



**A Guide to the "Old Put"  
for  
Bikers and Hikers**

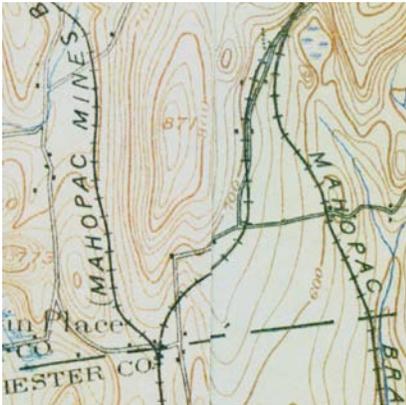
*A brief description of the railroad and stations  
On the route of the Putnam Trailway*



The Putnam Division Railroad where it enters Putnam County at Baldwin Place. The Baldwin Place Station and Freight House are seen on the main line on the right. On the left is the 4-mile Mahopac Mines Branch.

**Prepared by  
The Carmel Town Historian &  
The Putnam County Historian's Office  
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## Putnam Trailway: Points of Interest on the Route of the "Old Put"



#1 Baldwin Place, at the Westchester County line, is the location of Baldwin Place Station on the Putnam Division. Here, the 4-mile Mahopac Mines branch joined the main line of the "Put". Just over the fence from the trail is the still-standing (in 2010) Baldwin Place Freight House. This freight house was next to the station.



A "Ten-Wheeler" steam locomotive pauses at the Baldwin Place Station.

Can you see the telegraph pole, used to transmit messages up and down the railroad, in a back yard just east of the Italian American Club?

#2 As you walk or bike on the trail between Route 6 and Buckshollow Road, the "Mahopac Branch" or "Goldens Bridge Branch" of the Harlem Division Railroad is approaching the main line of the Putnam Division from the south. This seven and a quarter mile branch of the Harlem Division Railroad originated at Goldens Bridge and brought vacationers from New York City to Lake Mahopac during the summer months.



Near where the Trailway now crosses Buckshollow Road is the spot where the Goldens Bridge branch connected (and actually crossed) the main line of the Putnam Division (See map above.) In years gone by, this location was referred to as "Harlem Crossing." On the Route 6 side of the Trailway stood a one-man shanty, called "Cabin XC," where a trainman was stationed who manually controlled the switches at the crossing.

The lower Goldens Bridge Branch approaches the main line of the "Old Put."

In the area east of Harlem Crossing (present day lumber yard), a small train yard and turntable for steam locomotives existed. When diesel locomotives took over from the steamers in 1951, the turntable was no longer needed.

**#3** Today's American Legion building was once the "Lake Mahopac - Thompson House" railroad station. Down in the parking lot toward Route 6 is the still-standing freight house that was used on the lower, Goldens Bridge Branch. Although the trail passes behind the American Legion building, the main line of the railroad was in front.



Lake Mahopac - Thompson House Station



The original Mahopac Station

**#4** At Croton Falls Road, the railroad made a sweeping turn over to Mud Pond Road, through the property of an oil company (in 2010). The "Mahopac" Railroad Station was located near the DEP Office on the Route 6 side of the oil company.

The Mahopac Station was originally a grand structure, but was later reduced to the shelter shown here right.



**#5** There was a small community and general store at Crafts. The "lean to" type station (below) was on the east side of the tracks, near where the trail crosses Crafts Road.



Crafts Station



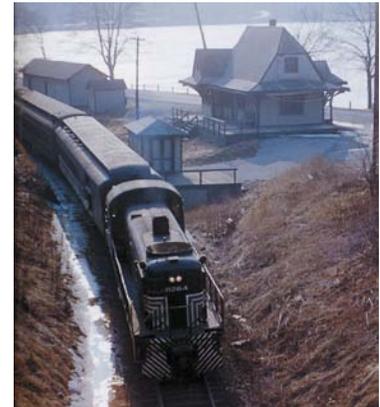
Continue onto the bridge over Drewville Road. This bridge here was originally a wooden trestle and later replaced by an iron girder bridge supported by two large concrete pillars. Today's Putnam Trailway bridge is the third bridge at this location.

A "Ten-Wheeler" passes over Drewville Road.

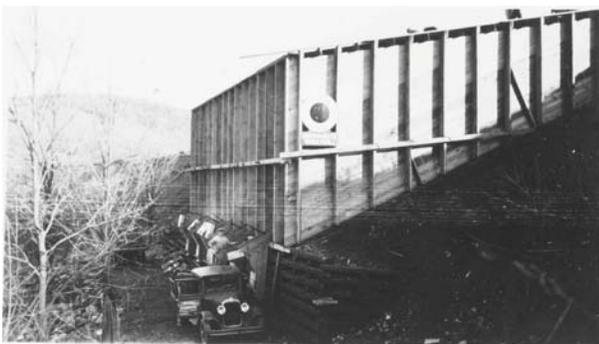


**#6** The Carmel Station was situated by Lake Gleneida. It was a full-size station and had a small freight house. Here, the rails curved to the east and passed underneath Seminary Hill Road.

A southbound passenger train arrives to a waiting crowd at the Carmel Station in the 1940s



An RS-3 Diesel locomotive at the Carmel Station



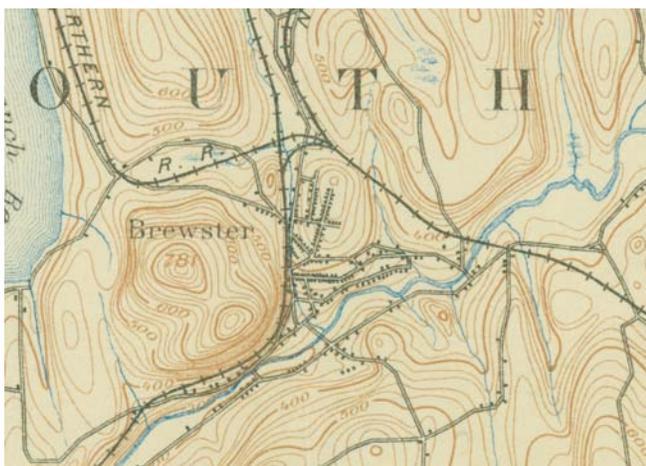
Hickman's Coal Company Coal Bin and Coal Chutes.

Passing through what is now Gleneida Court, and over Route 6 on an iron girder bridge, the train came upon Hickman's Coal Company. Here, a siding allowed coal "hoppers" to dump coal into a large coal bin. On the other side of the bin, drivers would open a chute and fill their delivery trucks from below. The railroad continued on the hillside behind today's shopping plaza and passed under Route 6. It then crossed a causeway across the Middle Branch Reservoir on its way to Tilly Foster.

**#7** Between Carmel and Brewster, there was a station at the little community of Tilly Foster, the location of the famous Tilly Foster Iron Mine. Ore had been extracted there from the early 19<sup>th</sup> century, but its boom years began during the Civil War. When the rails arrived, a passenger station was provided and several sidings supported the transport of iron ore. The mine closed in 1897, never having recovered after a mine disaster two years earlier.



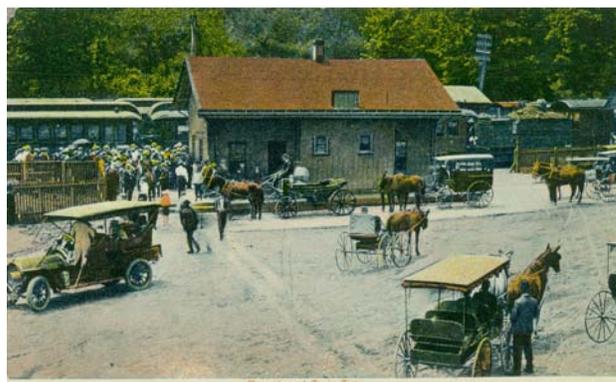
Tilly Foster Station



**#8** Between Tilly Foster and Putnam Avenue in Brewster, the Railway crosses over Route 6. The Putnam Division, the Harlem Railroad from New York City to Chatham, and the Maybrook Line from Connecticut to Warwick, NY, all come together at Brewster, creating "The Hub".

Brewster, "the Hub of the Harlem Valley"

The present terminus of the Putnam Trailway is at the entrance to the Harlem Division (now Metro North) Train Yard. During the days of the "Old Put," this entrance was called "Putnam Junction," or just "Put Junction." At this point, the Putnam Division track split into a "Y". One side of the "Y" went south to the Brewster Station and the other went north to the train yard and turntable.



Old Brewster Station

Photos courtesy of  
Carmel Town Historian  
& Putnam County Archives