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JUN 17 2016

United States Department of the Interior  
National Park Service

Nat. Register of Historic Places  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

### 1. Name of Property

historic name NEW YORK, WESTCHESTER & BOSTON RAILWAY Highbrook Avenue Bridge

other names/site number Highbrook Avenue Bridge

### 2. Location

street & number Highbrook Avenue between Lincoln & Harmon Avenues


not for publication

city or town Village of Pelham

vicinity

state NEW YORK code NY county WESTCHESTER code 119 zip code 10803

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Russell Purpura DSHPO 5/13/16  
Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property  meets  does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

### 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register  determined eligible for the National Register

determined not eligible for the National Register  removed from the National Register

other (explain): \_\_\_\_\_

Alyssa Alway 8.2.16  
Signature of the Keeper Date of Action

**NYW&B RAILWAY HIGHBROOK AVENUE BRIDGE**

**WESTCHESTER CO, NY**

Name of Property

County and State

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

**Category of Property**

(Check only **one** box.)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	<b>Total</b>

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing)

N/A

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: rail related/rail bridge

**Current Functions**

(Enter categories from instructions.)

VACANT/NOT IN USE

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

N/A

**Materials**

(Enter categories from instructions.)

foundation: CONCRETE

walls: CONCRETE

roof:

other:

**NYW&B RAILWAY Highbrook Avenue Bridge**

Name of Property

**WESTCHESTER CO, NY**

County and State

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**Narrative Description**

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**Summary Paragraph**

The New York, Westchester & Boston Railway (“NYW&B” hereafter) Highbrook Avenue Bridge is located within the Village of Pelham, Westchester County, New York, on a section of abandoned railroad right-of-way that abuts Pelham’s boundary with the City of New Rochelle, to the east. It is a massive reinforced and poured concrete structure that allowed the NYW&B rail line to pass above vehicular traffic on Highbrook Avenue between Harmon and Lincoln avenues. It is now but a fragment of the original NYW&B right-of-way and built infrastructure and one of the few resources that remain in this part of Westchester County to portray this now-defunct early twentieth century transportation feature. To that point, the bridges which once conveyed the NYW&B over 7<sup>th</sup> Avenue, to the immediate west, and Storer Avenue, to the immediate east, no longer remain. The nominated bridge remains, along with a 700-foot surviving section of railroad right-of-way, this property having reverted to Village of Pelham ownership following the failure of the company and due to tax liability. A total of 1.93 acres compose the nominated property, inclusive of the bridge and the undisturbed section of right-of-way, the latter measuring approximately 100 feet in width. Both the elliptical skew-arched opening, with its keystone motif, and the battered abutments, which are paneled and have hip-roofed caps, lend the structure a severe Neoclassical aesthetic. While areas of the bridge’s concrete exterior surfaces exhibit some measure of deterioration, it is nevertheless structurally sound and remains in large measure as built.

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**Narrative Description**

**Location & Setting**

The NYW&B Highbrook Avenue Bridge once conveyed the railroad right-of-way over the roughly north-south alignment of Highbrook Avenue, halfway between that road’s intersection with Harmon Avenue, to the south, and Lincoln Avenue, to the north. Highbrook Avenue and the railroad right-of-way do not meet at a right angle; instead, the bridge is of the skew-arched type, designed to accommodate this condition. The nominated property is located within a densely developed suburban neighborhood, characterized by tree-lined streets and single-family houses. To both the east and west, the original course of the right-of-way is bisected by housing development that has broken its once continuous course. What remains is a roughly 700’ section extending eastward from Pell Place to Pelham-New Rochelle border, immediately west of Storer Avenue; platform remnants from the former Storer Avenue NYW&B station are visible beneath landfill, though to what extent they survive is not presently known. The bridge’s arched opening accommodates the two-lane road surface, in addition to concrete sidewalks on both sides and an associated narrow strip of grass. Mature trees partially screen all but the arch from view from street level when they are leafed out. Natural growth in the form of trees has partially impinged on what was originally the open right-of-way traversed by two sets of tracks, since removed, and soil buildup on the span itself has encouraged plant growth above the road surface. The surface of the bridge provides an excellent elevated vantage point of the adjoining residential area, particularly the houses located to the south on Harmon Avenue and Highbrook Road. The open area to the south, where Harmon and Highbrook avenues meet, provides an ideal point from which to view the structure’s southern elevation.

**NYW&B Highbrook Avenue Bridge**

The NYW&B Highbrook Avenue Bridge is a reinforced, poured concrete structure composed of a single elliptical-arched opening through which Highbrook Avenue passes at grade level. The bridge measures 46 feet in width, approximately 21 feet in height, and spans a distance of 54 feet. It was built between 1910 and 1911 to the design of architect Alfred T. Fellheimer by Lathrop & Shea, New Haven, Connecticut-based contractors. The bridge consists of the single arched opening, which is flanked by abutments, and slightly lower sections of retaining wall, all of reinforced concrete. The spandrel and retaining walls are terminated by a coping course. Highbrook Avenue does not pass under the bridge at a right angle, and instead passes at a skew angle of 18.5 degrees. The bridge conveyed two sets of tracks and steel catenary towers over Highbrook Avenue, though neither the tracks nor the towers remain, having been scrapped during the Second World War, in 1942. There

**NYW&B RAILWAY Highbrook Avenue Bridge**

Name of Property

**Westchester Co, NY**

County and State

has been some deterioration of the concrete exterior surface, particularly at coping level, but also along portions of the abutments and retaining walls.

**NYW&B RAILWAY Highbrook Avenue Bridge**

**WESTCHESTER CO, NY**

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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Areas of Significance**

(Enter categories from instructions.)

ENGINEERING

**Period of Significance**

1910-1911

**Significant Dates**

1911

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

FELLHEIMER, ALFRED T. (REED & STEM);

architect/engineer

LATHROP & SHEA; contractors

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Period of Significance (justification)**

The period of significance, 1910-1911, reflects the period in which the bridge was constructed.

**Criteria Considerations (explanation, if necessary)**

N/A

**NYW&B RAILWAY Highbrook Avenue Bridge**

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**WESTCHESTER CO, NY**

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**Statement of Significance Summary Paragraph**

The NYW&B Railway Highbrook Avenue Bridge, located in the Village of Pelham, Westchester County and completed in 1911, is a reinforced concrete-arch structure that once conveyed the right-of-way of this regional commuter rail line over the road surface below. It today remains but a fragment of the former NYW&B, which was inaugurated in 1912 as a subsidiary of the New Haven Railroad, but which failed to survive the decade of the 1930s. It was designed for the NYW&B by the architect Edward T. Fellheimer, whose professional career is closely linked with railroad engineering and design; the contractors responsible for its erection, Lathrop & Shea, were based out of New Haven, Connecticut, and were responsible for other aspects of the NYW&B's construction. The built infrastructure of the NYW&B, inclusive of bridges and stations, was designed by the office of Reed & Stem, an architectural practice established by Charles Reed and Allen H. Stem and one which Fellheimer was associated with at the time.<sup>1</sup> The nominated bridge was one of four reinforced concrete-arch structures built for the NYW&B and was erected at a time when this technology was gaining broad acceptance for vehicular and railroad bridge construction. Its route traversed Pelhamwood, whose residents it served during its quarter-century of operation; this high-scale residential development was aided by the presence of the new commuter line, which offered convenient rail service to distant points. The bridge is being nominated in association with NRHP Criterion C, in the area of Engineering, as an important and relatively early example of reinforced concrete-arch railroad bridge construction, the design of which is credited directly to Edward T. Fellheimer of Reed & Stem. It remains a significant and highly visible vestige of the NYW&B and survives with a relatively high degree of physical integrity.

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**Narrative Statement of Significance**

Historic Context: Rise & Fall of the NYW&B

The NYW&B Railroad was a modern electrified commuter line which operated from the Harlem River in the Bronx to White Plains and Port Chester in Westchester County during its history.<sup>2</sup> A subsidiary of the larger New York, New Haven & Hartford Railroad, it was placed in service on May 29, 1912, and ceased operations on December 31, 1937, in the face of mounting financial losses. Relatively small by the standards of the time, its rolling stock consisted of 95 passenger cars and one locomotive, and it operated about 225 trains a day; in 1928 alone, it conveyed 14 million passengers to their destination. The NYW&B played a significant role in the creation and maintenance of railroad suburbs in the northern portions of New York City and adjacent Westchester County. Its physical infrastructure, namely stations, bridges and platforms, was constructed under the auspices of the architectural firm of Reed & Stem; the design of the nominated bridge is credited directly to Alfred T. Fellheimer, who worked in that office at the time the design work was fielded.

At the time the NYW&B entered into active service there were six railroad lines that approached New York City from the north. Of these, three—the New York & Harlem Railroad, begun as a streetcar line in 1831, the New York and New Haven Railroad, 1848, and the Hudson River Railroad, 1851—had Grand Central Station as their terminus. These lines eventually evolved into the Harlem, Hudson and New Haven branches of present-day Metro-North Railroad. As for the remaining lines, they had terminals in the Bronx, where they connected to subways and elevated lines. These were the Harlem River branch of the New Haven Railroad, which had commuter service to New Rochelle, 1873; the NYW&B, 1912, which had its terminal at the Harlem River; and the New York & Putnam Railroad, established in 1881. All of these lines with their terminus in the

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<sup>1</sup> While some period sources credit the Stem & Fellheimer office—which followed the Reed & Stem association and Charles Reed's death in November 1911—with work on the NYW&B's infrastructure, Dr. Roger Wines of Fordham University has firmly established that the work was instead executed by the architectural office of Reed & Stem. Personal correspondence, Wines to Krattinger, 2 March 2016.

<sup>2</sup> Information in this section was drawn from a historical narrative researched by Dr. Wines; most of the material presented in this section, and a portion of the subsequent section, is a paraphrasing of Dr. Wines's historic analysis. This information was presented in an extended narrative submitted with a historic resource inventory form; copy at NYS Division for Historic Preservation, Waterford.

**NYW&B RAILWAY HIGHBROOK AVENUE BRIDGE**

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Bronx eventually faced declining passenger numbers and were discontinued in the twentieth century. As noted by Dr. Roger Wines, “Commuters obviously preferred a direct ride into Manhattan to the longer, though cheaper, alternative of train plus mass transit.”<sup>3</sup> This was the principal cause of the demise of the NYW&B on the eve of 1938, in addition to mounting debts which its bankrupt parent, the New Haven Railroad, could no longer sustain.

The New Haven Railroad, led by its president, Charles S. Mellen, and the chairman of the board, J.P. Morgan, established a policy of buying out competing rail lines. When New York engineer William C. Gottschall in 1901 proposed to build a four-track commuter line to link Port Chester with the elevated lines in the Bronx, the New Haven, perceiving a threat to its interests, revived the charter of the old NYW&B, which had been established in 1872 but which failed to materialize. In 1907, following years of litigation and political lobbying, the New Haven had secured the necessary right-of-way and the old NYW&B franchise, and in 1910 it initiated construction of the NYW&B.<sup>4</sup>

The new line was built without a single at-grade street crossing, with grades mostly one percent; three-quarters of the line consisted of cuts made through rock or otherwise infilled embankments. The line included three long steel-frame viaducts which allowed for swift travel speeds of 60 miles per hour. Passenger cars, designed by Lewis B. Stillwell, featured comfortable green leather seats and large arched windows along the flanks, in addition to porthole-type windows on the front and rear. Tall roof-mounted pantographs allowed for contact with the electric wire above.<sup>5</sup>

The Pelham section of the NYW&B, inclusive of the nominated bridge, was constructed during 1910 and 1911. Pelham, the oldest town in Westchester County, was given its name by Thomas Pell in recognition of his tutor, Pelham Burton. Formal incorporation of the town was granted by the state legislature in 1788, and at that time it included City Island and what is today Pelham Bay Park east of the Hutchinson River. The current town boundary was formally established in 1895; villages were subsequently incorporated within the town, the Village of Pelham Manor, 1891, and the villages of Pelham and North Pelham in 1896. The NYW&B right-of-way traversed the new residential development of Pelhamwood, which covered parts of North Pelham and adjacent New Rochelle. Pelhamwood was the work of Clifford B. Harmon, a major real estate developer in Westchester County during the period, who used the presence of the new rail line and the nearby New Haven line station to generate interest in the new suburban development. The NYW&B crossed the Hutchinson River from Mount Vernon via a long steel viaduct and from there entered Pelham’s Fifth Avenue Station, which was perched above the street atop a massive concrete arch. The line extended just north of Third Street, over the Highbrook Avenue bridge—one of four concrete-arch bridges along the route—and from there into the Storer Avenue station, which served Pelhamwood. By early 1912, track, steel catenary towers and electric wire had been installed, the station platforms were complete, and the first test runs were made. On May 29, 1912 service officially opened from Adams Avenue in the Bronx to North Avenue in New Rochelle.<sup>6</sup>

The completion of the line had immediate implications for the Pelhamwood and adjacent areas. The new line was touted in real estate pages of the *New York Times* and local newspapers and served as an enticement for further residential development, given the existence of reliable and efficient transportation to New York City. It also aided more localized travel by providing rail communication between the Pelham area and Mount Vernon and New Rochelle. North Pelham’s population stood at 1,287 in 1910; by 1930, it exceeded 5,000.

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<sup>3</sup> Ibid

<sup>4</sup> Ibid

<sup>5</sup> Ibid

<sup>6</sup> Ibid

**NYW&B RAILWAY Highbrook Avenue Bridge**

Name of Property

**WESTCHESTER CO, NY**

County and State

Following its initial opening, the NYW&B continued to expand its service. By August 1912 its trains were running to the Westchester Avenue terminal in White Plains and to the Harlem River terminal, on the New Haven tracks, at Willis Avenue and 132<sup>nd</sup> Street. Construction of the main line between New Rochelle and Port Chester had been delayed due to financial setbacks, but service eventually extended to Larchmont, in 1921, Mamaroneck, in 1926, Harrison, in 1927, and finally Port Chester, in 1929. The NYW&B trains ran along two tracks which were added to the western side of the New Haven line, with the latter's stations modified to serve both railroads; new NYW&B stops were also constructed. By 1928 14 million passengers were conveyed on the NYW&B and the line was paying its own operational costs and part of the debt of bondholders. However, financial obligations to the New Haven, which had covered construction costs and past deficits, continued to place a burden on the NYW&B; these costs eventually become unbearable during the financial crisis of the 1930s.<sup>7</sup>

The Great Depression of the 1930s drastically reduced ridership on the NYW&B, as it did with other commuter railroads. In 1935 the NYW&B entered into bankruptcy along with its parent, the New Haven Railroad. The efforts of Clinton L. Bardo, a Federal appointee, to rescue the railroad failed, as he could not secure the necessary wage concessions from employees, tax reductions from municipalities, added efficiency and revenue-generating measures, nor a reduction in payments to the New Haven for rental fees and electric service. He also failed in his attempts to garner aid from both state and federal sources. In 1937 it was decided that reorganization was not a feasible option and the NYW&B was placed into a receivership in advance of dismantling the company. On October 31 of that year service from New Rochelle to Port Chester was discontinued, and on December 31 the railroad completely ceased operation. Efforts to revive the NYW&B as a publically owned line failed, as a bill for a Bronx-Westchester Railroad Authority was vetoed by New York Governor Herbert Lehman in 1938; a similar effort to operate it in association with the Port Authority also failed. In 1941 the portion of the line in the Bronx was acquired by New York City and now serves as the Dyre Avenue subway line. As for the Westchester sections, it was returned to the New Haven Railroad to satisfy debts or otherwise to local municipalities due to back taxes. In 1942 much of the steel infrastructure was scrapped to assist the Second World War effort.<sup>8</sup>

For many years, portions of the empty railroad bed, stations and other infrastructure remained visible in the landscape of Westchester County. However, by the 1960s, post-Second World War development had begun to drastically transform the region, leaving only small fragments of this once vital commuter line. An overview of remaining NYW&B features is included in the developmental history/additional historic context section.

**Architectural/Engineering Context**

It was under the personal directive of J.P. Morgan, who persuaded the New Haven Railroad to build it, that the new NYW&B Railroad was designed to be efficient, well-engineered, and also beautiful; as such, little expense was spared in the conception and construction of its various built features. Alfred T. Fellheimer took the lead relative to the design of its various buildings and structures, 43 in number. For the stations he drew from Mediterranean idioms and to a lesser extent Neoclassical sources—the various stations aligned between Mount Vernon and New Rochelle were designed in what Fellheimer himself termed “modified Mission.” In later years, in recounting the experience, the architect indicated that he was surprised by the mandate for such a costly construction campaign, particularly for a new and untried rail line. He was told that it was under Morgan’s specific instruction that such would be the case, and, as such, “We [spent] money like drunken sailors.”<sup>9</sup>

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<sup>7</sup> Ibid

<sup>8</sup> Ibid

<sup>9</sup> Ibid



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Work on the Highbrook Avenue Bridge was initiated in the summer of 1910 and was chronicled in a series of construction photographs which depict the contractor's progress. Following excavation work, wood forms for the abutments and outer retaining walls were constructed and the concrete walls were poured. Next, a wood form was built and the arch was poured. Once the concrete work was completed, fill was brought in to create a level surface upon which the tracks were laid. The images depict a large staging area situated to the northwest of the bridge, and a temporary elevated rail that approached from the west and which allowed construction material to be moved efficiently. By the end of 1910, most of the concrete work had been completed, and work had by then shifted to adding the necessary infill upon which the track would be laid.

At the time the nominated bridge was built reinforced concrete bridges were becoming an increasingly standard and cost-effective option for road and railroad bridge construction. America's first arch bridge of this type is credited to the pioneer of reinforced concrete construction, Ernest L. Ransome; it was the Alvord Lake Bridge in Golden Gate Park, San Francisco, California, 1889. Ransome's bridge was a single-arch structure which ultimately proved its durability by surviving the disastrous 1906 San Francisco earthquake. By the early twentieth century, reinforced concrete construction, while still relatively new, had nevertheless moved beyond the initial experimental phase, and several sources, among them Reid's *Concrete and Reinforced Concrete Construction*, 1907, assisted with bringing this technology into the mainstream currents of American building. Concrete had numerous practical advantages, chief among them its modest cost, consisting as it did largely of a mix of sand and stone aggregate. As concrete construction gained widespread application for roads, dams and buildings in the early 1900s, many contractors gained a better feel for its properties. This material also promised to lessen costs related to bridge maintenance when compared with metal truss constructs, which required frequent inspection and routine maintenance activity. Engineers working with concrete found that varying the proportions of the ingredients affected the strength of the concrete, and they tried several methods of reinforcement, including steel beams, twisted bar, and cable.

The New Haven Railroad, the parent company of the NYW&B, had used reinforced concrete for a series of railroad bridges a few years prior to the construction of the nominated bridge in Pelham. In 1907 the New Haven erected five bridges of this type while reconstructing its main line north of New Haven station—at the so-called New Haven “cut” or “The Cut”—in addition to bridges of the more conventional plate-girder and Warren through-truss type. The reinforcing element in these bridges was not steel bar but instead discarded T-rail and other material assembled into self-supporting arches prior to the pouring of the concrete. Schematics for these bridges were published in a spring 1907 edition of *Engineering News*, which, in the manner of its description, made clear this was in fact an emerging technology still unfamiliar to some:

Essentially this reinforced concrete construction consists of embedding steel elements or units in concrete. The elements or units are of such form and dimensions and so placed in the concrete as will most adequately afford the greatest strength in the given shape. In this bridge work old track material such as abandoned rails, fish-plates, and bolts, railroad scrap in other words, is the given material for reinforcement. Sufficient new material, in the shape of rods, bent plates, bolts and lacing, is added to make up the fabricated units and to bind all into a frame and mesh work.<sup>10</sup>

The New Haven bridge work was overseen by vice president E.H. McHenry, chief of engineering, Edward Gagel, chief engineer, and W.H. Moore, engineer of bridges. The same year that the New Haven work was being undertaken, 1907, a number of large-span concrete arch bridges were either under construction or had

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<sup>10</sup>C.L. Slocum, “Concrete Arches with Old Rail Reinforcement,” *Engineering News: A Journal of Civil, Mechanical and Electrical Engineering*, vol. 57, no. 15 (11 April 1907).

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been completed elsewhere in the nation, among them the Walnut Lane Bridge in Fairmount Park, Philadelphia, Pennsylvania, the central arch of which had a 233-foot clear span, and the railroad bridge over the Maumee River at Waterville, Ohio, which was built for the Lima & Toledo Traction Company and which spanned 1,220 feet by means of 12 arches. As noted in a contemporary source, "Bridge building involving structures of considerable magnitude or novelty of design in the year 1907 was largely confined to America... Reinforced concrete played an increased part in the construction of masonry bridges, especially where labor and stone were items of considerable expense."<sup>11</sup>

The architect of the NYW&B Highbrook Avenue Bridge, Alfred T. Fellheimer (1875-1959), was a Chicago native and graduate of the University of Illinois's School of Architecture. His professional career included early employment in the offices of Frost & Granger; a stint as a junior partner in the firm of Reed & Stem, followed by the related partnerships of Stem & Fellheimer and Fellheimer & Long (the last with Birch B. Long); and later yet the Fellheimer & Wagner and Fellheimer, Wagner & Volmer associations. His career is closely associated with railroad construction projects and the design of a number of high-profile rail stations, notable among them his work—in conjunction with the architectural firm of Warren & Wetmore and as the lead architect of the Reed & Stem office—on the design of Grand Central Terminal, Manhattan, erected for the New York Central & Hudson River Railroad. Among his work from the 1910s was the design of Union Station, Utica, ca. 1913, fielded during the Stem & Fellheimer association, a project which required the rerouting of the Mohawk River in that vicinity. During the Fellheimer & Wagner period and in association with his then partner, Steward Wagner, he fielded commissions for Union Station in Erie, Pennsylvania, an Art Deco-style building put into service in 1927 and built for the New York Central and Pennsylvania railroads; in addition to the Buffalo Central Terminal, ca. 1929, Cincinnati Union Terminal, ca. 1933, and a rail station in Burlington, Vermont. The commission executed for the Beekman Theatre in Manhattan, ca. 1952, was among Fellheimer's last works.

The nominated bridge was designed by Fellheimer during his time as a junior partner in the Reed & Stem office. Based in St. Paul, Minnesota, the firm opened a Manhattan office on Madison Avenue during their work on the Grand Central Terminal and the NYW&B and placed it under Fellheimer's management. During this time Charles Reed met daily with Fellheimer and managed all the office's railroad contacts.<sup>12</sup> Among Reed & Stem's designs for the NYW&B which garnered significant accolades was that for the Quaker Ridge station in New Rochelle. In elevation it shared much in common with the central block of McKim, Mead & White's Pennsylvania Station, Manhattan, which was patterned after the Baths of Caracalla, Rome, Italy, AD 211-17. The Quaker Ridge station is among the various fragments of NYW&B infrastructure that survives, having been converted into a private residence. The design was selected for inclusion at the annual exhibition of the Architectural League of New York City in 1914, as part of a group of buildings representing an "Ideal American Town." It was described as "...not only extremely attractive in design, but very practical and convenient in its layout."<sup>13</sup>

The general contractors responsible for executing the commission, Lathrop & Shea, worked out of New Haven, Connecticut. In an advertisement published in 1909 they touted their services: "Steam shovel work of all kinds... concrete of all kinds... steam and electric railway building... power plants, dams, sewers, etc. etc."<sup>14</sup> This company was engaged in large-scale construction projects and executed work for railroads including the NYW&B and the New Haven Railroad, among others.<sup>15</sup> They were one of a number of large-scale firms responsible for constructing the physical infrastructure of the NYW&B. As noted in a 1912 source chronicling

<sup>11</sup>"Bridges," Frank Colby, ed., *The New International Year Book* (New York: Dodd, Mead & Co., 1908), 113-14.

<sup>12</sup>Wines to Krattinger, 2 March 2016.

<sup>13</sup>"Interest of Designs; Westchester Buildings Shown at Architectural Exhibit," *New-York Tribune*, 15 February 1914.

<sup>14</sup>*Abstract of the Twenty-fifth Meeting of the Connecticut Society of Civil Engineers* (New Haven, CT: Tuttle, Morehouse & Taylor, 1909), 25.

<sup>15</sup>*Earth Mover*, vol. 1, no. 3 (May 1916), 25.

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the construction of the new line, executed under the oversight of J.L. Crider, chief engineer, and E.J. Langford, principal assistant engineer, the Columbus Avenue and Hutchinson River viaducts were erected by the American Bridge Company; the work on the section from White Plains to the junction with the New Rochelle branch was completed by the Henry Steers Company and Murray & Gilbert; and the balance of work was done by Lathrop & Shea and the O'Brien Construction Company.<sup>16</sup>

**Developmental history/additional historic context information**

The following is an overview of remaining extant features of the NYW&B Railroad as of ca. 2015. Two NYW&B-related resources, both in Bronx County, have previously been listed on the NRHP; these are the former NYW&B administration building and the Morris Park station. An evaluation of the physical integrity of all of these various features has not been undertaken, and they do not appear to constitute a district, and as such individual designations are being advanced.

Bronx

- The portion in the Bronx, north of the East 180th Street station, is now used as the IRT Dyre Avenue Line, and includes the former Morris Park station;
- The former NYW&B Administration Building at 180th Street and Morris Park Road in the Bronx houses offices of the New York City Transit Authority;
- The Port Morris section, between East 141st Street and East 133rd Street. The roadbed is well preserved and one track remains, as do the bridges over roadways and the catenary structures for the tracks;
- In West Farms, catenary bridge #1, the first northbound catenary bridge after the NYW&B branches off of the New Haven;
- Abandoned station entrance parallel to the Whitlock Avenue station currently exists over the Hell Gate Line. This station entrance is the former location of the now demolished Westchester Avenue station;

Larchmont/Town of Mamaroneck

- The former Larchmont Gardens station on New Harmon Drive, just off Weaver Street, now houses a Girl Scouts facility;

Village of Mamaroneck

- Concrete abutments for overpasses can be seen throughout Mamaroneck: at Jefferson Street near Station Plaza and Halstead Avenue, over the Mamaroneck River just west of Jefferson Street and east of the station, at Mamaroneck Avenue, where there is a staircase cut-out in the side of the wall on the east side, and at Fenimore Road and Hoyt Avenue;
- The extended catenary structures used in locations where the New Haven and NYW&B shared rails still exist in many places, though the catenary tower stub for the outermost track appears gone. The location of the station houses in Mamaroneck and Harrison show space for the NYW&B right-of-way;
- The tunnel leading to the NYW&B platforms from behind the Mamaroneck Station remain. The platforms were located where the current parking lot is;
- The Mamaroneck (Metro-North station) was shared by both the New Haven and NYW&B;

Mount Vernon

- Large concrete bridge abutments remain at Hutchinson Boulevard in northern Willson's Woods Park;
- Remains of the Columbus Avenue station including the abutment on the opposite (north) side of the NH line;
- The East Third Street station in Mount Vernon, east of South Fulton Avenue, which until about 2010 was used by a granite supplier;
- Remains of the Kingsbridge Road station, north of the Bronx/Mount Vernon border, are in place; most of the sealed stationhouse and the elevated line remain intact;

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<sup>16</sup>Gilbert O. Browne, "Construction of the New York, New Haven & Hartford New High Speed Electric Line Running North from New York City," *Railway Age Gazette*, 7 June 1912.

**NYW&B RAILWAY Highbrook Avenue Bridge**

Name of Property

**WESTCHESTER CO, NY**

County and State

New Rochelle: White Plains Branch

- The Heathcote Bypass runs from Weaver Street to Secor Road for 1.13 miles on the right-of-way of the NYW&B, bypassing a major intersection of three roads at the New Rochelle-Scarsdale border locally called The Five Corners;
- The former Quaker Ridge Station, at Stratton and Kewanee Roads, is now a private residence surrounded by woodlands. The station's former driveway and turn-around remain but are now owned by the city for use as a public street. The house retains the two main platforms;
- A cement wall runs along Stratton Road, just east of the Quaker Ridge station. It reflects the style of the station;
- Some traces remain within the northwestern edge of Ward Acres Park, formerly the Ward family estate. The family used the railroad during its ownership, constructing a short rail siding for the loading and unloading of horses and associated equipment;
- A concrete block outbuilding, commonly referred to as "The Forge," is on the right of way in Ward Acres Park parallel to Broadfield Road.
- A stone bridge in the southeastern woods of Ward Acres, parallel to Pinebrook Boulevard. The bridge crosses a stream along the right of way between Wykagyl and Quaker Ridge and is in perfect condition;
- The former Wykagyl station is part of a shopping center on the east side of North Avenue near Quaker Ridge Road. The building suffered extensive damage after an April 2012 fire;
- Wykagyl's commercial and retail area is entirely on property and track beds along the former NY&WB right of way, running under the Wykagyl Station and continuing eastward along Quaker Ridge Road;

New Rochelle: New Rochelle Branch & Port Chester Extension

- The former Remington station on Webster Avenue in New Rochelle is used by retail stores;
- The right-of-way west of the Remington station to the Pelham border remains, paralleled on either side by residential streets (French Ridge and Sickles Avenue). Although obscured by surrounding homes, the large stretch of railroad property can be viewed using satellite imagery;
- The southbound I-95 exit and entrance ramps at Cedar Street in New Rochelle and the adjacent Memorial Highway access roads were built on the track bed of the NYW&B's North Avenue station. When the New England Thruway [I-95] was first built (1956-1958), the station's concrete foundation on the east side of North Avenue was removed and a long entrance ramp joined North Avenue at a T intersection at grade. In the 1960s, the western foundation which contained the station house was demolished, and the Memorial Highway roadway and North Avenue overpass were completed to a traffic circle just west of the former station. Prior to the highway construction, the fill west of the North Avenue station had been removed to provide space for barracks-style housing for returning Second World War veterans;
- A concrete abutment and retaining wall, the western part of a NYW&B overpass, remains as of December 2012 on Prince Street, approximately midway between Remington station and North Avenue station;
- One side of an overpass which carried a street over both the New Haven and NYW&B still remains behind a Stop & Shop on Palmer Avenue. It is right next to the former Pine Brook station. It can be seen from I-95 west of the toll plaza, or off the Petersville Road bridge;

Pelham

- The Highbrook Avenue Bridge, west of the NYW&B's Remington station;

Port Chester

- The terminal building in Port Chester once served as a car dealership but is now a church;

Scarsdale

- The former Heathcote station, on street level at the Five Corners, now houses Real Living Five Corners Real Estate;
- The Heathcote Bypass runs from Weaver Street to Secor Road for 1.13 miles on the right of way of the NYW&B, bypassing the The Five Corners;

White Plains

- Much of the roadbed three blocks east of and roughly parallel to Old Mamaroneck Road in White Plains south of the

**NYW&B RAILWAY Highbrook Avenue Bridge**

**WESTCHESTER CO, NY**

Name of Property

County and State

former Mamaroneck Avenue station to the city border with Scarsdale is the White Plains Greenway, a pedestrian trail.

**9. Major Bibliographical References**

**Bibliography**

*Abstract of the Twenty-fifth Meeting of the Connecticut Society of Civil Engineers.* New Haven, CT: Tuttle, Morehouse & Taylor, 1909.

*Earth Mover, vol. 1, no. 3 (May 1916).*

*Engineering News: A Journal of Civil, Mechanical and Electrical Engineering,* vol. 57, no. 15 (11 April 1907).

*The New International Year Book.* New York: Dodd, Mead & Co., 1908.

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** 1.41 acres

(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>18</u>	<u>600677</u>	<u>4529881</u>	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description**

The boundary for this NRHP nomination is depicted on the enclosed mapping, which was drawn at a scale of 1:24,000, 1: 12,000 and 1:3,000; all maps are entitled "New York, Westchester & Boston Highbrook Ave. Bridge, Pelham, Westchester Col, NY."

**Boundary Justification**

The NRHP boundary was drawn by referencing the historic NYW&B right-of-way, and includes the bridge and a small amount of historically associated land within the former right-of-way where rails were once located. No additional or "buffer" land has been included within the boundary.

**NYW&B RAILWAY Highbrook Avenue Bridge**

Name of Property

**WESTCHESTER CO, NY**

County and State

**11. Form Prepared By**

name/title William E. Krattinger, NYS Division for Historic Preservation; research by Dr. Roger Wines, Fordham University

organization NYS Division for Historic Preservation date January 2016

street & number PO Box 189, Peebles Island State Park telephone (518) 268-2167

city or town Waterford State NY zip code 12188

e-mail William.Krattinger@parks.ny.gov

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

**Photographs:**

Photographs courtesy of Susan Mutti, May 2015. TIFF digital files maintained at NYS Division for Historic Preservation, Waterford.

0001 Wide angle view, looking north along Highbrook Avenue, showing bridge and portion of west abutment wall.

0002 View looking north showing elliptically arched opening and parapet wall.

**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

name Village of Pelham, c/o Michael J. Volpe, mayor

street & number 195 Sparks Avenue telephone \_\_\_\_\_

city or town Pelham state NY zip code 10803

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

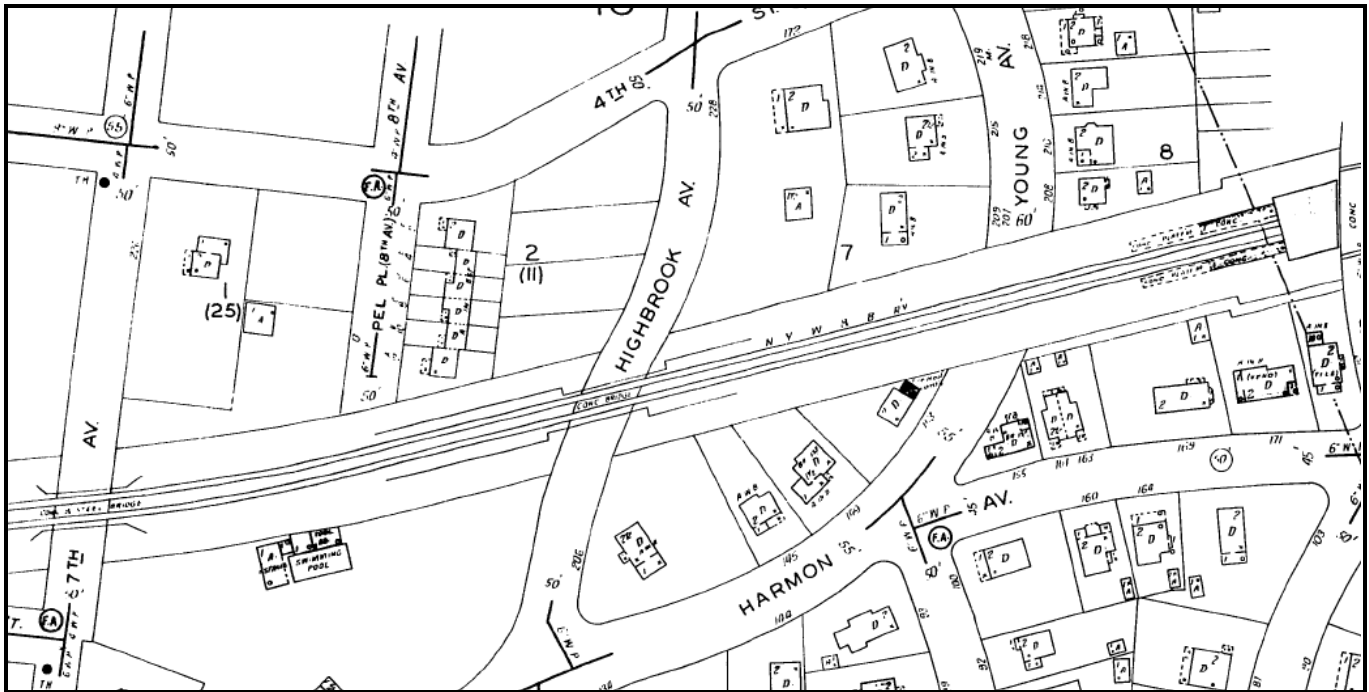
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

**NYW&B RAILWAY HIGHBROOK AVENUE BRIDGE**

**WESTCHESTER CO, NY**

Name of Property

County and State



ABOVE, Sanborn Fire Insurance Map (Pelham, 1932, sheet 11); the span and abutment walls are shown, as is the bridge that once crossed 7<sup>th</sup> Avenue, to the west, and the platforms and station to the east, bordering Storer Avenue; BELOW, construction photograph (courtesy of Robert A. Bang).



**NYW&B RAILWAY HIGHBROOK AVENUE BRIDGE**

Name of Property

**WESTCHESTER CO, NY**

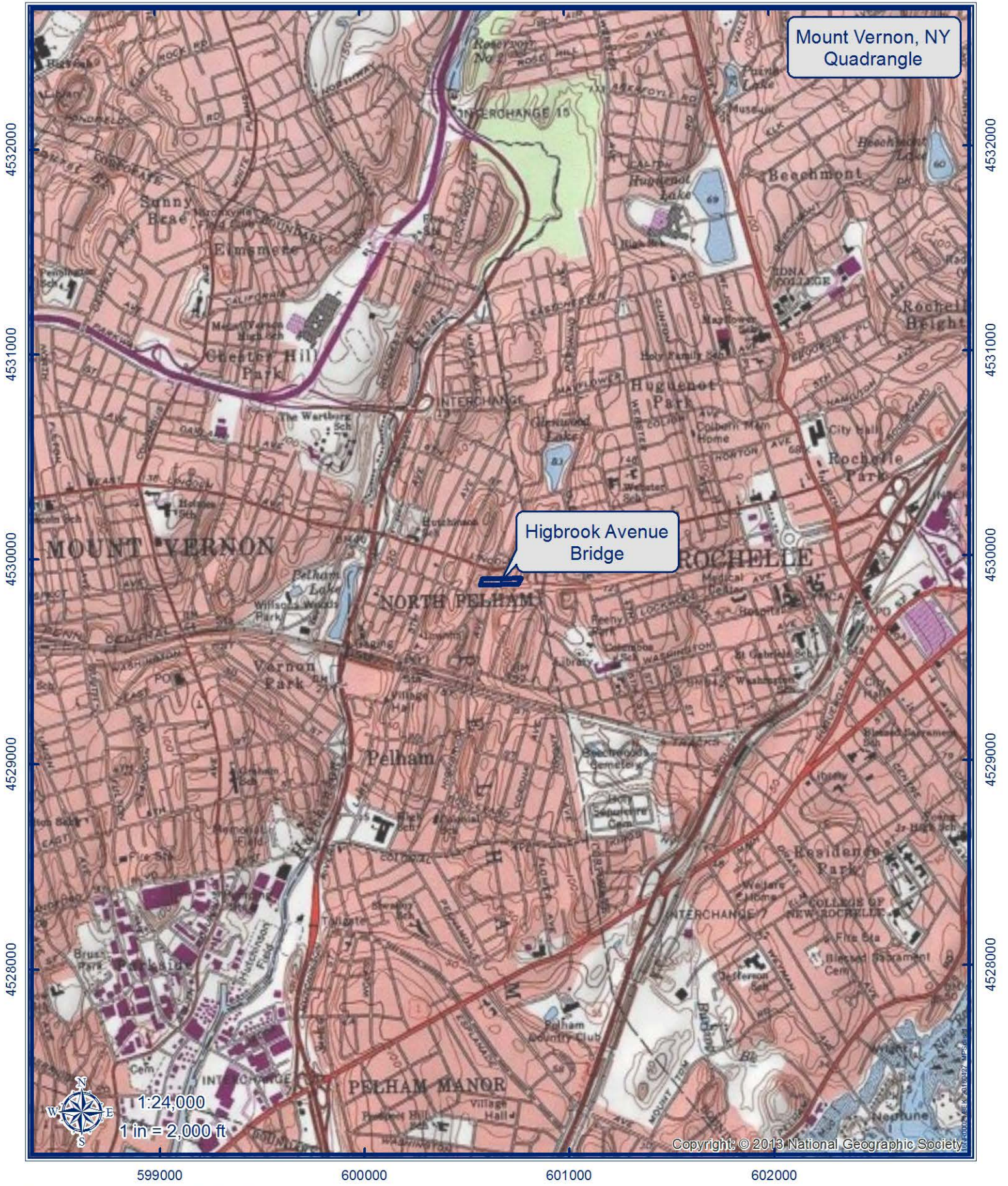
County and State



ABOVE & BELOW, construction photographs (courtesy of Robert A. Bang).







Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter



Parks, Recreation  
and Historic Preservation



Mount Vernon, NY  
Quadrangle

4531000

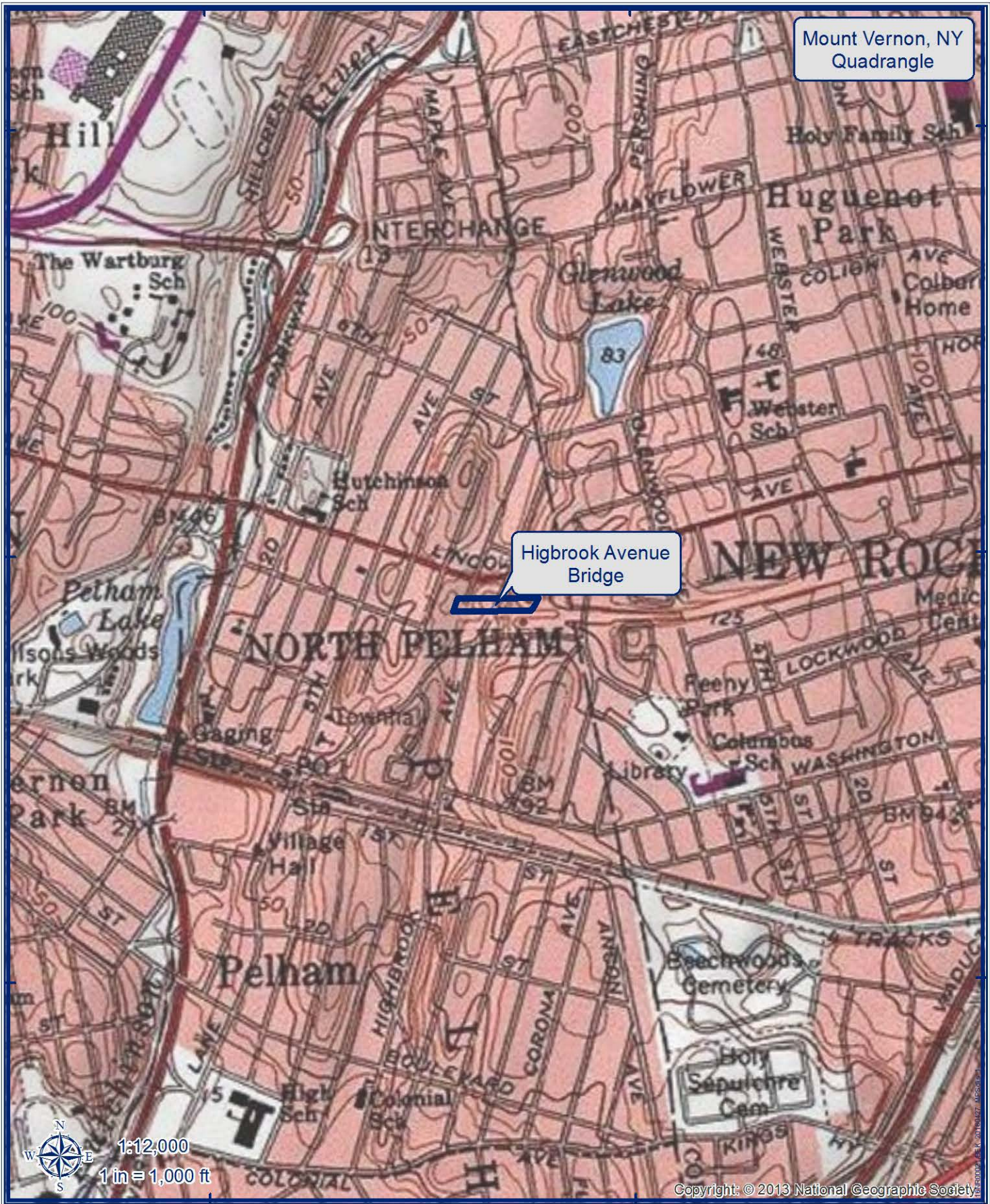
4531000

4530000

4530000

4529000

4529000



1:12,000  
1 in = 1,000 ft

Copyright: © 2013 National Geographic Society

60000

60100

Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter



Highbrook Ave. Bridge

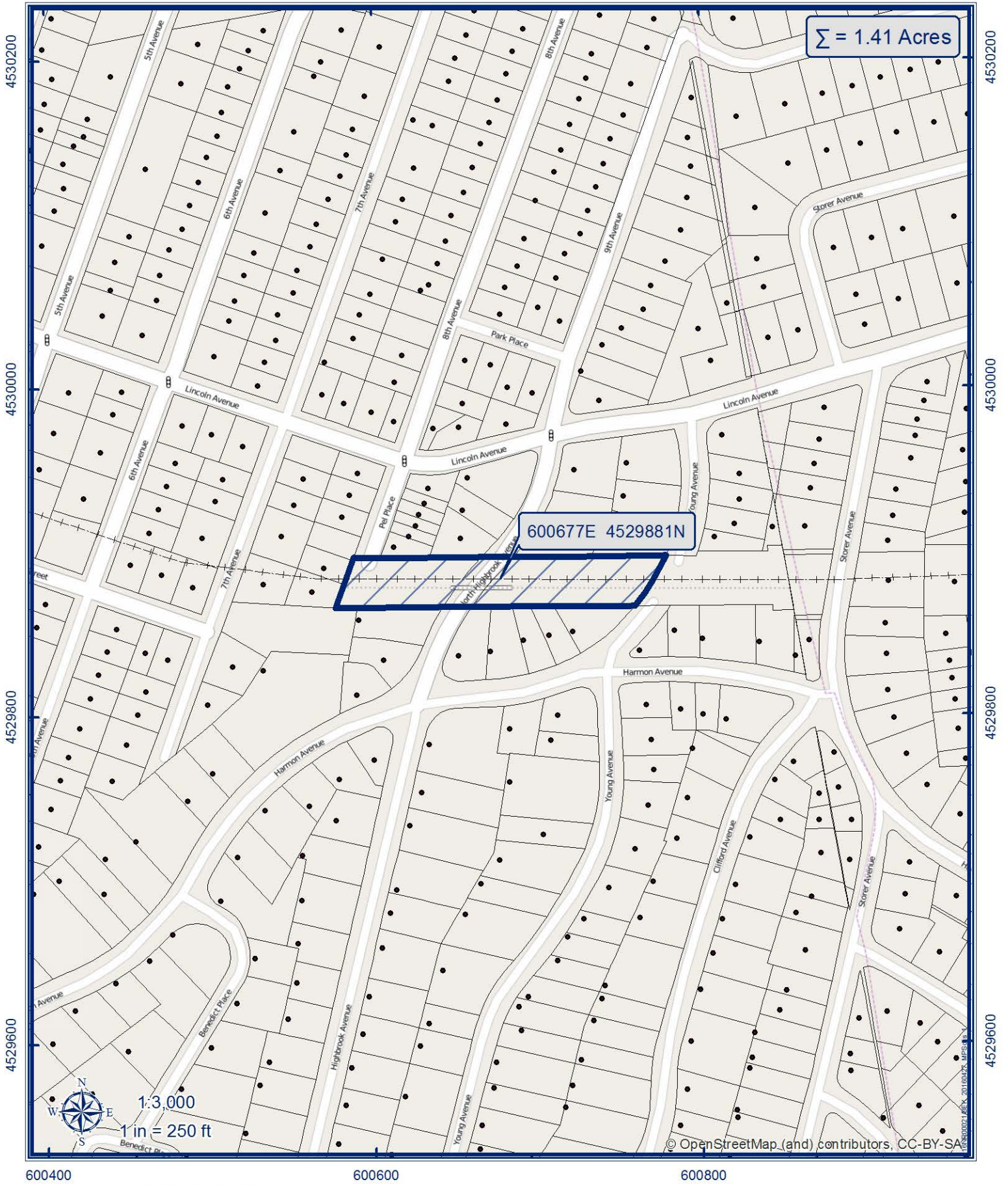


Parks, Recreation  
and Historic Preservation









Σ = 1.41 Acres

600677E 4529881N

1:3,000  
1 in = 250 ft

Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter



Highbrook Ave. Bridge



Parks, Recreation and Historic Preservation











UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY New York, Westchester and Boston Railway Highbrook Avenue Br  
NAME: idge

MULTIPLE  
NAME:

STATE & COUNTY: NEW YORK, Westchester

DATE RECEIVED: 6/17/16 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 8/02/16  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000487

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 8.2/16 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA \_\_\_\_\_

REVIEWER Albany DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



**Parks, Recreation  
and Historic Preservation**

ANDREW M. CUOMO  
Governor

ROSE HARVEY  
Commissioner

RECEIVED 2280

JUN 17 2016

Nat. Register of Historic Places  
National Park Service

8 June 2016

Alexis Abernathy  
National Park Service  
National Register of Historic Places  
1201 Eye St. NW, 8<sup>th</sup> Floor  
Washington, D.C. 20005

Re: National Register Nomination

Dear Ms. Abernathy:

I am pleased to submit the following three nominations, all on disc, to be considered for listing by the Keeper of the National Register:

New York, Westchester & Boston Railway Highbrook Avenue Bridge,  
Westchester County  
William Connors Paint Manufacturing Company Building, Rensselaer County  
Civilian Conservation Corps Camp S-90 (Speculator), Hamilton County

Regarding the CCC Camp, the Hamilton County 200<sup>th</sup> Anniversary History Fair will be held on August 13, 2016, and the nomination sponsors have requested that, if feasible, the camp be listed before that date, so that the listing can be celebrated as part of the festivities. Please feel free to call me at 518.268.2165 if you have any questions.

Sincerely:

  
Kathleen LaFrank  
National Register Coordinator  
New York State Historic Preservation Office