

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICEPHO 694134
FOR NPS USE ONLY

RECEIVED

JAN 3 1979

DATE ENTERED

FEB 23 1979

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

The Great Poughkeepsie Railroad Bridge

AND/OR COMMON

The Poughkeepsie Railroad Bridge

2 LOCATION

STREET & NUMBER

The Hudson River

CITY, TOWN

Poughkeepsie/Highland

STATE

New York

VICINITY OF

CODE

036

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

25th

COUNTY

Dutchess/Ulster

CODE

027/111

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☒ TRANSPORTATION☒ OTHER *a band'd*

4 OWNER OF PROPERTY

NAME

Consolidated Rail Corporation

STREET & NUMBER

Penn Center Plaza

CITY, TOWN

Philadelphia

VICINITY OF

STATE

Pennsylvania

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.*Dutchess County Office Building (Records Room)*

STREET & NUMBER

22 Market Street

CITY, TOWN

Poughkeepsie

STATE

New York

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic Resources of the Hudson

DATE

January 1969☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS*Hudson River Valley Commission*

CITY, TOWN

Albany

STATE

New York

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE	
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE	
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED	DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED			

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Poughkeepsie Railroad Bridge crosses the Hudson River at a point approximately equidistant from New York City and Albany.

The over-all length of the Poughkeepsie bridge, including approaches, is 6,767 feet, divided as follows into three major parts: the Poughkeepsie approach, four deck-girder and 21 Warren deck-truss spans, 2,640 feet; river crossing, seven deck-truss spans, 3,094 feet; Ulster County approach, nine Warren deck-truss spans and one deck-girder, 1,033 feet. The minimum clear height, between mean high water and the bottom of the deepest truss, is 130 feet, while the total height from foundation to base of rail is 342 feet. The seven trusses of the river crossing are arranged symmetrically about a central pair of cantilevers and a suspended span, the three together having a length of 546 feet. From end to center span on each side there are, in order, an anchor span 201 feet long, a pair of cantilevers and a floating span together 548 feet long, and a connecting simple span 525 feet long and 88 feet deep. (Condit, American Building Art, p. 313).

The Ulster County approach, on the west, is characterized by woodland, while the Poughkeepsie approach, on the east, is urban residential.

The bridge is riveted steel. The first and sixth piers, on the west and east shores, respectively, are concrete. However, the four river piers consist of a timber crib and grillage (115 feet x 100 feet) filled with concrete and broken stone, surmounted by rock-faced granite blocks (40 feet x 80 feet). The 180-foot trestles, with lattice bracing, rest on the river piers; their counterparts over land diminish in size until the track meets ground. Originally double-tracked, the bridge was subsequently gauntleted (1917-1918), and later, a single track was laid (1959) for increased stability against eccentric loading. The road bed is comprised of steel rails laid over wooden cross ties which are attached to the bridge superstructure of spans and viaducts. On either side is wooden plank decking, laid longitudinally. Two simple iron railings delimit the bridge.

The bridge has been unused since May 8, 1974, when a fire caused substantial damage to a portion of the deck.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1876-1888

BUILDER/ARCHITECT John F. O'Rourke, chief eng.

STATEMENT OF SIGNIFICANCE

The building of the Great Poughkeepsie Railroad Bridge encountered both political and physical obstacles. However, two respected and powerful Poughkeepsians were able to persuade individuals to subscribe, bridge companies to take the contracts and the State Legislature to renew the charter, during the twelve years that it took to see the bridge to completion. As a result, the Poughkeepsie Railroad Bridge was "one of the great bridges of the [nineteenth] century" (Condit, p. 157), a significant transportation achievement and a symbol of progress to Poughkeepsians.

The 1860's was a progressive era in Poughkeepsie. The river front was crowded with a variety of industries, real estate was booming, the country's first sand filtration water system was being designed, New York Central was improving the successful east shore railroad, and finally the Poughkeepsie and Eastern Railroad became a reality. Soon after the latter was complete, the possibility of a bridge spanning the Hudson River was suggested.

As early as 1868, John I. Platt, editor of the Poughkeepsie Eagle, published an article promoting the bridge, bringing the idea to public attention. The importance of such a bridge was two-fold: to introduce a crossing over the Hudson between New York City and Albany, and by doing so, to lure the nation's vast coal supply from the Pennsylvania mines through Poughkeepsie to the industries of New England. By 1871, Poughkeepsie's charismatic mayor, Harvey G. Eastman, founder and president of Eastman Business School, had joined the crusade and, together with Platt and P. P. Dickinson, engineer, he drafted a charter for the bridge company, which became law on May 11, 1871. Among the incorporators were many notable Poughkeepsians, including Platt, Eastman and Matthew Vassar, founder of Vassar College.

From the onset, political and economic difficulties hampered the construction of the bridge. During the first year, an amendment to the charter was necessary to change the design from a suspension to a cantilever bridge. This was accomplished in the face of great controversy; boatmen feared that the bridge piers would cause serious accidents. In

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Condit, Carl W. American Building Art: The Nineteenth Century. New York: Oxford University Press, 1960.

O'Rourke, John F. "On Poughkeepsie Bridge." A Study for the American Society of Engineers, 1888, Adriance Memorial Library, Poughkeepsie, New York.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 32

11 - per telephone conversation w/ SHPO staff 2/23/79 L. Beebe

QUADRANGLE NAME Poughkeepsie

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 18 587000 4617960

B 18 589040 4618000

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

The nominated property bridges the Hudson River bluffs from the City of Poughkeepsie, on the east, to the vicinity of the Village of Highland, on the west, and is roughly 342' x 6767' x 88' in size.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

CODE

COUNTY

CODE

Dutchess

027

STATE

CODE

COUNTY

CODE

Ulster

111

11 FORM PREPARED BY Townley McElhiney Sharp, Consultant

NAME / TITLE Historic Architecture & Decorative Arts Consultants, Hurley, N.Y.

Edited by: Raymond Smith, Hist. Prog. Analyst

ORGANIZATION

DATE

Div. for Historic Preservation, Parks and Rec.

11-24-78

STREET & NUMBER

TELEPHONE

Agency Building # 1, Empire State Plaza

518-474-0479

CITY OR TOWN

STATE

Albany

New York

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Director, Historic Preservation Field Services Bureau

DATE 12/29/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE 2-23-79

ATTEST:

Lynda D. Beebe
KEEPER OF THE NATIONAL REGISTER

DATE Feb. 23, 1979

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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The Poughkeepsie Railroad Bridge Hudson River Dutchess/Ulster New York

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

the course of events, Harvey Eastman was elected to the State Assembly to insure passage of the amendment. Next, the incorporators sought funds to inaugurate the project. At this same time, the Pennsylvania Railroad was investigating an expeditious route to New England, and upon John Platt's persuasion, agreed to subscribe to the bridge stock. J. Edgar Thompson, president of the railroad, and A. J. Dennis, chairman of the investigation committee, bought \$1,100,00 worth of stock, which was well over half of the total project cost. In September, 1873, a board of directors, forming the Poughkeepsie Bridge Company, was elected, including Thompson, Dennis, Platt, Eastman and Andrew Carnegie, the steel magnate of Pittsburgh. Soon after, a gala celebration was held. Not only the prominent members of the board, but also the mayors of Boston and Hartford and the governor of Connecticut were in attendance. However, under the strain of the financial Panic of 1873 and the death of J. Edgar Thompson, a major share holder, the scheme collapsed.

After Thompson's death and the subsequent withdrawal of the Pennsylvania Railroad, Eastman and Platt sought backing for the bridge in New England. In 1875, a committee from the Boston Chamber of Commerce visited Poughkeepsie, studied the proposition and agreed to the plans. Bridge companies showed interest in the project once again, and the American Bridge Company of Chicago was contracted to raise money and undertake the construction. Finally, building began on November 14, 1876. During the ensuing two years, work on the river piers was commenced, but the enterprise was again abandoned as the result of construction and financial difficulties, which caused the demise of the American Bridge Company.

Although Harvey Eastman died in 1878, the Poughkeepsie boosters never lost sight of their plans. They succeeded in extending the completion deadline from 1879, to 1883, and later to 1888. In 1886, the Manhattan Bridge Building Company was organized to finance the construction. Among the prominent backers was Henry Clay Frick, the coal tycoon and associate of Andrew Carnegie. The Union Bridge Company, which had completed the cantilever bridge at Niagara, was subcontracted to build the Poughkeepsie structure. Dawson, Symmes and Usher were the foundation engineers, while John F. O'Rourke, P. P. Dickinson and Arthur B. Paine were the structural engineers.

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

Work did not begin until October of 1886, necessitating another extension for the completion deadline.

Against this the most determined opposition sprang up on the part of boatmen, rival cities and the Storm King Bridge promoters. All the newspapers of Albany and Troy and most of those in New York joined this movement, and the New York Chamber of Commerce, the Board of Trade and Transportation, the Produce Exchange and other bodies, sent representatives to Albany to lobby in favor of a bill...to repeal the act of 1872 and compel the removal of the piers already partly built. (Platt, History of Poughkeepsie, p. 228)

Once again, the bridge promoters met the challenge. This time, John I. Platt was a member of the Assembly and successfully defeated the opposition's arguments. Another bill providing an extension was signed by the governor in the summer of 1888, just two months before the last pin was driven into the bridge. Although the structure was finished on August 29, 1888, the approaches were not completed until later that year, and the first train did not cross until December 29th.

Just as the boosters of the Poughkeepsie Railroad Bridge had overcome great political and economic odds to see the enterprise to completion, the engineers found innovative solutions to the physical obstacles. They "faced every kind of difficulty in the extreme: a deep, wide tidal river, great depth of bearing rock, height of the palisades which fixed the level of the deck, and sheer length of the whole structure." (Condit, p. 158) The depth of bedrock and high tides of the Hudson River required the construction of 155-foot piers, which had to be sunk to a depth of 125 feet below the water. This necessitated partial construction above water, an elaborate floating procedure and further construction under the water. By the same token, the height of the river's bluffs resulted in a trestle approximately 180 feet high. Furthermore, the bridge's "total length of over a mile was a record for a steel structure, as was the 548-foot length of its channel span." (Condit, p. 158)

The Poughkeepsie Railroad Bridge not only signifies political, economic and engineering achievement in the face of adversity, but also the

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The Poughkeepsie Railroad Bridge Hudson River Dutchess/Ulster New York

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 4

aggressive, persistent spirit of Poughkeepsie's nineteenth-century entrepreneurs, and illustrates "a farsighted appraisal of its potential importance." (Condit, p. 158) The building of the bridge was an attempt to tie the nation's resources to regional centers of industry, as evidenced by the involvement of powerful nineteenth-century political leaders and businessmen from New York, Pennsylvania, Massachusetts, Connecticut and New Jersey.

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

The Poughkeepsie Railroad Bridge Hudson River Dutchess/Ulster New York

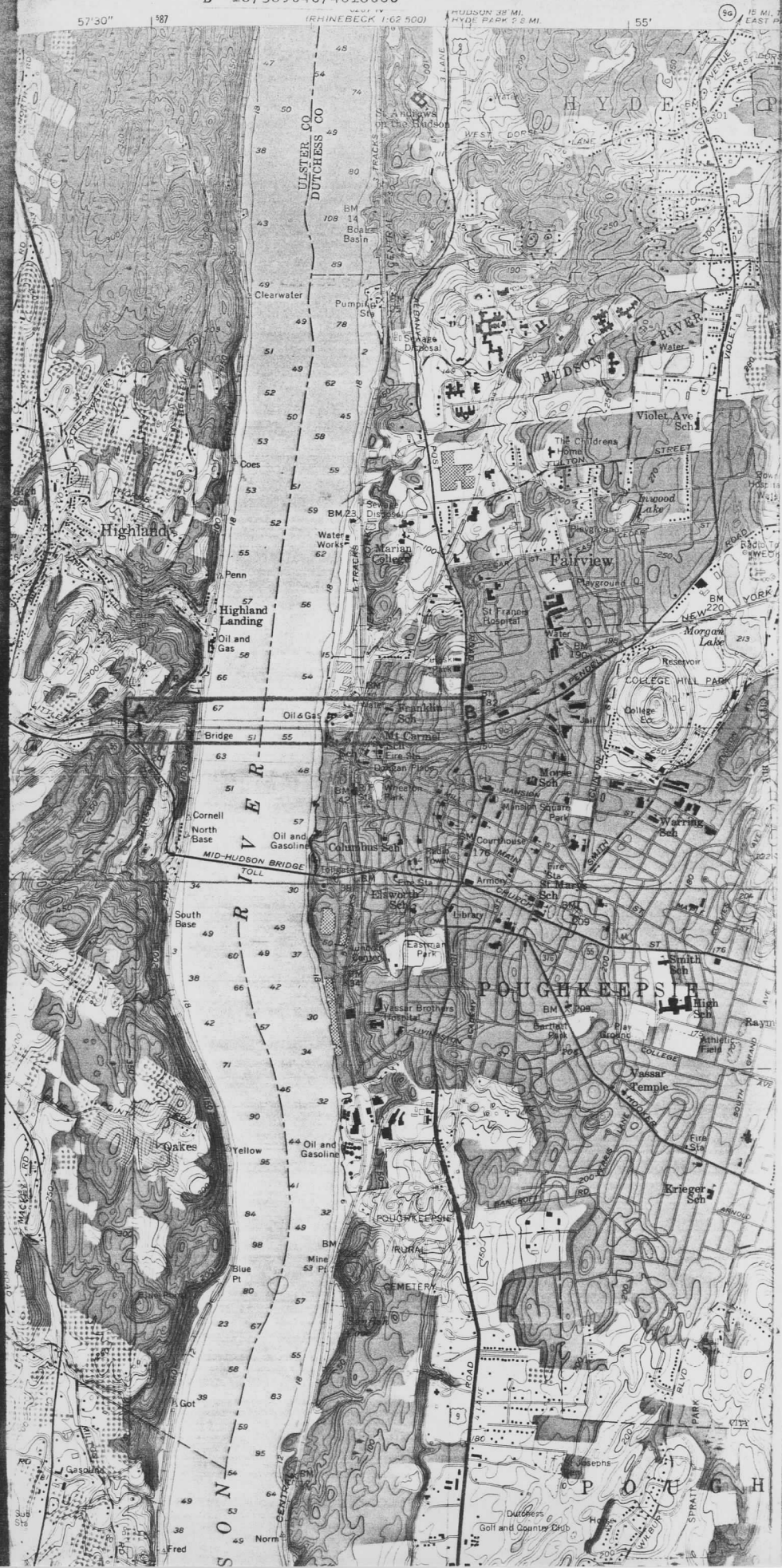
CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

Platt, Edmund. The Eagle's History of Poughkeepsie from the Earliest Settlements, 1683 to 1905. Poughkeepsie: Platt and Platt, 1905.

Research File: New York State Division for Historic Preservation, Historic Preservation Field Services Bureau, Albany, New York.

A 18/587000/4617960
B 18/589040/4618000



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Name of Property _____

County and State _____

Name of multiple property listing (if applicable) _____

Poughkeepsie Railroad Bridge
Dutchess County, NEW YORK
790001577

The NYSHPO requested the level of significance for the Poughkeepsie Railroad Bridge to be raised to National. Justification for the change has been accepted. Additional information is attached.

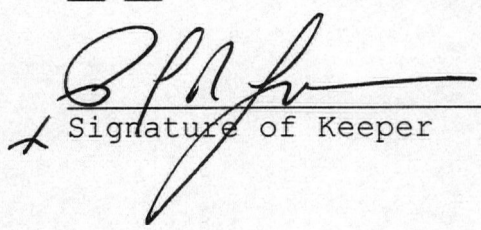
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National Park Service Certification

=====

I, hereby certify that this property is:

_____ entered in the National Register
_____ determined eligible for the National Register
_____ determined not eligible for the National Register
_____ removed from the National Register
x other (explain): Additional Documentation _____


Signature of Keeper5/19/2008
Date of Action

Property

The Great Poughkeepsie Railroad Bridge

State

N. Y.

Working Number

*1.3.79.16**79001577*

TECHNICAL

Photos *6*Maps *1*

CONTROL

OK 1.5.79

HISTORIAN

Accept

*Orelus**2-13-79*

ARCHITECTURAL HISTORIAN

*Change of bridge span is half of 32 —
Span adjusted — see telephone report 2/23/79**Accept
L. Beube
2/23/79*

ARCHEOLOGIST

OTHER

HAER

Inventory _____

Review *2/22/79**Don Jackson*

REVIEW UNIT CHIEF

*Accept
L. Beube
2/23/79*

BRANCH CHIEF

KEEPER

National Register Write-up

Federal Register Entry

4-3-79

Send-back _____

Re-submit _____

Entered

FEB 23 1979

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY Poughkeepsie Railroad Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW YORK, Dutchess

DATE RECEIVED: 05/19/08 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 7/3/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 79001577

NOMINATOR: FEDERAL

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: ☒ PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: ☒

COMMENT WAIVER: N

___ ACCEPT ___ RETURN ___ REJECT ___ DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the National Park Service.



POUGHKEEPSIE RAILROAD BRIDGE

Location: Hudson River Dutchess/Ulster, NY

Credit: L. Corwin Sharp, HADAC, 1978

Neg. filed: N.Y.S. Div. for Historic
Preservation, Albany, NY

Looking North

Photo # 1

FEB 23 1979

JAN 3 1979



POUGHKEEPSIE RAILROAD BRIDGE

Location: Hudson Riv. Dutchess/Ulster, NY

Credit: L. Corwin Sharp, HADAC, 1978

Neg. filed: N.Y.S. Div. for Historic
Preservation, Albany, NY

Looking North, truss

Photo # 2

JAN 3 1979

FEB 23 1979



POUGHKEEPSIE RAILROAD BRIDGE

Location: Hudson Riv. Dutchess/Ulster, NY

Credit: L. Corwin Sharp, HADAC, 1978

Neg. filed: N.Y.S. Div. for Historic
Preservation, Albany, NY

Looking Northeast

Photo # 3

FEB 23 1979

JAN 3 1979



POUGHKEEPSIE RAILROAD BRIDGE
Location: Hudson Riv. Dutchess/Ulst, NY
Credit: L. Corwin Sharp, HADAC, 1978
Neg. filed: N.Y.S. Div. for Historic
Preservation, Albany, NY
Looking Northeast, detail: truss
Photo # 4

JAN 3 1979



POUGHKEEPSIE RAILROAD BRIDGE

Location: Hudson Riv. Dutchess/Ulster, NY

Credit: L. Corwin Sharp, HADAC, 1978

Neg. filed: N.Y.S. Div. for Historic
Preservation, Albany, NY

Looking Northeast, detail: pier, trestle

Photo # 5 FEB 23 1979 JAN 3 1979



POUGHKEEPSIE RAILROAD BRIDGE

Location: Hudson Riv. Dutchess/U1st, NY

Credit: L. Corwin Sharp, HADAC, 1978

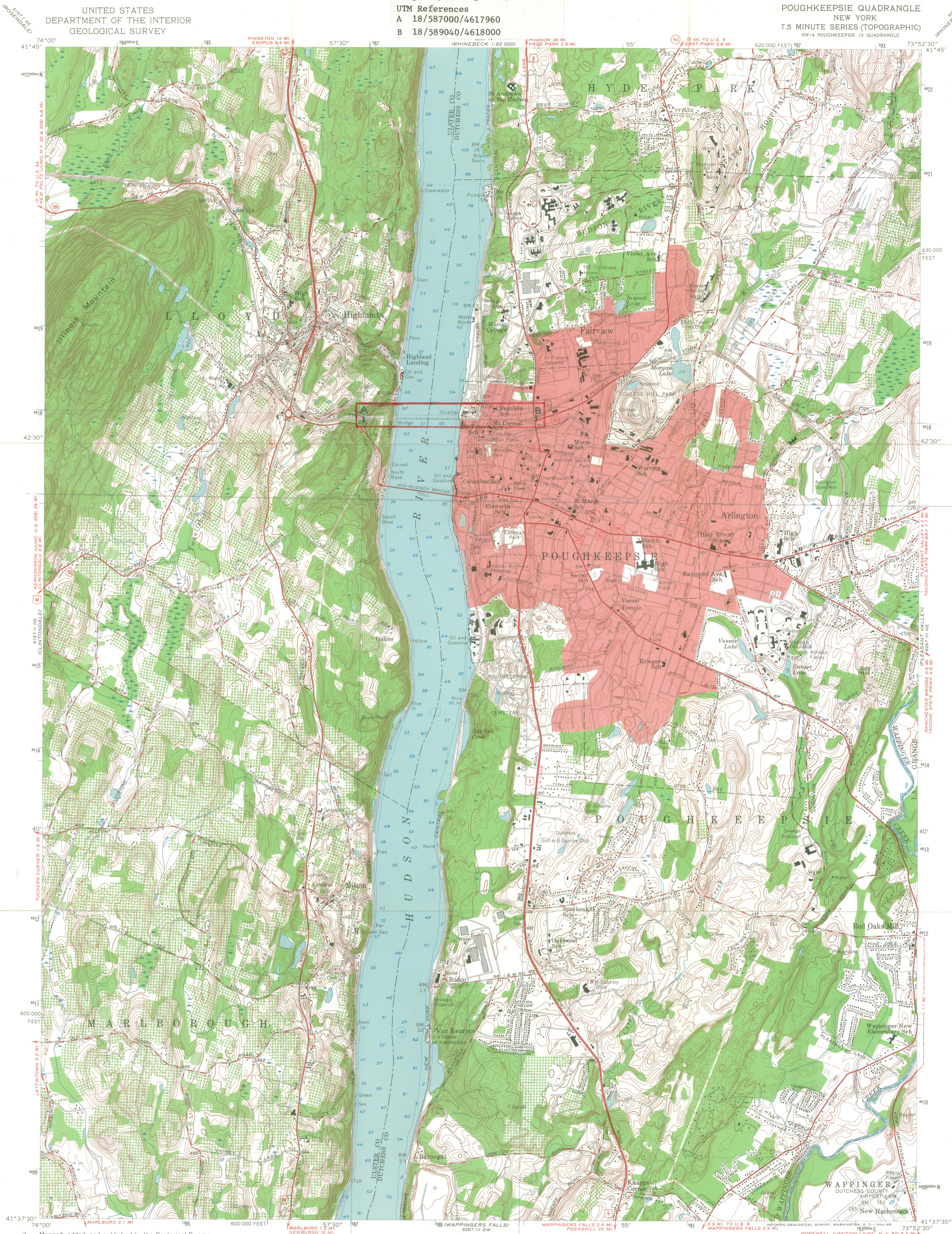
Neg. filed: N.Y.S. Div. for Historic
Preservation, Albany, NY

Looking West, railroad bed

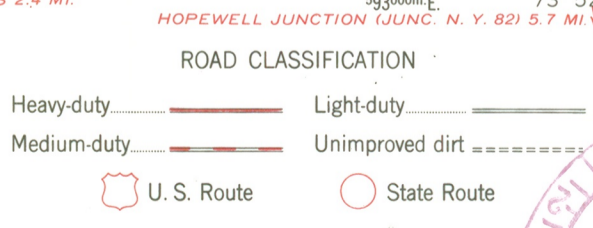
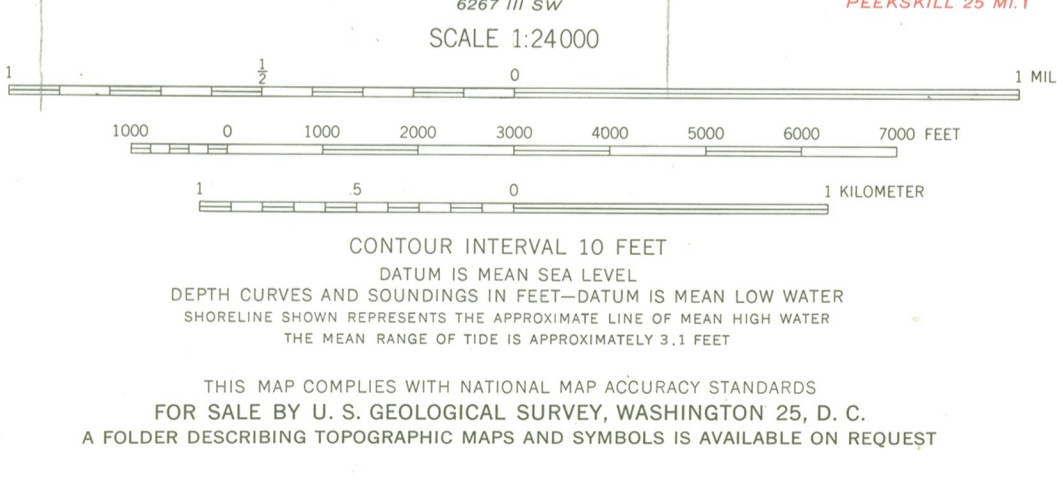
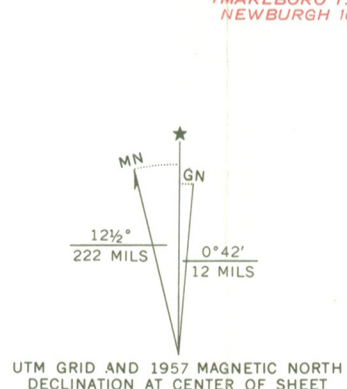
Photo # 6

FEB 23 1979

JAN 3 1979



Maped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography from aerial photographs by photogrammetric methods
Aerial photographs taken 1955. Field check 1957
Hydrography compiled from USC&GS chart 283 (1954)
Polyconic projection. 1927 North American datum
10,000-foot grid based on New York coordinate system,
east zone
1000-meter Universal Transverse Mercator grid ticks,
zone 18, shown in blue
Fine red dashed lines indicate selected fence and field lines
visible on aerial photographs. This information is unchecked
Red tint indicates area in which only
landmark buildings are shown
Unchecked elevations are shown in brown



POUGHKEEPSIE, N. Y.
NW/4 POUGHKEEPSIE 15' QUADRANGLE
N4137.5—W7352.5/7.5
1957
AMS 6267 III NW—SERIES V821



1-3-79

TELEPHONE REPORT

YP
Poughkeepsie NY
Railroad Bridge

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Correspondence

TO/FROM: Russell Smith, CONRAIL

DATE: 1/30/79

ADDRESS: P.O. Box 23451, L'Enfant Plaza Station
Washington, D.C. 20024

PHONE: —

STAFF MEMBER:

S. Tothman

DIVISION: NR

REPORT:

Inquiry re: nomination of Poughkeepsie
NY Railroad Bridge ~~Station~~ which they own.
Wanted to know how the property
was nominated and what the effect
of listing was. Also requested a copy
of the nomination which was sent
out w/ an "Effects of listing" sheet on
1/30/79.

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Poughkeepsie RR Bridge, New York

TO/~~FROM~~ Ray Smith

DATE: Feb. 23, 1979

ADDRESS: NY SHPO Staff

PHONE:

STAFF MEMBER: L. Beebe

DIVISION: 412

REPORT:

Asked for explanation of (32) acres — what was meant to be encompassed.

Ray thought only deck surface shld. be counted. I indicated 32 seemed to be 3 times the size of the deck. He suggested changing acreage to (11).

ENTRIES IN THE NATIONAL REGISTER

STATE **NEW YORK**

Date Entered **FEB 23 1979**

Name

Location

Poughkeepsie Railroad Bridge

**Poughkeepsie
Dutchess and Ulster Counties**

Also Notified

Honorable Daniel P. Moynihan

Honorable Jacob K. Javits

Honorable Hamilton Fish, Jr.

State Historic Preservation Officer
Mr. Orin Lehman
Commissioner
Parks and Recreation
Agency Building #1
Empire State Plaza
Albany, New York 12238

N.Y.

SEP 2 1982

Q. J. Kelly
9/2/82

Mr. William Tucker
Power Authority, State of New York
123 Main Street
White Plains, New York 10601

Dear Mr. Tucker:

In response to your telephone request of August 26, 1982, we are enclosing a copy of the nomination form used in listing the Poughkeepsie Railroad Bridge, Dutchess County, New York, in the National Register of Historic Places on February 23, 1979.

The nomination contains the detailed background information which you mentioned in your inquiry.

Thank you for your interest in the historic preservation programs of the National Park Service.

Sincerely,

Bruce MacDougal

Carol D. Shull
Chief of Registration
National Register of Historic Places
Interagency Resource Management Division

Enclosures

bcc: Mr. Orin Lehman, SHPO, New York

cc: 710
Mid-Atlantic Region
FNP:J Vosburgh:lw:272-3504:9-02-82

Sys.8(nom)#3029

BASIC FILE RETAINED IN NR

March 14, 1984

Pumpkin Lane
Clinton Corners, NY 12514

Ms. Barbara Rinaldi,
Senior Environmentalist
New York State Department
of Environmental Conservation
North Clove
New Paltz, NY 12561

Dear Ms. Rinaldi:

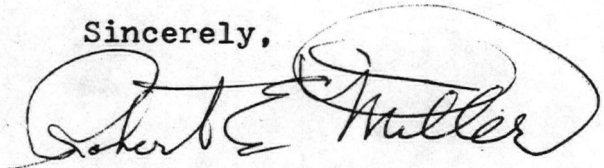
I recently read an article in the Poughkeepsie Journal about the plan to demolish the old Poughkeepsie Railroad Bridge.

I feel that this bridge should be preserved as a historic site for the people of Poughkeepsie. It is as much a part of our city as the Arch in St. Louis is to its residents. This bridge is visited by many people through out the area as well as the world. The Poughkeepsie Railroad Bridge should be saved.

I would like to arrange a convenient time to meet with you along with my Sign Language Interpreter. Please contact me with a time and date.

Thank you for your time and cooperation on this matter. I am looking forward to meeting with you to discuss the plight of the Poughkeepsie Railroad Bridge.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert E. Miller", enclosed within a large, loopy oval flourish.

Robert E. Miller

cc: Mayor, Thomas Aposporos
National Register of Historic Places
Julia Stokes, N.Y.S. Office of Parks & Recreation
Historic Preservation
Hudson-River Sloop Clearwater, Inc.
Conrail

April 26 1984

Ms Ellen Muller
Citizen Participation Specialist
New York State Department of Environment Conservation
21 South Platt Corners Road
New platz , New York 12561

Re: Poughkeepsie Railroad Bridge

Dear Ms. Muller

My concern is about the 96 year old Poughkeepsie Railroad Bridge. This bridge was listed on the National Register of Historic Landmarks in 1979. From my eyes, I see a beautiful 6,767 foot bridge crossing the Hudson River. This is one of the longest bridges in this area.

As we think about it, should we restore this bridge converting it into a glass skywalk to give visitors to the Dutchess County area, along with our own residents a view they will not soon forget. Since it cannot be used for trains or cars again, we should really consider another alternative to demolishing it. Thousands of vistiors to Dutchess County could leisurly walk over it bringing tourism to our county and increased revenue.

Dutchess County is an area where the Vanderbilt and Roosevelt homes are as old as this bridge. I believe our City can benefit greatly by adding another tourist attraction to our area.

I truly disapprove with the Con Rail proposal to have the bridge demolished. Being in good condition, it could be converted to something else.

I remember well that Franklin Roosevelt's home was restored for about two million dollars from a U.S. Government grant. The Statue of Liberty will cost about thirty million to prepare her for a 100th anniversary in 1986. What about the old Poughkeepsie Railroad bridge in Dutchess County? I am hoping that Central Hudson, Dutchess and Ulster counties, and New York State will share some of the financial burden to restore this landmark. We may even be able to find developers and organizations willing to donate time, money, etc. to get a project of this sort started.

My dream is that it will be successful and not fail. This bridge should exist in our history. Our city neighbors will be able to look across the river at a beautiful lighted bridge at night and feel closer to us.

We should all work together and let this beautiful bridge celebrate her 100th birthday!

Gordon E. Miller
295 Church Street
Poughkeepsie, N.Y.

Sincerely,
Gordon E. Miller

MAY 3 1984

Robert Eugene Miller
Pumpkin Lane
Clinton Corners, N.Y. 12514

April 27, 1984

Ms Ellen R. Muller
Citizen Participation Specialist
N. Y. S. Dept of Environmental Conservation
21 South Putt Corners Road
New Paltz, N.Y. 12561

*attached to
rx*

RE : Poughkeepsie Railroad Bridge

Dear Ms Muller

As a resident of Poughkeepsie for the past 37 years. I support the efforts of the Oldtime Railroad Club's opposition to the demolition of the Poughkeepsie Railroad Bridge.

The Poughkeepsie Railroad Bridge is a very strong and safe structure. I remember long freight trains pulled by both steam diesel engine carrying hundreds of tons of coal and lumber across it.

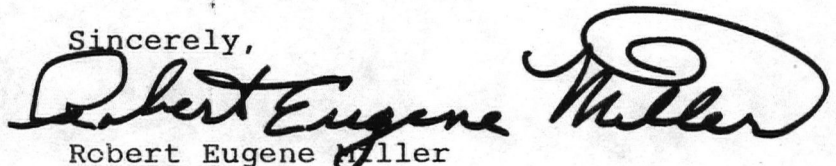
I would like to propose that you consider some alternative for the bridge's future before you proceed to demolish it.

First, The cost of providing better service through repairing and painting the bridge would be less expensive than the cost of demolishing the structure. This alternative would also provide more jobs in the area and broaden the tax base. Secondly, The bridge could be used as a monorail with rubber wheels which will quiet sound and that would look like the Disneyland Alweg Monorail System in Anaheim, California to service Poughkeepsie main mall to Highland, with possible expansion as a later date. Thirdly, the Poughkeepsie Bridge could be made into an Historic Monument and tourist attraction by building a restaurant in the center of the bridge/ And fourthly, the Poughkeepsie Railroad Bridge is an asset to both the public and to industry. There is even the possibility of transporting fresh water supply lines from Ashokan reservoirs or other reservoirs across the Hudson River to join with existing lines to New York City. The Water Department of the City of Poughkeepsie could provide the auxiliary water supply if and when pollution renders the Hudson River undrinkable. Another future need could be the transporting of more electric power lines over the Bridge by Central Hudson Gas and Electric Corporation or other company.

I would like all citizens of Dutchess and Ulster Counties to join together to protest the demolition of the Poughkeepsie Railroad Bridge.

Thank you for the opportunity to express my views on this matter.

Sincerely,


Robert Eugene Miller

cc: County Executive Ms. Patterson
Mayor Thomas Aposporos of the City of Poughkeepsie
National Register of Historic Places
Julia Stokes, New York State Office of Parks and
Recreation Historic Preservation
Hudson River Sloop Clearwater Inc.
Chairman Stanley Crane of Conrail Corp.
Robert DeFillippo of Poughkeepsie Journal staff
Robert Day of Central Hudson Gas and Electric Corp.



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

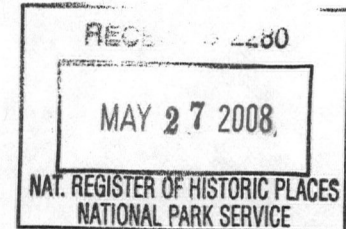
518-237-8643

www.nysparks.com

David A. Paterson
Governor

Carol Ash
Commissioner

May 19, 2008



Alexis Abernathy
National Register Reviewer
National Park Service, 8th floor
1201 Eye Street, NW
Washington, D.C. 20005-2280

Re: Poughkeepsie Railroad Bridge
Dutchess and Ulster Co., NY

Dear Ms. Abernathy:

Thank you for providing me with an opportunity to support the re-evaluation of the Poughkeepsie Railroad at the national level of significance in the context of American engineering history. As the attached letter from William Krattinger explains, the 1888 bridge established records for both overall length and clear span above the navigation channel. The completion of the bridge attracted national attention and became a widely recognized symbol of achievement for the relatively young engineering profession in this country. Presently, the New York State Office of Parks, Recreation and Historic Preservation is working closely with not-for-profit organizations to ensure the long-term preservation of the bridge while providing for recreational access across the mile-long structure. This priority initiative has gained widespread support throughout the region and upon completion will offer unparalleled opportunities for interpreting the design and construction of the bridge and its place in the history of engineering. I strongly recommend recognizing this bridge at the national level of significance and I am very appreciative of your assistance with this change.

Sincerely,

Ruth L. Pierpont
Deputy State Historic Preservation
Officer

attachment



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

David A. Paterson
Governor

Carol Ash
Commissioner

25 April 2008

Mr. Stephen Densmore
Dyson Foundation & Walkway over the Hudson
57 South Clover Street
Poughkeepsie, New York 12601

RE: Poughkeepsie-Highland Railroad Bridge
Dutchess & Ulster Counties

Dear Mr. Densmore,

Thank you for contacting me regarding the Poughkeepsie-Highland Railroad Bridge, listed on the National Register of Historic Places in 1979 in the context of American 19th century engineering and transportation. At that time the structure was determined to be significant at the state level, rising above the local and regional context but falling short of national level significance. Further consideration of this significance level by the State Historic Preservation Office (SHPO), made following your recent inquiry, would indicate that the Poughkeepsie-Highland Railroad Bridge would appear to satisfy the requirements for national level significance within the context of engineering. I would like to take this opportunity to outline the SHPO's justification for this new determination.

Historian Carl W. Condit, in his 1960 work *American Building Art: The 19th Century*, referred to the Poughkeepsie-Highland Railroad Bridge as "one of the great bridges of the century." In his evaluation of the structure Condit noted the complexities of erecting a bridge in this location, requiring significant engineering solutions in order to bring the project to fruition. Borrowing from Condit's own words, "The builders of the Poughkeepsie bridge faced every kind of difficulty in the extreme" including: "a deep, wide tidal river, great depth of bearing rock, height of the palisades which fixed the level of the deck, and sheer length of the whole structure." Though plans for this crossing were first initiated in the 1860s, fueled by the desire to link the burgeoning industries of New England with the anthracite coal fields of Pennsylvania via Poughkeepsie, it was not until 1888 that the project finally was completed under the auspices of the Manhattan Bridge Building Company and structural engineers John F. O'Rourke, P.P. Dickinson and Arthur B. Paine. At the time of its completion the Poughkeepsie-Highland Railroad Bridge established records for length—exceeding one mile—and likewise for the 548-foot length of its channel span. As Condit further noted the bridge was "for its age... virtually in a class by itself." The bridge survived vigorous use with minor alterations, including being strengthened in 1906-7 and having the twin tracks combined in 1917, attesting to the quality of its design, engineering and construction. As such, it is the opinion of the SHPO that this remarkable example of 19th century American engineering satisfies the requirements for significance at the national level.

Please contact me at your convenience if I can be of further assistance to you. I can be reached at our Waterford offices at (518) 237-8643, extension 3265, or via email at William.Krattinger@oprhp.state.ny.us.

Sincerely,

William Krattinger
Historic Preservation Program Analyst

cc: Jayne McLaughlin, Taconic Parks Region



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

FAX

To: Alexis Abernathy

From: Mark Peckham

Fax number: ~~202-371-6447~~ 202-371-2229

Date: 5/19/08

Total pages inc. cover sheet:

4

Subject: _____

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle



New York State Office of Parks, Recreation and Historic Preservation

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518-237-8643

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David A. Paterson
Governor

Carol Ash
Commissioner

May 19, 2008

Alexis Abernathy
National Register Reviewer
National Park Service, 8th floor
1201 Eye Street, NW
Washington, D.C. 20005-2280

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Ruth L. Pierpont
Deputy State Historic Preservation
Officer

attachment



New York State Office of Parks, Recreation and Historic Preservation

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518-237-8643

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David A. Paterson
Governor

Carol Ash
Commissioner

25 April 2008

Mr. Stephen Densmore
Dyson Foundation & Walkway over the Hudson
57 South Clover Street
Poughkeepsie, New York 12601

RF: Poughkeepsie-Highland Railroad Bridge
Dutchess & Ulster Counties

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Historic Preservation Program Analyst

cc: Jayne McLaughlin, Taconic Parks Region

May 19, 2008

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National Register Reviewer
National Park Service, 8th floor
1201 Eye Street, NW
Washington, D.C. 20005-2280

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Deputy State Historic Preservation
Officer

attachment

25 April 2008

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Dyson Foundation & Walkway over the Hudson
57 South Clover Street
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Sincerely,

William Krattinger
Historic Preservation Program Analyst

cc: Jayne McLaughlin, Taconic Parks Region



Thomas Behrens
05/19/2008 11:52 AM
EDT

To: Alexis Abernathy/Contractor/NPS@NPS
CC:
Subject: Re: Fw: Poughkeepsie RR Bridge NY, national significance

Alexis,

The pontists (yet to be coined word referring to bridge enthusiasts) in the office and I agree that this span was an audacious endeavor for its time period and a beautiful structure as well and is indeed worthy of the rarefied air of National Significance.

Has the nomination been completed?

Tom

Thomas M. Behrens
Architect
Historic American Engineering Record
National Park Service
p. 202-354-2163
f. 202-371-6473
<http://www.cr.nps.gov/hdp/>

"Only when the last tree has died
and the last river been poisoned
and the last fish been caught
will we realize we cannot eat money."
Alexis Abernathy



Alexis Abernathy
05/19/2008 10:23 AM
EDT

To: Thomas Behrens/WASO/NPS@NPS
CC:
Subject: Re: Fw: Poughkeepsie RR Bridge NY, national significance

If someone has a chance to look it up today let me know.

I would appreciate all the information.

Thanks it is a cool looking bridge.

Alexis

Alexis Abernathy
National Register of Historic Places
alexis_abernathy@contractor.nps.gov
Work (202)354-2236
fax (202)371-2229
Thomas Behrens



Thomas Behrens
05/19/2008 09:50 AM
EDT

To: Alexis Abernathy/Contractor/NPS@NPS
CC:
Subject: Re: Fw: Poughkeepsie RR Bridge NY, national significance

for your viewing pleasure:

[http://lcweb2.loc.gov/cgi-bin/query/h?pp/hh:@field\(NUMBER+@band\(ny1265\)\)](http://lcweb2.loc.gov/cgi-bin/query/h?pp/hh:@field(NUMBER+@band(ny1265)))

MONDAY, MARCH 4, 1985

Poughkeepsie Bridge Falls Victim to Time

Past Wonder Has Become a Present Worry

By Robert DeFilippo
and Jonathan Saltzman
Special to The Washington Post

POUGHKEEPSIE, N.Y.—When the first steam locomotive crossed the Poughkeepsie Bridge in 1888, the massive steel-girdered span—the first major rail crossing of the Hudson River—was hailed as an architectural wonder. Today, its survival is a tangled political wonder.

The 6,767-foot-long giant of elaborate latticework, midway between New York City and Albany, opened Pennsylvania coal fields to the hungry industries of New England. The Northeast of the 19th century placed such importance on the structure that steel magnate Andrew Carnegie traveled to Poughkeepsie to join Matthew Vassar, founder of Vassar College, in dedicating it.

History has passed over and under the bridge. President Franklin D. Roosevelt's special trains crossed the usually freight-only bridge to reach his home at Hyde Park, within sight of the bridge on the Hudson bluffs 10 miles north.

But over the years, railroad mergers and changing freight-traffic patterns left the bridge an orphan. The Penn Central Railroad and its successor, Conrail, found it more efficient to marshal all New England-bound freight at Selkirk Yard near Albany, bypassing the bridge.

The span was closed by a major fire in 1974. Neither Penn Central nor Conrail made any effort to repair it. But the bridge refuses to die. The battle over its future only intensified after it burned.

Meanwhile, as politicians, investors and preservationists tussle over it, the bridge hangs like a huge sword of Damocles over part of the city of Poughkeepsie and navigation on the river 212 feet below, occasionally showering pieces on homes and cars.

Last November, Conrail sold the bridge—which cost \$10 million to build—for \$1 to Railway Management Associates, an anonymous limited partnership based in St. Da-

vids, Pa. But the sale did nothing to mute the long-running battle.

The mysterious sale has preservationists wondering what the new owners plan to do with the bridge, which is on the National Register of Historic Places. The deal also has local officials worrying that they may get stuck with a white elephant.

"Railroads look to avoid demolition costs by dumping these things," said Gordon K. Cameron, executive director of the New York Bridge Authority, which operates five bridges across the Hudson north of New York City. "There doesn't seem to be anything illegal, but it's a question of morality."

"Let me tell you that if this is Conrail's way of shedding liability, in my judgment they have shed nothing at all," Poughkeepsie Mayor Thomas C. Aposporos said. "If this sale turns out to have been simply a way of avoiding responsibility, and the people of the city of Poughkeepsie are again threatened by that structure, Conrail can be assured of a lawsuit—even if they're not the owner of record."

Poughkeepsie's corporation counsel, Richard Cantor, said the city had reason to fret about maintenance of the span, which he said is "a massive obligation" for Railway Management.

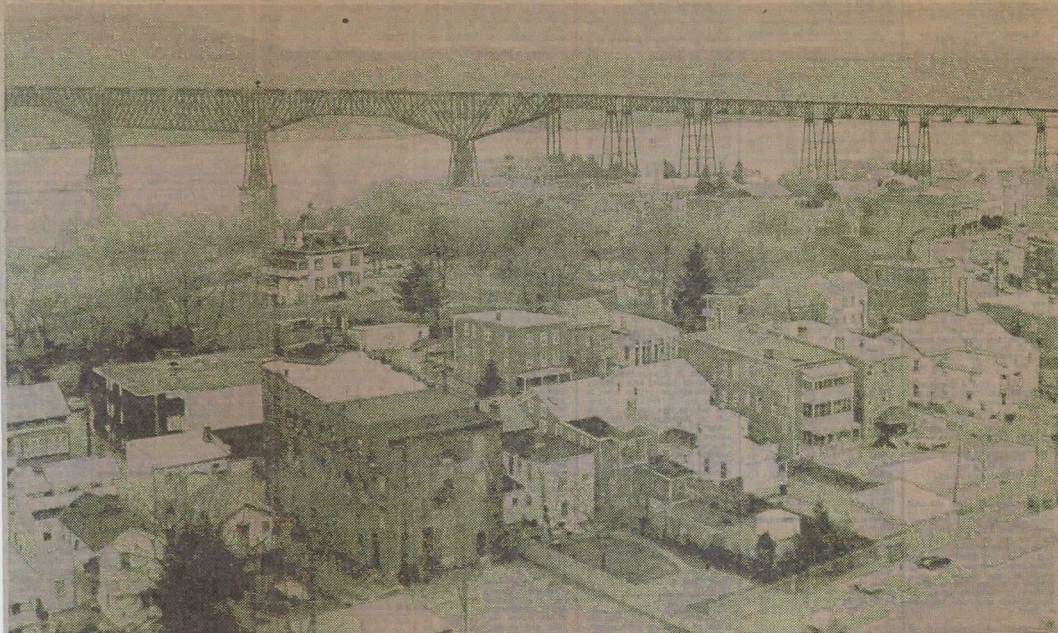
Conrail estimated the cost of demolition at \$1.4 million.

It would cost \$19.7 million to restore the bridge to handle trains again, according to a 1980 study by the Federal Railroad Administration. But trains would have no place to go because Conrail tore up the tracks on both banks of the Hudson before the sale.

Aposporos and preservationists said they are worried because the deed to the bridge does not reveal the names of the 15 principals of Railway Management. The partnership's agent, Gordon S. Miller, has refused to identify them or to say where the organization's three purported offices are located.

All Miller has told local officials is that his group plans to preserve the bridge and develop it into a tourist attraction during the next 10 years.

But he also has told a Poughkeepsie-based group of preservationists, the Committee to Save the Bridge,



BY CRAIG G. BUTLER FOR THE WASHINGTON POST

Huge and historic Poughkeepsie Bridge, the first major rail crossing of the Hudson River, is at the center of a battle between politicians and preservationists.

to develop their own plans for him to consider. Among the ideas being discussed is a single, self-propelled railroad car that would shuttle commuters from Ulster County on the west bank of the river to IBM and other businesses in Poughkeepsie.

Ann Loedy, head of the preservationists' committee, said she is disturbed that Miller's group apparently had no plan before buying the bridge. "I know that if I had bought a bridge, I would have had a plan in mind," she said.

Conrail has directed all calls about the bridge to the new owners or their attorney. Neither Miller nor Railway Management's attorney returned numerous calls to their office in Pennsylvania.

The bridge has had a string of owners. First, it was part of the Central New England Railway, then later absorbed into the New York, New Haven and Hartford Railroad system. In 1968, it became part of Penn Central Railroad. Conrail took over the bridge when Penn Central and other bankrupt railroads were merged into one federally run system.

"I liken the bridge to the Eiffel Tower," Loedy said. "It was built about the same time and has become a monument of sorts."

But the May 8, 1974, fire de-

stroyed about 700 feet of ties and warped some of the bridge girders above Poughkeepsie. The span was closed.

Howard J. Leroy was driving his one-month-old Oldsmobile along State Route 9 on April 19, 1983, when a wooden railroad tie fell from the bridge and struck the right side of his windshield.

"I felt this awful boom," said Leroy, 66. "I could have been killed very easily. If it had hit on the drivers' side I would have got it right in the face."

Such incidents prompted Poughkeepsie to sue Conrail. The city won the suit in 1983, and Conrail spent \$300,000 stripping the bridge of its ties and rails where they hung over land in the city.

Immediately after the city won the lawsuit, Cameron said he received a phone call from a Conrail representative offering to sell the bridge.

"I couldn't believe the guy was serious," Cameron said. "He asked if we wanted to buy the bridge by telephone. It was so informal and so kind of crazy. It was like somebody calling you to sell you the Brooklyn Bridge."

Last year, Conrail applied to the state Department of Environmental Conservation, the U.S. Coast Guard

and Poughkeepsie for permits to demolish the bridge. But Conrail abandoned the plans when it sold the bridge to Railway Management for \$1.

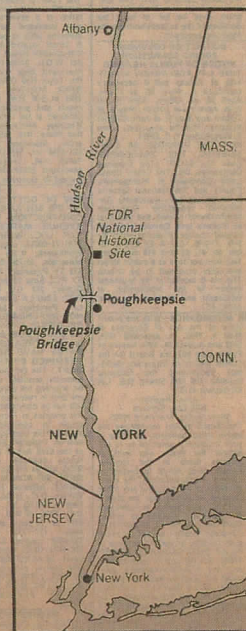
The sale infuriated Donald L. Peysner, 40, a railroad buff and Miami attorney who obtained an option to buy the span from Conrail. He had previously helped save the Catskill Mountain Branch of the Penn Central system from destruction.

Peysner wanted to turn the Poughkeepsie bridge into a "wonder of the world" by developing it into a tourist attraction incorporating a restaurant, shops and historical exhibits. But he said Conrail sold the bridge the day his option expired.

He charged that Railway Management has not adequately insured the bridge, and that "a catastrophic accident would quickly drain the insurance."

Richard Wolf, an attorney for Save the Bridge Committee, said Railway Management's reticence about its development plans has created a worrisome "informational gap."

"No one is accusing anyone of acting in bad faith," he said. "But when you have good-faith concerns about informational gaps, you're going to have a lot of questions."



BY D. ZUCKERMAN FOR THE WASHINGTON POST

NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: Poughkeepsie Railroad Bridge
 ② OTHER NAMES:
 ③ date of entry: FEB 23 1970
 ④ county code: 27 & 111

⑤ LOCATION street & number spans Hudson River
 city / town Poughkeepsie
 vicinity of
 state NY
 Dutchess county (also in Ulster County)
 ⑥ NPS REGION: NE

⑦ OWNER ☒ PRIVATE ☐ STATE ☐ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name)
 ⑧ ADMINISTRATOR:

⑨ EXISTING SURVEYS ☐ HABS ☐ HAER ☐ NHL
 ⑩ FUNDED? ☐ YES ☐ NO
 ⑪ CONGRESS. DISTRICT 25
 ⑫ SOURCE of NOMINATION ☐ STATE ☐ FEDERAL
 if state who prepared form?

⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☐ YES, NAME ☐ NO
 ⑭ WITHIN NATIONAL HISTORIC LANDMARK? ☐ YES, NAME ☐ NO
 ⑮ ACREAGE
☐ LOCAL ☐ PRIVATE ORGANIZATION

⑯ CONDITION ☐ deteriorated ☐ altered ☐ original site
☐ excellent ☐ ruins ☐ unaltered ☐ moved
☐ good ☐ unexposed ☐ reconstructed ☐ unknown
☐ fair ☐ unexcavated ☐ excavated
 ⑰ features: ☐ SUBSTANTIALLY INTACT-1 ☐ SUBSTANTIALLY INTACT-2 ☐ SUBSTANTIALLY INTACT-3
☐ NOT INTACT-0 ☐ NOT INTACT-0
☐ UNKNOWN-4 ☐ UNKNOWN-5
☐ NOT APPLICABLE-7 ☐ NOT APPLICABLE-8 ☐ NOT APPLICABLE-9

⑱ ACCESS ☐ YES-Restricted ☐ YES-Unrestricted ☐ No Access ☐ Unknown
 ⑲ ADAPTIVE USE ☐ YES ☐ NO
 ⑳ SAVED? ☐ YES
 IS PROPERTY A HISTORIC DISTRICT? ☐ yes ☐ no

㉑ AREAS OF SIGNIFICANCE :
☐ ARCHEOLOGY-prehistoric-2 ☐ COMMERCE-6 ☐ ENTERTAINMENT-26 ☐ ENGINEERING-11 ☐ LANDSCAPE ARCH.-15 ☐ POLITICS/GOVT.-21 ☐ RECREATION-28
☐ ARCHEOLOGY-historic-1 ☐ COMMUNICATIONS-7 ☐ EXPLORATION-12 ☐ LAW-16 ☐ RELIGION-22 ☐ SETTLEMENT-29
☐ AGRICULTURE-3 ☐ CONSERVATION-8 ☐ HEALTH-27 ☐ LITERATURE-17 ☐ SCIENCE-23 ☐ URBAN PLANNING-31
☐ ARCHITECTURE-4 ☐ ECONOMICS-9 ☐ INDUSTRY-13 ☐ MILITARY-18 ☐ SOCIAL/HUMANITARIAN-24 ☐ OTHER (SPECIFY)
☐ ART-5 ☐ EDUCATION-10 ☐ INVENTION-14 ☐ MUSIC-19 ☐ SOCIAL/CULTURAL-30
☐ PHILOSOPHY-20 ☐ TRANSPORTATION-25
 ㉒ CLAIMS: explain
 'first' ☐
 'oldest' ☐
 'only' ☐

㉓ functions
 WHEN HISTORICALLY SIGNIFICANT:
 CURRENTLY:
 ㉔ dates of initial construction:
 major alterations:
 historic events:
 ㉕ ETHNIC GROUP ASSOCIATION

㉖ architectural style(s):
 ㉗ architect:
 ㉘ master builder:
 ㉙ engineer:

㉚ landscape architect / garden designer:
 ㉛ interior decorator:
 ㉜ artist:
 ㉝ artisan:
 ㉞ builder/contractor:

㉟ NAMES give role & date
 PERSONAL:
 EVENTS:
 INSTITUTIONAL:

㊱ NATIONAL REGISTER WRITE-UP