



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

www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

March 27, 2012

Susan P Muttti
Friends of the Highbrook Highline
62 Highbrook Avenue
Pelham, NY 10803

Dear Ms. Mutti:

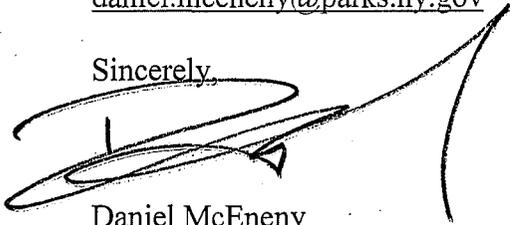
Thank you for contacting the New York State Office of Park Recreation and Historic Preservation and providing us with the finely prepared request for National Register eligibility. Based on the information submitted, it is the opinion of the Division for Historic Preservation that the Highbrook Avenue Bridge in the Village of Pelham, New York is eligible for listing on the National Register of Historic Places. The bridge was constructed from 1910 to 1911 for the New York, Westchester & Boston (NYW&B) Railway, an electric commuter line operating from the Harlem River in the Bronx to White Plains and Port Chester. The interurban line played a substantial role in the suburban development of Westchester County from a period of 1912, when the line opened, until 1937 when it closed during the Great Depression. The Highbrook Avenue Bridge stands as a significant resource articulating how Pelham's physical environment was directly shaped as a result of railways and specifically the NYW&B. During the line's peak years of operation, the largely commuter population of Pelham nearly quadrupled, creating what many have described as New York City's first true bedroom community.

The bridge is locally significant from a period of 1910, the date of its initial construction, to 1937 when the railroad shut down service. It meets the criteria for National Register evaluation under Criteria A in the area of Social History for its previously noted association with the development of Pelham during the period and under Criteria C in the area of Design as an example of reinforced concrete construction designed by Alfred Fellheimer. A noted architect whose work is represented in structural work found in the design of New York City's Grand Central Station, two previously National Register listed rail buildings from the NYW&B (of which he served as the principal architect for the line) and countless other example throughout the United States, his contribution to the

field of architecture is best articulated in the numerous railroad structures he designed for several lines during the early-Twentieth Century.

At this time the eligibility for the National Register covers the 1.93 acre site of village owned property identified in the applicant's request. Also noted in the request is the presence of a buried platform once associated with the bridge and rail line. It should be noted that at this time, the eligibility does not cover the now filled in platform and that the boundaries identified are preliminary until a proper site visit can be coordinated at the Village's request. We also strongly encourage you to continue to work with the Village to facilitate the listing of this wonderful resource, which requires the support of the owner. It should be noted that listing on the Register may open the door for potential funding sources for restoration. If you or the Village has any questions, please do not hesitate to contact the office at 518.237.8643 x3257 or by email at daniel.mceneny@parks.ny.gov

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel McEneny', with a large, sweeping flourish extending to the right.

Daniel McEneny
Historic Preservation Program Specialist
New York City, Long Island, & Westchester County

Cc: Robert Yamuder, Village of Pelham (via email)
Carol Desmond, President, Pelham Preservation & Garden Society (via email)