



In 1851, the New York and Harlem Railroad was extended from New York City to what is now Chatham to access the rich agricultural areas and mineral deposits. It was a route to transport people and freight from and to the west, in direct competition with Hudson River boats. Millerton's founding fathers were so impressed with Sidney G. Miller, a civil engineer and railroad contractor, that the village was named for

him. By 1875, three additional railroads reached Millerton – the Dutchess and Columbia Railroad, the Connecticut Western Railroad, and the Poughkeepsie and Eastern Railroad. These connected Millerton with the Hudson River and points east through Connecticut. To accommodate the influx of travelers and salesmen, five hotels were built, shops opened, and churches were constructed. Millerton had come to life.

MILLERTON STATION



BUSHY BITTERCRESS
(*Cardamine impatiens*)
Also called narrowleaf bittercress, this rare weed has fern-like basal leaves. It is a member of the mustard family, as evidenced by its tall stalk of tiny, white, cross-like flowers, which can be seen from May to August.



BLACKNOSE DACE
(*Rhinichthys atratulus*)
This common minnow lives in the rocky spring-fed streams and is food for large trout. Males acquire bright red side-strips during the breeding season, which lasts from May through July.



MILLERTON RAILROAD STATION
Mike Whalen, agent at Millerton for over 35 years, stands to the left in this circa 1911 photograph (see dedication below). This station served the public until the new one was built in 1912. Both stations are still used by local businesses. The station was open 24 hours a day for many years to facilitate the movement of milk and freight trains that operated mainly at night. All trains, with few exceptions, stopped at Millerton to fill the locomotive tender with water until steam operations ended in 1952. All railroad service to Millerton ended in 1981.



MAIN STREET MILLERTON
In this early 20th-century photograph, the building with the clocktower is Benedict Hall, which was built in 1903. The upstairs was used for dances, roller skating, and basketball games. The Garage met here until 1935. Myron Huff opened his drugstore downstairs and a movie theater upstairs. Next door (right) was Hoag & Keefer's General Store, built in 1873, and known for its coffee and spices. Tern's Store (far right) was built in 1868 by Milan Brown. It was sold in 1919 to the Terni family which still operates it.



BRICK BLOCK HOTEL
The Brick Block Hotel was built in 1872 by Jimmy "Ginger" Conlan. It housed a series of shops through its history, including a shoe store, a jewelry store, Dye's men's fine clothing tailor shop, Dier's harness shop, Fish's funeral parlor, as well as a popular bar. On the third floor was Barton's Hall where dances and minstrel shows were held. As passenger service declined and ended in 1972, the Brick Block building deteriorated and was torn down in 1983.



IRON BLAST FURNACE
As early as the 1700s the iron industry was in full swing in the town of North East. Ore was mined in the local hills, charcoal was produced with wood from the forests, and the ore was processed in blast furnaces into pig iron. Before the arrival of trains, the iron was hauled by oxen to the Hudson River for export. The New York-New England border region supplied armaments to General Washington's army during the Revolution and to the Union Army during the Civil War.



THE FINCH BUILDING
The Finch Building, built by E.W. Simmons in 1851, was an all-purpose building. It housed Millerton's first store, which also served as the village's post office. A meat market, paint room, and office were in the basement. The second floor housed a schoolroom and meeting hall used by the Masons. Methodists held the village's first church services here.



MOSSY CLIP OAK
(*Quercus macrocarpa*)
Also called bur oak, this tree is named for the fringe on the cups of its acorns. More common in the prairie states than in the Northeast, it produces a durable wood used for furniture, flooring, and railroad ties.



DEDICATED IN LOVING MEMORY by the family of Michael J. Whalen and his daughter, Catherine Whalen Shufelt. Mike Whalen served as freight agent for the New York and Harlem Railroad from 1925 to 1936. In 1938, ending a 51-year career that began with the New York Central & Hudson River Railroad on August 16, 1887, Catherine "Kitty" Shufelt lived in Millerton all her life and had a 20-year career teaching elementary school.

www.hvrt.org

TRAIL DEVELOPED AND OPERATED BY DUFBUS COUNTY, WILLIAM & STEPHEN COUNTY EXECUTIVE