

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



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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 DELAWARE & HUDSON PASSENGER STATION
other names/site number Lake George Railroad Station

2. Location

street & number 57 Beach Road not for publication
city or town Lake George vicinity
state New York code NY county Warren code 113 zip code 12845

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

Ronald Perpent DBHPO 3/29/13
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): _____

Jon Edson H. Beall 5.22.13
Signature of the Keeper Date of Action

DELRWARE & HUDSON PASSENGER STATION

WARREN COUNTY, NEW YORK

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	
1	1	buildings
0	0	sites
0	0	structures
0	0	objects
1	1	Total

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

Current Functions
 (Enter categories from instructions.)

COMMERCE/TRADE: specialty store

7. Description

Architectural Classification
 (Enter categories from instructions.)

LATE 19th AND 20th CENTURY REVIVALS:

Mediterranean Revival

Materials
 (Enter categories from instructions.)

foundation: CONCRETE

walls: WOOD, BRICK, TERRA COTTA,

STUCCO

roof: TERRA COTTA, ASPHALT

other: METAL, GLASS

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Narrative Description

Summary Paragraph

Overview

Lake George's former Delaware & Hudson Passenger Station was erected 1909-11 to the plans of the New York City architectural firm of Ludlow & Peabody. It is a single-story edifice erected with a stucco-covered light wood frame and a masonry component tower, and was built above a foundation of poured concrete. A broad hipped roof clad largely with clay barrel tiles covers the main block of the building; there is additionally a second section, the former concourse, which formed a transition between the station and trackside area. The exterior is marked by the presence of eclectic Mediterranean Revival-inspired features, the focal point of the composition being a tall, multi-story tower with statuary enrichment present at its uppermost stage. The concourse, extending to the southeast of the towered main section, was connected to two covered train platforms which are no longer extant; it has since been enclosed to provide additional interior space for contemporary uses. The design of the interior, which was entered formally by way of the northwest elevation, featured a central waiting room with ticket office contained beneath a barrel-vaulted ceiling, to either side of which were an office, a baggage room, and rest facilities; this configuration and partitioning of space remains intact. While some level of alteration has occurred within the building, areas of wood and plaster finishes remain from the original building campaign, as does the pressed sheet copper frieze and cornice of the ticket booth and telegraph office, wood and concrete flooring, suspended lighting fixtures, and a number of paneled doors. The concourse is afforded natural light by a skylight and has board-and-batten wall covering. Intact in this area is the system of exposed ceiling beams and associated Tuscan-order columns, these wood columns also remaining expressed on the exterior walls. The station is a distinctive railroad-related historic and architectural resource in a part of Lake George greatly transformed by post-1950s development.

Narrative Description

Location & Setting

The nominated building is located on the west side of Beach Road, north of West Brook Road and east of Canada Street (U.S. Route 9/State Route 9N), in the Village of Lake George, Warren County, New York. On the opposite side of Beach Road is the shoreline of Lake George and, to the immediate north across it, the dock and waterfront facilities maintained by the Lake George Steamboat Company, the centerpiece of which is a frame mansard-roofed lighthouse. A large parking area is situated adjacent to the southwest elevation of the former station; to the northwest is Fort William Henry, one of a number of tourist-related attractions present in this lakefront area of the village. The associated property is flat and the building is surrounded by paved and concrete surfaces, save for a small landscaped area of the building's southeast side, which has scattered deciduous trees. Dramatic views of Lake George and its adjacent mountainous terrain frame the view shed to the north. The nomination includes one contributing building, the station; there is additionally one non-contributing component, a small frame building situated to the immediate southeast of the nominated resource. The nominated parcel consists of 1.78 acres of land.

Construction

The station was erected above a poured concrete foundation which measures 18" in width above grade level. The superstructure of the principal section, save for the tower, has balloon-framed walls formed of dimensional sawn hemlock lumber (typically 2" x 6" in dimension) with studs 16" on center; the plates, sills and corners employ laminate construction. Diagonally applied sheathing boards were affixed to this framing and to it the stucco exterior cladding, which appears to have been applied to expanded metal lath. The tower is of stucco-clad masonry construction, having a brick first-story with terra cotta block above, as per a construction image. Rafters in the principal section measure 3" x 8" and are aligned 16" on center, and sustain

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the wood decking and clay barrel tiles; the vault was formed with a framework of 2" x 10"s with staggered joints. The roof of the concourse area is sustained by a series of wood trusses with parallel upper and lower chords, with diagonal braces and steel tension rods.

Exterior

The northwestern elevation was conceived as the station's principal elevation. It is asymmetrical in design, consisting of a recessed central section punctuated by three tall round-arched apertures, which are flanked to one side by the main tower and on the opposite side by a lower, two-story tower. Of the three keystone arches which formed this central entrance loggia, one is fitted with paired doors while the other two are glazed; these apertures would have been open originally, with two doors and a central window recessed behind. The arch heads are presently fitted with board-and-batten infill. Decorative sawn rafter tails are present where the hipped roof projects out over the entrance loggia. On the smaller two-story tower is repeated the arch motif used for the loggia bays, further elaborated with the use of circular medallions and recessed spandrel panels; two slender windows are situated within this bay. Above it are square-shaped windows and decorative panels corresponding with a second-floor interior space. Large wood brackets adorn the roofline here. As for the principal tower, it is square in plan and tapers as it rises, terminating in an open stage with hipped roof. The corners of the tower are treated as pilasters which give way, at the base of the uppermost stage, to corbelled pedestals upon which four sculpted human figures rest; these four sculptures, which are set into niches at the corners, are likenesses of an Iroquois native, a fur trapper, and Colonial-era French and British soldiers. A decorative tile frieze is present on the upper walls of this stage, above the level of the figures. Additional decorative work is present within the recessed areas between the cornice pilasters, in the form of winged motifs, as are a number of window openings. At the first-story level of the tower the arch motif from the smaller tower, with medallions and recessed panels, is repeated, though here it is blind.

The southwest elevation consists of an entrance bay at the base of the tower, a tripartite arcade corresponding with the main section of the station, and the now-enclosed concourse, with board-and-batten siding set between the original wood columns and anta piers. An entrance in the base of the tower provides interior access and is set within a round-arched bay like the blind one on the adjacent facet. The original glazed and paneled door survives, though the glazing has been removed. The three-bay section corresponding with the body of the building retains its glazed arch heads, as part of a three-arch arcade, the central bay having a door, the two outer bays being blind. The roof projects prominently beyond the wall plane here, the eaves embellished with large brackets; a low eyebrow dormer enlivens the roofline. As for the concourse extension, it is contained beneath a low hipped roof covered with rolled asphalt roofing. It consists of a total of six bays, two large and four narrow, these being defined by the spacing of the Tuscan columns in relation to two anta piers and the southeast wall of the main block. The columns and piers carry a largely unadorned entablature, with corresponding paired brackets at the position of the piers; decorative diamond panels are present between the bracket pairs. A total of three non-historic doors punctuate the board-and-batten infill set within these bays. The southeast elevation of the concourse consists of five equally spaced bays defined by the spacing of piers and columns. A series of non-historic windows and piers punctuates these bays.

The northeast elevation fronts on Beach Road and is situated directly across the street from the dock facility. The southernmost portion is the concourse area and is similar in most regards to the opposite and corresponding elevation, though it includes a formal entrance consisting of paired doors with round-arched upper panels beneath a round-arched transom; there are otherwise a series of seven tall, slender windows. The overall composition of the main block on this elevation matches that on the southwest side; the central arch is punctuated by paired windows, and that to the south contains a door. The other one is blind. The heads of

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these bays are blind, unlike on the opposite elevation, and have circular medallions. As for the corner tower, it is recessed from the remainder of this elevation and consists of a single round-arched bay pierced by a window.

The roofline of the main block is punctuated by two chimneys, while that of the concourse section sustains a hipped skylight.

Interior

The interior of the main block retains its historic room configuration. The loggia, with its textured stucco walls, leads into the central area, the original waiting room, which is contained underneath a barrel-vaulted plaster ceiling punctuated on the southeast wall by a large semicircular clerestory window. The window is set within a groin vault and divided by vertical mullions into areas of multi-paned wood sash. The original ticket booth and telegraph operator's office—ticket sales were executed in the waiting room originally, while the telegraph function faced the concourse—is centered underneath this window, which provides abundant natural light. On the opposite northwest wall, the three glazed windows corresponding with the inner wall of the loggia also bring natural light in above cornice level. Two highly ornate electric lighting fixtures with Gothic detailing are suspended from the vaulted ceiling. Wood cornices remain intact, as does the ceiling finish. Installed within this room presently is a system of faux hand-hewn beams, posts and wall sheathing, which diminishes the historic effect of the space to some extent; most of this work appears reversible. The hand-painted "BAGGAGE NOT ALLOWED IN HALL" sign that is present over the aperture between the waiting room and concourse sections is likely original to the building, though not to this location (it is affixed to a faux hewn beam). The former baggage room was not observed; the express office accommodates retail space.

The passage that connects the waiting room with the bathroom facilities located in the two-story tower retains a majority of its historic finishes. These include narrow bead-board wall and ceiling surfaces and four-paneled wood doors with chamfered panel edges and their associated door casings.

The concourse area is lighted from above by the skylight, which is positioned relative to the telegraph office. The space is otherwise largely defined by the series of Tuscan columns and corresponding beams which create a coffered ceiling. The interior walls of this section are clad with board-and-batten siding, as they are outside; the ceiling appears to consist of sheetrock or another such product. Though the lower portion of the telegraph office has been changed, the upper section remains; it consists of a pressed copper frieze, paneled, above which is a moulded cornice.

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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.)

ARCHITECTURE

TRANSPORTATION

Period of Significance

1909- 1958

Significant Dates

1909-1911; 1958

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.

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Ludlow & Peabody, Architects

Period of Significance (justification)

The period of significance for the nominated resource, 1909- 1958, begins with the construction of the building and terminates with the closure of the station, and the cessation of rail service to Lake George by Delaware & Hudson, in 1958.

Criteria Considerations (explanation, if necessary)

N/A

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Statement of Significance Summary Paragraph

Synopsis

The former Delaware & Hudson Passenger Station in Lake George, Warren County, is an architecturally and historically significant resource. The nominated building was erected 1909-1911 to plans prepared by the New York City architectural office of Ludlow & Peabody, who were simultaneously engaged as associates, with noted hotel architect Henry J. Hardenbergh, for the construction of a new Fort William Henry Hotel, the previous edifice having been destroyed by fire in June 1909. Both the station and new hotel (no longer extant) were owned and operated by Delaware & Hudson and conceived as complements to one another, and as a unified complex of sorts. The Lake George station, which was related aesthetically to the new hotel it helped service, replaced an existing station erected in 1882, and like the former version functioned as a base of operations for the company's regional railroad and steamboat operations. The building at one time included two long covered platforms which extended some distance from the concourse section; this feature and the adjacent railroad tracks have since been removed. Architecturally the building designed by Ludlow & Peabody is related to the various Mediterranean Revival styles popular in that era, with features characteristic of the various eclectic Spanish and the Italian modes, among them a broad, bracketed hipped roof clad with clay barrel tiles, a prominent hipped-roof tower, and Neoclassical features such as keystone, arched bays and Tuscan order columns. The principal interior space, the waiting room, retains its barrel vaulted ceiling, while the building retains its historic internal spatial configuration. It is among the last surviving features of what was, in the 1910s, a sprawling transportation and resort complex operated by the Delaware & Hudson Company, one which serviced Lake George's thriving tourist industry. The station is being nominated at the local significance in association with Criterion A, in the area of Transportation, for its direct relationship with Delaware & Hudson's regional transportation network, and under Criterion C, in the area of Architecture, as a somewhat unusual and distinctive example of Mediterranean-inspired railroad architecture.

Narrative Statement of Significance

Historic Context

The nominated station remains an important legacy of Delaware & Hudson's presence in Lake George and the regional tourist industry which it helped sustain in the nineteenth and early twentieth centuries. Originally concerned with the transportation of anthracite coal from the Honesdale, Pennsylvania area to the Hudson River—as a means of servicing a burgeoning New York City market—the company oversaw the construction and operation of the Delaware & Hudson Canal (1828-1898) and later expanded its interests into railroading. During the post-Civil War era Delaware & Hudson made significant strides in the railroad industry, and in the 1870s it initiated an important quarter-century of rail infrastructure development in the Adirondack region. The company, a subsidiary of the Canadian Pacific Railway since 1991, was founded as the Delaware & Hudson Canal Company. Following the canal's closure it was renamed the Delaware & Hudson Company; it was reorganized in 1968 as the Delaware & Hudson Railway.

In May 1871 the company leased, in perpetuity and at a cost of \$750,000 annually, the existing rail system formerly maintained by the Rensselaer & Saratoga Railroad. By doing so, Delaware & Hudson secured a rail system that connected Albany and Troy with Saratoga and Whitehall to the north, which it quickly worked to augment and expand. Lines were subsequently opened from Whitehall to Port Henry and eventually Plattsburgh, 1874-75. In 1875 the company completed a spur line linking the west shore of Lake Champlain with steamer service on Lake George, and in 1882 completed a line linking the south end of Lake George with Glens Falls, thereby initiating the age of railroad-sustained tourism in the region. Lake George, known before 1903 as Caldwell, had already begun to develop a tourist industry by the mid-nineteenth century, as visitors were compelled by the lake's remarkable scenery and as word-of-mouth and published accounts of its beauty made it known to a wider audience. Among the early resorts was the Caldwell House, erected in 1825, which Frances

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Parkman, writing in 1842, noted as being “full of fashionable New Yorkers.” In 1855 the first Fort William Henry Hotel was completed, complete with a commanding prospect of the lake and up-to-date amenities. Prior to the advent of rail service visitors were bound to less convenient modes of travel, often times via stagecoach along the plank road that linked the village with Glens Falls.¹

Another important transportation development, the advent of steamboat transportation on lakes George and Champlain, is intertwined with Delaware & Hudson’s Lake George presence. The first manifestation of the Lake George Steamboat Company was chartered in 1817, and the Champlain Transportation Company followed not ten years later, in 1826. When the Rensselaer & Saratoga Railroad reached Whitehall, steamboats could convey passengers and freight to Plattsburgh and Burlington, Vermont via Lake Champlain. During the post-Civil War era the Delaware & Hudson consolidated control of both railroad and steamboat transportation in northeastern New York. The Champlain Transportation Company, which in 1866 gained control of the Lake George Steamboat Company, was in 1868 taken over by the Rensselaer & Saratoga Railroad. By assuming control of the Rensselaer & Saratoga Railroad in 1871, the Delaware & Hudson Company now controlled steamboat operation on Lake George and Lake Champlain and, in essence, cemented its control of transportation in the region. Following this development the company worked to develop seamless railroad and steamboat connections.

The construction of the nominated station is integral with the destruction, by conflagration, of the Fort William Henry Hotel in June 1909. By 1896 the Delaware & Hudson Company had acquired this hotel, a substantial frame edifice with long piazzas and a sweeping northern view of the lake, which was adjacent to the original rail station. The company shortly thereafter set about contracting for the construction of a new hotel with the New York City architect Henry J. Hardenbergh, who worked in consultation with the architectural firm of Ludlow & Peabody, the latter as associates. Hardenbergh and Ludlow & Peabody also teamed for the construction of the Second Champlain Hotel in Plattsburgh, 1910-11, also erected for Delaware & Hudson; it, too, had succumbed to fire around this time. The Lake George and Plattsburgh hotels were erected simultaneously under the direction of Delaware & Hudson, and both were completed and opened on June 17, 1911.² The Fort William Henry Hotel offered the best of accommodations to its guests—one newspaper account noted that the concourse and dining room “leave nothing to be desired”—and was easily reached via the railroad, located immediately adjacent to it. Shortly after its opening Governor John Dix was among the guests present for a banquet in honor of Delaware & Hudson’s contributions to Lake George’s thriving tourist industry.³

Only fragments of the second Fort William Henry Hotel remain, the bulk of it having been demolished in 1969; however, surviving historic images, mostly postcard views, indicate the hotel and station formed a complex of sorts, along with other architectural and landscape embellishments, notably an extensive lake-front pergola and casino. Other infrastructure was also implemented, including a turn-table to the south of the station, while a track extension was built out onto the steamer landing, in order that passengers could move directly from passenger trains to steamboats. Although the station is not depicted on either the 1911 or 1925 Sanborn fire insurance maps, the latter map does show some of Delaware & Hudson’s railroad infrastructure at that date, including a rail yard with freight depot, a locomotive house, and ancillary facilities related to the hotel operation, namely a store house, an ice house, and a laundry.

¹ Historical context in part researched by William P. Dow, *Lake George Steamboat Company*; information on the earlier Fort William Henry Hotel from W.P. Gates, *History of the Fort William Henry Hotel, Lake George, New York* (Queensbury, New York: Gates Publishing Co., 2004), 9-11.

² Bryant F. Tolles, Jr., *Resort Hotels of the Adirondacks: The Architecture of a Summer Paradise, 1850-1950* (Lebanon, New Hampshire: University Press of New England, 2003), 161-68.

³ “Lake George: Gov. Dix to be One of the Guests at This Resorts Formal Opening,” *New York Times*, 25 June 1911.

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From 1911 until the early 1930s steamboats serviced 17 hotels and communities along the shores of Lake George, some of which could only be reached by boat. By the 1950s, undercut in large measure by the continued advent of automobile transportation, the interests of the railroad had declined substantially. November 1957 witnessed the discontinuation of passenger service between Glens Falls and Lake George, while in March 1958 freight service ceased. In April 1958 Delaware & Hudson sold the rail station and approximately 20 acres of property to Charles Reeve Wood; in 1961 the station and a 1.79 acre parcel were sold to the Lake George Steamboat Company, the present owner.

Architectural Context

The nominated building is distinctive, in many ways, within the larger context of turn-of-the-century Delaware & Hudson railroad station architecture. Stations built in non-urban areas of New York by the company as the turn of the century approached displayed stylistic and functional features representative of a relatively consistent design approach. Stations such as those erected at Westport, Altamont, Cambridge, and Fort Edward were similar in terms of their scale, form and overall appearance. All were frame and featured long, low rectangular forms built on linear plans; characteristic were the broad hipped roofs with projecting eaves, sometimes prominently flared, sustained by large wood brackets, as were towers and attached sheltered platforms. The Lake George station, while offering a continuation of this tradition, was nevertheless couched in more sophisticated architectural terms and embellished with features specific to its Lake George locale, notably in the sculptural enrichment of the tower, where figures representative of the region's past are prominently situated. It was conceived to impress passengers traveling with Delaware & Hudson, and as an architectural complement to the adjacent hotel, which served the company's clientele. The 1910 edition of *The American Architect* noted that "Ludlow & Peabody, 12W Thirty-first Street, New York City, have prepared plans for [a] railroad station" in Lake George.⁴ Plans for a new station were already underway before the hotel fire, as a June 1909 account in the *New York Times*, offered mere weeks before the fire, indicated that renovations on the old hotel were underway and "A new passenger station and other artistic and ornamental features will make a decided change in the lake front and the station and hotel surroundings."⁵

The firm of Ludlow & Peabody, a well known architectural office in New York City in the first decades of the twentieth century, was established by William Orr Ludlow (1870-1954), the senior partner, and Charles S. Peabody (1880-1935). Ludlow, educated at the Stevens Institute of Technology in Hoboken, New Jersey, worked for a time as a draftsman in the employ of Carrere & Hastings in New York City, 1892-95, where he gained his first practical experience in the field of architectural design. Peabody, a Brooklyn native, was a 1900 graduate of Harvard who studied architecture at Columbia University and at the *Ecole des Beaux Arts* in Paris, where he distinguished himself. He became a member of the American Institute of Architects in 1916. The men formed a partnership around 1910 which continued for some twenty years, during which time they secured a number of significant commissions, including those for the R.C. Ogden Memorial Auditorium at the Hampton Institute, Virginia, ca. 1918, the Peck Hospital in Brooklyn, ca. 1919, the 78-story Johns-Manville building in Manhattan, ca. 1923, and Protestant churches in Westfield and New Brunswick, New Jersey.⁶ In addition to the Lake George station, the firm was also responsible for the design of the Central Trolley Station in Saratoga Springs, ca. 1915. Following the dissolution of their partnership, Ludlow relocated to Summit, New Jersey, and established the family partnership of Ludlow & Ludlow in 1935. Peabody summered in Lake George at his camp, "Wikiosco," until his death. As for their sometime partner, Henry J. Hardenbergh (1847-

⁴ *The American Architect*, vol. 97, no. 1777 (J.R. Osgood & Co., 1910), 10.

⁵ "At Lake George: Costly Improvements Being Made in Transit and Terminal Facilities," *New York Times*, 6 June 1909.

⁶ Henry and Elise Withey, *Biographical Dictionary of American Architects (Deceased)* (Los Angeles: Hennessey & Ingalls, 1970), 462; "Charles Peabody, Architect, 55, Dead," *New York Times* 12 September 1935.

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1918), under whom Ludlow & Peabody served as associates for the designs of the new Fort William Henry Hotel and the Second Champlain House in Plattsburgh, he was a well-known architect of that time, credited with the design of a number of high-end hotels in New York City and elsewhere. His New York work included the Hotel Albert (1883), the Waldorf (1893) and Astor hotels (1896-97), and perhaps his crowning hotel achievement, the Plaza Hotel (1906-07). Hardenbergh was a much acclaimed architect of that era, and influential in the field; he was, during the course of his career, a member of the American Institute of Architects, a founding member of the Municipal Arts Society and American Fine Arts Society in New York City, the Architectural League of New York, and an associate of the National Academy of Design.⁷

The exterior of the nominated building embodies features characteristic of the various Mediterranean Revival styles of the early twentieth century, notably the clay tiled, broad hipped roof that covers the principal section, and the stucco-covered walls. The design invokes aspects of contemporary Spanish Revival, Spanish Eclectic, Mission and Italian Renaissance architecture, and as such the descriptor Mediterranean Revival has been chosen, in light of the design's impulse towards eclecticism. Neoclassical emphasis is provided for by the keystone, round-arched bays, treated as both individual units and arcades, and the Tuscan order columns and entablature units employed for the formerly open concourse section and the covered platforms, now lost. As for the eyebrow dormers, they are more characteristic design features of the Shingle Style and Richardsonian Romanesque styles. The Fort William Henry Hotel, erected simultaneously, displayed a number of similar features—the two buildings having clearly been meant to harmonize with one another—among them broad hipped roofs, stucco-clad exterior surfaces, a Tuscan order piazza, and distinctive Spanish Eclectic style chimney caps. In terms of the Ludlow & Peabody's design for the nearly contemporary Central Trolley Station in Saratoga, ca. 1915, that building was of a more decidedly Italian Renaissance character, though similarities can be found in the broad hipped roofs, stucco exterior, keystone and arched bays, and Tuscan order columns. Built for the Hudson Valley Railroad, it too employs a barrel vaulted ceiling for the principal interior space.

The interior of the Lake George station was functionally disposed around the central waiting room, which provided access to the open concourse area and train platforms; the formal entrance, from the hotel side, was made via the loggia on the northwest elevation. A baggage room, an express office—to coordinate the shipment of small packages and parcels—and rest rooms rounded out the plan; two telephone booths were situated in the lobby within the tower. Tickets were purchased in the waiting room, with the other side of this office, facing the concourse and tracks, given over originally to a telegraph operator. This arrangement of services remained largely in place, although by 1931 the former express office served as offices for the Lake George Steamboat company, the other function by that time relegated to the baggage room. It appears the building was originally heated with stoves, prior to the installation of steam heat later in its history.

Conclusion

The former Delaware & Hudson Passenger Station is an important legacy of the company's presence in Lake George and highlights the critical role it played in sustaining regional tourism in the first years of the twentieth century. It is among the last surviving architectural features of what was, in its heyday, a sprawling complex operated by the company; of the Fort William Henry Hotel and the elaborate lake front embellishments that also defined the Delaware & Hudson property, only a section of the hotel survives today. Although the covered train platforms that once extended from the station have been demolished, the building otherwise remains largely interpretable to the cited period of significance and possesses notable architectural pedigree and historical importance.

⁷ Tolles, Jr., *Resort Hotels*, 161-63.

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Developmental history/additional historic context information

N/A

9. Major Bibliographical References

Bibliography

Gates, W.P. *History of the Fort William Henry Hotel, Lake George, New York*. Queensbury, New York: Gates Publishing Co., 2004.

Tolles, Bryant F., Jr. *Resort Hotels of the Adirondacks: The Architecture of a Summer Paradise, 1850-1950*. Lebanon, New Hampshire: University Press of New England, 2003.

Withey, Henry and Elise. *Biographical Dictionary of American Architects (Deceased)*. Los Angeles: Hennessey & Ingalls, 1970.

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 1.78 acres
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>18</u>	<u>604440</u>	<u>4808249</u>	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description

The boundary is shown on two maps both of which are entitled "Delaware & Hudson Passenger Station, Village of Lake George, Warren Co., NY." These maps show the boundary at a scale of 1:24,000 and 1:4,000.

Boundary Justification

The boundary, which includes 1.78 acres of land, corresponds with the current legal tax parcel, and represents the land acquired by the current owner in 1961. All of this land is historically associated with the station during the cited period of significance.

DELRWARE & HUDSON PASSENGER STATION

Name of Property

WARREN COUNTY, NEW YORK

County and State

11. Form Prepared By

name/title William E. Krattinger, Historic Preservation Program Analyst

organization NYS Division for Historic Preservation

date January 2013

street & number Post Office Box 189

telephone (518) 237-8643

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 by William E. Krattinger, August 2011, TIFF format

- 0001 Exterior, view looking in southwesterly direction showing southeast and northeast elevations
- 0002 Exterior, view looking south showing northeast and northwest elevations
- 0003 Exterior, view looking in southeasterly direction showing southwest and southeast elevations
- 0004 Interior, view looking from waiting room towards concourse showing half-round windows, skylight and light fixture
- 0005 Interior, view within concourse showing Tuscan column and ceiling treatment
- 0006 Interior, view looking from concourse back towards ticket booth and waiting room

Property Owner:

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

name Lake George Steamboat Company, Inc. c/o William P. Dow

street & number 57 Beach Road

telephone _____

city or town Lake George

state NY

zip code 12845

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.

DELRWARE & HUDSON PASSENGER STATION

Name of Property

WARREN COUNTY, NEW YORK

County and State

APPENDIX: HISTORIC IMAGES & PLANS



ABOVE & BELOW, historic views; note covered platform extending from station in view below



DELAWARE & HUDSON PASSENGER STATION

Name of Property

WARREN COUNTY, NEW YORK

County and State



ABOVE, post card view showing station from Fort William Henry Hotel stairs; BELOW, post card view of hotel

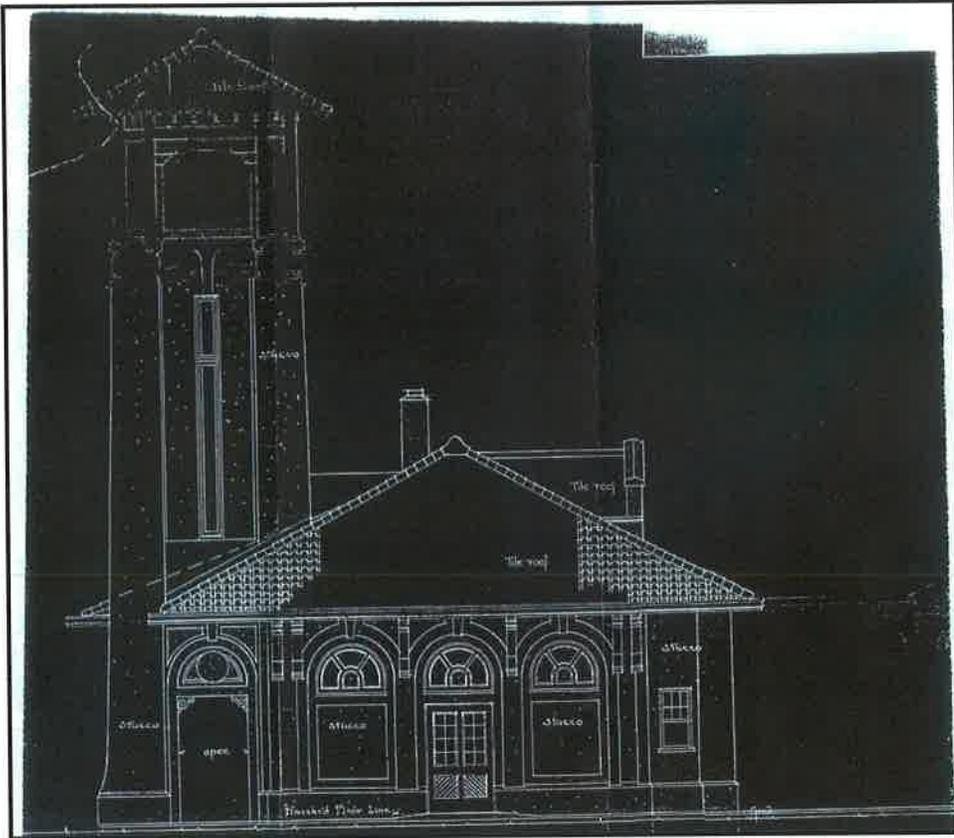


DELAWARE & HUDSON PASSENGER STATION

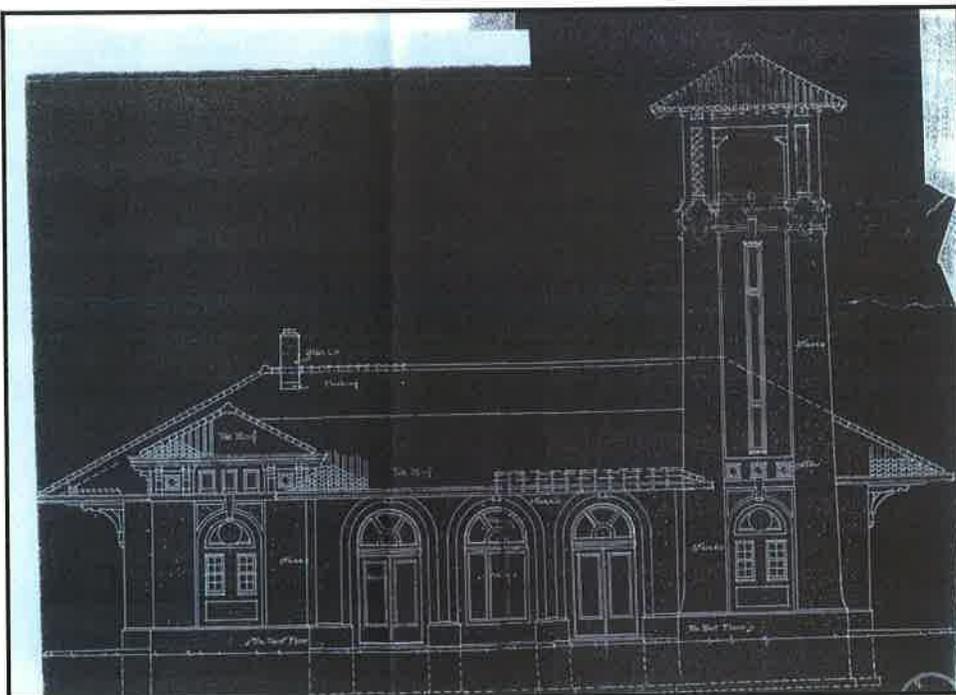
Name of Property

WARREN COUNTY, NEW YORK

County and State



ABOVE & BELOW, elevation drawings by Ludlow & Peabody, ca. 1909

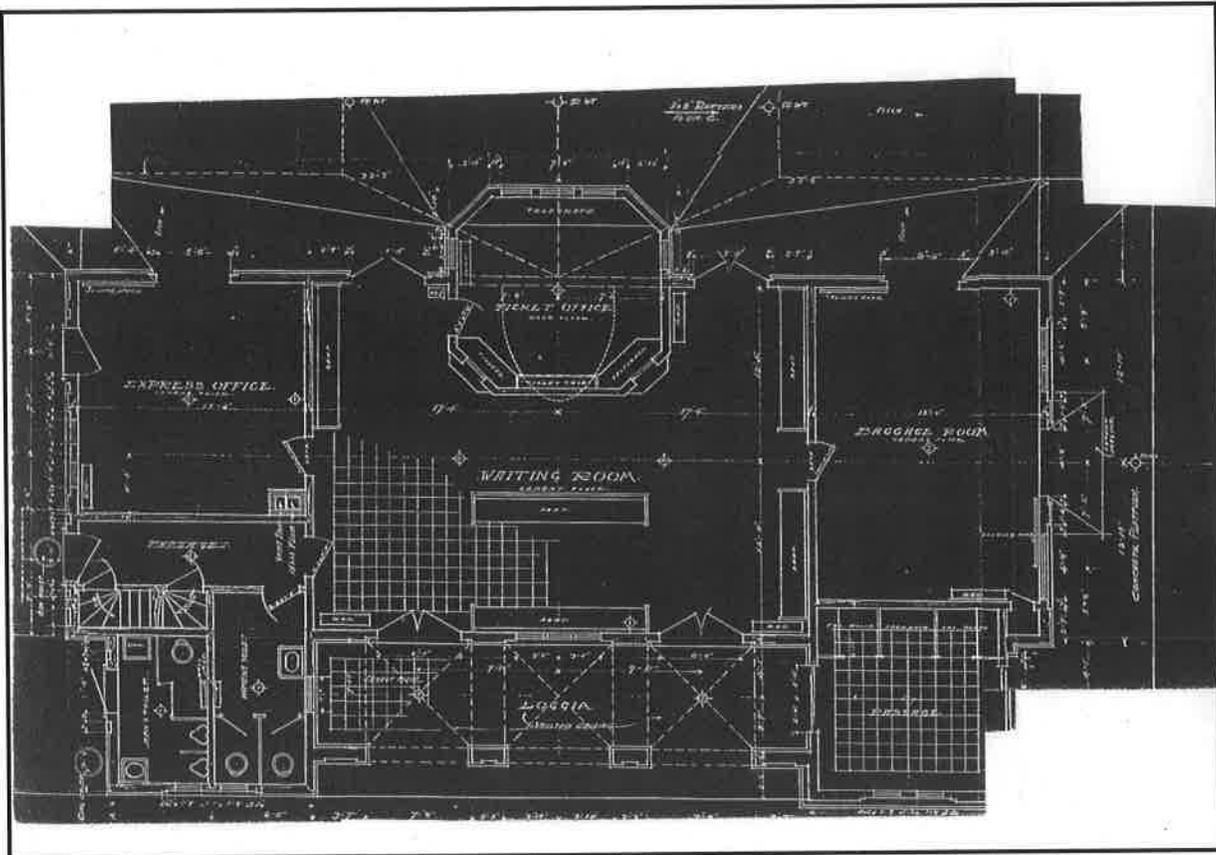


DELAWARE & HUDSON PASSENGER STATION

WARREN COUNTY, NEW YORK

Name of Property

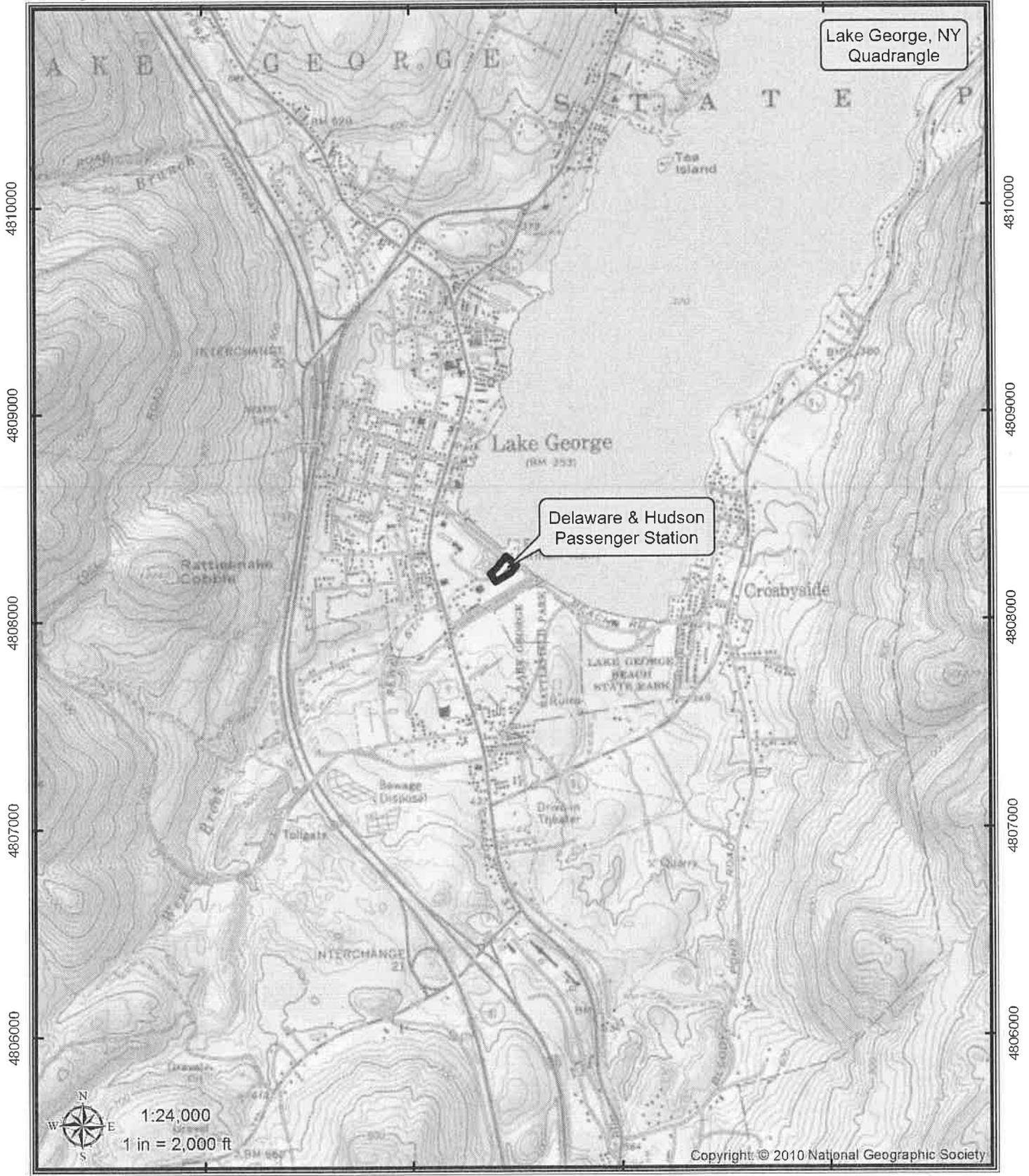
County and State



ABOVE, original plan ca. 1911

Delaware & Hudson Passenger Station
Village of Lake George, Warren Co., NY

57 Beach Rd.
Lake George, NY 12845



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



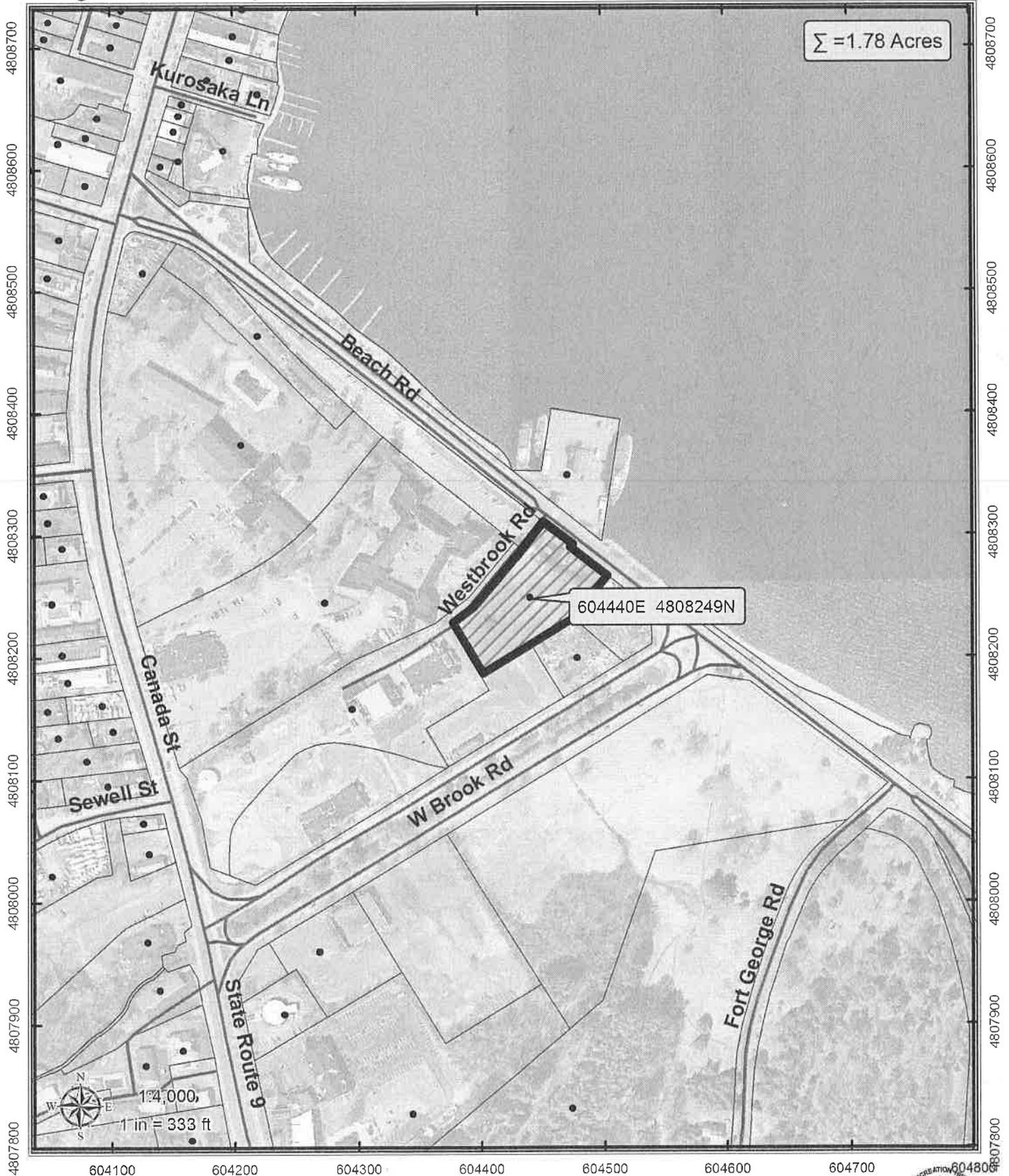
 Passenger Station

Tax Parcel Data:
Warren Co. RPS
<http://gis.co.warren.ny.us/>



Delaware & Hudson Passenger Station
Village of Lake George, Warren Co., NY

57 Beach Rd.
Lake George, NY 12845



$\Sigma = 1.78$ Acres

604440E 4808249N

1:4,000,
1 in = 333 ft

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



 Passenger Station

Tax Parcel Data:
Warren Co. RPS
<http://gis.co.warren.ny.us/>





STEAMBOAT STORE



STEAMBOAT STORE

ADIRONDACK STORE
BOB SCHERER
ANTIQUES
JON COOY
OUTFITTERS
ADIRONDACK
BOOKS & PAPERS
SUMMER
CLOTHING
SOUVENIRS

?

ATM





CARSON



NO DISCOUNT ON
POSTCARDS
Full Price

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SOME DAUGHTER

MOTHER
DAUGHTER

MOTHER
SOME DAUGHTER

