

OF BARNs & BRIDGES

The Preservation and Rehabilitation of the Kimlin Cider Mill
and Poughkeepsie Railroad Bridge



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Introduction

Preservation, the act of rehabilitating or restoring structures, occurs regularly across the country in a myriad of different ways. It is not always a conscious act or one that conforms to set standards, but it is the recognition that old structures contain value, that places already built proliferate a sense of belonging, and that historic does not obstruct contemporary use. Not every old structure merits saving, to think as such would inhibit growth and cause stagnation within cities and outlying areas, but at the same time, historic structures cannot be replaced. Once gone, options become limited; to reconstruct in a facsimile of the original style creates a loss of integrity and associated feelings. Preservation is not only an enhancement to the urban landscape but an experience. The retention of spaces that provide a physical link to a place's past allows for a more robust and invigorating environment and building fabric.

In a small city along the Hudson River, two organizations took it upon themselves to protect two vastly different structures, each speaking to a different aspect of the city's history, and each unique in their association with the space they occupy. The Kimlin Cider Mill, an agricultural structure that underwent numerous building campaigns, and the Poughkeepsie Railroad Bridge, now a pedestrian bridge known as Walkway Over the Hudson, bookend the city to the north and south. Built within thirty years of each other, the structures accentuate the varied history of Poughkeepsie, one a testament to where the city had come from, the other to where the city wished to go. When urban expansion threatened, and safety concerns loomed, citizens took up the mantle of past preservationists and began the long, arduous, and distinctively exhilarating task of protecting the past as it stands in the present.

Part 1

Poughkeepsie, situated along the eastern bank of the Hudson River in New York's Dutchess County, has a long, storied history. Perched along a knoll located equidistance between the metropolis of New York and the state capital Albany (Fig 1), Poughkeepsie derived much of its importance from its access to the Hudson, its deep water docking capabilities, and its position relative to those main centers of commerce and trade (Fig 2).¹ The mid-Hudson River Valley, an area comprised of Dutchess, Orange, Ulster and Columbia counties, contains rich, fertile soil particularly situated to the planting of fruits and grains, and agriculture has been a mainstay of the region from the earliest inhabitants.² Between the river and agricultural landscape, Poughkeepsie developed into a thriving community, though much of its story comes to be defined by the changes in transportation, from the water to the rail and finally, the automobile.

Poughkeepsie began, like most places in the United States do, as a land occupied by Native Americans. The first written conveyance of land between the Native Americans and Dutch settlers occurred in May 1683, though presumably, settlers had been living in the area before this date.³ Within two years of this conveyance, crown grants, also known as patents, were being approved for large tracts of land within Dutchess County (Fig 3). These patents allowed for single owners to hold large areas of land and instead of subdividing into smaller lots, the landowners rented parcels out. This mimicry of feudalism slowed the settlement of Dutchess County, and it was not until after the Revolutionary War, when Loyalist's lands were confiscated and resold, that the population and land ownership in the county increased.⁴ Many of the plots

¹ Harvey Flad and Clyde Griffen, *Main Streets to Mainframes: Landscape and Social Change in Poughkeepsie* (Albany: Excelsior Editions, 2009), 15.

² Flad, 16.

³ Edmund Platt, *The Eagle's History of Poughkeepsie: from the Earliest Settlements 1683 to 1905* (Poughkeepsie: Platt & Platt, 1905), 10, 16.

⁴ Flad, 17.

retained their agricultural affiliation and continued for much of the 19th century to be used in such a manner. It was on one of these crown grants the original barn structure of the Kimlin Cider Mill, constructed in the 1850s, was built.⁵

During the Revolutionary War, Poughkeepsie became a significant player in wartime efforts, and during this period it grew economically as well as in size. In 1775, the Continental Congress chose Poughkeepsie as the site for the construction of frigates for the army due to its location far enough away from British controlled areas. The city welcomed the title as the state's capital for a brief moment in 1778, when British raids in surrounding counties lead to the burning of Kingston which had been the temporary capital while Albany was under threat. This helped cement the prominence of the regional city and at the completion of the war, with river traffic returned to normal, Poughkeepsie grew substantially, the number of houses in the center of the town nearly doubled.⁶

Much of the post-war growth occurred in the early 1800s.⁷ Poughkeepsie experienced a real estate boom before the Panic of 1837 which resulted in the expanded city being laid out to look much as it does in modern times.⁸ The street layout from the period of the 1830s attempted to approximate a grid but the irregular layout from the early colonial period prevented most attempts at a coherent plan.⁹ The Improvement Party, a group of affluent citizens within the community, strove during this period to accomplish different municipal improvements including new streets, sidewalks, and pavements.¹⁰

While river traffic factored largely into the growth and development of Poughkeepsie, the

⁵ Lisa Weiss, interview by Elizabeth Burns, October 27, 2017.

⁶ Platt, 39, 46, 62.

⁷ Platt, 95.

⁸ Platt, 95.

⁹ Flad, 31.

¹⁰ Platt, 108.

town never truly oriented itself toward the waterfront. The town center remained on the hilltop, and while streets were laid out between the water and the post road, it remained sparsely populated for much of the early 19th century.¹¹ At the end of the 18th century, a road ran between a warehouse down by the water and the town. Most of the early industry in the city remained along Fall Kill Creek, where the downward flow of water generated the power necessary to run the machinery, until the construction of the first rail line in the 1850s. At that point, the industry moved down to the waterfront to take advantage of the coal from the railroad. The railroad created a physical barrier between the river and town and ushered in a new period in the area's history (Fig 4).¹²

The first railroad in the city was the Hudson River Railroad that ran from Albany to New York City. Talk of chartering a railway through the area had occurred for decades, but it was not until the Harlem Railroad planned an extension to Albany through the eastern portion of Dutchess County that the talk turned serious in fear that it would move trade away from the town.¹³ Construction jobs for the railroad brought an influx of Irish and German immigrants to the area during this time and by 1860, they comprised one third of the labor force in the city.¹⁴ The rail line through Poughkeepsie was completed in 1851, and subsequently, river traffic and commerce began to suffer.¹⁵ Another railroad, the Poughkeepsie and Eastern, was built within 20 years in an attempt to establish a direct route between New England states and the commodities prevalent in the south and west including “the coal of Pennsylvania, the pork of the Ohio River

¹¹ Platt, 95.

¹² Flad, 27.

¹³ Platt 139.

¹⁴ Flad, 32.

¹⁵ Platt, 143.

Valley, or the beef of the Southwest.”¹⁶ The connection required the construction of a railroad bridge over the Hudson, and plans began on the Poughkeepsie Railroad Bridge, situated just north of the town center. The Panic of 1873, brought about in part by the over-expansion of the railroad, put the project on hold due to lack of finances.¹⁷

Worked continued in 1876 only to be halted in 1878 when financial problems once again sidelined the project. Two piers had been constructed in the water at this point. Renewed interest in the train bridge occurred in 1886 as rail traffic crossing the Hudson by rail-car ferry increased, and New England railroad companies, incensed at the “extortionate transportation arrangements through New York City,” were threatening to push for a train bridge somewhere north of Manhattan.¹⁸ In August, work began once again on the Poughkeepsie Railroad Bridge, this time under the auspices of the Union Bridge Company. Thomas Curtis Clarke and Charles Macdonald completed most of the design work for the bridge. By the end of 1888, after two false starts, the bridge had officially been completed.¹⁹

The railroad began its slow decline in the early 20th century. A shift from heavy to light industry and the construction of additional rail bridges affected the Poughkeepsie Railroad Bridge. A peak in rail traffic during World War Two, when 3,500 train cars crossed the bridge daily, soon returned to declining numbers in the post-war years. The last train to cross the expanse of the Hudson River at Poughkeepsie did so in May of 1974, its brakes or engine exhaust had created sparks that slowly smoldered before setting part of the bridge ablaze (Fig 5). From the point on, the bridge stood derelict, changing ownership numerous times. When the

¹⁶ Carleton Mabee, *Bridging the Hudson: the Poughkeepsie Railroad Bridge and Its Connecting Lines: A Many Faceted History* (New York: Fleischmanns, 2001), 21.

¹⁷ Flad, 37-38; Donald Wolf, *Crossing the Hudson: Historic Bridges and Tunnels of the River* (New Brunswick: Rivergate Books, 2010), 61.

¹⁸ Mabee, *Bridging the Hudson*, 33.

¹⁹ Mabee, *Bridging the Hudson*, 35, 55.

navigation lights went out on the piers of the bridge, and no one claimed ownership, the Coast Guard called for the bridge to be removed as it posed a safety concern for boats navigating the river. The threat spurred a group of Poughkeepsie citizens, including a former city mayor, into action.²⁰

Calling themselves Walkway Over the Hudson, the group set out to promote the idea of retaining the bridge for pedestrian use, and gaining traction, dissuaded any interested parties from demolishing the bridge. In 1993, the organization, led by local resident Bill Sepe, took ownership of the bridge by squatting, also known as adverse possession. The owner, Vito Moreno, had failed to pay taxes and fines to the Coast Guard and if he wished to file charges against the trespassers, he would have to prove his ownership, opening him up to prosecution for failure to pay taxes. Moreno officially deeded the property to the Walkway organization in June of 1998. With legal ownership over the bridge, the group now had the authority to begin making changes in order to turn the structure into a pedestrian walkway.²¹

Though the railroad bridge remained in use until the 1970s, the defining period of the rail age in Poughkeepsie lasted until the 1930s, when construction on the Mid-Hudson Bridge finished and opened the areas on either side of the river to the automobile (Fig 6). A few years before the bridge completion, the Albany Post Road, which runs between New York and Albany and around which Poughkeepsie had situated itself, was designated U.S. Route 9. It remains the principal north-south roadway on the eastern bank of the Hudson.²² The advent of the automobile made it possible to live further away from downtown cores and gave rise to suburban development.

²⁰ Mabee, *Bridging the Hudson*, 241, 247, 267.

²¹ Mabee, *Bridging the Hudson*, 269-271.

²² Flad, 123, 128.

With the city expanding, Ralph Kimlin recognized the potential to increase business at his farm and cider mill. The Kimlin family, immigrants from Ireland, had settled south of the city on an old tenant farm in 1853. They expanded their trade by 1880 to include cider production and it was this cider mill that Ralph Kimlin aimed to make a local attraction. He strove to turn it into a museum, collecting and displaying such items as stone age tools, Native American objects, fossils, historic cooking implements, and other curiosities. The place became a regular destination for girls from Vassar College and soon other school children frequented the place.

One of the last surviving farms in the area, Ralph Kimlin operated the cider mill until his death in 1969 and his wife took over on a limited basis after that until 1990. Ralph Kimlin understood the importance of the farm to the community and while he capitalized on the growing population, he endeavored to retain the integrity of the land. In a bid for tax relief in 1957, Kimlin stated, “We and our little Colonial farm with its oldest buildings are surrounded by advancing business. Millbanks 165 acre farm is now Burke development...Vassar College with a thousand acres is giving up its last farming...Don’t you think it would be reasonable to help keep one of the first farms and now the last, along with the Museum of Local Antiquity.”²³

It was during this period following the Second World War that the population of Poughkeepsie grew exponentially. Much of the area within the city's boundaries had already been developed which left new development to take place in the surrounding region. Just as with other metropolitan areas, people were moving out of the city and into suburbs. Sprawl continued in waves, with more construction occurring in the town of Poughkeepsie than the city itself. Between 1960 and 1970, the town grew by 27.7 percent.²⁴ A landscape that was once farmland began to fill with subdivisions and roadways. During this rapid expansion, Kimlin Cider Mill,

²³ Neil Larson, National Register of Historic Places Registration Form, September 26, 2002. 5.

²⁴ Flad, 207.

once located on seventeen acres of land, started to feel the developmental pressures of urban sprawl (Fig 7).²⁵ By 2000, suburban growth almost led to the demolition of the aged agricultural building.

In 2001, a group of developers, Cider Mill Development, LLC, intended to utilize the land surrounding and including the Kimlin Cider Mill to create a luxury subdivision.²⁶ The Mill structure had stood empty and abandoned for just over a decade. They planned to tear down the structure and construct additional housing. A group of concerned citizens propelled themselves to action, forming Cider Mill Friends of Open Spaces and Historic Preservation (hereafter referred to as Cider Mill Friends). The group entered into an agreement with the developers in August of that year, to purchase the structure and two plots of land with first right of refusal on two additional, adjacent lots.²⁷ The developers failed to uphold the agreement, and Cider Mill Friends took them to court claiming the developers had sold the additional plots of land breaching the contract. The first court denied their claim, but upon appeal, the court ruled in favor of Cider Mill Friends and sent the case back to lower court to be settled.²⁸

Part 2

Preservation in Poughkeepsie has long been reactionary. Many of the early groups, and many of the groups today, including Cider Mill Friends and Walkway Over the Hudson, came about because of a threat to a particular structure. The earliest structure to be preserved in Poughkeepsie was the Clinton House, one of the few remaining colonial-era buildings in the city. It had a connection with George Clinton who was New York's first governor which became one

²⁵ Neil Larson, National Register of Historic Places Registration Form, September 26, 2002.

²⁶ Lisa Weiss, interview by Elizabeth Burns, September 29, 2017.

²⁷ Andrew Otis, Letter Agreement, August 15, 2001.

²⁸ Cider Mill Friends of Open Spaces and Historic Preservation, Inc. v. Cider Mill Development, LLC., 23 A.D.3d 600 (2005)

of the reasons to save the structure. The Poughkeepsie Chapter of the Daughters of the American Revolution, Mawenawasigh, pushed for the property's preservation and eventually took over its operation from the state before passing it along to the Dutchess County Historical Society, founded in 1914, which still maintains the structure today.²⁹ Some larger organizations, encompassing Dutchess County or the Hudson Valley region, factor prominently into the preservation atmosphere of the area. Scenic Hudson, formed in 1963, promotes land and farm preservation and aims to connect people with the Hudson River.³⁰ They promoted and actively encouraged the Walkway Over the Hudson project.³¹

The city of Poughkeepsie has a Historic District and Landmark Preservation Commission (HDLPC). The HDLPC is a group of city residents that have been appointed by the Mayor. They review proposed plans for any exterior changes to be made to historic places, sites, or buildings that are designated landmarks or are within the bounds of a historic district.³² The city provides tax incentives detailed in Section 14-83 of the Code of Ordinances that is “intended to create a real property tax exemption that preserves or increases the historic character of real property located within the City of Poughkeepsie.”³³ The historic preservation ordinance was last revised in 2012.³⁴ The lack of large preservation organizations forces the creation of smaller groups which in turn causes a narrower focus within the field. The most notable structures receive

²⁹ “About and Contact,” Dutchess County Historical Society, accessed October 4, 2017, <https://dchsnny.org/about-and-contact/>; “Our Chapter’s History,” Mawenawasigh Chapter of the Daughters of the American Revolution, last modified February 9, 2015, <http://mahwenawasigh.wixsite.com/mahwenawasigh/page2>

³⁰ “Our Work,” Scenic Hudson, Accessed December 1, 2017, <https://www.scenichudson.org/ourwork>

³¹ Jason Taylor, “Monumental Groundbreaking for Walkway Over the Hudson,” Scenic Hudson, May 28, 2008, <https://www.scenichudson.org/aboutus/pressroom/052808>

³² “Historic District and Landmark Preservation Commission,” City of Poughkeepsie, Accessed October 4, 2017, <http://cityofpoughkeepsie.com/historic-district-landmark-preservation-commission/>

³³ City of Poughkeepsie, “Historic Property Tax Exemption,” Administrative Code, Accessed October 4, 2017, <http://ecode360.com/29219945>

³⁴ “Public Hearing: Historic Preservation Ordinance,” City of Poughkeepsie, June 12, 2012, <http://cityofpoughkeepsie.com/archives/1767>

attention first and eventually it will trickle down to structures or sites lacking the high architectural style or historic associations but represent the vernacular and every day. Kimlin Cider Mill is one such structure, and to an extent so is the utilitarian train bridge.

Part 3

The Kimlin Cider Mill and Poughkeepsie Railroad Bridge are situated on opposite ends of the city (Fig 8). The two structures, having been built for entirely different uses, share no similarities aside from the fact that functionality dictated their original construction. The resources utilize different materials, take different shapes, and serve different purposes, but both represent a piece of the area's history.

The Kimlin Cider Mill is a rambling barn structure built right up against Cedar Avenue. The structure is located on two acres of land south of the city of Poughkeepsie. Diagonally across the street from the mill structure is an old farmhouse that was once a part of the property complex. This area of Poughkeepsie was slower to develop, large parcels of land took longer to subdivide, and it is far enough outside of the downtown area to maintain much of its agricultural heritage throughout the years. The advent of urban sprawl and increasing demand for development encroached on the seventeen acres once surrounding the mill. Now the structure sits amongst large suburban homes. The changing land use of the area has made barn structures a rare commodity and open spaces of former agricultural areas more so. Though the original agricultural building was expanded and embellished by Ralph Kimlin in the 1920s and 30s, the tie to the area's rural past remains evident.

The original barn was constructed in the middle of the 19th century and forms the core of the sprawling structure. It is a two-story structure with the gable end facing the street. A square ventilator with a hipped roof sits along the ridge of the gable. The framing of this section consists of heavy hewn timber connected with mortise and tenon joints. The tie beams can be seen in the

interior of the structure. The central doorway has been emphasized by the addition of a projecting stone surround which mimics the shape of the gable end and partially covers a second story hayloft door. The surround was a later addition by Ralph Kimlin who intended to cover the whole façade in a stone veneer eventually. The windows are not uniform in shape, style or treatment. The central structure has two round windows encased in a thick wooden trim that, like the entryway surround, mimics the shape of the end gable. Directly above the doorway, and obscured slightly behind the stone addition is an old hayloft door. An arched, small paned window sits in the upper center of the structure in a wood surround which maintains similarities with the other windows but with a less ornamental approach (Fig 9).³⁵

On either side of the central barn extend two wings constructed at separate times. The wings are not symmetrical, varying in height, length, and fenestration (Fig 10). The right wing is one and a half stories and the side gable roof connects with that of the central structure, intersecting with the ventilator (Fig 11). The facade has small arched windows similarly dressed to the two round windows on the central facade. In the center of the wing is a double barn door, likely an original feature. At the far end of this structure, on the south facade, is a large stone chimney. This section of the structure was built sometime in the mid to late 19th century and used to house Kimlin's museum collection. It was converted in the 1950s for residential use.

The left side of the front façade is one story and has a side gable roof (Fig 12). Constructed in the 1880s, this portion of the structure housed the cider press and production. It is divided into three sections. Wood shutters dominated the right section and can be lifted to create an awning and reveal a bar area intended for retail purposes. The middle section has few fenestrations, the window surrounds thick but plain, and a solid door. A shed dormer with a thin

³⁵ Neil Larson, National Register of Historic Places Registration Form, September 26, 2002, 1, 2.

ribbon window sits on the northernmost edge of the roof in this section and is a component of the cider press operations located within the room below. Of the third section, the only part that remains is the front wall. This one story addition used to house apples but at the time the property was purchased, two of the walls and the roof had already failed.³⁶

The structure is painted red and window surrounds, and door trim are painted a creamy yellow. The gabled roofs are standing seam metal, except for portions. Vertical board and batten siding covers the entire length of the front façade, creating a uniform appearance across the additions (Fig 13). The boards on the central section of the structure are 6” wide as compared to the 12” boards on the two additions. To maintain a uniform appearance, battens were applied to alternate joints on the center portion of the structure.³⁷

Kimlin built an addition prior to 1935 on the back (east wall) of the central barn structure (Fig 14). The addition continues the shape of the original barn, as well as its relative scale. Plywood and tar paper clad the exterior (Fig 15). Since Kimlin had intended to cover the entirety of the structure with a stone veneer, little else was done to the addition’s envelope.

Moving north and to the river, the Poughkeepsie Railroad Bridge spans the distance between Dutchess and Ulster counties. It is situated just north of where Fall Kill Creek meets the Hudson and the center of town. The Mid-Hudson Bridge runs parallel to the structure’s immediate south. The east side of the river has a denser urban fabric than the west bank which is more sparsely populated and today features two state parks.

The structure spans the width of the river and rests on four piers that extend into the river bottom. Laborers sunk large, watertight, timber cribs into the river bottom and began dredging

³⁶ Neil Larson, National Register of Historic Places Registration Form, September 26, 2002, 3.

³⁷ Larson Fisher Associates, “Kimlin Cider Mill Existing Conditions Report,” January 5, 2010, 4.

the mud and water to allow the pouring of concrete.³⁸ The pier foundations are constructed of concrete and remain entirely below the surface of the water. Stone piers encased in granite were then erected atop the foundations and directly support the framing of the steel and iron bridge above (Fig 16).³⁹

Five sections of the bridge cross the water; three are cantilever structures, two are Warren deck-truss spans (Fig 17). The relatively narrow piers could not support the weight load of the structure should the entire bridge be made cantilevered, so two steel trusses were added, providing the needed additional support.⁴⁰ Cantilevers are constructed starting at each pier and reach outwards toward the center of the space to be spanned. The truss sections required support framework reaching into the water be built first (Fig 18).⁴¹ The most noticeable and primary character defining features of the structure are the large piers and the steel latticework indicative of the truss superstructure.⁴²

The approaches for the bridge, built over land, are constructed of iron while the areas spanning the water, longer than the approach spans, are constructed of steel.⁴³ Poughkeepsie claimed that at the time of construction the railroad bridge was the longest bridge in existence. With the approaches, the bridge measures 6,768' in length, the equivalent of about a mile and a quarter.⁴⁴ The length over the water, from anchorage pier to anchorage pier, is 3,094'. The

³⁸ Donald Wolf, *Crossing the Hudson: Historic Bridges and Tunnels of the River* (New Brunswick: Rivergate Books, 2010), 60.

³⁹ Townley McElhiney Sharp, National Register of Historic Places Inventory – Nomination Form, November 24, 1979, 1.

⁴⁰ Mabee, *Bridging the Hudson*, 36.

⁴¹ Wolf, *Crossing the Hudson*, 64.

⁴² Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, II-12.

⁴³ Mabee, *Bridging the Hudson*, 38.

⁴⁴ Wolf, *Crossing the Hudson*, 66.

minimum height clearance for the bridge is 130 feet, with the maximum clearance between mean high water and the decking is 212 feet.⁴⁵

The decking, a pre-cast, reinforced concrete, spans in size from 24' on the approach spans of the bridge to 33.5' on the main span of the structure (Fig 19).⁴⁶ The metal handrails are similar in style to the railings located on the nearby Mid-Hudson Bridge (Fig 20). Though the bridges are too far away for the visual connection, the continuity creates a dynamic inclusiveness between the structures. Black Chain link fencing along portions of the approach are raised higher than the railing to prevent objects from being dropped onto the highway and train tracks below.

Part 4

When undertaking a preservation project, or any project, goals and intents are established. They provide a standard by which to judge the success of a project and guidelines for completing it. Both Cider Mill Friends and the Walkway Over the Hudson had clearly established goals and certain areas of emphasis with regards to their respective projects. For one, the structure is more commemorative, connecting the past to the future, and the other focuses more strongly on the recreational aspect and the ability to connect areas.

The intent to save the Kimlin Cider Mill reflects the desires of members of the Poughkeepsie community to retain a building type that is often considered obsolete and subsequently altered or torn down for other purposes. Cider Mill Friends intend to maintain the structure as both a commemorative and educational experience. A subsidiary intent is placed on the structure's recreational potential as a venue for private events and the annual cider tasting held by the organization. The mission, as stated by the Cider Mill Friends organization, is "to

⁴⁵ Mabee, *Bridging the Hudson*, 36.

⁴⁶ Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, II-2.

preserve and rehabilitate the historic Kimlin Cider Mill in Poughkeepsie, NY for the use, education, and enjoyment of future generations, and to encourage interest in the heritage of the area that is represented by the Kimlin Cider Mill.”⁴⁷

Cider Mill Friends actively seeks to restore the main areas of the mill for public use and to engage the community with the building as it has throughout its history. A large portion of the building's importance derives from its relationship to the surrounding land. The group's goal, beyond the stabilization and preservation of the structure, is to purchase the remaining plot of land and designate short paths for recreation on the property.⁴⁸ The connection to the rural and agricultural landscape is a significant component of the property and one which the organization strives to acknowledge and emphasize.

Kimlin Cider Mill stood throughout the early 20th century as a prominent gathering spot for those in the community, especially Vassar College students. Maintaining a visible connection with past gathering spots helps relate the history of the area to those who choose to utilize the space today. In an area filled with suburban subdivisions where once stood rolling fields and farmland, the retention of a barn is no small matter. Even if it remains a roadside landmark to many, it still acts as a visual cue that propagates images of how the area once appeared and provides the community a physical link to a history that rarely gets told. In preserving the mill and retaining its features, Cider Mill Friends aims to fulfill the purposes outlined in their bylaws, namely "to maintain and preserve the historic character, heritage and ambiance of the Town Poughkeepsie."⁴⁹ They placed their goals at the forefront, all of which tie-in closely with fostering and maintaining a community.

⁴⁷ “About,” Cider Mill Friends, Accessed October 4, 2017, <https://cidermillfriends.org/about-us/>

⁴⁸ Lisa Weiss, interview by Elizabeth Burns, September 29, 2017.

⁴⁹ Cider Mill Friends, *Bylaws of Cider Mill Friends of Open Space and Historic Preservation, Inc.*, May 10, 2001.

Many of the Mill's neighbors have voiced their dislike of the preservation of the structure, especially in the early phases of its conception. The belief was that it would continue to sit vacant and attract vagrants to the neighborhood. It should be noted that the building had been vacant since the 1990s and practically abandoned during that time without causing any neighborhood upset.⁵⁰ Local politicians pushed for the redevelopment of the property as well. In the early 2000s, the town board preferred new development substantially more than the preservation of older structures.⁵¹ The developers who had purchased the land aimed to expand the housing within the community through the construction of houses often deemed "McMansions" (Fig 21). The houses in the subdivision that abuts the Mill to its south, built by Cider Mill Development, range in price from \$750,000 to \$900,000 and many encountered foreclosure due to the housing bubble burst in 2008.⁵²

With Walkway Over the Hudson, the intent is in the name. By transforming the structure from a railroad bridge to a pedestrian-friendly walkway, the organization strives to "Provide a Connector, Dedicated Solely for Pedestrians and Bicyclists, to Link the Greater Regional Trail Networks that Exist on Both Sides of the Hudson River."⁵³ The main goal, from the offset of the organization in 1992, was always to utilize the structure in its most base form as a bridge and shift it for pedestrian use. A point of note early on was the incredible scenic view the bridge vantage point offered, though later that became less a goal itself than an effect of the other purposes. While changes occurred internally, the primary reasoning remained the same through the decades of organizing and propelling the project forward. If anything, the magnitude of the

⁵⁰ Lisa Weiss, interview by Elizabeth Burns, October 27, 2017.

⁵¹ Lisa Weiss, interview by Elizabeth Burns, October 27, 2017.

⁵² Lisa Weiss, interview by Elizabeth Burns, October 27, 2017.

⁵³ Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, II-17.

project expanded which allowed the group to create a better overall experience for the users.

Secondary goals were also set and included: saving and restoring a bridge on the National Register, enhancing the regional economy, creating a centerpiece for the State of New York's 2009 Henry Hudson Quadricentennial celebration, expanding state park land, stimulating the quality of life for Hudson Valley residents, increasing the local and regional recreational system, and providing an educational resource.⁵⁴ Though preserving the structure as a historic resource was subsidiary to the primary objective, the necessity of the matter required it to be properly restored for safety purposes. Many of the other secondary goals were thus fulfilled through the completion of the walkway and the restoration of the bridge. The history of the structure as a railroad bridge added vibrancy and interest to the project and proved a major component in attracting supporters.

The consensus from the moment the walkway idea began was favorable, though the real push came with the change in board members. Supporters came out in droves to provide backing and letters for grant funding. Officials from every level of government proclaimed their support of the project. Charles Schumer, a United States Senator, stated that "such park development activities are vital...creating recreational space as well as preserving important cultural and historic sites from which there is much to be learned."⁵⁵ United States Senator Hillary Clinton also wrote in support, saying, "It is vital that we make every effort to save and expand appreciation for historic treasures in our country and state..."⁵⁶ In addition, Stephen M. Saland and Vincent L. Leibell, both state senators, offered their support for the bridge project, as did

⁵⁴ Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, II-17.

⁵⁵ Charles Schumer, Letter to Carol Ash, Commissioner of New York State Office of Parks, Recreation and Historic Preservation, June 25, 2007.

⁵⁶ Hillary Rodham Clinton, Letter to Carol Ash, July 2, 2007.

local legislators and directors of organizations such as Scenic Hudson, the Dyson Foundation, and the Trust for Public Land.⁵⁷ They approved of the effort to revitalize the historic structure as a way of providing a space for the community to interact with the waterfront and surrounding area.

Bill Sepe, the founder of Walkway Over the Hudson, feared his original purpose for the structure got lost in the adamant focus on connectivity and use. To him, the scenic vista the bridge offered was incomparable to the others in the surrounding area. Cycling and exercise, he claimed, could "be done in many other places, but there is only one place to experience the view from the railroad bridge."⁵⁸ A follower of Fredrick Law Olmstead, Bill Sepe wanted to connect not just both sides of the river but the human and natural world. He felt that to experience nature, it had to be done "without interruption or distraction."⁵⁹ The walkway project as manifested in its final form cannot escape from the view nor does it try to, but by broadening its objectives, the group provided a space accessible to the variety of people who would wish to use it. Sepe, however, hopes for a "return to [his] original purpose."⁶⁰

While the primary utilization of the project never strayed from the intended pedestrian-oriented walkway, the goals have shifted slightly, emphasizing the connectivity and use over view and restoration. The goals are interconnected, and accomplishing the main goal, accomplishes the other two as well. The project lacked serious pushback and the community rallied behind the idea. The walkway was a space designed for the community and as such,

⁵⁷ Stephen M. Saland, Letter to Carol Ash, June 28, 2007; Vincent L. Leibell, Letter to Carol Ash, June 22, 2007; David B. Donaldson, Letter to Carol Ash, June 27, 2007; Ned Sullivan, Letter to Carol Ash, June 27, 2007; Diana M. Gurieva, Letter to Carol Ash, June 25, 2007; Rose H. Harvey, Letter to Carol Ash, June 27, 2007.

⁵⁸ Bill Sepe, "Letter: On Walkway Over Hudson, view is primary purpose," *Daily Freeman*, March 22, 2014, <http://www.dailyfreeman.com/opinion/20140322/letter-on-walkway-over-hudson-view-is-primary-purpose>

⁵⁹ Bill Sepe, "Letter: On Walkway Over Hudson, view is primary purpose," *Daily Freeman*, March 22, 2014 <http://www.dailyfreeman.com/opinion/20140322/letter-on-walkway-over-hudson-view-is-primary-purpose>

⁶⁰ Bill Sepe, "Letter: On Walkway Over Hudson, view is primary purpose," *Daily Freeman*, March 22, 2014 <http://www.dailyfreeman.com/opinion/20140322/letter-on-walkway-over-hudson-view-is-primary-purpose>

necessitated their support. With the completion of the walkway, pedestrians and bicyclists have an alternative to crossing the river other than the Mid-Hudson Bridge. Walkway Over the Hudson provides a space tailored explicitly to humans, not cars, and delivers a wholly different approach to connecting with the area around them.

Part 5

In the process of undergoing preservation work, a source of funding provides the monetary backing necessary for completing a project. Funds can come from a variety of sources and take an array of different shapes, from private to public, from grants to donations. Each form can have their own additional set of requirements that place further regulations on the project undertaking or how the funds can be disbursed. Kimlin Cider Mill and Walkway Over the Hudson both utilize private and public funding, though to different extents and relative success.

Cider Mill Friends receive the majority of their funding through public grants and loans. For the acquisition of the property, the organization needed to obtain \$260,000 with a down payment of \$40,000. The total included two plots of land and the building. In 2002, the organization applied for to the New York State Environmental Protection Fund Grant Program for Parks, Preservation, and Heritage (EPF) for funding towards the purchase of the property. The grant offer applies to "the acquisition, planning, development, and improvement of parks, historic properties listed on the National or State Register of Historic Places and heritage areas..." and is given to "municipalities or not-for-profits with an ownership interest."⁶¹ With the Cider Mill listed on the State Register in that same year and the objective the purchase of the

⁶¹ "Grants," New York State Parks, Recreation and Historic Preservation, Accessed November 30, 2017, <https://parks.ny.gov/grants/>

property, Cider Mill Friends met the necessary criteria for the grant. In November 2002, they received \$130,000 from the EPF grant, half the cost of the site.⁶²

The remaining funds were acquired locally. Cider Mill Friends applied for the Dutchess County Open Space and Farmland Protection Grant Program which required a primary source of funding to be matched.⁶³ They requested the participation of the Town of Poughkeepsie in matching the funds through their Open Space Preservation Program which had recently been established. To acquire town funds, the group needed to designate the Kimlin Cider Mill a local town landmark.⁶⁴ Upon doing so, the Kimlin Cider Mill became the only property within the town to be listed on the Local, State, and National Registers.⁶⁵ With the local designation, the Town of Poughkeepsie and Dutchess County combined to match, each supplying \$50,850 towards the acquisition price. The remaining funds, \$28,300, were raised from a variety of private donations and loans turned donation (Fig 22).

While, in theory, the organization had the money necessary for the purchase, the EPF grant acted as a reimbursement of expenses. To fill in the gap until the grant could be received in full, the group utilized a bridge loan from the Preservation League of New York State under the Endangered Properties Intervention Program (EPIP). The Preservation League is a private not-for-profit organization that started in 1973.⁶⁶ In 2007, they established EPIP to provide quick funds for immediate action “when an important historic resource is threatened with

⁶² Cider Mill Friends, Newsletter, Spring/Summer 2003.

⁶³ “The Dutchess County Partnership for Manageable Growth: Open Space and Farmland Protection Matching Grant Program,” Dutchess County Government, Accessed November 4, 2017, <http://www.co.dutchess.ny.us/CountyGov/Departments/Planning/osfmgapp.pdf>

⁶⁴ Cider Mill Friends, Kimlin Cider Mill Acquisition Project: Talking Points for Town, County & State Partnership, Accessed October 30, 2017.

⁶⁵ Cider Mill Friends, Kimlin Cider Mill Acquisition Project: Talking Points for Town, County & State Partnership, Accessed October 30, 2017.

⁶⁶ “The Preservation League: a long history of effective leadership,” Preservation League of New York, Accessed November 3, 2017, <https://www.preservenys.org/history.html>

disinvestment, neglect or demolition.”⁶⁷ In February of 2008, the Preservation League disbursed to Cider Mill Friends the first loan from EPIP in the amount of \$140,000, slightly more than half the money necessary for the purchase of the property. This money was used in the initial purchase and was subsequently paid back in full using the entirety of the state EPF grant.

After the purchase, the organization continued to utilize grant funding and began applying it towards the upkeep and maintenance of the structure. A National Trust for Historic Preservation grant from the John E. Streb Foundation in the late 2000s funded the development of a Historic Structures Report. Neil Larson Associates prepared the report and detailed the various components of the building and site and made recommendations regarding the work to be completed.⁶⁸ Cider Mill Friends sought out another grant from the Preservation League of New York, their Technical Assistance Grant, which allowed them to complete a roof assessment for the property. Donations amounting to roughly \$10,000 per year enable Cider Mill Friends to keep up with everyday maintenance and associated costs. The group holds an annual cider tasting in the fall. This fundraiser, held for the last five years, attracts hundreds of participants and serves as both a way of funding and community outreach.⁶⁹

As Cider Mill Friends continues to invest in the Mill structure, funding will serve as one of the hardest obstacles faced. The state grant received for the acquisition of the structure has more stringent rules now that make it harder for organizations seeking to protect historic resources to be deemed eligible.⁷⁰ The Friends group relies heavily on public funding and partnerships between localities and the state. Public grants allotted more than three-quarters of

⁶⁷ "Endangered Properties Intervention Program (EPIP)," The Preservation League of New York State, Accessed November 3, 2017, <https://www.preservenys.org/uploads/3/1/6/2/31626961/epip-brochure-0914.pdf>

⁶⁸ Cider Mill Friends, Kimlin Cider Mill Acquisition Project: Talking Points for Town, County & State Partnership, Accessed October 30, 2017.

⁶⁹ Lisa Weiss, interview by Elizabeth Burns, October 27, 2017.

⁷⁰ Lisa Weiss, interview by Elizabeth Burns, September 29, 2017.

the money received for the purchase of the property (Fig 23). Competition for funding and donations is high in the Hudson River Valley area, where the Catskill Mountains give way to rolling hills and fertile river valleys. With numerous Friends groups, historic houses, and a growing acknowledgment of the importance of preservation, Cider Mill Friends will have to rely on their uniqueness as an agricultural resource and community-minded presence to continue to draw donations and apply for grant funding.

Funding for the Walkway Over the Hudson Group remained relatively non-existent throughout the first decade of the organization's existence. The original group, headed by Bill Sepe, aimed to fund the project entirely through private sources and their own resources. Little was accomplished under this directive, but new leadership in 2002 got the project rolling and the funds along with it. Once the group allowed the use of public resources, state and federal funding could be applied for in the form of grants. Assistance from stakeholders in positions of power proved a substantial push for the project as was media coverage from newspapers like the New York Times. The project was a private and public endeavor with just over half the funds were acquired from private sources (Fig 24).

The largest financial supporter of the project was the Dyson Foundation, a private philanthropic group founded in 1957 by Charles H. and Margaret M. Dyson.⁷¹ The Foundation provides funding to activities and project across the nation, but their main focus remains on the Hudson River Valley counties of Columbia, Green, Orange, Putnam, Ulster, and particularly Dutchess, their home community.⁷² Throughout their association with Walkway Over the Hudson, they bestowed a total of \$17,060,195 through the allocation of thirty-four different

⁷¹ "History of the Dyson Foundation," Dyson Foundation, Accessed November 26, 2017. <http://www.dysonfoundation.org/about-the-foundation?id=95>

⁷² "Mid-Hudson Valley Program," Dyson Foundation, Accessed November 26, 2017. <http://www.dysonfoundation.org/mid-hudson-valley-grants>

grants.⁷³ Walkway Over the Hudson applied for grants through the Mid-Hudson Valley Program which “seeks to improve the quality of life in the region, create opportunities and support for economically disadvantaged individuals and families, and strengthen the nonprofit sector.”⁷⁴ The Foundation explicitly states that they do not fund historic preservation, but with the main focus of Walkway Over the Hudson on connecting communities, they met the criteria for grant assistance.⁷⁵

The first task to complete with regards to the project was to inspect the structure and draw up a design for the walkway. With a total looming cost just over \$2.9 million, the organization looked for private and public grants to assist in the funding process. A grant from the Dyson Foundation provided \$1,545,000 towards the completion of this phase, more than 50% of the total cost. Walkway Over the Hudson, like Cider Mill Friends, applied for a grant through the Environmental Protection Fund Grant Program for Parks, Preservation and Heritage (EPF) and received \$500,000, the maximum amount awarded.⁷⁶ Unlike the Dyson Foundation, this grant program directly relates to the history and preservation of the site in use. The organization's ability to promote different aspects of the project enhanced their ability to pull from multiple streams of revenue. Additional funding from the U.S. Department of Transportation and the Dutchess County Industrial Development Agency contributed to the overall total (Fig 25).

⁷³ “Grants Search,” Dyson Foundation, Accessed December 6, 2017

<http://www.dysonfoundation.org/grantmaking/search-grants>

⁷⁴ “History of the Dyson Foundation,” Dyson Foundation, Accessed November 26, 2017.

<http://www.dysonfoundation.org/about-the-foundation?id=95>

⁷⁵ “Mid-Hudson valley Program,” Dyson Foundation, Accessed November 26, 2017.

<http://www.dysonfoundation.org/mid-hudson-valley-grants>

⁷⁶ “Grants,” New York State Parks, Recreation and Historic Preservation, Accessed November 30, 2017, <https://parks.ny.gov/grants/>

United States Congressman Maurice Hinchey played a significant role in advocating for federal funds for the project. He secured the first federal funding from Congress.⁷⁷ In one such instance, the walkway project was allocated \$475,000 in federal funding from the Department of Transportation under the Omnibus Appropriations Act of 2009.⁷⁸ U.S. Senator Charles Schumer also aided in securing federal funding for the construction and restoration of the bridge. His efforts were vital in obtaining a grant through the National Park Service's Save America's Treasures program and acquiring real estate holdings necessary to the connection of the Walkway and the Dutchess County Rail Trail.⁷⁹

The organization estimated \$25 million for the entirety of the project but at completion, the cost ranged closer to \$38.8 million (Fig 26). However, dismantling and removal of the structure were estimated to cost upwards of \$54 million making the reuse of the structure the more economically viable alternative.⁸⁰

Part 6

Preservation can be completed by a single person or by a group of many. The two groups so far discussed both started as part-time volunteer organizations. The workings of the Walkway Over the Hudson group shifted more than Cider Mill Friends in the years since beginning their respective projects, but the importance of recognized leadership to the success of a project is imperative and can be seen in both cases.

⁷⁷ Jason Taylor, "Monumental Groundbreaking for Walkway Over the Hudson," Scenic Hudson, May 28, 2008, <https://www.scenichudson.org/aboutus/pressroom/052808>

⁷⁸ "Omnibus Appropriations Act, 2009 Division 1, Title 1, Section 125 Surface Transportation Priorities," U.S. Department of Transportation, June 27, 2017, <https://www.fhwa.dot.gov/specialfunding/stp12509fund.cfm>

⁷⁹ Charles E. Schumer United States Senator for New York, Press Release, December 18, 2014, https://www.schumer.senate.gov/newsroom/press-releases/schumer-pledges-support-for-transformative-poughkeepsie-waterfront-development-connecting-walkway-over-the-hudson-to-series-of-riverfront-trails-parks-metro-north-and-mixed-use-development-would-be-a-game-changer_schumer-lays-out-federal-funding-opportunities-to-get-project-moving-forward

⁸⁰ Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, III-18.

Cider Mill Friends, a 501(c)(3) non-profit, is comprised entirely of volunteers who hold a particular passion for the preservation of the site. The operation of the organization falls to a Board of Directors which retains a sitting body between six and eight members at a time but “shall consist of a minimum of 5.”⁸¹ The group has no executive director or paid staff. An advisory board, consisting of twenty-one members, assists in the operations of the organization by providing counsel to the governing board. The organization meets monthly unless otherwise denoted, and the annual meeting occurs in January.⁸² The Board of Directors acts only as an entity, and individual directors have no power as such.⁸³

The Board of Directors is comprised of a president, vice-president, secretary, treasurer, and two additional board members. Lisa Weiss, the current president, has held the position since the creation of the group in early 2001. A landscape architect by profession, Ms. Weiss works at the state Department of Transportation, has served on numerous other non-profit community boards, and currently sits on the advisory board for Hudson River Heritage.⁸⁴ The vice-president, Mike Fraatz, works at the New York State Department of Environmental Conservation as a biologist. Stephanie Lewison, the Board’s secretary also works at the Department of Transportation as an environmental specialist and previously worked as a GIS specialist at Vassar College. She currently participates in the Town of Poughkeepsie’s Historic Commission.⁸⁵ Ann Shershin, the treasurer, is a very active member in the town of Poughkeepsie, serving as a Town of Poughkeepsie Councilperson, and on the boards of

⁸¹ Cider Mill Friends, *Bylaws of Cider Mill Friends of Open Space and Historic Preservation, Inc.*, May 10, 2001.

⁸² Lisa Weiss, interview by Elizabeth Burns, October 27, 2017; Cider Mill Friends, *Bylaws of Cider Mill Friends of Open Space and Historic Preservation, Inc.*, May 10, 2001.

⁸³ Cider Mill Friends, *Bylaws of Cider Mill Friends of Open Space and Historic Preservation, Inc.*, May 10, 2001.

⁸⁴ Cider Mill Friends, *List of Organizational Leadership for Cider Mill Friends of Open Space & Historic Preservation, Inc. (CMF)*, Accessed December 7, 2017.

⁸⁵ Cider Mill Friends, *List of Organizational Leadership for Cider Mill Friends of Open Space & Historic Preservation, Inc. (CMF)*, Accessed December 7, 2017.

Springside Landscape Restoration, Fishkill Depot, and Fort Homestead. Ms. Shershin also sits on the advisory board for the Town of Poughkeepsie Historic Preservation Commission. Ian McGregor, an engineering plant supervisor and operator with the United States Navy, serves as the resident expert in beer and cider making and is a member of the American Home-Brewers Association. The final member of the board, Gary Privratsky, is the chairman of the City of Poughkeepsie Historic District & Landmarks Preservation Commission.⁸⁶

The advisory board consists of the current mayor of Poughkeepsie, a previous mayor, real estate brokers, teachers, a historic preservationist, and doctors. Two attorneys also sit on the board, Andrew Otis and Michael Englert. They provide pro-bono services to the organization and were indispensable during the early period of the group when the organization dealt with legal issues regarding the purchase of the property. Many of the members have served or still serve on other non-profit boards or preservation-minded groups. Eileen Hayden was the Executive Director of the Dutchess County Historical Society and Rebecca Thornton serves as the Executive Director of Dutchess Land Conservancy.⁸⁷ The level of interaction from advisory board members with the activities occurring at the Mill varies, but their association with the organization adds additional weight to the validity of the group.

Cider Mill Friends relies heavily on volunteers to help with the maintenance and upkeep of the structure. Andy Pecoraro discovered the Kimlin Cider Mill two and half years ago when he stumbled across a Poughkeepsie Journal article describing a recreated walk from nearby Vassar College to the Mill in the spirit of the students and residents who made the short trek in the 20th century when the building was active. He spent many years working for city government

⁸⁶ Cider Mill Friends, *List of Organizational Leadership for Cider Mill Friends of Open Space & Historic Preservation, Inc. (CMF)*, Accessed December 7, 2017.

⁸⁷ Cider Mill Friends, *List of Organizational Leadership for Cider Mill Friends of Open Space & Historic Preservation, Inc. (CMF)*, Accessed December 7, 2017.

in construction management, primarily focused on safety and environmental impacts. His assistance with the structure and the work he has performed since becoming involved has been essential to the organization.

Walkway over the Hudson also began as a non-profit group in 1992 under the directive of a Poughkeepsie local, Bill Sepe. A Board of Directors was formed with a contingent of voting members.⁸⁸ Bill Sepe saw the organization through the first twelve years of its conception, in that time acquiring the property and beginning work to make the structure safe for public access. Sepe refused public funds and the organization relied entirely on private donations and volunteer work. In 2004, members began to recognize that changes needed to be made to the organization if there was to be a chance for work to be completed. The members voted on a new board of directors, naming Fred Schaeffer, a local Poughkeepsie attorney, chairman.⁸⁹

The new board turned the focus of the organization from trying to complete the “physical work of creating a walkway...to [giving] direction and [hiring] professional engineers and construction workers to do the planning and labor.”⁹⁰ Under the command of the new board of directors, the organization acquired substantial funding and within three years had started construction on the project. Construction took less than two years, and the bridge opened to the public in October of 2009, just in time for the Henry Hudson quadricentennial celebration.⁹¹

After completion in October 2009, the New York State Office of Parks, Recreation and Historic Preservation assumed ownership of the property and became responsible for the public

⁸⁸ Jeremiah Horrigan, “Project pioneer reflects on progress,” *Times-Herald Record*, September 1, 2007, <http://www.recordonline.com/article/20070901/news/709010320>

⁸⁹ Fred Schaeffer, “Walkway opening: A dream come true,” *Poughkeepsie Journal*, September 29, 2009, <http://www.poughkeepsiejournal.com/story/news/local/2014/10/02/walkway-dream-come-true/16590405/>

⁹⁰ Fred Schaeffer, “Walkway opening: A dream come true,” *Poughkeepsie Journal*, September 29, 2009, <http://www.poughkeepsiejournal.com/story/news/local/2014/10/02/walkway-dream-come-true/16590405/>

⁹¹ “Timeline,” Walkway Over the Hudson, Accessed October 15, 2017, <http://walkway.org/about-us/timeline/>

use of the park, as well as staffing, operating costs, and trail and facilities maintenance.⁹² In conjunction, the Governor of New York and the state Legislature assigned the maintenance responsibility for the bridge structure to the New York State Bridge Authority.⁹³ Walkway Over the Hudson became a friends group “with programming and fund-raising responsibilities.”⁹⁴ The site is now referred to as the Walkway Over the Hudson State Historic Parks.⁹⁵

Part 7

Both historic sites have undergone similar preservation treatments, though each to different extents. Of the four approaches in the treatment of historic resources, preservation and rehabilitation are the two that best characterize the work done on the Kimlin Cider Mill and the Walkway Over the Hudson. Preservation, as defined by the National Park Service, “focuses on the maintenance and repair of existing historic materials and retention of a property’s form as it has evolved.”⁹⁶ Rehabilitation, likewise defined, “acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property’s historic character.”⁹⁷ Under these definitions, preservation constitutes the approach currently taken with regards to the continued protection and maintenance of the Kimlin Cider Mill. The treatment of the Poughkeepsie Railroad Bridge most closely resembles rehabilitation as the structure underwent a change in use in order to maintain a viable, continuously utilized resource while retaining the character and integrity of the structure.

⁹² Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, vii.

⁹³ “Walkway Over the Hudson Poughkeepsie Railroad Bridge,” New York State Bridge Authority, Accessed November 27, 2017, http://www.nysba.state.ny.us/Index%20Page/NYSWeb_WalkwayOtHudson_NoLogo.html

⁹⁴ Roger Stone, *Mightier Hudson: The Spirited Revival of a Treasured Landscape* (Guilford: Lyons Press, 2012), 5.

⁹⁵ “Walkway Over the Hudson State Historic Park,” New York State Office of Parks, Recreation and Historic Preservation, Accessed November 20, 2017, <https://parks.ny.gov/parks/178/details.aspx>

⁹⁶ “Four Approaches to the Treatment of Historic Properties,” National Park Service, Accessed December 7, 2017, <https://www.nps.gov/tps/standards/four-treatments.htm>

⁹⁷ “Four Approaches to the Treatment of Historic Properties,” National Park Service, Accessed December 7, 2017, <https://www.nps.gov/tps/standards/four-treatments.htm>

In addition, both structures, situated within the state of New York and listed on the State Register of Historic Places, fall under the purview of the New York State Historic Preservation Act of 1980. The law provides additional protection to the structure should any state agency undergo actions that could potentially endanger the integrity of the historic resource. Local ordinances specify the most stringent regulations for work and alterations made to a locally designated resource. In this case, Kimlin Cider Mill is outside the boundaries of the city of Poughkeepsie but falls within the ordinance zone established by the town of Poughkeepsie.

The preservation of the Kimlin Cider Mill is an ongoing project with the current focus placed on maintenance to prevent further deterioration and the intention to utilize the space in the future. The continued emphasis on preservation derives partially from the low level of funding available for the building. As money becomes available, the organization recognizes the areas of the site that require the most immediate attention such as drainage needs and roof repair. At the time of purchase, the building was in severe disrepair. An existing conditions report completed in 2010 denoted many of the sections of the building to be in poor condition and the most northern section to be in a state of collapse.⁹⁸

Rainwater runoff from the roof and ornamental hoods plus snow accumulation during the winter months had significantly weathered the paint and wood around the base of the building. The concrete sill added to the structure's weakened state through rising damp. After several building campaigns, the road which the Mill abuts sits level with the floor of the structure. Water runoff from the street significantly aided in the deterioration along the base of the building (Fig 27). During 2017, Cider Mill Friends partnered with Dutchess County Public works to install stormwater remediation drains along the edge of the property to counteract runoff from the street

⁹⁸ Larson Fisher Associates, "Kimlin Cider Mill Existing Conditions Report," January 5, 2010, 7.

and prevent water from pooling at the base of the building.⁹⁹ The lower sections of the vertical boards were removed and a piece of lumber, about a foot in width, was placed horizontally along the concrete slab flooring. The repair interferes with the integrity of the lower window surrounds which were removed and a facsimile repainted on the inserted beam (Fig 28).

The roof, a mix of asphalt sheets and standing seam metal, was repainted in 2017 with an aluminum paint to prevent further rusting. Localized repairs were also made to prevent further leaking that could lead to maintenance complications if left unchecked.¹⁰⁰ The shed dormer on the north addition had begun to sink into the roof due to weakened rafters and roof decking. The dormer is an integral part of the addition, housing the masher and hopper that processed and conveyed the apples to press located in the room below.¹⁰¹ Work to stabilize and repair this section has been underway (Fig 29).

The small addition on the north end of the structure, noted as being in a state of collapse within the Existing Condition Report, retains only the west wall facing the street.¹⁰² The remaining two walls (north and east) have subsequently been removed. Both walls had been failing prior to their removal (Fig 30). The east and north walls had been covered with horizontally applied old barn lumber that was incongruous with the vertical paneling of the addition's west wall. The collapsing roof was also removed. It is the only section of the Mill structure that has been removed to date. A red, wooden pergola has replaced the addition and in design, connotes the general size and shape of the past structure (Fig 31). Its addition does not interfere with the integrity of the building and, as it is not attached to the structure, can be removed without causing any adverse effects.

⁹⁹ Cider Mill Friends, Newsletter, Fall 2017.

¹⁰⁰ Cider Mill Friends, Newsletter, Fall 2017.

¹⁰¹ Larson Fisher Associates, "Kimlin Cider Mill Existing Conditions Report," January 5, 2010, 5.

¹⁰² Larson Fisher Associates, "Kimlin Cider Mill Existing Conditions Report," January 5, 2010, 6.

The rear of the structure, comparatively, was and still is in worse shape than the street façade. The multiple building campaigns added numerous points of weakness to the structure where connections were made. The rear addition to the original barn section has portions of wall lacking wood siding, leaving portions of the framing and backs of interior paneling visible and subject to damage (Fig 32). Currently, much of the work in preserving the structure focuses on the most publically visible sections and those requiring immediate attention. The rear structure while in poor condition, is not unstable and efforts can be placed on other areas of the Mill.

The interior of the building is in much better condition than the exterior of the structure with the exception of the kitchen on the west side of the south addition. It has been noted that the interior paneling, a later addition by Ralph Kimlin, added substantively to the integrity of the structure by providing necessary support to the walls (Fig 33).¹⁰³ With the immediate concern on the preservation of the building, lack of interior work is unsurprising as much of the work to the interior falls into the rehabilitation stage of the project. Currently, the structure cannot be used in the way it had been historically, and though that is not the intended goal, any use of the interior would require some level of rehabilitation. The kitchen and the bathroom would require extensive redesign to bring them up to modern standards, and while the retention of the kitchen has not entirely been decided, the interest in using the Mill as a venue requires the workings of a functional bathroom.

The work on the Kimlin Cider Mill follows the Secretary of the Interior's Standards for Preservation. The loan provided by the Preservation League of New York State required that the work proposed meet them.¹⁰⁴ Work remains underway, with little work done to any of the key

¹⁰³ Andy Pecoraro, interview by Elizabeth Burns, October 27, 2017.

¹⁰⁴ "Endangered Properties Intervention Program (EPIP)," The Preservation League of New York State, Accessed November 3, 2017, <https://www.preservenys.org/uploads/3/1/6/2/31626961/epip-brochure-0914.pdf>

features beyond stabilizing the stone door surround, repainting the ornamental window surrounds, and repairing the shed dormer above the cider press room. Alterations made to the structure, as Town of Poughkeepsie Landmark, requires approval from the town's Historic Commission in compliance with the historic preservation ordinance.

In adapting the Poughkeepsie Railroad Bridge to its new form as a pedestrian walkway from its historic one as a railroad bridge, the group implementing the actions made a conscious decision to rehabilitate the property. Rehabilitation, one of the least invasive preservation treatments, allowed room for sympathetic changes to be made to the historic structure while still maintaining the integrity and character defining aspects. While undergoing the renovation to make the walkway publically accessible, the structure never lost its original function as a bridge. Trains are no longer the intended method of transportation across the waterway, but even conveying pedestrians, the structure maintains a continuous link with its original use.

The undertaking of transforming a railroad bridge to a pedestrian walkway required numerous considerations towards safety, requiring the evaluation of the bridge and bridge supports as well as determining the most sympathetic and safest forms of decking and rails. To begin, the original bridge decking, including side railings, track rails, and ties, were removed. Workers performed structural repairs on the structure as necessary before putting in place the new decking (Figs 34-37). The rail ties and steel decking could be construed as a character defining features of the bridge, but the retention of them posed problematic to the desired use as a pedestrian trail, especially with much of the decking damaged from the fire in 1974.

Engineers inspected the bridge to determine the structure's current condition. Though a necessity in undertaking a project of this magnitude, 33 years dormant and a major fire further purported the need. Inspections occurred between September and November in 2007 and

engineers assessed the structure's abutments, superstructure, substructure, deck, and approaches, as well as the stream channel and banks.¹⁰⁵ Inspectors found the primary members to be in fair condition and the small level of deterioration would have no effect on the bridge's ability to carry the loads proposed.¹⁰⁶ Diving inspections of the piers and foundations were conducted in November of 2006 and 2007.

As the project accepted federal funding, compliance with federal laws had to be met. The National Historic Preservation Act (NHPA) of 1966 requires that any work performed by a federal agency or utilizing federal funding must comply with Section 106 review if sites in the area of potential effect or sites undergoing work are listed or eligible for the National Register of Historic Places. The Poughkeepsie Railroad Bridge was added to the register in 1979. The State Historic Preservation Officer (SHPO) determined that the walkway project would have no adverse effect on the bridge. The SHPO required the right to consultation on project details as they developed but otherwise the project complied with the NHPA and relevant sections.¹⁰⁷

When listing the criteria to meet in the rehabilitation of the bridge in the Final Design Report, the Secretary of the Interior's Standards for the Treatment of Historic Properties was listed as a publication that "set forth the design criteria for the conversion of the Poughkeepsie Highland Railroad Bridge."¹⁰⁸ Funding sources, such as the Environmental Protection Fund through the state, require that all treatments to the property conform to Secretary of the Interior Standards.¹⁰⁹

¹⁰⁵ Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, II-10.

¹⁰⁶ Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, II-10.

¹⁰⁷ Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, IV-19.

¹⁰⁸ Bergman Associates and McLaren Engineering Group, *Walkway Over the Hudson River Final Design Report and Environmental Assessment*, February 2008, III-1.

¹⁰⁹ "2017 CFA Guidance Document," New York State Office of Parks, Recreation, and Historic Preservation, 2017.

Part 8

Determining the success of a project is easiest to do when comparing it to the goals it set forth to accomplish. To compare projects of different calibers and different intents sets one up for failure, especially considering the high profile and monetary funding received by the Walkway Over the Hudson in contrast to the Kimlin Cider Mill. Timelines, resources, and enthusiasm are different for both projects. Each has had setbacks, but ultimately the projects have been successful in what they have aimed to accomplish.

The preservation and restoration at Kimlin Cider Mill are still in the early phases of work, with all due effort aimed at the stabilization of the structure. What has been accomplished by Cider Mill Friends cannot be trivialized, especially with regards to the acquisition of the property. By purchasing the property, and toiling through a subsequent legal battle with the developer over the rights to the land, the organization began the arduous task of caring for a derelict structure, researching the area's history, and finding further funds for the goals they set forth for themselves.

Since the organization has been in control, the structure has undergone much needed repairs. The front façade now closely resembles the structure as it stood in the early 20th century because of a fresh coat of paint and a replacement of rotten wood. While further repairs remain to be done, the work completed so far shows the community the good faith and intentions of the group. With the Secretary of the Interior Standards guiding what work has been done on the structure, the organization has quantifiable criteria to meet. However, since much of the work completed focuses on stabilizing the structure, it has little visual impact and determining the success of such ventures relies on the knowledge that every section stabilized allows for future work and repair to be done.

The organization has succeeded, first through the purchase of the property, and since through the push to acknowledge the overall importance of the area's open spaces and agricultural heritage. It no longer sits along the road as another barn ruin that mimics the faded grandeur of an age where agriculture reigned. Specific grants the organization received, from the Environmental Protection Fund and the Open Space and Farmland Protection Program, attest to the success of this endeavor. Community involvement has recently seen the planting of twelve apple trees on the property in homage to the orchard the Kimlin family used to maintain.¹¹⁰ The ties to the land and the desire to sustain a space that invokes the once vast openness partially propel the organization's direction but with funds limited, their plans to purchase the third lot of land and increase their holdings remains only a distant plan.

Their board contains younger members in their 20s and 30s which, “for a maverick movement begun by little old ladies in tennis shoes,” shows the reach that the project has and speaks to its perpetuation.¹¹¹ The annual Cider Tasting draws upwards of 200 hundred people and receives donations from a nationally recognized companies such as Angry Orchard Hard Cider.¹¹² Many schools, including Vassar College, SUNY New Paltz, and the local high school, utilize the property for volunteer and learning opportunities. Funding challenges persist but these setbacks do not undermine the organization's relative successes and cannot wholly be defined as a failure for the process is in continuation. The potential for failure will always exist, as it does for even the most successful groups and high-profile buildings, but this community-based effort to protect a vernacular rural building was its own type success from the beginning. Gaining

¹¹⁰ Cider Mill Friends, Newsletter, Fall 2017.

¹¹¹ Lisa Weiss, interview by Elizabeth Burns, October 27, 2017; Ada Louise Huxtable, “The Beauty in Brutalism, Restored and Updated,” *The Wall Street Journal*, February 25, 2009, <https://www.wsj.com/articles/SB123551788204263927>

¹¹² Lisa Weiss, interview by Elizabeth Burns, October 27, 2017; Cider Mill Friends, Newsletter, Fall 2017.

support, pushing through court cases, and fighting for funding never limited the aspirations of the group and they remain focused and moving forward.

It is easy to establish that the Walkway Over the Hudson was a resounding success. The project took years to gain momentum, having started in the early 1990s but with little accomplished until 2004, but once work began it took 16 months for construction to finish and the bridge to open to the public. The project gained the community's support and has been a staple of the recreation and connectivity of the area ever since. With visitor numbers far exceeding the original estimate, economic benefits meeting and surpassing expected goals, and waterfront redevelopment revitalized, the Walkway over the Hudson has become an example of large scale bridge rehabilitation.

In 2008, the Walkway organization commissioned Camoin Associates to estimate the economic and fiscal impact the pedestrian bridge would have in the surrounding area.¹¹³ In doing the study, the economic development firm determined that local residents would use the walkway roughly 157,699 times a year.¹¹⁴ Including visitors from outside Dutchess and Ulster Counties, which was estimated at 41% of the overall total, the approximate number of visits to the bridge rose to 267,699.¹¹⁵ The visitor count, as provided by the NYS Office of Parks, Recreation and Historic Preservation, for 2010 was over 350,000 people while the Walkway Over the Hudson organization reported a higher number of users at 560,000.¹¹⁶ Camoin Associates put the count at 500,000 users per year since the bridge opening with 48% from

¹¹³ Camoin Associates, *Walkway Over the Hudson Final Report: Economic and Fiscal Impact*, February 2008, 1.

¹¹⁴ Camoin Associates, *Walkway Over the Hudson Final Report: Economic and Fiscal Impact*, February 2008, 2.

¹¹⁵ Camoin Associates, *Walkway Over the Hudson Final Report: Economic and Fiscal Impact*, February 2008, 3.

¹¹⁶ Camoin Associates, *Walkway Over the Hudson Economic Impact Update*, February 2012, 4.

outside the two local counties.¹¹⁷ The significantly larger number of users demonstrates the bridge's appeal to both locals and those from outside the region.

Based on visitor numbers, both speculated and then established, Camoin Associates utilized recognized methods for determining the average amount spent and the impact economically of that money. The visitor spending was estimated at \$14.6 million with a total economic impact evaluated at \$21 million.¹¹⁸ Using the new visitor numbers provided in 2012 the company updated the total number of direct spending in Dutchess and Ulster Counties to \$15.5 million and the indirect economic impact at \$23.9 million.¹¹⁹ Just as with the increase in visitors, the economic impact exceeded the original estimates. The second study was completed within three years of the bridge opening and does not adequately encompass the long-term effects of the walkway on the local economy, but the information gathered thus far points to an amenity that easily provides fiscal benefits and can be projected to continue to do so.

In May 2015, the City of Poughkeepsie published the Waterfront Redevelopment Strategy. The strategy marks the Poughkeepsie waterfront as "a potentially powerful place for redevelopment with several unique characteristics." Among those characteristics, the Walkway over the Hudson is mentioned three times as a connector for the rail trail, a historic bridge offering unprecedented views, and for its elevator which connects the surrounding waterfront to the walkway. Waterfront development in the area has been an ongoing project since 2000, but the rehabilitation of the Poughkeepsie Railroad Bridge has been a major factor in the area's plans.¹²⁰

¹¹⁷ Camoin Associates, *Walkway Over the Hudson Economic Impact Update*, February 2012, 6-7.

¹¹⁸ Camoin Associates, *Walkway Over the Hudson Final Report: Economic and Fiscal Impact*, February 2008, 2.

¹¹⁹ Camoin Associates, *Walkway Over the Hudson Economic Impact Update*, February 2012, 8.

¹²⁰ Dutchess County Planning Department, *Poughkeepsie Waterfront Redevelopment Strategy Report*, May 18, 2015, 1.

The usage alone points to a structure that has accomplished the goals set forth by Walkway Over the Hudson. The walkway connects both sides of the river and provides a recreational space for pedestrians and cyclists, the number of which easily eclipsed all estimates. A historic structure was rehabilitated and put to a new, viable use. Monetary spending in the localities has increased, positively affecting the regional economy. The Walkway Over the Hudson set out to provide for the community of the Hudson Valley, and by all estimates, their efforts did just that.

Part 9

These two preservation-minded projects provide only a small glimpse of the lessons which can be learned and transmitted to other projects and schemes. Each project is individually unique, and while many broad concepts can be transmitted across the board, specific tailoring is required when determining the complex workings of the actions. The biggest challenge and the most essential endeavor is funding. If a project is not privately funded, finding sources of financial means becomes an ongoing endeavor. Recognizing the audience and what the community acknowledges as important propels a project and garnered support cements it.

Kimlin Cider Mill shows the power of grassroots organizing and the ability for a group of like-minded, passionate individuals to pursue a cause and accomplish it. They have drawn from a long line of organizations and groups that have succeeded in putting preservation on the map through similar efforts. While they provide an age-old example of community activism, it is also one of their drawbacks, especially with regards to funding. Being a smaller organization advocating for a type of building rarely preserved, the outreach of the group becomes narrower and private donations provide limited funds. The group succeeded in receiving public funding

from grants, but even that was limited and not guaranteed. To restore a structure in dilapidated condition to one of viable use requires a substantial amount of money.

They have taken advantage of the craft beer and cider movement to push their property's history and create fundraising opportunities. The group has acknowledged the history of the property but tied it to the present, allowing the current community a chance to make connections with the property as it exists to them and not just to history. Through their fundraisers and community volunteer programs, Cider Mill Friends established a community investment in the outcome of the building.

The project demonstrates the difficulty of preserving open spaces along with agricultural buildings in the face of developmental pressure. Old structures have fallen before the march of progress for decades; grand monuments faced the wrecking ball and could not be saved, yet here stands a small, eccentric, roadside barn, almost kitschy in appearance, that a group of citizens deemed important and banded together to protect. The people, through their efforts, have become just as much a part of the Mill's history as the Kimlin's and their successes, setbacks, and continued endeavors teach of a need in preservation for commitment to a cause and the audacity to see it through to fruition.

Walkway Over the Hudson also began through a grassroots movement but, unlike Cider Mill Friends, they were able to push past the immediate locale and draw the attention of other, more prominent organizations and people. The universal appeal of a pedestrian walkway that served to rehabilitate an abandoned structure for community use and recreation, while also aiding the waterfront redevelopment, proved strategically crucial to raising funds and garnering support. Organizational leadership also played a role in the project process. Limiting funding sources

prevented the work from progressing far, and it took a change in the board for the plan to continue.

The walkway exemplifies the power of community orientation and to an extent, the subsidiary role that rehabilitation and preservation take. The organization made it a point to keep the rehabilitation of the structure as a secondary goal and out of the primary objective. The main purpose was closely tied to the successful endeavors of the bridge rehabilitation, but by promoting connectedness and public use, the organization opened themselves up to the broadest audience possible. Historic preservation may be gaining traction as a force in its own right, but it can still manage to exclude and limit the scope of a project's actual intentions when harnessed as the sole or primary reason for an undertaking. Taking preservation and tying it imperceptibly to goals that garner greater appeal elevates the field while introducing more people to it.

As with any successful endeavor, leadership, support, and money prove the crucial cruxes upon which the project succeeds or fails. Both projects parallel in many instances. Both started as grassroots efforts, both have taken time to gain momentum, and both utilized public grants to fund their projects. However, Walkway Over the Hudson had the advantage of universal appeal which gained it further funding in the private sector which a small roadside barn, unless owned by George Washington, could never expect to achieve. It is not a poor reflection on the organization, but a reflection on the values held by society and the local community. While the rehabilitation of the railroad bridge mimics redevelopment and the design of something new, the preservation of the Cider Mill prevents development in an area searching for room to expand.

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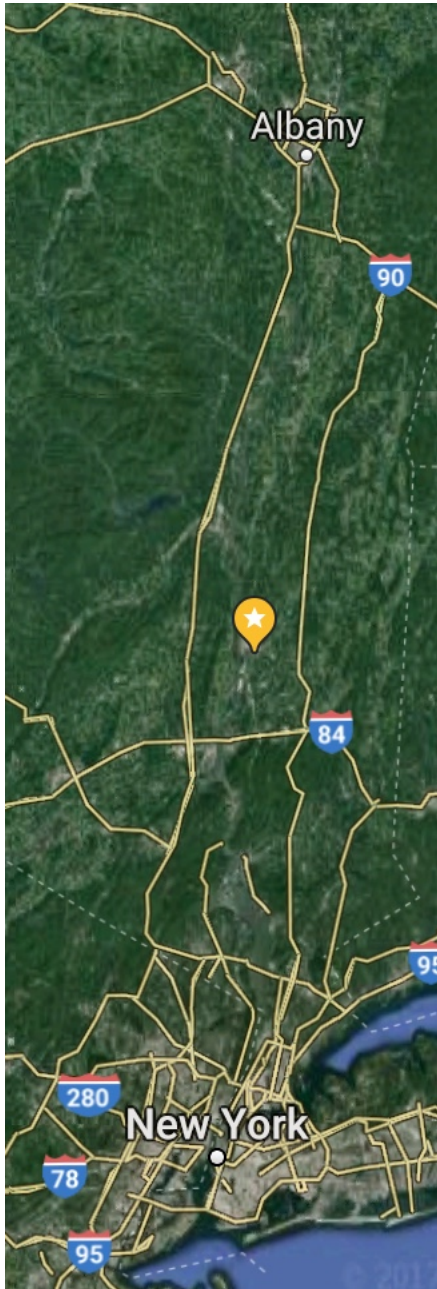


Fig 1. The star icon demarcates the location of Poughkeepsie, and this map shows the relation of Poughkeepsie to New York City to its south and Albany to its north. Aerial imagery courtesy of Google Maps.

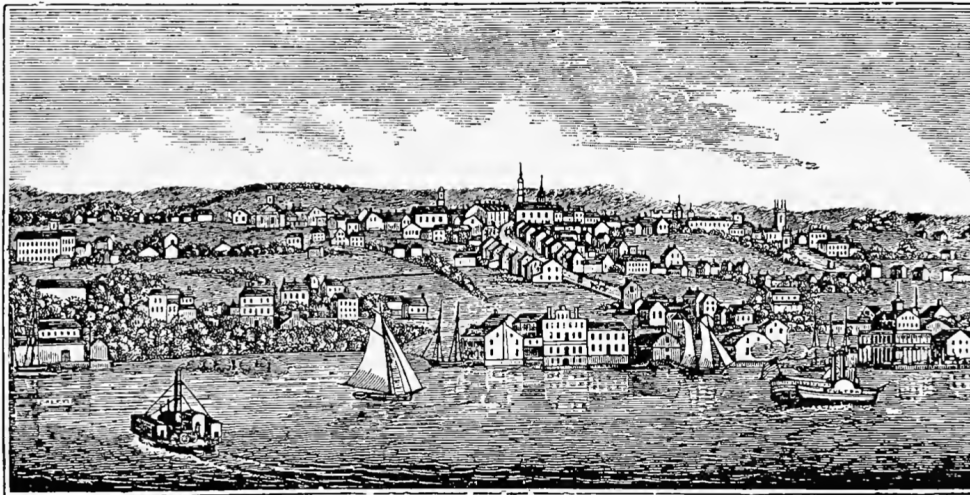


Fig 2. This view of Poughkeepsie in 1840 shows the relation of the town, located on the low hill, to the waterfront. Image accessed from Edmund Platt, *The Eagle's History of Poughkeepsie: from the Earliest Settlements 1683 to 1905* (Poughkeepsie: Platt & Platt, 1905), 137.



Fig 2. This 1850's map of Poughkeepsie shows the still widely dispersed land ownership, a remnant of the crown grants, in the area surrounding the city. Image accessed from the Library of Congress, <https://www.loc.gov/item/2012593656/>



Fig 4. 1874 Bird's Eye View of Poughkeepsie. Note the large industrial buildings along the waterfront and the depiction of the Poughkeepsie Railroad Bridge which had not been constructed at this time. Image accessed from Library of Congress, <https://www.loc.gov/item/2002620676/>



Fig 5. The Poughkeepsie Railroad Bridge shrouded in smoke from the fire. May 8, 1974. Image accessed from Walkway Over the Hudson, Featured Photos, <http://walkway.org/visit/visitor-photos/>



Fig 6. The Mid-Hudson Bridge is located directly south (at the bottom of the image) of the Poughkeepsie Railroad Bridge. Note the urban development on the Poughkeepsie side of the river (right side of image) as compared to the parkland on the Highland side. Image accessed through Google Maps

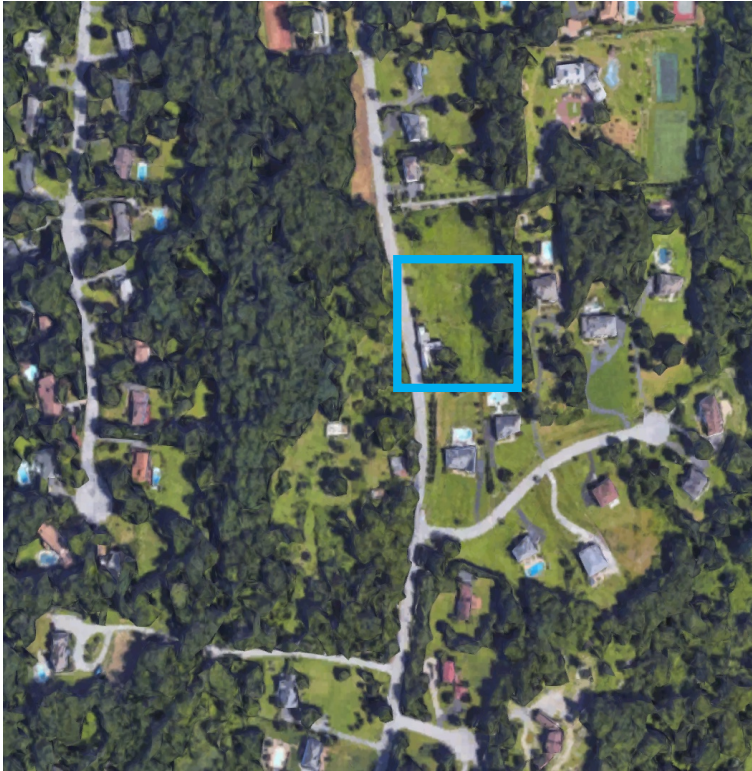


Fig 7. The Kimlin Cider Mill, relative property area demarcated by the blue box, sits amongst numerous subdivisions and suburban homes. Image accessed from Google Maps.

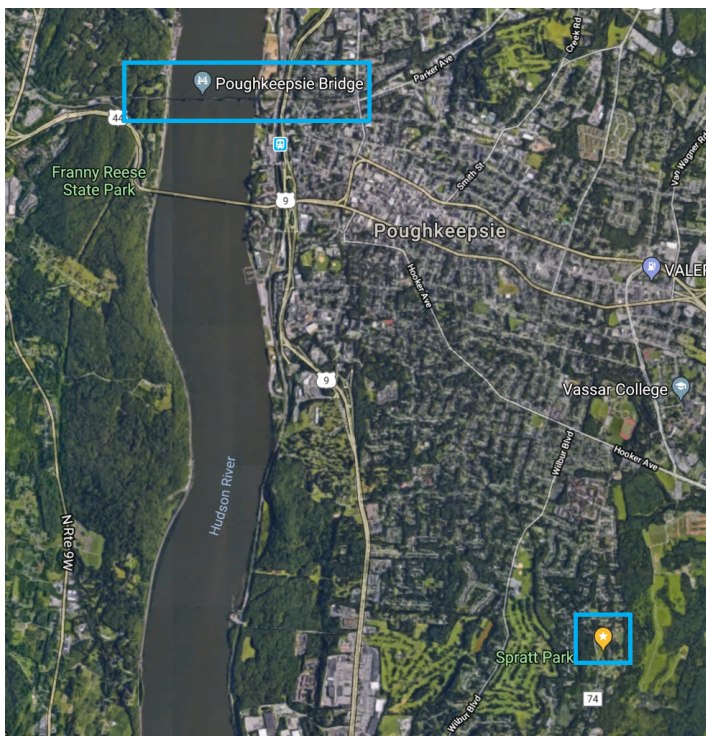


Fig 8. The Poughkeepsie Railroad bridge is situated in the upper left corner of the image, and the Kimlin Cider Mill is at the bottom right. Image accessed from Google Maps.



Fig 9. The gable end facing the street denotes the original barn structure. Most of the features, especially the door and window surrounds, are later additions. Image taken by author.



Fig 10. A measured drawing of the front (west) elevation of the Cider Mill structure. Image accessed from Kimlin Cider Mill Existing Conditions Report, Table of Contents page.



Fig 11. The one and a half story southern addition to the original structure. Window surrounds and the partially visible stone chimney were later additions. Image taken by author.



Fig 12. The northern addition to the original structure. This portion housed the Cider Mill and related production activities. Image taken by author.



Fig 13. Close up of the vertical board and batten siding. Image taken by author.

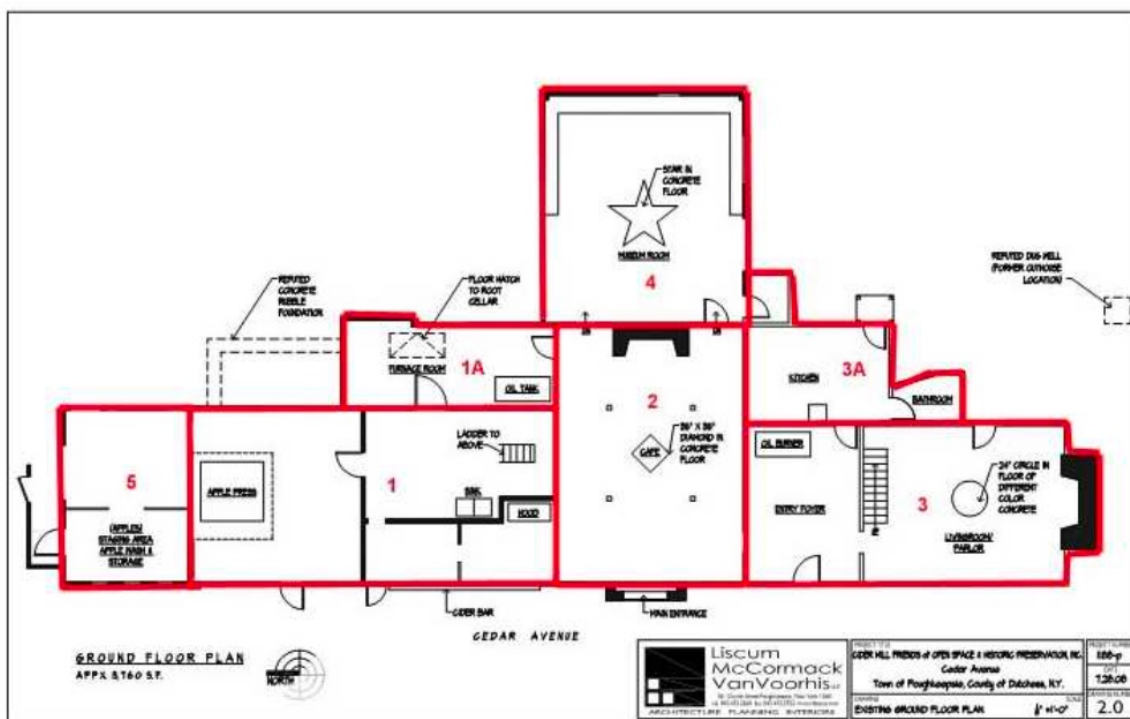


Fig 14. Floor Plan of Kimlin Cider Mill. The back addition is labeled 4 in this plan. Image taken from Kimlin Cider Mill Existing Conditions Report, Interiors-1.



Fig 15. Plywood and tar paper cover the exterior of the rear addition. Image taken by author.



Fig 16. The Poughkeepsie Railroad Bridge as seen from above. Image taken from a Historic American Engineering Record and accessed from the Library of Congress, <http://www.loc.gov/pictures/resource/hhh.ny1265.photos.115997p/?co=hh>



WARREN

1848 - 20TH CENTURY

TRIANGULAR IN OUTLINE THE DIAGONALS
CARRY BOTH COMPRESSIVE AND TENSILE
FORCES. A TRUE WARREN TRUSS HAS
EQUILATERAL TRIANGLES.

LENGTH 50-400 FEET
15-120 METERS

Fig 17. Line Drawing of a Warren Truss. Image accessed from <https://www.ncdot.gov/projects/ncbridges/historic/types/?p=17>

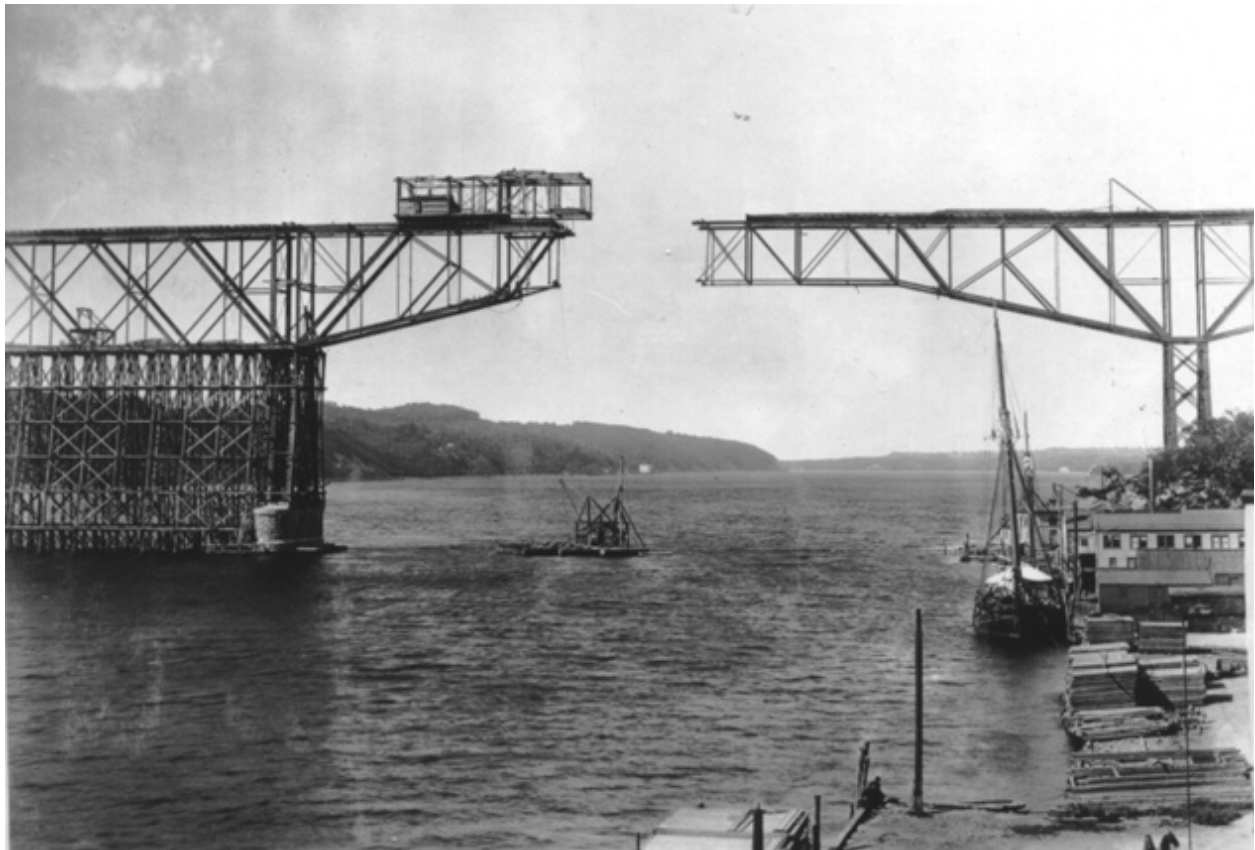


Fig 18. A cantilevered section being constructed. Note the wood framing supports for the truss section in the left of the image. Image accessed from Walkway Over the Hudson, <http://walkway.org/visit/visitor-photos/>



Fig 19. The precast, reinforced, concrete decking. Note the black chain link fence that occurs along portions of the walkway. Image taken by author.



Fig 20. Image on the left is the railing on the Mid-Hudson Bridge and the right image shows the railing on the Walkway Over the Hudson, Image on left taken by Tony Adamis and retrieved from <http://www.dailyfreeman.com/article/DF/20150330/NEWS/150339994>; Image on right taken by author.



Fig 21. “McMansions” located in the subdivision adjacent to the Kimlin Cider Mill. Image taken by author.

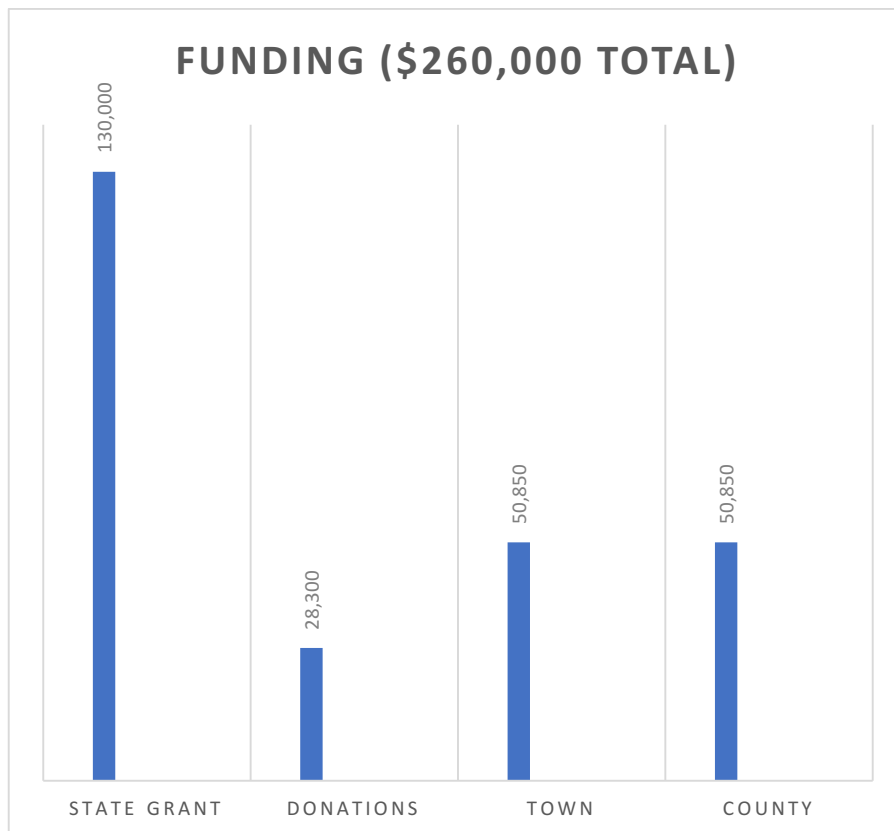


Fig 22. The breakdown of the funding for the acquisition for the property. Note the State Grant was utilized as collateral for the Preservation League bridge loan and used to pay it back. Chart made by author.

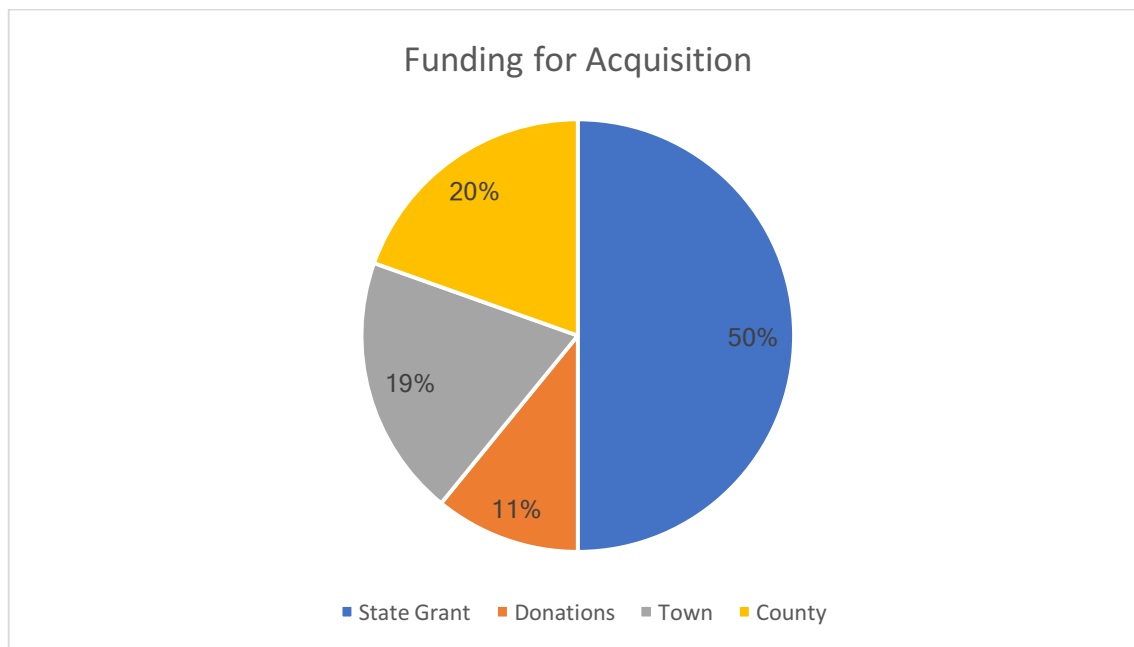


Fig 23. The distribution of funding. More than three quarters of the funding came from public sources. Chart made by author.

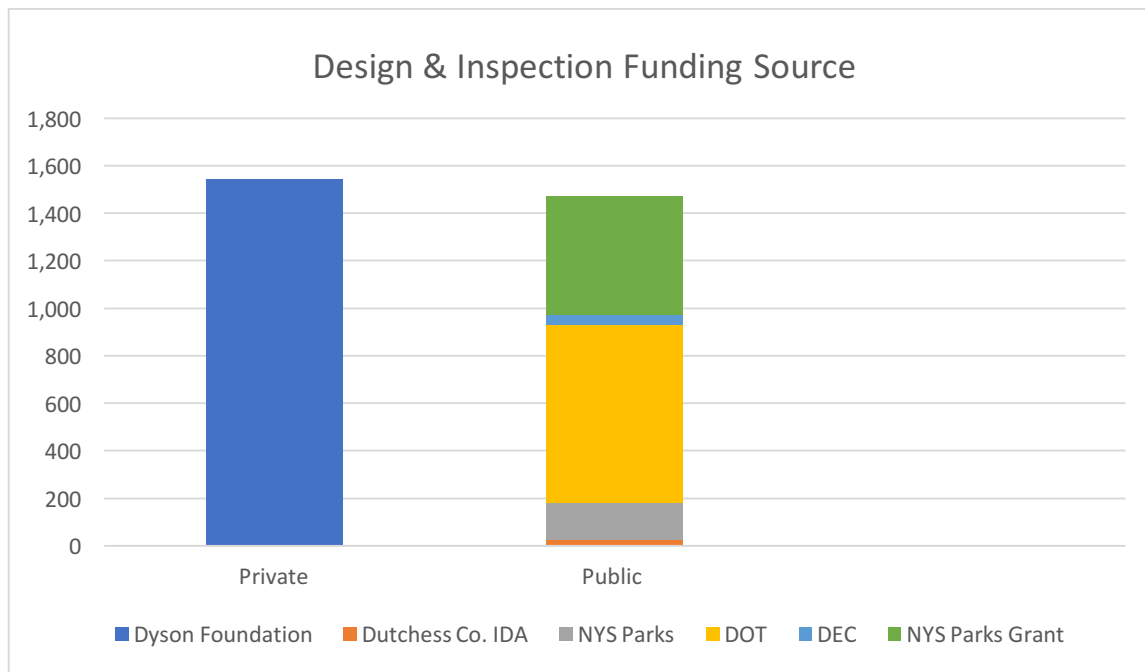


Fig 24. This chart shows a breakdown between public and private funding sources for the design and inspection phase of the project. Much of the remaining project funding mimics the split, with the Dyson Foundation contributing almost \$18 million dollars to the overall project. Chart made by author.

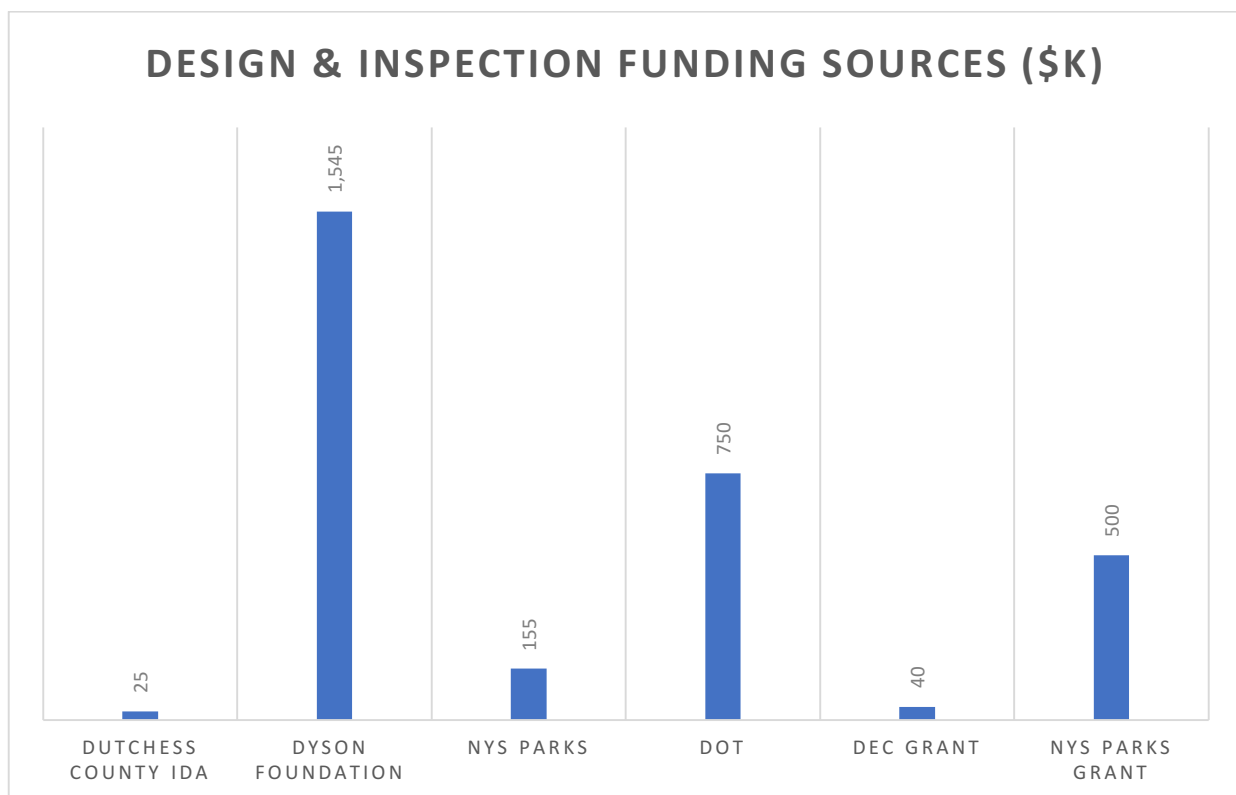


Fig 25. The division of cost for the first phase of work. The majority of the funds, over \$1.5 million, came from Dyson Foundation grants. Chart made by author.

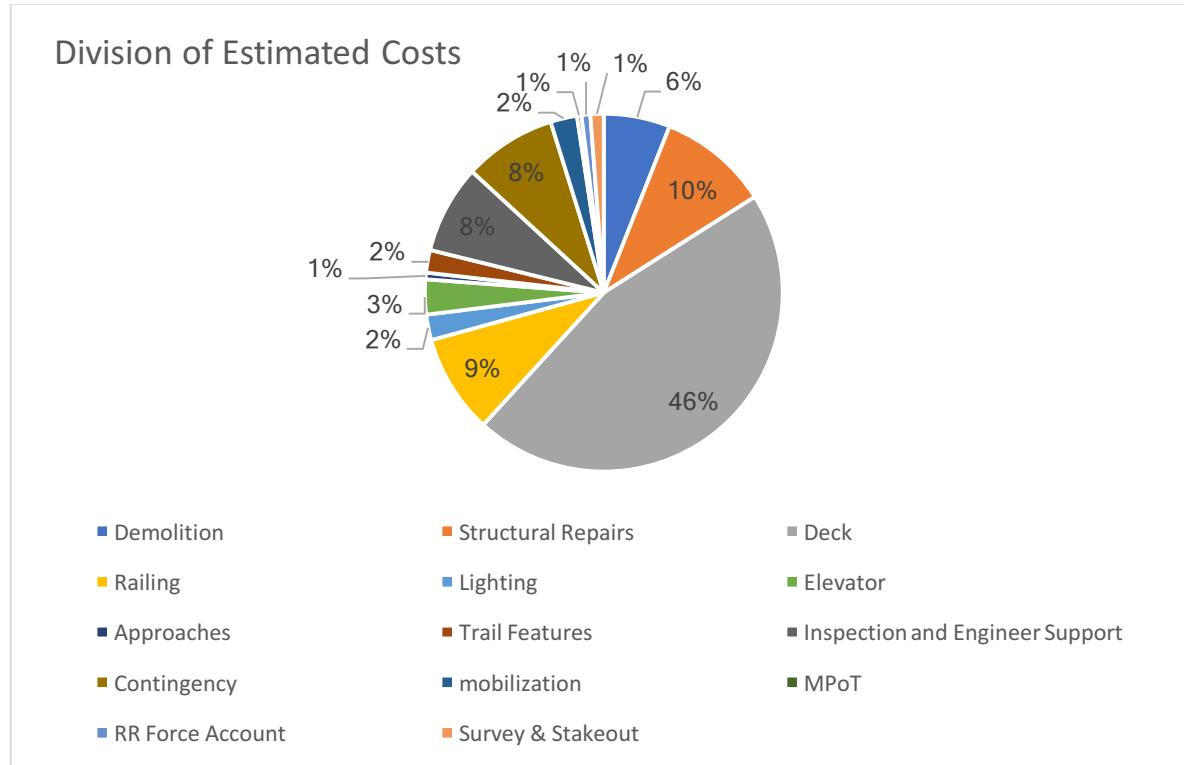


Fig 26. The majority of the estimated project total of \$25 million was allocated to the new reinforced, pre-cast concrete decking. Chart made by author.



Fig 27. Before and after images of the west façade of Kimlin Cider Mill, c. 2009. Top Image taken from the Kimlin Cider Mill Existing Conditions Report, Selected Illustrations-1; bottom image taken by author.



Fig 28. The south addition of the Kimlin Cider Mill. Note the horizontal board across the bottom of the building. The window sill has been painted to continue the window surround. 2017. Image taken by author.



Fig 29. Before and after images of the Cider Press Room and roof dormer. In the bottom image, the dormer has undergone stabilization and repair. On the right of the image, a red, wooden pergola denotes the location of the north addition. Bottom image is taken from the east side of the building by the author. Top image taken from the Kimlin Cider Mill Existing Conditions Report, Selected Illustrations-3.



Fig 30. East and North facades of the small north addition. Note the sloping north wall and vegetation coming through the area of the roof. The east wall remains in fair condition. Image taken from Kimlin Cider Mill Existing Conditions Report, Selected Illustrations-2.



Fig 31. A portion of the north wall remains and a pergola has been built within the confines of the old addition. Image taken by author.



Fig 32. Four different images showing the exterior envelope condition on the rear façade of the Mill. All images taken by author.



Fig 33. Interior paneling in good condition. Image taken by author.



Fig 34. Decking, railings, and rail ties of the Poughkeepsie-Highland Railroad Bridge. Picture is taken looking west towards Highlands. Image accessed from <http://walkwaypprd.marist.edu/historical-photos>



Fig 35. All the upper fixtures of the bridge have been removed, c. 2008. Image is taken looking west towards Highlands. Picture courtesy of Walkway Over the Hudson website. <http://walkway.org/visit/visitor-photos/>



Fig 36. Pre-cast concrete decking being laid. Image taken looking east towards Poughkeepsie. Photo courtesy of the Walkway Over the Hudson Website, <http://walkway.org/visit/visitor-photos/>



Fig 37. Finished walkway with railings, 2017. Image taken looking west towards Highland. Photo courtesy of author.