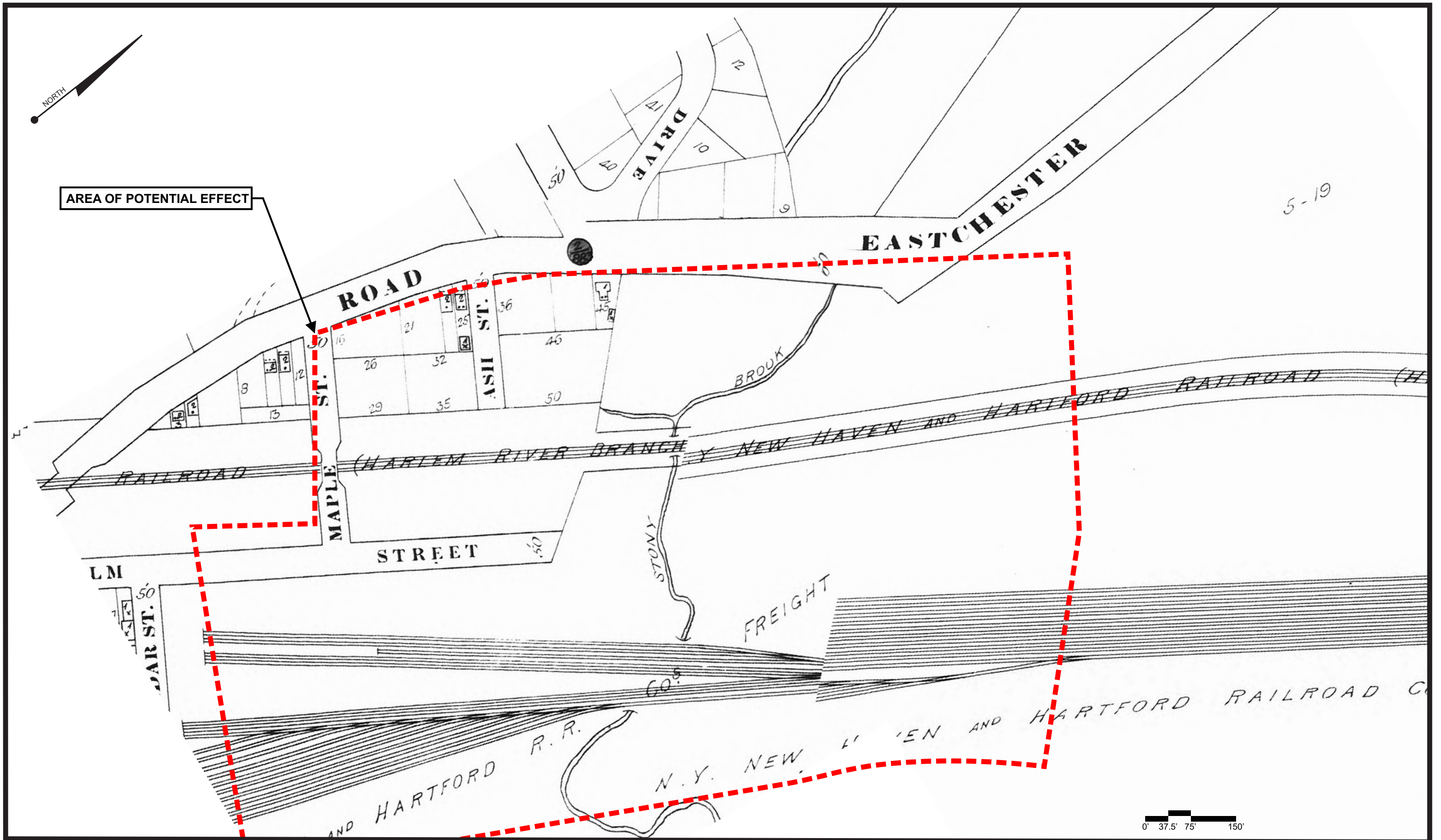
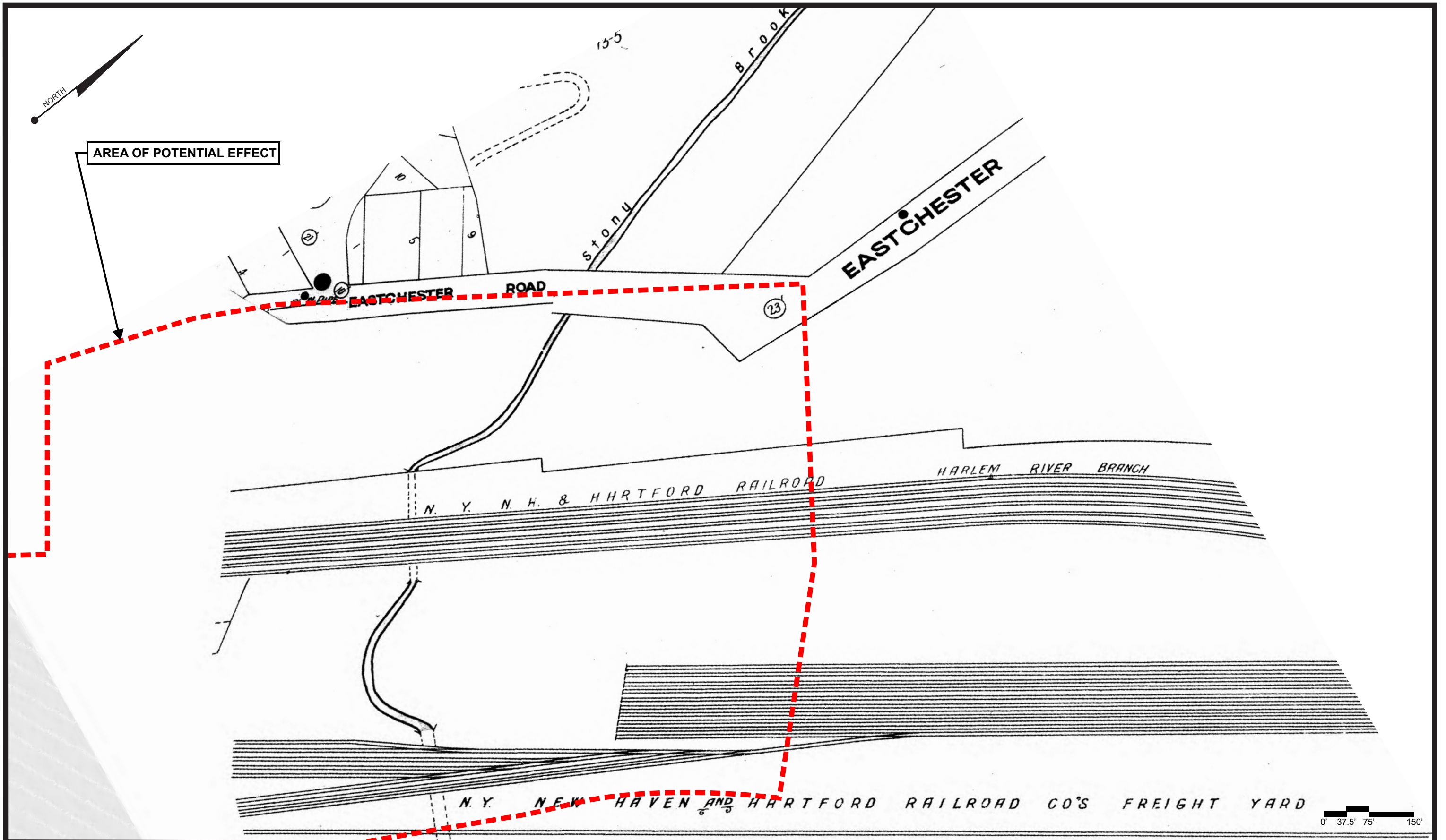


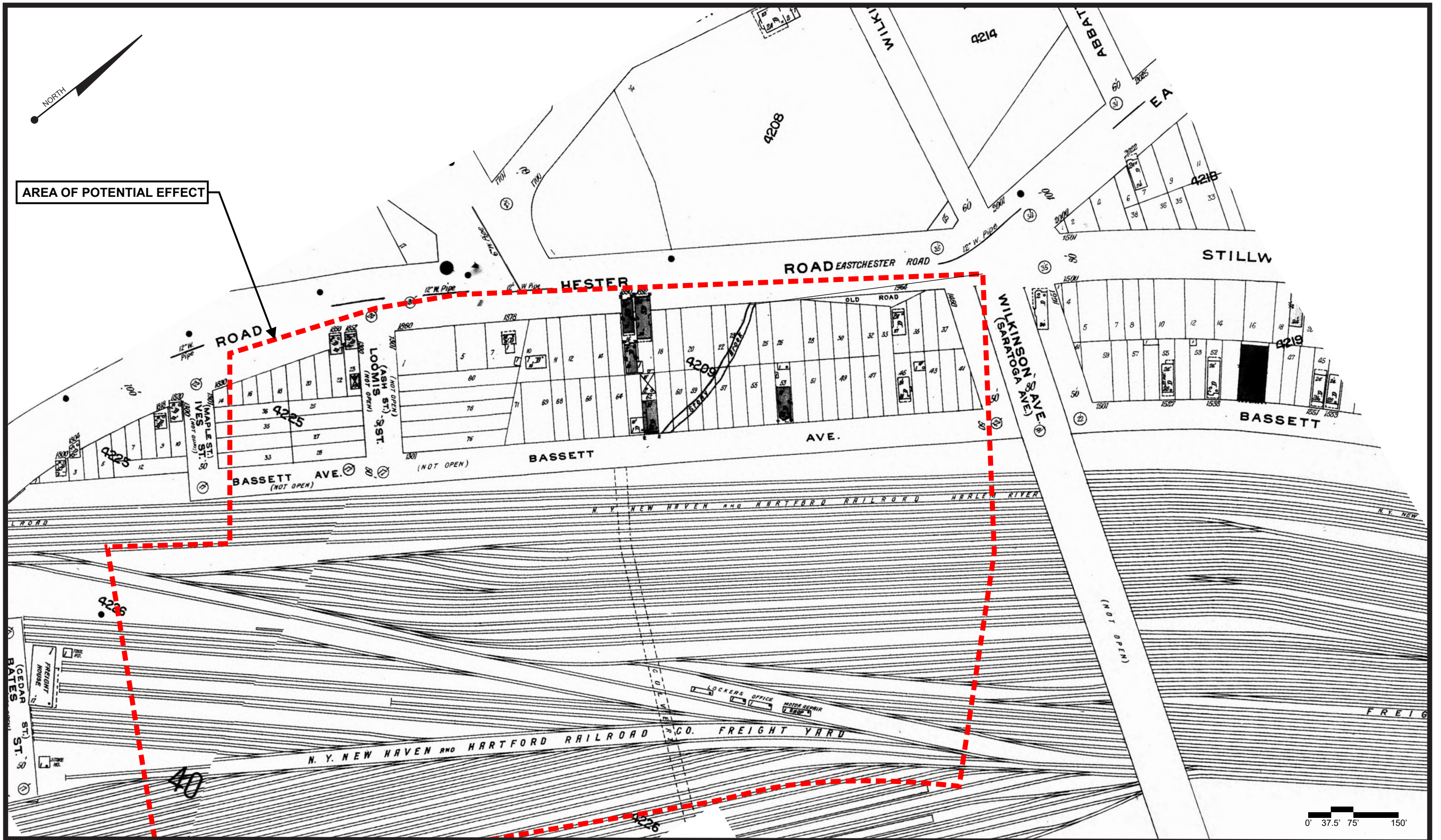
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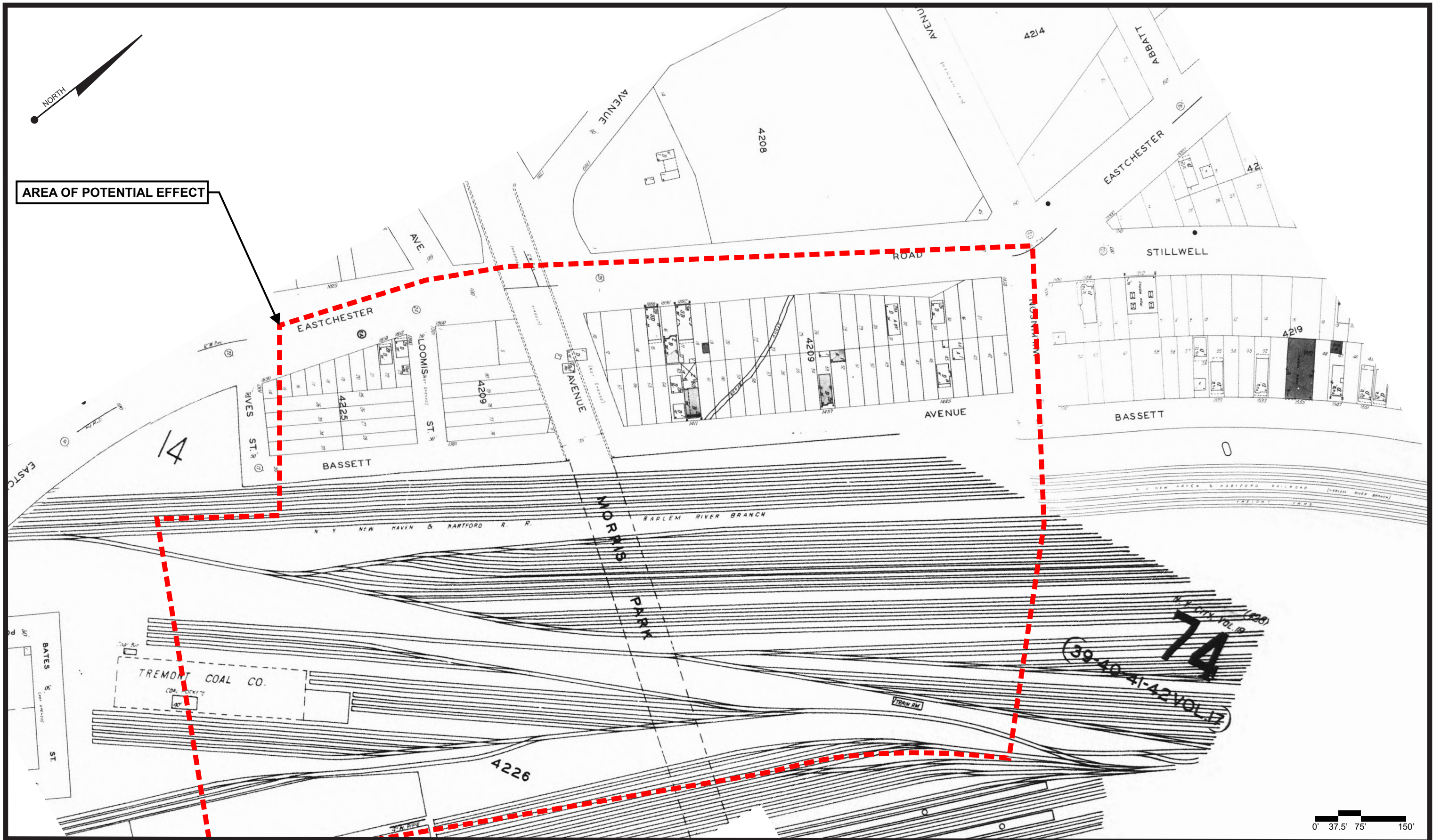
Proposed Morris Park Station Area of Potential Effect Sanborn Maps



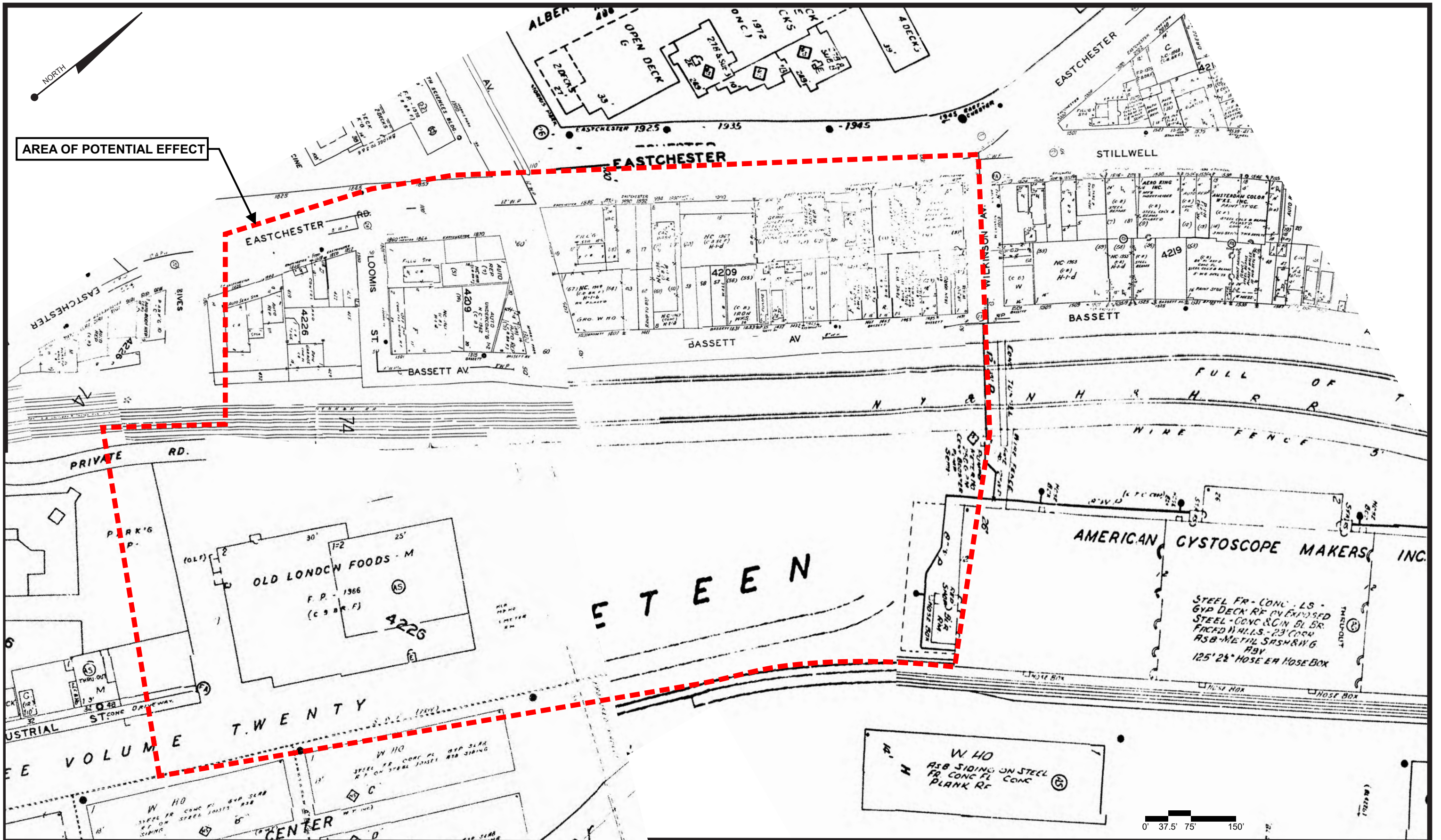
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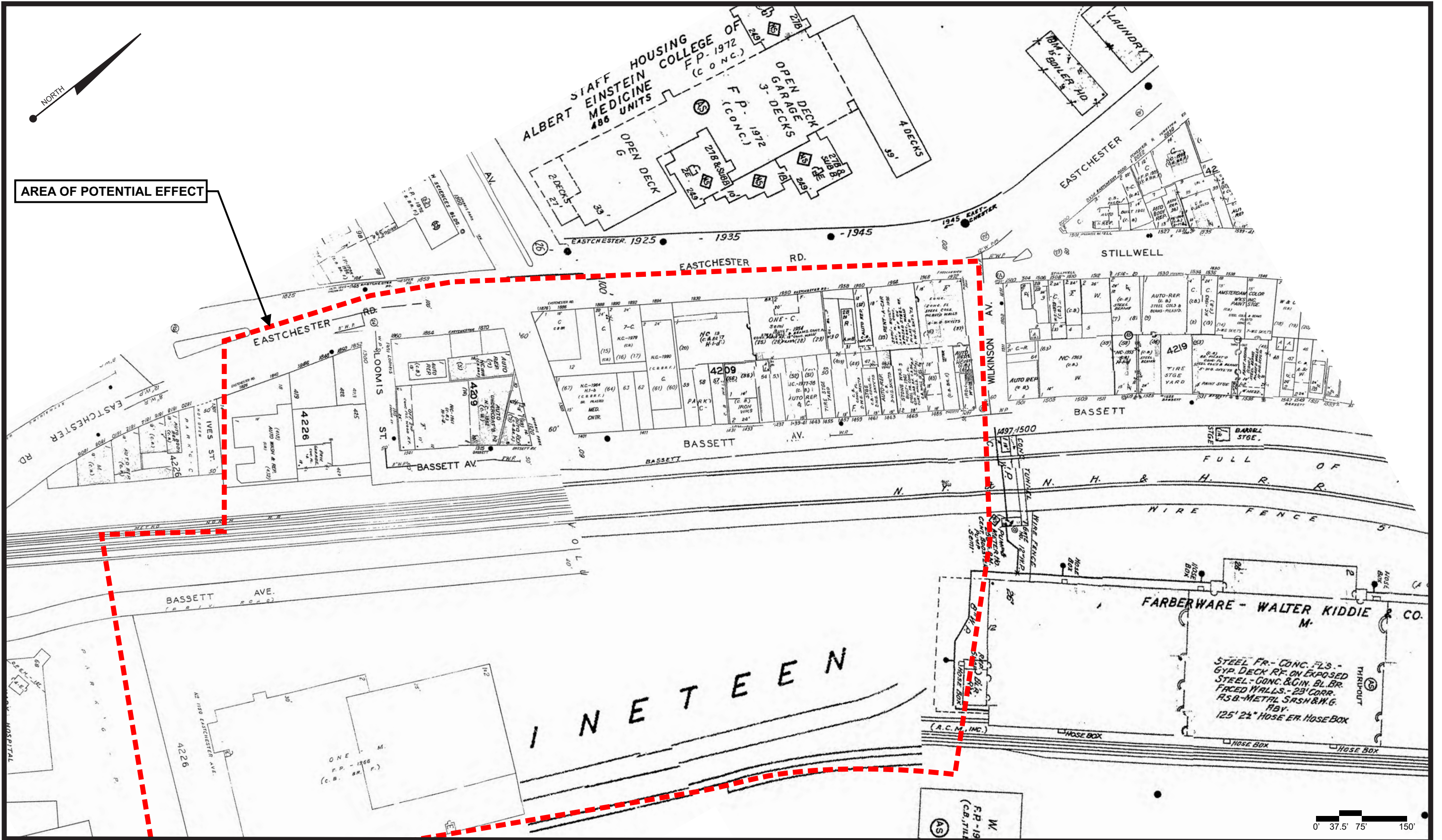




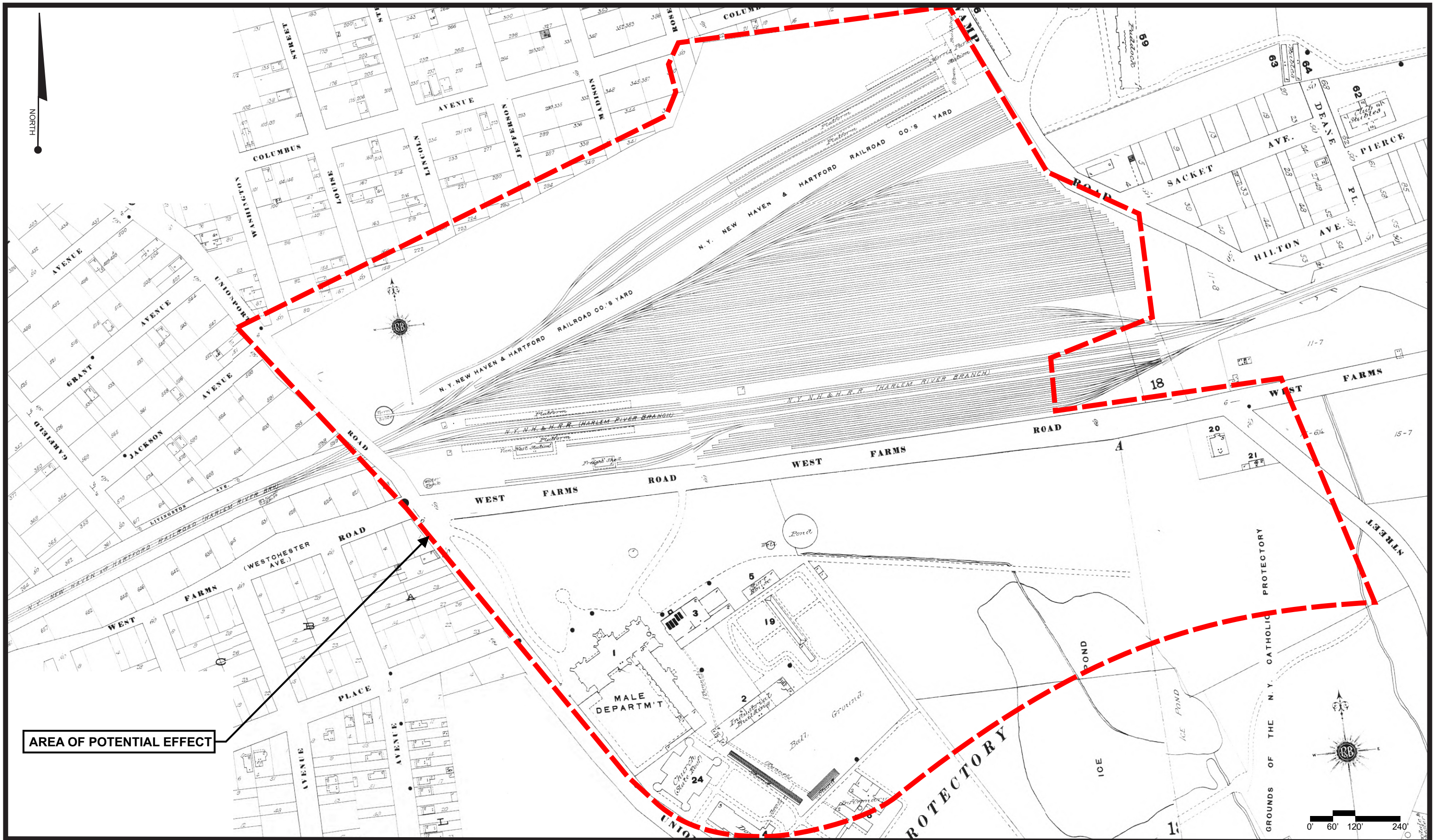




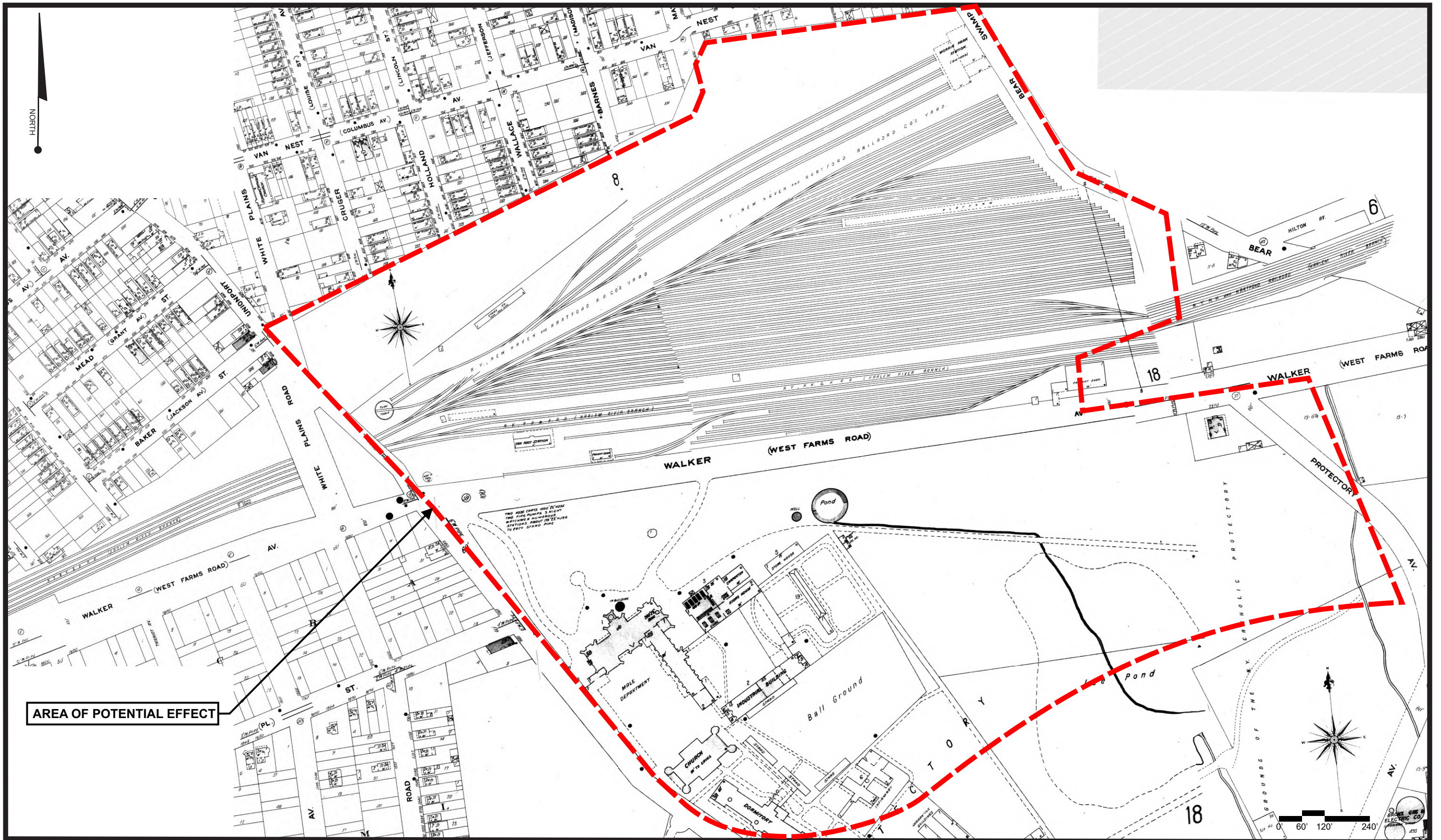


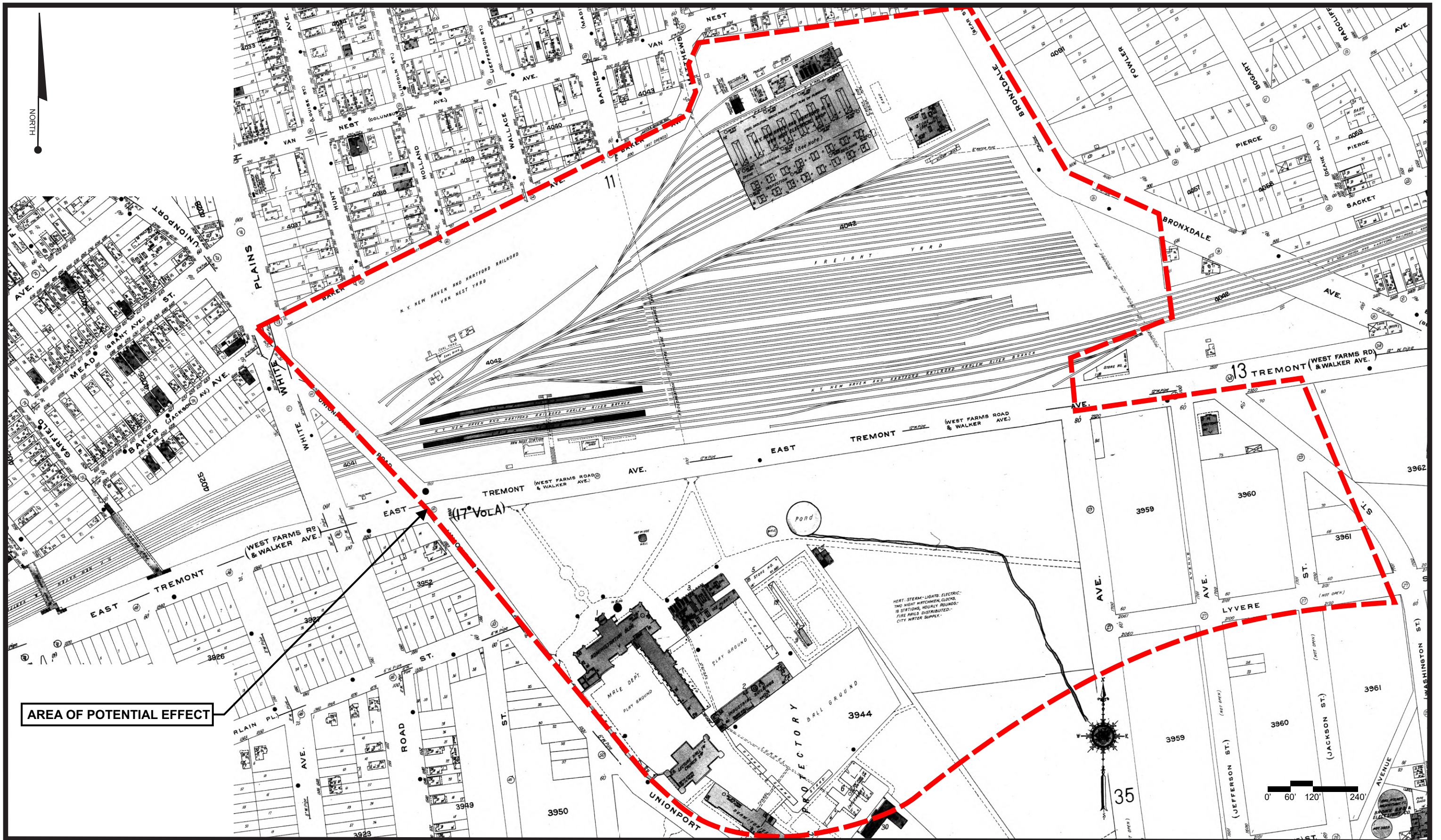


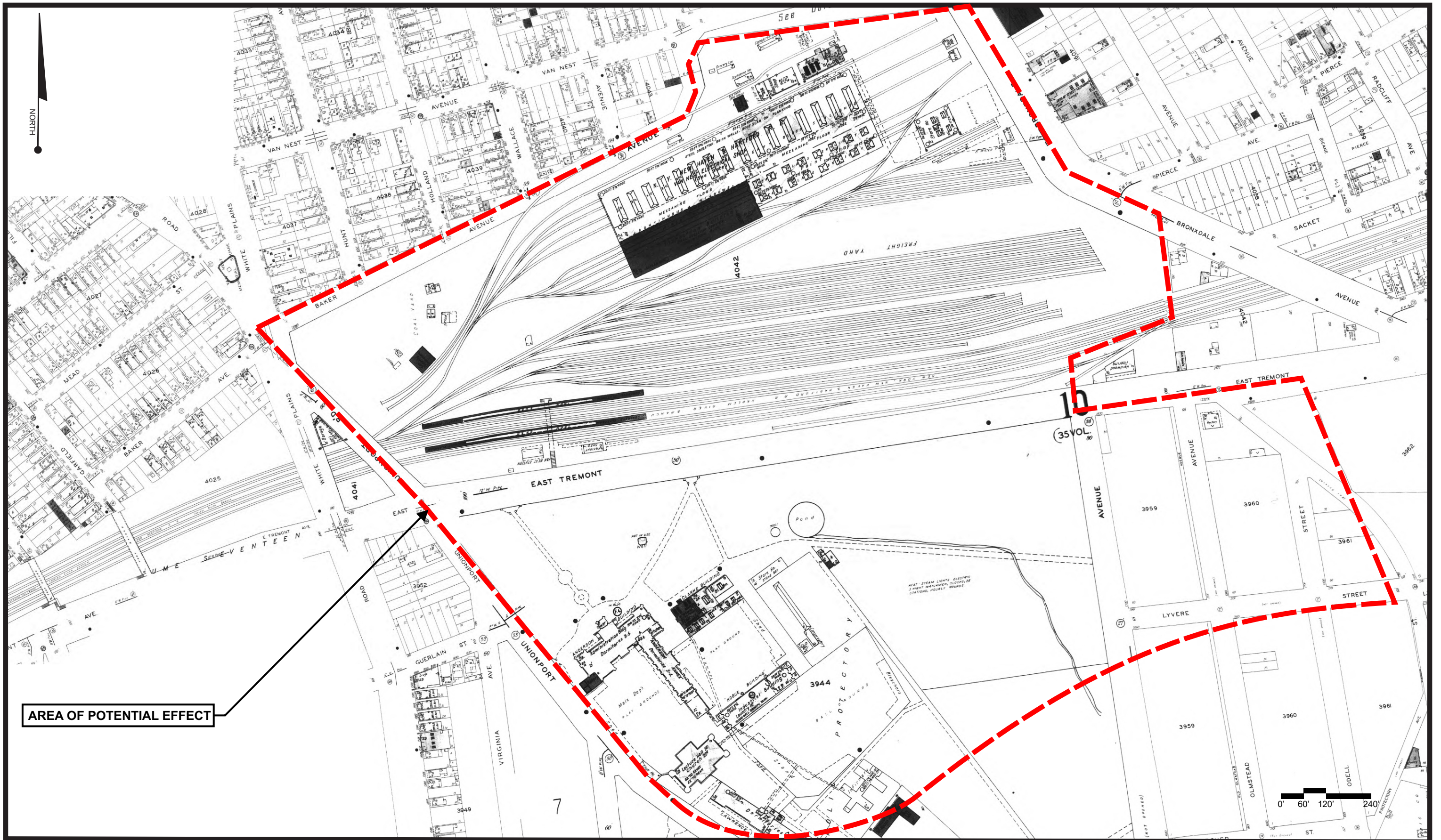
**Appendix E:
Proposed Parkchester/Van Nest Station
Area of Potential Effect
Sanborn Maps**

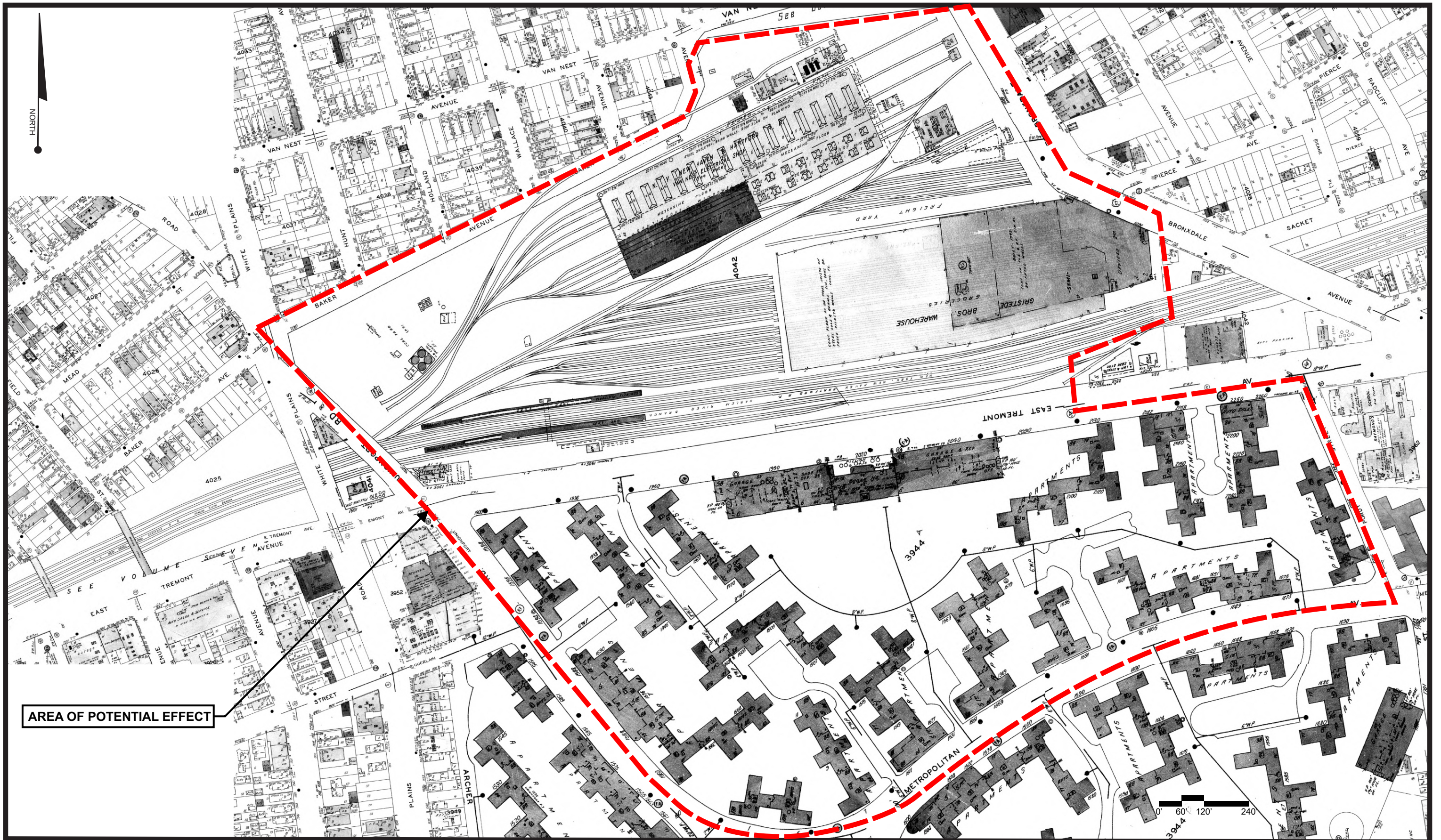


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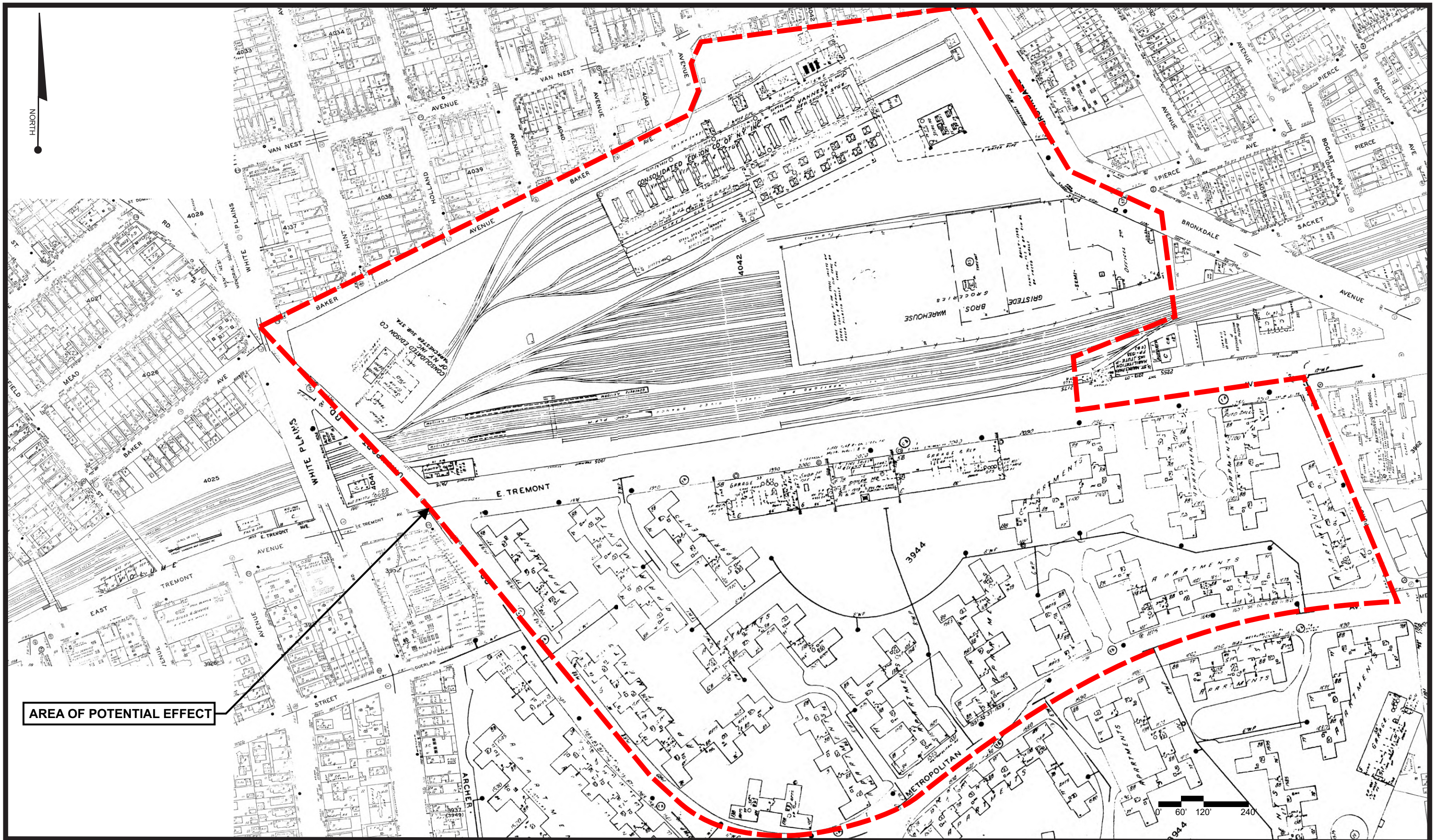




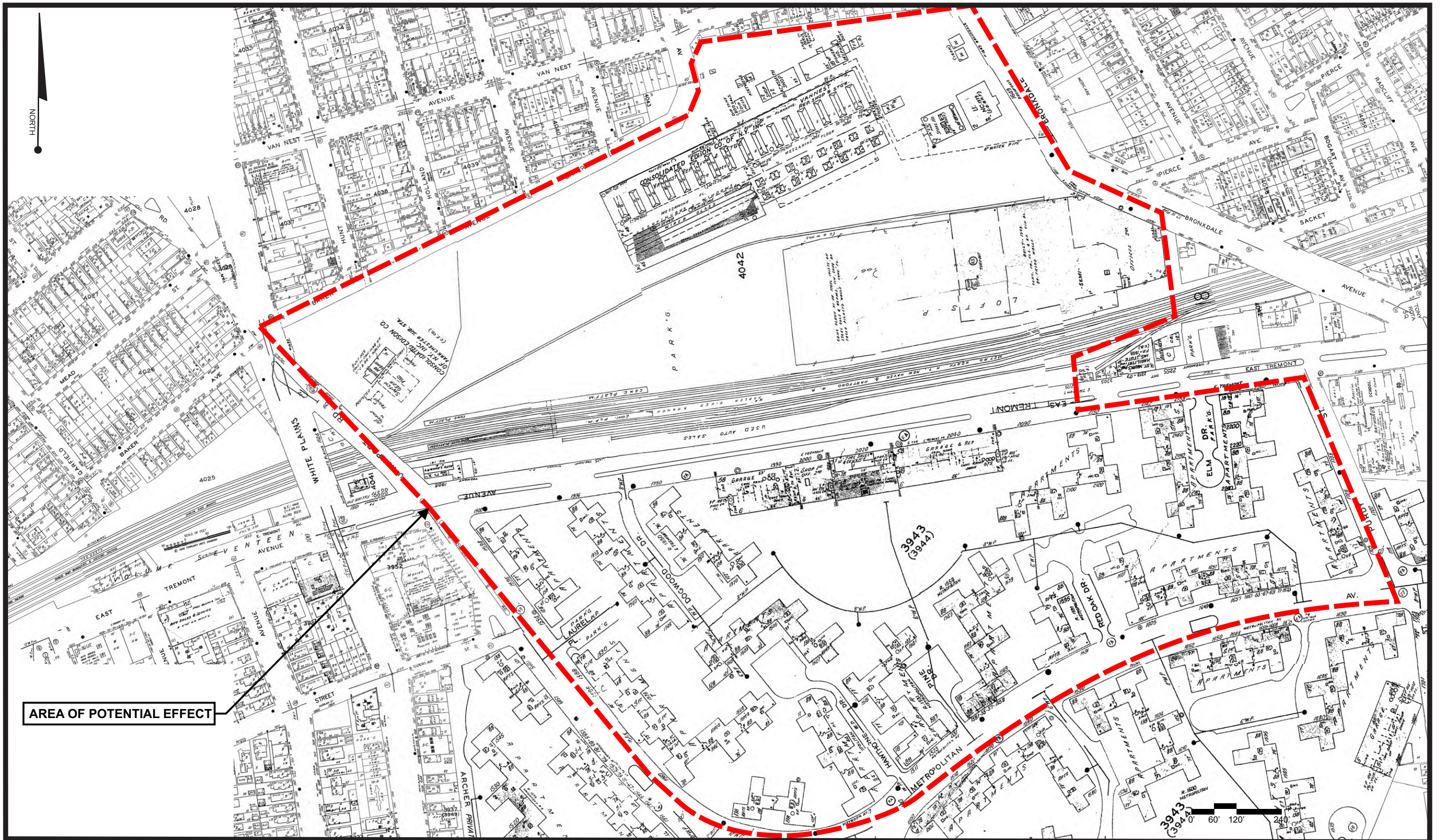




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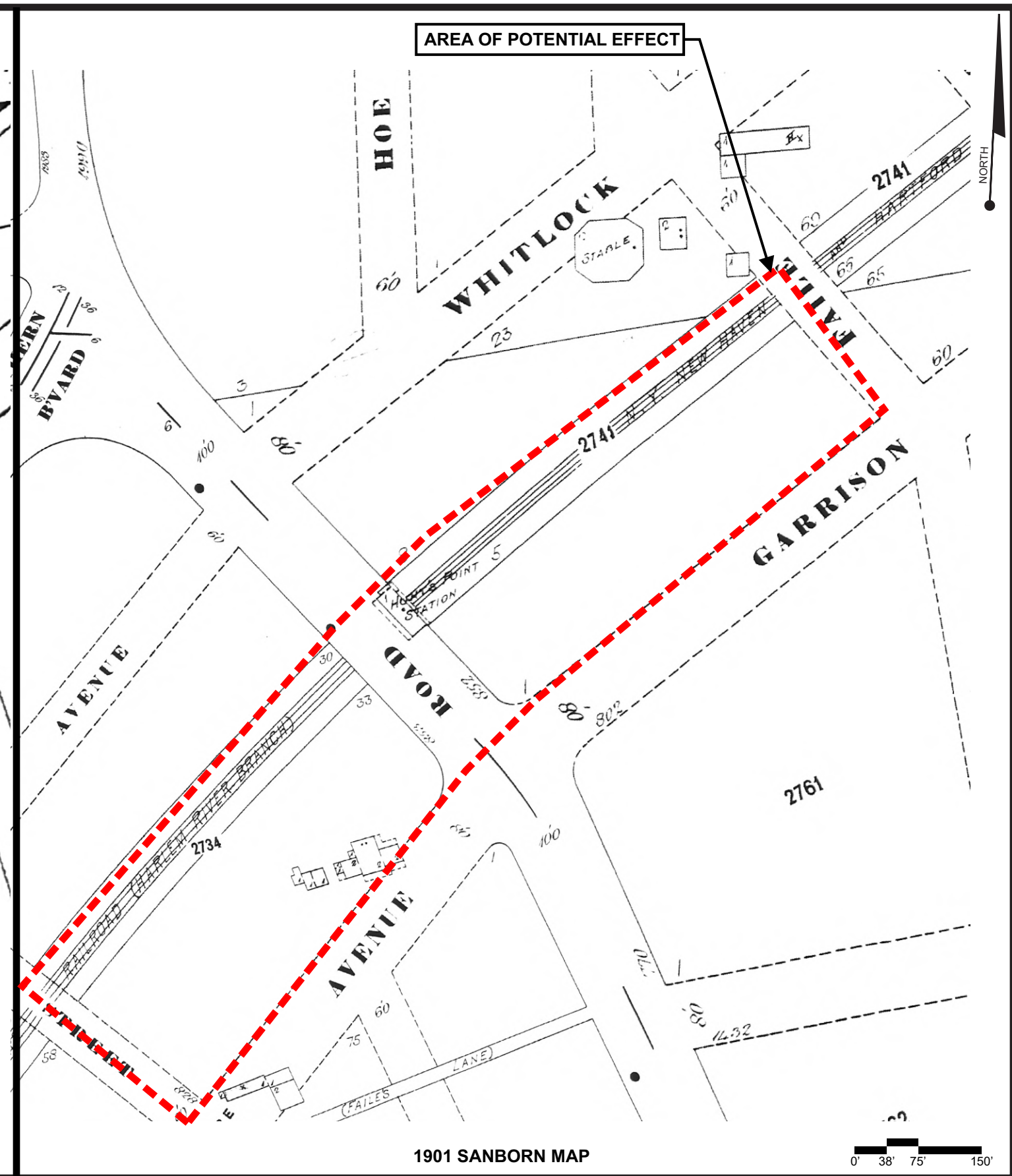
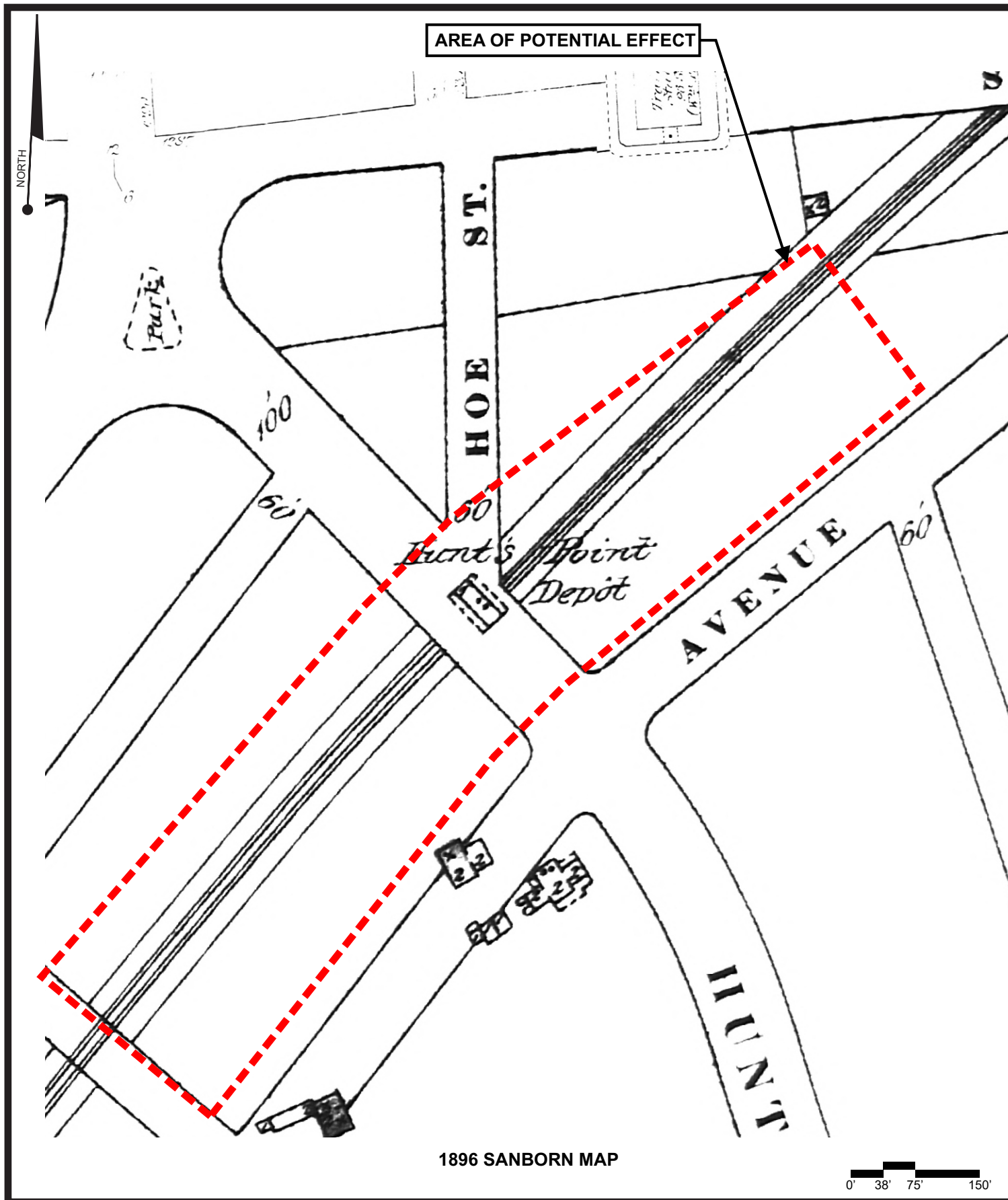


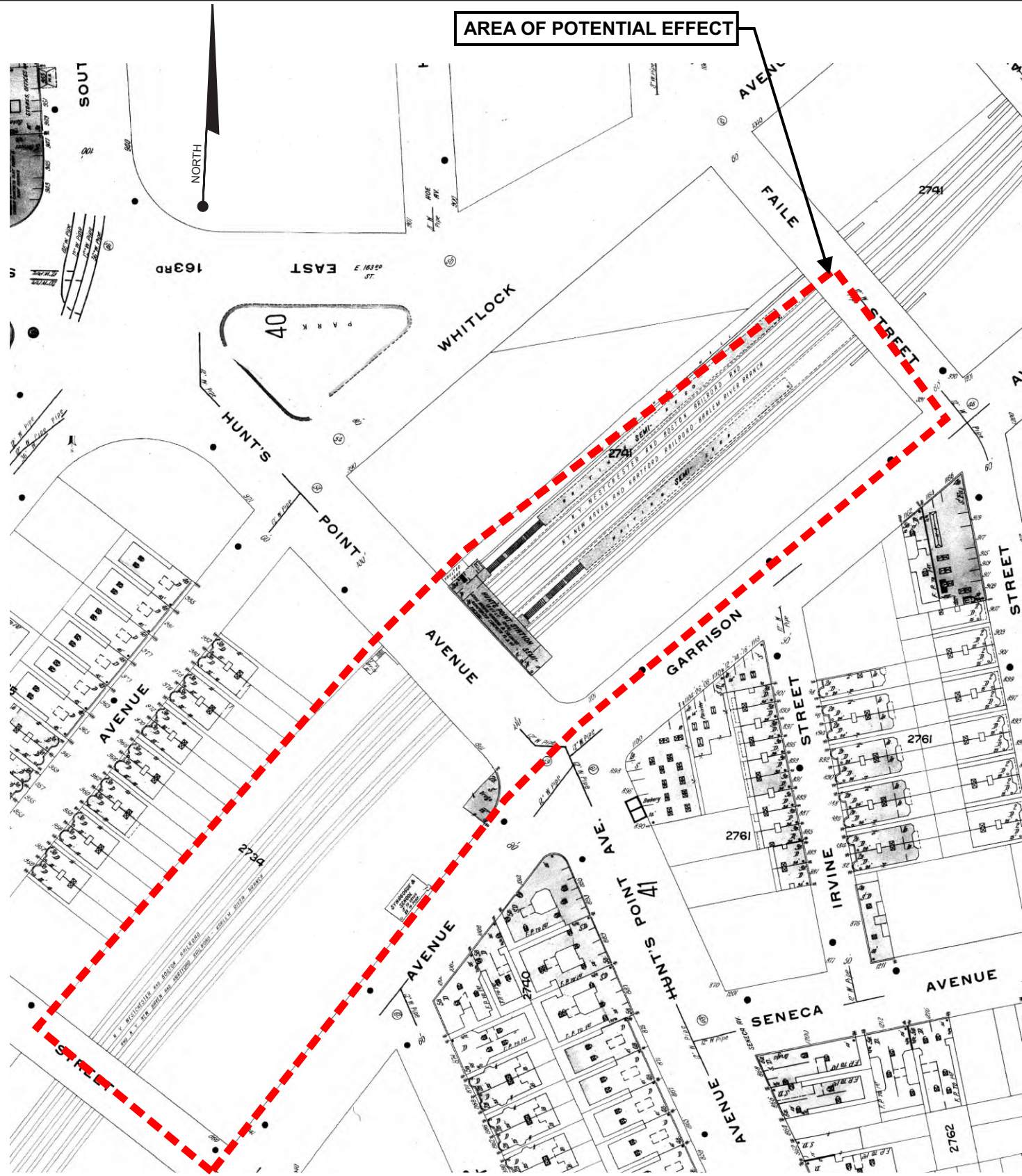
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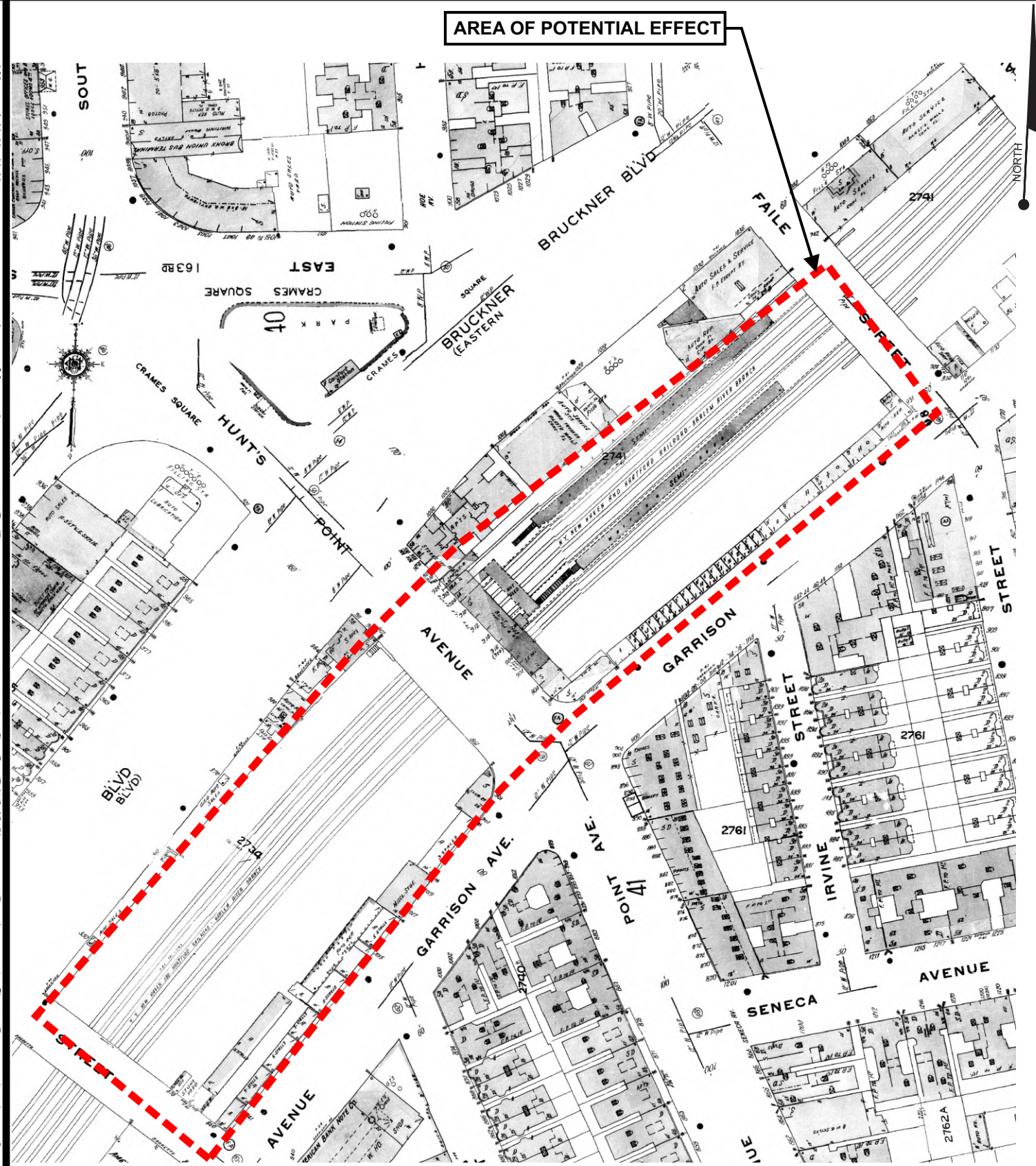
AREA OF POTENTIAL EFFECT

**Appendix F:
Proposed Hunts Point Station
Area of Potential Effect
Sanborn Maps**

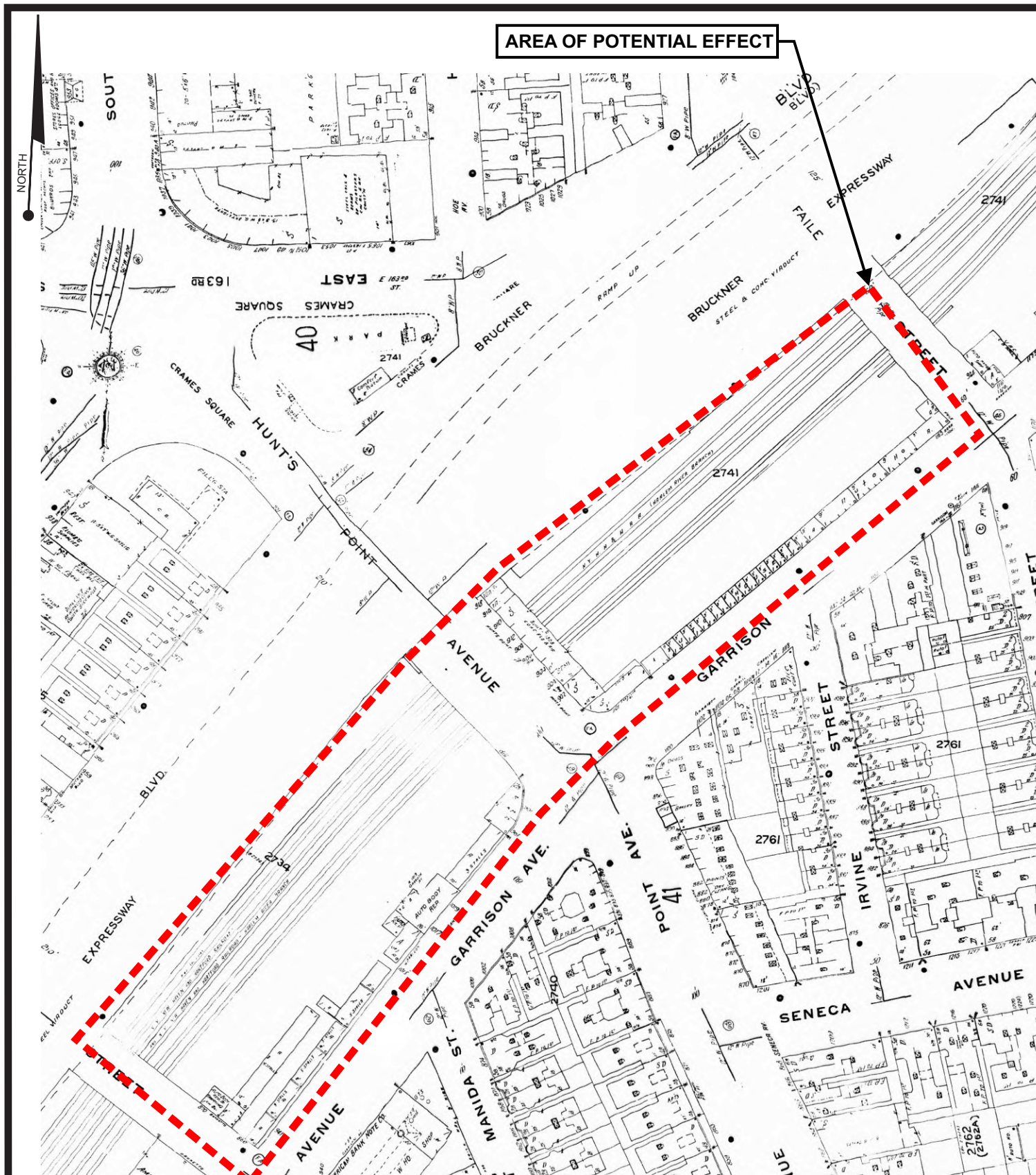




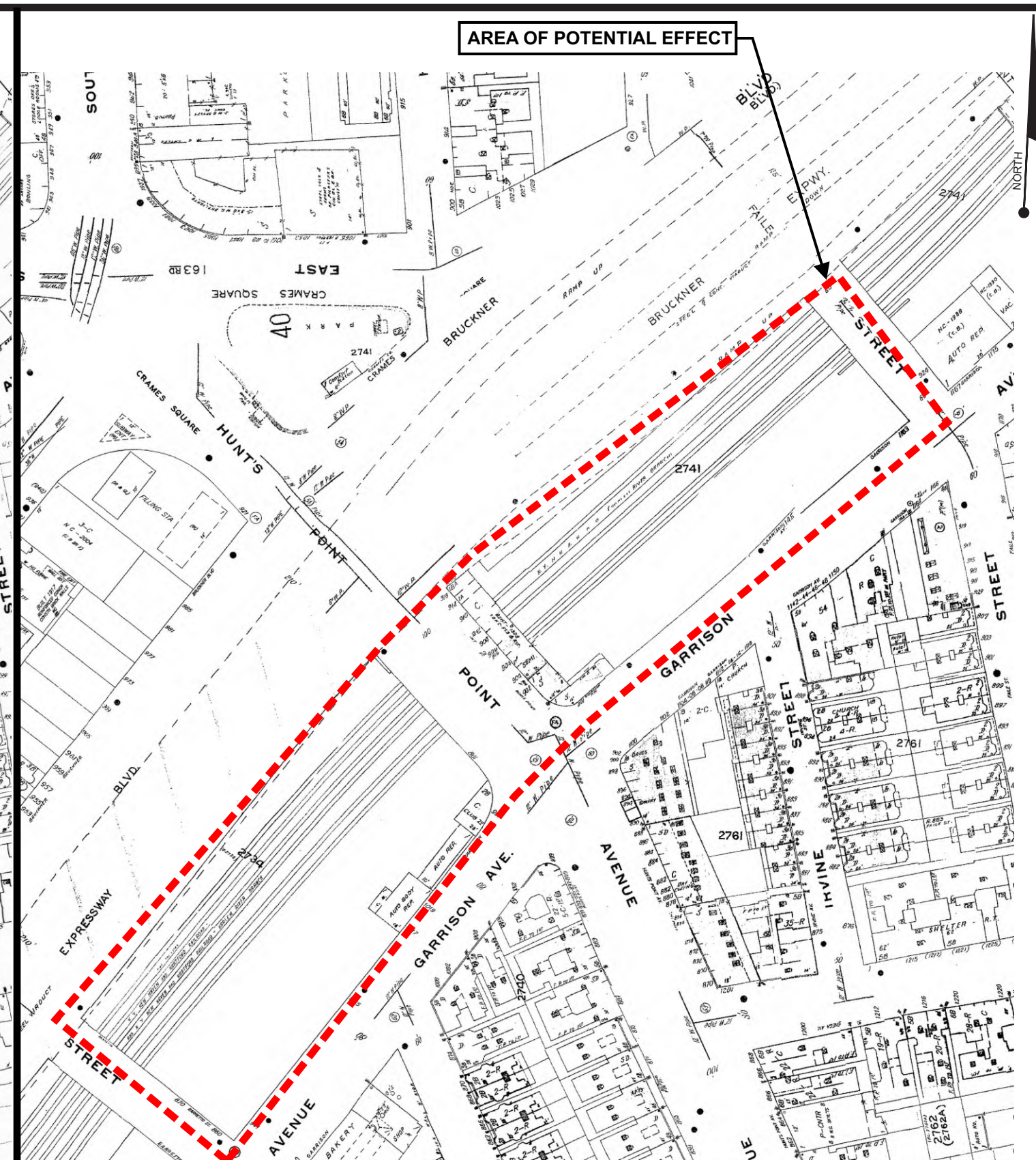
1915 SANBORN MAP



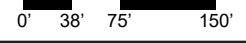
1950 SANBORN MAP



1977 SANBORN MAP



2007 SANBORN MAP



Appendix G:

New York State Office of Parks, Recreation and Historic Preservation Historic Resource Inventory Forms



HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name (if any) Baychester Village Bungalow

Address or Street Location 2198 Palmer Avenue

County Bronx Town/City New York Village/Hamlet Baychester Village

Owner Lorraine Germany Address 2198 Palmer Avenue, Bronx, New York

Original use Residence Current use Residence

Architect/Builder, if known unknown Date of construction, if known Circa 1925

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____

Roof: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known Aluminum siding Date: unknown

Condition: excellent good fair deteriorated

Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Lynn Drobbin Address 629 Fifth Avenue, Pelham, NY 10803

Telephone: (914) 738-8070 Email lynn@lynndrobbin.com Date October 25, 2013

PLEASE PROVIDE THE FOLLOWING INFORMATION:

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Baychester Village Bungalow at 2198 Palmer Avenue, built circa 1925, is located on Block 5135, Lot 215. The house is on a small lot with a narrow setback on the northeast corner of Palmer Avenue and Erskine Place, directly opposite Amtrak's Hell Gate Line. It has a stockade fence to the south, which encloses a narrow side yard.

The Baychester Village Bungalow is a 1 ½-story, three-bay building with a hipped roof that is covered with asphalt shingles. The structure contains 764 square feet; it has a rectangular plan that measures 16 feet wide and 36 feet deep. The foundation is concrete block.

The front façade has a centrally located front entry that is flanked by one-over-one double-hung, modern replacement windows. The front entry is accessed by a concrete walkway bordered by low curvilinear concrete piers. The roof has a hipped dormer that is also covered with asphalt shingles; the dormer has a pair of small six-over-one (possibly original) windows. The house is clad with aluminum siding. The house has minimal exterior alterations, including aluminum siding, a new modern front door, and replacement windows. There have been no visible additions to the exterior plan. The interior was not accessed as the property is a private residence.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Baychester Village Bungalow, built circa 1925, is significant on a local level as an intact representative of the type of housing that characterized the former historic Pelham Bay village of Baychester. Most of the historic village has been supplanted by Co-op City, as well as new residential construction that is rapidly replacing the few remaining village houses. The Baychester Village Bungalow is significant as the only remaining residential structure that dates from the historic Baychester Village that has retained its historic architectural integrity.

A residential development at Baychester Village was initially planned in the 1890s but was never realized. Streets were named and blocks were platted beyond what was the shoreline at that time, but the less than desirable location of the village on the salt marsh, and the presence of an early and active dynamite plant, deterred potential buyers and investors. Despite the construction of the Baychester Station by circa 1881, development occurred late in this section of the Bronx; it was originally part of Westchester County until 1895 when it was annexed to the Bronx and became part of New York City. The slow development was due to its marshy location at the edge of Givans Creek (now known as part of the Hutchinson River) and also due to several disastrous explosions caused by Dittmar's Powder Works, a dynamite and gun powder plant. The dynamite works were described in early newspaper articles as located near a wharf; each time there was an explosion, damage to the nearby Baychester Station was noted.

By the late 1920s and early 1930s, development in Baychester Village began to grow. The blocks along Palmer, Boller and Hunter Avenues comprised the core of the village. About seven buildings and a coal yard were clustered in the vicinity of the New York, New Haven & Hartford (NYNH&H) Railroad Baychester Station. Blocks (but not lots) were platted beyond the existing shoreline and into and across Givans Creek. Several bathhouses and a wharf were shown near the creek.

During this period, new housing was constructed throughout the village, including six 1 ½ -story frame bungalows with small front dormers; four were built at the south end of Palmer Avenue, near the railroad. The Baychester



Village Bungalow at 2198 Palmer Avenue first appears on the 1935 Sanborn map in this group of four bungalows with the addresses of 2198, 2200, 2202 and 2204 Palmer Avenue. City records indicate the bungalow at 2198 Palmer Avenue was constructed around 1925 on property that was owned by the railroad. The earliest deed available for 2198 Palmer Avenue is a conveyance dated April 5, 1951, in which the NYNH&H Railroad, as successor to the Harlem River and Port Chester Railroad, transferred the property to Joseph Mileski and his wife, Stella Mileski. The property description in the deed details a 100 by 100 foot lot "containing 10,000 square feet more or less." (The present-day 2198 Palmer Avenue lot is now 70 feet deep by 39 feet wide, totaling 2,730 square feet.) The lot formerly extended across what is now Erskine Place, to a line roughly coinciding with the right-of-way boundary fence.)

Records indicate that, in the 1920s, the Five Boroughs Real Estate Company, located at 165 Broadway in New York City, owned and sold much of the property in this area. The president of the Five Boroughs Real Estate Company in 1918, until his death in 1933, was Edwin Gould. Edwin Gould, the son of financier and railroad magnate Jay Gould, worked closely on the development of his real estate holdings with the law firm of Taylor, Knowles and Hack, the president of which was David H. Taylor; his partners were Robert B. Knowles and Otto A. Hack, also with offices at 165 Broadway. It is believed that this realty company may have built and sold a number of the houses in Baychester Village. However, it was not definitively determined that they were responsible for construction of 2198 Palmer Avenue.

The period that witnessed the greatest changes to the area began with the construction of the Hutchinson River Parkway from 1924 to 1941; the completion of the New England Thruway in 1958; and the construction of Co-op City from 1966 to 1973. Baychester Village became somewhat isolated between these two major north-south roadways to the west and the massive housing complex to the north and east. Despite these dramatic changes, the historic Baychester Village remained as a small pocket of modest, early 19th-century, single-family detached houses. Recent developments include the replacement of many of these houses with larger, two-family stone and brick homes.

The Baychester Village Bungalow at 2198 Palmer Avenue is characteristic of the type of housing that was commonly constructed in a New York City area bayside community during the 1920s and is unique as it is the only bungalow from the historic Baychester Village that has retained its historic architectural integrity. It is also one of the few remaining relatively intact dwellings that dates from the original Baychester Village. Although a total of six bungalows remain in the Co-op City study area that date from the historic Baychester Village, all except 2198 Palmer Avenue have had unsympathetic modifications that include large dormers, incompatible additions and other alterations that have compromised their historic architectural integrity. The bungalow at 2198 Palmer Avenue, despite its cladding with aluminum siding, has retained its original scale and massing and is devoid of any incompatible exterior alterations. While not of national significance, the structure is significant on a local level. Its continued existence is threatened by the current pattern of replacement of these historic homes with new two-family brick townhouses.





Photo 1. Baychester Village Bungalow, 2198 Palmer Avenue, Facing Northeast, June 2013



Photo 2. Baychester Village Bungalow, 2198 Palmer Avenue, Facing East, June 2013





Photo 3. Modified Bungalows at 2200 & 2202 Palmer Avenue, June 2013



Photo 4. Modified Bungalow at 2227 Boller Avenue, June 2013



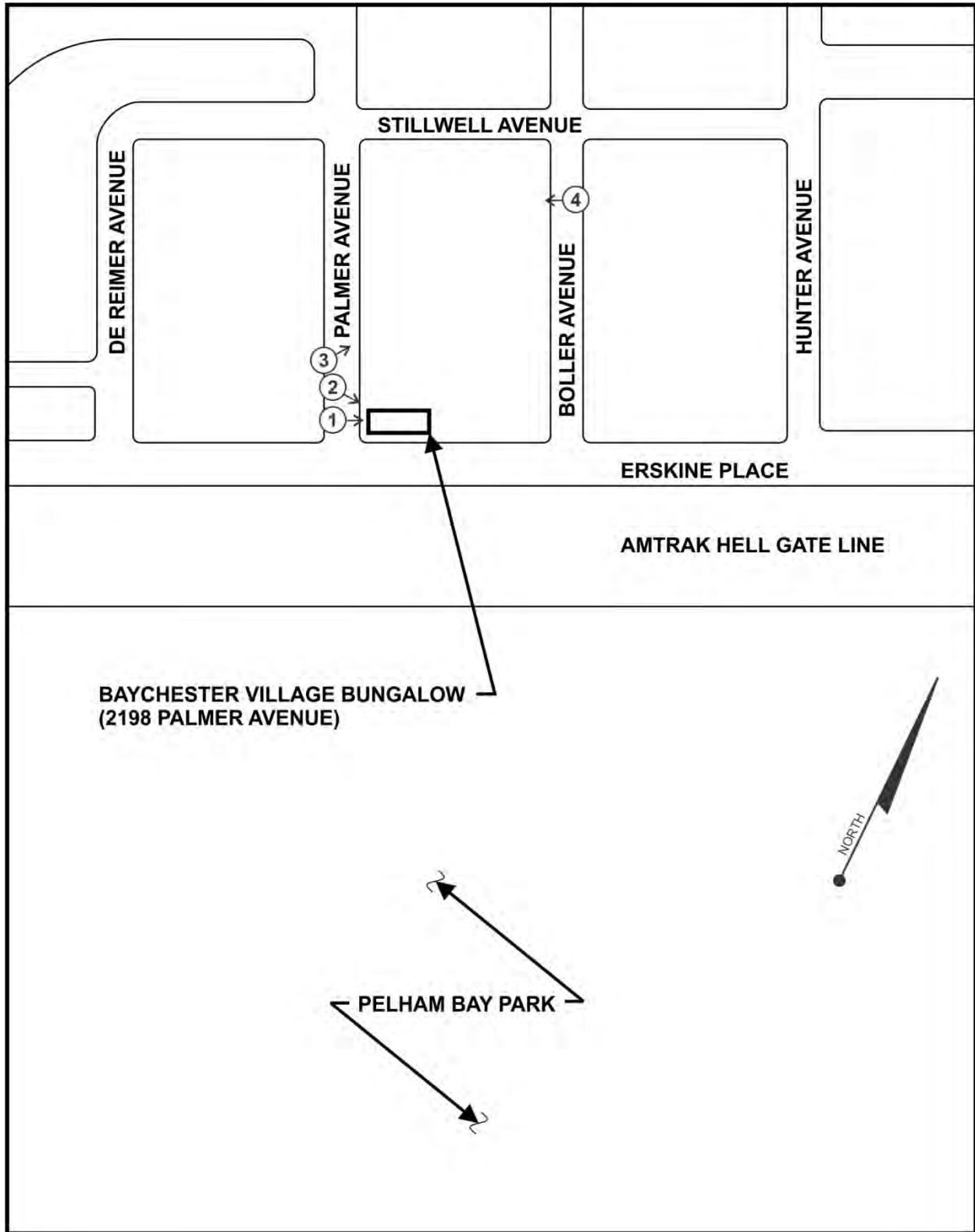


Photo Location and Site Plan





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name (if any) American Cystoscope Makers Factory / Farberware Building

Address or Street Location 1500 Bassett Avenue (a.k.a. 1780 Eastchester Road)

County Bronx Town/City New York Village/Hamlet Morris Park

Owner M&M Service Center, LLC Address 498 Seventh Avenue, New York, NY

Original use Factory Current use Warehouse

Architect/Builder, if known unknown Date of construction, if known 1951

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: metal siding

Roof: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: Corrugated fiberglass on the window bands

Alterations, if known Large 335-foot-long southern addition Date: 2005

Condition: excellent good fair deteriorated

Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Lynn Drobbin Address 629 Fifth Avenue, Pelham, NY 10803

Telephone: (914) 738-8070 Email lynn@lynndrobbin.com Date October 25, 2013

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The former American Cystoscope Makers Factory/Farberware Building, currently the William D. Modell Distribution Center, is a large building that is 1,345 feet long (approximately 1/4 mile) and is situated on a large tax lot, Block 4226, Lot 5. It is located in an industrial setting east of the Amtrak Hell Gate Line. To the east is a large office complex known as the Hutchinson Metro Center and a parking lot for the Montefiore Hospital; to the south is a new Marriott Hotel. The building address is 1500 Bassett Avenue and 1780 Eastchester Road and is accessed by a private street. The most recent (Sanborn, 2007) Sanborn map shows a concrete tunnel on Bassett Avenue at the foot of Wilkerson Avenue that extends under the Amtrak Hell Gate Line tracks to access the building. Access to the site is restricted by chain-link fencing and two guard houses.

The former American Cystoscope Makers Factory/Farberware Building is a large brick building with a substantial addition to the south and a small two-bay addition on the north. The building is rectangular in plan and contains a total of approximately 336,250 square feet. The original portion, built in 1951, is approximately 1,010 feet long; the warehouse/truck bay addition to the south was built in early 2005 and measures 335 feet long. Both sections of the structure are 250 feet wide. The small northern garage addition, built by 1994, is 57 feet long by 32 feet wide.

The original building consists of a linear, 1- to 2-story, red-brick structure with a high concrete foundation and a flat roof. Windows are steel hopper sash and corrugated fiberglass panels arranged in a continuous band. Some windows have been enclosed with concrete block; steel louvers have also been added. The cornice is covered with corrugated asbestos panels. The primary (west) elevation projects from the main building plane; it is 2 stories high with eight loading bays on the first story and offices on the second story. Windows on the second story are both modern aluminum replacement windows and original steel pivot sash. At either end of this projecting section are two entrances that are set within 2-story-high, Moderne-style, concrete surrounds that project from the building. The front entry doors are steel and glass; above is a monumental 12-light, fixed-pane transom. The west side of the building, north of the front entry and office section, has 16 additional truck loading bays. The north elevation of the building has six truck loading bays.

A small, single-story, brick addition with two garage bays with steel roll-up doors projects from the north elevation; the height of this structure is lower than the main building block. The roof is flat and some of the windows have been infilled with concrete block or stucco.

The southern addition, built in 2005, has a concrete foundation and is clad with dark red metal siding. The roof is gabled but with an extremely shallow pitch. The east and west elevations of the addition have no fenestration with the exception of square metal louvers. The south elevation of the addition has 20 truck loading bays; the bay at the southwest corner provides vehicular access to this portion of the building.

The former American Cystoscope Makers Factory/Farberware Building is in good condition. There are only a few broken panes in the original steel sash windows along the frieze; some plywood covers areas of missing windows; a few windows have been enclosed with stucco, concrete block or glass block; and at least one truck bay has been enclosed with concrete block. The major alterations consist of the large southern addition built in 2005 and the small two-bay garage addition on the north, built by 1994.



Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Summary

The building located at 1500 Bassett Avenue, Bronx, New York, was formerly occupied by two large innovative companies that were headquartered in the Bronx: American Cystoscope Makers Inc. (ACMI), pioneers in the design and development of diagnostic medical instruments, and Farberware Inc., significant in the manufacture of innovative cookware and household appliances. This large brick building, built in 1951, initially owned by the Lily-Tulip Cup Corporation (manufacturer of paper cups), served as the factory for American Cystoscope Makers for over a decade. ACMI sold the building to the City of New York in 1974, which subsequently leased it to Farberware, which used it as its headquarters and service center for its home appliance business. When the Farberware company relocated overseas in 1996, the City of New York sold the building to Modell's Sporting Goods Company, which currently uses it as a warehouse and distribution center.

American Cystoscope Makers

The American Cystoscope Makers Factory/Farberware Building was constructed on property that was part of the former New York, New Haven & Hartford (NYNH&H) Railroad Westchester Freight Yard. By 1936, many of the freight storage functions of the yard had been transferred to Oak Point Yards in Hunts Point and, by the 1950s, the freight yard property was sold off piecemeal. On December 20, 1950, a large parcel in the former yard was sold by the NYNH&H Railroad to the Lily-Tulip Cup Corporation, a Delaware-based corporation. This parcel included present-day 1500 Basset Avenue, Block 4226, Lot 5. In 1951, Lily-Tulip built a large steel frame, concrete and brick factory building in the northern section of the yard. The property was accessed by a private road that was built through the former freight yard and by a concrete tunnel that extended from the building under the Hell Gate Line tracks to Bassett Avenue at the foot of Wilkerson Avenue. In December 1951, it was announced that the Lily-Tulip Cup Corporation, after inspecting 40 cities around the country, would build its new manufacturing plant in Springfield, Missouri.

The Lily-Tulip Cup Corporation held the property at 1500 Bassett Avenue until December 27, 1962, when it sold the factory to Cystoscope Equities, Inc., a New York corporation with its principal office at 1500 Bassett Avenue. Cystoscope Equities, Inc. and American Cystoscope Makers, Inc. were related companies, which merged into a single firm subsequent to this transfer. Prior to its purchase of the Bassett Avenue property, American Cystoscope Makers operated factories at 1241 Lafayette Avenue in Hunts Point and also in Port Chester, New York.

American Cystoscope Makers (later known as ACMI) was founded by German immigrant Reinhold H. Wappler, MD (1870 – 1932) who, by the early 1900s, was known as a superb endoscopic innovator and the founder of the U.S. diagnostic instrument industry. Through his company, Wappler produced an extraordinary number of diagnostic, therapeutic, and auxiliary instruments. He was granted the first U.S. patents for cystoscopes and optics and, for many decades, ACMI was the largest and best source of urological instruments in the United States.

Endoscopic devices gained widespread appeal only after the development of the incandescent lamp by Thomas A. Edison in 1880. Once Edison's bulb was miniaturized into a low-amperage mignon bulb by manufacturers in the United States, instrument makers around the world could produce simple, inexpensive and easily manageable cystoscopes, illuminated with bright, burn-sparing light. Until the early 1900s, American urologists depended on manufacturers in Germany and Austria who were the sole sources of these delicate surgical optical instruments; there were great difficulties and long delays in shipping instruments back and forth for repairs.

Reinhold H. Wappler was born in 1870 in Oranienbaum, Anhalt, Germany and immigrated in 1890 to New York where he repaired instruments at an instrument company. A number of New York urologists sought out Reinhold Wappler to not only do the repairs of their European instruments but also to create American instruments. Wappler



soon established the Wappler Electric Company, circa 1920, in Long Island City; this later merged with his instrument company, the American Cystoscope Makers Inc. (ACMI). The first American-made and -designed diagnostic instrument was produced by Wappler in 1902; shortly thereafter, he developed a new telescopic objective lens embodying a hemispherical lens, for which he was granted his first U.S. patent. Wappler designed and patented many other endoscopic instruments and parts. A skilled designer and eventually a maker of electrosurgical instruments, he also pioneered high-frequency devices for medical use. ACMI, incorporated in 1908, was the primary developer and manufacturer of endoscopic instruments in the United States for more than one-half century.

The cystoscope is perhaps the most significant of all contributions of urology to medicine. The cystoscope is a thin, lighted instrument used to look inside the bladder and remove tissue samples or small tumors. Paving the way for endoscopy and laparoscopy, the cystoscope remains one of the major ways physicians can look into the human body. Some of the technologically advanced medical devices that ACMI invented or perfected include:

- 1900 - Introduced first U.S.-made electrically lighted Otis-Brown Cystoscope;
- 1926 - Developed first domestic hysteroscope;
- 1937 - Developed first laparoscopes;
- 1970 - Developed first culdoscope;
- 1973 - Pioneered first use of uterine resection to remove fibroids;
- 1974 - Introduced the Falope-Ring Band System for female sterilization; and
- 1989 - Performed first Roller Ball endometrial ablation.

When Reinhold H. Wappler died in 1933, the operation of the company continued with Frederick C. Wappler (1901-1944) and later, Frederick's sons, Frederick C. Wappler, Jr. (1930-1975) and Reinhold D. Wappler, Jr. (born 1932). In the 1960s, ACMI either relocated or expanded to another facility on Pelham Parkway in Pelham Manor, Westchester County, New York; this factory building still stands but is no longer used as a factory. On June 25 1974, Reinhold D. Wappler, Jr., President of the American Cystoscope Makers Inc., sold the 1500 Bassett Avenue factory building to the City of New York for \$4.7 million. The deed of sale indicates that, at the time, Reinhold D. Wappler, Jr. resided at 252 Carter Avenue in the town of New Canaan, Connecticut.

In 1986, the Circon Corporation purchased ACMI. Headquartered in Massachusetts, the Circon Corporation was a leading developer, manufacturer, and marketer of medical products for urology, gynecology, and general surgery applications. At that time, ACMI was described as a premier urology medical device manufacturer that designs, markets and services medical endoscopy systems for diagnosis and minimally invasive surgery and as a leading provider of endoscopy equipment that illuminates, provides visualization, and facilitates therapeutic treatments for urologists, gynecologists, and general surgeons. At the time of its purchase, ACMI employed more than 1,000 people in the U.S., with offices around the world. In 2002, Circon Corporation consolidated its various business entities under the "singular, well respected, century-old" ACMI name. As of 2005, ACMI and a number of other medical device companies were acquired by a British medical device company and is now Gyrus ACMI. Gyrus ACMI is a world-wide leader in the manufacture of endoscopic instruments and miniature video systems for medical applications; it has five factories including in Stamford, Connecticut, Mexico and the United Kingdom.

Farberware

On June 25, 1974, Reinhold D. Wappler, President of the American Cystoscope Makers Inc., sold the 1500 Bassett Avenue factory building to the City of New York for \$4.7 million; the following day, the city leased the premises to Farberware, Inc. The deed noted that the premises were part of the East-Pel Industrial Park Urban Renewal Area. The building at 1500 Bassett Avenue in the Morris Park section of the Bronx was the Farberware headquarters and also where its products, such as coffee pots, could be sent for repairs. Farberware was manufactured in a 425,000-square-foot plant located at the corner of Bruckner Boulevard and 144th Street.

The Farberware company was started as S.W. Farber Inc. by tinsmith Simon W. Farber in 1897. Farber was a Russian emigrant who managed a metal manufacturing plant in Antipol on the Russian-Polish border. Farber arrived in the United States at age 17 and started S.W. Farber Inc. in his basement in the Lower East Side of Manhattan; Farber initially manufactured gift trays and racks. The company later opened a plant in Brooklyn next to the



Williamsburg Bridge.

In the 1940s, Simon Farber's son, Isadore, became president and head of sales and his other son, Milton, became vice president for production; two brothers-in-law were also executives. The company moved to the Bronx in 1944. Named Farberware, it became a leading brand of cookware and electrical appliances. During World War II, the company manufactured radar equipment and .50-caliber machine gun belt links for the United States Armed Forces. Farber also had contracts with several glassware plants in Czechoslovakia that made glass parts for his products and also had investments in Berlin where his holdings were eventually confiscated.

After World War II, the company continued to create vases, bowls, pots and a host of kitchen accessories and also expanded into a new line of stainless steel pots and pans with bonded aluminum bottoms for better heat conduction. Farberware was associated with innovation as well as function. Farberware was the first company to introduce the coffee percolator and many other kitchen gadgets including the Coffee Robot in 1937; the Broiler Robot in 1938; and, in 1954, the first electric fry pan that could be submersed in water to be cleaned. The "Open Hearth" smokeless broiler was invented in 1962; this was innovative as the heating element was below the food rather than above, as in traditional broilers of the time.

When Isadore retired, Milton Farber continued as president. The company was sold to Walter Kidde & Company in 1966; Walter Kidde was a conglomerate with products and services primarily in the field of security but also owned companies that manufactured industrial products as well as commercial and goods. Milton Farber, who continued on under Walter Kidde's ownership, also designed and supervised the construction of a factory in Israel to produce Farberware. He remained with the operation until he retired in 1973.

In 1981, the State of New York leased the Farberware manufacturing plant on Bruckner Boulevard to U.S. Industries, a conglomerate in Iselin, New Jersey. In exchange for state and city tax breaks and reduced rent, the company pledged to operate the cookware factory at the Bronx site for 25 years. This was one of the largest factories in the Bronx; in 1996, when U.S. Industries' Farberware name and assets were sold to Syratech, a Boston company, the factory had a \$300 million payroll and held 5 percent of the 14,000 manufacturing jobs in the borough. That same year, Syratech licensed the Farberware name to a foreign company, closed the Bruckner Boulevard manufacturing plant and vacated the leased building at 1500 Bassett Avenue. The departure of Farberware from the Bronx occurred amidst much controversy as the new owners violated state and municipal agreements and also created a huge economic impact to the Bronx through the loss of 700 jobs, as well as a projected annual loss of \$18 million in wages.

Farberware remains a popular brand today, manufacturing stylish kitchenware and appliances for the average household. As a side note, Farberware is not to be confused with Farber Brothers, makers of glass and silver-plated serving ware. Farber Brothers was founded in 1915 by Simon Farber's two brothers, Louis and Harry Farber. They manufactured the Krome-Kraft® line of products. The two men initially worked for their brother Simon's firm, S.W. Farber Inc. Louis's son, Samuel Farber, founded Copco, a maker of brightly colored enameled cast-iron cookware, in 1960. Samuel Farber ran the company before selling it in 1982. Later, with John Farber, Samuel founded Oxo's Good Grips line of kitchen tools. The company's products have won many design awards and are ubiquitous today in hardware and housewares stores and in chain retailers like Target and Kmart. Samuel Farber sold Oxo to the General Housewares Corporation in 1992.

Modell's Sporting Goods

In August 1996, the City of New York's lease was amended to allow the tenant the option to purchase the premises. On December 28, 1996, the City of New York sold 1500 Bassett Avenue for a total of \$673,907 to M&M Service Center, LLC at 498 Seventh Avenue, New York, New York. The 498 Seventh Avenue address is the corporate headquarters of Modell's Sporting Goods. The sale stipulated that Modell's Inc. must maintain its present and future headquarters, its primary and administrative offices and primary warehouse facilities and primary distribution centers in the City of New York through 2007. Modell's constructed the large 335-foot-long warehouse/truck bay addition to the south in early 2005.

The building at 1500 Bassett Avenue is currently occupied by the William D. Modell Distribution Center, which warehouses and distributes products for Modell's Sporting Goods stores. Modell's Sporting Goods is one of

Revised 4/13



America's oldest, family-owned and -operated retailers of sporting goods. Founded in 1889 by Morris A. Modell, the first Modell's store was located on Cortlandt Street in lower Manhattan. Four generations of the Modell family have developed the family business into a chain of more than 150 stores throughout the Northeast.

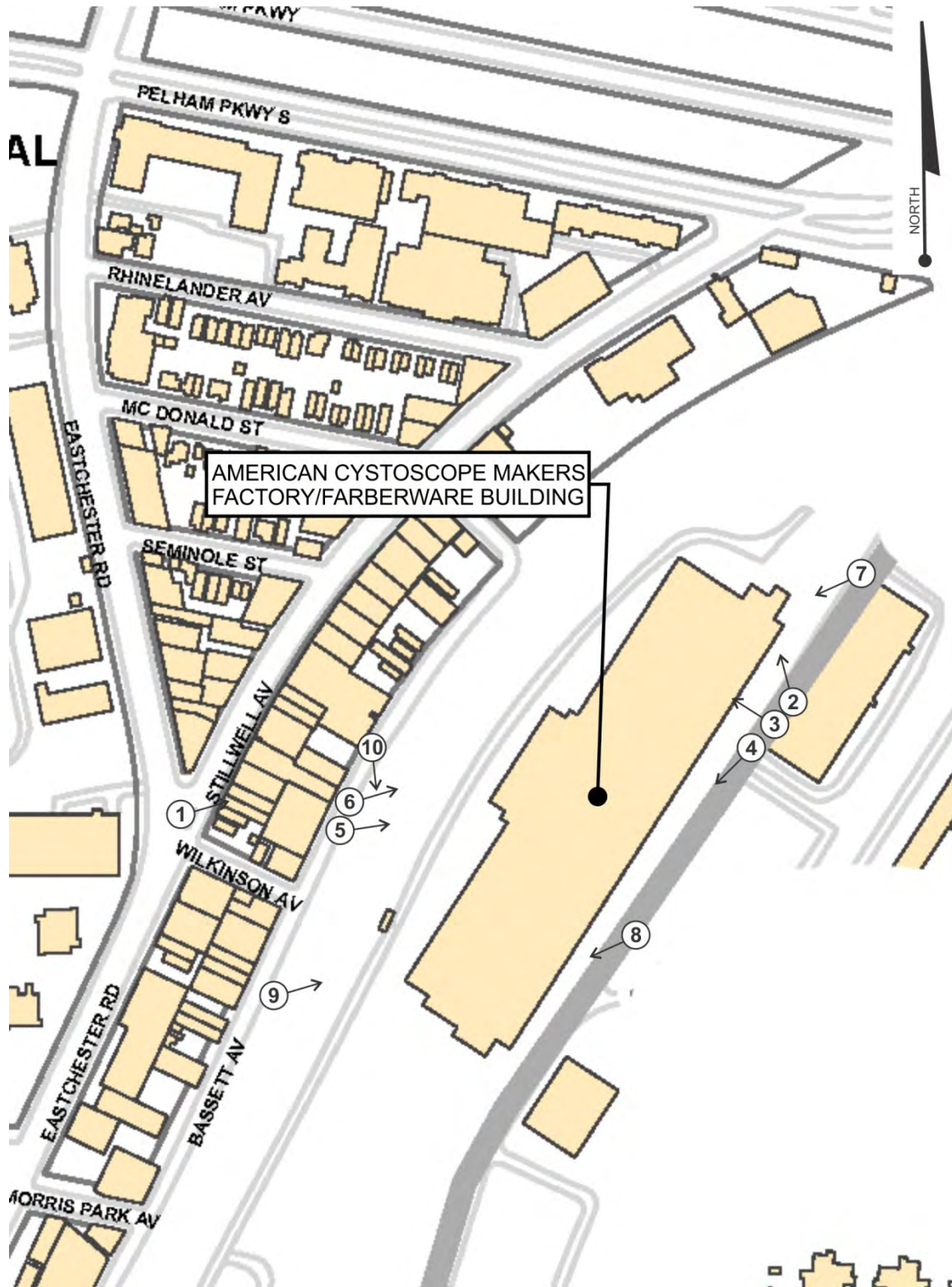
Conclusion

The American Cystoscope Makers Factory/Farberware Building is significant for its historic associations with two manufacturing companies that were significant in two widely diverse disciplines: American Cystoscope Makers, for its pioneering research, development and manufacture of diagnostic instruments, particularly in the medical field of urology, and Farberware, significant for the manufacture of metal ware and innovative household appliances. The American Cystoscope Makers Inc. used the building as a factory from 1962 through 1974; Farberware Inc. used the building as its headquarters and service center from 1974 until 1996.

Both companies are also significant as they demonstrate the American ideal: both companies were founded in the early 20th century by immigrants who invented innovative products that continue to be manufactured today. Both companies also played an important role in the economic development of the Bronx as an industrial center; however, neither company currently has a factory in the Bronx. Both companies demonstrate the progression of manufacturing that began in the Bronx in the early 20th century and, by the close of the century, had been acquired by large conglomerates whose manufacturing was largely relocated, some overseas. While some of Gyru ACMI factories remain in the United States, the Farberware manufacturing plants have been relocated to China.

However, 1500 Bassett Avenue was one of several factories owned by American Cystoscope Makers Inc. in the period from the 1940s to the 1970s; the company also had factories in Hunts Point, Port Chester and Pelham, New York. For Farberware, 1500 Bassett Avenue served as its headquarters and service center; its large manufacturing plant was located at 144th Street and Bruckner Boulevard. Therefore, there were other buildings that perhaps were either more or equally as significant to both of these companies. Also, the American Cystoscope Makers Factory/Farberware Building has had two unsympathetic additions: the large incompatible southern addition built in 2005 and the small incompatible northern addition built after 1994; both detract from its historic architectural integrity. Therefore, the American Cystoscope Makers Factory/Farberware Building is not considered to be potentially eligible for the National Register of Historic Places.





Source: Public Service Answering Center II FEIS
Figure 1. Photograph Location Plan





Source: Bing Maps, <http://www.bing.com/maps/>

Photo 1. Aerial View: American Cystoscope Makers Factory/Farberware Building, View East



Photo 2 American Cystoscope Makers Factory/Farberware Building, Facing West, 2013





Photo 3. American Cystoscope Makers Factory/Farberware Building, Facing West, 2013



Photo 4. American Cystoscope Makers Factory/Farberware Building, Facing Southwest, 2013





Photo 5. American Cystoscope Makers Factory/Farberware Building, Facing East, 2013



Photo 6. American Cystoscope Makers Factory/Farberware Building, Facing Northeast, 2013





Photo 7. American Cystoscope Makers Factory/Farberware Building, Facing Southwest, 2013



Photo 8. American Cystoscope Makers Factory/Farberware Building, Facing Southwest, 2013





Photo 9. American Cystoscope Makers Factory/Farberware Building, Facing Northeast, 2013

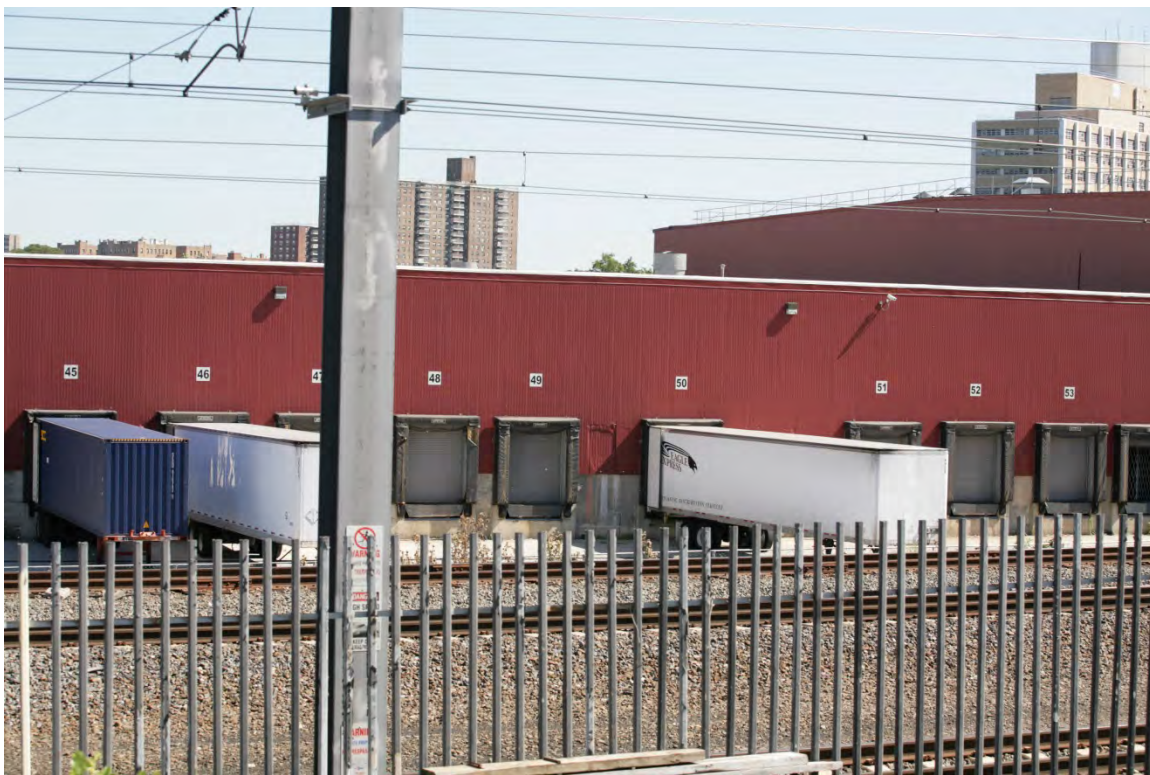



Photo 10. American Cystoscope Makers Inc. Factory/Farberware Inc. Building, Facing East, 2013

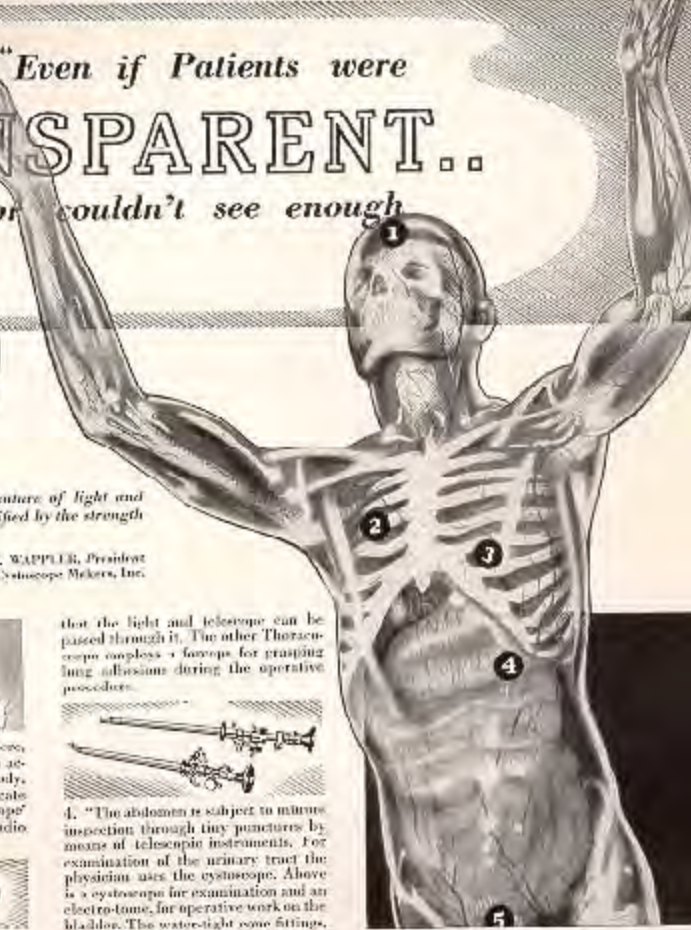


"Even if Patients were
TRANSPARENT..
your doctor couldn't see enough



*he must depend on the revealing nature of light and
 scopic vision, with instruments fortified by the strength
 corrosion resistance of Monel!"*

FREDERICK C. WAPPLER, President
 American Cystoscope Makers, Inc.



1. The eye
 2. The chest cavity
 3. The stomach
 4. The bladder
 5. The lithotripsy site

Consider the instruments shown here, which enable the physician and surgeon actually to look and work **INSIDE** the body, even into various organs! For delicate work inside the skull the "Ventriculoscope" is a cavity electrode or so-called "radio" between two tiny electric bulbs.

The inside of the chest cavity is revealed by a Thoracoscope. Above is a close-up view of the illuminating device before assembly. A very thin section supporting the light bulb at the end of the instrument is made by using our Monel tube of .235-inch diameter over another of .204-inch diameter. Between these two tubes lies the delicate insulating wire which supplies current to the lamp.

Thoracoscopic instruments are frequently used for operative work. The trocar (left foreground below) is used to puncture the chest muscles leaving the Monel cannula—the oil tube, shown in the center—in place, so that the light and telescope can be passed through it. The other Thoracoscope employs a forceps for grasping lung adhesions during the operative procedure.



4. "The abdomen is subject to minute inspection through tiny punctures by means of telescopic instruments. For examination of the urinary tract the physician uses the cystoscope. Above is a cystoscope for examination and an electro-tome, for operative work on the bladder. The water-tight cone fittings, beak, sheath, and tubing are Monel.

5. "For crushing stones in the bladder, the urologist uses the lithotriptoscope, with jaws which withstand a crushing force of 750 lbs. Monel's great strength, which exceeds that of structural steel, is easily able to withstand the terrific strain.

"Comparison of a 'train of wheat' lamp with an ordinary pen point gives you an idea of the small sizes and close tolerances involved in manufacturing these instruments.

"If you build anything that needs to be free from rust and corrosion, easy to clean and sterilize, and extra strong—there's just one metal to use. We know of no material that gives us all these, combined also with toughness and ease of machining, except Monel.

THE INTERNATIONAL NICKEL CO., INC., 67 WALL STREET, NEW YORK, N. Y.

 +  = **MONEL**

- 131 -

Source: www.ENDOSCOPY-MUSEUM.com
 Figure 2. ACMI Wappler Advertisement





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name (if any) Former New York, New Haven & Hartford (NYNH&H) Railroad Van Nest Electric Locomotive Repair Shops

Address or Street Location 1610 Matthews Avenue

County Bronx Town/City New York Village/Hamlet Parkchester/Van Nest

Owner Consolidated Edison, Inc. Address 4 Irving Place, New York, NY 10003

Original use Rail shops Current use Power company service shops

Architect/Builder, if known NYNH&H Railroad Date of construction, if known 1912; 1929

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____

Roof: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: Terra cotta roof tile, concrete block, glass block

Alterations, if known See attached sheets Date: Post 1959

Condition: excellent good fair deteriorated

Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Lynn Drobbin Address 629 Fifth Avenue, Pelham, NY 10803

Telephone: (914) 738-8070 Email lynn@lynndrobbin.com Date October 25, 2013

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The former New York, New Haven and Hartford Railroad (NYNH&H) Railroad Van Nest Electric Locomotive Repair Shops, used as a vehicle service and repair center by Con Edison since 1959, are located in the former NYNH&H Railroad Van Nest Freight Yards (see Figure 1 for location). Figure 2 consists of a sketch plan of the shops, circa 1944, prepared by a former NYNH&H Railroad shops employee; a current plan of the shops is illustrated in Figure 3.

The former freight yard site is bordered by Bronxdale Avenue on the east, East Tremont Avenue on the south, Unionport Road on the west and Baker Avenue on the north. Currently, the only railroad use on the former freight yard site is the four-track Amtrak Hell Gate Line right-of-way that extends across the southern section of the site that borders East Tremont Avenue. The western end of the site is currently occupied by a Con Edison substation. The portion of the site that is owned by Con Edison is restricted and is enclosed by a high chain-link fence with gate houses on Unionport Road and Bronxdale Avenue for entry. Outside of the restricted area, but also in what was part of the former freight yard, is the former Gristedes Warehouse Building that has been remodeled into a modern commercial facility that houses several businesses.

The former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops consist of a large brick repair shop building and several ancillary structures that are located north and east of the main shop building. The main repair shop building extends 2 stories in height and has a rectangular plan that measures approximately 800 feet long by 250 feet wide with several additions and four remaining original outbuildings. It has a concrete foundation and a shallow, pitched gable roof; the east façade has a parapet. Most of the exterior brick has been painted.

The primary elevation (north) of the main repair shop building that faces the extension of Baker Avenue has approximately 34 recessed brick bays that are demarcated by brick piers (Photos 1 and 2). Each bay contains metal industrial steel sash windows with multiple panes and central pivots. Wide brick spandrels separate the first and second stories; the frieze has several rows of corbeled brick. The main entrance to the shop is via a small flat-roofed, single-story, concrete-block extension; this is believed to have been added by Con Edison. The window and door openings at the first story of the west elevation have been largely infilled with concrete block; several new windows and two garage bays have been added. The second story of the west elevation consists primarily of two bands of metal industrial steel sash windows with 14 windows in each band. The southern section of the west elevation has a variety of window types. The gable head is clad with corrugated metal siding.

Adjacent to the south of the main shop building are two brick additions. One is a single-story structure with a steeply pitched gable roof and three garage bays. The southernmost structure is 2 stories high with a shallow gabled roof and a wide band of industrial steel sash windows at the second story and two garage bays on the first story (Photo 1).

The east elevation (Photo 3) has a shallow pitched gable roof with stepped parapets and four recessed brick bays with rows of corbelled brick at the frieze. All of the first-story openings have been infilled with concrete block, glass block and stucco; garage bays have also been added with steel roll-down security doors. The second story has five sets of paired 14-pane metal industrial steel sash windows; a sixth set of windows has been removed and the opening has been blocked with concrete block.

Adjacent to the south is a single-story addition; all of the original door and window openings have been infilled with concrete block and glass block; a garage door opening with a steel roll-down security door has been added (Photo 4). The south elevation of Building 2 has its original window openings infilled with concrete block and glass block; this elevation has a concrete loading dock with an appended steel frame with a roof of corrugated fiberglass (Photo 5). A few feet from the south elevation is part of a steel rail that protrudes from the asphalt; this is the sole indication that this area was formerly a freight yard (Photo 6).



The interior of the main shop building has retained most of its original features including its original open 2-story-high interior plan with the mezzanine, original riveted steel truss framework, and the riveted steel columns (Photos 11-15). While 30- and 60-ton cranes are mounted on the steel framework, it is not known if these cranes were used by the railroad or have been added by Con Edison. The most significant interior alterations consist of the infill of the original inspection pits that were used by the railroad to access the undercarriages of trains and locomotives that were being repaired, and the removal of the rail tracks that were formerly inside the building. The underside of the roof deck has been covered with metal panels that enclose the skylights; interior lighting is currently provided by the large expanses of industrial steel sash windows situated on all sides of the building and is supplemented by pairs of industrial-style fixtures that hang from the steel ceiling framework.

Five of the original 12 NYNH&H Railroad Van Nest Electric Locomotive Repair Shops ancillary buildings remain and have been converted for new uses by Con Edison; this has resulted in unsympathetic modifications to most of the structures. The original buildings that remain are the Babbitt Shop, the Cleaning Vat House, the Blacksmith Shop Building, the Power Plant (Boiler Room/Compressor Room) Oil Pump House Building and the Store House. Of the five remaining ancillary structures, only three have retained sufficient historic architectural integrity to be considered contributing to the main repair shop building; these are the Babbitt House, the Cleaning Vat House and the Store House.

The former NYNH&H Railroad Babbitt Shop is a single-story brick building with a gable roof that is covered with Spanish tile (Photo 7). The structure has retained the character-defining features of the NYNH&H Railroad Van Nest shops' buildings that include recessed brick bays, rows of corbeled brick at the frieze and industrial steel sash windows. Adjacent is a single-story metal shed with a metal shed roof, a single metal door and a single garage door; this structure was built by Con Edison (Photo 8). The former NYNH&H Railroad Cleaning Vat House, now used by Con Edison for lockers and storage, is a single-story, two-bay brick building with a flat roof with parapets and terra cotta coping. The Cleaning Vat House has also retained the character-defining features of the shops that include recessed brick bays, rows of corbeled brick at the frieze and industrial steel sash windows (Photo 9). Adjoining to the east is the former Blacksmith Shop, which has been modified to accommodate four garage bays (Photo 9). Further north is the former Power Plant (Boiler Room/Compressor Room) Building (Photo 10). This structure, originally similar to the other shop buildings, has been modified with brick infill and a new garage door opening. The former Oil Pump House, which projects from this building, is a low single-story structure with a shed roof and square windows; this small building now houses the Con Edison mail room.

The original Store House Building remains to the east of the main shop building; this structure was not allowed to be photographed. The Store House Building has retained all of the character-defining features of the other buildings with some minor modifications. Con Edison has also constructed a building to the east of the Store House; this was also not allowed to be photographed.

The eastern edge of the yard contains the former tunnel that allowed rail passengers to walk under Bronxdale Avenue (at that time known as Bear Swamp Road) to the Morris Park Racecourse. The tunnel was filled in with concrete following the closure of the Racecourse in 1904 and the subsequent removal of the 1889 Morris Park Station that served the Racecourse.

In conclusion, the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops remain relatively intact with five of the original 12 ancillary structures intact but only three that continue to contribute to the complex. However, the entire complex remains out of context because the freight yard in which it was formerly located, and was an essential element to its function, has been removed. Also, the complex as a whole has undergone unsympathetic modifications and removal of more than half of its original outbuildings. Despite these compromises, the complex is still an excellent example of an adaptive reuse of an historic railroad shops facility.



Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Introduction/Summary

The former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops were built in 1912 in the NYNH&H Railroad Van Nest Freight Yard to repair and maintain electric locomotives and electric multiple unit (MU) cars. The NYNH&H Railroad expanded the shops, doubling its size, circa 1929. The NYNH&H Railroad Van Nest Electric Locomotive Repair Shops were one of several railroad repair shops owned and operated by the NYNH&H Railroad. The primary NYNH&H Railroad car repair shop, where major repairs and refurbishing were conducted, was located in Readville, Massachusetts; there were also repair shop facilities in New Haven, Hartford and Stamford, Connecticut. The NYNH&H Railroad Van Nest Electric Locomotive Repair Shops were the only NYNH&H Railroad electric repair shops located in New York. The NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, including several of the original ancillary outbuildings, remain relatively intact, despite their adaptation for another use by a non-railroad company.

The Van Nest Freight Yard and the Original Morris Park Station

The NYNH&H Railroad Van Nest Freight Yard was constructed in 1895; a January 1895 article in *The New York Times* entitled *Money Spent Lavishly, Connecticut Liberal is Providing for Improvements, Great Sums Involved in Adding to Railroad Facilities and Securing New Sources of Water Supply*, noted "The sum of \$60,000 has been expended on the new freight yard at Van Nest on the Harlem River Branch." The freight yard was situated between West Farms Road (now East Tremont Avenue), Unionport Road, and Bear Swamp Road (now Bronxdale Avenue). To the south of the freight yard was the four-track right-of-way of the NYNH&H Railroad, among many other freight tracks, the Van Nest Railroad Station and the freight shed. To the northeast of the freight yard was the original (1889) Morris Park Station where the NYNH&H Railroad had added a short spur from its main line and built a station to bring racing fans directly to the Morris Park Racecourse located across Bear Swamp Road. The Morris Park Racecourse was an American thoroughbred horse racing facility that operated from 1889 to 1904.

The race track closed in 1904; the course was briefly used for automobile races but, in 1907 following its transfer to new owners and a subsequent foreclosure, the property was taken over by the City of New York. In 1908, the NYNH&H Railroad Morris Park Station was extant but not in use (Sanborn, 1908); without the racecourse, the station had no utility as the area at that time remained largely undeveloped. Sometime after 1908, the NYNH&H Railroad demolished the vacant Morris Park Station and removed the stub-end tracks. A new Morris Park Station was built four blocks to the north of the former station at Sacket and Colden Avenues, as part of the major NYNH&H Railroad 1906-1910 line upgrade that included two additional tracks, grade separation and all new stations. The line upgrade included the electrification of a 60-mile section of the main Boston-to-New York line. In 1910, a fire ravaged and destroyed a large part of the former racecourse facility; it was subsequently subdivided onto building lots.

With the removal of the Morris Park Station and the stub-end tracks from the freight yard, there was ample room to construct the much-needed electric locomotive repair shop. On March 1, 1912, a notice was posted in the real estate column of *The New York Times* that plans had been filed for the construction of the shops: "Van Nest Railroad Yard, South Van Nest and Matthews Aves, (plans filed) for a two-story brick shop, 149.6 x 201.8 NYNH&H Railroad Co., New Haven Conn., owner and architect, cost \$70,000." The electric operation of the NYNH&H Railroad at that time entailed 150 electric locomotives; all were repaired at the Van Nest Shops.

The 1919 Sanborn map illustrates the shops facility with 10 small ancillary buildings situated along its north and east sides. The large NYNH&H Railroad Company freight yard is to the south and the Van Nest Station and freight shed are to the southwest along East Tremont Avenue (formerly West Farms Road); the coal yard is situated north of the station, where the current Con Edison substation is located. By 1929, the shops had been doubled in size; the large new addition was built at the south side of the building. About five new small buildings were also added to both the north and east sides.



The NYNH&H Railroad Van Nest Electric Locomotive Repair Shops: 1944 to 1959

Figure 2 illustrates the NYNH&H Railroad Electric Locomotive Repair Shops and ancillary buildings circa 1944.¹

- a. Main Repair Shop Building

North of Repair Shop:

- b. Meeting Room
- c. Transformer Bank
- d. Babbitt Shop/Dip Tank²
- e. Watchman's Shanty (Gate House at Matthews Avenue entrance)
- f. Acetylene House/Oxweld Building³
- g. Cleaning Vat House
- h. Blacksmith Shop
- i. Power Plant (Boiler Room/Compressor Room/Oil Pump House/Transformers)
- j. Saw Dust Building
- k. Rubbish Loading Ramp

East of Repair Shop:

- l. Varnish Dip Building (Iron)
- m. Bake Oven Building (Iron)
- n. Gantry Crane
- o. Fire Station
- p. Lumber Shed
- q. Store House (Stores Department)
- r. Material Platform
- s. Oil and Waste House
- t. Oxygen and Acetylene Bottle Storage

Arthur Leiper, a former NYNH&H Railroad employee who worked in the Van Nest Shops, wrote the following account in the 1940s:

"The Van Nest shops were constructed to service electric and diesel electric locomotives and multiple unit (MU) cars.⁴ There were two attached buildings, one which contained tracks One through Four and within which most of the shop activity took place. This was where some running gear repairs were effected. If such were indicated, the locomotive body was removed from the undercarriage and transported rearward by cranes and placed on horses."

Leiper described the difficult process of removing locomotive bodies from their undercarriages:

"Two cranes were used; hooks were attached to large grapples which extended the width and depth of the body near the ends of the locomotive. These had to be lifted and moved laterally back and forth by the two cranes with the movements synchronized."

"To the right of the erection shop, under the balcony, was the Sheet Metal Department. Behind that, still under the balcony, was the Electrical Department where small components were worked upon. The Battery Department was also in this location." There was also a Mechanical Department, the Diesel Department, and an Armature Department.

¹ Arthur Leiper, "Van Nest Shops in the 1940s," *NYNH&H Railroad Shoreliner* magazine.

² Babbitt House - Babbitt metal, an antifriction alloy of copper, tin and antimony was invented in 1839 by Isaac Babbitt. It was used by the railroad to line the bearings of locomotives and rolling stock.

³ The Acetylene House generated acetylene gas that was piped throughout the shop; oxweld is a cutting, heating or welding torch.

⁴ An MU car is a self-propelled railroad car.



"The balcony ran the entire length of the north building. The south side was used for air brake and pantograph repairs. The Superintendent's Office was on the balcony; the Tool Room was beneath the balcony and the General Foreman's Office; Locker Rooms were on a mezzanine level. The south portion of the building, divided into a front and rear section, contained tracks Five through Nine. The front was used for storage. On tracks Five through Eight, and Track Nine monthly electric locomotive inspections were performed. The rear of the south portion of the main shop building was occupied by the Paint Shop and an upholstery workplace. Track Nine did not extend up into this section but exited at the rear of the front section through a setback in the building line."

There were four short rail tracks located at the south side of the shop yard near the building: the overhead equipment track, storage track, grind track and a third rail test track that tested the direct current components of locomotives and cars being "outshopped." Direct current to the shops was furnished by the Third Avenue Railway System from its trolley line on Tremont Avenue. When the trolleys ceased operation in 1948 and were replaced by buses, the railroad used power tapped from the Interborough Rapid Transit's (IRT) Pelham Bay Line.

A pedestrian underpass that extended under the freight yard from East Tremont Avenue to the rail shops was still in use in the 1940s. The underpass was a safe way for railroad employees who worked at the shops to cross the freight yards after exiting the Tremont Avenue trolley car or bus and, until 1931, the NYNH&H Railroad Van Nest Station. The "Van Nest Grape Yard," near the Coal Yard, was named due to its principal use to unload large shipments of grapes that were used by many of the Italian immigrants that lived in the area to make homemade wine.

In the late 1950s, the railroad was having financial difficulties and began disposing of surplus railroad property and equipment no longer needed for train operations. The railroad vacated the former NYNH&H Railroad Van Nest Freight Yard and the Van Nest Electric Locomotive Repair Shops property on August 1, 1959; the electric locomotive repairs function was relocated to the NYNH&H Railroad electric locomotive repair shops in New Haven, Connecticut. Con Edison purchased the former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops from the railroad on September 23, 1959, for \$3 million. The property purchased consisted of the shops (including the ancillary structures) and more than 23 acres that bordered the current Hell Gate Line right-of-way.

From 1959 to 2013

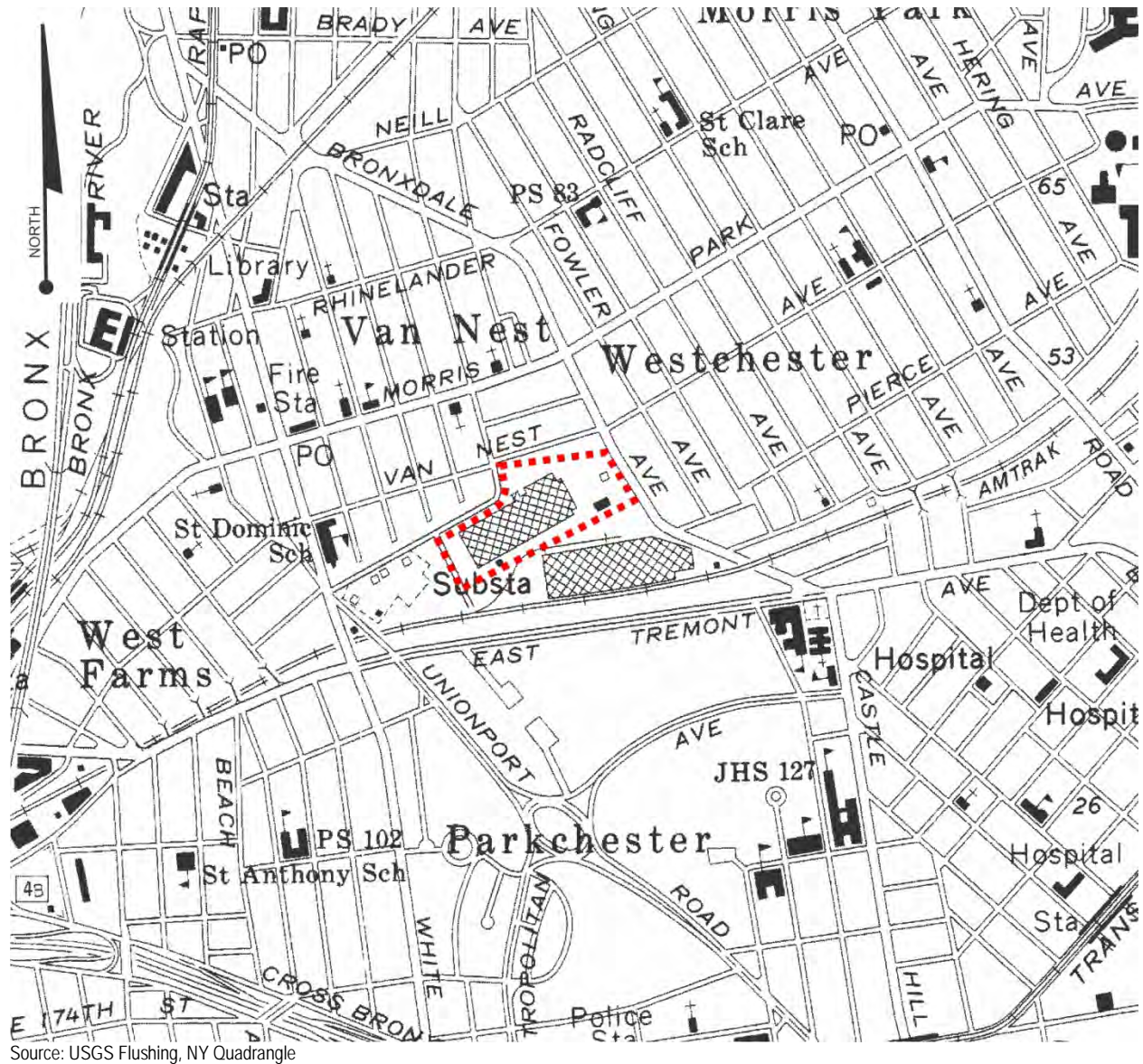
Following its purchase of the NYNH&H Railroad Van Nest Freight Yard and the Electric Locomotive Repair Shops property, Con Edison made many improvements to suit the facility's new use as repair shops and garages for Con Edison's vehicles that serviced the area. Many of the ancillary buildings and structures were demolished. However, Con Edison retained about five of the ancillary structures, adapting them to new uses. At least two new buildings were constructed and a new cinder block "vestibule" was added to the main shop building. Many of the original window openings of both the main repair shop and the ancillary buildings were infilled with brick and glass block and many new garage-door openings were added. All of the freight tracks in the yard were either removed or paved under a layer of new asphalt.

The former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, built in 1912, expanded in 1929, and sold to Con Edison in 1959, are historically significant in the themes of engineering and transportation as one of the earliest electric locomotive repair shops built by the NYNH&H Railroad. The shops repaired and serviced both locomotives and multiple-unit cars that were used on the NYNH&H Railroad line that was electrified from 1906 to 1910. The electrification system of the NYNH&H Railroad was a pioneering venture in the development of railroad electrification technology and became a world-wide standard for more than one-half century.

However, the shops have undergone significant unsympathetic modifications in the adaptation for its current use as a vehicle service facility. While the main repair shop building and many of the ancillary buildings are intact, many of the original door and window openings of both the shop and the ancillary buildings have been infilled with concrete block, glass block and stucco; new garage-door openings have been added; and the formerly open trough interior repair bays in the floor of the main repair shop building have been filled with concrete. In addition, the context of the former repair shops has been compromised by the removal of the freight yard and its related rail structures. Therefore, the former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops have lost their historic architectural integrity, as well as their context, and do not appear to meet the National Register criteria for eligibility for listing in the National Register of Historic Places.



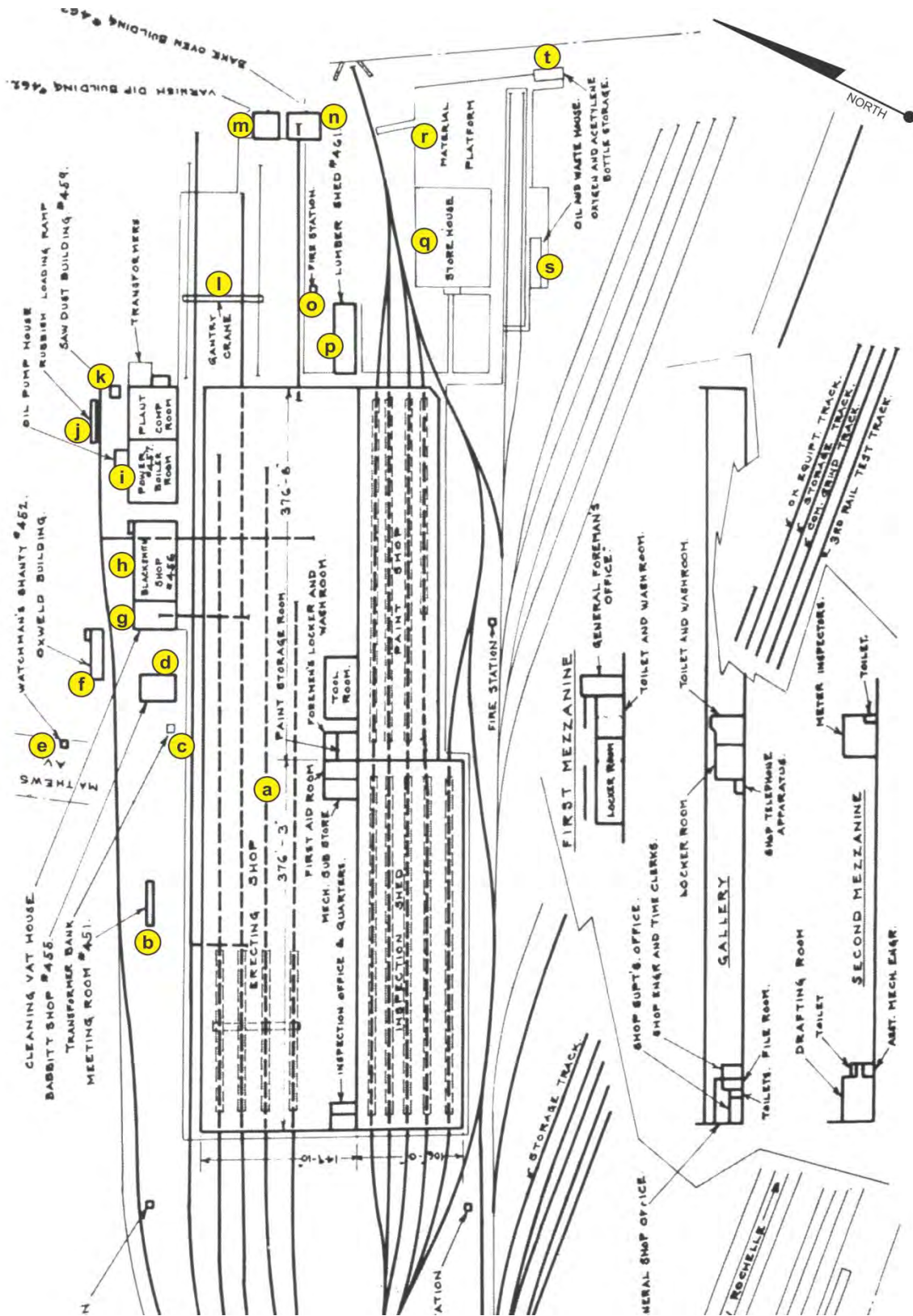




Source: USGS Flushing, NY Quadrangle

Figure 1: Location of the Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops (Consolidated Edison Van Nest Service Center)





Source: *Shoreliner*, Vol. 24, No. 1

Figure 2: Historic Building Identification Plan of the Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops





Source: 2007 Sanborn Fire Insurance Map

Figure 3: Photo Location Plan





Photo 1. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Facing East, 2013



Photo 2. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Facing East, 2013

Revised 4/13





Photo 3. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, East Elevation, Facing West, 2013



Photo 4. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, East Elevation, Facing Northwest, 2013





Photo 5. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Loading Dock, Facing West, 2013





Photo 6. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops Railroad Track, Facing West, 2013





Photo 7. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Babbitt Shop, Facing East, 2013



Photo 8. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops. New Construction, Facing Southeast, 2013





Photo 9. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops. Former Cleaning Vat House and Blacksmith Shop, Facing East, 2013.



Photo 10. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops. Former (Power Plant, Boiler Room, Compressor Room and Oil Pump House), Facing East, 2013.

Revised 4/13





Photo 11. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops. Interior, 2013.

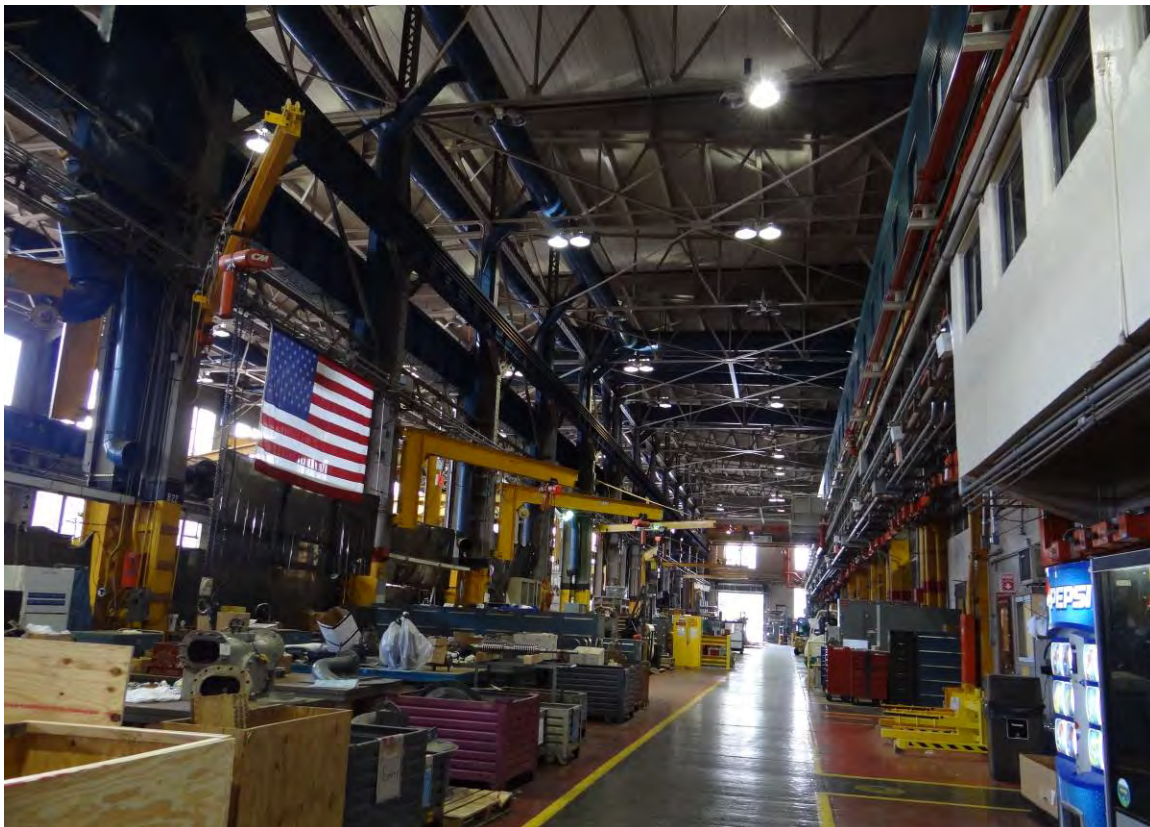


Photo 12. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops. Interior – Filled Inspection Pit, 2013.





Photo 13. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Mezzanine, 2013.

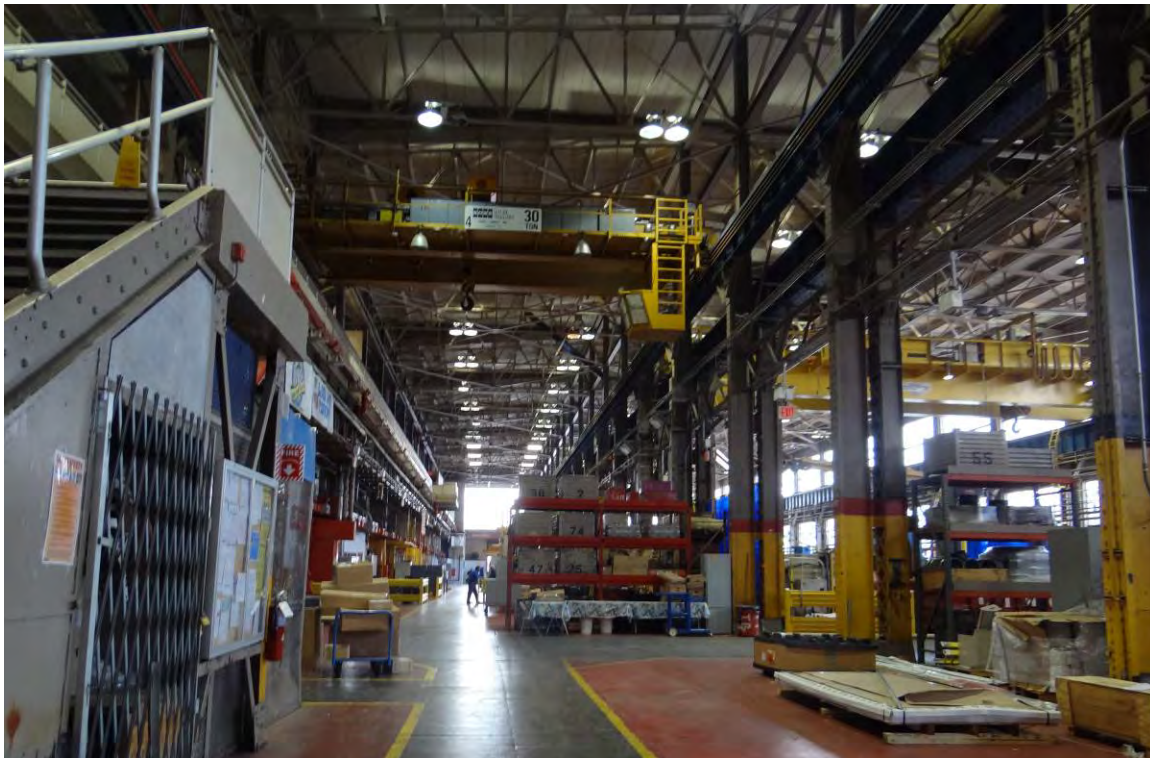


Photo 14. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Interior, 2013.





Photo 15. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops. 60 Ton Overhead Crane, 2013.



Photo 16. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops. Former Tunnel to Morris Park Racecourse, Facing East, 2013





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name (if any) Parkchester Apartment Complex

Address or Street Location 1970 East Tremont Avenue

County Bronx Town/City New York Village/Hamlet Parkchester

Owner Parkchester (Condominiums) Address 2000 Tremont Avenue, Bronx, New York, 10462

Original use Residential Current use Residential

Architect/Builder, if known Architects: Shreve, Lamb and Harmon;
Landscape: Clark and Rapuano. Date of construction, if known 1939-1942

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____

Roof: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: Figural terra cotta sculptures mounted on buildings

Alterations, if known Original casement windows replaced with new pivot windows Date: 2002

Condition: excellent good fair deteriorated

Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Lynn Drobbin Address 629 Fifth Avenue, Pelham, NY 10803

Telephone: (914) 738-8070 Email lynn@lynndrobbin.com Date October 25, 2013

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The massive 129-acre Parkchester apartment complex, located in what is now known as the Parkchester section of the Bronx, consists of 12,271 apartments in 171 red-brick buildings grouped into 51 clusters, with heights ranging from 7 to 13 stories, and which contains more than 100 shopping and commercial spaces. The complex is located in a densely populated urban area. To the north is East Tremont Avenue and the right-of-way of the Hell Gate Line; to the east, the complex is bounded by Castle Hill Avenue; McGraw Avenue is to the south and White Plains Road is to the west. The complex is located on Blocks 3943 and 3944, Lots 205 (the garage and administration building on 2000 East Tremont Avenue) and 7501.

Parkchester is a self-contained community with its own shopping centers, restaurants, commercial office spaces for a variety of service providers, a movie theater, a U.S. Post Office, recreational areas, playgrounds, ball fields, gardens, sitting areas, green malls, 5-story ramped parking garages, and its own steam heating plant, all integrated among the residential buildings with a design that maximizes and enhances the elements of light, air and space. The complex has broad, tree-lined walkways and terra cotta sculptures that represent animal and human figures of many types above the entrances and on the corners of the buildings; these are the work of renowned sculptors Joseph Kiselewski and Raymond Granville Berger.

The complex is divided into four quadrants: north, south, east and west. Traffic within the quadrants is controlled by virtue of the fact that most of the roads are dead-ended and designed for delivery services and parking purposes only. To minimize the amount of vehicular traffic that travels through and within the complex, there are only two through streets, Unionport Road and Metropolitan Avenue. The two streets intersect at Metropolitan Oval where there is a large decorative wading pool and water fountain with a series of bronze sculptures, originally created by the sculptor Raymond Granville Barker for the 1939 New York World's Fair. The Oval is surrounded by landscaped flower beds and seating areas and also includes a stone memorial for servicemen who died in World War II and the Korean and Vietnam wars.

The apartment buildings and commercial buildings are faced with red brick and have flat roofs with terra cotta coping; the original casement windows have been replaced with smaller pivot sash windows with fixed panels below. Doorways are recessed within cast stone or terra cotta surrounds with primarily natural varnished wood single or double doors with large single glass panels with brass kick plates. The original curvilinear brick coursing remains at the cornice of some of the buildings. Other decorative elements include terra cotta bears mounted on smooth concrete columns that are situated at some entrances. The apartment interiors have small rooms with wood floors, plaster walls and ceilings and small kitchens with original metal cabinets.

The ground-floor retail shops are clad with terra cotta panels and have storefront glass and metal-frame display windows; some of the retail shops have curved facades that stand in sharp contrast to the angular building above. The movie theatre has its original marquee and terra cotta figures mounted on the front and rear elevations; the interior has been divided into several smaller theatres but the streamlined Art Deco-style lobby is intact with original ceiling details and original hanging lighting fixtures and sconces. The original arched entries and yellow and black tile floors of the bathrooms in the theatre also remain intact. The theatre is currently threatened due to a decline in use.

Alterations

Alterations to Parkchester have been minimal. There are no intrusions in the complex. Only two structures have been demolished, the Purdy parking garage and the Macy's Auto Tire Center that formerly extended from the heating plant on East Tremont Avenue. The terra cotta sculptures on the Purdy garage were removed and relocated prior to demolition of the garage. Building alterations consist of new windows that, in 2002, replaced the original pivoting



casement windows in the apartments and a façade restoration program that is currently being conducted in compliance with New York City Local Law 11.¹ The façade restoration program includes the repointing of brick that is located on parapets, cornices and window lintels. Other improvements in the complex include electrical upgrades and the removal of Transite panels (hard, fireproof, composite-fiber cement boards, typically used in wall construction), where necessary. Minimal changes have been made to the interiors of the apartments and the terra cotta sculptures have been restored, as needed. The landscape features that have been altered include the original wading pools that were eliminated in the 1950s due to the threat of polio; these were replaced by sprinklers. Also, the original playgrounds have been modified to comply with current safety standards. In compliance with a New York City-wide mandate, the original ballasted (pea gravel) roofs are currently being replaced with new reflective, modified bitumen asphalt-paper roofs; the metal chains and stanchions that cordon off the lawns and landscape beds are being removed.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

History and Significance

The Parkchester apartment complex is significant in the theme of community planning as one of the earliest, largest and most successful affordable housing projects constructed in the United States. Parkchester addressed social and community issues such as views, open space, traffic calming and limited access. Parkchester is also significant for its architecture and design that reflected these ideals and for its terra cotta ornamentation and other sculptures, designed by Joseph Kiewleski and Raymond Granville Barger, two artists of the period.

The Parkchester apartment complex was built in the East Bronx from 1939 to 1942. The 129-acre site was purchased for \$4 million from the New York Catholic Protectory, a massive Victorian Gothic-style orphanage and reformatory complex with sprawling grounds; the Protectory relocated to Westchester County. The complex included 51 clusters that contained a total of 171 red-brick apartment buildings that were either 7 or 13 stories high with a total of more than 12,000 apartments that provided housing for 40,000 people while still allowing for ample open space. The complex was called 'Parkchester;' combining two adjacent neighborhood names of Park Versailles and Westchester Heights. While initially racially segregated, it housed people from all religious backgrounds.

At the time it was constructed, Parkchester was the largest integral housing project ever to be planned and built in the United States. It cost \$50 million to build, making it the second most valuable property in New York at that time, second only to Rockefeller Center. The construction of Parkchester was funded by the Metropolitan Life Insurance Company (Met Life) with the goal of improving living conditions for the average American. Parkchester was constructed in response to a nationwide movement for affordable housing and also in response to new ideas about what it meant to build a city. With revolutionary concepts and new-found public enthusiasm for architecture and urban design in the 1940s, New Yorkers were able to start a trend toward affordable urban housing. Parkchester was one of the groundbreaking projects in this process.

Parkchester had its own 2,000-seat movie theater, the first branch of Macy's Department Store outside of its original 34th Street flagship store in Manhattan, a drug store, supermarkets, bars, hotels, delis and more. Some of the other well-known retail stores in Parkchester when it first opened included Cushman's Bakery, Thom McAnn Shoes, St. Clair's restaurant, Cornell clothing, Plymouth women's clothing, Horn and Hardart's Automat, Lerner's women's clothing, Womrath's Books, Loft's Candies and Safeway and Gristedes supermarkets. There were also several Parkchester news and candy stores and a few "laundrettes" (washing machines were not permitted in apartments). Parkchester even included three bars, the Manor House, the Park House and the Chester House. Parkchester's

¹ Prompted by the death of a student struck by falling masonry, Local Law 10 of 1980 instituted periodic inspections of street-facing exterior walls. In 1998, Local Law 11 tightened regulations to include all faces of buildings six or more stories in height. In 2008, the City of New York adopted rule amendments that made further changes to the facade inspection process.



apartments, with over 12,000 Frigidaire refrigerators, 97,300 doors, and 60,000 windows in 171 buildings were built with 110 million bricks and 120 million pounds of structural steel. When the kitchen cabinets were ordered for the complex's kitchens, it was the largest order of kitchen cabinets ever placed in the history of the nation.

The Affordable Housing Movement and the Passage of Enabling Legislation

During the Great Depression, foreclosures and housing debt soared. Subsequently, in the late 1930s and early 1940s, there was a nationwide movement for the creation of affordable housing. In response, the government created a series of agencies to manage these mortgage and affordability issues. Some provided refinancing for distressed mortgages; others offered mortgage insurance and created reserve credit for home financing institutions. But the most significant advancement for the creation of affordable public housing was the U.S. Housing Act of 1937, which created federal subsidies for local governments to fund housing projects. The goal of this legislation was to address the shortage of decent, safe and sanitary dwellings for low-income families. Two years after the bill was passed, 20 public housing projects were being built by the government.

New York State lawmakers had tried to stimulate private investment in mass housing as early as 1926 by passing a temporary change in the state insurance code, which, by using incentives like tax exemption, could draw capital from private companies to build large-scale housing. Met Life responded by building a housing complex in Queens, known as 'Metropolitan Houses.' It invested \$7.5 million and the 5-story walkups were 100 percent occupied upon their completion. The 1926 New York State Housing law expired after a few years, eliminating the tax exemption and other enticements.

Until 1938, insurance companies were prevented by New York State law from investing insurance funds in housing projects, but Met Life began lobbying State officials to amend the law. At the same time, Met Life started researching large tracts of land in New York City that might be purchased to build and manage a housing project. Of particular interest was a very large parcel in the southeast Bronx owned by the New York Catholic Protectory, a children's home for orphans and juvenile delinquents.

In 1938-1939, Met Life was the second largest company in existence (second to American Telephone & Telegraph); it supplied life insurance to 29 million people, equivalent at the time to one of every three people in the urban United States. Met Life held more than \$5 billion in assets and accumulated \$200 million more each year. Its competitors, Prudential and New York Life Insurance, took on millions of dollars in Federal Housing Authority mortgages, but Met Life preferred direct investment. The company's success with its initial housing project in Queens, 10 years prior, had demonstrated the wisdom of direct housing investment; building a housing complex was a way for life insurance companies to diversify their assets and also provided a public service to the city. When the state began considering another insurance law modification, Met Life announced that it was prepared to invest \$100 million if and when permitted, in order to encourage the bill's passage.

On February 17, 1938, the New York State Insurance Code was temporarily changed again, allowing life insurance companies to invest up to 10 percent of their assets directly in real estate and moderate-rental housing projects; Met Life and other large insurance companies renewed their interest in the construction of more low-income housing for New Yorkers, even without tax exemption. On April 7, 1938, Met Life announced that it had acquired the Catholic Protectory property "to build the largest integral housing project so far planned and built in the United States," according to Frederick H. Eckers, Chairman of the Board of the company. Just a few months later, Met Life broke ground on Parkchester.

The Design of Parkchester

To devise the plan for Parkchester, Met Life organized a seven-member Board of Design that was independent of Met Life management. Met Life Chairman Frederick H. Eckers hired architects Shreve, Lamb and Harmon; the contractors were Starrett Brothers & Eken who had worked with Eckers to build the Empire State building 9 years earlier. Architect Richmond H. Shreve headed the Board of Design and conceived the basic economical and standardized building designs; landscape designer Gilmore D. Clarke, of Clark and Rapuano, who designed the grounds of the 1939 New York World's Fair, directed the overall project layout as well as its landscaping.

Eckers and his team built 51 geometrically shaped clustered apartment buildings with much open space surrounding them. By building vertically rather than horizontally, architects Shreve, Lamb and Harmon were able to use only one-quarter of the 129 acres for buildings, leaving the remainder for open space. A baseball field, basketball courts,

Revised 4/13



tetherball courts, and more than 20 playgrounds filled the 66.6 acres that remained after the buildings and pathways were created. Light and air were priorities and buildings were no closer than 60 feet from one another. To limit noise, Met Life planted more than 4,000 oak, sycamore and maple trees, spending \$300,000 of its budget on landscaping.

Two through streets cut across the complex, Metropolitan Avenue and Unionport Road; all other streets are dead-end driveways for tenants. Because these two boulevards are the only two through streets in the complex, there is virtually no automobile traffic; instead, Parkchester has a vast series of pedestrian walkways. In the center of the complex is the "Metropolitan Oval," the largest of the complex's parks at 2.5 acres. It has a large pool with fountains, brass sculptures, flowers and trees.

Buildings had varying heights and varying designs for visual interest. The whole complex was designed using a modular unit system, which made construction of the complex quicker and more economical. Three different 'core' designs were combined with five different 'wing' designs. 'Core' structures had all of the necessary services for an apartment building: staircases, elevators, trash chutes, ventilation, as well as the apartments' kitchens and foyers. The wing designs were added onto the core; wings had living rooms, bedrooms, and other living spaces, and had a variety of layouts.

Parkchester's designers cut material costs in several ways: by designing square and rectangular buildings; by designing identical bathrooms so that tile, caulking, toilets etc. could be purchased in bulk; kitchens were built in only three different patterns; common plumbing stacks were used; and public corridor spaces were minimized. The Board of Design included household conveniences such as a large closet in every bedroom, a coat closet near each apartment entrance, and a broom closet near every kitchen. Most bedrooms have cross ventilation and the steel casement windows have a system that allows the outside of the windows to be washed from inside.

By 1943, all of Parkchester's apartments were fully rented and occupied. At that time, only white families were permitted to lease apartments. It was not until July of 1968, when Met Life signed an "Open Occupancy Pledge" with the New York City Commission on Human Rights agreeing to modify its renting policies, that non-white families were finally welcomed as tenants. In September of that same year, Met Life sold the complex to a syndicate headed by Harry B. Helmsley.

Sculpture

The buildings were built of red brick and ornamented with terra cotta figures manufactured by the Federal Seaboard Terra Cotta Corporation; figures were integrated into the corners of the buildings and over the building entryways. The company, in operation from 1928 to 1960 in Woodbridge, New Jersey, supplied more than 500 statues of hula girls, accordion players, farm animals, and other unique accoutrements as doorway ornaments, as well as elaborate designs for the theatre and storefronts. The terra cotta figures were designed by prominent sculptor Joseph Kiselewski (1901-1986); the bronze sculptures in the fountain, as well as some of the other terra cotta sculptures in the complex, were designed by Raymond Granville Barger (1906-2001).

Joseph Kiselewski, who designed most of the terra cotta sculptures, was born in Minnesota and graduated from the Minneapolis School of Art. He won the Parisian Beaux Arts competition in 1925, received the Prix de Rome in 1926-1929, and was elected an Associate of the National Academy of Design, New York City, in 1936 and an Academician in 1944. He received the J. Sanford Saltus Medal in 1970 for excellence in the art of medallion sculpture.

Eighteen of the terra cotta sculptures, including the *Three Dancers* and figurines of geese, mermaids, puffins, piglets and little girls with umbrellas, as well as the bronze *Fantasia* fish and sea urchin sculpture that graces the fountain at the Metropolitan Oval, were designed by Raymond Granville Barger. Born in Maryland, Barger was a poet and a sculptor who worked in metal, plastelina (modeling clay) and bronze, among other materials. His sculptures are large pieces placed outdoors as part of the landscape. Barger was educated at Carnegie Institute of Technology and Yale University School of Fine Art. He received a Winchester Fellowship from Yale and a special fellowship from the American Academy in Rome. One of his major commissions was the sculpture and terra cotta figures at Parkchester.

Late Twentieth Century and Beyond

Met Life would later build other large apartment complexes, such as Stuyvesant Town and Peter Cooper Village (Manhattan, circa 1944) and Riverton Houses (Harlem, built 1944).

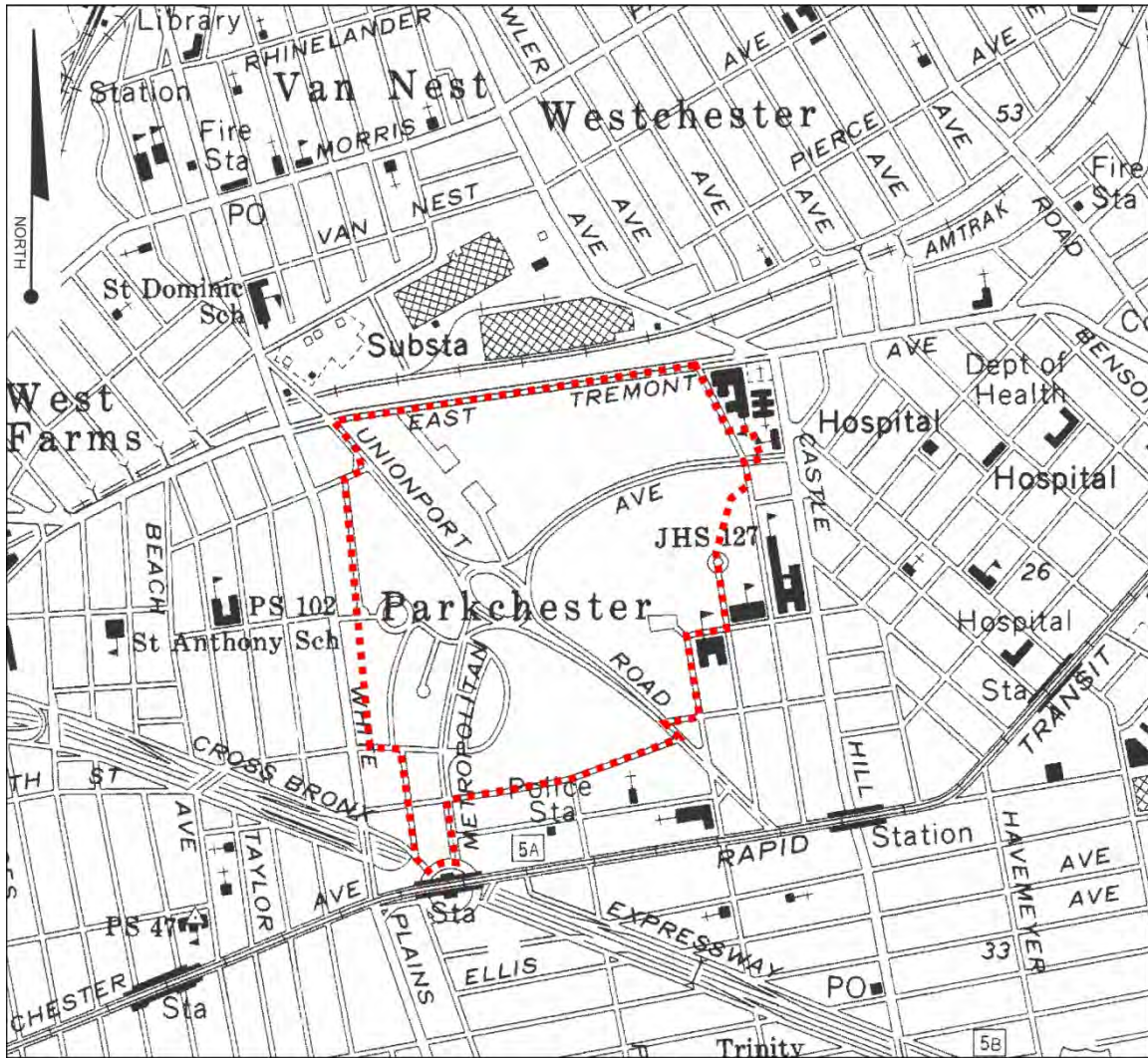


The Helmsley-Spear syndicate sponsored Parkchester's conversion to condominium ownership, which was accomplished in two phases. The first phase was completed in 1972 when the Parkchester North Condominium (PNC) was established and the second phase occurred in 1986 when the Parkchester South Condominium (PSC) was established and all the apartments in the east and west quadrants were converted to condominium ownership.

In 1998, Helmsley-Spear sold the "Sponsor"-owned apartments to Parkchester Preservation Company, L.P. (PPC). PPC worked with the Board of Managers of PNC and PSC to effect a multimillion-dollar modernization program that extended from 1999 to 2005. The \$250-million modernization plan included new windows, new domestic hot and cold water supply lines and upgraded electrical systems in all 12,271 apartments. It also included interior and exterior building restorations, rejuvenation of the on-site stores and shops and a full renovation of the North Ball Field. One of the most dramatic changes that occurred with the modernization program was an upgrade of the electrical wiring that finally allowed tenants to install air conditioners in their apartments. In May of 2010, Parkchester celebrated its 70th Anniversary with a gathering of many original tenants who no longer reside at Parkchester, current residents, management staff, non-resident owners, civic leaders and government officials.

Parkchester is considered to be potentially eligible for National Register listing under National Register Criterion A as an intact and early representative of a planned urban community that reflects the city planning and landscaping ideals of the mid-twentieth century and for its associations with early federal and state legislation that enabled local governments and insurance companies to fund large-scale, affordable urban housing projects. Parkchester is also considered to be potentially eligible under National Register Criterion B for its associations with several significant persons who were instrumental in its design and development, including Met Life Chairman Frederick H Eckers, architects Shreve, Lamb and Harmon, contractors Starrett Brothers and Eken, as well as prominent sculptors Joseph Kiewleski and Raymond Granville Barger. Lastly, Parkchester is considered to be potentially eligible for National Register listing under National Register Criterion C for its innovative architecture and design that was economical but reflective of social and community values such as views, open space, traffic calming and limited access and for its outstanding terra cotta ornamentation and other sculptures that are situated throughout the complex.

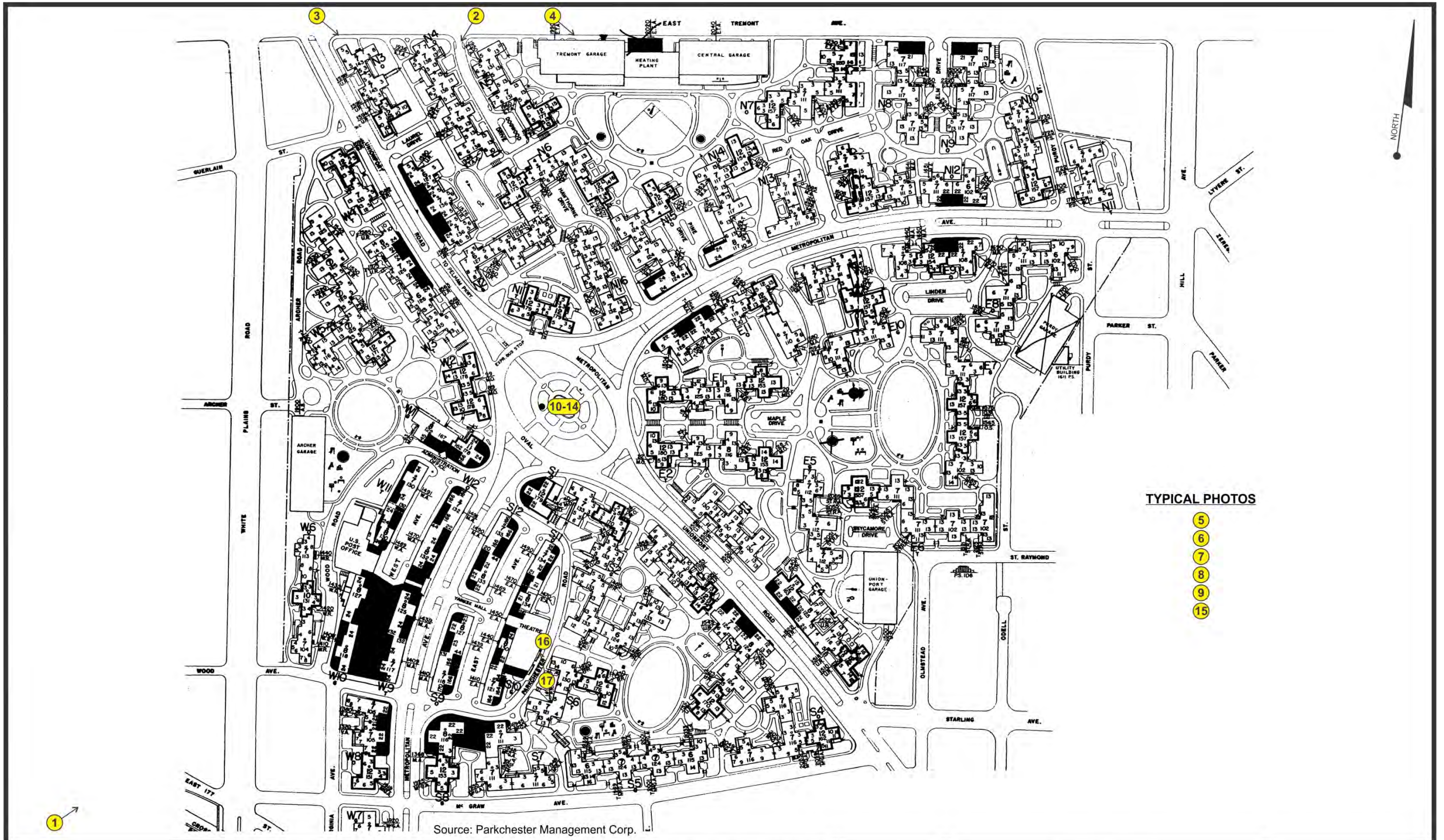




Source: USGS Central Park, NY and Flushing, NY Quadrangles

Figure 1: Location of Parkchester





TYPICAL PHOTOS

- 5
- 6
- 7
- 8
- 9
- 15



Source: New York City in the '40s webpage, <https://chum338.blogs.wesleyan.edu/parkchester-apartments-3/>

Photo 1. Aerial Photograph of Parkchester, Facing Northeast



Photo 2. Parkchester, View from East Tremont Avenue, Facing Southwest, 2013

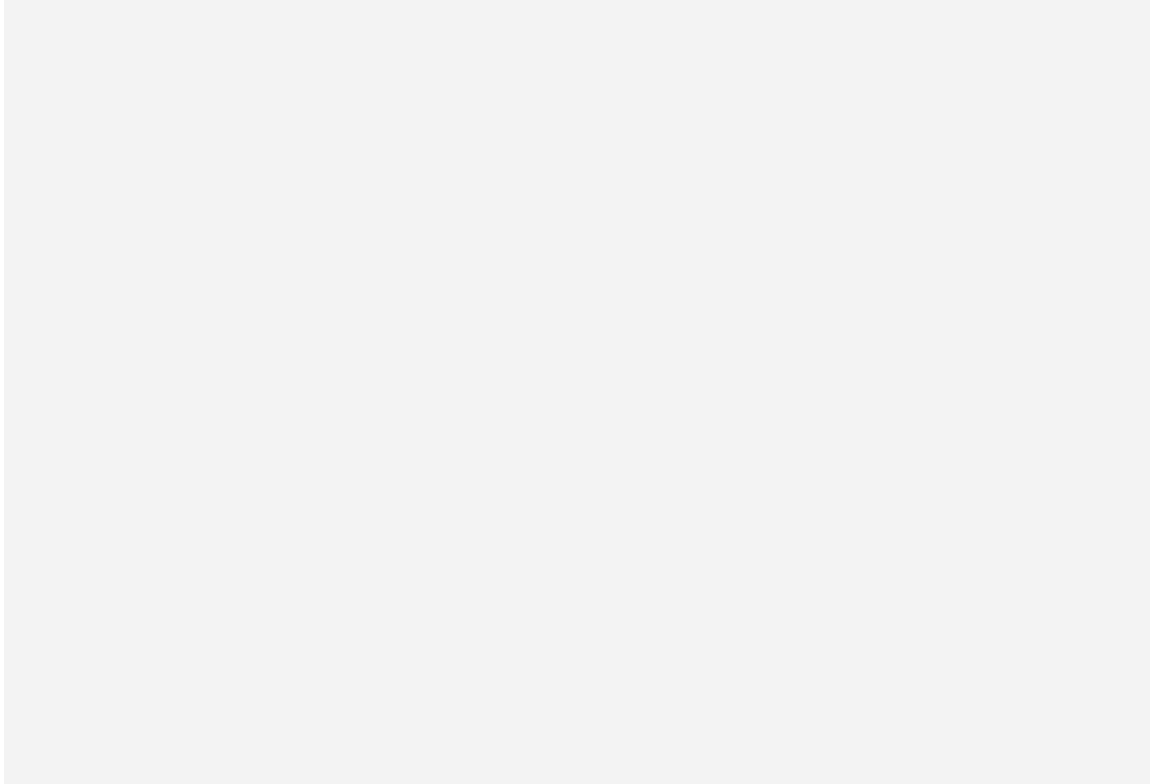


Photo 3. Parkchester, View from the Intersection of East Tremont Avenue and Unionport Road, Facing Southeast, 2013



Photo 4. Parkchester, View from East Tremont Avenue, Facing Southeast, 2013





Source: Parkchester Condominium South website, <http://www.parkchester.org/>

Photo 5. Parkchester, Historic Photo circa 1940 Showing the Original Windows



Photo 6. Parkchester, Typical Entrance and Replacement Windows, 2013

Revised 4/13





Photo 7. Parkchester, Entrance Detail, 2013



Photo 8. Parkchester, Replacement Windows, 2013





Photo 9. Parkchester, Original Kitchen Interior, 2013



Photo 10. Parkchester, Metropolitan Oval Fountain, Facing Northwest, 2013





Photo 11. Parkchester, Metropolitan Oval Fountain, Detail, 2013



Photo 12. Parkchester, Metropolitan Oval Fountain, Detail, 2013





Photo 13. Parkchester, Metropolitan Oval Fountain, Detail, 2013



Photo 14. Parkchester, Metropolitan Oval Fountain, Detail, 2013





Photos 15. Parkchester, Typical Terra Cotta Sculptures, 2013





Photos 16. Parkchester, Terra Cotta Sculptures on the Movie Theater's Rear Elevation, 2013





Photo 17. Parkchester, Terra Cotta Figures, Movie Theater Rear Elevation, 2013





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name (if any) Former New York, New Haven & Hartford (NYNH&H) Railroad Morris Park Station

Address or Street Location 1010 Sackett Avenue between Colden and Paulding Avenues

County Bronx Town/City New York Village/Hamlet Morris Park

Owner National Passenger Railroad Corporation (Amtrak) Address 60 Massachusetts Ave. NE, Washington, DC, 20002

Original use Rail Station Current use Gun Club and shooting range

Architect/Builder, if known Cass Gilbert Date of construction, if known 1908

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: Terra Cotta

Roof: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: Polychrome terra cotta tile surrounds on the interior and exterior.

Alterations, if known Windows bricked in; entrance canopy removed Date: unknown

Condition: excellent good fair deteriorated

Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Lynn Drobbin Address 629 Fifth Avenue, Pelham, NY 10803

Telephone: (914) 738-8070 Email lynn@lynndrobbin.com Date October 25, 2013

PLEASE PROVIDE THE FOLLOWING INFORMATION:

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The former New York, New Haven & Hartford (NYNH&H) Railroad Morris Park Station is located in an urban residential setting on Sackett Avenue between Colden and Paulding Avenues in Morris Park, Bronx, New York. It is on the north side of the Amtrak Hell Gate Line, 4 blocks east of the former NYNH&H Railroad Van Nest Freight Yard and Electric Locomotive Repair Shops, currently the Con Ed Van Nest Service Center. The entrance to the station is currently located on the east side of the station; a senior citizens garden that is enclosed by a chain-link fence borders the west side.

The former NYNH&H Railroad Morris Park Station is a single-story, Renaissance Revival-style brick, rectangular-plan structure that rests on a concrete foundation. The station has a gable roof that was originally clad with Spanish clay tiles; it is now covered with rolled asphalt. Earlier photographs of the building indicate that a large semi-circular canopy originally projected from the front elevation of the station; this has been removed. The east elevation, which originally contained a recessed double-door entrance to the station within a large segmental arch, has been enclosed with brick; the two small window openings that flanked the front entry are still covered by original decorative iron window grilles; these have been painted. The original polychrome terra cotta tiles articulate the door surround and the gable under the eaves; these have been painted.

The current entrance to the building consists of a metal door that has been installed in the brick infill that narrows the original door opening; this is located on the east elevation in the flat-roofed section. Above the doorway, there are holes in the frieze where a small marquis was located. The original polychrome terra cotta tiles that articulate this facade remain intact but have been painted.

The west elevation is barely visible due to the overgrowth of a garden that is located at this side of the station. Brick infill also encloses the original, large door opening that was formerly located on the west elevation; the original polychrome terra cotta tiles articulate the door surround. Portions of the original light fixtures remain mounted to the concrete or cast stone façade.

The north elevation, which faces Sackett Avenue, originally had three, large, segmental arched openings with large multi-paned windows that were flanked by exterior wall sconces. These former window openings have been infilled with brick and painted. The arch surrounds are articulated with applied terra cotta tiles that have geometric shapes in relief; terra cotta tiles also articulate the eaves under the deep overhang. All of the terra cotta tiles have been painted. The south elevation of the station that faces the tracks was inaccessible due to security fencing. The former NYNH&H Railroad Morris Park Station has been used by the Parkchester Rifle and Revolver Club as a shooting range since 1941; most of the historic fabric of the interior has been removed but the original polychrome terra cotta tile remains.

Alterations include:

- Removal of the large semi-circular entrance canopy
- Removal of the double doors and large multiple-pane windows and the infilling of these openings with brick
- Replacement of the original Spanish tile roof with rolled asphalt roofing
- Painting of the entire station building, including the original polychrome terra cotta tiles and the cast-iron window grilles, in a patriotic color scheme
- Removal of interior features and finishes



Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The NYNH&H Railroad Morris Park Station, built in 1908, is significant as one of three former NYNH&H Railroad Harlem River Branch rail stations that remain on what is now Amtrak's Hell Gate Line. Designed by architect Cass Gilbert, these stations were constructed as part of the major line upgrade that was conducted by the NYNH&H Railroad from 1906 to 1910. The NYNH&H Railroad Morris Park Station is also significant for its associations with the development of this section of the Bronx from a rural farmland community into the densely populated urban environment it is today.

The Renaissance Revival-style Morris Park Station, located in the Morris Park section of the Bronx, is the second Morris Park Station that was constructed by the NYNH&H Railroad on its Harlem River Branch. The first Morris Park Station was built by the NYNH&H Railroad in 1889 in coordination with the construction of the Morris Park Racecourse, an American thoroughbred horse racing facility that operated from 1889 to 1904. The 1889 Morris Park Station was not a regularly scheduled station stop; it was built at the end of a spur line and had event platforms for special events.

The Racecourse, a large and popular facility that encompassed more than 360 acres and whose grandstand had seating for more than 15,000 attendees, was the site of the Belmont Stakes from 1890 to 1904 and the Preakness Stakes in 1890. To accommodate the patrons of the racetrack, the NYNH&H Railroad added a short spur line¹ from its main line and built the Morris Park Station and a sandstone-lined tunnel under Bear Swamp Road (now Bronxdale Avenue) to the track. The station and the tunnel enabled racing fans, as well as some of the most prized race horses of the day owned by such luminaries as August Belmont, John A. Morris, the Vanderbilts, etc., to walk directly to the Racecourse grandstand and clubhouse on the opposite side of Bear Swamp Road. Although the Racecourse brought much activity to the area, the surrounding land remained largely rural in nature. By 1895, the NYNH&H Railroad had constructed a freight yard in the area adjacent to the Morris Park Station.

The Morris Park Racecourse closed in 1904, after which the horse races moved to Belmont Park in Queens. The racecourse was briefly used for bicycle and auto racing and some pioneering aviation activities but in 1907, following a transfer to new owners and subsequent foreclosure, the property was taken over by the City of New York. Without the racecourse, the NYNH&H Railroad Morris Park Station had no utility as the surrounding area remained largely undeveloped. In addition, the Morris Park Station and the spur tracks were occupying valuable space in the northeast end of the NYNH&H Railroad Van Nest freight yard that was in need of expansion. By 1908, the NYNH&H Railroad had removed the 1889 Morris Park Station and removed the spur tracks and built a new Morris Park Station at Sackett and Colden Avenues, about 1/4 mile to the east of the former station. The new Morris Park Station was constructed as part of the major 1906-1910 NYNH&H Railroad Harlem River Branch upgrade that widened the right-of-way to six tracks, constructed a complete grade separation, electrification and built all new stations. In 1910, a fire ravaged and destroyed a large part of the former racecourse facility; it was subsequently subdivided into building lots. In 1912, the NYNH&H Railroad's Van Nest Electric Locomotive Car Repair Shops were completed in the Van Nest Freight Yard near the location of the former station and the spur tracks.

The new Morris Park Station was designed by the prominent and prolific architect Cass Gilbert. Gilbert was a skyscraper pioneer and his technique of cladding a steel frame became the model for decades; the terra cotta-clad Woolworth Building in Manhattan, completed in 1913 and now a National Historic Landmark, was Gilbert's most famous structure. He designed many other significant buildings in New York as well as other areas of the United States.

¹ "New West Chester Track," *New York Times*, May 12, 1889



History of the Hell Gate Line

The Hell Gate Line is a 6-mile-long rail line that extends from Gate Interlocking in Hunts Point in the Bronx to Shell Interlocking in New Rochelle, Westchester County, and connects Amtrak's Northeast Corridor Line to the Metro-North Railroad's New Haven Line. The Hell Gate Line right-of-way was originally owned by the Harlem River and Port Chester (HR&PC) Railroad but was leased by the NYNH&H Railroad and known as its Harlem River Branch. Passenger service operated on this line with several station stops in the Bronx and in Westchester County from circa 1873 to 1931. Amtrak currently operates intercity through trains on the Hell Gate Line.

The HR&PC Railroad was chartered April 23, 1866, as a branch line that originated at the Harlem River in New York City and was proposed to extend to the Village of Port Chester in Westchester County, New York, at the Connecticut border. However, only the southern portion was completed and the line terminated about 10 miles southwest of Port Chester in New Rochelle, New York. The HR&PC was a railroad in title only, without rolling stock or locomotives; it began operation after it was leased by the NYNH&H Railroad circa 1873 and became known as the NYNH&H Railroad Harlem River Branch.

Beginning in 1904, the NYNH&H Railroad issued \$15 million (1904 dollars) in bonds to commence a series of improvements on the Harlem River Branch. These improvements, conducted from 1906 to 1910, included widening the Harlem River Branch right-of-way to six tracks, elimination of grade crossings with cuts and overhead road bridges, new rolling bascule bridges over the Hutchinson and Bronx Rivers, installation of new steel six-track overpasses, installation of new steel and truss-type six-track underpasses, electrification of the branch, modifications to the facilities at Westchester and Oak Point Yards, and all new stations.

All of the stations were designed by architect Cass Gilbert who, in 1899, won the competition for the United States Custom House at Bowling Green and designed the Woolworth Building in 1910; both buildings are located in Manhattan. Stations included a Harlem River Station, Port Morris Station, Casanova Station, Hunts Point Station, West Farms Station, Westchester Avenue Station, Van Nest Station, Morris Park Station, Westchester Station (between Williamsbridge and Eastchester Roads), Baychester Station (St. Mary's Avenue), Bartow (City Island) Station, and Pelham Manor Station. Only three of these stations remain: Hunts Point, Westchester Avenue and Morris Park, none of which is currently used as a rail station.

The NYNH&H Railroad Harlem River Branch became part of the Hell Gate Line, which opened in 1917. The Hell Gate Line united the systems of the Pennsylvania Railroad and the NYNH&H Railroad and allowed the Harlem River Branch to connect to Pennsylvania Station. The connection was effected with the construction of Engineer Gustav Lindenthal's Hell Gate Bridge over the East River. The completion of the Hell Gate Line created a rail route between New England and points south and west, enabling trains from Boston to travel to New York, Philadelphia, Washington, etc.

In August 1920, the NYNH&H Railroad begin merger talks with the HR&PC Railroad. It took 7 years to receive approvals from state and federal authorities and on January 1, 1927, the HR&PC merged into the NYNH&H Railroad. Commuter service on the Harlem River Branch never reached expectations and the NYNH&H Railroad ceased local passenger service in June 1931, although the New York Westchester & Boston Railway continued service at the Westchester Avenue and Hunts Point Stations until December 31, 1937.

Financial difficulties continued for the NYNH&H Railroad during the next 30 years and, by the late 1960s, the Interstate Commerce Commission, in its decision permitting the merger of the Pennsylvania and New York Central Railroads into the Penn Central (PC), stipulated that the NYNH&H Railroad be included in the merged company. In the summer of 1970, the merged PC Railroad declared bankruptcy and became part of Conrail in 1976. The Hell Gate Line was ultimately sold to Amtrak (officially the National Railroad Passenger Corporation) and is now part of the Northeast Corridor Line.

The former NYNH&H Railroad Morris Park Station has been used by the local police department and the Parkchester Rifle and Revolver Club since 1941. Following the attack of September 11, 2001, it was painted in a patriotic color scheme. In addition to the Morris Park Station, only two other NYNH&H Railroad Harlem River Branch stations survive today relatively intact: Westchester Avenue Station and Hunts Point Station, both of which are vacant.



Architect Cass Gilbert

Cass Gilbert's (1859-1934) architectural legacy spanned 6 decades and, in New York, ranges from skyscrapers to commuter railroad stations. Born in 1859 in Zanesville, Ohio, Gilbert left high school in the 1870s to work with a St. Paul, Minnesota, architect. In 1878, he spent a year at the Massachusetts Institute of Technology (MIT) and in 1880 he traveled to Europe before joining the office of McKim, Mead & White in New York. He returned to St. Paul to set up his own practice where he was joined by James Knox Taylor, an MIT classmate.

The partnership of Cass Gilbert and James Knox Taylor was one of the most influential in Minnesota, producing shingle-style houses, Richardsonian Romanesque churches and commercial buildings. Gilbert's rising prominence led him to seek out major commissions such as the Minnesota State Capitol in 1895. By 1899, Taylor, no longer Gilbert's partner, was the supervising architect for the Department of the Treasury in Washington, D.C. Taylor urged Gilbert to enter the architectural competition for the new United States Custom House at Bowling Green in Manhattan, a competition for which Taylor was in charge. The competition had three judges and Taylor cast the deciding vote in Gilbert's favor. Gilbert, prominent in St. Paul but relatively unknown elsewhere, won the commission over Carrère & Hastings, George B. Post and other renowned architects. Gilbert's Beaux Arts-style Custom House was completed in 1907.

At the same time, Gilbert designed the Broadway Chambers Building, highly regarded by critics when completed in 1900 at the corner of Broadway and Chambers Street, where it still stands. In 1900, he moved to New York City; he also bought a country house in Ridgefield, Connecticut. In 1905, he designed the Neo-Gothic terra cotta-clad skyscraper known as 90 West Street. Completed in 1907, the building, just south of the World Trade Center, was severely damaged in the 9/11 attack. In 1908, Gilbert built several railroad stations of glazed terra cotta for the Harlem River Branch of the NYNH&H Railroad in the Bronx, including the Morris Park Station, Westchester Avenue Station and the Hunts Point Station, all of which remain. In 1913, when Gilbert's 790-foot-high Neo-Gothic-style Woolworth Building was completed, it stood as the tallest building in the world.

World War I brought Gilbert one of his most unusual commissions; he designed what is now known as the Brooklyn Army Terminal in early 1918, completing it by the end of World War I in November. A vast series of concrete warehouses spread over several blocks, the terminal was designed to marshal goods for shipment overseas. In 1924, he designed the New York Life Insurance Building on Madison Avenue from 26th to 27th Streets. In the mid-1920s, he designed masonry cladding for the towers of the George Washington Bridge, but they were ultimately left unadorned. In 1928, he finished one of the most unusual loft buildings erected in New York, the S. J. M. Building at 130 West 30th Street. In 1929, Gilbert designed the New York County Lawyers' Association building on Vesey Street between Church Street and Broadway.

The 1930s brought him large commissions, such as the U.S. Federal Courthouse in Foley Square; the white marble U.S. Supreme Court Building, finished in 1935, was his last work. Gilbert died in 1934 at 74 years of age. He left extensive collections of letters, photographs, drawings and other documents at the New York Historical Society, the National Museum of American History in Washington, and in other archives.

Conclusion

The former NYNH&H Railroad Morris Park Station is significant for its associations with the NYNH&H Railroad and its role in the development of the Bronx from a rural farmland community into a densely populated urban environment and, also, for its design by prominent architect Cass Gilbert. However, the station has been altered and many of its original character-defining features have been removed, including the large semi-circular entrance canopy, the double doors and multiple-pane windows and the infilling of these openings with brick, the replacement of the original Spanish tile roof with rolled asphalt roofing, and the painting of the entire station building, including the original polychrome terra cotta tiles and the cast iron window grilles, in a patriotic color scheme. Also, the interior of the station has been modified for its current use as a gun firing range. Despite its historic significance, the former NYNH&H Railroad Morris Park Station is not considered to be potentially eligible for National Register listing due to a loss of historic architectural integrity.



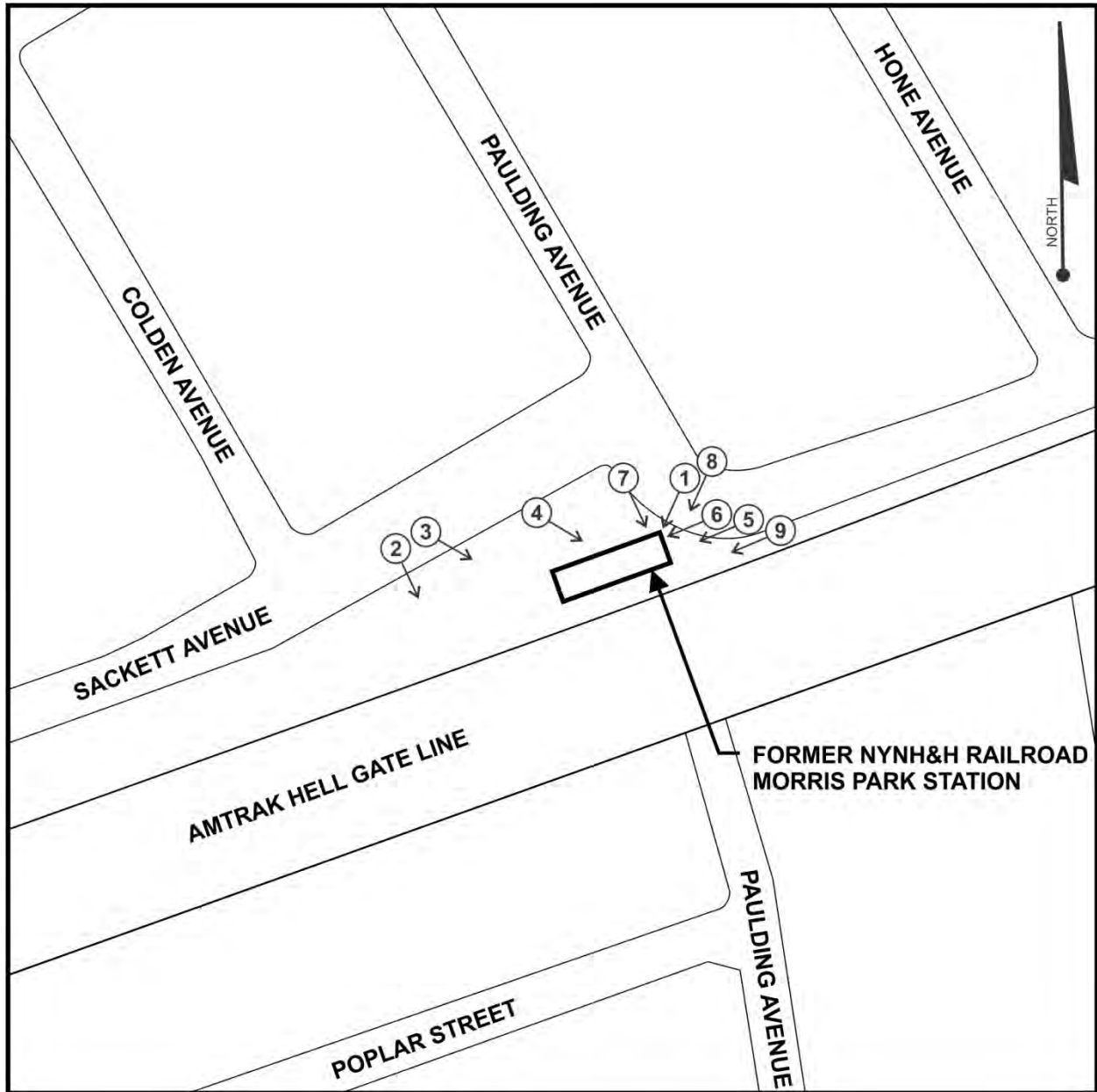


Figure 1. Former NYNH&H Railroad Morris Park Station, Site Plan and Photo Locations





Photo 1. NYNH&H Railroad Morris Park Station, Facing Southwest, 2013



Photo 2. Morris Park Senior's Garden Adjacent to NYNH&H Railroad Morris Park Station, Facing South, 2013





Photo 3. NYNH&H Railroad Morris Park Station, Facing Southeast, 2013



Photo 4. NYNH&H Railroad Morris Park Station, Facing Southeast, 2013

Revised 4/13





Photo 5. NYNH&H Railroad Morris Park Station, Facing West, 2013



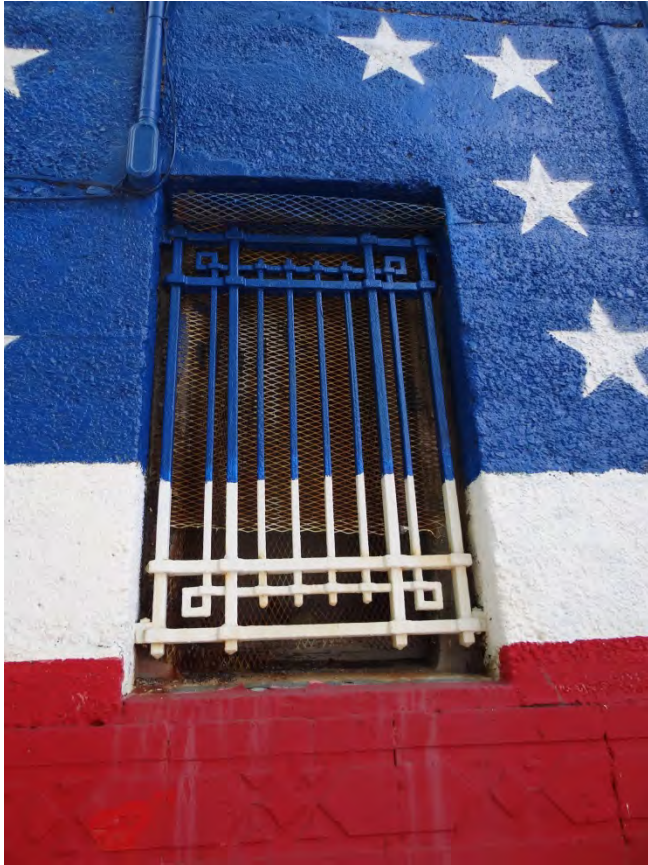


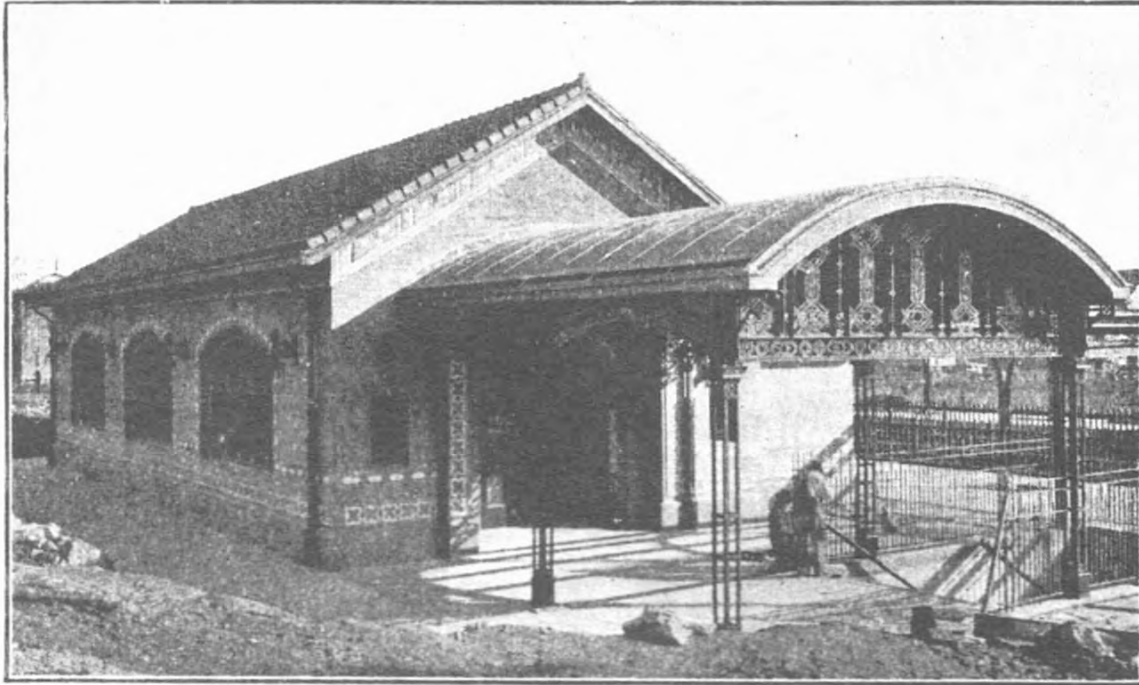
Photo 6. NYNH&H Railroad Morris Park Station, Facing West, 2013



Photo 7. NYNH&H Railroad Morris Park Station, Facing South, 2013

Revised 4/13





Source: Westchester's Forgotten Railway, Arcara

Photo 8. NYNH&H Railroad Morris Park Station, Facing Southeast, Circa 1915





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name (if any) New York, New Haven & Hartford (NYNH&H) Railroad Westchester Avenue Station

Address or Street Location Whitlock Avenue and Westchester Avenue

County Bronx Town/City New York Village/Hamlet Hunts Point

Owner National Railroad Passenger Corporation (Amtrak) Address 60 Massachusetts Ave. NE, Washington, DC, 20002

Original use Rail Station Current use Vacant

Architect/Builder, if known Cass Gilbert Date of construction, if known 1908

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: Terra Cotta

Roof: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known Removal of stairs, platforms, canopies and covered porch Date: Circa 1960

Condition: excellent good fair deteriorated

Explain: The station has been vacant for an extended period of time.

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Lynn Drobbin Address 629 Fifth Avenue, Pelham, NY 10803

Telephone: (914) 738-8070 Email lynn@lynndrobbin.com Date October 25, 2013

PLEASE PROVIDE THE FOLLOWING INFORMATION:

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The former New York, New Haven & Hartford (NYNH&H) Railroad Westchester Avenue Station is located in an urban setting on a confined site in the Hunts Point section of the Bronx. The station is south of Westchester Avenue, east of the Interstate-895 Sheridan Expressway Westchester Avenue off-ramp and west of Edgewater Road that, now a pathway into Concrete Plant Park. The Bronx River is to the east and the New York City elevated IRT No. 6 subway line is above and to the northwest of the station site. The station spans the six-track-wide railroad right-of-way of the Amtrak Hell Gate Line; two tracks have been removed and currently four tracks remain.

The station, built of concrete and steel, is a single-story building of rectangular plan. The building rests on a concrete foundation that is integrated into the concrete retaining wall at the edge of the Sheridan Expressway off-ramp. The building is encased in terra cotta tile and decorative concrete. The main block of the station consists of a seven-bay section that spans the tracks and is covered by a gable roof. Adjoining is a 2-story high entry tower that has a hipped roof. The roof is framed with steel purlins and beams; both hipped and gabled sections have a concrete deck that is covered with dark red Ludowici terra cotta tile. The cornice has a pressed metal soffit and built-up wood brackets clad with metal sheeting. Eight dormers (three on the east and west elevations of the main station block and one each on the north and south elevations of the tower) are clad with tiles and sheathed in sheet metal. Louvered attic ventilation openings are in front of each dormer. A terra cotta chimney extends from the west roof slope of the tower.

The exterior has the original decorative terra cotta wall tiles that encase the steel columns, spandrel panels and the window openings. The tower, which contains the main arch entry to the station, has inset ornamented piers with decorative terra cotta rosettes, urns and foliate tiles that flank the main entrance.

Interiors were not accessed in 2013 but are as described in the *Existing Conditions Report, Overhead (Westchester Avenue) Station*, John Bowie Associates, May 20, 2010. The interior of the main block consists of a large waiting room, men's and women's restrooms; the entry tower contains the ticketing lobby and the ticket agent office. The waiting room has a painted, plaster ceiling, with three large, exposed steel roof trusses that bear on decorative steel impost blocks at the cornice level. The walls are painted plaster; banks of tripartite windows are on the east and west walls. The passageway between the waiting room and the head house ticketing office contains an elliptical vaulted ceiling, set on a brightly-colored terra-cotta cornice and terra cotta walls.

The station is in deteriorated condition and has been altered. The platforms and the three sets of covered stairs to the platforms below have been removed; the exterior stair to Edgewater Road has also been removed. The covered porch that formerly extended from the west façade of the station was removed when the adjacent Sheridan Expressway was constructed from 1958 to 1962. Many of the Ludowici roof tiles missing or damaged, the roof deck is damaged and all gutters and downspouts have been removed. The building is covered with graffiti and ivy and the windows have been infilled; the frames and sash are missing. The exterior doors are missing and also have been infilled with concrete. The chimney is cracked and has shifted. The interior plaster finishes are heavily damaged.



Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The NYNH&H Railroad Westchester Avenue Station, built in 1908 and altered circa 1960, is significant for its associations with the development of this section of the Bronx from a rural farmland community into a densely populated urban area and, also, as one of three remaining former NYNH&H Railroad Harlem River Branch stations that were designed by prominent and prolific architect Cass Gilbert. However, the station has a loss of historic architectural integrity and context, due to the removal of its platforms, canopies and stairs, its current location on a compromised site and its deteriorated condition.

The NYNH&H began operations on the Harlem River and Port Chester Railroad through the Hunts Point area in the 1870s; the line was known as the NYNH&H Railroad Harlem River Branch. Stations along the line, including the Westchester Avenue Station, were built circa 1873-1881. The initial construction of the railroad did little to change Hunts Point, and the surrounding area remained largely undeveloped until after the turn of the century. The large estates in Hunts Point were subdivided in the late 19th and early 20th centuries; it was newsworthy when these holdings were put on the market for sale. The creation and availability of transit routes to the Hunts Point area in the early 20th century helped initiate development of the once-remote area. Transit improvements in the vicinity included the opening of the Intervale Avenue Station (formerly 163rd Street) on the IRT White Plains Road Line in 1904 and the inauguration of trolley service along Hunts Point Avenue in 1911. The Westchester Avenue Station of the NYNH&H Railroad Harlem River Branch began also serving the area as a station of the New York, Westchester and Boston Railway Line after 1912. In 1919, the Hunts Point Station of the IRT Pelham Line was built. After the subways were built, the NYNH&H Railroad Westchester Avenue Station was primarily used as a transfer point.

From 1906 to 1912, the NYNH&H Railroad implemented a complete line upgrade, which included the construction of all new stations along the line, grade-crossing eliminations, electrification and the widening of the right-of-way to six tracks. The railroad designed its new stations to reflect its wealth and prominence. The NYNH&H Railroad was a very profitable enterprise; 1890 statistics listed revenues in excess of \$100 million with 4,000 employees who served 12 million passengers annually.

The new Renaissance Revival-style NYNH&H Railroad Westchester Avenue Station was built in 1908 on the NYNH&H Railroad Harlem River Branch. The station was designed by the prominent and prolific architect Cass Gilbert. Gilbert was a skyscraper pioneer and his technique of cladding a steel frame became the model for decades. The terra cotta-clad Woolworth Building in Manhattan, completed in 1913, now a National Historic Landmark, was Gilbert's most famous structure. He designed many other significant buildings in New York, as well as in other areas of the United States.

The construction of the subways, trolley lines and the newly electrified NYNH&H Railroad Harlem River Branch, with its beautiful new stations, created a rise in real estate values in the area and, one by one, the wealthy Hunts Point property owners sold off their farms to real estate developers who quickly erected blocks of housing. At the start of the 20th century, most of the Hunts Point area was controlled by a small number of real estate developers who were building elevator apartment houses, flats, and semi-detached houses near the station and subway stops.

Hunts Point's reputation as a thriving economic zone continued to grow during the first half of the 20th century and quickly became the location for many industrial operations that, in turn, precipitated the construction of housing and other services. The Hunts Point area grew with residences located near to, and north of, the rail corridor and industrial establishments to the south on the point. The construction of housing in Hunts Point, including semi-detached houses and multiple dwellings of various sizes, greatly accelerated after 1912.

The NYNH&H Harlem River Branch became part of the Hell Gate Line that opened in 1917. The Hell Gate Line is the main line from Pennsylvania Station, New York to Boston. Local passenger service operated until 1931; after



that, train service was only through-passenger service for inter-city and regional trains.

From 1958 to 1962, the Arthur V. Sheridan Expressway (Interstate-895) was constructed directly to the west of the Westchester Avenue Station. Named for the Bronx Borough Commissioner of Public Works, Arthur V. Sheridan, who died in an automobile accident in 1952, this 6-lane highway parallels the Bronx River and the Hell Gate Line; the only interchange is at Westchester Avenue. The Sheridan Expressway had a negative impact on the historic station site, confining it to a narrow lot and requiring the installation of unsightly concrete barriers, guardrails and chain-link fencing. Also due to the alignment of the new roadway, the original covered porch that formerly extended from the west façade of the station had to be removed. Sometime after the 1960s, all of the stairways to the train platforms and the platforms were removed from the station site.

In 2000, the adjacent property to the east, formerly occupied by a concrete plant, was acquired by the New York City Parks Department. Edgewater Road, which formerly provided at-grade station access, was demapped as a roadway and turned into a paved pedestrian pathway to Concrete Plant Park, completed in 2009. A 7-foot-high, chain-link fence has been installed along the railroad right-of-way near the station, which remains visible but not accessible. The NYNH&H Railroad Westchester Avenue Station remains relatively intact but vacant and deteriorated.

History of the Hell Gate Line

The Hell Gate Line is a 6-mile-long rail line that extends from Gate Interlocking in Hunts Point, the Bronx, to Shell Interlocking in New Rochelle, Westchester County, and connects Amtrak's Northeast Corridor Line to the Metro-North New Haven Line. The Hell Gate Line right-of-way was originally owned by the Harlem River and Port Chester Railroad but was leased by the NYNH&H Railroad and known as its Harlem River Branch. Passenger service operated on this line with several station stops in the Bronx and Westchester County circa 1873 to 1931. Amtrak currently operates intercity through trains on the Hell Gate Line.

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All of the stations were designed by architect Cass Gilbert who, in 1899, won the competition for the United States Custom House at Bowling Green and designed the Woolworth Building in 1910; both buildings are located in Manhattan. Stations included a Harlem River Station, Port Morris Station, Casanova Station, Hunts Point Station, West Farms Station, Westchester Avenue Station, Van Nest Station, Morris Park Station, Westchester Station (between Williamsbridge and Eastchester Roads), Baychester Station (St. Mary's Avenue), Bartow (City Island) Station and Pelham Manor Station. Only Hunts Point, Westchester Avenue and Morris Park Stations remain; none is currently used as a rail station.

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Revised 4/13



approvals from the state and federal authorities and on January 1, 1927, the HR&PC merged into the NYNH&H Railroad. Commuter service on the Harlem River Branch never reached expectations and the NYNH&H Railroad ceased local passenger service in June 1931, although the New York Westchester & Boston Railway continued service at the Westchester Avenue and Hunts Point stations until December 31, 1937.

Financial difficulties continued for the NYNH&H Railroad during the next 30 years and, by the late 1960s, the Interstate Commerce Commission, in its decision permitting the merger of the Pennsylvania and New York Central Railroads into the Penn Central (PC), stipulated that the NYNH&H Railroad be included in the merged company. In the summer of 1970, the merged PC Railroad declared bankruptcy and became part of Conrail in 1976. The Hell Gate Line was ultimately sold to Amtrak (officially the National Passenger Corporation) and is now part of the Northeast Corridor Line.

The former NYNH&H Railroad Morris Park Station has been used by the local police department and the Parkchester Rifle and Revolver Club since 1941. Following the 9/11 attack, it was painted in a patriotic color scheme. In addition to the Morris Park Station, only two other NYNH&H Railroad Harlem River Branch stations survive today relatively intact, Westchester Avenue Station and Hunts Point Station, both of which are vacant.

Architect Cass Gilbert

Cass Gilbert's (1859-1934) architectural legacy spanned 6 decades and, in New York, ranges from skyscrapers to commuter railroad stations. Born in 1859 in Zanesville, Ohio, Gilbert left high school in the 1870s to work with a St. Paul, Minnesota, architect. In 1878, he spent a year at Massachusetts Institute of Technology (MIT) and in 1880 he traveled to Europe before joining the office of McKim, Mead & White in New York. He returned to St. Paul to set up his own practice where he was joined by James Knox Taylor, an MIT classmate.

The partnership of Cass Gilbert and James Knox Taylor was one of the most influential in Minnesota, producing shingle-style houses, Richardsonian Romanesque churches and commercial buildings. Gilbert's rising prominence led him to seek out major commissions, such as the Minnesota State Capitol in 1895. By 1899, Taylor, no longer Gilbert's partner, was the supervising architect for the Department of the Treasury in Washington, D.C. Taylor urged Gilbert to enter the architectural competition for the new United States Custom House at Bowling Green in Manhattan, a competition of which Taylor was in charge. The competition had three judges, and Taylor cast the deciding vote in Gilbert's favor. Gilbert, prominent in St. Paul but relatively unknown elsewhere, had won the commission over Carrère & Hastings, George B. Post and other renowned architects. Gilbert's Beaux-Arts-style Custom House was completed in 1907.

At the same time, Gilbert designed the Broadway Chambers Building, highly regarded by critics when completed in 1900 at the corner of Broadway and Chambers Street where it still stands. In 1900, he moved to New York City; he also bought a country house in Ridgefield, Connecticut. In 1905, he designed the Neo-Gothic terra cotta-clad skyscraper known as 90 West Street. Completed in 1907, the building, just south of the World Trade Center, was severely damaged in the 9/11 attack. In 1908, Gilbert built several railroad stations of glazed terra cotta for the Harlem River Branch of the NYNH&H Railroad in the Bronx, including the Morris Park Station, Westchester Avenue Station and the Hunts Point Station, all of which remain. In 1913, when Gilbert's 790-foot-high Neo-Gothic style Woolworth Building was completed, it stood as tallest building in the world.

World War I brought Gilbert one of his most unusual commissions; he designed what is now known as the Brooklyn Army Terminal in early 1918, completing it by the end of World War I in November. A vast series of concrete warehouses spread over several blocks, the terminal was designed to marshal goods for shipment overseas. In 1924, he designed the New York Life Insurance Building on Madison Avenue from 26th to 27th Streets. In the mid-1920s, he designed masonry cladding for the towers of the George Washington Bridge, but they were ultimately left unadorned. In 1928, he finished one of the most unusual loft buildings erected in New York, the S. J. M. Building at 130 West 30th Street. In 1929, Gilbert designed the New York County Lawyers' Association building on Vesey Street between Church Street and Broadway.

The 1930s brought Gilbert large commissions such as the U.S. Federal Courthouse in Foley Square. The white marble U.S. Supreme Court Building, finished in 1935, was his last work. Gilbert died in 1934 at 74 years of age. He left extensive collections of letters, photographs, drawings and other documents at the New-York Historical Society,

Revised 4/13



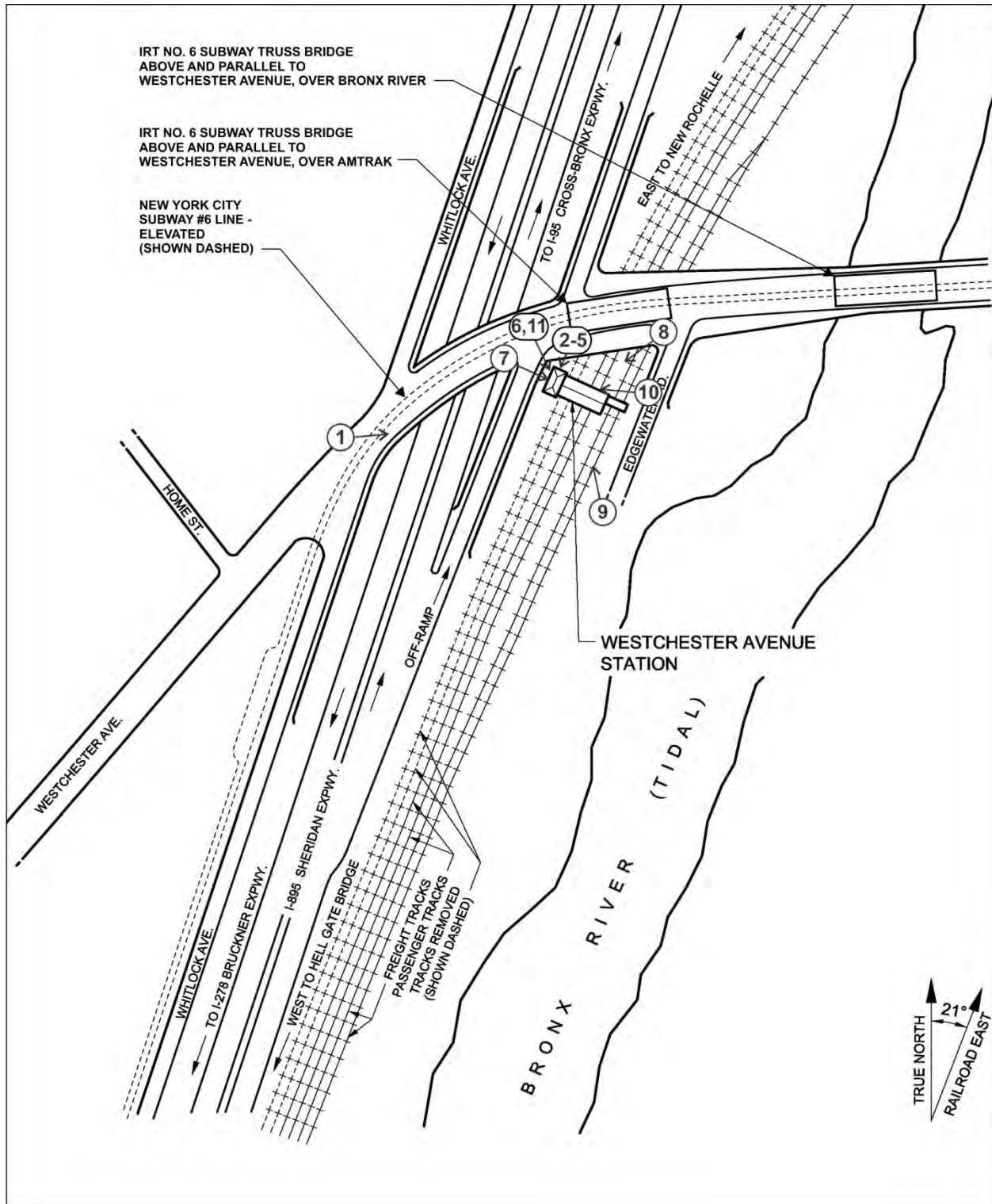
the National Museum of American History in Washington, and in other archives.

Conclusion

The NYNH&H Railroad Westchester Avenue Station is significant for its associations with the development of the Bronx from a rural farmland community into a densely populated urban area, for its unique design by prominent architect Cass Gilbert, and as a good example of an early 20th-century rail station. Besides the NYNH&H Railroad Westchester Avenue Station, only two other former NYNH&H Railroad Harlem River Branch stations remain in the Bronx, the Morris Park Station (used by a gun club) and Hunts Point Station (vacant).

However, the NYNH&H Railroad Westchester Avenue Station has a loss of integrity and context and is deteriorated. The removal of the stairs, platforms and canopies, character-defining features of the historic rail station, has compromised its historic architectural integrity. Construction of the adjacent Bruckner Boulevard and Sheridan Expressway has required unsympathetic modifications to the station, as well as having compromised the historic station site. Also, the several-decade-long period of vacancy of the station has resulted in the deterioration of both interior and exterior elements. Therefore, despite its significant historic associations, the NYNH&H Railroad Westchester Avenue Station is not considered to be eligible for listing on the National Register of Historic Places.





Source: Existing Conditions Report, Overhead (Westchester Avenue) Station, John Bowie Associates

Figure 1. NYNH&H Railroad Westchester Avenue Station Site Plan and Photo Location





Photo 1. NYNH&H Railroad Westchester Avenue Station, Facing East, 2013



Photo 2. NYNH&H Railroad Westchester Avenue Station, Facing South, 2013





Photo 3. NYNH&H Railroad Westchester Avenue Station, Detail, Facing South, 2013





Photo 4. NYNH&H Railroad Westchester Avenue Station, Detail, Facing South, 2013





Photo 5. NYNH&H Railroad Westchester Avenue Station, Detail, Facing South, 2013



Photo 6. NYNH&H Railroad Westchester Avenue Station, Facing Southeast, 2013





Photo 7. NYNH&H Railroad Westchester Avenue Station, Facing Southeast, 2013



Photo 8. NYNH&H Railroad Westchester Avenue Station, Facing Southwest, 2013



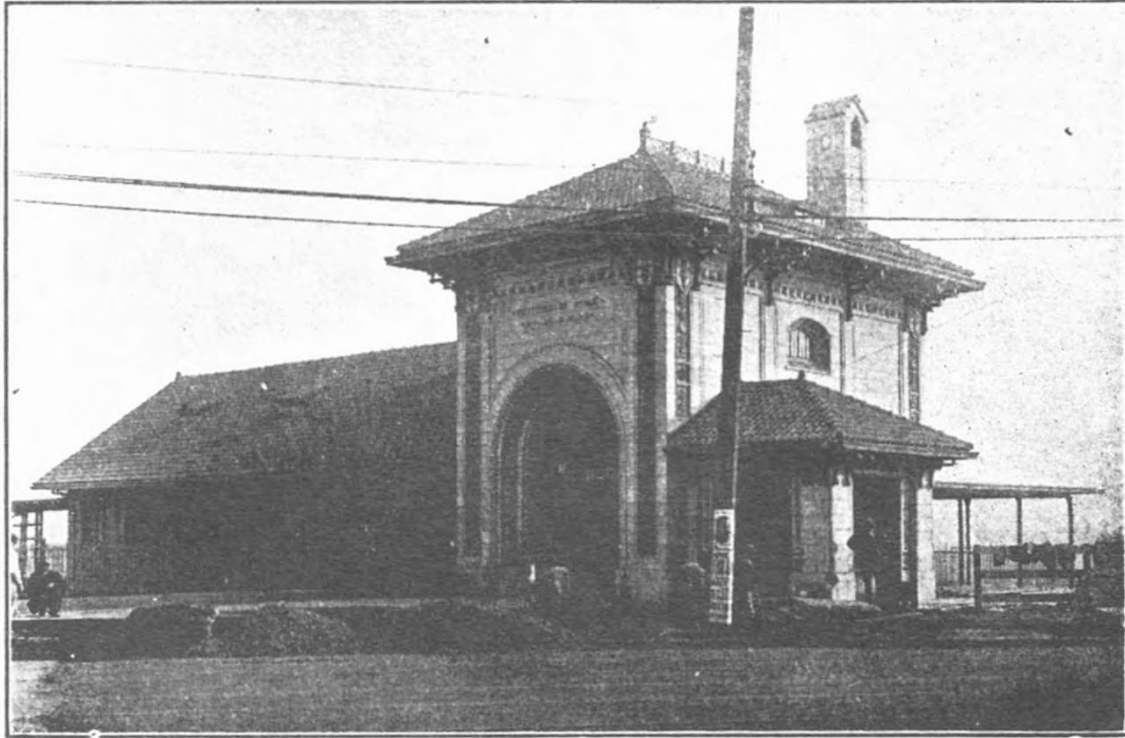


Photo 9. NYNH&H Railroad Westchester Avenue Station, Facing Northwest, 2013



Photo 10. NYNH&H Railroad Westchester Avenue Station, Facing West, 2013





Source: Westchester's Forgotten Railway, Arcara

Photo 11. NYNH&H Railroad Westchester Avenue Station, Facing Southeast, Circa 1915





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name (if any) 901 Hunts Point Avenue

Address or Street Location 901 Hunts Point Avenue

County Bronx Town/City New York Village/Hamlet Hunts Point

Owner 901 Hunts Point Avenue, LLC Address 901 Hunts Point Avenue, Bronx, New York

Original use Drug store and Offices Current use Industrial and offices

Architect/Builder, if known Unknown Date of construction, if known 1911

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____

Roof: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: Terra cotta

Alterations, if known Removal of Spanish tile-clad pent roof and brackets Date: unknown

Condition: excellent good fair deteriorated

Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Lynn Drobbin Address 629 Fifth Avenue, Pelham, NY 10803

Telephone: (914) 738-8070 Email lynn@lynndrobbin.com Date October 25, 2013

PLEASE PROVIDE THE FOLLOWING INFORMATION:

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The structure at 901 Hunts Point Avenue, built in 1911, is located on Block 2734, Lot 39. The building, with a triangular-shaped plan, is located on the southwest corner of Garrison Avenue and Hunts Point Avenue; its rear elevation borders the Amtrak Hell Gate Line right-of-way that is located in a cut.

A 2-story, 5-bay-wide commercial building, 901 Hunts Point Avenue has a flat roof with a parapet and a pent roof that is covered with asphalt shingle. The foundation is concrete and the façade is faced with brick; the first story has been faced with orange brick while the second story has retained its original brick. The first story has an original entry to the second floor with a segmental arch opening, two garage door openings with steel roll-down gates, and a metal frame and glass storefront window and entrance with steel roll-down gates. The second floor has one-over-one double-hung windows that are primarily arranged in triplet. Windows are distinguished by molded terra cotta surrounds with diamond-shaped and dolphin motifs. Part of the interior is used as a garage. A tin ceiling remains but no other historic fabric is evident.

A circa 1970 photograph of the intersection of Hunts Point and Garrison Avenues contains a partial view of 901 Hunts Point Avenue. The photo indicates that this building formerly had a pent roof clad with Spanish tile and deep overhang with large supporting brackets; this has been removed. There were formerly windows where the two garage door openings have been added.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

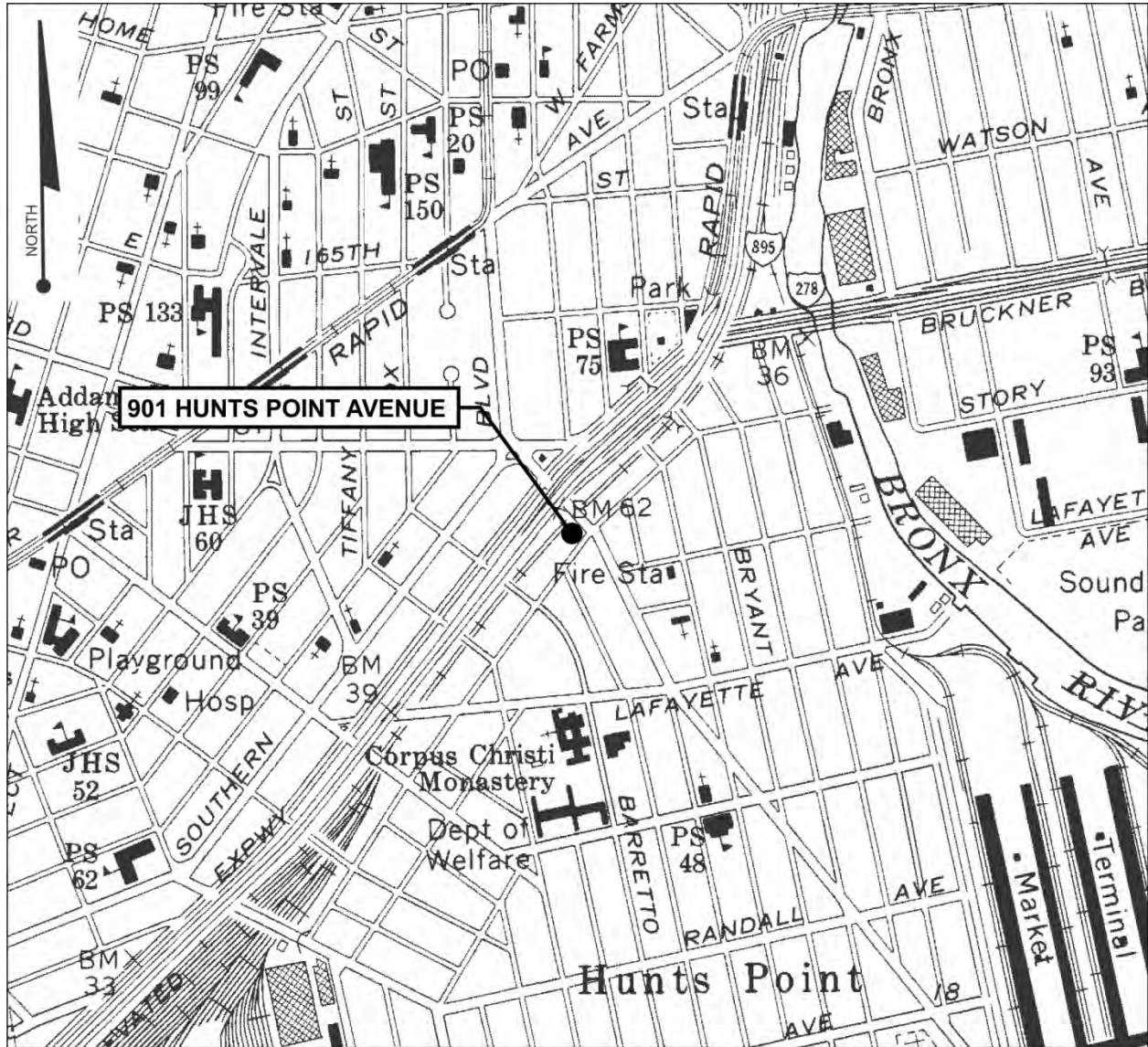
The building at 901 Hunts Point Avenue was built in 1911; it first appears on the 1915 Sanborn map as a drug store adjacent to a building that housed both a synagogue and a school (now demolished). Deeds indicate that the railroad owned and leased this property until 1951; in 1904, the NYNH&H Railroad had purchased wide swaths of land surrounding the Harlem River Branch when it proposed to depress the railroad tracks as part of the grade-crossing elimination. When the grade-crossing elimination project was completed in 1910, the railroad sold some of the property it had purchased but retained other parcels, in particular the parcels that were directly adjacent to the railroad right-of-way. By the 1950s, the NYNH&H Railroad was financially distressed so it began a program to sell off all of its surplus property and facilities.

In 1951, the NYNH&H Railroad sold Block 2734, Lot 39 to Thomas Mallen, who resided in the Bronx at 1018 East 163rd Street. Mallen operated a bar on the first floor and rented offices to a realty company on the second floor. When Mallen died 5 years later, his children, Julia Taibi and Joseph Mallen, inherited the property. They retained ownership of the building for 32 years, selling it in 1988 to Ramon Rodriguez and his wife, who lived in Huntington Station, New York. In 2000, Rodriguez sold the building to 901 Hunts Point Avenue LLC, which owns the building to this day.

The 901 Hunts Point Avenue property is currently occupied by an auto glass shop and has several offices on the second floor. The current businesses occupying the second floor include Bronx Bees, which sells honey, maintains hives and offers classes on beekeeping; and the offices of Majorca Carter Group, LLC. Majorca Carter is an urban revitalization strategist and public radio host who founded the non-profit environmental justice solutions corporation called Sustainable South Bronx.



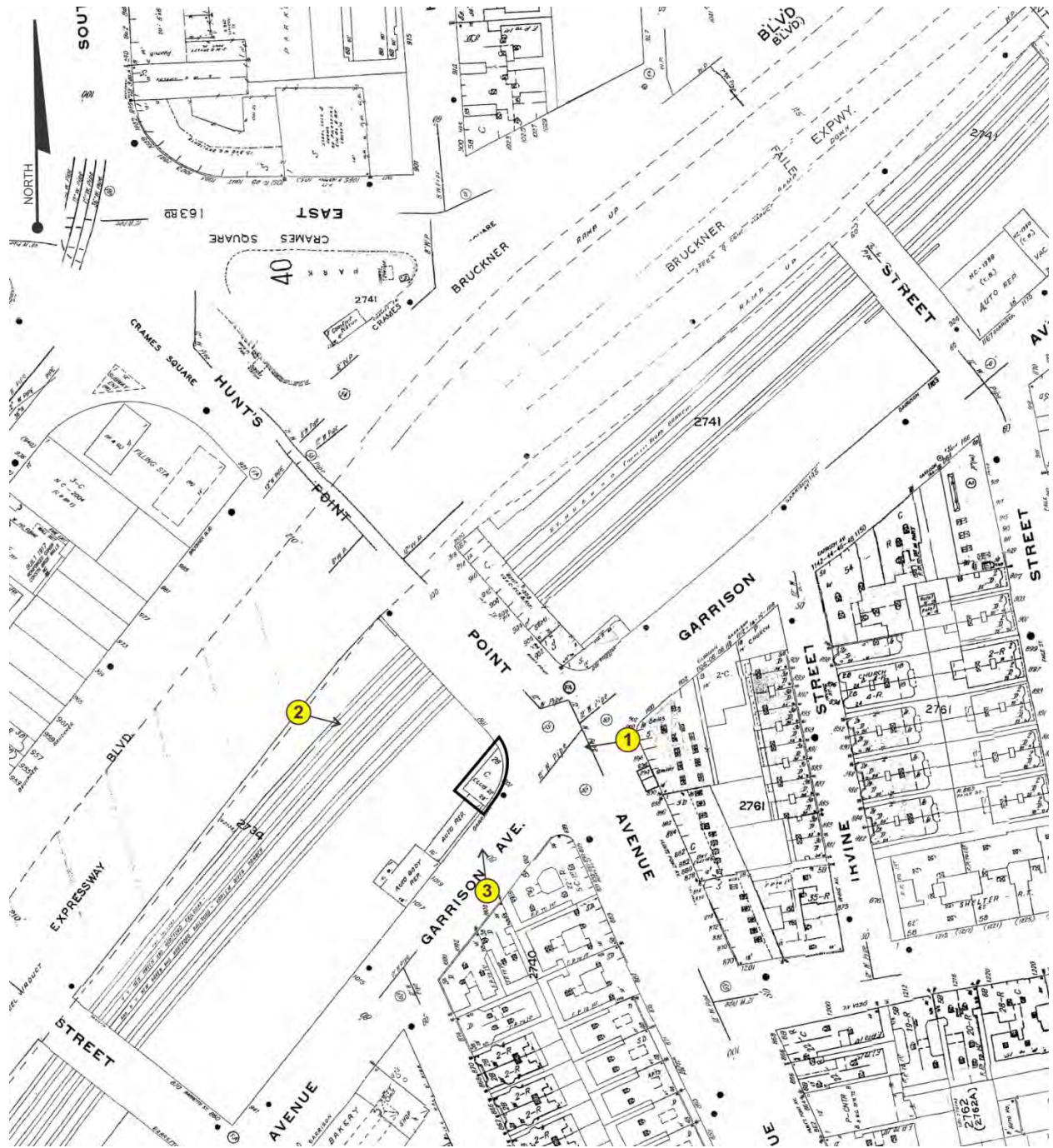
Research conducted on the history of this building failed to yield any significant historic associations; it appears to be a typical commercial structure that was erected during the initial "boom" years of Hunts Point. The building has been unsympathetically altered with the removal of the original terra cotta tiles from the pent roof, removal of the pent roof's supporting brackets and installation of garage bays and a new storefront. Due to these unsympathetic alterations and a lack of any known significant historic associations, 901 Hunts Point Avenue is not considered to be eligible for listing on the National Register of Historic Places.



Source: USGS Central Park, NY Quadrangle

Figure 1. Location of 901 Hunts Point Avenue





Source: Sanborn Map Company, 2007

Figure 2. 901 Hunts Point Avenue, Photo Location Plan





Photo 1. 901 Hunts Point Avenue, Facing West, 2013



Photo 2. 901 Hunts Point Avenue, Facing Northwest, 2013





Photo 3. 901 Hunts Point Avenue, Facing East, 2013



Appendix H:

New York State Office of Parks, Recreation and Historic Preservation Historic Bridge Inventory Forms

Bridge Survey Form Notes:

Historic Bridge Inventory Forms, per New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) guidelines, have been prepared only for bridges that have not previously been evaluated by the State Historic Preservation Office (SHPO) for eligibility for National Register listing and for bridges that are over 50 years of age.

The historic names and original milepost numbers for the overhead bridges that were built by the New York, New Haven & Hartford (NYNH&H) Railroad over the Harlem River and Port Chester Railroad reflect information that has been derived from the 1915 railroad valuation (val) maps. The historic names and original milepost numbers for the undergrade bridges that were built by the NYNH&H Railroad on the Harlem River and Port Chester Railroad reflect information that has been derived from the original bridge construction drawings obtained from Amtrak.

The forms include the dates each bridge was built and altered and a brief description and the history and significance of each bridge, if known. Mapping, photographs and other pertinent information, as could be obtained from the present rail provider or owners of the bridges, has also been included. The forms also include the bridge identification number (BIN) for each bridge. The BIN is a 7-digit unique bridge identifier number. The first number of a BIN indicates the bridge ownership; for the bridges that have been included in this study, BINs that begin with the following numbers indicate the ownership as noted below:

- (1) New York State Department of Transportation
- (2) New York City
- (5) New York Thruway Authority
- (7) Amtrak (National Railroad Passenger Corporation)



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

April 06, 2016

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens, and Westchester Counties, New York
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO) on the Historic Architectural Resources Background Study for the MTA Metro-North Railroad Penn Station Access Project, prepared by Lynn Drobbin & Associates and Parsons Brinckerhoff, dated November 2015. Because the Federal Transit Authority is involved in the undertaking, we are reviewing the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and relevant implementing regulations.

The SHPO concurs with the findings of the Historic Architectural Resources Background Study. We will continue our review of the project when we receive a copy of the Effects Assessment.

If you have any questions, feel free to contact Daria Merwin in the Survey and Evaluation Unit at 518-268-2192 or daria.merwin@parks.ny.gov. Please refer to the SHPO Project Review (PR) number noted above in any future correspondences regarding this project.

Sincerely,

Ruth L. Pierpont
Deputy Commissioner for Historic Preservation

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com

ENVIRONMENTAL REVIEW

Project number: METROPOLITAN TRANSIT AUTHORITY / 106-Y
Project: METRO NORTH RR PENN STATION ACCESS
Address: 4 PENN PLAZA, **BBL:** 1007810001
Date Received: 3/10/2016

The LPC is in receipt of the Historic Architectural Resources Background Study (HARBS) for the above cited project, dated 2/14 and updated as of 11/15.

LPC notes that the Parkchester Apartment Complex appears LPC eligible.

Cc: SHPO



3/23/2016

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 31293_FSO_GS_03232016.doc

ENVIRONMENTAL REVIEW

Project number: METROPOLITAN TRANSIT AUTHORITY / 106-Y
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Cc: SHPO



3/23/2016

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 31293_FSO_GS_03232016.doc



March 7, 2016

Meenakshi Srinivasan
Chairman
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor, North
New York, NY 10007

Re: **Metro-North Railroad Penn Station Access Environmental Review
Bronx, New York, Queens and Westchester Counties**

Dear Ms. Srinivasan,

Metro-North is proposing the Penn Station Access (PSA) Project, which involves a series of construction activities along the Amtrak-owned Hell Gate Line in the above referenced counties in the State of New York. This would allow Metro-North to introduce direct, one-seat passenger rail service between its New Haven Line and Penn Station, New York, on Manhattan's west side. The proposed project includes the construction of four new commuter rail stations in the east Bronx in areas that are not currently served by commuter rail, as well as other infrastructure improvements on Amtrak's Hell Gate Line.

Your organization was identified as a Consulting Party for the PSA Project in the Project Initiation Letter (PIL) sent to you in the summer of 2014. The PIL was the first step in the historic architectural resources analysis that is being conducted as part of the Metro-North PSA Draft Environmental Assessment (EA). Assuming your acceptance of that role, we now seek your review of the enclosed Historic Architectural Resources Background Study (HARBS), the second step. The third step will be the Effects Assessment. The objectives of the HARBS are to:

1. Identify all resources in the area of potential effect that are National Historic Sites or Landmarks, listed on the State and National Registers of Historic Places, have been determined eligible by the Keeper of the National Register, have State Historic Preservation Office (SHPO) opinions of eligibility, or have been designated as New York City Landmarks;
2. Locate and identify all previously recorded and unrecorded structures over 50 years of age; and
3. Evaluate the potential eligibility of these resources for listing on the State and National Registers of Historic Places.

The HARBS has been developed in accordance with Section 106 of the National Historic Preservation Act of 1966, and as amended, which mandates review of the effects of federal undertakings on historic resources.

Any comments may be sent by April 7, 2016 to my attention at jrichardson@mnr.org or by mail to the address indicated above.

If you have any questions, please contact me at 212-499-4474.

Sincerely,

A handwritten signature in cursive script that reads "James Richardson".

James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad

CC: Victor Waldron, Federal Transit Administration, Region II



March 7, 2016

Chief Harry B. Wallace
Unkechaug Nation
207 Poospansk Lane
Mastic, NY 11950

Re: **Metro-North Railroad Penn Station Access Environmental Review
Bronx, New York, Queens and Westchester Counties**

Dear Chief Wallace,

Metro-North is proposing the Penn Station Access (PSA) Project, which involves a series of construction activities along the Amtrak-owned Hell Gate Line in the above-referenced counties in the State of New York. This would allow Metro-North to introduce direct, one-seat passenger rail service between its New Haven Line and Penn Station, New York, on Manhattan's west side. The proposed project includes the construction of four new commuter rail stations in the east Bronx in areas that are not currently served by commuter rail, as well as other infrastructure improvements on Amtrak's Hell Gate Line.

Your organization was previously identified as a Consulting Party for the PSA Project in the Archaeological Resources Project Initiation Letter (PIL) sent to you in the summer of 2014. The project is currently at the second step of the parallel historic architectural resource analysis, the Historic Architectural Resources Background Study (HARBS). As a courtesy, enclosed is a copy of the HARBS which focuses on:

1. Identifying all resources in the area of potential effect that are National Historic Sites or Landmarks, listed on the State and National Registers of Historic Places, have been determined eligible by the Keeper of the National Register, have State Historic Preservation Office (SHPO) opinions of eligibility, or have been designated as New York City Landmarks;
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Any comments may be sent by April 7, 2016 to my attention at jrichardson@mnr.org or by mail to the address indicated above.

If you have any questions, please contact me at 212-499-4474.

Sincerely,

A handwritten signature in cursive script that reads "James Richardson".

James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad

CC: Victor Waldron, Federal Transit Administration, Region II



March 7, 2016

Dr. Brice Obermeyer
Delaware Tribe Historic Preservation Office
1200 Commercial Street
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801

Re: **Metro-North Railroad Penn Station Access Environmental Review
Bronx, New York, Queens and Westchester Counties**

Dear Dr. Obermeyer,

Metro-North is proposing the Penn Station Access (PSA) Project, which involves a series of construction activities along the Amtrak-owned Hell Gate Line in the above-referenced counties in the State of New York. This would allow Metro-North to introduce direct, one-seat passenger rail service between its New Haven Line and Penn Station, New York, on Manhattan's west side. The proposed project includes the construction of four new commuter rail stations in the east Bronx in areas that are not currently served by commuter rail, as well as other infrastructure improvements on Amtrak's Hell Gate Line.

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3. Evaluating the potential eligibility of these resources for listing on the State and National Registers of Historic Places.

The HARBS has been developed in accordance with Section 106 of the National Historic Preservation Act of 1966, and as amended, which mandates review of the effects of federal undertakings on historic resources.

Any comments may be sent by April 7, 2016 to my attention at jrichardson@mnr.org or by mail to the address indicated above.

If you have any questions, please contact me at 212-499-4474.

Sincerely,

A handwritten signature in cursive script that reads "James Richardson".

James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad

CC: Victor Waldron, Federal Transit Administration, Region II



March 7, 2016

Tamara Francis
The Delaware Nation Cultural Preservation
Director
31064 State Highway 281
Anadarko, OK 73005

Re: **Metro-North Railroad Penn Station Access Environmental Review
Bronx, New York, Queens and Westchester Counties**

Dear Ms. Francis,

Metro-North is proposing the Penn Station Access (PSA) Project, which involves a series of construction activities along the Amtrak-owned Hell Gate Line in the above-referenced counties in the State of New York. This would allow Metro-North to introduce direct, one-seat passenger rail service between its New Haven Line and Penn Station, New York, on Manhattan's west side. The proposed project includes the construction of four new commuter rail stations in the east Bronx in areas that are not currently served by commuter rail, as well as other infrastructure improvements on Amtrak's Hell Gate Line.

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1. Identifying all resources in the area of potential effect that are National Historic Sites or Landmarks, listed on the State and National Registers of Historic Places, have been determined eligible by the Keeper of the National Register, have State Historic Preservation Office (SHPO) opinions of eligibility, or have been designated as New York City Landmarks;
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Any comments may be sent by April 7, 2016 to my attention at jrichardson@mnr.org or by mail to the address indicated above.

If you have any questions, please contact me at 212-499-4474.

Sincerely,

A handwritten signature in cursive script that reads "James Richardson".

James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad

CC: Victor Waldron, Federal Transit Administration, Region II



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

October 23, 2002

Todd DiScala
Project Manager
Metro-North Railroad
347 Madison Avenue
New York, NY 10017-3739

RE: Metro-North Penn Station Access Major Investment Study/Draft
EIS
Section 106 Coordination
99PR03265

Dear Mr. DiScala:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO) for the proposed Penn Station Access Project. Because the Federal Transit Authority is involved in the undertaking, we are reviewing the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and relevant implementing regulations.

The project proposes to connect the Hudson Line and the New Haven Line to Penn Station via Amtrak's Empire and Hell Gate Lines, respectively. In total, five new intermediate stations are under consideration: Co-op City, Parkchester, Hunts Point, West 125th Street, and West 62nd Street. Our August 5, 2002 site visits to these locations provided me with a clear understanding of the formal Areas of Potential Effect (APE). The OPRHP concurs with the five APEs described in the "Definition of Area of Potential Effect" and illustrated on Sanborn maps and aerial photographs. Because the preferred location for the West 125th Street Station has been moved south of St. Claire Place, the SHPO believes that the buildings identified for further study north of St. Claire Place no longer require further evaluation.

The SHPO will continue its review of this undertaking when it receives the archeology survey information, which I understand is currently being compiled.

Thank you again for your assistance. If you have any questions, feel free to call me at (518) 237-8643, ext. 3282. Please refer to the SHPO Project Review (PR) number in any future correspondences regarding this project.

Sincerely,

Greg Donofrio
Historic Sites Restoration Coordinator
(greg.donofrio@oprhp.state.ny.us)

CC: Lynn Drobbin, Lynn Drobbin & Associates (by email)
J. Versenyi, Parsons Brinckerhoff Quade & Douglas, Inc. (by email)
Nancy Danzig, FTA

11/14/2002 11:33 FAX

401014

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre St., 9N, New York, NY 10007 (212) 669-7700

ENVIRONMENTAL REVIEW

FTA/ 106-Y
PROJECT NUMBER

10/29/02
DATE RECEIVED

Metro-North Penn Station Access

Properties With No Architectural or Archaeological Significance:

0 HUNTS POINT
0 CO-OP CITY
0 W 62 ST.

The Following Properties Possess Architectural or Archaeological Significance:

0 W 125 ST

COMMENTS: Adjacent to the APE is Riverside Park and Riverside Drive, both LPC and S/NR listed.

0 PARKCHESTER

COMMENTS: Adjacent to the APE is the Parkchester Apt. Complex, which appears eligible for LPC and S/NR listing.

[Handwritten Signature]
SIGNATURE

11/08/02
DATE

cc: J470

NOV 14 2002 11:11

PAGE 02

12/11/2002 17:30 FAX

002

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre St., 9N, New York, NY 10007 (212) 669-7700

ENVIRONMENTAL REVIEW

FTA /106-Y 11/19/02
PROJECT NUMBER DATE RECEIVED

PROJECT 125 ST: METRO NORTH PENN STATION ACCESS

- No architectural significance
- No archaeological significance
- Designated New York City Landmark or Within Designated Historic District
- Listed on National Register of Historic Places
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- May be archaeologically significant; requesting additional materials

COMMENTS

The LPC is in receipt of the Historic Architectural Resources Background Study (HARB) dated November, 2002. The text is acceptable.

[Revised findings] The project site and APE are located within the Riverside Park and Riverside Drive Scenic Landmark, LPC and S/NR listed. The LPC shall be contacted for review and comment on proposed work within the landmark site.

The LPC defers to the SHPO regarding findings of significance for the New York City West Side Freight Line Viaduct.

cc: SHPO



 SIGNATURE DATE 12/06/02

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FIELD SVCS. BUR

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New York State Office of Parks, Recreation and Historic Preservation
 Historic Preservation Field Services Bureau
 Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

December 6, 2002

Todd DiScala
 Metro-North Railroad
 347 Madison Ave.
 New York, NY 10017-3739

Dear Mr. DiScala

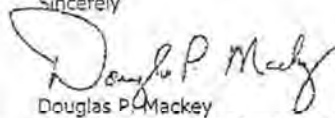
Re: MTA
 Metro North Penn Station Access
 Major Investment Study/DEIS (MIS/DEIS)
 Phase IA Archeological Assessments for 5 Sites
 99PR03265


Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) with regard to the potential for this project to affect significant historical/cultural resources. OPRHP has reviewed the five Phase IA archaeological reports prepared by Historical Perspectives, Inc. for the five properties listed in Table 1. OPRHP concurs with the recommendations of each report as listed in Table 1.

Table 1. Project Locations and OPRHP recommendations

Project Location	Recommendation
West 125 th Street Station Site	No further archaeological concerns
West 62 nd Street Station Site	Phase 1B testing needed if impacts extend deeper than 10 feet. Provide documentation of depth of impacts.
Co-op City Station Site	Soil borings should be completed and Phase 1B testing undertaken if the bores indicate intact soil horizons are present within depth of project impact
Parkchester Station Site	No further archaeological concerns
Hunts Point Station Site	No further archaeological concerns

Please contact me at extension 3291 if you have any questions regarding these comments.

Sincerely

 Douglas P. Mackey
 Historic Preservation Program Analyst
 Archaeology

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PAGE 02

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New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Pebbles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

December 9, 2002

Todd DiScala
Project Manager
MTA Metro-North Railroad
347 Madison Avenue
New York, NY 10017-3739

RE: Metro-North Penn Station Access Project
EIS
Section 106 Coordination/Historic Architectural Resources Background Study
99PR03265

Dear Mr. DiScala:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO) for the proposed Penn Station Access Project. Because the Federal Transit Authority is involved in the undertaking, we are reviewing the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and relevant implementing regulations.

The SHPO concurs with the findings of the Historic Architectural Resources Background Study. We will continue our review of the project when we receive a copy of the Effects Assessment.

If you have any questions, feel free to call me at (518) 237-8643, ext. 3266. Please refer to the SHPO Project Review (PR) number in any future correspondences regarding this project.

Sincerely,

Kathleen A. Howe
Historic Preservation Specialist

CC: Lynn Drobbin, Lynn Drobbin & Associates
Nancy Danzig, FTA
Gina Santucci, NYC LPC

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PAGE 133

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New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

516-237-8643

March 26, 2003

Todd DiScala
Project Manager
Metro-North Railroad
347 Madison Avenue
New York, NY 10017-3739

RE: Metro-North Penn Station Access Major Investment Study/Draft
Section 106 Effects Assessment
99PR03265

Dear Mr. DiScala:

Thank you for providing the State Historic Preservation Office (SHPO) with effects assessment documentation for the proposed Metro-North Railroad Penn Station Access Project. Because the Federal Transit Authority is involved in the undertaking, we are reviewing the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and relevant implementing regulations.

The SHPO concurs with Metro-North Railroad's determinations of effect upon cultural resources in or eligible for inclusion in the National Register of Historic Places. This concurrence is based upon the provision that the following archeology recommendations are followed at: the West 62nd Street Station Site and the Co-op City Station Site, as is described in the project DEIS:

West 125th Street Station:

Adverse Effect triggered by the taking of a portion of the National Register-listed Riverside Park and Drive.

West 62nd Street Station Site:

No Effect if Phase 1B testing is conducted if impacts extend deeper than 10 feet.

Co-op City Station Site:

If soil borings indicate intact soil horizons are present within depth of project impact, Phase 1B testing must be undertaken. If this condition is met, this portion of the project will have No Effect.

Parkchester Station:

No Effect.

Hunts Point Station:

No Effect.

The SHPO believes that any Adverse Effect triggered by the taking of a portion of the National Register-listed Riverside Park and Drive will be appropriately mitigated by the measures described on page 24 of the "Section 106 Effects Assessment" report [Lynn Drobbin & Associates, Feb. 2003]. These measures include designing the new station to be contemporary but compatible with the character-defining features of Riverside Park and Drive. A detailed landscape design will also be prepared. The landscape design and station design will be submitted to the SHPO for review and comment and presented to the New York City Department of Parks and Recreation and the local Community Board. Community input into these designs should be taken into account where appropriate and feasible.

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PAGE 02

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When these designs are submitted to the SHPO for review, we request a brief narrative explanation of how the stations and landscape modifications have been designed to be compatible with the character-defining features of the Riverside Park and Drive. Also, to complete its file for this review, the SHPO received a copy of your exploration of alternatives that would avoid or mitigate the Adverse Effect to the West 125th Street portion of the project. The technical desirability of this location appears clear and well documented.

Lastly, the SHPO requests that the Memorandum of Agreement described on page 24 of the Effects Assessment be prepared in draft form by Metro-North in consultation with FTA. This draft should then be submitted to the SHPO for review and comment.

Thank you again for your assistance. If you have any questions, feel free to call me at (518) 237-8643, ext. 3282. Please refer to the SHPO Project Review (PR) number in any future correspondences regarding this project.

Sincerely,



Greg Donofrio
Historic Sites Restoration Coordinator
(greg.donofrio@oprhp.state.ny.us)

CC: Lynn Drobbin, Lynn Drobbin & Associates
Nancy Danzig, FTA

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PAGE.03