

Mystery And Intrigue In 'The Cave' For 3 Generations Of Yonkers Boys

Train Tunnel, Tepee, Beer Baron Stronghold

By DAVE HARTLEY

One of many tales to come out of the Park Hill section in South Yonkers is the story of "The Cave," a bit of local lore with a touch of Tom Sawyer.

Located about three quarters of the way up the steep rocky slope of Park Hill's southern point, the cave has been a place of mystery and intrigue for at least three generations of little boys, much to the apparent horror of their families.

Several versions of how the cave came to be and its uses have been built up over the many years since its real purpose in the 19th Century.

One of the most popular versions lists the cave as belonging to the Indians that formerly inhabited the area but does not go into detail. Actually, the cave came years after the last brave had cashed in his wampum on Park Hill. Another yarn relates that the cave once stretched northeastward to Central Park Ave. Each tale claims the cave is a different length.

The mouth of the cave opens just above a grassy path that once held tracks for the old Getly Square Branch of the New York Central Railroad's discontinued Putnam Division above the northeast corner of S. Broadway and McLean Ave.

A large mound of earth has been dumped at the cave's mouth over the many decades of its existence and nearly closes off the entrance. The opening is at the base of a giant rock just below the retaining wall of Leslie Sutherland Park, atop the Park Hill plateau.

The cave also figures into the

prohibition era in Yonkers about the time Bronx beer baron Arthur (Dutch Schultz) Fliegenheimer was illegally operating the old Yonkers Brewery in Chateaufort Island. The "Great Beer Hose Case" which involved a mile-long network of hose for transporting beer from the brewery to various points via the city's sewers in 1909 also involved the cave, according to one story.

Hose lines reportedly led to the cave and beer was stored in kegs for shipment to various "speakeas" by shifty-eyed bootleggers. When the hoses were "discovered" the network was stripped from the sewer system and set on fire in what was called the "Beer Hose Burning" but no one ever found out what clever pecker set up the beer thraway.

Some fans of the cave refer to it as "Washington's Cave" and their story had the Great General using the cave to rest from battle during the Revolution or to hide from the redcoats.

A game similar to the modern-day Chicken played with cars once held the cave as an arena for adventurous boys seeing who could penetrate the tunnel deepest, one tale relates. Boys would dare each other to keep going farther back.

Another story tells of a stream inside the tunnel that may have been caused by rain water or an underground spring in the hillside that has since dried up flowing down into the tunnel.

Others remember the cave as a lovers' lane.

Dirt Filled High
The mouth of the cave is about 15 feet wide but only a few feet high because of the dirt pile and one entering must slither over the lip of the opening. Several years ago, according to a store owner in the area, one could walk upright into the cave. One may stand up inside the cave.

The true origin of the cave dates back to the 1800s and the majestic Hendrick Hudson Hotel which occupied the Park Hill

point and commanded a view of South Yonkers.

Residents of "the hill" had their "elevator," a genuine incline railway located north of the cave on S. Broadway, to transport them to and from their homes and the old Park Hill Railroad Station. It seems only fair that the hotel should have a convenient means of hoisting guests 200 feet above sea level to their rooms. A large elevator shaft was drilled straight down from the hotel to the railroad track level. A horizontal tunnel was gouged out of the rough native rock of the hillside 150 feet long to meet the shaft.

According to an old record, the hotel's improved method of transportation was never put into use because the Hendrick Hudson burned to the ground.

The charred remains of the hotel stood bleakly looking out from the point for many years and the site became well known as the Park Hill Ruins. Rubble was dumped into the top opening of the elevator shaft. The peak was cleared of the blackened "ruins" in the early 1900s.

Other Hotel Proposed

In 1923 it was proposed to erect a \$3 million 10-story hotel on the peak where the ruins had stood. The new hotel would use the elevator shaft and entrance tunnel cut for the Hendrick Hudson. The plan fell through.

In 1929 the city bought the 85 acre site for \$223,000 for the possible construction of a South Yonkers high school.

A decade later it was proposed to build a \$1 million garden apartment project but that plan also failed. Later that year the city sold a portion of the plateau ruins to the only bidder at a public auction. A private house now stands on that section behind the peak.

Still the only direct way to attain the summit of the point on foot is an all-out assault over jutting rock formations and along the many foot paths that twist through scratchy undergrowth on the slope. Several tree houses bear out the hill as a paradise for little boys' games.

The cave still goes back about 100 feet and ashes found near the end may be that of fires set by small boys playing Huck Finn, and not those of the old hotel. A crawl space at the end opens

through an apparent cave-in that is large enough to wriggle through but small enough to make one think twice about trying it.

Small Boys Huddled

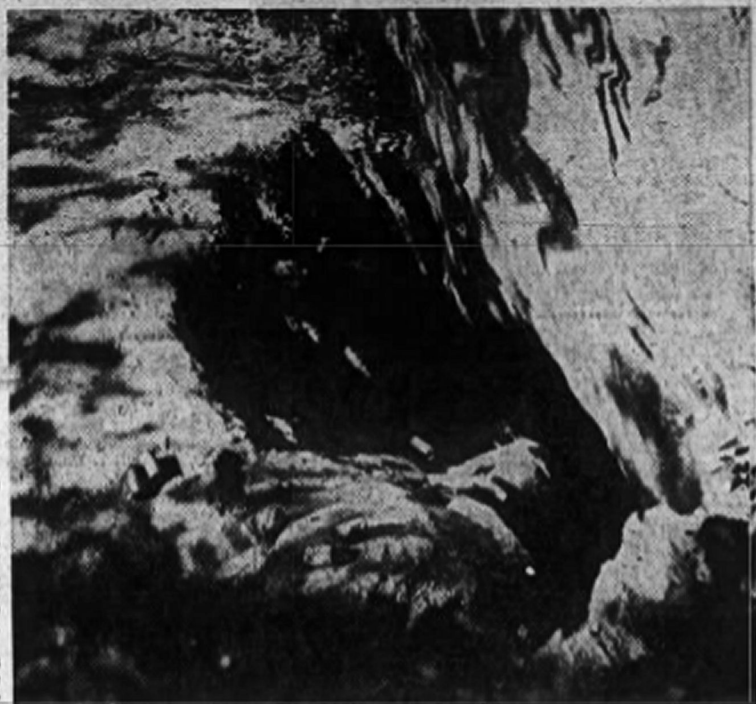
A trip to the cave found three small boys huddled near the mouth puffing experimentally on cigarettes. All seemed startled that adults would be interested in the hillside hole but were eager to tell all they knew about the cave once it was clear no one planned to spill the beans about the smokes.

The temperature takes a sudden swoop inside the cave and may cause a slight case of shivers even on a hot day. When asked if he knew what the cave was, one boy replied, "It used to be a train tunnel and the tracks were right outside." When it was explained what the cave really was, the boy held fast to his belief. "It was a train tunnel, me an' my friend saw tracks in the back once."

And possibly there were because the remains of what looks like a miner's hauling car are scattered near the rear cave in. From its appearance, the cart was designed to haul away stone cut from the tunnel and not hotel guests.

One boy remarked that bats used to live in the cave and the third added that Indian arrowheads have been found there. This may have started the "Indian" story.

Squinting in the darkness and burning fingers with matches must have assured the boys that any adults snooping around the cave like this were harmless, for one inquired, "Hey, mister, you want a sparkler so you can see better?"



THE CAVE on Park Hill's southern point has been the subject of little boys' games for three generations but is not quite the spot it used to be. Dirt and stones have been dumped at the mouth of the cave apparently to discourage would-be explorers. Several Yonkers legends surround the

old opening, which was built in the 19th century as an elevator access to a hotel that burned down 61 years ago.—Staff Photo by Al Chilver.

Contrary to popular belief, checks written on Sunday are valid.

Station Aids Detection Of Earthquakes

Columbia University's Lamont Geological Observatory has set up a seismograph station at Sterling Forest at Tuxedo, N. Y.

The station completes an irregular triangle of three seismograph stations made up of the main installation at the Lamont Observatory at Palisades, N. Y., across the Hudson River from Yonkers, and instruments placed 1,350 feet below the surface in a mine in Ogdensburg, N. J.

The Sterling Forest station is away from the area normally frequented by visitors to extensive gardens there.

A small prefabricated building houses recording instruments, and a vault under the floor of one room houses seismographs. Two other vaults 100 yards from the house hold other sensitive seismographs.

The three stations will enable Columbia scientists to triangulate earth movements recorded on the instruments and make it possible better to locate the center of earth disturbances.

TYPEWRITER GAIN BIG

ROME — Italian factories made 650,000 typewriters last year, 27.7 per cent more than in 1950. Production of calculating machines reached 700,000, a gain of about 65 per cent.

EMERSON T.V.

SALES and SERVICE

COUNTY T.V.

SERV-A-TERIAS

472 SO. W'WAY OR 6-5344

T.I.'s GREAT "2 FOR 1" TIRE SALE!

24-MONTH* NYLON TIRES!

BRAND NEW! FACTORY-FRESH! PERFECT QUALITY!

GIGANTIC PURCHASES FROM

AMERICA'S LARGEST TIRE MAKERS!

NO. 1001... NO. 1002... NO. 1003... NO. 1004... NO. 1005... NO. 1006... NO. 1007... NO. 1008... NO. 1009... NO. 1010... NO. 1011... NO. 1012... NO. 1013... NO. 1014... NO. 1015... NO. 1016... NO. 1017... NO. 1018... NO. 1019... NO. 1020... NO. 1021... NO. 1022... NO. 1023... NO. 1024... NO. 1025... NO. 1026... NO. 1027... NO. 1028... NO. 1029... NO. 1030... NO. 1031... NO. 1032... NO. 1033... NO. 1034... NO. 1035... NO. 1036... NO. 1037... NO. 1038... NO. 1039... NO. 1040... NO. 1041... NO. 1042... NO. 1043... NO. 1044... NO. 1045... NO. 1046... NO. 1047... NO. 1048... NO. 1049... NO. 1050... NO. 1051... NO. 1052... NO. 1053... NO. 1054... NO. 1055... NO. 1056... NO. 1057... NO. 1058... NO. 1059... NO. 1060... NO. 1061... NO. 1062... NO. 1063... NO. 1064... NO. 1065... NO. 1066... NO. 1067... NO. 1068... NO. 1069... NO. 1070... NO. 1071... NO. 1072... NO. 1073... NO. 1074... NO. 1075... NO. 1076... NO. 1077... NO. 1078... NO. 1079... NO. 1080... NO. 1081... NO. 1082... NO. 1083... NO. 1084... NO. 1085... NO. 1086... NO. 1087... NO. 1088... NO. 1089... NO. 1090... NO. 1091... NO. 1092... NO. 1093... NO. 1094... NO. 1095... NO. 1096... NO. 1097... NO. 1098... NO. 1099... NO. 1100... NO. 1101... NO. 1102... NO. 1103... NO. 1104... NO. 1105... NO. 1106... NO. 1107... NO. 1108... NO. 1109... NO. 1110... NO. 1111... NO. 1112... NO. 1113... NO. 1114... NO. 1115... NO. 1116... NO. 1117... NO. 1118... NO. 1119... NO. 1120... NO. 1121... NO. 1122... NO. 1123... NO. 1124... NO. 1125... NO. 1126... NO. 1127... NO. 1128... NO. 1129... NO. 1130... NO. 1131... NO. 1132... NO. 1133... NO. 1134... NO. 1135... NO. 1136... NO. 1137... NO. 1138... NO. 1139... NO. 1140... NO. 1141... NO. 1142... NO. 1143... NO. 1144... NO. 1145... NO. 1146... NO. 1147... NO. 1148... NO. 1149... NO. 1150... NO. 1151... NO. 1152... NO. 1153... NO. 1154... NO. 1155... NO. 1156... NO. 1157... NO. 1158... NO. 1159... NO. 1160... NO. 1161... NO. 1162... NO. 1163... NO. 1164... NO. 1165... NO. 1166... NO. 1167... NO. 1168... NO. 1169... NO. 1170... NO. 1171... NO. 1172... NO. 1173... NO. 1174... NO. 1175... NO. 1176... NO. 1177... NO. 1178... NO. 1179... NO. 1180... NO. 1181... NO. 1182... NO. 1183... NO. 1184... NO. 1185... NO. 1186... NO. 1187... NO. 1188... NO. 1189... NO. 1190... NO. 1191... NO. 1192... NO. 1193... NO. 1194... NO. 1195... NO. 1196... NO. 1197... NO. 1198... NO. 1199... NO. 1200... NO. 1201... NO. 1202... NO. 1203... NO. 1204... NO. 1205... NO. 1206... NO. 1207... NO. 1208... NO. 1209... NO. 1210... NO. 1211... NO. 1212... NO. 1213... NO. 1214... NO. 1215... NO. 1216... NO. 1217... NO. 1218... NO. 1219... NO. 1220... NO. 1221... NO. 1222... NO. 1223... NO. 1224... NO. 1225... NO. 1226... NO. 1227... NO. 1228... NO. 1229... NO. 1230... NO. 1231... NO. 1232... NO. 1233... NO. 1234... NO. 1235... NO. 1236... NO. 1237... NO. 1238... NO. 1239... NO. 1240... NO. 1241... NO. 1242... NO. 1243... NO. 1244... NO. 1245... NO. 1246... NO. 1247... NO. 1248... NO. 1249... NO. 1250... NO. 1251... NO. 1252... NO. 1253... NO. 1254... NO. 1255... NO. 1256... NO. 1257... NO. 1258... NO. 1259... NO. 1260... NO. 1261... NO. 1262... NO. 1263... NO. 1264... NO. 1265... NO. 1266... NO. 1267... NO. 1268... NO. 1269... NO. 1270... NO. 1271... NO. 1272... NO. 1273... NO. 1274... NO. 1275... NO. 1276... NO. 1277... NO. 1278... NO. 1279... NO. 1280... NO. 1281... NO. 1282... NO. 1283... NO. 1284... NO. 1285... NO. 1286... NO. 1287... NO. 1288... NO. 1289... NO. 1290... NO. 1291... NO. 1292... NO. 1293... NO. 1294... NO. 1295... NO. 1296... NO. 1297... NO. 1298... NO. 1299... NO. 1300... NO. 1301... NO. 1302... NO. 1303... NO. 1304... NO. 1305... NO. 1306... NO. 1307... NO. 1308... NO. 1309... NO. 1310... NO. 1311... NO. 1312... NO. 1313... NO. 1314... NO. 1315... NO. 1316... NO. 1317... NO. 1318... NO. 1319... NO. 1320... NO. 1321... NO. 1322... NO. 1323... NO. 1324... NO. 1325... NO. 1326... NO. 1327... NO. 1328... NO. 1329... NO. 1330... NO. 1331... NO. 1332... NO. 1333... NO. 1334... NO. 1335... NO. 1336... NO. 1337... NO. 1338... NO. 1339... NO. 1340... NO. 1341... NO. 1342... NO. 1343... NO. 1344... NO. 1345... NO. 1346... NO. 1347... NO. 1348... NO. 1349... NO. 1350... NO. 1351... NO. 1352... NO. 1353... NO. 1354... NO. 1355... NO. 1356... NO. 1357... NO. 1358... NO. 1359... NO. 1360... NO. 1361... NO. 1362... NO. 1363... NO. 1364... NO. 1365... NO. 1366... NO. 1367... NO. 1368... NO. 1369... NO. 1370... NO. 1371... NO. 1372... NO. 1373... NO. 1374... NO. 1375... NO. 1376... NO. 1377... NO. 1378... NO. 1379... NO. 1380... NO. 1381... NO. 1382... NO. 1383... NO. 1384... NO. 1385... NO. 1386... NO. 1387... NO. 1388... NO. 1389... NO. 1390... NO. 1391... NO. 1392... NO. 1393... NO. 1394... NO. 1395... NO. 1396... NO. 1397... NO. 1398... NO. 1399... NO. 1400... NO. 1401... NO. 1402... NO. 1403... NO. 1404... NO. 1405... NO. 1406... NO. 1407... NO. 1408... NO. 1409... NO. 1410... NO. 1411... NO. 1412... NO. 1413... NO. 1414... NO. 1415... NO. 1416... NO. 1417... NO. 1418... NO. 1419... NO. 1420... NO. 1421... NO. 1422... NO. 1423... NO. 1424... NO. 1425... NO. 1426... NO. 1427... NO. 1428... NO. 1429... NO. 1430... NO. 1431... NO. 1432... NO. 1433... NO. 1434... NO. 1435... NO. 1436... NO. 1437... NO. 1438... NO. 1439... NO. 1440... NO. 1441... NO. 1442... NO. 1443... NO. 1444... NO. 1445... NO. 1446... NO. 1447... NO. 1448... NO. 1449... NO. 1450... NO. 1451... NO. 1452... NO. 1453... NO. 1454... NO. 1455... NO. 1456... NO. 1457... NO. 1458... NO. 1459... NO. 1460... NO. 1461... NO. 1462... NO. 1463... NO. 1464... NO. 1465... NO. 1466... NO. 1467... NO. 1468... NO. 1469... NO. 1470... NO. 1471... NO. 1472... NO. 1473... NO. 1474... NO. 1475... NO. 1476... NO. 1477... NO. 1478... NO. 1479... NO. 1480... NO. 1481... NO. 1482... NO. 1483... NO. 1484... NO. 1485... NO. 1486... NO. 1487... NO. 1488... NO. 1489... NO. 1490... NO. 1491... NO. 1492... NO. 1493... NO. 1494... NO. 1495... NO. 1496... NO. 1497... NO. 1498... NO. 1499... NO. 1500... NO. 1501... NO. 1502... NO. 1503... NO. 1504... NO. 1505... NO. 1506... NO. 1507... NO. 1508... NO. 1509... NO. 1510... NO. 1511... NO. 1512... NO. 1513... NO. 1514... NO. 1515... NO. 1516... NO. 1517... NO. 1518... NO. 1519... NO. 1520... NO. 1521... NO. 1522... NO. 1523... NO. 1524... NO. 1525... NO. 1526... NO. 1527... NO. 1528... NO. 1529... NO. 1530... NO. 1531... NO. 1532... NO. 1533... NO. 1534... NO. 1535... NO. 1536... NO. 1537... NO. 1538... NO. 1539... NO. 1540... NO. 1541... NO. 1542... NO. 1543... NO. 1544... NO. 1545... NO. 1546... NO. 1547... NO. 1548... NO. 1549... NO. 1550... NO. 1551... NO. 1552... NO. 1553... NO. 1554... NO. 1555... NO. 1556... NO. 1557... NO. 1558... NO. 1559... NO. 1560... NO. 1561... NO. 1562... NO. 1563... NO. 1564... NO. 1565... NO. 1566... NO. 1567... NO. 1568... NO. 1569... NO. 1570... NO. 1571... NO. 1572... NO. 1573... NO. 1574... NO. 1575... NO. 1576... NO. 1577... NO. 1578... NO. 1579... NO. 1580... NO. 1581... NO. 1582... NO. 1583... NO. 1584... NO. 1585... NO. 1586... NO. 1587... NO. 1588... NO. 1589... NO. 1590... NO. 1591... NO. 1592... NO. 1593... NO. 1594... NO. 1595... NO. 1596... NO. 1597... NO. 1598... NO. 1599... NO. 1600... NO. 1601... NO. 1602... NO. 1603... NO. 1604... NO. 1605... NO. 1606... NO. 1607... NO. 1608... NO. 1609... NO. 1610... NO. 1611... NO. 1612... NO. 1613... NO. 1614... NO. 1615... NO. 1616... NO. 1617... NO. 1618... NO. 1619... NO. 1620... NO. 1621... NO. 1622... NO. 1623... NO. 1624... NO. 1625... NO. 1626... NO. 1627... NO. 1628... NO. 1629... NO. 1630... NO. 1631... NO. 1632... NO. 1633... NO. 1634... NO. 1635... NO. 1636... NO. 1637... NO. 1638... NO. 1639... NO. 1640... NO. 1641... NO. 1642... NO. 1643... NO. 1644... NO. 1645... NO. 1646... NO. 1647... NO. 1648... NO. 1649... NO. 1650... NO. 1651... NO. 1652... NO. 1653... NO. 1654... NO. 1655... NO. 1656... NO. 1657... NO. 1658... NO. 1659... NO. 1660... NO. 1661... NO. 1662... NO. 1663... NO. 1664... NO. 1665... NO. 1666... NO. 1667... NO. 1668... NO. 1669... NO. 1670... NO. 1671... NO. 1672... NO. 1673... NO. 1674... NO. 1675... NO. 1676... NO. 1677... NO. 1678... NO. 1679... NO. 1680... NO. 1681... NO. 1682... NO. 1683... NO. 1684... NO. 1685... NO. 1686... NO. 1687... NO. 1688... NO. 1689... NO. 1690... NO. 1691... NO. 1692... NO. 1693... NO. 1694... NO. 1695... NO. 1696... NO. 1697... NO. 1698... NO. 1699... NO. 1700... NO. 1701... NO. 1702... NO. 1703... NO. 1704... NO. 1705... NO. 1706... NO. 1707... NO. 1708... NO. 1709... NO. 1710... NO. 1711... NO. 1712... NO. 1713... NO. 1714... NO. 1715... NO. 1716... NO. 1717... NO. 1718... NO. 1719... NO. 1720... NO. 1721... NO. 1722... NO. 1723... NO. 1724... NO. 1725... NO. 1726... NO. 1727... NO. 1728... NO. 1729... NO. 1730... NO. 1731... NO. 1732... NO. 1733... NO. 1734... NO. 1735... NO. 1736... NO. 1737... NO. 1738... NO. 1739... NO. 1740... NO. 1741... NO. 1742... NO. 1743... NO. 1744... NO. 1745... NO. 1746... NO. 1747... NO. 1748... NO. 1749... NO. 1750... NO. 1751... NO. 1752... NO. 1753... NO. 1754... NO. 1755... NO. 1756... NO. 1757... NO. 1758... NO. 1759... NO. 1760... NO. 1761... NO. 1762... NO. 1763... NO. 1764... NO. 1765... NO. 1766... NO. 1767... NO. 1768... NO. 1769... NO. 1770... NO. 1771... NO. 1772... NO. 1773... NO. 1774... NO. 1775... NO. 1776... NO. 1777... NO. 1778... NO. 1779... NO. 1780... NO. 1781... NO. 1782... NO. 1783... NO. 1784... NO. 1785... NO. 1786... NO. 1787... NO. 1788... NO. 1789... NO. 1790... NO. 1791... NO. 1792... NO. 1793... NO. 1794... NO. 1795... NO. 1796... NO. 1797... NO. 1798... NO. 1799... NO. 1800... NO. 1801... NO. 1802... NO. 1803... NO. 1804... NO. 1805... NO. 1806... NO. 1807... NO. 1808... NO. 1809... NO. 1810... NO. 1811... NO. 1812... NO. 1813... NO. 1814... NO. 1815... NO. 1816... NO. 1817... NO. 1818... NO. 1819... NO. 1820... NO. 1821... NO. 1822... NO. 1823... NO. 1824... NO. 1825... NO. 1826... NO. 1827... NO. 1828... NO. 1829... NO. 1830... NO. 1831... NO. 1832... NO. 1833... NO. 1834... NO. 1835... NO. 1836... NO. 1837... NO. 1838... NO. 1839... NO. 1840... NO. 1841... NO. 1842... NO. 1843... NO. 1844... NO. 1845... NO. 1846... NO. 1847... NO. 1848... NO. 1849... NO. 1850... NO. 1851... NO. 1852... NO. 1853... NO. 1854... NO. 1855... NO. 1856... NO. 1857... NO. 1858... NO. 1859... NO. 1860... NO. 1861... NO. 1862... NO. 1863... NO. 1864... NO. 1865... NO. 1866... NO. 1867... NO. 1868... NO. 1869... NO. 1870... NO. 1871... NO. 1872... NO. 1873... NO. 1874... NO. 1875... NO. 1876... NO. 1877... NO. 1878... NO. 1879... NO. 1880... NO. 1881... NO. 1882... NO. 1883... NO. 1884... NO. 1885... NO. 1886... NO. 1887... NO. 1888... NO. 1889... NO. 1890... NO. 1891... NO. 1892... NO. 1893... NO. 1894... NO. 1895... NO. 1896... NO. 1897... NO. 1898... NO. 1899... NO. 1900... NO. 1901... NO. 1902... NO. 1903... NO. 1904... NO. 1905... NO. 1906... NO. 1907... NO. 1908... NO. 1909... NO. 1910... NO. 1911... NO. 1912... NO. 1913... NO. 1914... NO. 1915... NO. 1916... NO. 1917... NO. 1918... NO. 1919... NO. 1920... NO. 1921... NO. 1922... NO. 1923... NO. 1924... NO. 1925... NO. 1926... NO. 1927... NO. 1928... NO. 1929... NO. 1930... NO. 1931... NO. 1932... NO. 1933... NO. 1934... NO. 1935... NO. 1936... NO. 1937... NO. 1938... NO. 1939... NO. 1940... NO. 1941... NO. 1942... NO. 1943... NO. 1944... NO. 1945... NO. 1946... NO. 1947... NO. 1948... NO. 1949... NO. 1950... NO. 1951... NO. 1952... NO. 1953... NO. 1954... NO. 1955... NO. 1956... NO. 1957... NO. 1958... NO. 1959... NO. 1960... NO. 1961... NO. 1962... NO. 1963... NO. 1964... NO. 1965... NO. 1966... NO. 1967... NO. 1968... NO. 1969... NO. 1970... NO. 1971... NO. 1972... NO. 1973... NO. 1974... NO. 1975... NO. 1976... NO. 1977... NO. 1978... NO. 1979... NO. 1980... NO. 1981... NO. 1982... NO. 1983... NO. 1984... NO. 1985... NO. 1986... NO. 1987... NO. 1988... NO. 1989... NO. 1990... NO. 1991... NO. 1992... NO. 1993... NO. 1994... NO. 1995... NO. 1996... NO. 1997... NO. 1998... NO. 1999... NO. 2000... NO. 2001... NO. 2002... NO. 2003... NO. 2004... NO. 2005... NO. 2006... NO. 2007... NO. 2008... NO. 2009... NO. 2010... NO. 2011... NO. 2012... NO. 2013... NO. 2014... NO. 2015... NO. 2016... NO. 2017... NO. 2018... NO. 2019... NO. 2020... NO. 2021... NO. 20