, and in 1804 he made the first engine for traveling on railroads, and it was used that year on the Merther Tydvil railway in South Wales, but no other use was made of railways than for transporting coal and ore wagons of the miners until the 25th of September, 1825, when the Stockton & Darlington Railway, nearly twelve miles long, constructed by Edward Pease and George Stephenson, was opened and freight and passengers were carried at a speed of not over twelve miles an hour; but the engines, when put to the top of their speed, were found capable of running at the rate of from twelve to sixteen miles an hour. This road was four feet eight and a half inches

gauge, the same as of the common vehicles of the country. The locomotives were built by George Stephenson, who was the first to put them to any real successful, practical use. They weighed only about eight tons. His first locomotive, called "My Lord," was constructed in 1813, at Killingworth, England, and placed on the Killingworth railway the following year, and was the most successful engine that had yet been constructed.

In 1829, he and Booth built the engine "Rocket," weighing four and a quarter tons. This engine made thirty-five miles an hour.

The first railroad ever built in America for general transportation was the Baltimore & Ohio road, begun in 1828, and completed to the Point of Rocks on the Potomac river in 1832, and until that time operated with horse power.

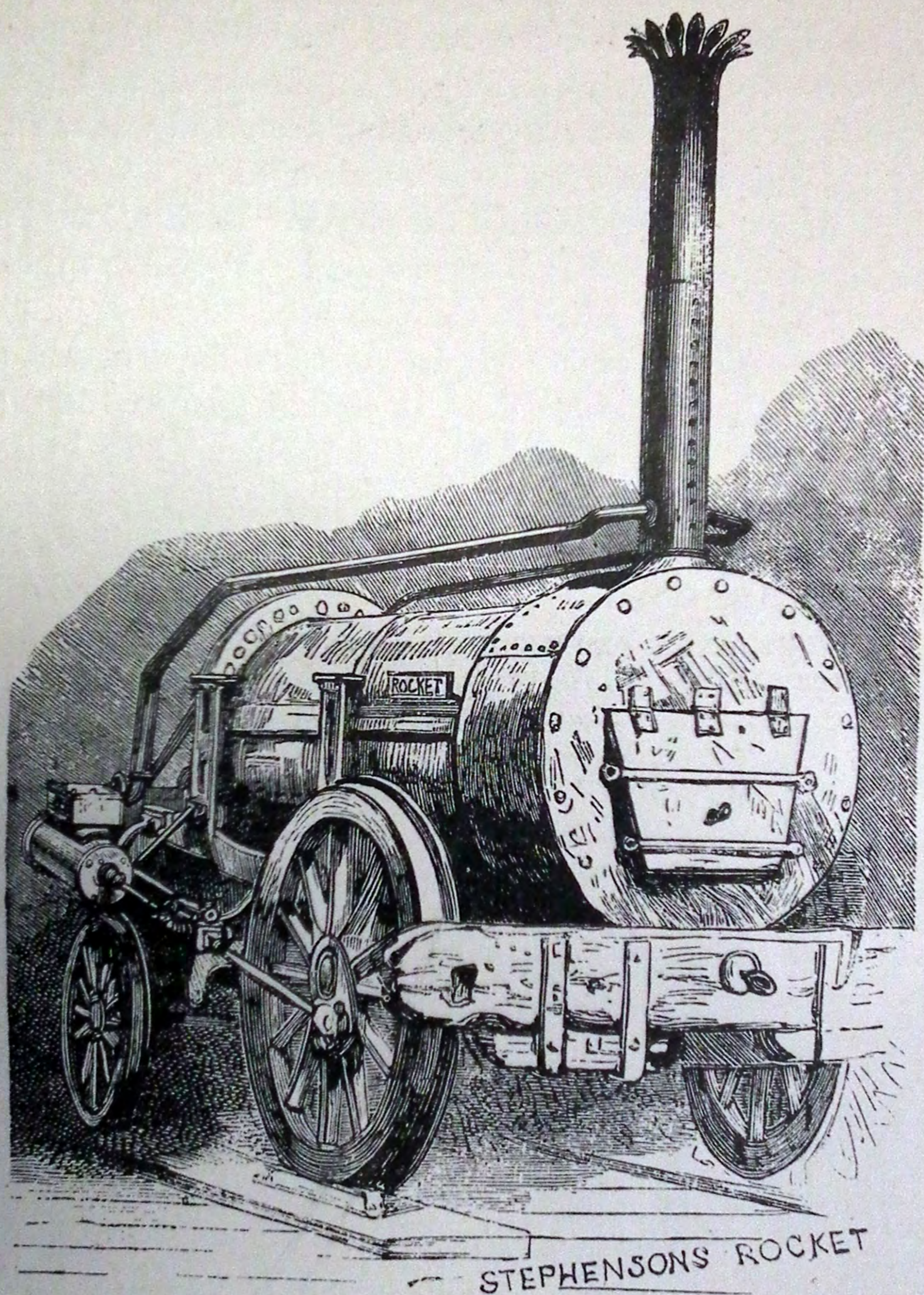
On this road in 1830, between Baltimore and Ellicott Mills, was used the first locomotive for railroad purposes ever built in America, and the first one used on this side of the Atlantic for the transportation of passengers. This locomotive was built by Peter Cooper of New York—weighed not over a ton, and attained a speed of eighteen miles an hour.

Among the first railroads built in this country was the New York & Harlem, the oldest railroad leading into the City of New York.

CHARTER.

The charter for building the New York & Harlem Railroad was granted April 25th, 1831. Its incorporators were Benjamin Baily, Mordecai M. Noah, Benson McGowan, James B. Murray, Charles Henry Hall, Moses Henriques, Isaac Adriance, Thomas Addis Emmett, Gideon Lee, Silas E. Burrows, Samuel F. Halsey, Cornelius Harsen and Robert Stewart.

They were authorized and empowered to construct a single or double track railroad from any point on the north bounds of

HISTORY OF THE

ONE OF THE FIRST LOCOMOTIVES BUILT AND RUN BY THE
RENOWNED LOCOMOTIVE BUILDER,
GEORGE STEPHENSON.

It was used on the first passenger road built, and successfully used for general traffic in England.
This Locomotive may be seen in the British Museum, London.

Twenty-third street to any point on the Harlem river between the east bounds of Third avenue and the west bounds of Eighth avenue, to transport, take and carry property and persons upon the same by the power and force of steam, of animals, or of any mechanical or other power, or of any combination of them, which the said company may choose to employ.

The capital stock is fixed at \$350,000 divided into shares of \$50 each. There are to be thirteen directors. No lands are to be taken without the consent of the owner or owners thereof, exceeding forty feet in width from east to west, and the City of New York is to regulate the time and manner of using the railroad, and the speed with which carriages shall be permitted to move on the same, or any part thereof.

The charter contained no provision fixing or limiting the rate of fare. Since then, however, a general law of the State has been passed making the maximum fare on roads of the class of the Harlem three cents per mile or fraction thereof, with a right to a minimum single fare of not less than five cents.*

*See chapter 565 of the Laws of the State of New York, passed in 1890, and became a law May 1st, 1891.

See also chapter 676, passed in 1892, An act to amend the railroad law. Article II., Sec. 37.

DIRECTORS.

The first Board of Directors were: Campbell P. White, President; John Mason, Treasurer; Isaac Adriance, Secretary; Alexander Hosack, Harry Hone, John Lozier, Samuel F. Halsey, C. W. Lawrence, Joseph L. Josephs, John R. Peters, — Taylor — Brown and — Lorillard.

The Board of Directors in 1845 were: Jacob Little, John Dykers, John Alstyne, Charles W. Sanford, L. G. Morris, S. G. Ferris, G. Morris, W. C. Wetmore, John Gray, Samuel E. Lyon and David Groesbeck.

The present Board of Directors are: Cornelius Vanderbilt,

William K. Vanderbilt, Frederick W. Vanderbilt, Samuel F. Barger, Chauncey M. Depew, Charles C. Clarke, John B. Dutcher, Edward V. W. Rossiter, Francis P. Freeman, Samuel D. Babcock, Alfred Van Santford, Robert Schell and William H. Robertson.

Cornelius Vanderbilt, President.

Charles C. Clarke, Vice-President.

E. V. W. Rossiter, Secretary and Treasurer.

ROUTE THROUGH NEW YORK CITY.

The line of route fixed upon by the Board of Directors, September 13th, 1831, is through the centre of Fourth avenue from the north side of Twenty-third street to Harlem river.

The track was first laid from Prince street to Twenty-third street.

On the 26th of November, 1832, the track was completed from Prince street to Fourteenth street, and cars began running between these two points, about a mile apart. This was the first street railroad built in the City of New York.

Locomotives ran down as far as Fourteenth street.

CHARTER AS AMENDED.

The original charter was amended April 6th, 1832, by allowing an extension of the railroad along Fourth avenue to Fourteenth street, and through such other streets as the Mayor, Aldermen and Commonalty of the City of New York may permit, but not to extend below Prince street, until the completion of four miles of the road above Prince street, and restricting the propelling of the cars south of Fourteenth street to horse power, and

the speed to a not greater rate than five miles an hour below Fourteenth street, and authorizing the railroad company to increase their capital stock not to exceed \$500,000.

The charter was further amended May 7th, 1840, by authorizing the company to extend their road through Westchester County.

NEW YORK & ALBANY RAILROAD.

That there was, long prior to the extension of the Harlem Railroad through Westchester County and beyond, a desire for a railroad to be built along the line of the present New York & Harlem Railroad, is shown by resolutions which were adopted at a convention held at Leedsville in the town of Amenia, Dutchess County, N. Y., December 7th, 1831, highly commending the proposed building of a railroad, the New York and Albany, on the easterly side of the Hudson river between the cities of New York and Albany. Among the many advantages specified in the resolutions were, that such a railroad would be to trade and commerce the opening of a way into the interior, and during the four months of each year that the navigable waters are closed.

A charter was granted April 17th, 1832, empowering the railroad company to construct a single, double or treble railroad or way between the cities of New York and Albany, beginning in the island of New York, where the Fourth avenue terminated at Harlem river, and passing through the counties of Westchester, Putnam, Dutchess, Columbia and Renssellaer and ending at some point on the Hudson river, opposite or near the city of Albany, with power to extend the same to the city of Troy.

Capital stock three million dollars.

Shares one hundred dollars each.

Ground was broken at various points along the line of the proposed road, and small portions built. Several extensions of time for the completion of the road had been granted by the

legislature. The last extension of time was granted for three years from April 11th, 1842. Failing to make any further progress in its construction, it was sold March 9th, 1846, for \$35,000, to the New York & Harlem Railroad Company—the deed of conveyance transferring to this company all right, title and interest of the New York & Albany Railroad Company of, in and to any lands or right of way on the line of the New York & Harlem Railroad Company, or adjoining the same in the counties of Westchester, Putnam, Dutchess and Columbia counties in the State of New York.

The Harlem road at this time was completed and in operation as far as White Plains, and in process of construction as far as Croton Falls.

SUPERIORITY OF THE RAILWAY.

In his annual message of 1832, Governor Throop, then governor of the State of New York, makes special mention of the introduction of railroads in this country, classifying them among modern inventions, and showing the superiority of the railway over all other methods of conveyance, either in the transportation of passengers or of heavy and bulky articles, and that it is the safest, the cheapest and most expeditious way of traveling.

BEGINNING TO BUILD THE N. Y. & HARLEM R. R.

The charter having been obtained, some length of time elapsed before work was begun. The ceremony of breaking ground preparatory to building the road, took place February 23d, 1832, at an elevated and commanding spot, on Murray Hill, Fourth avenue.

The rock had been bored and thirteen blasts exploded whereupon John Mason, vice-president of the company, addressed the assemblage of people present.

He portrayed the importance of the undertaking, the contemplated connection at Harlem with another road proposed to be built from there to Albany—that the building of the road is delayed by circumstances beyond their control, that the work would go on with all possible expedition—that the benefit to the City of New York, possessing as it does, the best seaport in the Union, will be incalculable—that as to the speculations, suppositions and conjectures respecting the construction of the road, its value when completed, that it would never be commenced, that if it should, it would never be finished, and if completed, the stock would be unproductive, but as to this last supposition, he said, gentlemen must judge for themselves, but of one thing we are certain: the road will be built, and the most gratifying results may be anticipated.

As to the safety of this mode of traveling, he could only refer them to the experience of thousands who can bear testimony to its security by having traveled on railroads.

The address was received with great cheering, after which the company and guests repaired to Hinton's, at the Shot Tower Hotel, where a cold collation was spread, and success to the Harlem Railroad was drank in sparkling champagne with great hilarity and good feeling.

PROGRESS MADE IN BUILDING THE ROAD.

On the 10th of May, 1832, General Swift, well known as a practical and scientific engineer, was appointed to superintend and direct the work on the Harlem Railroad.

On the 14th of November, 1832, a mile of single track was completed from Prince street in the Bowery to Fourteenth street, and on the 26th the road was opened and a car, built by that veteran car builder John Stephenson, and carrying the Mayor and

Aldermen of the city, and officials of the road, was run over the newly laid track.*

At this time there were only thirty-eight miles of railroad in this State; namely, seventeen miles from Albany to Schenectady, completed in the fall of 1831, and twenty-one miles from Schenectady to Saratoga.

Now, 1898, there are over nine-thousand miles of railroad in this State.

The construction of the Harlem Railroad on a line with Fourth avenue to Harlem River involved a large expenditure of money in getting through the massive ledge of rock at Yorkville, necessitating a long and tedious process of hand drilling and of blasting with powder, tunnelling for about half a mile through solid rock leading out upon Harlem flats, over which the track was laid on high trestle work. The capital stock was increased \$250,000, with privilege to borrow not exceeding \$400,000, as may be necessary to complete the road.

It had not been completed to Harlem when efforts were being made to have the track extended to the lower part of the city, which extension was subsequently made in the face of such objections as danger in running cars through crowded streets, liability of carriage wheels being broken in contact with the track, etc., etc.

But some concession was made in turning from the Bowery and running down Centre street so as not to conflict with the traffic in the lower part of the Bowery next to Chatham Square.

COST TO HARLEM RIVER.

The entire cost of the road to Harlem river was upwards of \$900,000, and the appurtenances about \$250,000.

FIRST TRAINS.

During four years, from the middle of November, 1832, to the summer of 1836, the cars ran no further than Prince street in the Bowery to Fourteenth street.

In the summer of 1836, the road was opened to Yorkville, and cars began running to and from Yorkville and the Bowery opposite Prince street, leaving each end of the route at 6 A. M., and continue starting every fifteen minutes during the day until 8 P. M., and thereafter every hour until 10 P. M.

In 1837 the cars began running to Harlem, then a suburban town at some distance from New York City. The road having been extended to the lower part of the city, the City Hall became the lower terminus from which point to Harlem a double track had been laid, and the fare fixed at twenty-five cents, but in 1841 it was reduced to twelve and a half cents.

Six locomotives, a large number of cars, and 240 horses were in use on the road; and its full extent, until March 1st, 1841, was from City Hall to Harlem river. During four years, from 1837 to 1841, the cars ran no further than to Harlem; the full extent of the road during that time being only from City Hall to Harlem, that being the original design of the projectors of the road. Harlem being the proposed point of connection of the New York & Harlem road, with that of the New York & Albany Railroad Company's line, then in process of construction, at a few points along the line. But owing to the failure of this company to build its road, the New York & Harlem Railroad Company extended their road on beyond Harlem.

EXTENDING THE ROAD THROUGH WESTCHESTER COUNTY.

The necessity of a railroad through Westchester County was more keenly felt during the winter season, when ice forms a barrier to navigation. On careful investigation and inquiry made, it was found that the number of passengers carried by stage through White Plains to New York averaged 608 per week, independent of steamboat travel. Stage fare in winter from White Plains to New York was one dollar.

The commerce, convenience and interest of the city of New York demanded that a railroad should extend therefrom to Albany, to connect there with a railroad then two-thirds completed between Albany and Buffalo.

The failure of the New York & Albany Railroad Company to construct its line of road from Harlem river to Albany was a sufficient cause for the State Legislature, May 7th, 1840, to grant the Harlem Railroad Company a privilege to construct a railroad with single or double track through the County of Westchester, beginning at Harlem river and extending with one line of road northwardly to an intersection of the New York & Albany Railroad Company's line of road, and to construct a bridge across the Harlem river for such extension, and to increase the capital stock one million of dollars.

The necessary work preparatory to the construction of the road having been made in the making of surveys to determine upon the line of road and the setting of stakes indicating the excavations and fillings in required for proper grade, the purchase of the land was intrusted to Gouverneur Morris, of Morrisania, who with his well known amiability and diplomatic skill admirably succeeded in overcoming in the minds of many of the land owners existing prejudices against railroads, and effecting purchases of the necessary amount of land.

The opposition to railways on their introduction in England, in 1825, was carried to such an extent that it was declared they would prevent cows from grazing, hens from laying, preservation of pheasants and foxes, purity of air, and cause the burning of houses and destruction of birds.

December 14th, 1840, about four miles of track had been extended into Westchester County, and to Fordham, March 1st, 1841, when cars began running to that place, leaving City Hall for Fordham at 7 A. M., and 4 and 7 P. M. Fare 25 cents, and from City Hall to Harlem 12½ cents.

In 1842 the road was opened to Williams Bridge, and in the summer of 1844 to Tuckahoe, and in the latter part of the same year to White Plains, which remained the extent of the road until the latter part of October, 1846, when cars began running to Pleasantville.

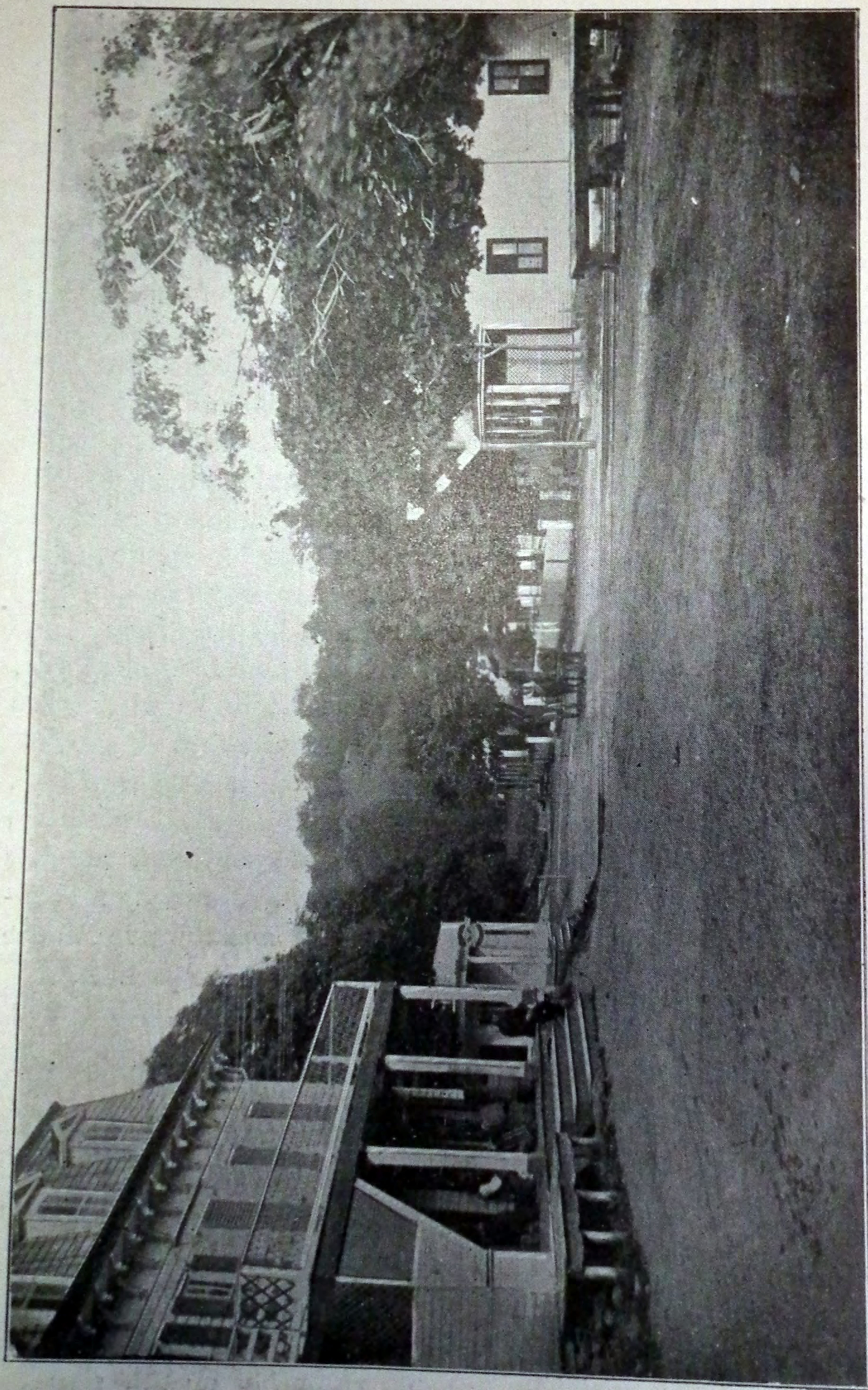
AUTHORITY TO EXTEND THE ROAD TO ALBANY.

A few months prior to October, 1846, all right, title and interest of the New York & Albany Railroad Company of, in and to lands or right of way on the line of the New York & Harlem Railroad Company was sold and transferred to the Harlem Company, which sale and transfer on failure of the New York & Albany Company to build its line of road, thus making it impossible to make the intersection on the part of the Harlem according to a grant previously made by the Legislature, rendered it necessary for a still further privilege to be granted the New York & Harlem Railroad Company, and this was done a few days after the sale, namely the 11th of March, 1846, when authority was given this company to expend at least a half a million of dollars in the construction of its road from the present termination at White Plains, on or before the 1st of June, 1847, and finish and put in operation not less than fifty miles of their road, exclusive of the road now constructed, on or before June 1st, 1848, and from New York to Albany, before December 31st, 1849, a continuing line, no part of the road to be within less than one half a mile from the Connecticut state line.

In the latter part of February, 1847, the first train of cars, made up of some freight cars and one passenger car, came up to Mount Kisco, and in June of the same year cars began running to Croton Falls, where the event was duly celebrated by a bountiful repast, and delivery of speeches commemorative of the occasion, the late General Sanford taking an active part.

COMPLETED TO CHATHAM.

Trains ran no farther than Croton Falls until 1850, when the road was opened to Dover Plains, and on May 10th, 1852, to Chatham, where it connects with the Boston & Albany Railroad



CHAPPAQUA.

Here was the home of Horace Greeley during the last twenty years of his life. The trains stopped at the highway crossing shown in the picture, and very frequently the white coated philosopher was seen to step off the train at this point, bending his steps homeward from the Tribune office. His house stood near the edge of the grove shown in the centre of the picture.

to Albany—the Harlem Railroad Company and the Boston and Albany Railroad Company having entered into an agreement obligating the Harlem Company not to extend its road beyond Chatham.

RUNNING OF TRAINS TO ALBANY.

During a number of years after the cars began running to Chatham, the Harlem Railroad trains ran through to Albany over the track of what is now the Boston & Albany line of road from Chatham to Albany.

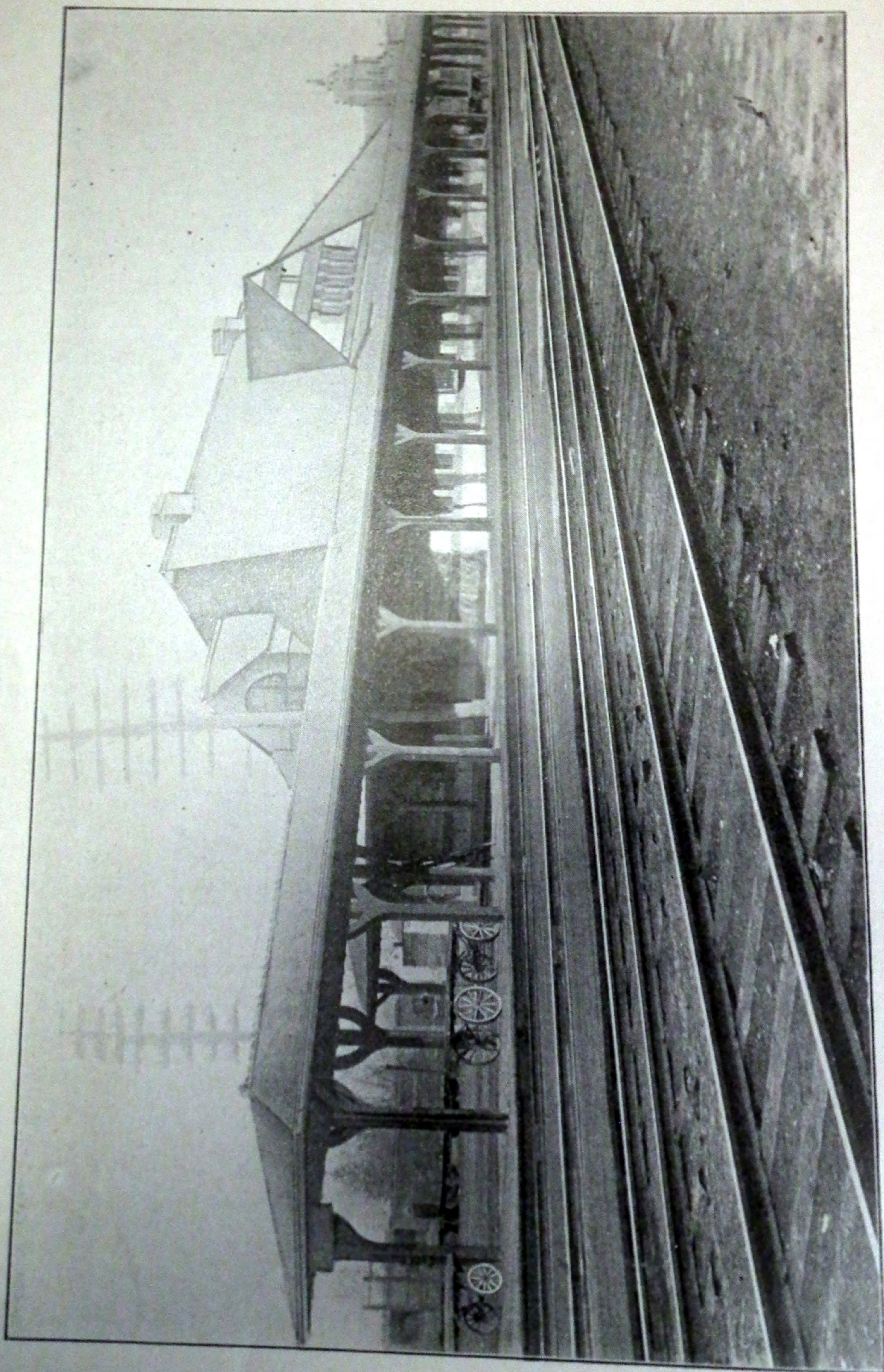
SOME REMINISCENCES.

An interesting article headed “Reminiscences of Other Days,” and signed “A Veteran,” was published in a newspaper at Chatham in 1888, and reads as follows:

“The inhabitants of the primitive and rural section between Dover Plains and Chatham were astonished to see many boarding houses (shanties) built of hemlock wood put up along the line of road, indicated by little square numbered stakes driven into the ground. These shanties accommodate from 25 to 50 Irish laborers, who used to work for 75 cents a day and their board.

“They used to sleep in bunks around the side of the room, and sometimes the shanty had a floor, but oftener the carpet was mother earth. On the completion of the road in February, 1852, so that passenger and freight trains could begin to run, many of the people along the line looked at a locomotive for the first time, for they had never ridden a foot on the rails, although they could have done so by going over into the Housatonic valley.”

The above applies equally well to the building of other parts of the road.

**CHATHAM.**

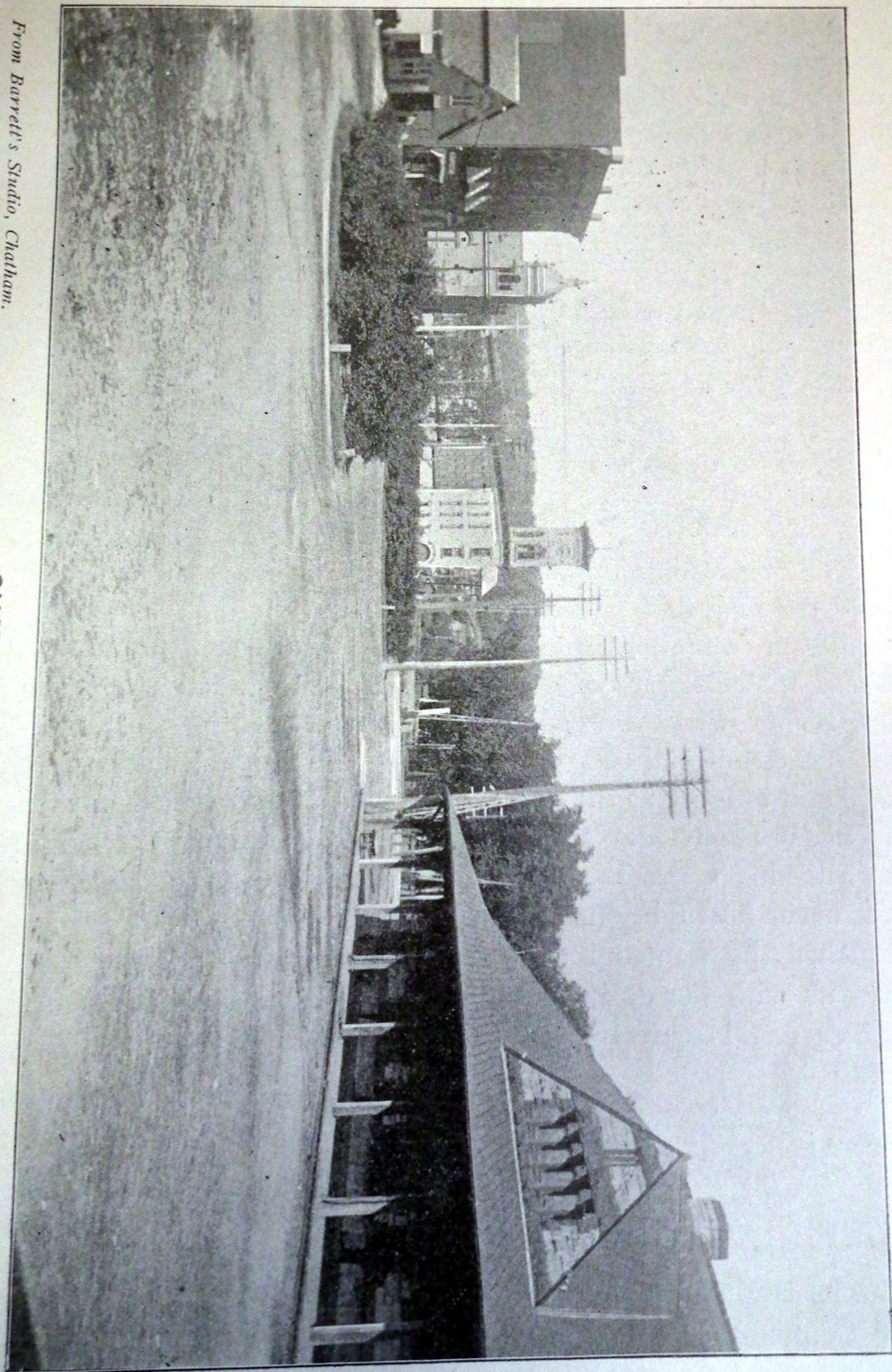
From Barrell's Studio, Chatham.

Showing the Upper Terminus of the New York & Harlem R. R.

From Barrett's Studio, Chatham.

CHATHAM.

Showing view just back of the Depot House.



EAGERNESS TO SEE THE TRAINS.

Upon completion of the road from place to place, so intense was the desire and so great the eagerness of the people along the line in the rural districts, that men, women and children hastened to the hilltops and to sides of the track to feast their eyes on the novel sight, to them, of a locomotive and train of cars whizzing by, breaking the hitherto monotony of stillness.

Allen Campbell, civil engineer of the road, in one of his reports says: "The first running of the trains through the country was a matter of great curiosity, and crowds of people surveyed it from the adjoining hills."

THE FIRST LOCOMOTIVES.

The first locomotives used on the Harlem road weighed only five tons, and had only two small driving wheels. Each engine bore some particular name, either after some prominent official or stockholder of the road or of some station along the line. They were all wood burners. Pine was first used, afterwards chestnut and other kinds of wood. The smoke stacks were large and bulging at the top. As they coursed their way over the newly made track through the valleys and along the foot of the hillsides, where the shrill whistles of these tiny locomotives were never heard before, the passing and repassing of the trains disturbed the wonted reveries of the quiet tiller of the soil and the wife with her daily round of household cares. These small engines could scarcely pull a long train of cars up a heavy grade.

DEFINING THE RAILROAD BOUNDARY LINES.

The lands for a right of way conveyed by deed to the Railroad Company, are bounded by a specified number of feet on each side of the centre line as staked out, running parallel with

the centre line, varying in distance from sixty-six feet to one hundred feet. A greater width of boundary was required through deep cuts, where a large mass of earth or rock had to be removed.

The entire width of the land taken for the railroad varied from four to six rods. One dollar and fifty cents a rod was paid the owner of the adjoining land to build a line fence, such owner to maintain and keep in repair the fence, this obligation to forever run with the land.

PRESENT AND PAST CONDUCTORS.

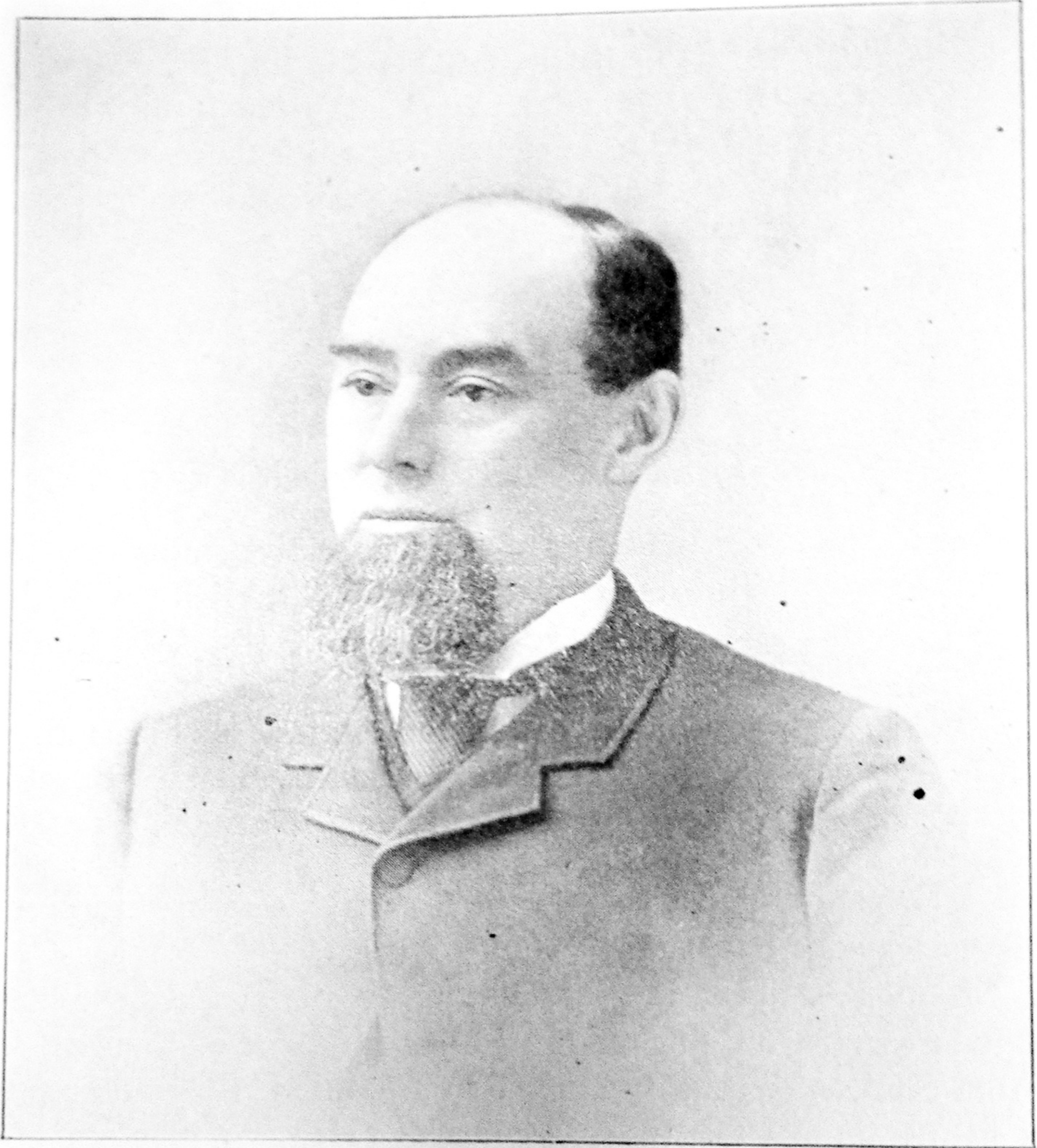
The conductors in charge of their respective trains at present running above White Plains, are Messrs. Swift, Mickel, Cameron, Elliott, Trowbridge, Leikert, Keeler, Pye, the two brothers Hanna, and Austin.

Those who have been conductors on this road are: Marks, Sands, Simpson, Van Valkenburg, Banta, Sharp, Burchim, Morris, Miller, Wilbur, Carpenter, Latour, Groshon, Francisco, Brant, Pearson and Voris.

Hubbs and Van Pelt were the first engineers in running the locomotives on the road.

John P. Mickel is the oldest passenger conductor in continuous service on the road. He is a native of Canaan, Columbia Co., N. Y., but has lived in Chatham, the same county, ever since he was twelve years of age. He was first employed on the Harlem Railroad in 1863, as brakesman. At the end of two years service as such he served one year as baggage-master. Ever since then he has been a passenger conductor—in continuous service on this road for thirty-two years. He runs the through trains between New York and Chatham and New York and Pittsfield, Mass.

His long continuous service as passenger conductor on the same road shows how very satisfactory, to both R. R. company and the traveling public, has been the performance of his duties as passenger conductor.

**THOMAS ELLIOTT,****THE OLDEST CONDUCTOR IN CONTINUOUS SERVICE ON THE ROAD.**

Mr. Elliott, whose likeness we present to the reader, is a native of Dutchess County, N. Y. He entered the service of the Harlem R. R. on the 12th of September, 1856, as a trainman on train running between Millerton and New York, serving five years in that capacity. He was then promoted to baggageman on an Albany train, serving five years in baggage car, and then he was made freight conductor, running on freight train between Dover Plains and New York, and he has been a conductor ever since, being in active service for forty-two years, and a passenger conductor for the past twenty-six years. He is now, and has been for many years past, conductor of the passenger train running between New York and Pawling.

NOTABLE PLACES ALONG THE LINE.

Chatterton Hill at White Plains, the scene of one of the principal battles of the Revolution, called the battle of White Plains.

Kensico Cemetery, tastefully and artistically laid out grounds for the repose of the dead, stretching for some distance along the westerly side of the track between Kensico and Unionville. The Horace Greeley farm and his former home for twenty years at Chappaqua, now owned by his daughter Gabrielle.

The Jay Homestead near Katonah. The house can be seen on a distant hill just south of Katonah. In this house the illustrious John Jay of the American Revolution spent the remaining years of his life, beloved by everybody, and this was the home of his son, William Jay, during his life time, and of the grandson, the late John Jay.

Boston Corners where, upon the mountain range, there is the junction of boundary lines of New York, Connecticut and Massachusetts, and owing to the lack of State sovereignty at or near this point of a joining of boundary lines of three different states, there have been several prize fights between noted pugilists.

LENGTH, WIDTH AND COST OF ROAD.

The entire length of the Harlem road, from its lower point of termination on the east side of Broadway opposite the Astor House in New York City, to Chatham, the upper end of the road, is one hundred and thirty and one half miles, and from 42d street Depot, one hundred and twenty seven miles.

Branching from the main line and belonging to the Harlem Railroad are two short lines of track, the one from Mott Haven to Port Morris, 1.84 miles in length, used mostly for the transportation of freight. The other branch is from Golden's Bridge to Lake Mahopac, a place of summer resort, 7.01 miles in length.

The width or gauge of track inside the rails is four feet eight and one half inches. Ordinary width of land taken for the road is sixty-six feet.

Entire cost of road is \$7,948,118, and the cost of both construction and equipment was \$23,000,000.

THE TRACKS.

Two double tracks extend from Grand Central Depot to Woodlawn, a double track to White Plains, and a single track, with the turnout switches, from there to Chatham.

THE LAKE MAHOPAC BRANCH.

This branch of the road was constructed in the year 1872, and was opened for travel on the 17th of June of that year. It is 7.01 miles long, and extends from Golden's Bridge to within a few rods of the south shore of the Lake. It cost \$266,000. There is a heavy upgrade nearly the whole length of the road from Golden's Bridge to the Lake, the grade rising toward the Lake at the rate of about a hundred feet to the mile, so that the road reaches an elevation at the Lake 700 feet higher than its junction at Golden's Bridge.

KEEPING THE ROAD IN REPAIR.

The whole length of the road, including the Mahopac branch, is divided into thirty-four labor repair sections of about four miles each on double track and six miles each on single track. On each of these sections is kept a force of from six to eight laboring men, keeping the track in repair.

In addition to this force, there are three construction trains, one of which is kept actively at work in repairs of the road during the entire year, the other two being laid by through the winter season.

SHARES AND INDEBTEDNESS

There are 200,000 shares of stock, the par value of which is ten million dollars. There is a debt of twelve million dollars, secured by a consolidated mortgage for that amount, payable with interest at seven per cent., in the year 1900. This mortgage has recently been placed with the Guarantee Trust Company, of New York, as trustees, at three and one-half per cent. interest.

ELEVATED BRIDGE OVER HARLEM RIVER.

The frequent delay to passenger trains on their approach to Harlem river occasioned by the opening of the drawbridge, thus disconnecting the tracks while the various water craft on that river passed through, made the construction of a new bridge to replace, in a more elevated position, the old one then in use, an imperative necessity.

The privilege to span the river at this point with a drawbridge on a higher elevation, and making the connecting tracks conform in height thereto, having been granted by the State Legislature, a substantial new bridge, made entirely of iron and steel, was constructed and placed in position during the years 1895 and 1896, at an elevation sufficiently high to allow vessels most in use on the river to pass through underneath the bridge.

The connecting tracks for a certain distance from each end of the bridge were elevated to a gradual grade up to a level with the drawbridge. The grade being at the rate of forty feet to the mile from 106th street, where the grade begins, to 116th street, and from the other point where the grade begins at 144th street, the grade is 37 feet to the mile to a point 20 feet south of 138th street. There is a gradually descending grade at the rate of 27 7-10 feet per mile from 116th street to 129th street, and 26 6-10 feet per mile from 129th street to south side of Harlem river. The track on this new drawbridge is twenty-six feet above high water line of spring tides, and is sufficiently high for steam tugs and small vessels to pass without opening the draw and interfering with the passage of trains, of which those of three railroads, namely, The New York & Harlem, The New York, New Haven & Hartford and The Hudson River, pass daily over this bridge. Trains began running over the new drawbridge and the elevated track connected therewith, February 15th, 1897.

LEASE OF THE ROAD.

The New York & Harlem Railroad, on the 1st day of April, 1873, was leased for a term of 401 years to the New York

Central & Hudson River Railroad Company, with the obligations to pay the lessors eight per cent. annual dividend on their stocks and the interest on the bonded debt—the lessees to furnish the rolling stock.

By reason of this lease, the Harlem road was styled the Harlem Division of the New York Central and Hudson River Railroad.

The lease does not include that part of the Harlem road running short cars through the city. That part of the road was changed during the year 1897, from horse power to the underground trolley system, and leased to the Metropolitan Street Railway Company.

CONNECTIONS WITH OTHER ROADS.

The Hudson River Road at Mott Haven.

The New Haven Road at Woodlawn.

The Lake Mahopac branch at Golden's Bridge.

The New England and The New York & Putnam Roads at Brewsters.

The Newburg, Dutchess & Connecticut at Millerton.

The Central New England & Western and The New York & Massachusetts Roads at Boston Corners.

The Boston & Albany and The Lebanon Springs Roads to Chatham.

The Lebanon Springs road has recently fallen into disuse.

FORMER PASSENGER DEPOTS IN NEW YORK CITY.

Tryon Square, at the junction of Centre street and Park Row. Here the passenger depot and waiting room were on the ground floor of a building where now stands the Staats Zeitung Building. To this point, the large passenger cars of incoming trains

were drawn by horses down through the city from 30th street and Fourth avenue, where the locomotives were detached, and stopped at certain places on the way down and back to let off and take on passengers.

Subsequently, for many years, the depot was at 26th street and Fourth avenue, where the large passenger cars were stopped and started from on the incoming and outgoing trains. This depot building stood on the site of the present Madison Square Garden.

In 1871, this depot was changed to the present Grand Central Depot at 42d street.

KINDS OF TICKETS SOLD ON THE HARLEM ROAD.

Regular tickets for one way only.

Excursion for both ways, going and returning.

Commutation tickets by the month.

School tickets by the month.

Family tickets by the year.

Special rate tickets by the month, between stations.

Mileage tickets.

RATES OF FARE CHARGED.

Regular tickets, to or from New York, $2\frac{1}{3}$ cents per mile.

Excursion tickets, to and from New York, 2 cents per mile.

Commutation tickets, to and from New York, $\frac{1}{3}$ cent a mile.

School tickets, on a graduating scale, lowering each successive month.

Family tickets, to and from New York, $1\frac{1}{4}$ cents per mile.

Way station tickets, $2\frac{1}{2}$ cents per mile.

A fractional part of a mile is charged as one mile.

Passenger rates of fare are limited by law to three cents per mile or fraction thereof, with a right to a minimum single fare of not less than five cents.*

*Enactment of the New York State Legislature, entitled chapter 676, § 37. An Act to amend the railroad law, and went into effect May 18th, 1892.

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RAILROAD STATIONS AND DISTANCE FROM.

1.	Grand Central in New York City to	1.20 miles.
2.	86th street - - - - -	3.40 "
3.	110th street - - - - -	4.38 "
4.	125th street, Harlem - - - - -	4.99 "
5.	138th street, Mott Haven - - - - -	6.01 "
6.	Melrose - - - - -	6.51 "
7.	Morrisania - - - - -	7.29 "
8.	Claremont Park - - - - -	7.55 "
9.	Tremont - - - - -	8.88 "
10.	Fordham - - - - -	9.51 "
11.	Bedford Park - - - - -	10.51 "
12.	Williams Bridge - - - - -	11.77 "
13.	Woodlawn - - - - -	12.57 "
14.	Wakefield - - - - -	13.20 "
15.	Mount Vernon - - - - -	15.39 "
16.	Bronxville - - - - -	16.07 "
17.	Tuckahoe - - - - -	18.93 "
18.	Scarsdale - - - - -	20.61 "
19.	Hartsdale - - - - -	22.44 "
20.	White Plains - - - - -	25.45 "
21.	Kensico - - - - -	28.52 "
22.	Unionville - - - - -	29.52 "
23.	Sherman Park - - - - -	30.99 "
24.	Pleasantville - - - - -	33.04 "
25.	Chappaqua - - - - -	37.16 "
26.	Mount Kisco - - - - -	39.78 "
27.	Bedford - - - - -	42.35 "
28.	Katonah - - - - -	44.13 "
29.	Goldens Bridge - - - - -	46.57 "
30.	Purdys - - - - -	48.19 "
31.	Croton Falls - - - - -	52.39 "
32.	Brewster - - - - -	55.16 "
33.	Dykeman - - - - -	58.35 "
34.	Towners - - - - -	60.50 "
35.	Patterson - - - - -	63.81 "
36.	Pawling - - - - -	69.56 "
37.	South Dover - - - - -	

38.	Dover Furnace	-	-	-	-	-	-	72.25 miles.
39.	Dover Plains	-	-	-	-	-	-	76.28 "
40.	Wassaic	-	-	-	-	-	-	81.01 "
41.	Amenia	-	-	-	-	-	-	84.26 "
42.	Sharon	-	-	-	-	-	-	87.40 "
43.	Colemans	-	-	-	-	-	-	88.66 "
44.	Millerton	-	-	-	-	-	-	92.54 "
45.	Mount Riga	-	-	-	-	-	-	95.66 "
46.	Boston Corners	-	-	-	-	-	-	99.60 "
47.	Copake Iron Works	-	-	-	-	-	-	104.63 "
48.	Hillsdale	-	-	-	-	-	-	108.60 "
49.	Craryville	-	-	-	-	-	-	111.31 "
50.	Martindale	-	-	-	-	-	-	115.17 "
51.	Philmont	-	-	-	-	-	-	118.54 "
52.	Ghent	-	-	-	-	-	-	124.46 "
53.	Chatham	-	-	-	-	-	-	126.96 "

ORIGIN OF NAMES OF STATIONS.

HARLEM—from a city of that name in Holland.

MOTT HAVEN—from Jordan L. Mott, owner of the land.

MELROSE—from an abbey of that name in England.

MORRISANIA—after Gouverneur Morris, a prominent man who lived at that place.

CLAREMONT—from the French—a clear mountain.

TREMONT—three mountains.

BEDFORD—from a city of the same name in England.

WILLIAMS BRIDGE—from Williams, who owned the land.

WOODLAWN—a lawn laid out in the woods.

WASHINGTONVILLE—after General Washington.

MT. VERNON—after the home of Washington.

BRONXVILLE—after Jonas Bronx, a large land owner at this place.

TUCKAHOE—an Indian word, meaning turkey.

SCARSDALE—a valley of rocks and crags.

HARTSDALE—a valley owned by the Harts.

WHITE PLAINS—the spontaneous growth of White Balsam on these plains.

KENSICO—the name of an Indian chief at this place.

UNIONVILLE—the harmonious union everywhere prevalent.

PLEASANTVILLE—a village of pleasing appearance.

CHAPPAQUA—growth of Laurel here which the Indians called Chappaqua.

MOUNT KISCO—a village by a brook (Indian).

BEDFORD—after the old village of that name nearby.

KATONAH—the name of an Indian chief.

GOLDEN'S BRIDGE—after Golden, owner of the land.

PURDY'S—name of the owner of the land close by the station.

CROTON FALLS—a series of falls in the Croton River.

BREWSTER—name of the owner of the land.

POWLING, COLEMANS, MILLERTON, CRARYVILLE—all after the names of the owners of the land at these places.

DOVER—from a locality of the same name in England.

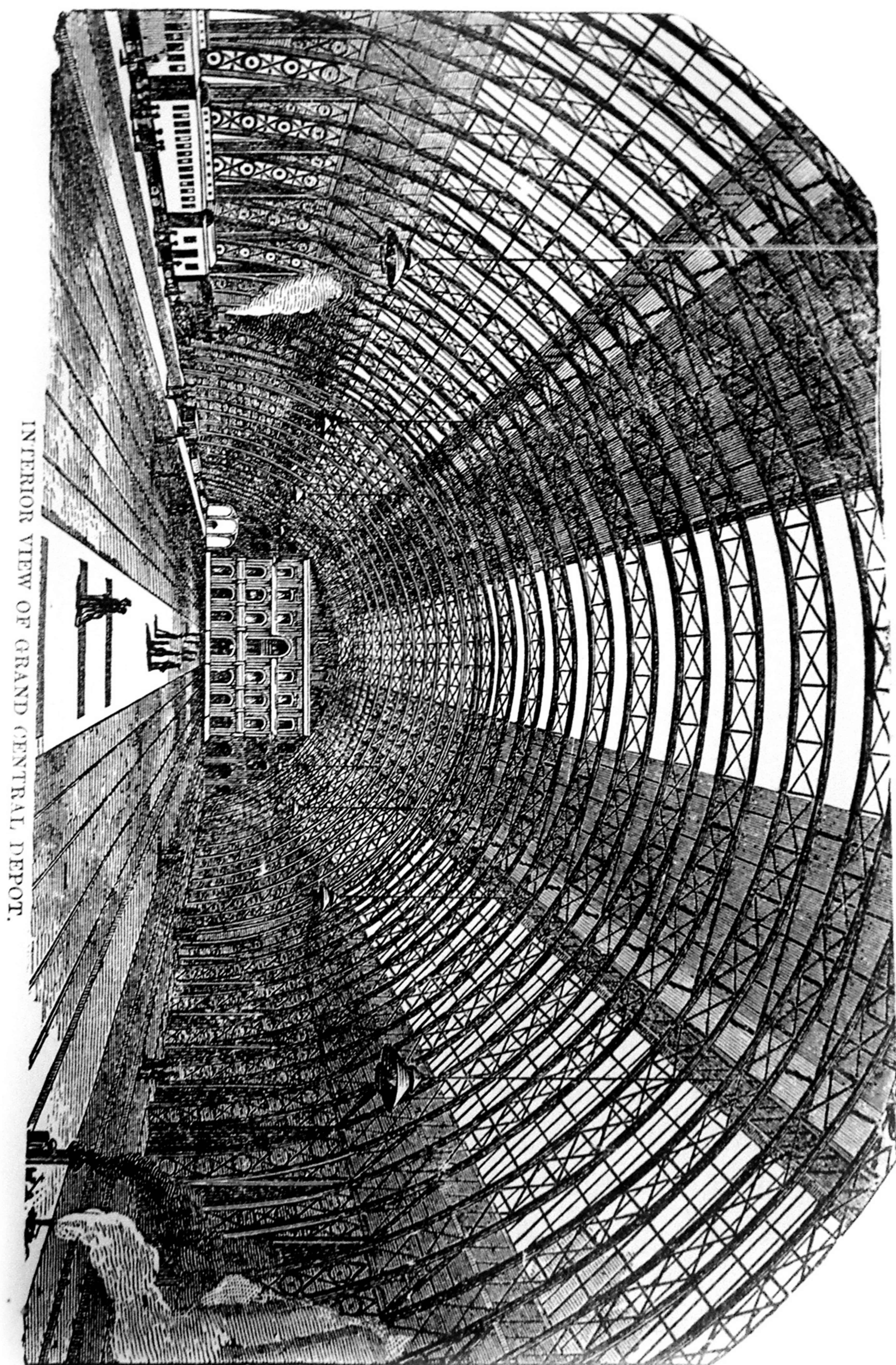
SHARON—from Sharon Springs, nearby.

MOUNT RIGA—a city of the same name in Russia.

PHILMONT—a lovely mountain.

GHENT—a city of the same name in Belgium.

CHATHAM—a borough and town of the same name in England.



INTERIOR VIEW OF GRAND CENTRAL DEPOT.

RESUMÉ.

We have endeavored to present to the reader a history of the gradual development, if it may be so called, of the New York & Harlem Railroad from its inception, during the early part of the "thirties," down to the present time. It is not only the first railroad that was ever built in New York City, but it is one of the oldest railroads in the United States.

When the New York & Harlem Railroad was built, there was no other railroad anywhere in those Counties through which it now passes, nor anywhere adjacent thereto, with the single exception of the Housatonic, which had recently been built and was in operation along the Housatonic River, in eastern Connecticut.

The introduction of railroad travel in those early days of the "thirties," when the stage and the steamboat were the only modes of public conveyance, and during the winter season almost entirely by stage-coach, was regarded by the people with many apprehensions of fear as to the safety and utility of this mode of conveyance, and the projectors of the enterprise had many obstacles to overcome in the way of removing from the minds, not only of the traveling public, strong prejudices existing against railroads, but also to reconcile the opposition of the land-owner through whose land the railroad was to be built.

Where now are seen villages all along the line of the New York & Harlem, from its extension at Harlem through to Chatham, there were, when the road was completed, no villages save one or two just above Harlem. The road passed through a strictly rural section of country, following, as a great majority of the railroads do, the lowlands and along streams of water and through the valleys.

The people living along the line were mostly farmers, very few of whom had ever seen or scarcely ever heard of a railroad. In view of these facts it would not be surprising that the first running of cars drawn by the little, screeching, spiteful looking locomotive engines, making the hitherto quiet valleys and hill-sides echo and resound with the rattle of the cars over the iron rails, and the shrill whistle of the locomotive, should be looked upon and regarded with wonderment and awe.

The New York & Harlem Railroad has now been in successful and continuous operation, the entire length of the road, during a period of almost fifty years. During that time there have been comparatively few accidents on the road, notwithstanding it is for the most part, a single track road. The largest amount of travel on it is between White Plains and New York, between which places the White Plains trains run frequently to carry passengers as well as the through trains. There are passenger trains running only between Tuckahoe and New York, between White Plains, Kensico Cemetery, Lake Mahopac, Croton Falls, Pawling, Chatham, Pittsfield and New York. An hour's ride on the train brings you to Mount Kisco, a thriving village near Croton Lake. With the exception of the summer season there is a through passenger train from New York to Mount Kisco without stop. Another hour's ride brings you to Dover Plains, seventy-six miles from New York, and another hour to Hillsdale, one hundred and nine and one-half miles from New York, and a half an hour more to Chatham, making three and one-half hours' ride from Grand Central Depot to Chatham.

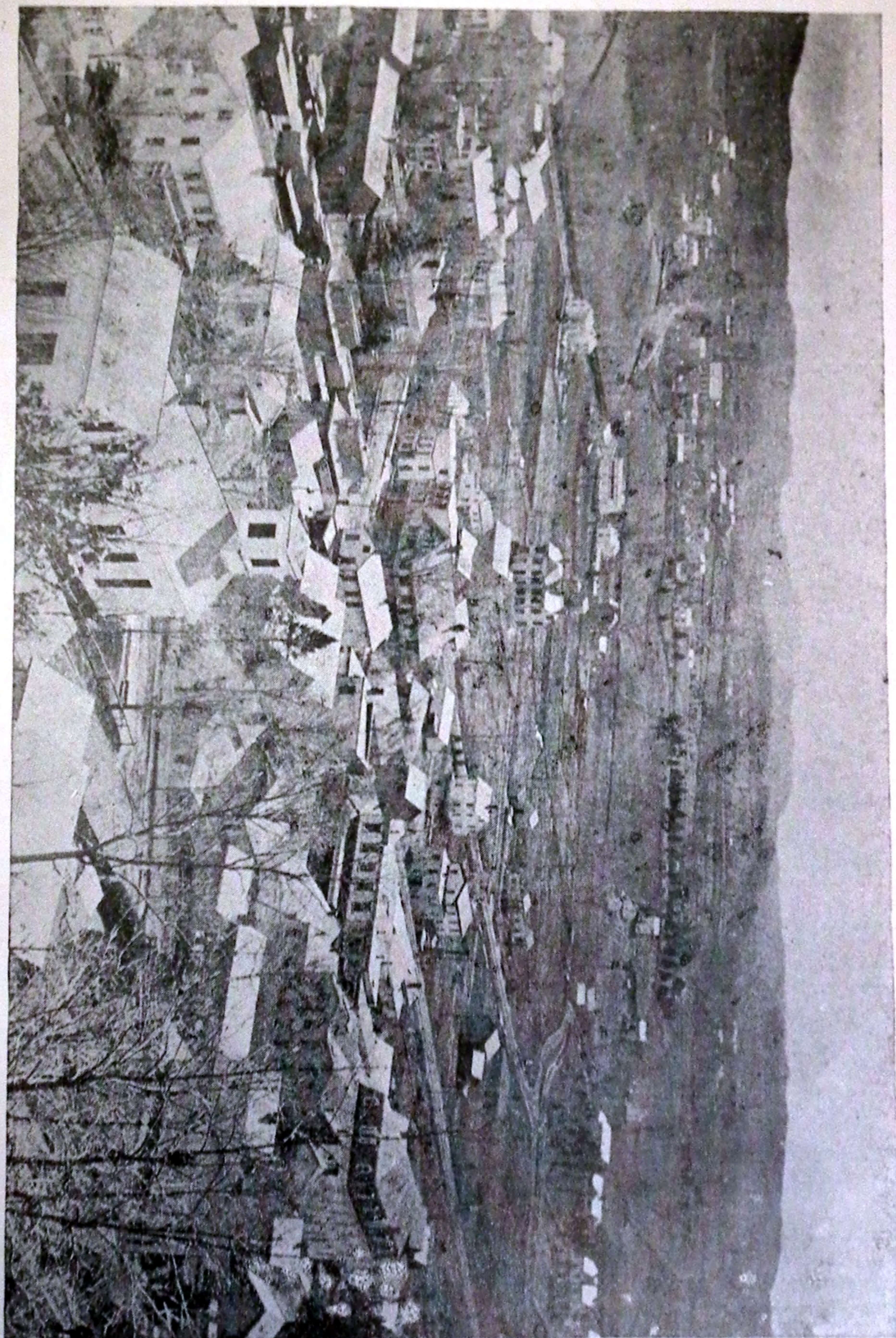
At White Plains may be seen one of the finest court houses, and probably the finest court house, in the state.

Much of the country through which the Harlem Railroad passes is historic, made so by events of the Revolution. A great part of Westchester County was "neutral ground," but its soil drank in much patriotic blood of our forefathers, fighting for independence. Here was laid the scene of Cooper's "Spy," showing the daring and successful exploits of Enoch Crosby, the spy of the Revolution. Down to a point one mile west of Unionville, Andre had reached, when he turned westward to Tarrytown, where he was stopped, taken into the custody of

three Westchester County militiamen, and afterwards tried and executed as a spy.

That beautiful and healthful place of summer resort, high up among the hills of Putnam County, affording such a delightful retreat during the summer season for the overheated and pent-up citizens of the nearby metropolis, has distributed among the hotels and private boarding-houses of the lake a large number of city people sojourning there during the heated term. The farm of Horace Greeley, where he learned by personal experience, much of "What I Know About Farming," adjoins the east side of the railroad track, next below the main highway crossing at Chappaqua, the lowlands of which he had so extensively drained, extending from the railway eastward up to the gradually sloping ridge looking west, and covered with an extensive growth of forest trees and stately pines.

A train used exclusively for carrying milk to the city has been running on the road every night, arriving in the city during the early hours of the morning, ever since the road was built.



VIEW OF MT. KISCO

Her First Railroad Ride.

She dressed herself, she made her will, she bade them all good-by,
 "I'm 80 years of age," she said. "I fear I'm goin' to die,
 It's a mighty resky bizness and I'm skeered I won't pull through,
 Dear suzz! I feel so fainified. I skerce know what I'll do.

"If 'twa'n't my daughter Nancy is expectin' of me so,
 I'd stay right home, nor budge an inch; for people orter know
 When one gits old as me, it ain't no time to be a trustin'
 Thurselves where cars can smash up or engines take to bustin'.

"For plain old wagon-ridin' my taste won't never spile,
 Though John gits out the buggy when he wants to put on style;
 But whirlin' through the country at forty miles an hour
 Is tamp'rin' mighty recklessly with God Almighty's power.

"I swan! I've just a mind to give up goin' there at all;
 If Nancy wants me, goodness! What a taryfyin' squall!
 Train comin', did you say, John? Lord, how she shakes the yeath!
 Son, stand by your old mammy, for the sound just takes my breath.

"Good-by to all—a long good-by. I know I shan't live through it,
 Whur's all my bun'nles? John, how could you, could you—when you
 knew it—

Carry me off in this here style, a-shootin' through the land?
 Sit closer, son, and—don't—you—laugh—but—let me hold your hand.

"I'll shet my eyes, I allus do when I don't want to see:
 This bein' whirled to Jericho—hit ain't no fun to me.
 The whislin' and the whislin' and the roaring of the train,
 I know I'll hear it always a-bangin' through my brain.

"I—what? You say we're there? Tain't so! We've shorely only started,
 Tain't more'n half an hour, son John, sence from our home we parted;
 And yet there's Nancy waitin' with the team beyont the station,
 Have we come twenty miles this quick? It just beats all creation.

"Well, John, I'm glad I'm still alive. Wonders will never cease,
 Yet now I'm here with Nancy my poor mind won't git no peace
 With wond'rin how I'll ever, ever git back home agin
 For I know it's all a judgment sent to punish me for sin."