

BRONXVILLE RAILROAD STATION  
Parkway Road at Pondfield Road  
Bronxville  
Westchester County  
New York

HABS No. NY-6289

HABS  
NY  
60-BROV,  
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDING SURVEY  
MID-ATLANTIC REGION, NATIONAL PARK SERVICE  
DEPARTMENT OF THE INTERIOR  
PHILADELPHIA, PENNSYLVANIA 19106

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Location: Parkway Road at Pondfield Road  
Bronxville, Westchester County, New York

USGS Mt. Vernon Quadrangle, Universal Transverse Mercator  
Coordinates: 18.598060.4532600

Present Owner: Penn Central Corporation  
1 East 4th Street  
Cincinnati, Ohio 45202

Present Occupant Metro-North Commuter Railroad Company  
347 Madison Avenue  
New York, N.Y. 10017  
[Metro-North has a lease on the station lasting until the  
year 2032.]

Use: Railroad Station (platforms, ramps, taxi stand, and  
waiting room with ticket office and bank)

Significance: The Bronxville Station of the former New York Central and  
Hudson River Railroad's Harlem Branch is significant as  
one of the most distinguished surviving railroad stations  
in Westchester County. It was erected during the period  
in the first decades of the twentieth century when  
southern Westchester County was developing into a populous  
suburb of New York City. It was the presence of the  
railroad lines from New York City's Grand Central  
Terminal, with stops in such communities as Bronxville,  
the brought development to the area. At the turn of the  
century, the Lawrence Park section of Bronxville, located  
immediately to the east of the railroad, developed into  
one of the most prestigious communities in Westchester.  
Several of the public buildings erected at this time,  
notably the Gramatan Hotel (demolished), were designed in  
a Mission Revival style. The present station, designed in  
1916, is in the same Mission Revival style found elsewhere  
in town and is a major component of downtown Bronxville's  
architectural ensemble.

PART 1: HISTORICAL INFORMATION

A. Physical History

1. Date of erection: 1916-17.

2. Architect: A.F. Haldeman. No information is available on architect A.F. Haldeman. It is probable that Haldeman was an architect on the staff of the New York Central Railroad. All drawings were prepared by the New York Central's Office of the Engineer of Structures. Haldeman signed some of the drawings in a column that included the signatures of various engineers. It is not known if he was actually responsible for the design.

3. Original and subsequent owners: The station was erected by the New York Central and Harlem River Railroad. In 1968, the New York Central merged with the Pennsylvania Railroad to create the Penn Central Corporation. In 1972, the Penn Central's suburban rail lines, including the Harlem River Line, with its station at Bronxville, were leased to the Metro-North Commuter Railroad for a period of sixty years.

4. Contractor: Unknown.

5. Original plans and construction: The Bronxville Station is a stuccoed, Mission Revival style building that, on the exterior, looks very much as it did when it was completed. Alterations have been limited primarily to the fenestration (see No. 6, below). The interior has had more extensive alterations. The main entrances to the station lead to a double height concourse. To the north of the concourse was a rectangular waiting room with built-in benches on its east and west walls. The entry arch between the concourse and waiting room contained a built-in telephone booth on each side. At the north end of the waiting room was a central passage leading out of the building. This passage was flanked by the women's toilet to the left and a bootblack room and newsstand to the right. To the south of the concourse were the ticket and telegraph office, a small public space, an express office, and several closets. Beyond these, at the south end of the building, were the express and baggage rooms. To the west of the concourse were the men's toilet and a Western Union telegraph office.

6. Alterations and additions: In 1974, a bank converted the former waiting room into a banking space. Among the alterations that apparently occurred to the station at this time are:

a. the removal of the women's toilet, passage, bootblack room, and newsstand at the north end of the building and the conversion of these areas and the adjacent waiting room into a bank;

b. the removal of the telephone booths and the addition of a glass screen and door with aluminum frame between the concourse and the former waiting room;

c. the closing up of the waiting room windows and doors on the west and north elevations and the removal of a small entrance on the east elevation;

d. the construction of a new women's room in the former Western Union office;

e. the reconfiguration of the ticket office, express office, baggage room, and express room, with the former baggage room and ticket office becoming the present waiting room (one of the benches from the old waiting room was moved to the east wall of the present waiting room), the removal of the original ticket windows and the conversion of this space into the arched entrance to the present waiting room, the division of the express room into a ticket office and small commercial space (now a cash machine outlet), and the conversion of the express office into another small commercial space. Only the original public space and a closet in the south wing are extant;

f. the construction of a modern aluminum door on the south elevation leading from the new waiting room;

g. the removal of an oriel window on the east facade and its replacement by a newsstand;

h. the removal of the original wood and glass concourse entrance doors on the east and west elevations and their replacement with aluminum and glass doors.

i. the conversion of a window on the main elevation into a door and the removal of one of the pairs of sliding doors on the south elevation and its replacement with a modern aluminum entrance, both for the small commercial spaces;

j. the addition of a built-in telephone booth on the south wall of the concourse.

The length of the station platforms has been extended several times. The most significant station alterations occurred in 1971 when raised platforms were constructed. The raised platform extends around the original platform canopy posts and blocks the base of the east facade of the station.

1972. The small waiting room on the northbound platform was altered. Prior to the renovation, the building contained four rooms--a waiting room, a taxi waiting room, a storage room, and a taxi office. The renovation entailed the removal of doors facing the platform since these were to be blocked by the new high level platforms, the addition of wood paneling on the interiors, and the installation of aluminum and lexan windows and doors. The building

has apparently been further altered since 1972. It now has a narrow open waiting room with two benches facing east.

## B. Historical Context

Prior to the arrival of the railroads, Westchester County was a series of small independent communities separated by farmland and rural estates. The opening of rail lines connecting the towns and villages of Westchester with New York City was to irrevocably change the character of this county. On April 25, 1831, the New York and Harlem Railroad was incorporated with a planned run between New York City and the town of Harlem in northern Manhattan. Service to White Plains was soon inaugurated. It was the advent of reliable train service between Westchester and New York City that brought about the suburban development of the county. The original railroads were modest single-track lines with small wooden stations. As demand for service increased the rail lines were widened, tracks added, and imposing new stations erected. Most of the stations now in use in Westchester date from the last years of the nineteenth century or the first decades of the twentieth century; all of Westchester's Harlem Line stations south of White Plains date from the early twentieth century.

What is now the village of Bronxville in the town of Eastchester was primarily farm land until the arrival of the railroads. In the mid nineteenth century, the land in Bronxville and neighboring communities began to be divided into estates with substantial houses such as Crow's Nest, the Bronxville villa of painter Francis Edmonds. Bronxville became a convenient location for estates following the opening of a railroad station in 1848 (the original station was a combination depot, post office, and store). Major suburban development did not begin in Bronxville until 1890 when William Van Duzer Lawrence purchased an 86 acre tract of land immediately to the east of the railroad station, with the intention of subdividing it for residential development. Lawrence Park proved to be a successful venture, attracting well-to-do people to the large houses set amidst winding streets and landscaped plots. Bronxville grew at a rapid pace and in 1898 was incorporated as a separate village in the town of Eastchester. In 1897, Lawrence commissioned the design of the Gramatan Hotel built on a hill overlooking the railroad tracks. After a fire, the hotel was rebuilt in 1905 in the Mission Revival style. The prominence of the Gramatan (demolished) led to the construction of other Mission Revival style buildings in Bronxville and the Mission Revival became a style associated with the town. The train station is one of the most prominent of these later Mission Revival style buildings.

## PART II: ARCHITECTURAL INFORMATION

### A. General Statement

1. The Bronxville Station, designed in 1916, is an exceptionally distinguished example of an early twentieth-century railroad station.

Designed in the Mission Revival style to echo the design of the nearby Gramatan Hotel, the station is an important visual presence in Bronxville and is a sophisticated example of the Mission Revival style (a style that is relatively uncommon in the eastern United States). Among the station's notable features are its stuccoed walls, cast cement ornament, central concourse with hexagonal clerestory lit by a single large semicircular window and three square windows set within shell frames, portico supported by Doric columns, round-arched window with ornate iron grille, ornamental panel with caduceus shield and shell motif, and side arcade.

2. Condition of the fabric: The building was given a general visual inspection and appears to be in good condition. Maintenance work was recently completed on the exterior and concourse.

#### B. Description of Exterior

1. Overall dimensions: The Bronxville Station is a one-story structure, although the central concourse level with its hexagonal clerestory creates a two-story volume in the center of the building. The height of the north end of the building (including the original women's room, bootblack room, and newsstand) is lower than that of the rest of the building. The shape of the building is a rectangle with one corner cut out. The building measures 92'4" long on its east and west facades, 35'10" wide on the south facade, and 20'6" wide on the north facade.

2. Foundations: The foundations are concrete.

3. Walls: The building is faced with stucco and is trimmed with cast cement ornamental details. There is tile beneath the stucco.

4. Structural system: The building has masonry bearing walls. The ceiling has wooden framing.

5. Porches: In the center of the west facade, the wall angles in, creating a niche for the main entrance. This area is shaded by a porch consisting of a pair of stucco Doric columns. Above each column is a pair of cast cement brackets that support an entablature and the roof.

At the north side of the building is an open arcade with round arches. This arcade connects the front of the building with the southbound platform and with a ramp leading to the northbound platform.

6. Chimneys: There is a single square stuccoed chimney rising along the west side of the south elevation of the concourse clerestory.

#### 7. Openings:

- a. Doorways and doors: The main entrance is in its original location beneath the porch, but the original doors have been removed. According to an original architectural drawing, this entrance consisted of three doors, each with eight glass panels; above the

doors was a transom consisting of three six-light pivoting windows. Also on the front facade is a doorway that originally led into the express office. The wooden door, with its four glass panes and two panels, appears to be original. It is flanked by four-light sidelights and has an arched transom divided into three sections; the end sections contain original sash, but the center section has been replaced by an air conditioner. To the right of this door is another entrance created from a window. The design of this entrance echoes that of the original entrance to the left.

There are three entrances on the south facade. The central entrance retains its original pair of sliding wooden doors. Each door has four square panes of wire glass set above six square wooden panels. The entrance to the left was originally identical, but it has been replaced by a modern door. The original plans show that the entrance to the right was also supposed to be identical. However, it is unclear if this was originally built as designed or if it was altered later. The entrance now consists of a door with a transom (both modern); to the left side of the door is a wooden sash window with transom--there is a stuccoed panel below the window.

The original doors to the main platform entrance on the east elevation have been replaced by modern doors set in an aluminum frame. According to the original plans, this entrance consisted of three doors, each with eight glass panels. The doors were flanked by eight-light sidelights. There were three six-light pivot transoms and two four-light fixed transoms above the doors. The original baggage room door on the south end of this facade has been replaced by a window (the design of this window echoes that of the original window to the right) and a narrow entrance at the north end of the facade has been removed.

The original eight-paned double doors with six-paned transom on the north facade have been removed and this entrance has been closed up.

The only doors with notable hardware are the sliding doors on the south facade. These have metal panels set flush with the wood and metal handles suitable for pushing the doors open and closed.

b. Windows: The front elevation originally consisted of eight windows, only two of which are extant. Immediately to the right of the porch is a round-arched window with a cast cement sill. This window is set below an ornamental panel with caduceus and shell. This window, which lights the men's room, has had its sash replaced with a new wood sash, but retains its ornate iron grille. To the right is a small rectangular window with a cast cement sill. This window lights the present women's room and has also had its sash replaced with a new wood sash. To the right of this is the round-arched door and round-arched window converted into a door (see 7a). All of the other windows have been filled in. The bank in the former waiting room has filled in four windows, notably a large

round-arched window with keystone and sill supported on brackets. The keystone and brackets are extant. A final window, also enclosed, was located at the far south end of the facade. The location of most of the enclosed windows is still visible and most retain their original cast cement sills.

The clerestory of the concourse has three square, four-paned windows, each set within a cast cement shell frame.

The major window of the east facade is located in the center of the present waiting room wing. It consists of a central six-paned window flanked by four-paned windows. There are pivot transoms above. Brackets and panels set below the window are now hidden by the raised platform, but they are extant. An original oriel located to the right has been removed and replaced by a newsstand. There are smaller windows with wooden sash to the north. Above the main entrance is a large semi-circular window divided into five multi-paned units. The sash has recently been replaced with new wooden sash.

There is no notable hardware on the windows.

8. Roof: The station has sloping roofs clad with red Spanish tile. Several of the roof slopes have projecting eaves with wooden brackets. There is a Spanish tile parapet along the south part of the front facade and along the south facade and there are small Spanish tile caps on the three buttresses located below this parapet. There are arched, Mission inspired parapets on the north elevation and on the front elevation to the right of the entrance porch.

9. Canopies: An original canopy is attached to the south end of the station. This upwardly sloping canopy has a wooden ceiling with brackets and is supported on three large steel brackets that rest on steel posts. A steel beam connects the front of each steel bracket. The platform canopy is connected to the east elevation of the station by eight steel brackets, each of which rests on a steel post. The canopy has a wooden ceiling with bracketed eaves. This canopy continues along the station to the south where it is supported by nine steel posts with paired steel brackets. The bases of these posts are covered by the raised platform.

10. Ramps: A covered concrete ramp leads from each platform down to Pondfield Road, allowing pedestrians to safely cross beneath the tracks. On the southbound side the ramp enclosure is connected to the station arcade. The enclosures are eight-bay long stuccoed structures with Doric pilasters separating large glass areas. Each window bay has a central twelve-paned fixed wooden sash flanked by eight-paned sash. Each has a peak roof with Spanish tile.

### C. Description of Interior

#### 1. Floor plans:

a. Cellar: The cellar is presently entered via an iron stair. This stair is reached through a trap door located outside of the building along its eastern wall. The stair leads to a small vestibule from which one enters the main room. The cellar is a small rectangular room generally located beneath the concourse and present waiting room.

b. Main floor: Originally, the building appears to have been laid out exactly as shown on the original plans of 1916. As has been noted above, the plan now consists of a main concourse, with a bank to the north (replacing the original waiting room, women's toilet, bootblack room, and newsstand), the waiting room, ticket office, and two small shops to the south (replacing the original ticket office, express office, baggage room, and express room), and the men's toilet and women's toilet (replacing the original Western Union office) to the west.

2. Flooring: The concourse has its original red clay tile floor with marble borders; original red clay tiles and marble borders are also extant in the former public space (now a passage leading to the ticket office) in the south wing; the present waiting room has a new red clay tile floor; the bank has a carpeted floor (it is not known what is beneath the carpet); the present ticket office has a worn linoleum tile floor through which concrete is visible; the toilets have modern tile floors; the small commercial spaces have modern floor coverings; the cellar floor is concrete. Several door thresholds retain original marble saddles.

3. Wall and ceiling finish: The concourse has ten foot high marble wall panels; the upper walls and ceiling are plaster; the east and west walls of the bank retain their original marble panels; the other walls of the bank are plaster and the bank has a hung ceiling; the waiting room has plaster walls and ceiling with a pair of skylights in the ceiling (the location of these skylights is original, but the glass is new); the ticket office has modern wood paneling on the walls and a hung ceiling; the toilets have modern tile walls and plaster upper walls and ceilings; the commercial spaces have modern wall coverings and hung ceilings; the cellar has concrete walls and ceiling.

4. Doors and doorways: Original wooden doors and wooden doorway enframements are located in the present waiting room (leading to the small public space that now is an entry to the ticket office) and at the men's toilet. The cellar is entered through its original wooden door with wooden frame and four-paned transom.

5. Windows: The windows do not have applied enframements; they are recessed within the plaster walls. All have wooden sash and the transoms are divided by wooden bars. To the side of the cellar door is an original 2x2 wooden window. Before the raised platform was constructed, this window and the cellar door's transom brought light into the cellar.

6. Decorative features and trim: There is very little decorative detail and trim within the station.
7. Hardware: There is no notable hardware in the station.
8. Mechanical equipment:
  - a. Heating: Located in the cellar is an oil burner manufactured by The H.B. Smith Co. Inc. of Westfield, Mass. This is probably not the original boiler.
  - b. Plumbing: All of the original plumbing fixtures have been replaced.
9. Original furnishings: The original waiting room contained two built-in benches with white oak slats. Behind each bench were radiators. A portion of one of the benches was moved to the present waiting room. There are two original bronze bulletin board cases on the north and south walls of the concourse. The present ticket office contains an original wooden clock manufactured by the Self Winding Clock Company. This clock was moved here from another location (possibly from over the platform door in the concourse).

#### D. Site

1. General setting and orientation: The Bronxville station faces west towards small, well-maintained Maltby Park. The streets around the station primarily contain one and two story commercial buildings, many designed in the Mission Revival style. To the northwest are several well-kept apartment buildings. To the east, beyond Bronxville's shopping area, are the large suburban houses of Lawrence Park. Pondfield Avenue runs beneath the railroad tracks just to the north of the station building.
2. Outbuildings: There are three structures that are related to the main station--the two ramp coverings (see B10) and the taxi stand. The present taxi stand, located adjacent to the northbound platform, was erected in about 1923, apparently for use as a waiting room and taxi stand (original drawings have not been located).

### PART III: SOURCES OF INFORMATION

#### A. Original Architectural Drawings

1. Many original drawings of the Bronxville Station have been preserved on microfiche (the originals are not extant). These drawings include plans, elevations, cross sections, structural details, canopy details, interior details, etc. The microfiche collection is in the possession of Metro-North and is housed at Grand Central Terminal, New York, New York.

B. Early Views

None located.

C. Bibliography

1. Primary and unpublished sources:

Larson, Neil. "Westchester County Railroad Station Thematic Nomination, National Register of Historic Places Inventory--Nomination Form." unpublished draft report, n.d.

2. Secondary and published sources:

Atlases of Westchester County, 1901-1920.

French, Alvah P., ed. History of Westchester County New York (NY: Lewis Historical Publishing Co., 1925).

Griffin, Ernest F., ed. Westchester County and Its People (NY: Lewis Historical Publishing Co., 1946).

Mays, Victor. Pathway to a Village: A History of Bronxville (Bronxville: Nebko Press, 1961).

New York Central and Harlem River Railroad. Annual Reports, 1900-1925.

Sanchis, Frank. American Architecture: Westchester County, New York Colonial to Contemporary (North River Press, 1977).

D. Likely Sources Not Yet Investigated

We have been unable to locate any archival material from the New York Central Railroad. If such material exists there may be further information about this station.

PART IV: PROJECT INFORMATION

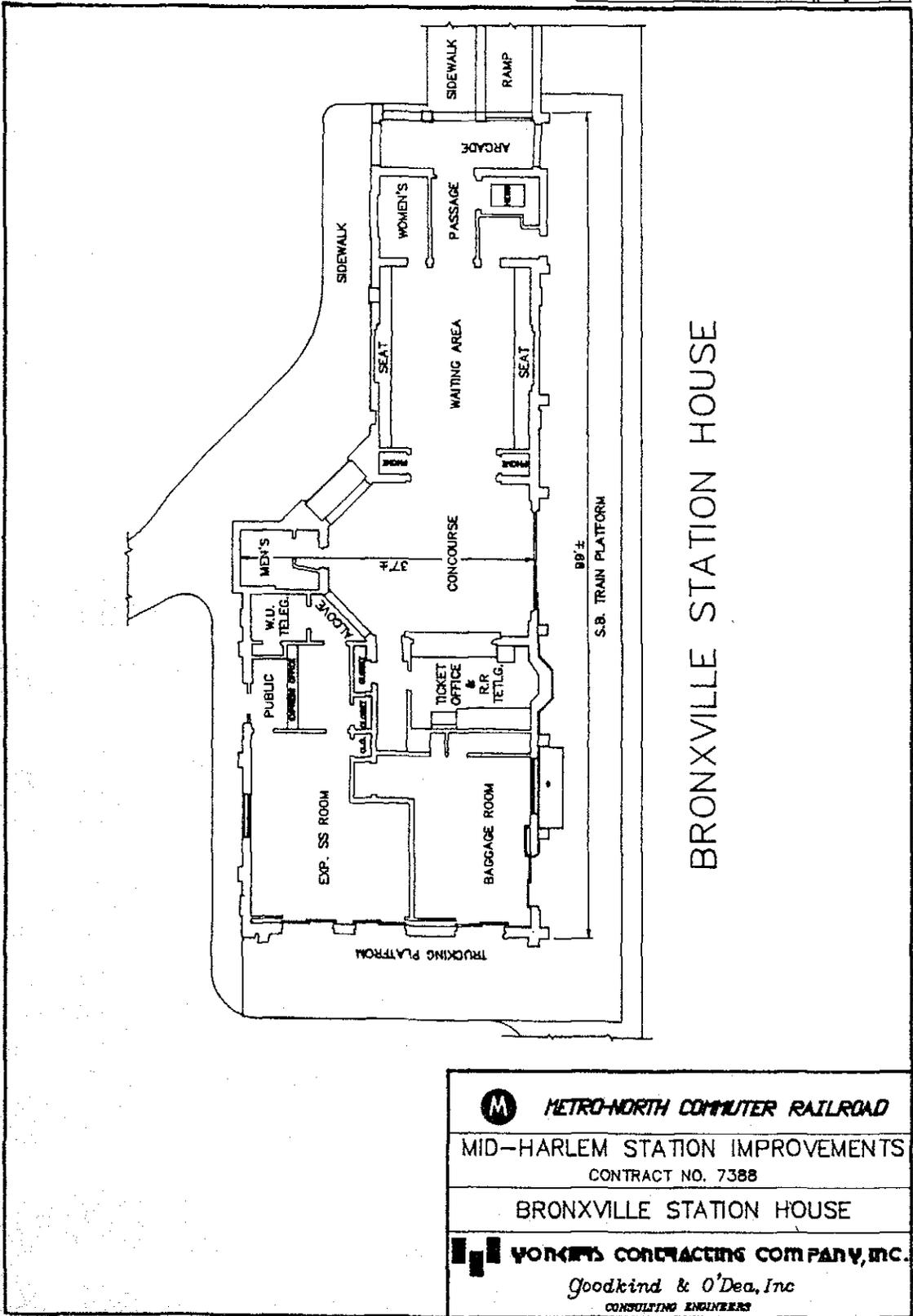
The objective of this project, known as the Mid-Harlem Station Improvements in Westchester County, New York, is to provide modern, functional, and attractive facilities for Metro-North passengers at the Bronxville Station and seven other Harlem Line stations. Changes to the Bronxville Station include modification to platform areas, the addition of platform canopies and passenger shelters, rehabilitation of the underpass, and incorporation of features to improve accessibility for the handicapped and elderly. The station itself will not be altered. Documentation was completed as mitigation before alterations occurred. The Federal agencies involved are the Urban Mass Transportation Administration and the National Park Service (Mid-Atlantic Regional Office) of the Department of the Interior. Records were prepared in August 1988.

Prepared by Andrew S. Dolkart and Mary Dierickx

Title: Consultants

Affiliation: Consultants to Goodkind & O'Dea,  
Engineers & Planners

Date: August 1988



BRONXVILLE STATION HOUSE



METRO-NORTH COMMUTER RAILROAD

MID-HARLEM STATION IMPROVEMENTS

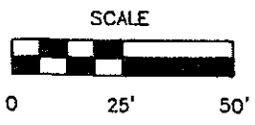
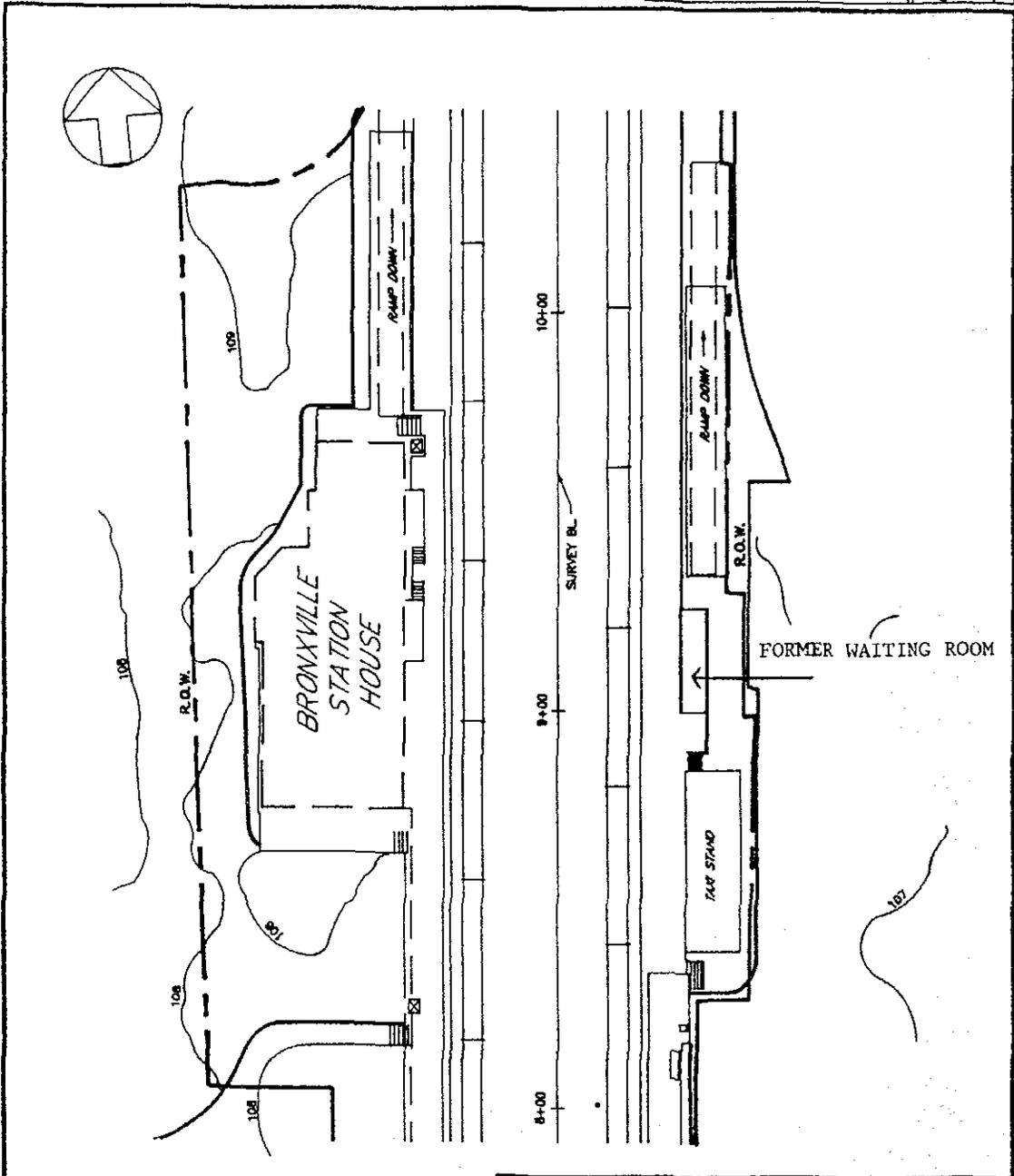
CONTRACT NO. 7388

BRONXVILLE STATION HOUSE



WORKMAN CONTRACTING COMPANY, INC.

Goodkind & O'Dea, Inc.  
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	<small>CONSULTING ENGINEERS</small>