

RESOLUTION NO. 9

A RESOLUTION DESIGNATING
THE HUDSON AMTRAK STATION AS
AN INDIVIDUAL LANDMARK

Dated: February 21, 2006

WHEREAS, on January 13, 2006, the Historic Preservation Commission recommended designation of the HUDSON AMTRAK STATION located in the City of Hudson, New York as an individual historic site pursuant to Hudson City Code Chapter 169; and,

WHEREAS, the proposed designation being submitted to the Common Council, and there being due deliberation by the Common Council.

NOW, THEREFORE, BE IT RESOLVED that pursuant to Hudson City Code Chapter 169, Section 4(D), the HUDSON AMTRAK STATION located in the City of Hudson, New York, is hereby designated as a historic landmark pursuant to Hudson City Code, and the Hudson Preservation Commission is hereby authorized to notify the owner of the property of the designation.

Introduced Ellen V. Thurston

Seconded Sam H. Stule

Approved Richard Tracy -2.22.06

Richard Tracy, Mayor

**CITY OF HUDSON
HISTORIC PRESERVATION COMMISSION**

RECOMENDATION

JANUARY 19, 2006

**RE: HUDSON AMTRAK STATION INDIVIDUAL LANDMARK
DESIGNATION**

**BY A UNANIMOUS VOTE OF JANUARY 13, 2006 THE HISTORIC
PRESERVATION COMMISSION RECOMMENDS THAT THE
HUDSON AMTRAK STATION BE DESIGNATED AS AN INDIVIDUAL
LANDMARK SUBJECT TO THE CRITERIA SET FORTH IN SECTION
4(A) (I).**

**A PUBLIC HEARING WAS HELD ON JANUARY 13, 2005 AT
WHICH ONLY COMMENTS IN FAVOR OF DESIGNATION WERE
VOICED BY THE PUBLIC. ATTACHED IS AN E MAIL FROM PETER
D COHEN, DIRECTOR OF GOVERNMENTAL AFFAIRS FOR
AMTRAK STATING AMTRAK'S POSITION ON THIS DESIGNATION.**

**THE COPY OF THE APPLICATION WITH THIS RECOMMENDATION
HAS THE PERTINENT INFORMATION NEED TO ESTABLISH THE
MEETING OF THE CRITERIA. THE COMPLETE APPLICATION WITH
COPIES OF THE VARIOUS DOCUMENT USED TO SUBSTANTIATE
THE NARRATIVE AND PHOTO DOCUMENTATION IS AVAILABLE IF
NEEDED.**

**JAMISON TEALE, CHAIR
HISTORIC PRESERVATION COMMISSION**

**APPLICATION FORM FOR AN INDIVIDUAL HISTORIC SITE
CITY OF HUDSON, NEW YORK
HISTORIC PRESERVATION COMMISSION**

Date of application 28 October 2005

Applicant Pat Fenoff

Address 4 Lucille Drive Hudson, NY 12534

Phone/e-mail 828 0034 pfenoff@mhccable.net

PROPERTY CLASSIFICATION

1. **Buildings Common Or Current Name** Hudson Amtrak Station
2. **Buildings Historic Name** Hudson River Railroad Depot Station
3. **Street Location** 69 South Front Street
4. **Present Owner & Address** Amtrak/ New York Central Line
500 Water Street
Jacksonville, FL 32202

ACCESSIBILITY TO PUBLIC

- | | |
|--------------------------------------|-----|
| a. Exterior visible from public road | yes |
| b. Interior accessible | yes |
| c. restricted | no |

PROPERTY CLASSIFICATION

Category	a. building
-----------------	-------------

OWNERSHIP	a. private
------------------	------------

USE OF PROPERTY: Please note "H" historic use "C" for current use **both**

b. commercial

other: Train Station

PROPERTY DESCRIPTION

Building material

- c. brick
- f. shingles

Structural System

- b. masonry load bearing walls

Exterior condition & Integrity

- b. good
- c. altered
- j. original site

List major alterations and dates for above

At some unknown date, the canopies were removed from the building and the slate roof removed.

In 1992 the station was restored to its original appearance.

Threats to building

none known

Related outbuildings & property

- c. shed

Surroundings

- a. open land
- c. commercial
- d. scattered buildings
- e. residential
- f. industrial
- g. waterfront

Interrelationship of building and surroundings

The station, along with only a couple other building in the area, constitute the last vestiges of the once heavily built up industrial area that grew up at the waterfront and around the rail road in the mid to late 19 century.

Other notable features of building and site (style, details, interior features if known)

The station is of Italianate style, one story with a hip slate roof with metal roofed canopies and platform. When restored in 1991, every effort was made to return the station to its original appearance based on archival photographs.

SIGNIFICANCE

Period	Area of significance
1850-1899	c. architecture l. historic

List the following and your source (s) of information

Business and Industry of Columbia County by Peter Stott (New York Central & Hudson River Railroad)

Hudson Gazette April 28, 1874 (Depot Contract Awarded)

Hudson Gazette May 21, 1874 (Our New Depot)

Hudson Gazette October 15, 1874 (The New Depot Occupied)

Great American History Fact-Finder - - Cornelius Vanderbilt (internet)

Penn Central Railroad Historical Society (internet)

Amtrak Historical Society (internet)

Date of initial construction: 1874

Architect, if known

Builder, if known: L. S. Smith and William Smith

**Source: Dear Old Greene County of Leading Men Who Will Live in Her History
Hudson Gazette, April 28, 1874**

Historical and architectural importance. Referring to the criteria set forth in the City of Hudson Preservation Law, Chapter 63 section 4 (a), list those that apply and explain how the property meets those criteria.

The Hudson Amtrak Station meets the criteria set forth in Section 4 A (i) of Chapter 63 of article 169 of the local law, the designation of Landmarks or Historic Districts,

which states that buildings must" possess special character or historic or aesthetic interest or value as part of the architectural, cultural, political, economic, or social history of the locality, region, state, or nation." to be eligible for landmark designation.

This building is both historically and architecturally important.

The first railroad to come through the City of Hudson was called the Hudson River Railroad which was chartered May 12, 1846 to run from New York City to Albany tracing the east bank of the Hudson River. The line was laid out by the noted civil engineer, John Bloomfield Jervis, originally a canal engineer, and later chief engineer for the state's first railroad, the Mohawk & Hudson. The distance from East Albany (Rensselaer) to Hudson was completed in June of 1851, and the entire 144-mile line between New York and East Albany opened October 3rd of the same year.

Sometime after the establishment of the railroad, a station of wood was built at the present site in Hudson

On November 11, 1869, the Hudson River Railroad Company merged into Commodore Vanderbilt's New York Central family of lines, bringing the Central, Hudson River, Harlem, Lebanon Springs, and Bennington & Rutland railroads under one management.

On November 5, 1873 the original station burned to the ground after which a temporary shanty was built for the passengers.

In April of 1874 the contract for the current station was awarded to Mr. L. S. Smith and William Smith of Catskill who were well known for their skill and labor on the residence of Fredrick Church, the Paper Car Wheel Manufactory and many houses in Columbia and Greene County.

The one story Italianate style station is built of Croton pressed brick with a hip roof of slate with east and west facing gables, and is finished with corrugated iron trimmings, a one hundred foot front, with covered platform extending north and south, with a total frontage of 250 ft. The building was completed by October of 1874.

In On February 1, 1968 the Pennsylvania Railroad and the New York Central railroad merged forming the Penn Central Railroad. On June 21, 1970 Penn Central filed for bankruptcy under Section 77 of the Bankruptcy Act. Meanwhile the U.S. Government created the United States Railway Association to develop a way to save rail services.

In October 1970, in an attempt to revive passenger rail service, Congress passed the Rail Passenger Service Act which created Amtrak, a private company that, on May 1, 1971 began managing a nation-wide rail system dedicated to passenger service.

In 1991 renovation began on the station with William P. Palmer, project architect of the firm of Mesick, Cohen, Waite architects of Albany, N.Y.

The restoration of the station included the repair and painting of the deteriorated exterior brick walls, restoration of the exterior doors and windows, new electrical, plumbing, heating and cooling systems and the addition of aesthetically appropriate exterior lighting, paving and landscaping.

A metal canopy along the platform and around the buildings perimeter was installed to replicate the stations original appearance, as shown in historic photographs and the original decorative design of the roof was replicated with the installation of patterned slate shingles and ornamental iron cresting.

Inside the station the passenger waiting area was enlarged, given a slate floor and additional wooden bench seating which matched those that existed. The men's and ladies room were relocated to the north end of the building and expanded to make them handicap-accessible . The ticket sales area remained in the same location but refurbished.

The Federal Transit Administration, the State of New York, the City of Hudson, through a State Member Item and Amtrak jointly financed \$1.6 million improvement project. On September 19, 1992 the renovated station was rededicated with a ceremony.

These major improvements with the facilitation of full accessibility to the physically handicapped have preserved the historic character and fabric of the building and are in compliance with the Secretary of the Interior's Standards for Historic Preservation projects.

The station is listed on the National Register of Historic Places and is a contributing, individually named component in the Front Street - Parade Hill - Lower Warren Street Historic District established by the Dept of Interior in 1985.

Sources of information

Business and Industry of Columbia County by Peter Stott (New York Central & Hudson River Railroad)

Hudson Gazette April 28,1874 (Depot Contract Awarded)

Hudson Gazette May 21,1874 (Our New Depot)

Hudson Gazette October 15,1874 (The New Depot Occupied)

Great American History Fact-Finder - - Cornelius Vanderbilt (internet)

Penn Central Railroad Historical Society (internet)

Amtrak Historical Society (internet)

Map required: (see guidelines)

Tax ID number required: 109-111-1-14

Subj: **Designation of Amtrak's Hudson , New York Station As An Historic Landmark**
Date: 12/8/2005 4:58:48 P.M. Eastern Standard Time
From: CohenP@amtrak.com
To: JT7295@aol.com

Mr. Jamison Teale
Chairman
Hudson Historic Preservation Commission

Dear Mr. Teale:

Regarding your Commission's Hearing on December 9, 2005, I wanted to advise that Amtrak has chosen not to take a position for or against the proposal to designate the Hudson Station as an historic landmark. Please advise as to the outcome of the hearing. If you to have any questions regarding this issue, do not hesitate to contact me.

Sincerely,

Peter D. Cohen

Peter D. Cohen
Director, Government Affairs
Amtrak
400 West 31st Street - 5th Floor
New York, NY 10001
Phone (212) 630-6373
FAX (212) 630-6194
cohenp@amtrak.com