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Press Release

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[Metro-North](#)

IMMEDIATE

Historic Tarrytown Train Station Next for Restoration

MTA Metro-North Railroad is set to begin restoration of the historic Tarrytown train station building this spring complete with a new slate roof, gutters, canopy supports, and reconstruction of three roof dormers that were removed decades ago.

"The railroad is pleased to finally begin restoration of the Tarrytown Station building, a gem that has been in continuous use since it was built in 1890 by the New York Central and Hudson River Railroad," said Metro-North President Howard Permut. "When the job is done the station will be a real asset to the village, to the public and to railroad customers."

"I know that Tarrytown residents are looking forward to the long-awaited restoration and upgrade of our station," said Tarrytown Mayor Drew Fixell. "Though construction will no doubt cause some disruptions, based on the first-class work Metro-North has done in other communities, I'm confident the result will be a source of pride for our village."

The 4,000 square foot, pink granite building has red sandstone trim and was built with an oval plan. It was designed by the firm of Shepley, Rutan and Coolidge.

Design of the restoration was done by DMJM-Harris (now AECOM) and the work is being done by Agency Construction of Mamaroneck, which received a contract for \$1.7 million. The work is being funded by the MTA's current 2005-2009 Capital Program.

The sidewalk in front of the building will be widened and the street narrowed from 24 feet, 9 inches to 21 feet, 9 inches. The additional three feet of sidewalk will allow the roof overhang to be extended to its original dimensions. The overhang on the eastern façade had been truncated to accommodate the height of buses at the curb.

The railroad is working closely with the Village of Tarrytown, which recently received a \$105,000 grant to conduct a traffic study in the station area, which may lead to a new configuration of taxi stands, bus stops, customer drop off area and handicapped parking.

The wider sidewalk will be outfitted with bollards to protect pedestrians from street traffic. Work in the street also will include new storm water drainage and repaving.

The work includes replacement of all the wooden doors and windows in kind. The wooden canopy supports, which currently are supplemented with metal poles, will be rebuilt and replaced. All the masonry will be repointed.

The work is scheduled for completion this fall and will not interfere with train service. The building will be open for use throughout the project, although from time to time access will be either through the front or back door when work is done on the opposite façade.