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United States Department of the Interior  
National Park Service

JUN 13 1989

National Register of Historic Places  
Registration Form

NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name COS COB RAILROAD STATION  
other names/site number N/A

2. Location

street & number 55 Station Drive N/A  not for publication  
city, town Greenwich  vicinity Cos Cob  
state Connecticut code CT county Fairfield code 001 zip code 06807

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

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

Number of Resources within Property

Contributing	Noncontributing
1	_____
_____	_____ buildings
_____	_____ sites
_____	_____ structures
_____	_____ objects
1	0 Total

Name of related multiple property listing:

N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.

*[Signature]*  
Signature of certifying official

6/7/89  
Date

State or Federal agency and bureau

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

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

*[Signature]*

7/28/89

*[Signature]* Signature of the Keeper

Date of Action

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**6. Function or Use**

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Historic Functions (enter categories from instructions)

TRANSPORTATION: rail-related

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Current Functions (enter categories from instructions)

TRANSPORTATION: rail-related

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**7. Description**

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Architectural Classification

(enter categories from instructions)

LATE VICTORIAN: Stick/Eastlake

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Materials (enter categories from instructions)

foundation Stonewalls Wood

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roof Asphaltother 

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Describe present and historic physical appearance.

Cos Cob Railroad Station (Photographs 1 through 4) is a small, wood-frame passenger station located on the north (west-bound) side of the Metro North shore line route in Greenwich, Connecticut. The property is sandwiched between the four-track electrified railroad right-of-way and a large overpass carrying Interstate 95, and on three sides the building is surrounded by extensive commuter parking areas. There is no station for the east-bound platform.

The 1 and 1/2-story station measures 50' x 20' in plan and is sited with its seven-bay longer sides parallel to the tracks. Its gable roof has an unusual profile: because the ridge is located only about two feet back from the south or track-side wall, the front slope of the roof is much shorter than the rear slope (Photographs 3 and 4). The roofline reflects the loss of the original wooden platform shelter, which was formed in part from a continuation of the front slope of the roof. The present metal canopy, as well as the high-level concrete platform, dates from the upgrading of the rail corridor in the late 1960s.

The clapboarded exterior of the station is varied with other siding materials such as matched vertical boards below the molding which runs at the level of the window sills, a wide band of diagonal clapboards between stories, and a series of vertical boards interrupting the clapboarding above the first story of the south elevation. Other architectural features include windows in the gable peaks with triangular heads repeating the shape of the roof, window surrounds thickened at the tops and bottoms to suggest crossets and footscrolls (Photograph 5), purlins exposed below the pronounced overhang of the roof at the gables, and simple chamfered braces supporting the roof overhang which shelters the north elevation (Photographs 2 and 4). Windows have six-over-six sash. Most doorways have transoms, paneled doors with applied moldings, and surrounds like those for the windows (Photograph 5). The westernmost opening on the south elevation has double doors, probably reflecting its origin as a baggage door. There is a small brick chimney located just behind the roof ridge at the west end of the station.

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Description (continued):

The interior retains its historical appearance and features hardwood floors, board ceilings, simple cornice moldings, paneled doors, and elaborately molded window and door surrounds. The walls combine a narrow-board dado with upper walls of wider, grooved sheathing (Photograph 6). The east part of the station is open and serves as a waiting room, with small rooms in the west half accommodating restrooms. Other than the replaced platform shelter, the station has undergone few changes and retains a high degree of integrity.

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View showing original track shelter in front of station, from Tone,  
1966.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance (enter categories from instructions)

ARCHITECTURE  
TRANSPORTATION

Period of Significance

c.1894-c.1945

Significant Dates

c.1894

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Cos Cob Railroad Station is significant as a symbol of the important role played by railroad passenger service in the historical development of Greenwich, as an artifact of the upgrading in the 1890s of the state's most important railroad, and as a well-preserved example of late 19th-century small-town railroad-station architecture. As soon as the railroad went through Greenwich in 1848, the town began experiencing an influx of well-to-do commuters who worked in New York City. After the Civil War, the trend accelerated, and Greenwich underwent a transformation from a rural, maritime community to an upper-class suburb linked by rail to the nation's metropolis. Yacht clubs, mansions, and estates soon followed, and even today the character of the town is closely bound up with the role established in the late 19th century. Eventually there were four separate stops within the boundaries of Greenwich. Commuting by rail remained the town's major mode of getting to work until limited-access highways changed travel patterns in the years following World War Two. Cos Cob is one of only two remaining 19th-century station buildings in Greenwich, and it is especially notable because it retains intact both its exterior and interior historical appearance.

Before there was a Cos Cob station, asserts local tradition, residents would get off when trains stopped prior to crossing the Mianus River drawbridge, a danger the railroad hoped to end by providing a stop at Cos Cob. The present building was built about 1894 when the New York, New Haven and Hartford Railroad undertook a massive rebuilding of its main line. From New York to New Haven, the railroad straightened curves, raised the rail line above the grade of intersecting roads, rebuilt drawbridges, and doubled the number of tracks to the present four. As a consequence of the extra tracks, and the policy of providing separate structures for each direction, a series of new stations was needed for the north or west-bound side of the line. These physical improvements, the near-total consolidation of the state's rail service under New Haven control, and the electrification of the main line in the early 1900s enabled the New Haven Railroad to become one of the nations's largest carriers, accounting at one time for nearly 10% of America's passenger traffic.

See continuation sheet

**9. Major Bibliographical References**

- Connecticut Railroad Commissioners. Annual Report, 1892-1894.
- Holland, Lydia, and Margaret Leaf. Greenwich Old and New. Greenwich: The Greenwich Press, 1935.
- Tone, John C. New Haven Railroad Station and Line Improvements: Preliminary Plans and Cost Estimates. New York: Tri-State Transportation Commission 1966.
- Turner, Gregg M. and Melancthon W. Jacobus. Connecticut's Railroads, An Illustrated History. Hartford: Connecticut Historical Society, 1986.

See continuation sheet

**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 # \_\_\_\_\_

**Primary location of additional data:**

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

**Specify repository:**

Connecticut Historical Commission  
59 South Prospect St., Hartford CT

**10. Geographical Data**

Acreage of property Approximately 1 acre

06106

**UTM References**

A 

1	8	6	1	7	6	5	0	4	5	4	2	8	0	0
Zone		Easting				Northing								

C 

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B 

Zone		Easting				Northing								

D 

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See continuation sheet

**Verbal Boundary Description**

The boundary of the nominated property includes a 25' perimeter on the east, north and west sides of the station and the railroad tracks on the south.

See continuation sheet

**Boundary Justification**

The boundary includes the stations and their immediate surroundings, but excludes the facility's extensive parking areas.

See continuation sheet

**11. Form Prepared By**

name/title Bruce Clouette, Reviewed by John Herzan, National Register Coordinator

organization Historic Resource Consultants date August 29, 1988

street & number 55 Van Dyke Avenue telephone (203) 547-0268

city or town Hartford state Connecticut zip code 06106

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Significance (continued):

At the same time, railroad development contributed to the growth of all the shore line towns of Fairfield County, transforming many of them into residential suburbs of the greater New York area. Over the decade 1885-1895, the number of passengers carried by the New Haven Railroad increased from 7,582,213 to 43,838,676.

Cos Cob stands as an excellent example of the New Haven Railroad's 1890s passenger facilities. In order to build a large number quickly and economically, the railroad adopted a single design concept for all the stations, used wood construction, and limited the stylistic details and interior finishes to a few variations. Cos Cob Station has the characteristic frame construction, asymmetrical roof profile, variegated exterior materials, simple Victorian stylistic details, and wood-paneled interior which together define the type. Although the concept, form, and detailing of these stations was standardized for the entire four-tracking project, no two are exactly alike. Their size varies according to the amount of baggage, waiting-room, and office space needed at each location; Cos Cob is substantially smaller than most of the other stations, showing that the basic idea was adaptable to a range of sizes. Moreover, the stations differ in their combination of details. For example, Cos Cob Station's roof braces, diagonal clapboards, and peaked gable window are found in all surviving stations of the period (though this is the only one to have braces only at the rear of the roof); the complexly molded window trim was one of two different surrounds; and the grooved paneling and matched-board dado are found separately at other locations. The decorative exterior window surrounds, however, appear to be features unique to this station.

In a larger context, the station at Cos Cob embodies the distinctive characteristics of small-town railroad architecture common in the period. While building grandiose stone and brick terminals as urban showplaces, railroads in the late 19th century chose modest, utilitarian designs for their ordinary stations. By the 1890s, most companies had turned away from the picturesque Gothic-cottage depots of the previous decades. Instead, they used simple, straightforward designs to accommodate the essential waiting room, baggage space, ticket window, and offices needed in a small station, and one way or another they provided sheltered platform and entrance areas as part of the station. Cos Cob is typical, with only a hint of specific architectural style: the vertical boards demarcating the attic-story bays on the south elevation and the roof brackets are Stick-Style elements similar to those in contemporary residential architecture, while the variegated siding materials are found in many Victorian styles and reflect the period's interest in intricate detailing. Like the

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Significance (continued):

interior paneling and moldings, these features also indicate the availability of mass-produced building supplies in the period. Although the platform has been modernized, Cos Cob Station's plain form, restrained Victorian ornament, overhanging roof, baggage doors, and highly original interior make it a significant and well-preserved example of small-town station architecture.



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Photographs \_\_\_\_\_ Cos Cob Railroad Station  
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All photographs:

1. COS COB RAILROAD STATION
2. Greenwich, CT
3. Photo Credit: HRC, Hartford, CT
4. August, 1988
5. Negative filed with Connecticut Historical Commission  
Hartford, CT

Trackside (south) elevation, camera facing northwest  
Photo 1 of 6

Trackside (south) elevation, camera facing northeast  
Photo 2 of 6

West elevation, camera facing east  
Photo 3 of 6

Rear (north) and east elevations, camera facing southwest  
Photo 4 of 6

Detail of door, window trim, and siding, east elevation,  
camera facing west  
Photo 5 of 6

Interior, camera facing west  
Photo 6 of 6