

REROUTING THE RAILROAD

SHIFTING THE ROUTE

From this vantage point, you can see where the original route of the Ulster & Delaware Railroad crossed the Esopus Creek on a multi-span trestle supported by stone piers (compare your current view to the historic photograph to the right). After stopping at the station in Boiceville, just north of this location, the railroad continued south, along the west side of the creek, stopping at stations in West Shokan, Brodhead's Bridge, Brown's Station, Olive Branch, and West Hurley. In 1913, the railroad was rerouted in order to make way for the reservoir. The tracks were shifted to run along the north side of the reservoir (now the route of the Ashokan Rail Trail). The six local rail stations were closed, replaced by two new stations at Ashokan and Woodstock (West Hurley).



Shokan Station, ca. 1910



Courtesy of the Bishop Museum, Olive Free Library

ULSTER & DELAWARE RAILROAD

The Ulster & Delaware Railroad (first known as the Roundout & Oswego Railroad) was chartered in 1866 with the primary purpose of transporting goods to towns in Central and Western New York. The railroad would connect the canal port of Rondout, along the Hudson River, to Oswego, on Lake Ontario. Construction began in 1868, reached Olive Branch by 1869, and continued into the 1870s. In addition to transporting goods, the railroad became an important tourist line, allowing travelers from New York City and elsewhere to access the Catskills. As a result, the local tourism industry boomed.

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