

SCARSDALE RAILROAD STATION
East Parkway
Scarsdale
Westchester County
New York

HABS No. Ny-6292

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NY,
60-SCARD,
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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

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

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HISTORIC AMERICAN BUILDINGS SURVEY

SCARSDALE RAILROAD STATION

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Location: East Parkway and Depot Place north of Popham Road
Scarsdale, Westchester County, New York

USGS Mt. Vernon Quadrangle, Universal Transverse Mercator
Coordinates: 18.600200.4538080

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

Present Occupants: Waiting room, ticket office, platforms, and overpass

Metro-North Commuter Railroad Company
347 Madison Avenue
New York, N.Y. 10017

[Metro-North has a lease on the station waiting room and
ticket office area.]

Bank machine at northwest corner of station building

Scarsdale National Bank
Scarsdale, New York 10583

Use: Railroad station (platforms, stairs, overpass, taxi stand,
newsstand, and waiting room with ticket office and bank).

Significance: The Scarsdale Station of the former New York Central and
Hudson River Railroad's Harlem Branch is significant as
one of the most beautiful railroad stations in Westchester
County. The station was erected in 1902 during the period
when southern Westchester County was beginning its large-
scale development 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 Scarsdale, that brought development to the
area. The Scarsdale Station is a neo-Tudor style design
and is an early example of the use of this style which
came to symbolize the comforts of American suburban life.
The station was designed by railroad station specialists
Reed & Stem and, although it is a small building, it is
one of this architectural firm's finest works.

PART 1: HISTORICAL INFORMATION

A. Physical History

1. Date of erection: 1902. Designs, dating from 1900, for an unexecuted building are extant. Records in the Scarsdale Assessor's Office date the building to 1902. The completed building was published in 1904.
2. Architect: Reed & Stem. The architectural firm of Reed & Stem was based in St. Paul, Minnesota and was responsible for over one hundred American railroad stations. Charles A. Reed (1857-1911) was a graduate of M.I.T. In the mid-1880s, he formed a partnership with Allen H. Stem (1856-1931) who attended the Indianapolis Art School and received his architectural training in the office of architect J.H. Stern. The firm designed several notable buildings in St. Paul, including the Civic Auditorium, Athletic Club, and St. Paul Hotel. Before beginning work for the New York Central Railroad, Reed & Stem designed buildings for the Great Northern, Great Western, Northern Pacific (including stations at Bismark, North Dakota and Missoula and Livingston, Montana), and Michigan Central railroads. Charles Reed was the brother-in-law of the New York Central's chief engineer, William J. Wilgus and it is probably through Wilgus that Reed & Stem became involved with that railroad. Among Reed & Stem's New York Central stations in Westchester are Scarsdale, Tuckahoe, and all of the stations on the former New York, Westchester & Boston line (surviving examples are East 3rd Street in Mount Vernon, Quaker Ridge, Heathcote, and Port Chester). Reed & Stem also designed the New York Central's station at Troy and received the commission for Grand Central Terminal (this project was completed with Warren & Wetmore).
3. Original and subsequent owners: The station was erected by the New York Central and Harlem River Railroad. On July 18, 1960 the station was leased to the village of Scarsdale. On September 29, 1961 the waiting area and ticket office in the railroad station and the platforms and overpass were leased back to the railroad (a small section of the station building is leased to the Scarsdale National Bank). In 1968, the New York Central merged with the Pennsylvania Railroad to create the Penn Central Corporation. On December 18, 1969 the lease-back agreement was rewritten to reflect the change from the New York Central Railroad to the Penn Central Railroad. In 1972, the Penn Central's suburban rail lines, including the Harlem line, with its station at Scarsdale, were leased to the Metro-North Commuter Railroad for a period of sixty years. Metro-North took over the Penn Central lease.
- 4: Contractor unknown.
5. Original plans and construction: The Scarsdale Station is a stucco and half-timbered neo-Tudor style building with steep roof slopes clad with Spanish tile. The dog-leg shaped building can be divided into two sections. The south wing contains a handsome waiting room with white

enameled bricks and half timbering. The north wing originally contained a ticket office, men's and women's toilets, a baggage room, and an American Express room. The building has undergone relatively minor alterations and retains its integrity to a high degree. No original plan has been located and it is possible that some of the spaces to the rear of the building have been altered (possibly in 1917). The former baggage and American Express rooms at the north end of the building have been converted into a small bank.

6. Alterations and additions:

a. 1909. The pair of posts at the north end of the canopy on the southbound platform was somewhat altered to open the canopy up to a proposed stair and overpass bridge. Plans for this alteration are extant. Although there are no extant plans, it is probable that the overpass to the north of the station, with its stairs leading to the platforms, was also built at about this time. This alteration was planned by the Office of Engineer of Structures of the New York Central and Hudson River Railroad.

b. 1911. A neo-Tudor style street shelter was erected on East Parkway opposite Scarsdale's commercial district; overpass stair and bridge canopies were erected (according to the plans these canopies were to have Spanish metal tile roofs; if this metal tile was used, it has been removed).

c. 1917. Plans are extant for additions and alterations to the station. A proposed addition to the waiting room that would have entailed the removal of the original carriage porch was not built. Modest interior alterations to the baggage room and toilets may have been carried out at this time.

d. 1928-29. The twenty bay long canopy immediately to the south of the station on the southbound platform was built. E.A. Dougherty, Designing Engineer.

e. c.1987. The hallway leading from the waiting room to the toilets and the toilets themselves were modernized.

f. At an unknown date a neo-Tudor style newsstand was erected just to the south of the station building.

g. At an unknown date the ticket office was enlarged to incorporate the former baggage room and the entire ticket office was modernized.

h. At an unknown date a modern bank was installed in the former American Express rooms at the north side of the station.

The length of the station platforms has been extended several times. The most significant platform alterations occurred in 1971 when raised platforms were constructed. The raised platform extends

around the original platform canopy posts on the southbound platform, as well as around the posts of a slightly later canopy on the same platform.

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.

Land within the present town of Scarsdale was first settled by Europeans in about 1660, but the town was not actually organized until 1788. The area was primarily farmland until the mid nineteenth century when wealthy New York City residents began to build large estates. Until 1877, rail service between Scarsdale and New York City was unreliable with trains only stopping on request. After 1877, train service became more regularly scheduled and a small board-and-batten station was erected.

Large-scale suburban development in Scarsdale began in 1891 with the establishment of Arthur Manor. In that year, the Arthur Suburban Home Company purchased a 150 acre farm and subdivided the land into 25x100 foot lots. Arthur Manor was followed by other subdivisions with more generous lot sizes such as Scarsdale Estates, established in 1898, Popham Park, Greenacres, Murray Hill, and Heathcote. The 1901 Bromley Atlas of Westchester County shows that in that year development in Scarsdale was still somewhat sparse with scattered frame houses and a few large estates. However, by 1914, development in the area of the train station was more extensive with the Popham Park subdivision immediately to the east and Overhill Estates to the southeast. There was little commercial development in the town at that time.

Scarsdale is well known for its neo-Tudor style downtown commercial area. This small but bustling commercial core is adjacent to the train station. The station was the first of the major neo-Tudor style buildings to appear in Scarsdale and may have set the stylistic tone for the nearby commercial buildings erected during the second and third decades of this century. By the turn of the century, Tudor inspired design had come to symbolize the comforts of American suburban life. It

is appropriate that Scarsdale, one of the most beautiful suburban communities in the New York City area, has a neo-Tudor style train station.

PART II: ARCHITECTURAL INFORMATION

A. General Statement

1. The Scarsdale Station, erected c. 1900, is an exceptionally handsome building and one of the most distinguished railroad stations in Westchester County. As befits its quiet suburban location, the station was designed in a neo-Tudor style and is one of the finest neo-Tudor style public buildings in the County. The station has undergone few changes since it was completed and retains such original features as half-timber detail on both the exterior and interior, a Spanish tile roof, enameled white bricks in the waiting room, bronze ticket screens, and built-in benches.
2. Condition of the fabric: The building was given a general visual inspection and appears to be in good condition.

B. Description of the Exterior

1. Overall dimensions: The Scarsdale Station is a one-story, dog-leg shaped structure with an attached carriage porch and canopy. The south wing measures 23'5" long on its east elevation, 14'1" long on its west elevation, and 21'4" wide; the carriage porch adds an additional 12'6" to the length of this wing. The north wing measures 52'5" long on its east elevation, 43'9" long on its west elevation, and 21'9" wide.
2. Foundations: concrete.
3. Walls: The walls of the station are stucco with wood laid in a half timber pattern.
4. Structural system: The walls and roof have a wood frame structural system.
5. Roof: The building has steep peak roofs with a half-timbered gable projecting from the center of the roof on the east elevation. The roof is clad with Spanish tile.
6. Chimneys: The building has two brick chimneys. A large step-backed chimney, connected to the waiting room fireplace, rises through the roof at the southeast section of the station. A smaller chimney is located on the west elevation.
7. Porches: The station has an original carriage porch in the south wing. This porch is cut into the building and shares its steep sloping roof with the waiting room. At its south end the roof has a half-timbered gable that is supported on wooden posts with open strutwork.

The posts rest on a concrete base.

8. Openings

a. Doorways and doors: The main entrance to the station is located on the south elevation beneath the carriage porch. This entry has a wooden enframing and original fourteen-light sidelights, but has modern doors. A second door, connecting the waiting room and platform area, is located on the south side of the east elevation. This door has also been altered. On the north side of the east elevation is the entrance to the former American Express Room. Now a bank, this entrance also has a modern door. To the south of this entrance is the former entrance to the baggage room. The doorway to this room has been closed up, but the entrance retains twenty-one-light sidelights and a quadripartite transom with six lights per section.

b. Windows: All of the windows have wood sash with small panes of glass separated by heavy wooden mullions and all of them are set within wooden enframements. On the west side of the building are four windows with obscure glass panes (these windows light the toilets) and a triple waiting room window with twenty-one separate panes in each section, each crowned by a six-light transom. The south portion of the east elevation has two similar twenty-one pane windows with transoms. To the north of these windows, lighting the waiting room, is a projecting bay with three multi-paned windows with transoms. The north elevation has three small nine-paned windows.

9. Canopies: The original canopy is attached to the east side of the station and extends to the north. This canopy, with its sloping Spanish tile roof, has five wooden brackets that are attached to the building and support the flat wooden ceiling. The canopy extends for five bays to the north and is supported by wooden posts with brackets. The first, third, and fourth posts each have four brackets--one on each side; the second post has brackets on only the east and west sides. The pair of posts at the north end was somewhat altered in 1909. To the south of the station building and set slightly to the east of the original canopy is a twenty bay long canopy with wooden posts with steel brackets supporting wooden cross beams with steel supports. This canopy was constructed in 1929-30. The canopy has a hip roof with Spanish tile. The base of each post is hidden by the raised platform. There are no canopies on the northbound platform.

10. Overpasses (stairs and bridges): An overpass with stairways leading to the platforms was built over the tracks, probably in 1909. The steel overpass bridge has a wooden hip-roofed canopy supported on steel posts. The stairs, which extend to the south, have concrete risers, pipe rails, and wooden canopies with steel posts, beams, and brackets. The canopies were added to the stairs and bridge in 1911 and, according to the original plans, were to have been clad in Spanish metal tile. If this metal tile was used, it has been removed. At the south end of the

platform are concrete stairways with concrete walls and metal pipe rails. These lead to a concrete overpass that carries Popham Road across the tracks.

C. Description of the Interior

1. Floor plans:

a. Cellar: The cellar, located below the former baggage room in the center of the building, is reached via a trap door in a closet located off of the passageway that leads northward from the waiting room past the toilets and ticket office. A flight of wooden stairs descends to the cellar which is divided into two small rooms.

b. Main floor: The entire south wing of the station is taken up with the waiting room. To the north of the waiting room, along the eastern side of the building, is the ticket office. The ticket office is divided into two sections by a step. To the west of the ticket office is a passageway off of which are the men's and women's toilets and a closet containing a floor hatch leading to the boiler room. At the north end of the building is a bank that incorporates the former American Express room.

2. Flooring: The waiting room has its original terrazzo floor with a tile border found at the entrance, at the benches, and around the fireplace. The ticket office has a linoleum floor, the toilets have modern tile floors, and the bank has a modern terrazzo floor. The cellar has a concrete floor.

3. Wall and ceiling finish: The waiting room walls are clad with white enameled brick divided by wooden half timbering. The room has a plaster ceiling with wooden beams. The ticket office has a wooden wainscot with plaster walls and ceiling. The toilets have tile wainscot, plaster walls, and wood paneled ceilings; the bank has plaster walls and a hung ceiling; the cellar has concrete walls and ceiling.

4. Doors and doorways. The doorways have wooden enframements. All of the interior doors have been altered.

5. Windows: The windows are set within wooden enframements that are part of the half timber detail. The ticket office has two interior windows, each with an original ornate bronze screen. Behind each screen is an obscure glass panel that slides up.

6. Fireplace: On the east wall of the waiting room is a large fireplace with white enameled brick facing, a small opening, and a massive projecting half-timbered overmantel supported on wooden brackets.

7. Decorative features and trim: Trim is limited to the half timbering previously noted.

B. Hardware: There is no notable original hardware in the station.

9. Mechanical equipment. There is an oil burner in the basement that is not original. There are several old radiators in the building--one in each of the toilet rooms, one in the ticket office, and one in the waiting room.

10. Original furnishings: The waiting room contains two L-shaped benches--a long bench on the west wall and a short bench on the east wall to the south of the fireplace; each of these has an extension on the south wall. These benches have bentwood veneer and cast-iron arm rests. Most of the original furnishings in the ticket office have been removed. There is a cash shelf inside of the ticket office in front of the eastern ticket window.

D. Site:

1. General setting and orientation: The Scarsdale Station is located on the west side of the tracks. Immediately to the south of the station is a small park known as Constitution Circle. This park has several exceptionally fine mature trees. To the west of the station is the Bronx River and the Bronx River Parkway. To the east of the station, across the tracks, is the commercial center of Scarsdale which is built up almost exclusively with neo-Tudor style buildings. Popham Road runs over the tracks immediately to the south of the station.

2. Outbuildings: Just to the south of the station is a neo-Tudor style newsstand erected at an unknown date. This small rectangular stucco building with half-timber detail has metal gates on its north and east elevations. At the east side of the bridge, facing downtown Scarsdale, is a neo-Tudor style stucco and half timbered shelter erected in 1911. Now used as a taxi stand and waiting area, the one-story rectangular structure has four open bays and an enclosed fifth bay. The building has wooden posts, multi-paned wooden windows, and a peak roof that was, according to the original plans, to have been clad with Spanish metal tile.

PART III: SOURCES OF INFORMATION

A. Original Architectural Drawings

1. There are no known extant drawings of the original design of the Scarsdale Station. There are several drawings for alterations and additions which are preserved on microfiche (the originals are not extant). Also extant are drawings for an unexecuted station of 1900 and unexecuted alterations of 1917. The microfiche collection is in the possession of Metro-North and is housed at Grand Central Terminal, New York, New York.

B. Early Views

1. A photograph showing the east elevation and canopy was published in

The American Architect 84(April 9, 1904), No. 1476.

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 Sources:

Atlases of Westchester County, 1901-1920.

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

Goeschel, Nancy. "Grand Central Terminal Interior Designation Report" (NY: New York City Landmarks Preservation Commission, 1980).

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

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

O'Connor, Carol A. A Sort of Utopia: Scarsdale, 1891-1981 (Albany: State University Press, 1982).

Reische, Diana, Of Colonists and Commuters: A History of Scarsdale (Scarsdale: Junior League of Scarsdale, 1976).

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

D. Likely Sources Not Yet Investigated

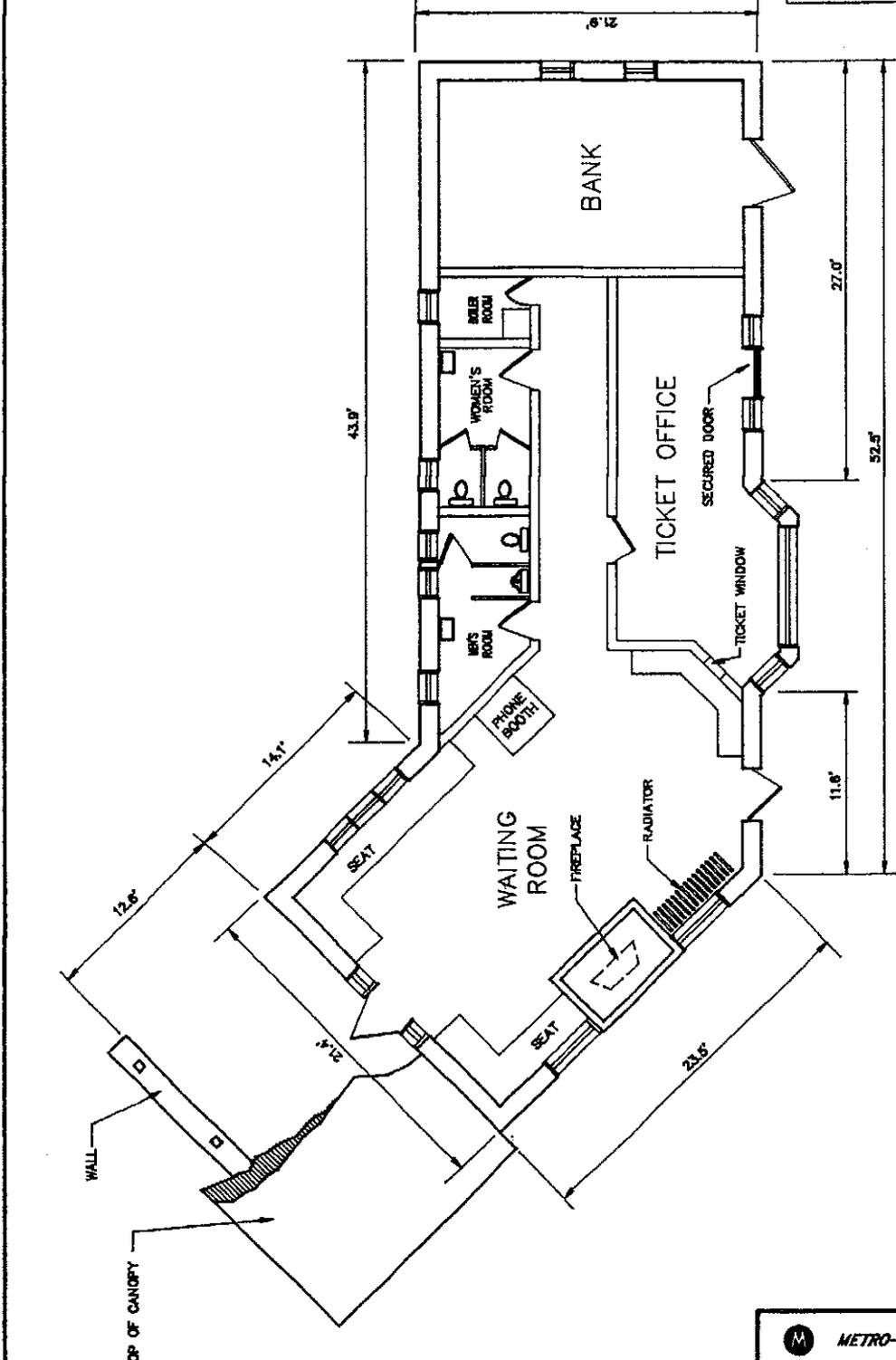
We have been unable to locate any archival material from the New York Central Railroad. If such material exists there may be further information about this station.

PART IV: PROJECT INFORMATION

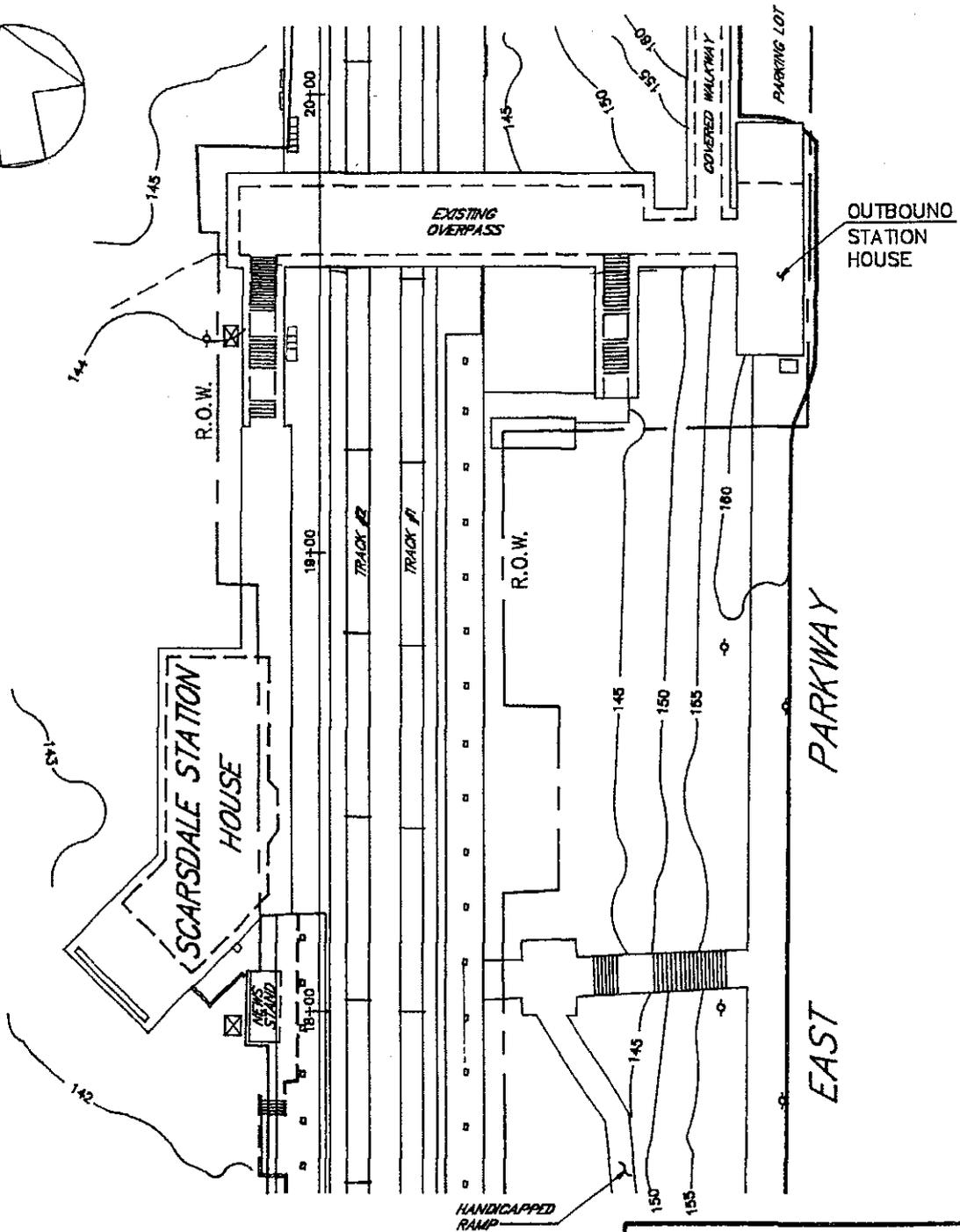
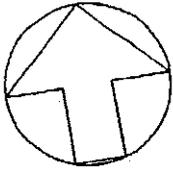
The objective of this project, known as the Mid-Harlem Station Improvements in Westchester County, New York, is to provide modern, functional, and attractive facilities for Metro-North passengers at the Scarsdale Station and seven other Harlem Line stations. Changes to the Scarsdale Station include modifications to the platform areas; construction of new canopies; construction of platform shelters; rehabilitation of the platform overpass; and the 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 Transit Administration and the National Park Service (Mid-Atlantic Regional Office) and the Department of the Interior. Records were prepared in September 1988.

SCARSDALE RAILROAD STATION
HABS No. NY-6292 (page 10)

Prepared by Andrew S. Dolkart and Mary Dierickx
Title: Consultants
Affiliation: Consultants to Goodkind & O'Dea,
Engineers & Planners
Date: September, 1988



	METRO-NORTH COMMUTER RAILROAD
MID-HARLEM STATION IMPROVEMENTS	
CONTRACT NO. 7388	
SCARSDALE STATION HOUSE	
	VORCIPS CONSTRUCTION COMPANY, INC.
Goodkind & O'Dea, Inc.	
CONSULTING ENGINEERS	



SCALE



0 25' 50'

 METRO-NORTH COMMUTER RAILROAD

MID-HARLEM STATION IMPROVEMENTS

CONTRACT NO. 7388

SCARSDALE STATION HOUSE

 VOSPER'S CONTRACTING COMPANY, INC.

Goodland & O'Dea, Inc.

CONSTRUCTION ENGINEERS