A lightweight, enclosed bridge would take visitors into the park, where the waiting room would be rebuilt as train curves around and above it; Amtrak rails run beneath it.

The Morris Park station originally looked something like an elaborate masonry barn — Expressway chopped off the station's handsome hip-roofed porch in the early 1960s.

Tony Cenicola/The New York Times

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SLO Architecture

the Parks Department

More than a decade ago, Amtrak wanted to demolish the station, stewardship."

neighborhood by reconstructing the interchange of Sheridan highway into a more pedestrian-friendly boulevard. The state has capping an environmental victory for a community long plagued by A coordinated grassroots movement also beat back a state plan to Bronx River Alliance.

This is a story Mr. Shuffler knows firsthand. When he was growing up in Soundview, near the Gilbert station, in the 1980s and '90s, the group as "an anti-gentrification strategy" that prevents a organization he now heads. A coordinated activist effort by dozens up in Soundview, near the Gilbert station, in the 1980s and '90s, the of groups ultimately resulted in the removal of 700 tons of garbage, of the neighborhood."

Local nonprofit groups and Amanda Schachter and Alexander groups ultimately resulted in the removal of 700 tons of garbage, of the neighborhood."

This and other concepts have been developed by the group's executive director . A coordinated activist effort by dozens up in Soundview, near the Gilbert station, in the 1980s and '90s, the of groups ultimately resulted in the removal of 700 tons of garbage, of the neighborhood."

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"Amtrak remains receptive to whatever plans the B.R.A. (or any other group) has for the station and is willing to entertain proposals from interested parties for restoration of the station under the condition the recipient must renovate the building, so it no longer poses a safety and structural threat to Amtrak," Jason Abrams, an Amtrak spokesman, said in an email.

He added that Amtrak remained "very concerned" about the station's structure, and that the railroad had received no concrete proposals.

"While we would like to work out a solution for the future use of this historic station," he said, "our primary responsibility is to ensure the safety of our employees and passengers, and we may have to resort to demolition if plans are not received in the near future."

As with most dreams hatched by nonprofit groups, one of the thorniest challenges is how to pay for any station revitalization. A private 2018 feasibility study estimated project costs at $10 million to $15 million, but Mr. Shuffler said he believed the work could be done for $8 million to $10 million, funded by private grants, financing and public money.

“One of my priorities for the new year is to advocate for the inclusion of Cass Gilbert's Westchester Avenue station for listing on the National Register of Historic Places" to "lay the groundwork for the refurbishment of the station" by qualifying such a project for tax incentives, said Rep. Ritchie Torres, a Democrat who represents the South Bronx in Congress.

He added that he suspected that money from the bipartisan infrastructure bill passed by Congress in November could be allocated toward the station's rejuvenation.

If the project succeeds, footsteps will echo daily off the station's terrazzo floors for the first time in more than 75 years.

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