

# CEDAR HILL YARD

New Haven, North Haven and Hamden, CT

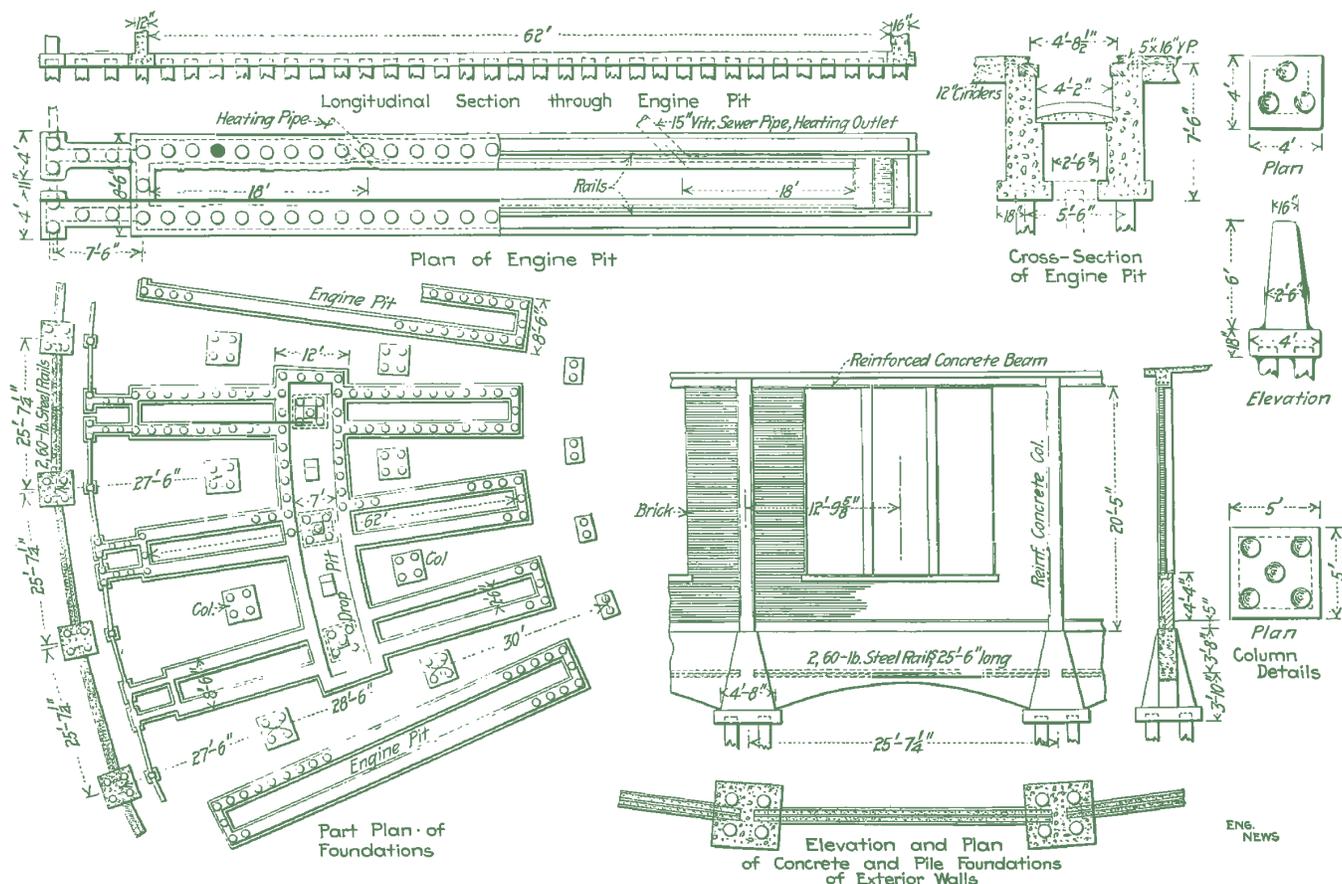
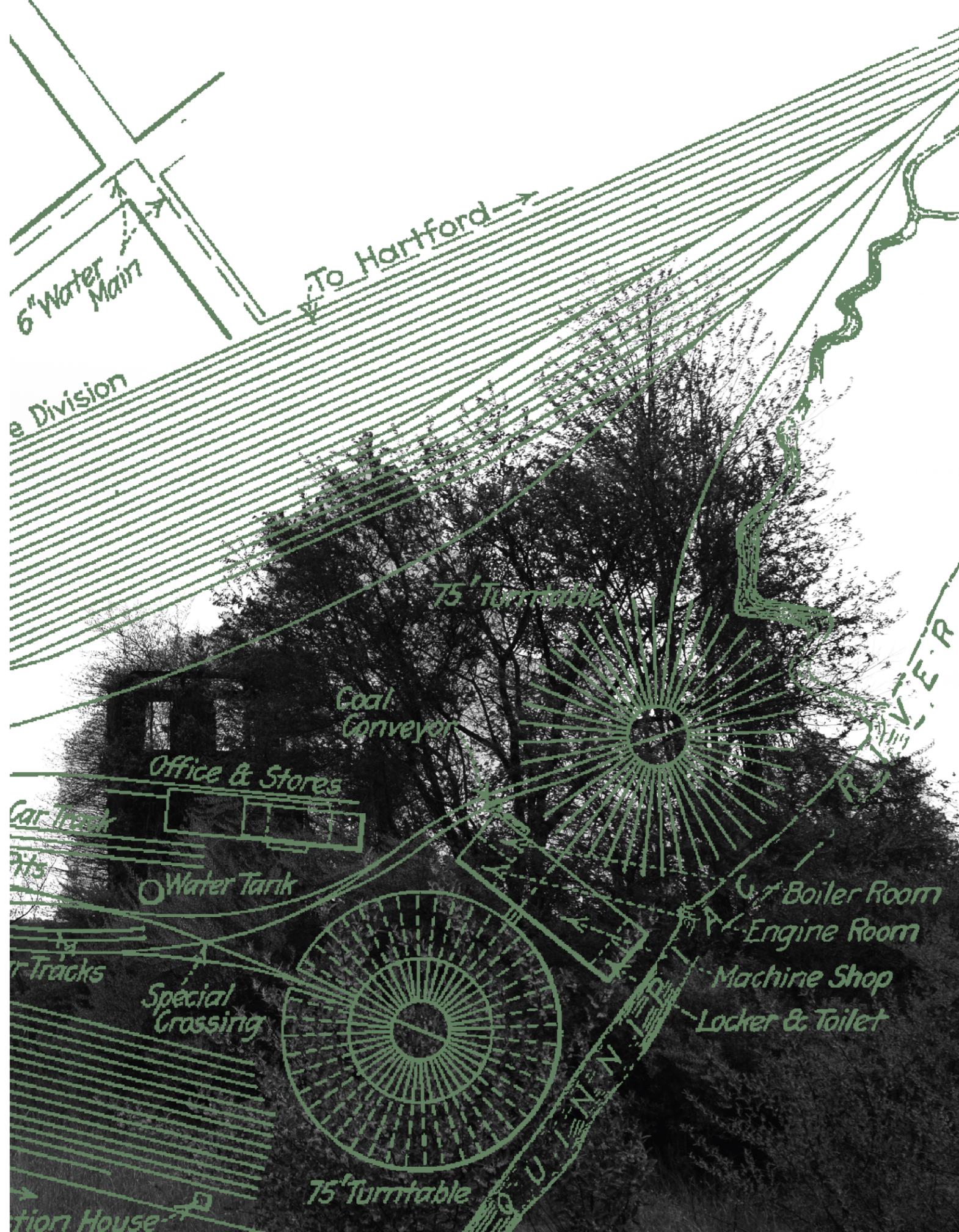
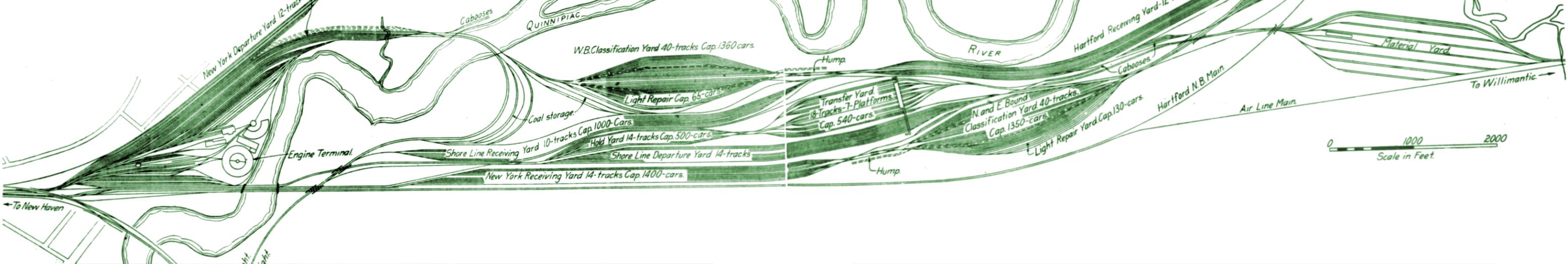


FIG. 4.—SOME DETAILS OF FOOTINGS OF ENGINE HOUSE.

Source: Sullivan, John M. *Cedar Hill Engine House Facilities*.

ARCH 4233 GHOST TOWN  
 Professor: Elihu Rubin  
 Student: Claudia Carle





Source: Library of Congress



Source: Library of Congress

# Advent of Highway Transport and Shifting Industry Hurt New Haven

## 1935 BANKRUPTCY ALSO CONTRIBUTED

### Liberality in Treatment of Creditors Was a Factor in Present Crisis

The New York, New Haven and Hartford Railroad was created as an auxiliary to the lively shipping trade and the thriving factories of nineteenth century New England. Its current ills are traceable largely to the sharp technological changes of the twentieth century.

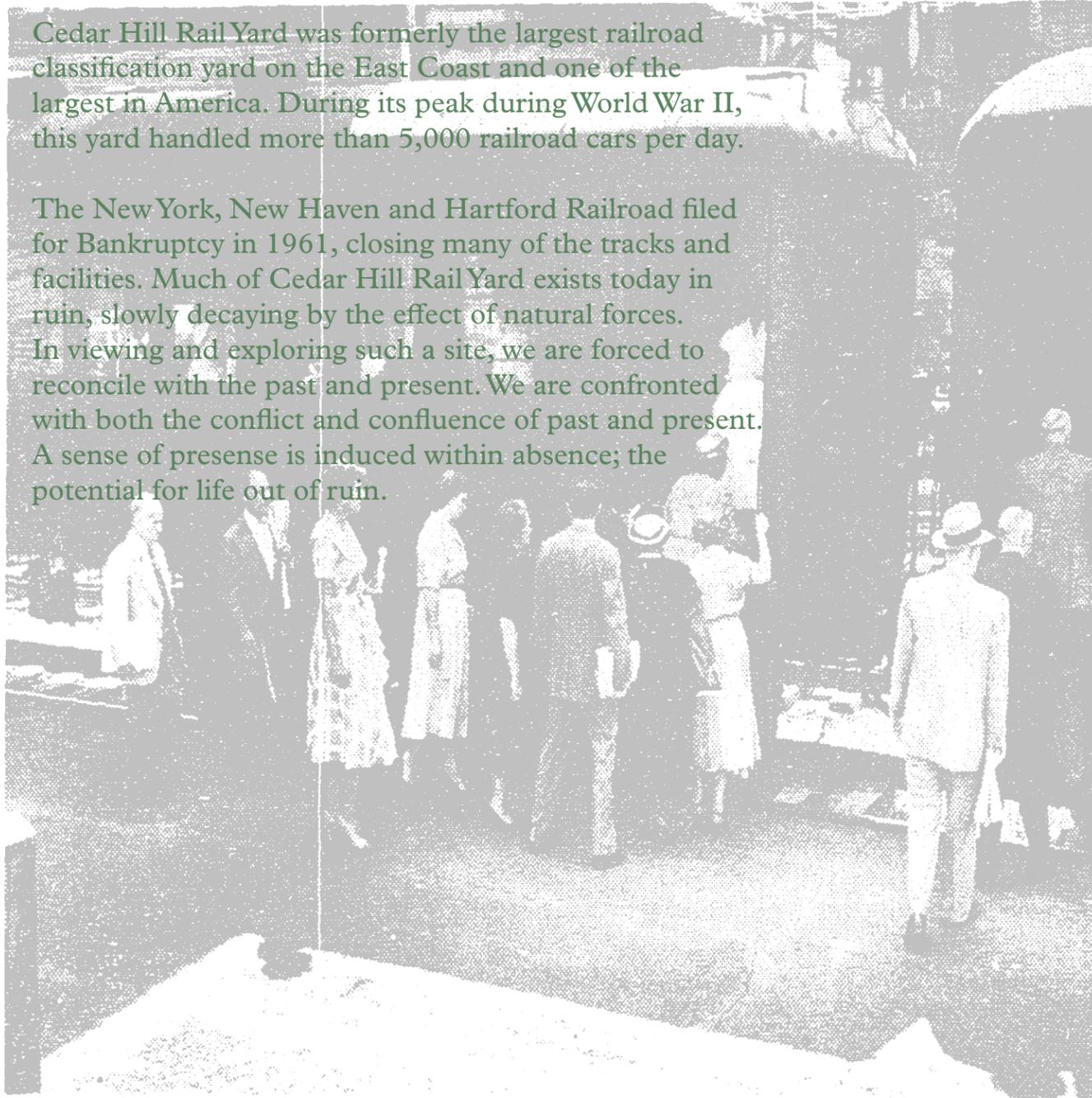
With these changes have come a shrinkage in New England's share of the nation's industry and a geographical shift of the nation's economic center. But the New Haven's plight is not a product of regional factors alone.

It stems also from deep changes that have occurred in mass transportation.

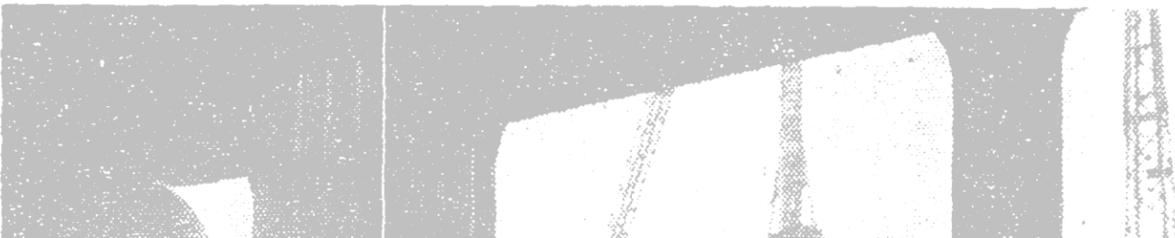
Back before the turn of the century, when the Atchison, Topeka and Santa Fe, the Norfolk and Western and the Union Pacific Railroads were in the hands of receivers and their stocks considered hopeless, the New Haven was paying its stockholders regular annual dividends of \$10 a share. The stock frequently sold above \$200 a share and was considered one of the safest on the market.

Cedar Hill Rail Yard was formerly the largest railroad classification yard on the East Coast and one of the largest in America. During its peak during World War II, this yard handled more than 5,000 railroad cars per day.

The New York, New Haven and Hartford Railroad filed for Bankruptcy in 1961, closing many of the tracks and facilities. Much of Cedar Hill Rail Yard exists today in ruin, slowly decaying by the effect of natural forces. In viewing and exploring such a site, we are forced to reconcile with the past and present. We are confronted with both the conflict and confluence of past and present. A sense of presense is induced within absence; the potential for life out of ruin.



**TOO MANY RIDERS, TOO LITTLE FREIGHT:** New Rochelle commuters board the 9:35 A. M. train for Manhattan. The New Haven Railroad is second to the Long Island Rail Road in its dependence on passenger traffic for revenue.



The younger Dumaine's administration came under sharp criticism from a stockholder group headed by a Wall Street broker, Patrick B. McGinnis.

operational, maintenance and equipment problems facing the line. "They cannot be explained out of existence," he declared, "but we are doing our best and we won't let them out."



Mr. Dumaine's administration came under sharp criticism from a stockholder group headed by a Wall Street broker, Patrick B. McGinnis.

Mr. Alper turned his first attention to guaranteeing the trains' operations. He was satisfied on this point and proceeded to tackle the debt problems.

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ed to \$4,000,000. Moreover, that total was made possible only by the fact that the New Haven (unlike other storm-ravaged carriers) had charged off, with the I. C. C.'s approval, more than \$17,000,000 in 1955 hurricane and flood damage to earnings accumulated in previous years rather than to the current year's earnings.

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The New Haven appealed to the Federal Treasury for a

\$13,000,000 of new Government-guaranteed bank loans. Thursday, the Government rejected a request for a new \$5,500,000 loan, sending the line into bankruptcy.

ton, in as president. Mr. Whittemore was ousted within fifteen months and Mr. Dumaine took the presidency in addition to retaining the chairmanship.

There were any number of

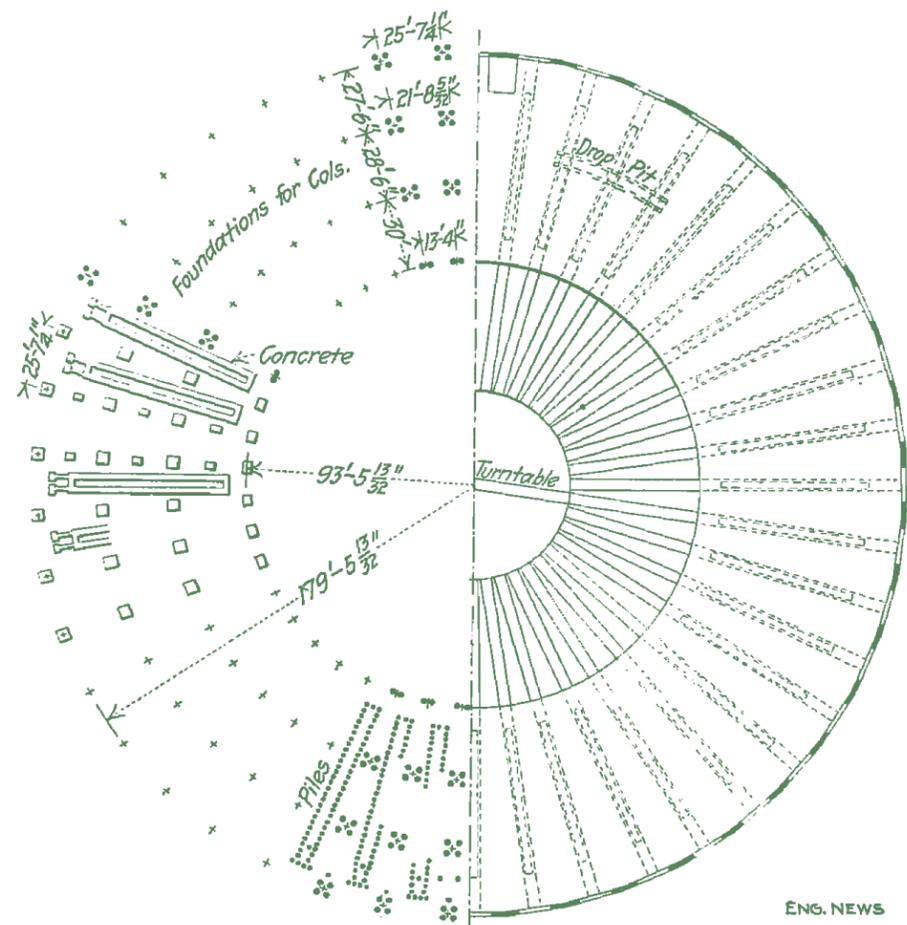


FIG. 2.—PLAN OF ENGINE HOUSE SHOWING FOUNDATION AND TRACK LAYOUT.

Source: Sullivan, John M. Cedar Hill Engine House Facilities.





“The ruin of the building, however, means that where the work of the art is dying, other forces and forms, those of nature, have grown; and that out of what of art still lives in the ruin of what of nature already lives in it, there has emerged a new whole, a characteristic unity”.

- Georg Simmel, The Ruin





“Ruins are monuments, but while intentional monuments articulate desire for permanence, even mortality, ruins memorialize the fleeting nature of all things and the limited powers of humankind. ‘Decay can be halted, but only briefly, and then it resumes. It is the negative image of history,’ wrote landscape historian J.B. Jackson. It is the negative image of history and a necessary aspect of it. To erase decay or consciousness of decay, decline, entropy, and ruin is to erase the understanding of the unfolding relation between all things, of darkness to light, of age to youth, of fall to rise. Rise and fall go together; they presume each other”.

- Rebeca Solnit, Ruins of Memory



QUINNIPIAC RIVER

Extreme H.W. El. 5.0

M.H.W. El. +0.5

L.W. El. -5.5



State St.

Lyman St.

Welton St.

1500 Tons  
Coal Pocket

Engine  
Yard

Engines

Sand Drier

Crane

Ash

Ash

Empty Coal Cars

Midland Division to Willimantic

Sec