Minnewaska, and the Mt. Meenahga House on the ridge overlooking Ellenville in 1883—catered to guests who valued the Shawangunks' scenic beauty. Although forests directly adjoining the hotels were being clear cut for tannin bark and timber, landscaping at the hotels featured meandering carriage roads and vistas opened to create breathtaking views of the valleys and the distant Hudson.

In an effort to preserve the wilderness landscape and to become self-sufficient, the Smiley family, owners of the Lake Mohonk and Lake Minnewaska resorts, embarked upon an ambitious program of land acquisition. The more than 17,000 acres they purchased over time included agricultural lands and forests, as well as remote ravines and ridge tops.

Hotels catering to Jewish families began to appear in the Rondout Valley in the first decade of the 20th century. These were owned and operated by immigrants from Eastern Europe and Russia who were drawn by the belief that farming was a viable alternative to urban sweatshops. Because much of the land that they had purchased was unproductive, the practice soon developed of taking in paying boarders during the summer months. Some of these small boarding houses eventually grew into the famous "borscht belt" hotels of the southern Catskills region, such as the Nevele and Fallsvie Hotel in Ellenville. Alongside them were countless small bungalow colonies. Several of the villages along the ridge's western slope soon developed sizeable Jewish populations.

Beginning at the turn of the century, New York State began a program of road development in the region, creating a transportation infrastructure benefiting automobiles, buses, and trucks. Improvements to the Ellenville-Kingston Road (today's Route 209) were underway in 1921. In the same year, the New Paltz-Highland Road became the first concrete road in Ulster County. The
Minnewaska Trail, today's 44/55, was built over the ridge, connecting New Paltz and Kerhonkson in 1930. Much of the original road alignment and many of the Trapps Hamlet homesteads were destroyed during its construction. Route 52, the other main highway crossing the ridge, was completed in 1936, replacing what remained of the Newburgh-Ellenville Plank Road.

By the 1920's, automobiles had become so popular that the railroads began to falter. In 1937, passenger service on the Wallkill line was discontinued. The O&W held out until 1952 before turning exclusively to freight and then ceased operations in 1957. Conrail, which then owned the Wallkill line, cut all regular service north of Walden in 1977.

The completion of the New York State Thruway initiated yet another phase in the region's development. By 1957, the Thruway had been incorporated into the vast Interstate Highway System. With the exception of New Paltz and Kingston, it bypassed the communities that had been serviced by the Wallkill Valley Railroad and, for the first time in history, the state's major transportation corridor had been shifted away from the Hudson River. The Thruway also put the Shawangunks within two hours driving distance of New York City.

With their proximity to the metro area, the Shawangunks provided a perfect space to pursue such activities as hiking, rock climbing and other nature-related recreational activities. By the end of the 20th century, the Shawangunks became a tourist destination as never before.

Environmental advocacy and land trust movements emerged during the 1960's. The result was a series of preserves spanning the length of the northern Shawangunks, including the Sam's Point Dwarf Pine Ridge Preserve, Minnewaska State Park Preserve and the Mohonk Preserve. By the close of the 20th century, 30,000 acres of the northern Shawangunks' nearly 94,000 acres of land were held by private and public land holding institutions.

At the beginning of the 21st century, the region still retains its rural character, small-scale businesses and much of its scenic qualities. But there is cause for concern. Open land and farmland in the Wallkill and Rondout valleys are under pressure to develop. Proposals for the Shawangunk Ridge and adjacent areas may threaten the natural systems which have evolved there over the last 450 million years. How the communities around the mountains address these issues will shape the course of history for the years to come.
### National Registry Listings of Byway Region Historic Places

* There are 21 additional listings in the Town of Rochester just north of the Byway Region.

#### Crawford
- Hopewell Presbyterian Church 1825-1849
- Shorter House 1750-1799
- Alexander Thompson House 1750-1799
- Robert A. Thompson House 1800-1824
- Peter Aldrich Homestead 1700-1749

#### Gardiner
- Bevier House 1825-1849
- Brykill 1700-1749
- Johannes Decker Farm 1700-1749
- Gardiner School 1875-1899
- Jenkins-DuBois Farm and Mill Site 1750-1799
- Locust Lawn Estate 1700-1749
- Trapps Mountain Hamlet Historic District 1750-1799
- Tuthilltown Gristmill 1750-1799
- Van Vleck House 1750-1799
- Bevier Stone House 1650-1699

#### Marbetown
- Delaware and Hudson Canal 1825-1949
- High Falls Historic District 1750-1799
- Kripplebush Historic District 1750-1799
- Lock Tender's House and Canal Store Ruin 1825-1849
- Main Street Historic District 1750-1799
- Rest Plaus Historic District 1700-1749
- Cornelius Wynkoop Stone House 1750-1799
- Josiah DuBois Farm 1800-1824

#### New Paltz
- Guilford-Bower Farm House 1850-1874
- Jean Hasbrouck House 1650-1699
- Maj. Jacob Hasbrouck, Jr. House 1750-1799
- Huguenot Street National Historic Landmark District 1650-1699
- John A. Lafavour House and School 1750-1799
- Lake Mohonk National Historic Landmark 1850-1874
- The Locusts 1825-1849
- Sahler Stone House 1750-1799
- The Elting Library 1700-1750

#### Rochester*
- Van Wagenen Stone House and Farm Complex 1700-1749
- Jacobus Van Wagenen Stone House 1750-1799
- All Saint's Chapel 1875-1899

#### Rosendale
- Binnewater Historic District 1875-1899
- DuBois-Deyo House 1750-1799
- Snyder Estate Natural Cement Historic District 1800-1824
- Bruyn School No. 8 1825-1849

#### Shawangunk
- William Decker House 1700-1749
- Andries DuBois House 1750-1799
- J.B. Crowell & Son Brick Mold Mill Complex 1750-1799
- Dill Farm 1750-1799
- Johannes Jansen House and Dutch Barn 1700-1749
- Thomas Jansen House 1700-1749
- Miller's House at Red Mills 1825-1849
- Pearl Street Schoolhouse 1825-1849
- Reformed Church of Shawangunk Complex 1750-1799
- Terwilliger House 1750-1799
- Benjamin Van Keuren House Ruin 1700-1749

#### Wawarsing
- Chetolah 1900-1924
- Cragsmoor Historic District 1850-1874
- Hornbeck Store Complex 1800-1824
- O&W Railroad Station at Port Ben 1900-1924
- O&W Railroad Passenger Station at Napanoch 1900-1924
- US Post Office, Ellenville 1925-1949
GUIDE TO THE SHAWANGUNK MOUNTAINS
SCENIC BYWAY AND REGION
How To Get Here

Located in the southeast corner of the State, in southern Ulster and northern Orange counties, the Shawangunk Mountains Scenic Byway is within an easy 1-2 hour drive for people from the metro New York area or Albany, and well within a day's drive for folks from Philadelphia, Boston or New Jersey.

Access is provided via Interstate 84, 87 and 17 (future I86) with Thruway exits 16-18 all good points to enter.

At I-87 Exit 16, Harriman, take Rt 17 (I 86) to Rt 302 and go north on the Byway.

At Exit 17, Newburgh, you can either go Rt 208 north through Walden into Wallkill, or Rt 300 north directly to Rt 208 in Wallkill, and you're on the Byway.

At Exit 18, New Paltz, the Byway goes west on Rt. 299.

At Exit 19, Kingston, go west on Rt 28, south on Rt 209, southeast on Rt 213 to (a) right on Lucas Turnpike, Rt 1, if going west or (b) continue east through High Falls.

If you're coming from the Catskills, you can take Rt 28 to Rt 209, then south on Rt 209 as above, or the Thruway to Exit 18.

From Interstate 84, you can exit at 6 and take 17K to Rt 208 and north to Wallkill, or at Exit 5 and then up Rt 208. Or follow 17K across to Rt 302.

From Rt 17, you can enter Rt 209 at Exit 113 by Wurtsboro or at Exit 119 onto Rt 302.

From the Upper Delaware Scenic Byway Route 97 in Port Jervis, you can take Rt 209 northeast to the Shawangunk Region.

The other State Byways in our area are indicated on our Access Map (opposite page).
Shawangunk Mountain Scenic Byway.
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Intersection of Main Street with Plattekill Ave and N. Front Street in New Paltz.

A center for good dining, New Paltz has several places where you can eat and not lose sight of the mountains, such as the Harvest Café in the Water Street Market.

Church Street is one of the many side streets in the village with interesting shops.
Main St. New Paltz

From the NYS Thruway at Exit 18, the Byway takes Rt. 299 (Main Street) west through historic New Paltz, settled in 1678 by French Huguenot families who purchased 39,000 acres from the Esopus Indians.

The town was recently named one of “America’s Dozen Distinctive Destinations” by the National Trust for Historic Preservation.

Ahead of you, the Shawangunks are always in view, showing off their gleaming grey-white cliffs and Mohonk’s Sky Top, which you’ll see often around the Byway.

As you enter the village, the stores become shops and you’ll know you’re in a college (SUNY) town, one that also caters to tourists. Lots of restaurants and side streets to explore.

Just before the Wallkill River is Huguenot Street, one of the oldest streets in America with its original houses, a National Historic Landmark District.

Then over the narrow Wallkill River steel trestle bridge (1941) and, behold, you’re in another world.

Bridge over the Wallkill River on Rt 299.

The Chamber’s “Taste of New Paltz” is a big event each September.
One of the most classic views in the Shawangunks, on the north side of Route 299.

Going west on Rt. 299, the farmland of the valley gradually gives way to the forested foothills of the shawangunks.  
Photo by Ralph Aiello

At Rt. 299 and Yankee Folly Road, a variety of apples suited to the "Pick Your Own" trade.

Fields on the north side of Rt. 299 and Buttenville Rd. are still in hay for horses.  
Photo by Ralph Aiello

Pumpkin pickers take to the fields at the Wallkill View Farm Market.
Route 299 West to Routes 44/55

Rich farmland, mostly in corn, stretches across the Wallkill floodplain a mile wide. Red farm buildings and a white house nest under tall maples, as if arranged by a landscape photographer.

Bonticou Crag is to the north, then the 4-1/2 mile escarpment of Mohonk and Sky Top, the Trapps, Near Trapps, the Bayards and Millbrook Mountain.

On the south is the Wallkill View Farm Market, started out of a pickup truck by the Ferrante family in 1974. The meandering Wallkill provides irrigation in the dry summer months. Across the road, grain and hay are grown by Watchtower Farms for their livestock.

At Yankee Folly Road, we come to the Jenkins-Luekens Orchards, in the apple business for over 50 years. Beyond the rolling orchards, views of the ridge and Sky Top. Then woods again on both sides, with the ridge ahead of us, as we come to Rts 44/55 in the town of Gardiner.
Two pulloffs 1-1/2 miles west of Minnewaska offer splendid views of the "young" Catskill mountains.

Opposite the pulloffs, the layering of rocks is very evident.

This is 10.3 miles of road through the mountains, generally following a notch caused by cross-cutting faults.
Routes 44/55 West to Route 209

Constructed in 1930, replacing the old New Paltz-Wawarsing Turnpike with a more direct route, this is a classic mountain road for 10.4 miles, generally following a notch caused by cross-cutting faults.

After the commercial intersection with Rt 299, the road passes the Mohonk Preserve's Trapps Gateway Visitors Center and around a true hair-pin turn. Soon you can pull in at a scenic overlook with incredible views, east and south, of the valley below.

Then, after the steel bridge and Mohonk's Trapps entry, you see the cliffs of the Peter's Kill area and the entrance to Minnewaska State Park Preserve at 4.5 miles.

This entire length of road is through the mountains, past woods, trees, mountain laurel, blueberry shrubs, glacial boulders and the layering and joint cracks of Shawangunk conglomerate rock.

At 6.6 miles, the first of two scenic overlooks offers views of the Catskills. Then the road descends into a residential area at 7.3 miles, goes over the Rondout Creek and meets Rt 209.

The escarpment of the Near Trapps at the Mohonk Preserve is very visible from the pulloff on the east side of the mountains.

Rts 44/55 near pulloffs.
At intersection in Bullville.

Few old dairy barns remain along Rt 302.

Views of Shawangunks from Thompson Ridge along DEC - designated State Scenic Road Rt 302. Photo by Judy McGowan

Colt and mare Thoroughbreds at Buckleigh Farms.

Rare Norman-style 19th Century barn.

From Rt. 302, fields and the mountains beyond.
Rt 302 from Bullville to Pine Bush

From Bullville, in the northwest corner of Orange County, Rt 302 proceeds north through a countryside rich in scenic views, history and fertile, rolling farmland.

The scenery opens up at about 0.4 mile to sweeping views north/west of the Shawangunk Mountains in the distance, with horse farms and rolling fields in the foreground, and long stretches of white and brown fences.

You pass the Federal stone house built in 1822, over Thompson Ridge settled in the 1770's, past the Hopewell Presbyterian Church (1831). Then Mountain View Farm, named for what you see along this entire stretch of road.

At 5 miles, you may notice the renovation being done on the Hopewell Farm's yellow Norman style 19th-century dairy barn. Dairy farms were important in this area throughout the late 19th and early 20th centuries. Many were replaced by horse farms, like the impressive Buckleigh Farms, with its Thoroughbreds stealing the show from the Shawangunks in the background.

Change has been noticeable along the entire route, as views of the mountains are interrupted now and then by new homes.

At 5.2 miles, we reach the suburban outskirts of Pine Bush.
Interesting architecture on Main Street.

Pine Bush Farmer's Market in the hamlet.
Main Street in Pine Bush

The hamlet of Pine Bush is the population, shopping, educational and community services center of the Town of Crawford. It is also a focal point for transportation. Rt 52 provides access east and west. Rt 302 goes to Middletown and the Rt 17 Quickway in the south.

Settled by farmers around the 1740's, the town is now the third fastest-growing in Orange County, up 18% since 1990. And, about 30% of the residents live in Pine Bush.

Crawford citizens have expressed a strong desire to maintain the town’s rural character and so it has embarked on a plan, "The Renaissance," to redesign and rehabilitate Main Street in Pine Bush. The idea is to reflect the design and character of Pine Bush as it was in the 1850-1930 era. This plan is now aided by a State Main Street grant for beautification and restoration of some of the old building you'll see as you drive through the hamlet.

Another indication of this desire to maintain the town’s rural character is the Pine Bush Farmers’ Market, open June to October.

Built as a bank circa 1922, used as the town hall from 1969 to 1997, this building is now the Crawford Cultural Center.

Business use of this Main Street building has not impaired its historic or architectural value.
From this farm on Rt 52 you can see Millbrook Mountain in the distance.

At Fleury Road and Rt 52, the Deerfield Farm continues in the dairy business.
Rt 52 East to Rt 14 North

East of Pine Bush at Black Hawk Road, the scenery changes from commercial to rural countryside, with woods, old fields and houses, set back from the road. At 1.4 miles, the views open up to fields, a pond and once again you see the Shawangunk Mountains off some 5 miles to the northwest.

Along this stretch of Rt 52, you’ll pass more working dairy farms than on any other part of the Byway. Alternating with wooded, residential areas, you’ll see big, round black-'n-white Holstein cows and the pastures, hayfields and rows of corn it takes to feed them. Also, silos and wonderful old barns and farm houses, with clear-shot views of the mountains.

At the dairy farm on Fleury Road, you cross into the Town of Montgomery where this farm continues for just a bit less than half a mile. Then comes a proposed development area and existing businesses for about 1/2 mile to Allard Corners, and Rt 14.
Along Rt 18, old farm fields are a beautiful sight.

Fine horses have taken over fields along Rt 9 where cows once grazed.

The stone house of Andries Graham (1736) on Rt 14.
Rt 14/Rt 9 North, East on Rt 18

Most of the road going into Wallkill is rural countryside: a mix of old rolling fields, woodland, working farms and residential areas.

This is the old Albany Post Road going north. Passing on the left is the stone house of Andries Graham, built in 1736, and a very old barn. At .2 miles, there's a stretch of orchard, with good views of the mountains to the north and west.

At .9 miles is County Line Farm, with the mountains just behind the rolling hayfields. This is the boundary into Ulster County. Shady Side Stables is followed by Amblin Rose’s Paso Fino Horses and Four Corners Horse Farm. It is here that the Byway turns east onto Rt 18, Bruyn Turnpike. Gertrude Bruyn, a Norwegian, purchased land in this area from the Esopus Indians in 1687, and the road is said to be almost that old.

Traveling east, the mountains are behind you. Bruyn is a rolling, turning road, alongside old fields and woods, giving you a quick look at the river down on the left, moving fast here, before you go over the bridge to Wallkill.
The Wallkill River Bridge.

Baking apple pie at Shawangunk Day.

In a tractor pulling contest, you try to keep your front wheels on the ground.
Wallkill in the Town of Shawangunk

After the bridge, the Byway makes a right onto Bona Ventura Avenue, the main street through this unincorporated village. The road then bears left on Route 208, going north.

In 1870, the arrival of the Wallkill Valley Railroad, with its ice-cooled cars, prompted many creameries to be established adjacent to depots. Milk shipped from the valley in the afternoon was in New York City households by the following morning. This drew many farmers into dairying.

John G. Borden built the Borden Condensery here in 1881. In his plant, whole milk was reduced in mass by evaporation to make condensed milk. Many may know "Elsie", the Borden cow. The Borden Home Farm was a small village itself, occupying lands just southeast of Route 208.

Over the years, agriculture in the area has become more diversified, and the town has recently experienced a surge in population growth. And yet, as the traveler will observe, it has retained much of its rural culture and farming traditions.
A late-season cutting of hay along Rt 208.

Wright's Farm Market, just south of Rts 44/55 on Rt 208.

Views between the trees of the Millbrook escarpment.

New Hurley Reformed Church at New Hurley Road and Rt 208.
North on Rt 208 to Ireland Corners

Heading north on the Byway, you leave the developed area of Wallkill soon after Rt 208 crosses Rt 300.

From here to Ireland Corners, Rt 208 is a road of farmland and woodland, alternating with homes set back off the road.

With the mountains off to the west and north, you pass Birch Road and the farmland of the Shawangunk Correctional Facility (1932). Notice the New Hurley Reformed Church (1835), and its old cemetery, followed by orchards, a small industrial site, then more orchards and woodlands.

Great views of the ridge and escarpment by Tantillo’s Farm Market (1933) almost across from Wright’s Farm Market (1920) on the east. Then you enter Ireland Corners and its small commercial area.
The old (1832) Kettleborough Schoolhouse on Rt 208 north of Phillies Bridge Road is on the National Historic Record.

Pumpkins near Dressel’s Farm Market just north of Old Ford Road on Rt 208.
Continue on Rt 208 to New Paltz

From Ireland Corners, it's only 1/2 mile and you're in the country again. A stretch of old fields, woods and rural countryside with houses back from the road. Then orchards, with views through the trees during the winter of the mountains to the west.

After Phillips Bridge Rd, where a community farm is located, you pass Kettleborough Schoolhouse (1832), the John A. Lefevre House (1772) followed by more old fields and rural countryside.

At Old Ford Road, the landscape opens up with perhaps one of the most awesome views of the mountains and the escarpment west/north that you'll see along the Byway. You may feel like you want to stop, turn around, go back and pass it again, this time slower.

There's another under-appreciated view of the ridge at the VFW parking lot just outside New Paltz. You pass the SUNY playing fields and enter the village of New Paltz.
The Wallkill River from Springtown Road.

Bonticou Crag is seen often along his road.
Springtown Road to Rt 213

From Rt 208 into New Paltz, the Byway turns left on Rt 299 (Main Street), crosses over the Wallkill and makes the first right onto Rt 7, Springtown Road. In the early 19th century, the main route south from Kingston was along this road. Herds of cattle and sheep passed through here on their way to market in New York City and Philadelphia.

That white rock summit and cliff scarp beyond the corn fields is Bonticou Crag, rising 1,200 feet above sea level.

Most of Springtown travels through alternating sections of farmland, woods and residential areas, with the Wallkill meandering parallel to the road, in the early sections.

The Wallkill Valley Rail Trail crosses the road here. Then more farmland and soon the Million Dollar Farm, which boards horses. Look across the road here for the Crag.

Then, DEC’s Fishing Access Site, the stone house built by Benjamin DuBois in 1775, more farmland and rural countryside past River Road. Soon we see the start of the residential hamlet of Tillson, named after Timothy Tillson, (1738-1800) who moved here after his service in the Revolution.

The Byway turns and descends, passing the Early Decorated Gothic Architecture of St. Peter’s Church, over Rondout Creek to Rt 213.
Victorian-style shops date to the 1800's.

The Rosendale Library built in 1876 as an Episcopal Church.

Along Main Street, bike shops, the Theater, cafes and restaurants, antique shops and more.

Photo by Tatana Kellner
Main Street in Rosendale

After crossing Rondout Creek, the Byway turns left on Rt 213 and heads toward High Falls, passing at one mile the Snyder Estate Natural Cement Historic District.

For a short but worthwhile detour, turn right on Rt 213 and you’re on Main Street, Rosendale. The D&H Canal ran through here 1828-1898, just behind the stores on the north side of the street. At one time, the canal passed through the entire width of the town on its way to the Rondout Creek. Locks raised the water level 101 feet.

Two railroads served the town; the Ontario and Western, and the Wallkill Valley Railroad. The O&W ran through the Rondout Valley, and the Wallkill went down to Montgomery.

In 1844, the town was established primarily because of the cement industry. There were about 20 companies working in this area, employing more than 5,000 men, producing almost half the natural cement in the U.S.

Today, Rosendale is a different town, of course, but it’s distinctive character and architecture takes us back to those days of mills, mines, railroads and the canal.
Built for canal workers, this is now a four-star restaurant in High Falls on Rt 213.

D&H Canal Museum just off Rt 213 in High Falls has artifacts from 1825-98.

Trestle bridge on Rt 213 over Rondout Creek.

Five Locks Walk is a good way to admire the canal stonework.
West on Rt 213 to High Falls

Turning left onto Rt 213 in Rosendale, the Byway travels over what used to be the D&H Canal, built right against the mountain. The road meanders along, with the Rondout below. At one mile, you'll see the entrance to the Snyder Estate Natural Cement Historic District. The road continues through residential areas, over the Rondout Creek to a stretch of farmland before moving downhill, through a cut in the rock, and into High Falls.

This is a unique and charming place. Once an isolated agricultural settlement, it became a full-blown manufacturing and transportation center. Today it's a hamlet of homes, restaurants, quaint cafes, and antique, gift and other specialty shops.

The D&H Canal Museum is here and houses many exhibits, including a working lock model, a recreated canal boat cabin interior, and several dioramas depicting canal and community life during the 1825-98 period.

Five Locks Walk is an easy towpath trail near the museum maintained by the D&H Historical Society. Locks 16 to 20 were part of a rerouting in 1847, when the canal was enlarged to handle 140-ton boats, lowering them more than 70 feet. Now, it's a great place to take a stroll and admire the stonework done here years ago.
Along Lucas Trpk we now see Sky Top from the north across these farm fields.

One of numerous farm buildings along Lucas Tpke.
Southwest on Rt 1, Lucas Turnpike

After crossing the Rondout Creek bridge, the Byway turns left on Lucas Turnpike, Rt 1. The Creek stays with you for a short distance but then gives way to views of farmland, usually planted with corn, and rural countryside.

There's the Rondout again, and then another corn field with seasonal views over woodlands to the south and east of the Shawangunks with Sky Top, now in view of the west side of the ridge.

This pattern of farmland, silos and barns with views of the mountains and woodlands repeats itself all along Lucas Turnpike. You will pass the road to the Rest Plaus and Kripplebush historic districts and the roads to Alligerville and Kyserike, places with a rich D&H Canal history.

After the Old Kings Highway, there is a stretch of new residential development and soon you turn onto the historic and very busy Rt 209.
Saunderskill Farm Market and Nursery on Rt 209 in Accord with Catskills in background.

Nursery on Rt 209 in Accord.
Rt 209 and the Hamlet of Accord

Cradled within the geological formation known as the Port Jervis trough, Rt 209 follows an ancient Native American trail and is claimed to be the oldest roadway in the United States. It was built by the Dutch, perhaps about 1710, for carrying copper ore, mined near the Delaware Water Gap to the Hudson River, and was called the Old Mine Road.

Today, this is a busy road and the Byway enters off Lucas Tpke in a commercial area. Soon, you'll see the Rondout Creek off to the left, following the road for a distance, as you enter Accord.

Leave the Byway route a bit by going left on Main Street and over the little bridge. Stop in to see the pottery at Stone Window Gallery or travel to the Town parking area, where there are good views of the Catskills. It's a good starting point to hike the D&H Heritage Corridor.

Back on the old Mine Road, traveling south, the Byway goes through a section along the Rondout with good fertile soil for vegetables, past the newly-built Saunderskill Nursery with the Catskills behind, the old Rochester Reformed Church, and then a mix of commercial and residential sections.
Stone building and sugar maple on Rt 209.

Draft horses to pet at Kelder's in Kerhonkson.

The Shawangunks across the Rondout Valley.

Dairy barn and silo in Kerhonkson on Rt 209.

View of Davis's from Rt 209 in Kerhonkson.
Kerhonkson, Wawarsing and Napanoch

The Byway continues on Rt 209 from Accord to Ellenville, a distance of about 15 miles, parallel to the Rondout and the old canal. Over time, the road has been rerouted here and there, but its corridor still exhibits the various uses … agricultural, residential and small business … which the road has served over the centuries.

The most scenic of these is the farmland, with expansive views of the Shawangunks and sometimes Sky Top off in the distance.

The Kelder Farm and Market has a particularly active agritourism enterprise in Kerhonkson. You can pick your own, get lost in the corn maze, and in the Fall see Hudson Valley draft horses at work the old way.

Then you come to the 450-acre Arrowhead Farm, with its big dairy barn and silos. It has been in the Davis family since 1911, and plans are now being made for a future with Boer goats and agrotourism.

Soon the Byway reaches the intersect with Rts 44/55, where a sign declares that this portion of the road is the Clayton “Peg-Leg” Bates Memorial Highway, named after the famous tapdancing Kerhonkson resident.

The pattern of mixed land uses continues through Wawarsing and Napanoch. All along the way, beyond or between businesses, you'll see views of the Shawangunks.
Celebrating new murals by Roger Baker at corner of Rt 209 and Rt 52.

Worth the side-trip to Center Street for Cohen's pumpernickel-raisin bread.

D&H Canal ticket office on Canal Street is now Chamber visitor info center.
The Village Of Ellenville

Situated at the crossroads of Rt 209 and Rt 52, Ellenville is the southern gateway into the Rondout Valley, and the place where the Shawangunks and Catskills meet. Two creeks, the Sandburg and Beer Kill, flow through the village and join the Rondout Creek in Napanoch.

From Rt 209, the Byway turns left onto Rt 52, going east on Canal Street, where the mountains rise up just ahead. The D&H Canal ticket office has been restored and is currently a visitor information center for the Ellenville/Wawarsing Chamber of Commerce. The nearby lock is being restored, and will be linked to the D&H Rail Trail nearby. At Berme Road Park, a series of old trails were used in the 1800’s by local residents for berry picking.

North Gully Falls is located at the end of Canal Street, the eastern boundary of the village. Past this point, Rt 52 begins its ascent up the mountains.
From the southmost pulloff, views of the Catskills to the West.

From the middle pulloff, the view north to the Nevele Grande Resort.

G-40
Route 52 Over the Mountains

This road dates back to the 1850's when it was made of rough hemlock planks nailed to sleepers laid on the ground. The Newburgh-Ellenville Plank Road was 32 miles long, with five tolls. It lasted until 1869, when maintenance of the rotting planks stopped. It reverted to mud and dirt, which lasted until this road was built in 1936.

Fortunately, it was built with three overlooks, giving sensational views of the Rondout Valley and the Catskill peaks, off in the distance.

Hanggliders are often spotted in the sky above, soaring from the cliffs and sailing over the roadway as they maneuver to land in the valley below.

From Rt 52, south of the pull-offs, is Cragsmoor Rd and the access to Sam's Point Preserve.
View of the Shawangunks from Rt 52.

Walker Valley Methodist Church on Rt 52.

Sugar maple and red barn in Walker Valley.
Walker Valley to the Shawangunk Kill

The Byway follows Rt 52 and enters Walker Valley, past the Methodist Church (c.1854/1908) and the small business and residential areas of this hamlet.

Further on, you pass through an area of old farm fields and the newly-established White Feather Organic Farm. There are good views of the ridge in several places, off to the north. You won’t miss the Victorian house (c.1880), now known as the Painted Lady Gift Shop, on the left.

In less than a mile, you’re passing over the Shawangunk Kill and you’re back in Pine Bush, having completed the Byway route around the Shawangunks.

Rt 52 and, of course, Red Barn Rd.

Painted Lady Gift Shop in New Prospect on Rt 52.

Small pond and building on Rt 52.
Stone Ridge Library (1770), Main Street Historic District.

Outbuilding on Old Kings Highway, the Rest Plaus Historic District.

Col. Cornelius Wynkoop House (1767), Main Street, Stone Ridge.
Historic Districts of Stone Ridge, Rest Plaus and Kripplebush

Stone Ridge, located north of the Byway on Rt 209, has preserved a core group of 18th and early 19th century picturesque stone houses. Together, they document the architectural evolution of stone houses in the Hudson Valley, from low 1-1/2 story settlement period dwellings to large imposing residences such as the c.1790 stone Federal-style Hasbrouck House, showing rare two-story stone construction.

Two miles south, the Rest Plaus historic district covers 725 acres of mostly undeveloped open space. These lands have been in continuous agricultural use over the past 250 years, and visitors will see many early frame and stone buildings in an appropriate setting of scenic, rolling farmland.

Kripplebush, to the north of Rest Plaus, also takes its name from the Dutch, meaning a dense growth of small trees, a thicket. Settled in the early 1700's, the historic district shows the stone and framed, clapboard structures which evolved over the years in this region. In this district, a significant number of outbuildings have also been preserved. Notably large barns are found, as well as smaller barns and carriage houses.

Photos by Linda Engler
The Mountain House is a turreted seven-story architectural delight that stretches nearly an eighth of a mile along Lake Mohonk.

Gazebos offer a natural perch for viewing.

Dazzling perennial gardens offer a contrast to the natural forested landscape.
A National Historic Landmark, The Mohonk Mountain House

Located off Mountain Rest Road, which is linked to High Falls in the north and New Paltz in the south.

Established in 1869 by Quaker twins, Albert and Alfred Smiley, the 2,200 acres of Mountain House property offer visitors an unspoiled retreat where they can enjoy the wonders of nature. Much of the Victorian character of the House has been preserved, as well as the respect for nature obvious in the surrounding landscape.

Sky Top is visible from many spots along the Byway. Completed in 1923, replacing three earlier wooden structures, the stone tower allows views on clear days of six states.

The miles of carriage roads were built at the turn of the century by men with horses, picks and shovels, sledge hammers and crowbars, stone boats and wheelbarrows, at a cost of about $1 per linear foot. With a deep shale surface, obtained from the area, the carriage roads are wonderfully preserved and a pleasure for today's visitors.

35 miles of cross country ski trails are available.

The 18,000 square foot rink was built in 2001.

Rock scrambling near the Mountain House.

Sky Top.

Photos courtesy Mohonk Mountain House