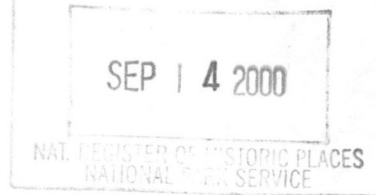


1120



United States Department of the Interior  
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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

#### 1. Name of Property

historic name Mellenville Railroad Station

other names/site number Mellenville Grange

#### 2. Location

street & number \_\_\_\_\_ [N/A] not for publication

city or town Mellenville, Town of Claverack [N/A] vicinity

state New York code NY county Columbia code 021 zip code 12544

#### 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 as 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  nationally  statewide  locally. ([ ] see continuation sheet for additional comments.)

*J.W. Allen*  
Signature of certifying official/Title

Deputy Commissioner for Historic Preservation

7-11-00  
Date

New York State Office of Parks, Recreation & Historic Preservation  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ([ ] see continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

#### 4. National Park Service Certification

I hereby certify that the 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) \_\_\_\_\_

for  
Signature of the Keeper

*Beth K. Savage*

date of action

9/29/00

Mellenville Railroad Station  
Name of Property

Columbia County, New York  
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	
<u>2</u>	<u>0</u>	buildings
<u>  </u>	<u>  </u>	sites
<u>  </u>	<u>  </u>	structures
<u>  </u>	<u>  </u>	objects
<b>2</b>	<b>0</b>	<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**

0

**6. Function or Use**

**Historic Functions**  
(enter categories from instructions)

TRANSPORTATION: Railroad Station

**Current Functions**  
(Enter categories from instructions)

SOCIAL: Grange Hall

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

LATE VICTORIAN: Queen Anne

**Materials**  
(Enter categories from instructions)

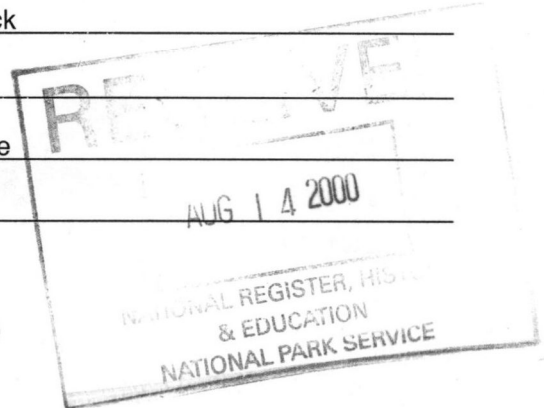
foundation stone

walls brick

roof slate

other   

**Narrative Description**  
(Describe the historic and current condition of the property on one or more continuation sheets)



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 7 Page 1

Mellenville Railroad Station  
Columbia County, New York

Narrative Description

The Mellenville Railroad Station, now the Mellenville Grange Hall, is a late Victorian brick building located in the small hamlet of Mellenville, Town of Claverack, Columbia County. The hamlet is in the center of the town, along east-west State Route 203. The larger village of Philmont is located just east of Mellenville along Route 203, but most of the surrounding area is rural in character. The street layout of the hamlet is irregular, and the streets near the station form a triangular square, Mellenville Square, with the station at the center. Once the heart of the hamlet, with a hotel once located across the tracks from the station, Mellenville Square is surrounded by mostly nineteenth century residences. There is no potential for a historic district in the area. Approximately one block to the east of the station, along the former railroad bed, is the former freight house for the railroad, a one-story frame building built c. 1880. It has been altered for other uses and therefore is not included in this nomination. This nomination consists of two contributing buildings: the station and a privy. The station is largely intact on the exterior and interior. The railroad track no longer survives, but the bed of the track is still evident adjacent to the station.

Built c. 1900, the station is rectangular in shape and one story in height, with a prominent slate-covered hipped roof that deeply overhangs all four elevations. Heavy wood brackets with diagonal braces rise from the upper part of the walls to support the roof. The ceiling of the overhang, between the brackets, is beaded board. Additional scroll-sawn brackets extend from the ceiling and engage the bottom of the roof overhang. Copper gutters surround the bottom edge of the roof and engage downspouts at the corners of the building. The brick of the walls is hard-fired, red in color, and laid in running bond. The walls rest on a shallow stone sill at the ground level. A mixture of asphalt and concrete paving surrounds the building under the overhang. It is believed a wood deck originally extended out to the tracks. There are several exterior windows and doors, all with stone sills and splayed brick lintels. There is one window on the west end, a window and two doors on the east end, and three windows and two doors on the north and south side elevations. Some of the doors have been covered with plywood for security. The doors are paneled and have multi-light transoms. The windows contain double-hung sash and most have two lights on the lower sash and multi-light upper sash. On the north elevation, two small wood storage rooms were added, probably in the 1930's, under the overhanging roof. Neither structure affected the exterior walls of the station. Clad with asphalt shingles, one is simply storage, the other contains a furnace that connects to a small brick chimney and provides heat to the building through one of the original exterior windows.

The interior of the station contains one large room that takes up the western three-quarters of the building. A small kitchen and bathroom are located at the eastern end of the building. The large room, once divided into two sections by a ticket office and chimney breast, has dark-stained paneled wainscoting and woodwork. The exterior doors retain their original dark-stained finish and brass

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section 7 Page 2

Mellenville Railroad Station  
Columbia County, New York

hardware. Patches in the wood floor show where the room was divided in half and the outline of the ticket office. The western side was probably the public waiting room, the other side perhaps the freight office. The original plaster ceiling was removed by the Grange and a drop ceiling was installed about two feet lower than the original. Three original wood benches remain in the former waiting room. Original doors lead into the modern bathroom, probably originally a closet, and into the kitchen, which retains some original wood cupboards and modern equipment.

The one-story privy, located to the east of the station, has vertical board siding and a gable roof. Two doors lead to separate male and female toilets, and a third door on the south side leads to storage room. The privy was probably built around the same time as the station. There is also a wood well cover on the property (not counted). This is near the location of another small wood frame building that is no longer extant. The use of that building is unknown, but perhaps it held a water tank to supply water for the trains.

**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 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.

**Criteria Considerations**

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

- 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 of age or achieved significance within the past 50 years

**Areas of Significance:**

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

**Period of Significance:**

c. 1900

**Significant Dates:**

c. 1900

**Significant Person:**

N/A

**Cultural Affiliation:**

N/A

**Architect/Builder:**

unknown

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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

**Primary location of additional data:**

- 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 Building Survey  
# \_\_\_\_\_
- recorded by Historic American Engineering Record  
# \_\_\_\_\_

- State Historic Preservation Office
- Other State agency
- Federal Agency
- Local Government
- University
- Other repository: \_\_\_\_\_

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 8 Page 1

Mellenville Railroad Station  
Columbia County, New York

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Narrative Statement of Significance

The Mellenville Railroad Station is historically significant in the area of architecture as a good representative example of railroad architecture in Columbia County and in the area of transportation for its association with the importance of the railroad to the development and prosperity of the rural areas of Columbia County. Built c. 1900 by the Boston & Albany Railroad, it is one of three surviving passenger depots on a 16-mile spur between Hudson and Chatham. The building typifies railroad architecture of the late 19th and early 20th centuries, with its one-story rectangular form, deeply overhanging hipped roof supported by decorative brackets, and its wainscotted interior. Although the railroad stopped serving Mellenville in the early 1930's, stopped running completely in the 1950's, and the track is now gone, the station recalls the importance of the railroad to this rural community.

Mellenville is one of several communities in the town of Claverack that developed around available water power in the eighteenth century, here at the confluence of the Claverack and Eastern creeks. Known as Centerville and Hardscrabble, the name was changed to Mellenville in 1837, after James Mellen, who was responsible for having a station established there of Columbia County's first railroad. The Hudson & Berkshire Railroad was completed between Hudson and West Stockbridge, Massachusetts in 1838, with the Mellenville Station on a 16-mile spur between Hudson and Chatham. The railroad provided passenger and freight service to this tiny hamlet, which grew substantially as a result, eventually having two hotels, a paper and a knitting mill, a Reformed Dutch Church, two stores and two taverns.

The present station is on the site of an earlier station, perhaps the original station. The date of construction of the present station is not known, but it was built before 1901 (a pencil notation about a snow storm that year was found on one of the doors), and stylistically appears to date to after 1890. The station was essentially at ground and track level and there were two tracks adjacent to the station, one a siding to allow another train to pass. Unlike many other stations on various lines in the Hudson Valley, there was no bay window on the track side to allow the stationmaster to watch the tracks. Historic photographs show a wood platform around the building that extended out to the tracks. They also show another building on the property, a small Stick Style frame structure whose use is unknown, but was perhaps to hold water for the trains.

By the time the present Mellenville Railroad Station was built, the spur between Hudson and Chatham was known as the Hudson & Chatham branch of the Boston & Albany Railroad and there were four trains a day in each direction, with stops in Chatham, Ghent, Pulvers, Mellenville, Millers Crossing, Claverack, Hudson Upper and Hudson. The Mellenville Station is one of three remaining stations on the spur (not including the Hudson terminus and the National Register listed Chatham Station), including the Hudson Upper and Claverack stations, both built in 1870 and somewhat smaller in scale than

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section 8 Page 2

Mellenville Railroad Station  
Columbia County, New York

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Mellenville. All three stations were included in the 1990 survey on industrial architecture in Columbia County. The Mellenville Railroad Station remained in use until its sale in 1933 to the Mellenville Grange No. 1255 and it is still used as a grange hall. The Grange has undertaken minor alterations to the station, but has preserved its essential characteristics.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section 9 Page 1

Mellenville Railroad Station  
Columbia County, New York

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Bibliography

Beers, Ellis & Co., Atlas of Columbia County, New-York, compiled from actual surveys and records.  
New York: Beers, Ellis & Co., 1888.

Child, Hamilton. Gazetter and Business Directory of Columbia County, N.Y. Syracuse, 1871.

Ellis, Franklin. History of Columbia County, New York. Philadelphia: Everts and Ensign, 1878.

Stott, Peter. Survey of Historic Industrial & Engineering Resources of Columbia County. Unpublished,  
1990.



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section 10 Page 1

Mellenville Railroad Station  
Columbia County, New York

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Geographical Data

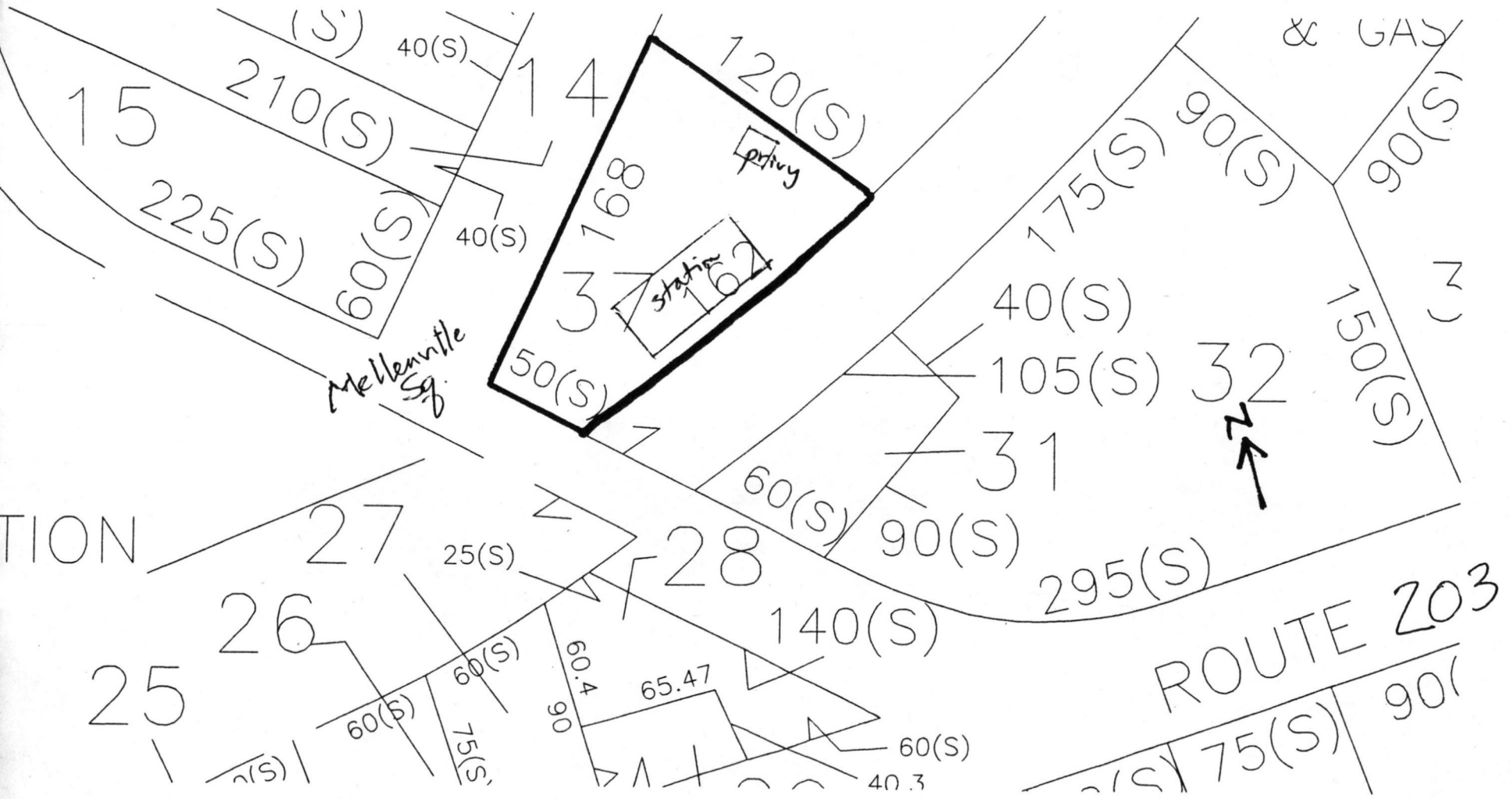
Verbal Boundary Description

The boundaries of the Mellenville Railroad Station are shown by a heavy line on the attached site map.

Boundary Justification

The nominated property includes the boundaries that are historically associated with the property during the period of significance, with the exception of the railroad bed, which is now in separate ownership and no longer retains integrity (the tracks have been removed).

MELLENVILLE RAILROAD STATION  
 MELLENVILLE, COLUMBIA COUNTY, NY  
 COLUMBIA COUNTY TAX MAP, c. 1999  
 scale 1" = approx 60'



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

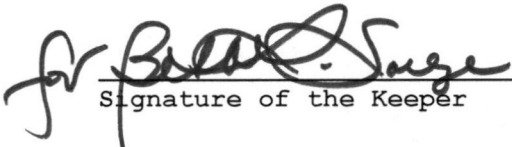
NRIS Reference Number: 00001120 Date Listed: 09/29/00

Mellenville Railroad Station Columbia NY  
Property Name County State

N/A  
Multiple Name

\_\_\_\_\_

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
Signature of the Keeper

9/29/00  
Date of Action

=====

Amended Items in Nomination:

8. Statement of Significance: Area(s) and Criteria

Criterion A is added for the significance of the station under transportation.  
This information was confirmed with NYSHPO staff by telephone.

\_\_\_\_\_  
DISTRIBUTION:  
National Register property file  
Nominating Authority (without attachment)





4 18'00

2 103 NNN1 --- 09MAY00 ELITE PHOTO

Mellenville Railroad Station

Mellenville, Columbia County, NY

View: facing northeast, showing west end and south side

Photo by Peter Shaver, 4/18/2000

Neg: NYSTPO

Photo # 1 of 7



4 18 '00

2 103 NNNN --- 89MP400 ELITE PHOTO

Mellenville Railroad Station

Mellenville, Columbia County, NY

View: facing west, showing south side and east end

Photo by Peter Shaver, 4/18/2000

Neg: NYSHP0

Photo # 2 of 7



4 18 '00

10 103 01 NNN1 --- 09MAY00 ELITE PHOTO

Mellenville Railroad Station

Mellenville, Columbia County, NY

View: facing east, showing north side and west end

Photo by: Peter Shaver, NYSHPD, 4/18/2000

Neg: NYSHPD

Photo # 3 of 7



4 18 '00

5 103 NNN1 --- 09MAY00 ELITE PHOTO

Mellenville Railroad Station  
Mellenville, Columbia County, NY  
View: south elevation, facing northeast  
Photo by: Peter Shaver, 4/18/2000  
Neg: NYSHPD  
Photo # 4 of 7



POSTED

4 18'00

13 103 1 NNN1 --- 09MAY00 ELITE PHOTO

Mellenville Railroad Station  
Mellenville, Columbia County, NY  
View: privy, facing northeast  
Photo by: Peter Shaver, 4/18/2000  
Neg: NYSHP0  
Photo # 5 of 7



4 18'00

16 103 91 NNN1 --- 09MAY00 ELITE PHOTO

Mellenville Railroad Station

Mellenville, Columbia County, NY

View: interior, former waiting room facing southwest

Photo by: Peter Shaver, 9/18/2000

Neg: NYSHTPO

Photo # 6 of 7

EXIT

00.81.4



09MAY00 ELITE PHOTO

Mellenville Railroad Station  
Mellenville, Columbia County, NY  
View: interior, facing southwest  
Photo by Peter Shaver, ~~1997~~ 4/18/2000  
Neg: NYSHPD  
Photo # 7 of 7

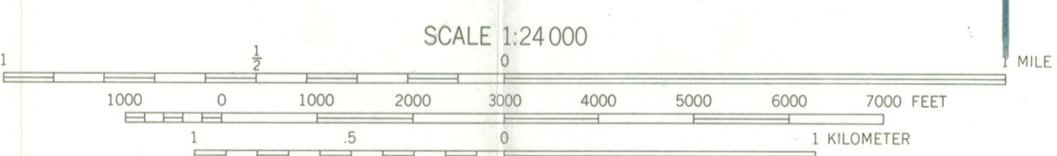
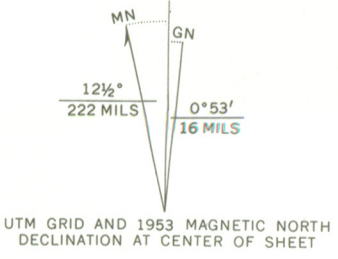
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MELLENVILLE  
RAILROAD  
STATION  
CLAVERACK,  
COLUMBIA CO., NY  
STOTTVILLE QUAD  
ZONE 18  
Scale 1:24,000  
Easting 609870  
Northing 4678530

Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS

Topography from aerial photographs by Kesh plotter  
Aerial photographs taken 1952. Field check 1953  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on New York coordinate system,  
east zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 18, shown in blue



CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL



ROAD CLASSIFICATION

Heavy-duty	4 LANE 16 LANE	Light-duty	2 LANE 16 LANE
Medium-duty	4 LANE 16 LANE	Unimproved dirt	-----
U.S. Route	(Red shield)	State Route	(Blue circle)

STOTTVILLE, N.Y.  
SW¼ KINDERHOOK 15' QUADRANGLE  
N4215—W7337.5/7.5

1953

AMS 6268 I SW—SERIES V821

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



New York State Office of Parks, Recreation and Historic Preservation  
Historic Preservation Field Services Bureau  
Pebbles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

Bernadette Castro  
Commissioner

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TO: Alexis Abernathy  
FROM: Pete Shaver  
RE: Mellenville RR Station

FAX # 202-343-1244  
DATE: 8/11/00

1 PAGES + COVER SHEET IN THIS TRANSMISSION

PLEASE NOTE:

- |  |   |
|--|---|
| <input type="checkbox"/> Deliver immediately             | <input type="checkbox"/> For immediate action |
| <input checked="" type="checkbox"/> For your information | <input type="checkbox"/> For your approval    |
| <input checked="" type="checkbox"/> As discussed         | <input type="checkbox"/> Review and respond   |

COMMENT:

We do not have the original - I will have ~~the original~~ it signed again and mail it ASAP.

Please call (518) 237-8643 or fax (518) 233-9049 if you have any questions regarding this transmission.