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LANDMARKS PRESERVATION
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A STAGE IA CULTURAL RESOURCES SURVEY
OF THE PENN STATION SERVICE BUILDING SITE
IN THE BOROUGH OF MANHATTAN, NEW YORK CITY, NY

by

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Statement of Primary Investigator

The following report is a Stage IA cultural resources survey of the Penn Station Service Building site in the Borough of Manhattan, New York City, New York. The survey was conducted in the fall of 1995 by archeologist/historian Patricia J. Condell, who has written this report summarizing the results. The report's conclusions and recommendations may be taken as my professional opinion as the project's primary investigator.

Edward S. Rutsch

I. INTRODUCTION

The following report contains the results of a Stage IA cultural resources survey of Amtrak's Penn Station Service Building site, which is located on the southern side of West 31st Street between Seventh and Eighth avenues in Manhattan. The survey was conducted in September of 1995 by Historic Conservation and Interpretation, Inc. (hereafter also HCI) of Newton, New Jersey for McGinley Hart and Associates of Boston, Massachusetts by request of the City of New York Landmarks Preservation Commission and the New York State Office of Parks, Recreation and Historic Preservation. The project area consists of three vacant city lots that are immediately adjacent to the Penn Station Service Building and are designated as city lots 60, 61, and 69 of Block 780 (see Figure 1).

In 1994, HCI conducted an archeological sensitivity study of the overall Penn Station Redevelopment Project. From that study, HCI concluded that there was a potential for archeological resources to be present on the three adjacent lots. In addition, it was concluded that there was no potential for any resources to be present beneath the Service Building itself, since the area was excavated into bedrock when the building was constructed. HCI recommended that archeological testing be done on Lots 60, 61, and 69,

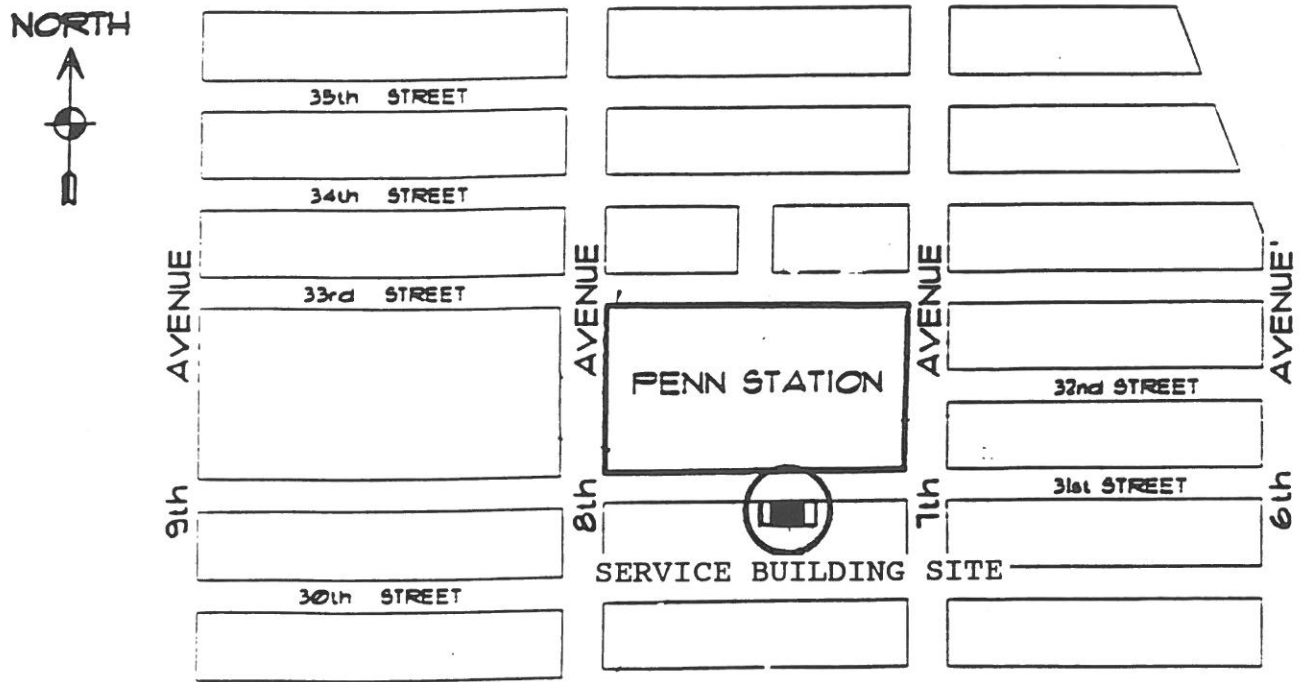


FIGURE 1. Map showing the location of the Service Building site in Manhattan. Lots 61 and 62 are to the east of the building and Lot 69 is to the west (HCI's adaptation of H&A, Inc. 1995:Cover Sheet. No Scale).

if any impacts were to be made on them as part of the redevelopment plans (Condell and Rutsch 1994:23-24). Presently, Amtrak has plans to erect a new generator building and platform on Lots 60-61 in the relocation of their cooling equipment. The two aforementioned New York agencies accepted HCI's 1994 findings and have required that a more intensive documentary study of the three lots be completed before any subsurface archeological testing takes place.

The purpose of HCI's work was to investigate the history of the land use of the lots by consulting deeds, historic maps, business directories, water records, construction drawings, etc. Specifically, this research was conducted at the New York City Register, the New York Public Library, and the New York City Archives in Manhattan; the New York Department of Environmental Protection in Queens; in addition to HCI's own research files and library. All data collected during the course of this research were analyzed and the results are presented in this final report.

II. DOCUMENTARY RESEARCH

The vicinity of Manhattan in which the Service Building site is located was first divided into streets, blocks, and lots in the mid-1820s, but this division existed only as a paper grid at this time. Prior to this, the area was part of much larger parcels of farm or undeveloped land. Once the land was divided into blocks and lots, these larger parcels were subdivided and conveyed as city lots. However, the boundary lines of the larger parcels influenced the configuration of the lot subdivision and the earliest lot conveyances. One such boundary line traverses the block on which the Service Building site is located (see Figure 2).

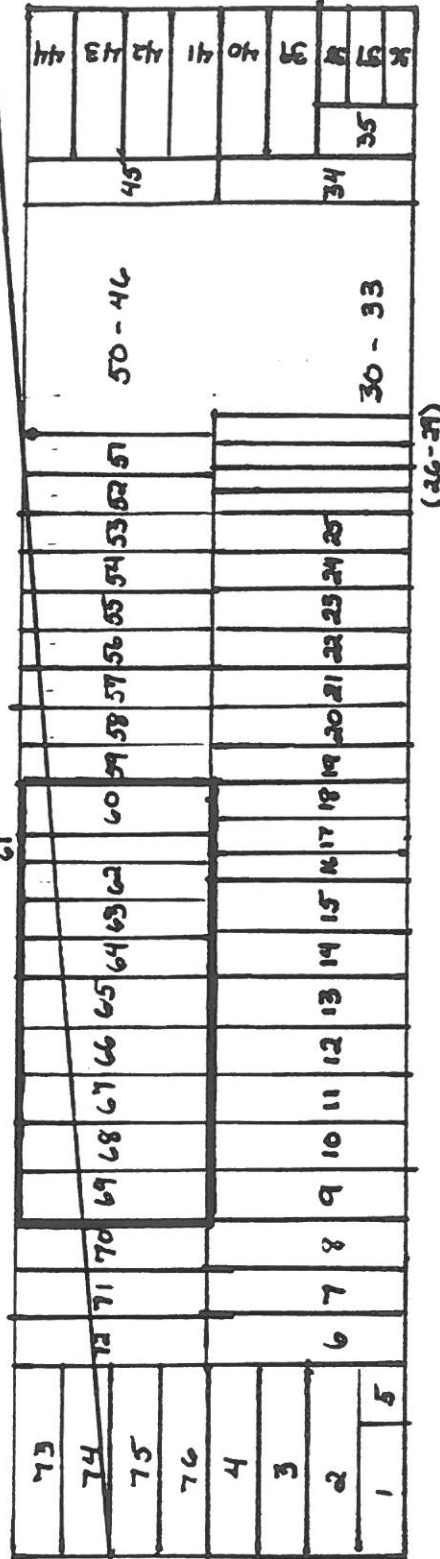
The portion of the Service Building site that is situated to the south of the boundary line was part of a larger parcel of land that is first known to have been owned by Jacobus Van Orden, who left it to his daughter, Magdalena and her husband, Thomas Tibbet Warner, when he died. The Warners sold the property sometime around November of 1795 to William Vandewater, who in turn sold it the very same day, or very close to it, to John Oouthout. John and his wife, Magdalena owned the property until the summer of 1809 when they sold it to James A. Stewart. When James died, he left the land to his two sons, William James and John James Stewart. In the summer of 1818, William released his right



West 31st Street

HISTORIC BOUNDARY LINE

SERVICE BUILDING SITE



Eighth Avenue

West 30th Street

Seventh Avenue

FIGURE 2. Map showing today's lot configuration of Block 780 on which the historic boundary line has been located and the Service Building site outlined (HCI's adaptation of Bromley 1902:Plate 15; Scale 1" = 10').

of title to the property to his brother, who then started to sell the property in smaller parcels. One smaller parcel, of which the southern portion of the Service Building site was a part, was sold in the fall of 1818 to John L. Norton. Norton and his wife, Sarah, held on to the rural property until the summer of 1826 when they began selling off the land in smaller city lots (New York County Deeds Prior to 1917, Block 780 Index).

The portion of the Service Building site that is situated to the north of the boundary line was not sold as city lots as early as the property to the south of the boundary (see Figure 2). It remained part of a larger parcel of land until 1835. The first known owner of this larger parcel is John Morin Scott, who left it to his son, Lewis Allaire Scott when he died. Lewis sold it to Samuel Franklin and William T. Robinson and in the early months of 1808, Jacob J. Arden purchased the property from them. Arden died shortly afterward and his heirs, Jacob S. Arden, a doctor; his wife, Rosamond; and Rachel Arden, widow of Jacob P. Arden, a butcher, sold the parcel of land on August 10, 1810 to Francis Arden, a lawyer; George Wilson, a lawyer; Peter Wilson, a professor of languages at Columbia University; and Peter Wilson, Jr., also a lawyer. Francis Arden and George Wilson became owners of the property after both junior and senior Wilsons died, possibly around 1825. On September 15, 1835, Arden and Wilson sold the land to lawyer, James R. Whiting, who immediately began selling it

as city lots (New York County Deeds, Block 780 Index; Book 340:566; Longworth 1822-1836).

After the block began to be sold in city lots, the historic boundary line continued to be used as the subdivision line between the lots. The lots varied in size, shape, and orientation; the land north of the line was divided into smaller lots than the property south of the line. Unlike today's configuration, the land immediately south of the line was considered to be the rear area of the lots that fronted on West 30th Street. Although sold as city lots, the block remained undeveloped until the mid-nineteenth century. It was not until the 1860s, after it was developed, that the historic boundary line was no longer used in conveyance and the lots took on more uniform dimensions.

On May 1, 1827, John Hough, a milkman bought Lots 16, 17, 18, and the portions of lots 60, 61 and 62 that are south of the boundary line from John L. Norton (see Figure 2). Less than a year later, John Hough sold the same parcels of land to Gersham Hough on February 8, 1828. Gersham, also a milkman, owned the land until March 29, 1832 when he sold it to John Hogencamp, a coal carter and inspector (New York County Deeds, Book 224:418; Book 240:198; Book 286:69; Longworth 1830-1842).

James R. Whiting sold the portions of Lots 60, 61, and 62 north of the boundary line on September 21, 1835 to milkman, Daniel Hogencamp (see Figure 2). Although

unrecorded, Daniel acquired Lots 16, 17, 18 and the southern portions of Lots 60, 61, and 62 that the aforementioned John Hogencamp owned. It is uncertain when this transaction occurred, but it is possible that it happened sometime during the early 1840s. In 1841, Daniel is listed in the city directory as having a dairy on 13th Street near Seventh Avenue. The next time he is listed is between 1847-1850 and then as a milkman at West 30th Street between Seventh and Eighth avenues. It would appear that Daniel was occupying some portion or all of Lots 16, 17, or 18 by that time. In contrast, John Hogencamp never is listed in the directories as ever having lived or worked in or near the vicinity of the Service Building site (New York County Deeds, Book 347:39; Longworth 1841; Doggett 1847-1850).

By 1854, two small connecting frame structures had been built by Daniel Hogencamp on the northern portions of Lots 60-61. They were probably erected sometime around 1847 when Hogencamp is first listed on West 30th Street in the city directory and more than likely, he used them for his milk business. From 1852 to 1855, Hogencamp is listed in the city directories as residing at 147 West 30th Street (Lot 18). However, in 1855, he is listed as a "late milkman". Interestingly, there are two Daniel Hogencamps listed in 1856; one living at 147 West 30th Street and the other at 160 West 31st Street (Lot 64). After this, there is only one listed living at the latter address. It is possible that the first Hogencamp is the father of the second

Hogencamp to whom he left his property when he died (Perris 1854:Vol. 7, Plate 90; Rode 1852-1854; Trow 1855-1867).

James Whiting, the same man who sold Daniel Hogencamp the northern portions of Lots 60, 61, and 62, conveyed the portions of Lots 69 and 70 north of the historic boundary line to Mary Healy on September 21, 1835 (see Figure 2). Mary owned the two lots until April 13, 1841 when she sold them back to James Whiting. At some point, ownership had somehow passed to Theodore Martine, a real estate agent who lived and worked in the area of West 28th Street and Ninth Avenue. On March 8, 1853, he sold the northern portion of just Lot 69 to John P. and William Bendon. By 1854 a brick structure used for small-scale manufacturing had been built on this portion and was probably built sometime during the previous ownership of either James Whiting or Theodore Martine. It is unknown who actually occupied the structure or for what purpose. A mortgage on the property was foreclosed and on January 7, 1856, Mary Waters, a widow bought the lot at a sheriff's auction (New York County Deeds, Book 345:43; Book 417:10; Book 646:330; Book 694:488; Book 697:529; Doggett 1842-1851; Perris 1854:Vol. 7, Plate 90).

It is unknown exactly when the portion of Lot 69 south of the historic boundary was first sold as a city lot (see Figure 2). However, by 1830, it was owned by Conrad T. Blauvelt. On July 2, 1830, Blauvelt sold the southern portions of Lots 68 and 69 along with Lots 9 and 10 to

William Hogencamp and Andrew McCandless. McCandless sold his half interest in the property to Hogencamp on May 2, 1831. Lewis Ryan, a grocer who lived on Bleecker Street, bought the lots on February 20, 1834. In March of 1836, Ryan sold the land to George McKeachie, a distiller, who owned it for ten years. McKeachie is listed in the 1835 city directory as a distiller who lived on Factory Street; however, from 1836 to 1838, he is listed as having a boardinghouse at the same location. He is never listed again after 1838. It is possible that he moved out of Manhattan around this time because when he sold the property to John Smith on April 7, 1846, he was a resident of Argyle in Washington County, New York (New York County Deeds, Book 264:130; Book 276:598; Book 308:571; Book 349:445; Book 475:221; Longworth 1835-1838).

At some point, Joseph Miller had purchased Lot 9 and the southern portion of Lot 69 because he sold the property to James Curry on January 21, 1852. Curry owned the land until September 10, 1853 when it was bought by John H. Crowell, a saddler who lived on West 31st Street between Eighth and Ninth avenues. A small frame structure used for small-scale manufacturing and also a brick dwelling had been built by 1854 on the portion of Lot 69 immediately south of the boundary line. Although owned by Crowell in 1854, the two structures were probably built by a previous owner. On February 25, 1859, Richard Bussell took ownership by mortgage foreclosure from Crowell, who then was no longer

living in the vicinity of the Service Building site. Bussell only owned the property for two months when Charles Bartholomae purchased it on April 13, 1859 (New York County Deeds, Book 588:478; Book 637:669; Book 782:1; Book 783:266; Trow 1854-1860; Perris 1854:Vol. 7, Plate 90).

By 1859, changes had occurred on Lots 60, 61, and 69. During John Crowell's ownership, the frame manufacturing structure on Lot 69 immediately south of the historic boundary line was razed and a brick addition built on the brick dwelling (see Figure 3). The brick structure that fronted directly on West 31st Street and used for light manufacturing was owned by Mary Waters at this time and remained unchanged since 1854. However, Daniel Hogencamp's frame structures on the northern portion of Lots 60 and 61 had been torn down by 1859 and the lots were left vacant (Perris 1859:Vol. 6, Plate 88).

On January 2, 1860, Andrew Hafner purchased Lot 9 and the southern portion of Lot 69 from Charles Bartholomae and on March 26, 1860, he bought the northern portion of Lot 69 from Mary Waters. By 1861, Hafner established a beer manufactory on the two lots. An advertisement in the 1865 city directory states that he was a "brewer and manufacturer of soda water, and dealer in ale, porter, sarsaparilla, etc." and that "customers will be served by the barrel, or with pint or half pint bottles, in any quantity" (Trow 1865; New York County Deeds, Book 797:362; Book 802:597).

EIGHTH AVENUE

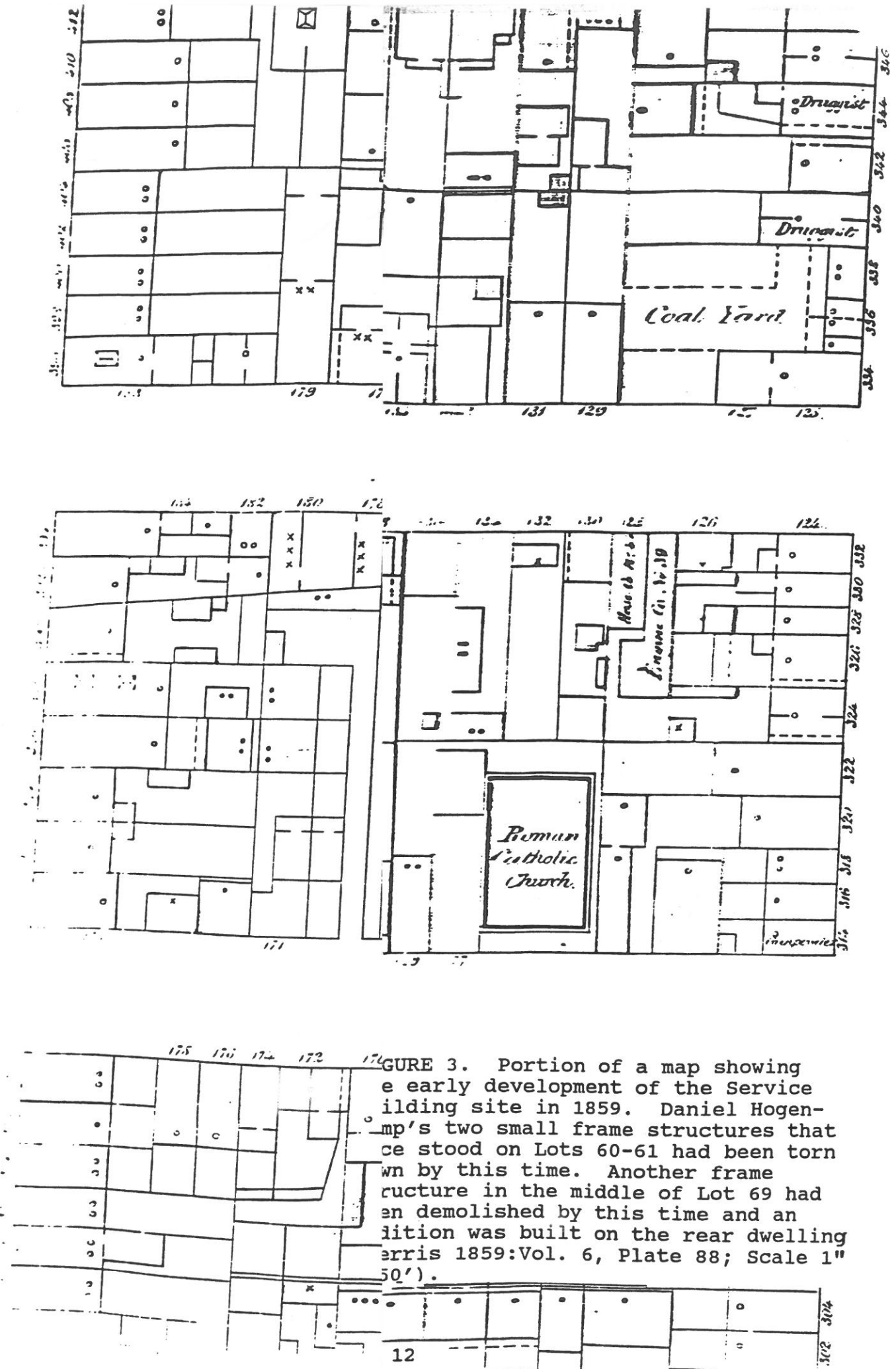


FIGURE 3. Portion of a map showing the early development of the Service Building site in 1859. Daniel Hogen-mp's two small frame structures that once stood on Lots 60-61 had been torn down by this time. Another frame structure in the middle of Lot 69 had been demolished by this time and an addition was built on the rear dwelling (see Harris 1859:Vol. 6, Plate 88; Scale 1"=50').

It would appear from the directories that the business was located in a new structure that Hafner built on Lot 9 and that his residence was located on Lot 69. It is possible that he utilized the existing brick manufacturing structure that fronted on West 31st Street as a residence or he could have built a new dwelling on its footprint. However, he did tear down the brick dwelling on the southern portion of Lot 69 and construct a new brick building in its spot, which measured 25 by 50 ft. Andrew died by 1880 and he left the property to his daughter, Christina; however, his widow, Catharine continued to live at the residence on Lot 69 until 1895. On July 6, 1897, Christina sold Lot 69 to real estate agent, Abraham Manheimer (New York County Deeds, Book 52:68; Trow 1860-1895; Robinson 1885:Plate 4).

Lots 60 and 61 were sold on July 5, 1866 by Daniel Hogencamp to James D. Keegan who sold them less than a year later to builder, John J. Burchell on February 18, 1867. Burchell then sold off the two lots separately. On February 26, 1867, he sold Lot 60 to John B. Harvey, a moulder, who quickly sold the lot to William Nieman, a butter merchant, on March 28, 1867. George Zuckschwerdt, a tinsmith, purchased Lot 60 on May 1, 1868 from Nieman. None of these men lived in the vicinity of the Service Building site. Burchell sold Lot 61 on March 21, 1867 to Stephen Miller and Peter Goetz. Both of these men lived on West 31st Street at the time of the transaction; however, they lived on the northern side of the street, across from the Service

Building site. Miller and Goetz owned the lot for only a short while. On August 14, 1867, they sold Lot 61 to John Zimmerman, who the very next day sold it to Peter Cook, a lawyer (New York County Deeds, Book 980:359; Book 991:699, Book 1006:193; Book 1002:585; Book 1004:167; Book 1212:356; Trow 1865-1870).

In the late 1860s, when George Zuckschwerdt and Peter Cook bought Lots 60 and 61, respectively, the lots were vacant. However, during their ownership, they erected new brick residential structures on the front half of the two lots. These buildings were definitely constructed by 1885, but it is possible that they had been built by 1879 (see Figure 4). Also, there is evidence that there was a building on Lot 60 when Zuckschwerdt sold the lot to Friedrich Heydt on July 1, 1882. Heydt, who was a grocer and a dealer in milk, lived on West 31st Street between Sixth and Seventh avenues before he bought the lot. After the transaction, however, he is listed in the city directory as residing at 234 West 31st Street or Lot 60. It is even possible that Heydt had a store in the same structure (Dripps 1867:Sheet 9; Galt and Hoy 1879; New York County Deeds, Book 1673:338; Robinson 1885:Plate 14; Trow 1879-1887).

Abraham Manheimer bought Lot 69 in 1897 from brewer Andrew Hafner's daughter, Christina Rothe. By 1902, Manheimer had torn down the two brick structures that had

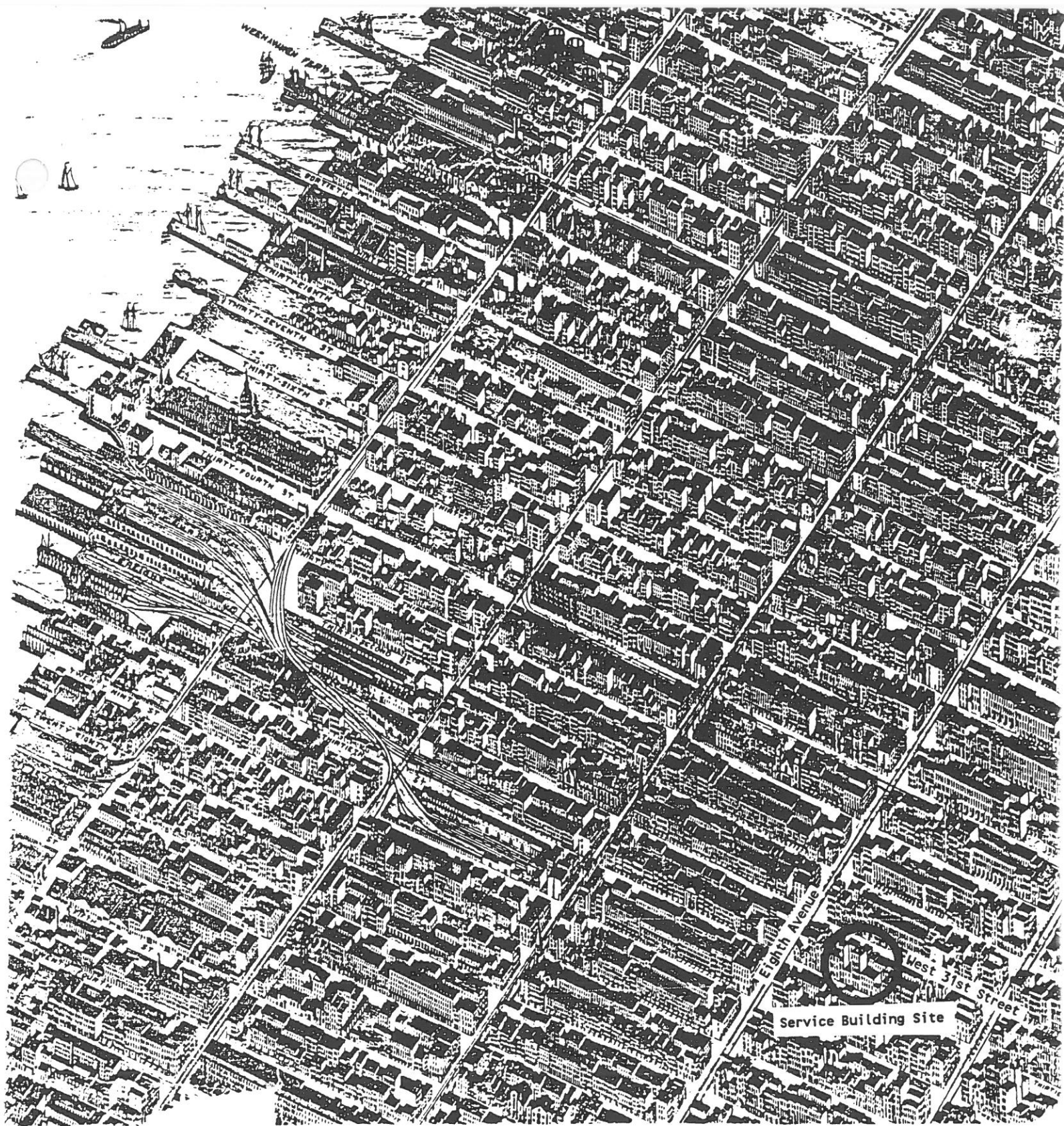


FIGURE 4. Portion of an 1879 bird's-eye view on which the area of the Service Building site has been circled. As one can see, there are no vacant lots depicted on this block, so it is possible that the residential structures had been built by 1879. However, one must allow for some artistic license in these types of period illustrations (Galt and Hoy 1879:no scale).

occupied the lot and constructed a new four-story brick building, which did not have a basement (see Figure 5). It covered the entire lot and was probably a multi-family residential structure. On January 23, 1902, Manheimer sold the lot to the Stuyvesant Real Estate Company (Bromley 1902:Plate 15; New York County Deeds, Book 78:351).

No changes had occurred by 1902 to the residential structures on Lots 60 and 61 (see Figure 5). They are seen in 1902 as being five-story brick buildings without basements and occupying the front half of the lots. On January 2, 1902, Friedrich Heydt sold Lot 60 to lawyer, Seligman Manheimer who quickly sold it. On January 24, 1902, the Stuyvesant Real Estate Company, the same company who bought Lot 69 the day before, bought Lot 60. They also bought Lot 61 on February 4, 1902 from Peter Cook's wife, Emily. Cook had owned the property since 1867, but he died sometime after 1893 leaving his wife as executrix of his estate (New York County Deeds, Book 81:273; Book 78:349; Book 76:453; Bromley 1902:Plate 15; Trow 1891-1902).

The Pennsylvania, New York, and Long Island Railroad Company bought the lots of the Service Building site on May 9, 1905 from the Stuyvesant Real Estate Company. By the 1890s, the Pennsylvania Railroad was already developing plans to directly link Manhattan with the surrounding rail systems in New Jersey and Long Island by means of bridges and a tunnel system through the city. They bought the Long

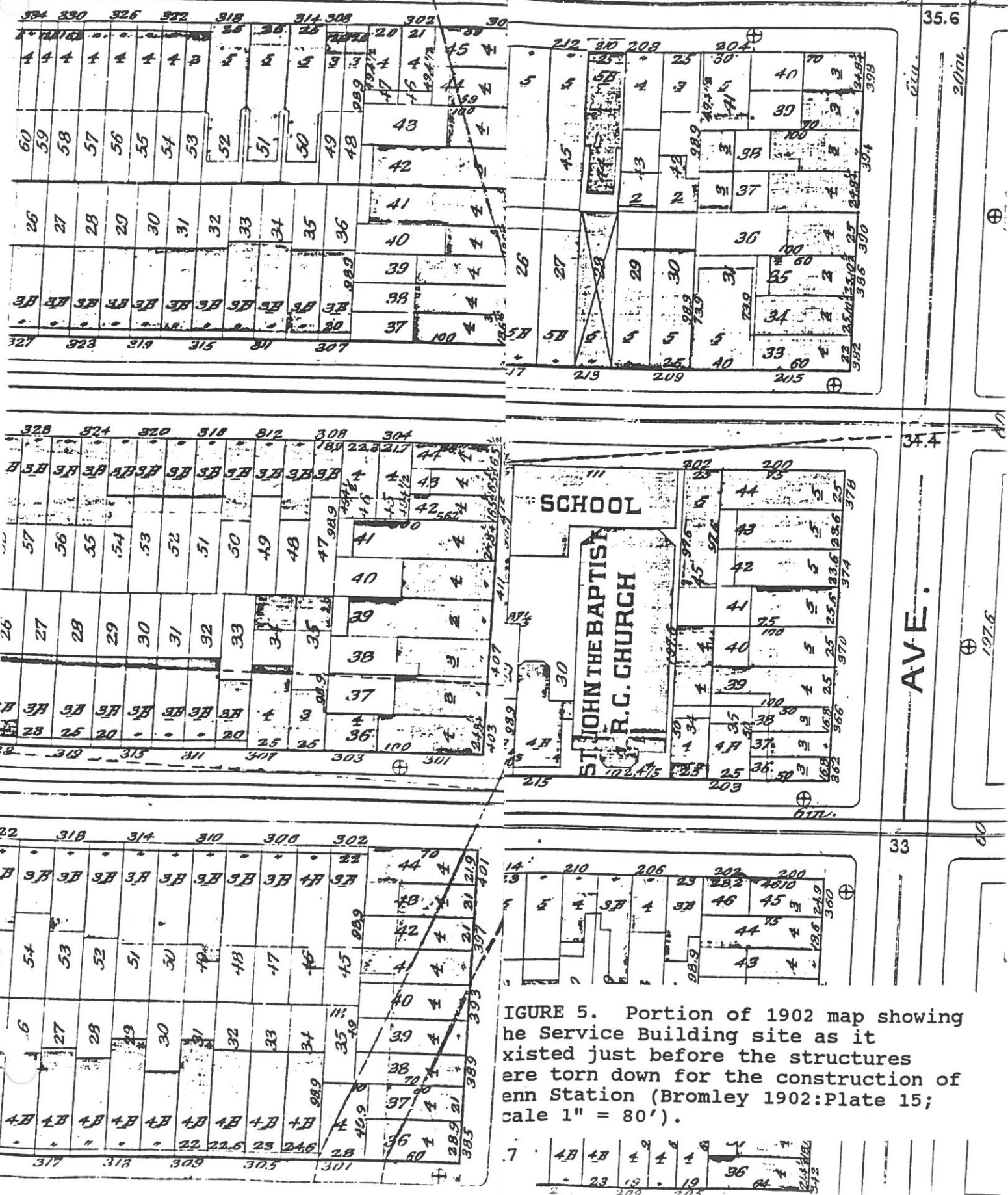


FIGURE 5. Portion of 1902 map showing the Service Building site as it existed just before the structures were torn down for the construction of Penn Station (Bromley 1902:Plate 15; scale 1" = 80').

Island Railroad in 1901 and their plans then became a reality.

The railroad company hired the architectural firm of McKim, Mead & White to design A Manhattan station complex, or Penn Station, of which the Service Building was a part. The Penn Station Service Building provided the power and was also the control center for the station, tracks, and signal systems. Construction began on the building c. 1905. The structures that occupied Lots 60-69 were demolished and Lots 62-68 and part of Lots 61 and 69 were excavated down into bedrock to accommodate the construction of the power plant. Penn Station and the Service Building, were completed and opened in 1910 (see Figure 6).

Lots 60-61 and 69 remained vacant after the Service Building was constructed. The only development that took place occurred on Lot 69. Sometime between 1934 and 1955, a one-story brick structure was built, which had a store in the western half and a residence in the eastern half. It was torn down sometime between 1967 and 1969. The lot has been vacant ever since (Bromley 1934:Plate 54; Bromley 1955:Plate 54; Bromley 1967:Plate 54; Hyde 1969:Vol. 2:Plate 9).

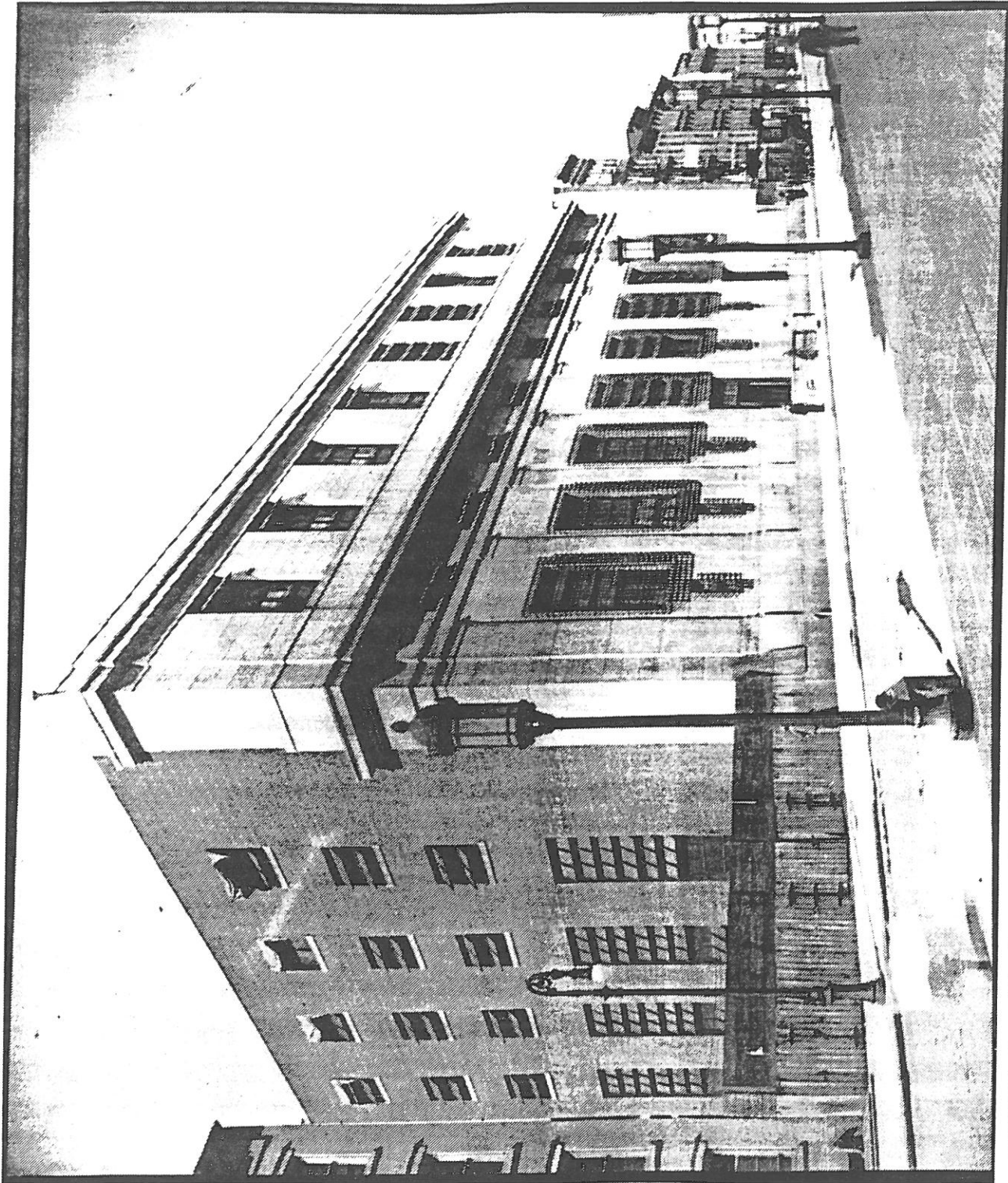


FIGURE 6. Photograph of the recently constructed Penn Station Service Building looking southwest across West 31st Street. Lots 60 and 61 can be seen immediately to the left of the Service Building behind the fence; Lot 69 is to the right of the building (Photo courtesy of McKim Mead & White Archives, Avery Architectural Library, Columbia University).

III. CONCLUSIONS

The vicinity of Manhattan in which the Service Building site is located was first divided into streets, blocks, and lots in the mid-1820s. Prior to this, the area was part of large parcels of farm or undeveloped land. Once the land was divided into blocks and lots, these larger parcels were subdivided and immediately began to be conveyed as city lots. Although lots were being sold, the project area block remained undeveloped until the mid-nineteenth century. The first building episode on the block took place between 1841 and 1854. In that short period of time, the area changed from a rural setting into a fully developed city neighborhood. It is interesting to note that, out of all the owners of Lots 60, 61, and 69, only two actually occupied the lot that they owned. It would appear that most of them bought their property for investment and/or financial purposes.

A. Lots 60 and 61 - east of the Service Building

Daniel Hogencamp was the first to build on Lots 60 and 61 when he constructed two small connecting frame commercial structures sometime between 1847 and 1854. Hogencamp was a milkman and more than likely utilized the buildings for business purposes. They were torn down by 1859 and the lots remained vacant for several years.

Probably during the 1870s, two five-story brick residential structures were built on the front half of the two lots during George Zuckschwerdt's ownership of Lot 60 and Peter Cook's ownership of Lot 61. Although without basements, their construction more than likely destroyed any remains of Hogencamp's structures that had earlier occupied the lots. These residences remained unchanged until they were torn down in the early-twentieth century for the construction of the Service Building.

Records indicate that nothing ever was built on the rear half of Lots 60-61, which is a prime area for potentially significant cultural resources to be located. This is also the area where Amtrak plans to construct a new generator building and platform (H&A, Inc. 1995:Sheet SA-1). Types of cultural resources that may be present in this area include privies, cisterns, wells, artifact deposits, etc. and they would be associated with either the occupation of Daniel Hogencamp and his milk business or the early inhabitants of the brick residential structures. These resources would not be associated with later inhabitants because there is evidence that by 1885, the surrounding area was being supplied with city utilities, such as water and sewer (Robinson 1885: NYDEP, Water Dept. Records). The above types of features would not have been in use long after the buildings were connected with the city systems. Also, these features would not have extended too deep in the ground because prior to the construction of the Service

Building, bedrock was only 8-10 feet below the ground surface in the rear portions of Lots 60-61 (Pennsylvania Tunnel & Terminal Railroad Co. 1909:Drawings 14 and 15).

During the first decade of the twentieth century, large areas of land were excavated down into bedrock for the construction of Penn Station and its many railroad facilities (see Figures 7 and 8). The Service Building site was also greatly disturbed. For the construction of the Service Building, Lots 62-68 were completely excavated down into bedrock and portions of Lot 60 and 69 were excavated to accommodate the building's foundation, thereby destroying any cultural resources that might have been present (see Figure 9). Also, approximately 3-5 feet of the original ground surface is known to have been removed from the site during construction, thus truncating or obliterating any features that might have been present in the rear portion of Lots 60 and 61. However, there is still a possibility that portions of Lots 60 and 61 may not have been disturbed (Pennsylvania Tunnel & Terminal Railroad Co. 1909:Drawings 14 & 15). HCI, therefore, concludes that there is low potential for any significant archeological cultural resources to exist on Lots 60 and 61 of the Penn Station Service Building site. ✓

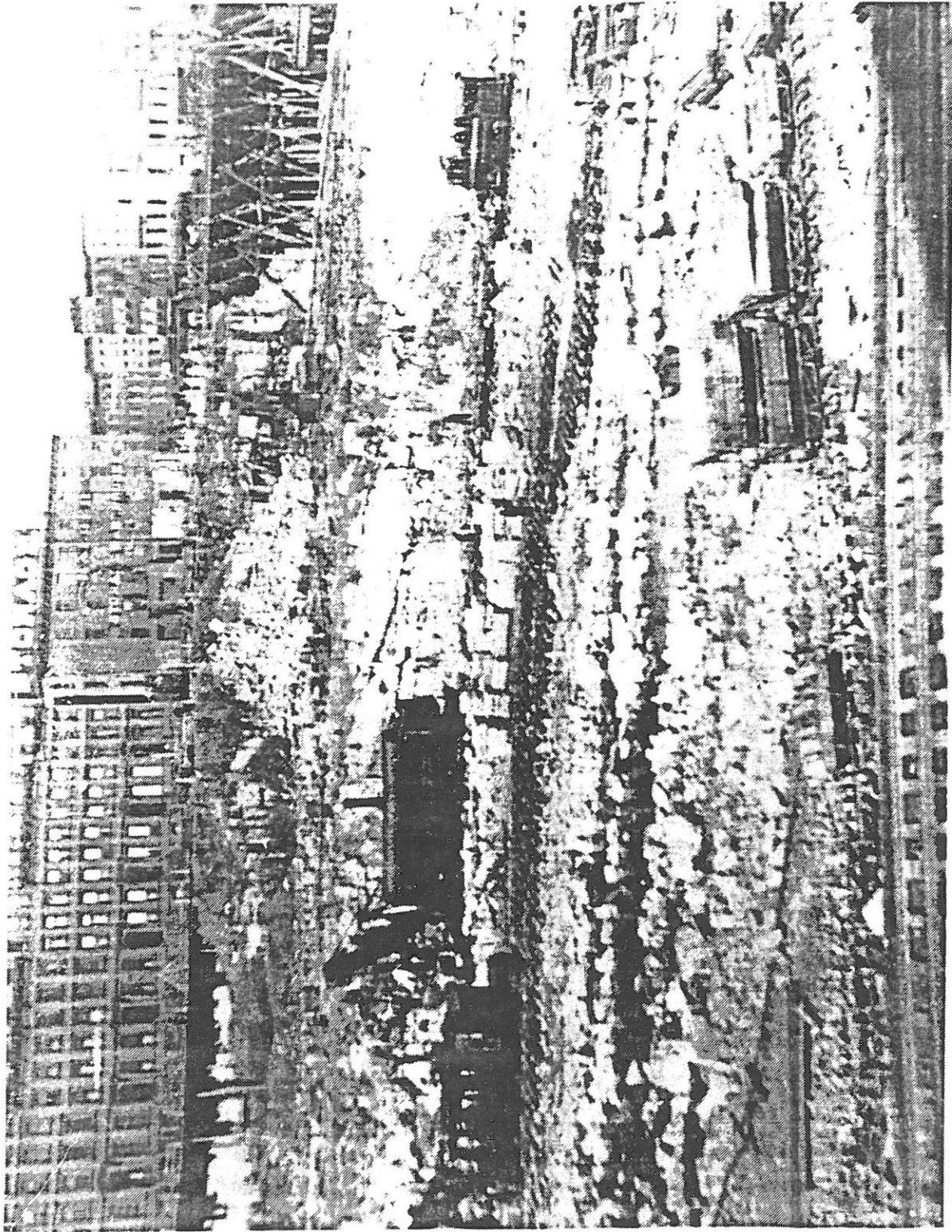


FIGURE 7. Photograph of the type of excavations made during the construction of Penn Station in the early-twentieth century. This view is looking north across the site of the Penn Station/Farley Post Office complex. As one can see, the bedrock was extensively quarried and removed from the site (Photo courtesy of the U.S. Postal Museum, Farley Post Office, New York NY)

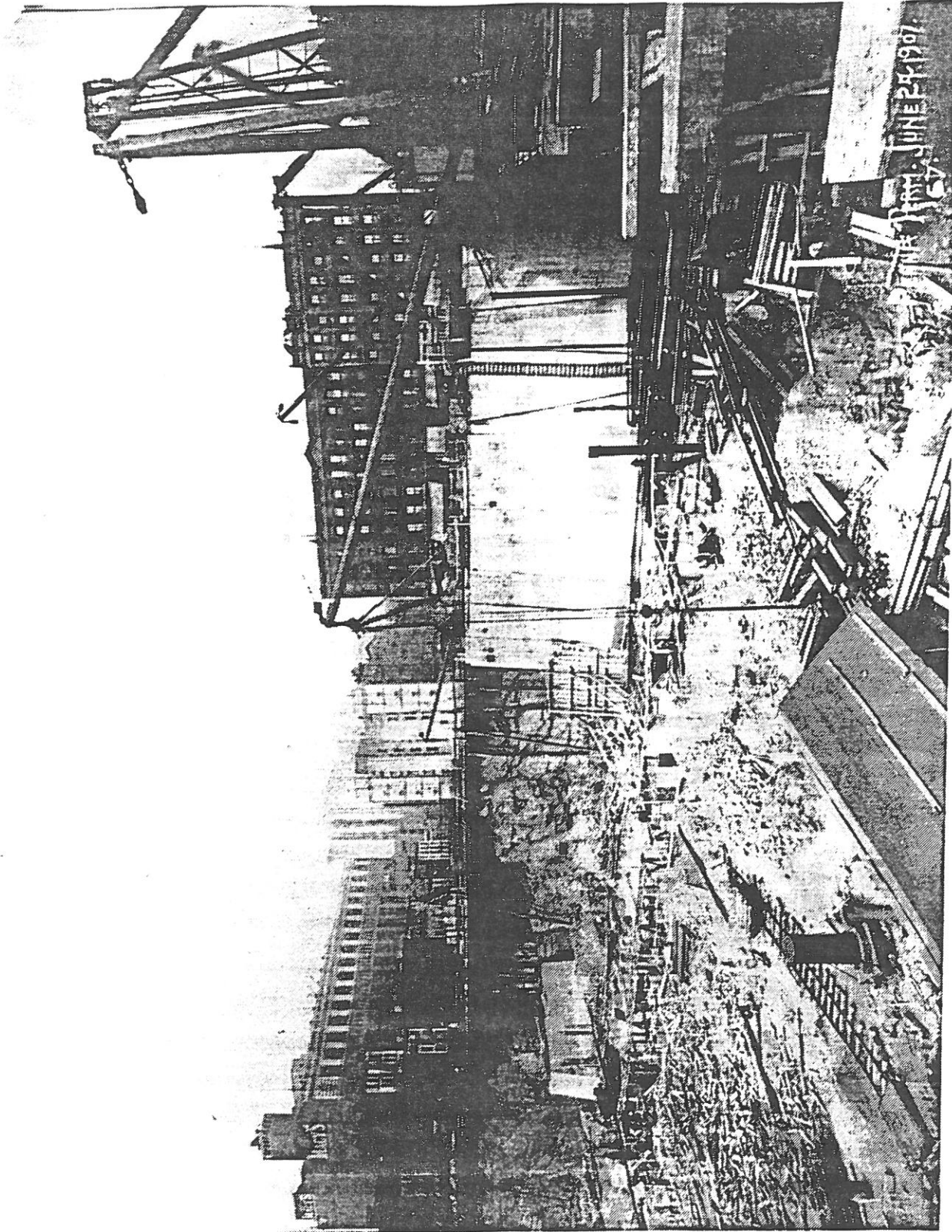
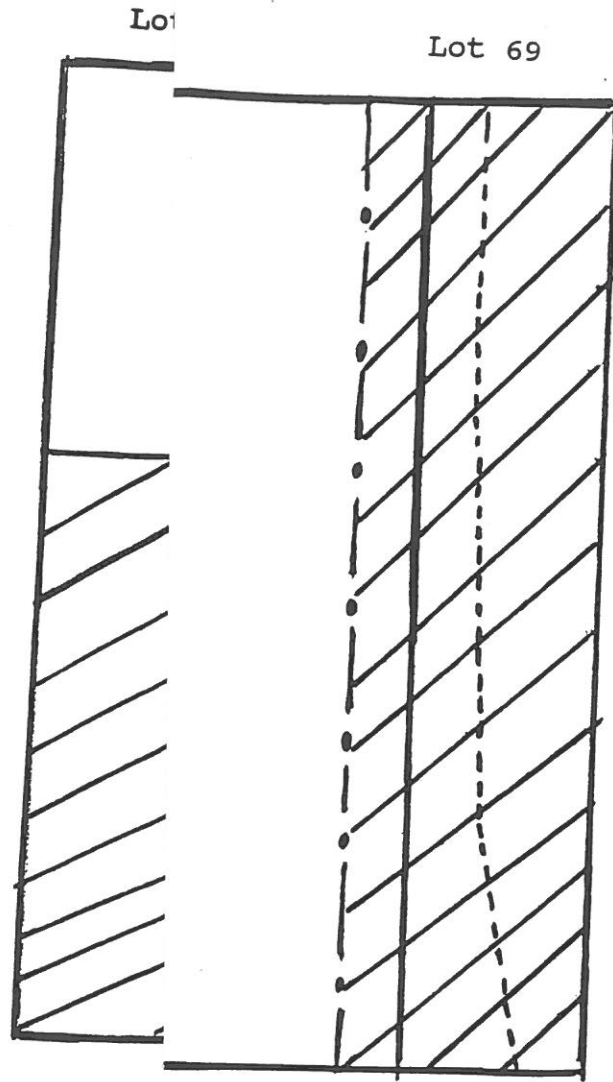





FIGURE 8. Photograph of the excavation made for the construction of Penn Station looking northeast from the Service Building site towards 33rd Street and Seventh Avenue. Excavations had to be made down into bedrock; the top of which appears in this photo to be immediately beneath the ground surface (Photo courtesy of McKim Mead & White Archives, Architectural Library, Columbia University).



Legend

-  - - - - - ing site showing the extent that construction of the Service
-  3-5 ft. of the original ground s time. Also shown are the limits e occupied the lots before the en that the rear half of Lots 60)').
-  - - - - -

B. Lot 69 - west of the Service Building

The first development occurred on Lot 69 between 1841 and 1854 and consisted of three separate structures. A brick structure that fronted directly on West 31st Street and used for small-scale manufacturing was built while this portion of Lot 69 was owned by either James Whiting or Theodore Martine. The building measured 25 x 25 feet; however, it is not known who occupied it or for what purpose. Also during this time, a small frame manufacturing structure and a brick dwelling were built on the rear portion of Lot 69 during the ownership of either George McKeachie, John Smith, Joseph Miller or James Curry. By 1859, the frame structure in the middle of the lot was torn down and a small brick addition was constructed on the rear brick dwelling. This occurred while John H. Crowell owned the property (Perris 1854:Vol. 7, Plate 90; Perris 1859:Vol. 6, Plate 88).

During the 1860s and 1870s, Andrew Hafner established and operated a brewery on Lot 69 and Lot 9, immediately to the south. Hafner demolished the brick dwelling in the rear of Lot 69 and built a new 25 x 50 foot brick structure, which he probably used for his business (Robinson 1885:Plate 14). Hafner and his family also lived on Lot 69. It is possible that they lived in the structure that had been built by 1854 directly fronting West 31st Street or it is possible a new residence was built on this earlier structure's footprint.

The two existing structures on Lot 69 were then torn down between 1897 and 1902 and replaced by a four-story brick building which was owned by real estate agent, Abraham Manheimer. The new building covered the entire lot and was probably some type of multi-family residential structure (Bromley 1902:Plate 15). Although it did not have a basement, its construction probably would have disturbed any cultural remains associated with the earlier structures that may have been present. Shortly after it was built, this last structure was torn down for the construction of the Service Building, which was completed in 1910.

Prior to the construction of the Service Building, bedrock was only 10-15 ft. below ground surface in the rear of Lot 69 and 40 ft. below in the front. During the construction, basically half the lot was excavated down into bedrock (see Figure 9). Also, approximately 5 ft. of the original ground surface was removed from the site at this time (Pennsylvania Tunnel & Terminal Railroad Co.:Drawings 14 & 15). This would have definitely destroyed any remains or buried ground surfaces (A-horizons) that might have existed. Because of this extensive disturbance and the fact that practically the entire lot had been covered with buildings since it was first developed, HCI concludes that there is no potential for any significant archeological cultural resources to exist on Lot 69 of the Penn Station Service Building site.

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