HARTSDALE RAILROAD STATION
East Hartsdale Avenue
Hartsdale
Westchester County
New York

HABS No. NY-6293

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NY,
60-HART,
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

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

HABS NY, 60-HAR 1-

HISTORIC AMERICAN BUILDINGS SURVEY

HARTSDALE RAILROAD STATION HABS No. NY-6293

Location: D. Santi Plaza
Greenburgh, Westchester County, N.Y.

USGS White Plains Quadrangle, Universal Transverse Mercator Coordinates 18.601240.4540500

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

[Metro-North has a lease on the station lasting until the year 2032.]

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

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

Significance: The Hartsdale 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 1912 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 Hartsdale, that brought development to the area. The Hartsdale Station is a neo-Tudor style design and is an important example of this style which came to symbolize the comforts of American suburban life. The station was designed by the firm of Warren & Wetmore, one of the most prestigious architectural firms active in the New York area in the early years of the 20th century.

PART I: HISTORICAL INFORMATION

A. Physical History

1. Date of Erection: 1912.

2. Architect: Warren & Wetmore. Warren & Wetmore was among the most prestigious architectural firms active in New York during the first decades of the twentieth century. The success of this firm is closely related to its relationship with the New York Central Railroad. The firm of Warren & Wetmore was established in 1898 by Whitney Warren and Charles Delevan Wetmore, two socially prominent members of New York's establishment. Whitney Warren (1864-1943) studied architecture at Columbia University and at the Ecole des Beaux-Arts in Paris. From 1894 until the establishment of his partnership with Charles Wetmore, Warren worked in the office of McKim, Mead & White. Charles Wetmore (1867-1941) received an A.B. degree from Harvard University in 1889 and three years later graduated from Harvard Law School. Although he had studied architecture and designed three dormitories at Harvard, Wetmore entered a New York law firm. Whitney Warren met Charles Wetmore when the lawyer consulted the architect about designing a house. Warren was impressed with Wetmore's abilities and persuaded him to leave the law. Apparently, Warren was the principal designer for the firm, while Wetmore took care of the legal and financial side of the practice. Warren & Wetmore's first building was the New York Yacht Club (1899). This prestigious commission immediately established the firm among New York City's social and financial elite. In 1903, Warren & Wetmore became involved with the design of Grand Central Terminal. This commission catapulted the firm to the forefront of New York's architectural firms. Construction had begun on Reed & Stem's design for Grand Central in June of 1903. In that year Whitney Warren, a cousin and close friend of William K. Vanderbilt, Chairman of the Board of the New York Central Railroad, drew up revised plans for the terminal. These were accepted by Vanderbilt and Warren & Wetmore was appointed to collaborate with Reed & Stem on the Grand Central project. This appointment was extremely controversial and led to some animosity between Warren & Wetmore and other members of the architectural profession. Nonetheless, the firm received many important residential and commercial commissions over the next three decades. Among these were a number of buildings for the New York Central Railroad, including the railroad stations at Yonkers, White Plains (demolished), Hartsdale, and Mt. Vernon West, the Biltmore and Commodore hotels, and the New York Central's headquarters (now known as the Helmsley Building), built over Park Avenue just behind Grand Central Terminal.

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 line, with its station at Hartsdale, were leased to the Metro-North Commuter Railroad for a period of sixty years.

4. Contractor: unknown.

5. Original plans and construction: The Hartsdale Station is a stucco and half-timbered neo-Tudor style building with steep roof slopes originally clad with slate, but now covered with asphalt siding. The boomerang-shaped building can be divided into three sections. In the center is the double-height waiting room. To the south is a porte cochere, entrance foyer, and the men's and women's toilets. To the north is the ticket office and former baggage room. The original plan is largely intact, although the toilets have been modernized and the baggage room has been subdivided for the addition of a bank cash machine. To the north of the station building is an overpass with three flights of stairs.

6. Alterations and additions: Only minor alterations have occurred to the station building.

a. 1927. Canopies were erected on the station overpass and stairs.

b. 1929-31. A platform extension with canopy was erected at the north end of the southbound platform.

c. At an unknown date the original slate shingles on the roof were replaced with asphalt shingles.

d. At unknown dates the following recent alterations were made to the station: the toilets were modernized and the original women's retiring room and women's toilet room were combined; a cash machine was placed on the exterior of the west elevation of the north wing and its machinery placed within a portion of the original baggage room.

e. 1987. The ticket office was modernized.

f. 1988. A new boiler was installed

The length of the 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 old platform canopy posts.

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.

The Hartsdale Railroad Station is located in the Hartsdale area of the town of Greenburgh, immediately to the west of the northern part of the town of Scarsdale. The Hartsdale area remained rural until the early twentieth century. In the nineteenth century most of the homes in the vicinity of the present station were summer estates owned by New York City residents. The presence of the train station at Hartsdale led to the formation of the Scarsdale Golf Club immediately to the west of the station. Early in the twentieth century frame suburban houses began to appear, but the major period of suburban development in the Hartsdale area occurred in the 1920s in such suburban subdivisions as Greenacres. Commercial development began at about this time.

In 1912, the New York Central Railroad built a handsome new station at Hartsdale. The station was designed in the neo-Tudor style (the same style used at the earlier nearby Scarsdale Station). By the turn of the century, Tudor inspired design had come to symbolize the comforts of American suburban life. It is appropriate, therefore, that the Hartsdale Station, adjacent to some of the most beautiful suburban communities in the New York area, has a neo-Tudor station.

PART II: ARCHITECTURAL INFORMATION

A. General Statement

1. The Hartsdale Railroad Station, erected in 1912, 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 its half-timber detail on both the exterior and interior, copper roof cresting with Japanese-inspired finials, built-in waiting room benches, waiting room balcony with Swiss-inspired railing, and original waiting room chandelier.

2. Condition of the fabric: The building was given a general visual inspection and appears to be in fair to good condition.

B. Description of the Exterior

1. Overall dimensions: The Hartsdale Station is a one-story, boomerang-shaped structure, with the waiting room located within a double-height space. The central waiting room pavilion measures 27'2" wide by 29'3"

deep. At its widest point the side wings are 29'0 5/8" wide by 22' deep.

2. Foundations: concrete.

3. Walls: The double height waiting room pavilion has a brick first floor with rough-textured bricks and wide joints with sandy mortar. The upper level of this pavilion and the facades of the side wings are stucco with wood half timbering.

4. Structural system: The walls and roof have a wood frame structural system.

5. Roof: The station has a hip roof with projecting jerkinhead gables facing east and west. The station originally had slate shingles, but these have been replaced with asphalt. An original copper roof cresting with ornamental Japanese-inspired finials is extant on each roof ridge.

6. Chimneys: The main chimney projects from the roof ridge near the north end of the north wing. This concrete chimney has a square base and round stack. A small metal chimney projects through the roof on the west slope of the south wing. Both chimneys are original.

7. Gables: The half-timbered gables on the east and west facades are supported on modest brackets and have jerkinhead roofs and deep vergeboards supported by four projecting beams.

8. Porte Cochere: At the south end of the station is a porte cochere through which vehicles originally drove to discharge and pick up passengers. The form of the porte cochere is extant, but it is now paved as part of the sidewalk. The porte cochere consists of square posts supporting shallow Tudor arches. There is a single wide arch on the east and west sides and a wide arch and two narrow arches on the south side. Each arch is supported on a block with ornamental guttae. Above the arches is a wide band of half timbering in a cross pattern.

9. Loggia: The main entrance to the building, on the west elevation, is through a loggia set below the projecting west front gable. This loggia has brick walls, brick niches with cement keystones, a stucco ceiling, and a brick floor. The loggia is supported by wooden posts.

10. Openings:

a. Doorways and doors: The east and west facades of the station have centrally placed entrances, each of which consists of three doors set within wooden enframements. Each wooden door originally had twelve glass panes with a wooden panel below. Above each door is an eight-paned transom with wooden pivot sash. All of the doors are original, but on the west side, two of the doors have lost their multi-paned sash. Beneath the porte cochere is a pair of doors, each leaf of which has eight panes of glass with a wooden panel below. On the east elevation of the north wing are the original baggage room doors. These consist of a pair of heavy wooden doors,

each with eight recessed panels with chamfered edges. The doors slide on a cast-iron track. Above this door is a transom consisting of three six-paned windows.

b. Windows: All of the windows in the building are original and consist of multi-paned wooden sash. Groups of three windows, each window with twelve panes of glass, articulate the gables on the east and west elevations. On the west side of the south wing is a twelve-paned horizontal window with obscure glass; this window lights the men's toilet. On the east side of the south wing is a group of three six-pane pivot windows with obscure glass; these windows light the women's toilet. On the east elevation of the north wing, just to the north of the entrance is a group of three eighteen-pane windows that light the ticket office. These windows have a cast-iron grille. The north elevation of this wing consists of a group of three six-pane windows; the sash of the central window has been removed for a ventilator duct. A similar group of windows was removed from the west elevation of the north wing when the bank cash machine was installed.

11. Hardware: All of the doors contain original brass handles on their outer faces. Most of the doors also retain original brass bars on their inner faces. According to the original architectural drawings, each door was to have three horizontal bars, but only one seems to have been placed on each door. These were designed so that patrons did not push into the panes of glass on the doors. The baggage room doors retain original handles. The small handle is flush with the door and can easily be pulled or pushed. The entrance doors have cast-iron saddles and the baggage room doors slide on a cast-iron track. Many of the windows have original hinges and pivots.

12. Canopies: There is a canopy attached to the wall of the station above the eastern entrance to the building. This canopy has a wood ceiling with wood beams that rest on two steel beams supported by steel brackets that are attached to the building. The canopy has a flat roof. It is attached to the original platform canopy. The original platform canopy extends from the station to the south. The canopy consists of ten bays with steel posts, beams, and brackets and wooden ceiling and beams. In 1929-31 the canopy was extended to the north for another ten bays. This canopy is similar except that the spandrels of the brackets have been cut out.

13. Overpass (bridge and stairways): As part of the original construction, a bridge with three stairways was erected over the tracks to the north of the station. According to plaques on the bridge, the bridge and stairs were built by Lewis F. Shoemaker & Co. of Pottstown, Pa. The overpass is a steel bridge with high steel walls. The stairs are also steel and rest on steel piers. They have concrete treads and iron pipe railings. A south facing stairway leads from the bridge to each platform and a third stairway leads west from the bridge towards the commercial center of Hartsdale. In 1927 wooden canopies with steel

supports were placed over the bridge and stairs. The supports are attached to the original bridge and stairways.

C. Description of the Interior

1. Floor plans:

a. Cellar: a small cellar is located below a portion of the baggage room. It is reached via a flight of wooden stairs located in the southeast corner of the baggage room.

b. Main floor: The double height central section of the train station is taken up entirely with the waiting room. In the center of the south wing is a foyer connecting the porte cochere with the waiting room. This foyer is flanked by the men's toilet to the west and the women's toilet to the east. In the north wing, immediately adjacent to the waiting room is the triangular ticket office. To the west of this is a small passage (referred to on the original plans as an alcove) that originally contained a telephone booth. This passage leads to the baggage room which originally took up the northern end of the wing. The baggage room has been divided, allowing for the installation of the machinery for the exterior cash machine.

2. Flooring: The waiting room, foyer, and toilet rooms have red quarry tile floors with a cement border. Some of the tile has been replaced and other tiles are heavily worn. The ticket office has a linoleum floor. The baggage room has a wooden floor. The alcove passage has a carpeted floor. The cellar has a concrete floor.

3. Wall and ceiling finish: The walls of the waiting room and foyer are stucco with half-timber detail. The waiting room has a steep peaked roof with a flat top. The sloping sides have simple half timber detail, while the ceiling is plaster or stucco. The ceiling of the foyer is plaster. The walls of the ticket office have an old-fashioned looking wood wainscot that, according to the present ticket agent (Ms Stooks) was installed in 1987. The walls above the wainscot and the ceiling are plaster. The baggage room has plaster walls and ceiling. The toilet rooms have modern tile wainscot, plaster walls, and wood paneled ceilings. The alcove passage has plaster walls and a hung ceiling. Sections of the cellar walls have exposed brick, while other sections are covered with a rough cement. The cellar has a wooden ceiling that is partially visible behind a deteriorated hung ceiling.

4. Balcony: Located on the west wall of the waiting room, above the entrance, is a false balcony with a railing cut in a Swiss-inspired design. There is no way to reach this balcony.

5. Doors and doorways: A pair of doors is located between the foyer and waiting room. These doors are identical to the doors at the entrance to the foyer. The doorways between the waiting room and baggage room and between the baggage room and ticket office have modern wood doors.

6. Windows: All of the exterior windows have interior wooden enframements. The only interior windows are tbose at the ticket office. The two ticket windows have ornate metal grilles. The window to the east has modern folding doors inside the ticket office. The window to the west has its original wooden enframement and sliding window with glass transom (now painted).

7. Furniture: The waiting room contains four built-in benches. The benches are located on the east and west walls flanking the entrances. The benches have bentwood oak veneer, cement bases, and arm rests with embossed leaves. A wooden shelf resting on brackets runs below the ticket windows in the waiting room. A marble faced clock with bronze letters is incorporated into the half-timber design on the south wall of the waiting room. In the center of the waiting room is a "baronial" chandelier hanging from chains.

8. Mechanical equipment: In the center of the waiting room is an unusual round radiator that is an original part of the design. The foyer and the women's toilet have small radiators that are probably also original.

D. Site:

1. General setting and orientation: The Hartsdale Station faces west towards the small commercial area of the Hartsdale section of the town of Greenburgh. Immediately to the west of the station is a small park known as D Santi Plaza. Beyond this, on Hartsdale Avenue, are one and two story commercial structures and a service station. To the west of the commercial strip is the Scarsdale Golf Club. To the south of the station building, running along side of the platforms and tracks is a long narrow parking lot. To the east of the station and platforms are two picturesque stone bridges (one near the north end of the platform and one near the south end) that cross the Bronx River. Beyond the Bronx River is the Bronx River Parkway and residential neighborhoods near the north end of the town of Scarsdale. Fenimore Road crosses the tracks at the south end of the platform.

2. Outbuildings: A small wooden neo-Tudor style newsstand is located immediately to the southeast of the station.

PART III: SOURCES OF INFORMATION

A. Original Architectural Drawings

1. Many original drawings of the Hartsdale Railroad Station have been preserved on microfiche (the originals are not extant). These drawings include plans, elevations, cross sections, structural details, canopy details, and interior details. The microfiche collection is in the possession of Metro-North and is housed at Grand Central Terminal, New York, New York. The drawings of the west, north, and south elevations and of the floor plan were reproduced in The American Architect 107(June

23, 1915).

B. Early Views

1. A photograph of the west and south elevations (the western overpass stair is also visible) was published in The American Architect 107(June 23, 1915).

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.
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).

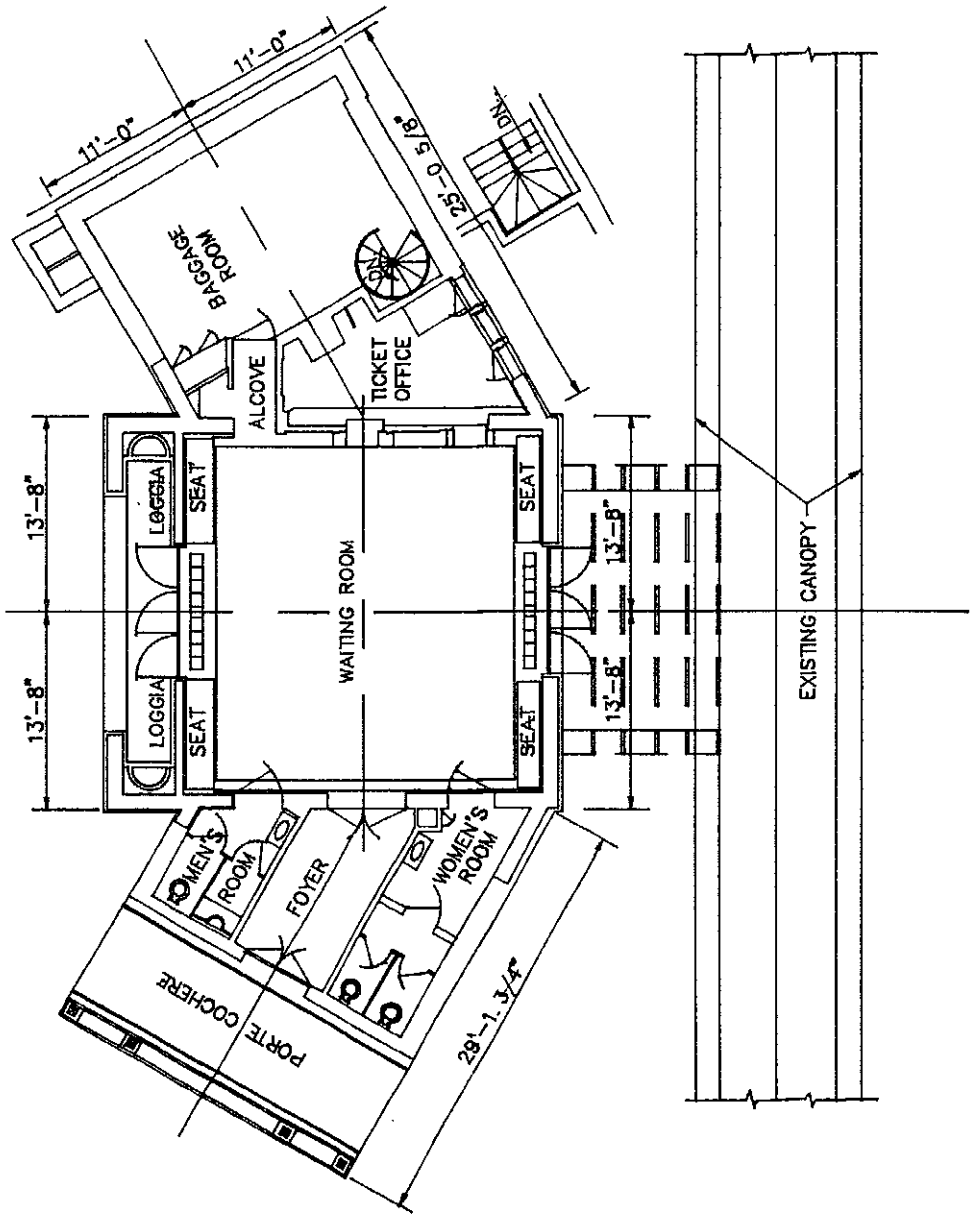
D. Likely Sources Not Yet Investigated

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 Hartsdale Railroad Station and seven other Harlem Line stations. Changes to the Hartsdale Railroad Station include modifications to the platform areas; construction of new canopies; construction of platform shelters; rehabilitation of the platform overpass; the construction of new platform shelters; 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.

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

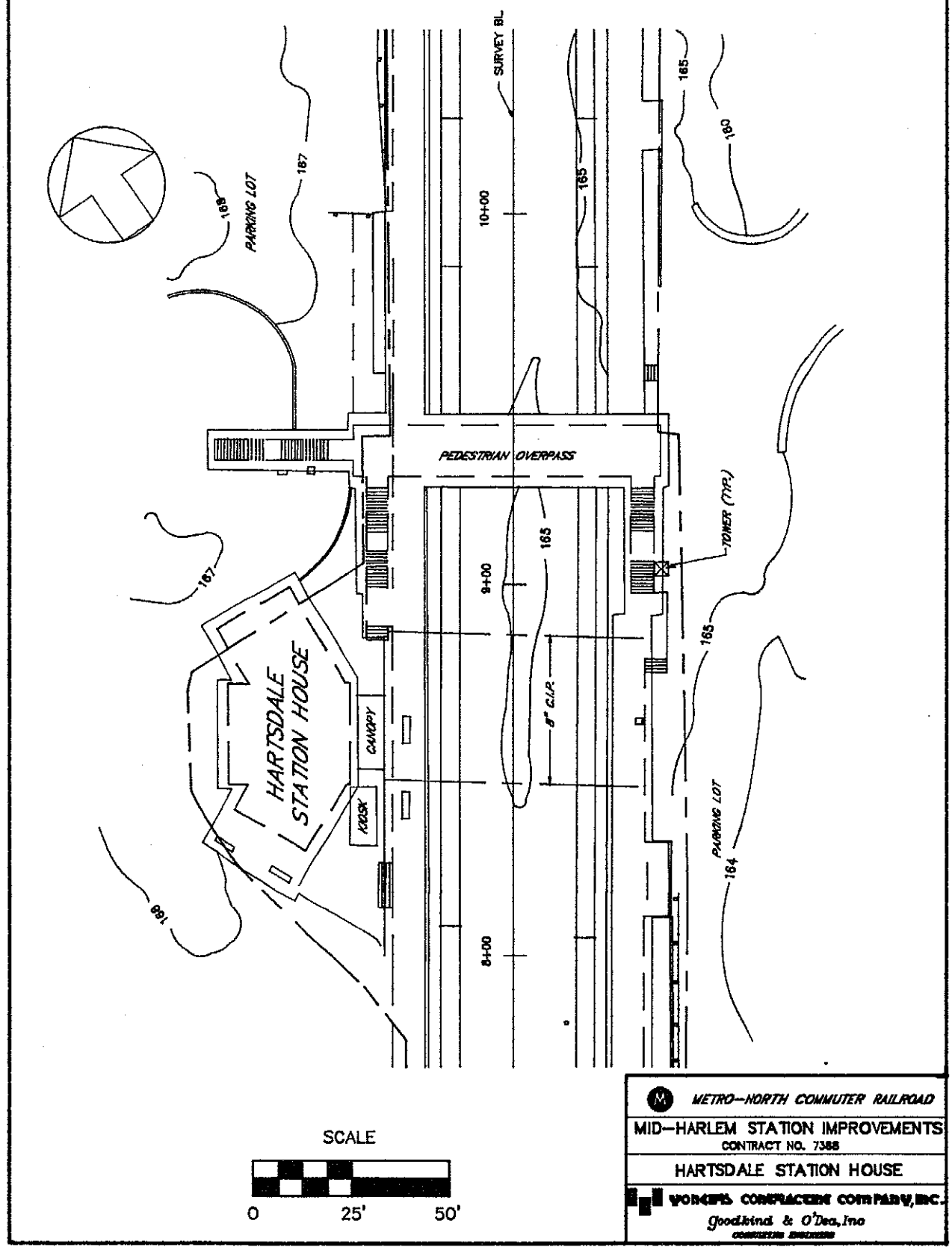
MID-HARLEM STATION IMPROVEMENTS

CONTRACT NO. 7388

HARTSDALE STATION HOUSE

YONKERS CONTRACTING COMPANY, INC.

Goodkind & O'Dea, Inc


SURVEY BL
PARKING LOT
PEDESTRIAN OVERPASS
HARTSDALE STATION HOUSE
CANOPY
KIOSK
TOWER (TYP.)
8" C.I.P.
10+00
9+00
8+00
165
164
166
167
168
190
SCALE
0
25'
50'
METRO-NORTH COMMUTER RAILROAD
MID-HARLEM STATION IMPROVEMENTS
CONTRACT NO. 7388
HARTSDALE STATION HOUSE
YONKERS CONTRACTING COMPANY, INC.
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