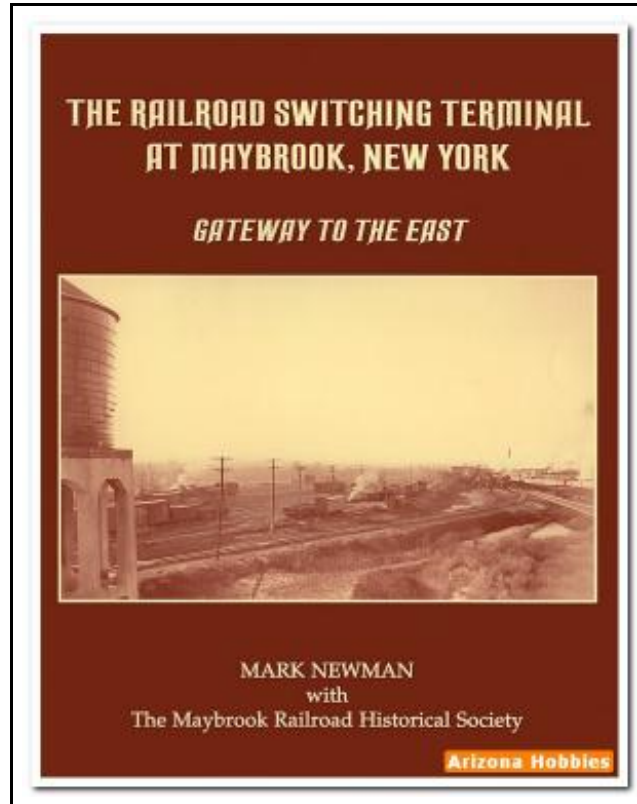


The Railroad Switching Terminal at Maybrook, New York



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Purple Mountain Press, 2006. softcover. Book Condition: New. The Railroad Switching Terminal at Maybrook, New York: Gateway to the East by Mark Newman and the Maybrook Railroad Historical Society. From the beginning of Chapter Two: NYNH&HRR et al.: The Central New England Railway Company took control of the rail line that was controlled by the Philadelphia, Reading & New England Railroad and established a small terminal at Orange Junction (Maybrook). The terminal consisted of a few tracks for the westbound trains and a few tracks for the eastbound trains with a small roundhouse to service and repair train engines. Central New England constructed a two-story administration building and made living quarters available for its permanent workers. Many railroads made use of the Maybrook Switching Terminal, including the New York, New Haven & Hartford, the Ontario & Western, the New York Central, the Erie (Erie Lackawanna), the Lehigh & New England, and the Lehigh & Hudson. The Lehigh & Hudson Railroad was an important freight service for traffic to and from New England. By 1882, the Lehigh & Hudson River Railway Company and the Warwick Valley Railroad Company had merged to form the Lehigh & Hudson Railway Company. The Lehigh & New England Railroad organized the Orange County Railroad Company in the late 1880s. That company shipped services and goods such as anthracite and bituminous coal, farm perishables, iron, steel, and petroleum, especially from Easton, Pennsylvania, to Maybrook. Before the mid-1890s, the Lehigh & New England Railroad was the Pennsylvania, Poughkeepsie & Boston Railroad. By the late 1890s, the newly created Lehigh & New England laid track from New Jersey to Campbell Hall, which connected to the Erie Railroad tracks. After the completion of the Poughkeepsie Bridge, the Lehigh & New England delivered coal and steel from Allentown and Bethlehem, Pennsylvania,...



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