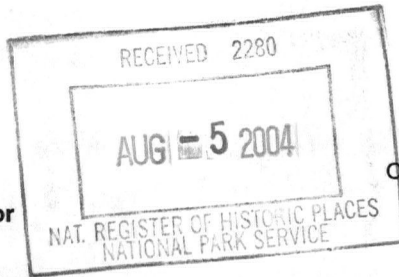


NPS Form 10-900
(Oct 1990)



OMB No. 10024-0018

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 Dyckman Street Subway Station (IRT)
other name/site number _____

2. Location

street & number Between Hillside and St. Nicholas Avenues at the intersection of Dyckman Street and Nagle Avenue [] not for publication
city or town New York [] vicinity
state New York code NY county New York code 061 zip code 10034

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] 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 [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [X] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)
[Signature] 7/22/04
Signature of certifying official/Title Date
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:
[X] 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) _____
Signature of the Keeper [Signature] Date of Action 9-17-04

Dyckman Street Subway Station (IRT)

New York 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 | |
|--------------|-----------------|--------------|
| _____ | _____ | Buildings |
| _____ | _____ | Sites |
| 2 | 0 | Structures |
| _____ | _____ | Objects |
| 2 | 0 | TOTAL |

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Resources of the New York City Subway System

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

Current Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th & 20th Century Revivals/

Beaux-Arts

Materials

(Enter categories from instructions)

Foundation Concrete, steel

Walls Brick, concrete

Roof Steel, concrete

Other

Narrative Description

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

See continuation sheet

United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

Dyckman Street Subway
Station (IRT)

Section 7 Page 1

Name of Property
New York County, New York
County and State

7. Narrative Description

Dyckman Street (IRT) Subway Station (Broadway-Seventh Avenue Line) IRT Station is located in north-western Manhattan. The station was completed in 1906 as part of the original Interborough Rapid Transit (IRT) Contract 1. It is aligned in a north-south direction at and above grade on a triangular-shaped island located between Hillside and St. Nicholas Avenues, at the intersection of Dyckman Street and Nagle Avenues in the Washington Heights section of upper Manhattan. The station incorporates a Beaux-Arts style control house and platforms aligned in a north-south direction. Platform extensions were added in 1908, and in 1991, the interior of the control house underwent an extensive renovation. This narrative description was taken largely from the *Dyckman Street Station Report* (1994) and was supplemented with field observations undertaken in March 2004.

General Characteristics and Construction Methods

The Dyckman Street station is a two-track, side platform, transition station between subway and elevated lines. It is built on a steel frame with concrete decks and retaining walls. The platform level is situated at the base of a hill, where the subway emerges from the Fort George tunnel to the south and the elevated tracks meet grade at the north.

The following description of the construction of the elevated lines is taken from *The New York Subway: Its Construction and Equipment*, 1904:

The three-track viaducts are carried on two column bents where the tail is not more than 29 feet above the ground level, and on four-column towers for higher structures. The tops of the towers have X-bracing and the connecting spans have two panels of intermediate vertical sway bracing between the three pairs of longitudinal girders. In the low viaducts, where there are no towers, every fourth panel has zigzag lateral bracing in the two panels between the pairs of longitudinal girders.

The towers have columns consisting as a rule of web plate and four bulb angles. The horizontal struts in their cross-bracing are made of four 4x3-inch angles, latticed to form an I-shaped cross-section. The X-bracing consists of single 5x3.5-inch angles. The tops of the columns have horizontal cap angles on which are riveted the lower flanges of the transverse girders; the end angles of the girders are web-riveted to the transverse girders. The outside longitudinal girder on each side of the viaduct has the same depth across the tower as in the connecting span, but the four intermediate lines are not so

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Continuation Sheet**

Dyckman Street Subway
Station (IRT)

Section 7 Page 2

Name of Property
New York County, New York
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deep across the towers. In the single trestle bents the columns are the same as those just described, but the diagonal bracing is replaced by plate knee-braces.

The double height, wedge-shaped control house is built below the elevated structure and serves as further support for the tracks and platforms above. The façade of the Beaux-Arts-style control house is visible on the north and east (Photo 1). It is made of concrete patterned to imitate ashlar stone construction. There is an articulated plinth and a corner pier on the northeast corner, at the junction with the elevated structure. On the north façade a pair of arched entry doors provides entry to the structure at the top of a flight of stairs (Photo 2). The west façade is characterized by a series of seven monumental arched windows.

On the platform level above, the canopies and parapet rails are typical of Contract 1 elevated stations. The canopy structure is made up of trussed-steel frame T-sections and the rafter tails are cut in a rounded motif. The roofs of the canopies are sheathed with standing seam metal. The parapet railings are ornamented in the typical rectangular cast-iron open work found throughout the elevated structures of the IRT. Windscreens extend the length of the canopy on both platforms. On the uncovered platform section, the original ornamental lampposts have been replaced by simple steel tubes and modern cube-shaped fixtures. The railings are mostly intact and their historical condition is not hidden by metal windscreens.

Station Circulation

This station is accessed via a short flight of stairs on its northern end that lead from the street level. Once inside the control house, the control area is separated from the non-paying area by modern security gates and a bank of modern turnstiles placed approximately mid-way down the length of control house. Inside the paid area, two flights of stairs (one each on the east and west of the control house) lead up to platform level.

Control House

The interior of the control house was extensively renovated in 1990–1991, but much of the original fabric of the space remains. The interior of the control house has a double-height concrete ceiling adjacent to the two large semi-circular windows which open to Hillside Avenue. On the east, the ceiling is dropped about five feet (to accommodate the track bed above) and is finished with an arched, suspended ceiling (Photo 3). These arches provide support for the track bed above. The rest of the ceiling is a grid of massive I-beams. The western wall is dominated by the massive arched windows that flood the

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Continuation Sheet**

Dyckman Street Subway
Station (IRT)

Section 7 Page 3

Name of Property
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interior space with natural light (Photo 4). A new metal and ceramic tile token booth is located on the east wall, which originally had three windows facing St. Nicholas Avenue; only one is now visible and filled-in with modern glass block (Photo 5). A set of new turnstiles and safety gates (fitted with spiked bird control devices along the top edge) divide the space roughly in half. The paid waiting area is located along the south wall and is flanked by concrete stairs which lead up to the platforms. A door in the recently built south wall gives the staff access to a corridor with lockers, a toilet and two mechanical spaces. Originally, these were public toilets for the waiting area (Photo 6). The passage also opens to the unembellished track crew quarters that are located along Hillside Avenue.

The eastern western and northern walls of the public area include an original 12-inch wide green mosaic frieze which frames the arched window and door openings. There is an original buff colored Roman brick wainscot that also extends around these three walls. The new south wall of the waiting area features a solid yellow colored tile band with a contemporary artist's rendition of birds in flight in bas relief. Throughout the station, the white glass tile field has been replaced with modern ceramic tiles. The floor is covered in 12-in ceramic tile.

Uptown Platform

The southern end of the uptown platform meets the entrance of the Fort George Tunnel. A tall concrete retaining wall lines the platform side at this point. An original "Dyckman Street" sign executed in blue and green tiles with white lettering is pressed into the wall at the far southern end of this platform (Photo 7).

Continuing north, the concrete retaining wall gradually reduces in height. Modern lampposts line the platform deck, and once the retaining wall has reached grade, original railings continue for the duration of the platform length (Photo 8). These railings are typical of those used in the original IRT elevated stations – paneled posts are connected to simple top and bottom rails by stylized fretwork and C-shaped scrolls (Photo 9). Windscreens have been placed along the platform for the length of each canopy. At the far northern end of the platform is a small wooden, hip-roofed structure which may have served as a signal tower (Photo 10).

Downtown Platform

One small masonry structure is located at the far southern end of the downtown platform. This was once the blacksmith's room. An additional temporary metal structure has been erected between the motorman's room and the south end of the platform. Continuing

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Dyckman Street Subway
Station (IRT)

Section 7 Page 4

Name of Property
New York County, New York
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northward along the platform, the original railings, consisting of riveted panels and simple posts, remain. Wrought iron signs with scrolled brackets are attached to the top rail at regular intervals. A canopy, identical to the one found on the Uptown platform extends over the platform near the entrance to the control house (Photo 11). Windscreens have also been fitted along this side of the station in the area beneath the canopy.

The Fort George Tunnel Portal

Fort George is the common name of the neighborhood immediately surrounding the Dyckman Street Station and the name of the tunnel located immediately south of this station (Photo 12). The Fort George Tunnel Portal was designed by Heins & LaFarge in a Beaux-Arts style that matches the exterior of the Dyckman Street control house. The base is constructed of rusticated granite which forms an arch with a prominent keystone. This is surmounted by a concrete parapet wall decorated with pyramidal medallions (Photo 13). The tunnel opening is topped by a square pediment decorated with stylized scrolls on either side of an inscription that reads, "Fort George 1776-1906."

Dyckman Street Subway Station (IRT)
Name of Property

New York County, New York
County and State

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.

Criteria Considerations

(Mark "x" in all 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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

- Transportation
- Architecture
- Engineering
- Community Planning and Development
- Social History

Period of Significance

1906-1908

Significant Dates

1906

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Parsons, William Barclay (engineer)
Heins, George L. and
LaFarge, Christopher G. (architects)

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):

- 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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal Agency
- Local Government
- University
- Repository name: NYC Transit Archives
NYC Landmarks Preservation Commission

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Continuation Sheet

Dyckman Street Subway
Station (IRT)

Section 8 Page 1

Name of Property
New York County, New York
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8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the Dyckman Street Station (IRT), Broadway/7th Avenue line, is significant under Criterion A in the areas of transportation, community planning and development, and social history. The station also meets Criterion C in the areas of engineering and architectural design. The Dyckman Street Station was opened in 1906 as one of several stations built (Under Contract 1) for the original Interborough Rapid Transit (IRT) system. It was one of thirteen elevated stations in the original IRT system. The Dyckman Street Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. Dyckman Street is one of the 12 elevated stations built by the IRT under Contracts 1 and is significant at the local and national levels.

William Barclay Parsons (1859-1902), a Columbia University-trained engineer, began to devise the plan for the creation of the subway system after he was named chief engineer of the Rapid Transit Commission in 1894. Although Parsons was not the first to utilize building techniques associated with underground rail construction, such as the cut-and-cover method, the early IRT system is undoubtedly one of the greatest public works projects ever undertaken.

The engineering and architecture of the early IRT stations was strictly divided between Parsons and the architectural firm he hired – Heins & LaFarge. While all of the structural elements were completed by Parsons, the architectural and artistic design of each station was left to George L. Heins and Christopher Grant LaFarge, a team already famous for the design of the Cathedral of St. John the Divine in Manhattan and buildings at the New York Zoological Gardens in the Bronx. Heins & LaFarge drew on the ideas presented by the “City Beautiful” movement for their inspiration (HAER 1979:368). Proponents of the movement believed that by creating a beautiful municipality, its inhabitants would be inspired to a higher level of moral and civic virtue and the subway was to be no exception.

In 1891, the *Report of the Rapid Transit Commissioners* stated that every effort should be made “in the way of painting and decoration to give brightness and cheerfulness to the general effect” of the stations (in NYC Landmarks Preservation Commission, *IRT Subway System Underground Interior Designation Report* 1979: 4). Each subterranean IRT station had its own unique color scheme, while the majority of the elevated stations were built in an almost identical Queen Anne style with elaborate ironwork railings and

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Dyckman Street Subway
Station (IRT)

Section 8 Page 2

Name of Property
New York County, New York
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simple but finely detailed control houses. Dyckman Street is a unique example of a Beaux-Art style above-ground control house and station. The elevated stations of the original IRT line reflect the traditional use of Neo-Gothic design in railroad station buildings in America and Europe at the turn of the century, as well as a taste for period revival styles in public architecture associated with the City Beautiful movement. The Dyckman Street Station is architecturally significant as a unique example of Beaux-Arts design by Heins & LaFarge (*NYCT Historical Properties Survey: Phase II* 1994: 8). The station is built into the side of the hill and incorporates the Fort George Tunnel located at the southern end of the station platform – both unique design obstacles that were overcome by Parsons and his team.

The influence of the Broadway and Lenox Avenue branches of the original IRT (Dyckman Street station is on the Broadway branch) on the development of upper Manhattan and Bronx cannot be underestimated. From 1904 to World War I the farms and small villages of the East Bronx were transformed through rapid urban development into densely settled working class neighborhoods (Hood:112).

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National Register of Historic Places
Continuation Sheet

Dyckman Street Subway
Station (IRT)

Section 9 Page 1

Name of Property
New York County, New York
County and State

9. Bibliography

Cudahy, Brian. *A Century of Subways: Celebrating 100 Years of the New York City's Underground Railways*. New York: Fordham University Press, 2003.

Hood, Clifton. *722 Miles: The Building of the Subways and How they Transformed New York*. Baltimore: Johns Hopkins University Press, 1993.

Interborough Rapid Transit Company. *The New York Subway: Its Construction and Equipment*. 1904. Reprinted on website managed by David Pirmann (2004). Retrieved 03/14/04 from source: <http://www.nycsubway.org/irt/irtbook/>.

National Park Service, Department of the Interior Historic American Engineering Record NY-122, "Interborough Rapid Transit Subway (Original Line): The NY Rapid Transit Decision of 1900: Economy, Society, Politics" prepared by Walter B. Katz, 1979.

New York City Landmarks Preservation Commission. *IRT Subway System Underground Interior Designation Report*. New York: NYC LPC, October, 1979.

New York City Transit Authority. *Historic Properties Survey: Phase II Dyckman Street Station*. New York:NYCTA, March, 1994.

Orlando, Barbara. "Recapturing the Past: Station Architecture," *At Your Service: MTA New York City Transit Employee Newsletter*, March, 2004.

Parsons, Brinckerhoff, Quade & Douglas, Inc., Historical Perspectives, Inc. and Robert E Olmstead, P.E. "Phase I: Reconnaissance Level Historical Survey of Transit Authority Properties," June, 1991.

Dyckman Street Subway Station (IRT)

New York County, New York

Name of Property

County and State

10. Geographical Data

Acreege of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid with 4 columns: Zone, Easting, Northing. Row 1: 18, 590520, 4523640, 3. Row 2: empty boxes.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By (*See Continuation Sheet for authors*)

Form fields: name/title (Contact: Kathleen A. Howe, Historic Preservation Specialist), organization (NYS Office of Parks, Recreation & Historic Preservation), Date (July 26, 2004), street & number (Peebles Island, PO Box 189), Telephone (518-237-8643 ext. 3266), city or town (Waterford), state (NY), zip code (12188).

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with SHPO or FPO for any additional items)

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

Form fields: name (MTA New York City Transit), Contact: Hollie Wells, Project Administrator, street & number (2 Broadway, 6th Floor, D6.125), telephone (646-252-4268), city or town (New York), state (NY), zip code (10004).

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. 470 et seq.)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Dyckman Street Subway
Station (IRT)

Section 10 Page 1

Name of Property
Bronx County, New York
County and State

10. Geographical Data

Verbal Boundary Description

The boundary of the Dyckman Street Station – Broadway/7th Avenue Line is shown as the bold line on the accompanying site plan entitled, “Dyckman Station, Station Plan, Broadway/7th Avenue Line – IRT Division, 1998.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Washington Heights, MTA, 1999.” The designation for the Dyckman Street Station includes all portions of the station at track level that fall within the boundaries of the current platforms, as well as the stairways and control house located at street level. It also includes the entrance portal to the Fort George Tunnel.

Boundary Justification

The boundaries for the Dyckman Street Station represent the portions of the original station completed by 1906 and, due to the overall structural integrity of the station, include platform extensions. The opening for the Fort George Tunnel immediately abuts the station at its southern end and is also included as part of the nomination. The boundaries are indicative of this station’s period of significance – 1906 -1908.

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National Park Service**

**National Register of Historic Places
Continuation Sheet**

Dyckman Street Subway
Station (IRT)

Section 11 Page 1

Name of Property
New York County, New York
County and State

11. Form Prepared By:

Steven Bedford, Principal Architectural Historian
Stacey Vairo, Architectural Historian
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106
860-247-7200

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Dyckman Street Subway
Station (IRT)

Section 11 Page 2

Name of Property
New York County, New York
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Additional Documentation

List of Black and White Photos
Dyckman Street Station (Broadway/7th Avenue)
New York County, New York

Photographer: Stacey Vairo
Date: March 2004
Negatives on file: Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106

1. Hillside Avenue entrance to control house. View southeast.
2. Tracks above entrance to control house. View south.
3. Interior of control house – main exit doors. View north.
4. View of large window on western wall of control house. View east.
5. Interior of the control house - ticket booth and security gates. View southeast.
6. Waiting area of the control house with tiled artwork. View south.
7. Tiled name tablet near Fort George Tunnel opening on Uptown platform. View southeast.
8. Railing along northbound track. View northeast.
9. Railing along stairway leading down to the control house – northbound side. View north.
10. Far northern end of northbound platform including power distribution building. . View north.
11. Detail of canopy ceiling over southbound platform. View north.
12. Entrance to the Fort George Tunnel Portal from the northbound platform. View south.
13. Detail of Fort George Tunnel Portal. View south.

Washington Heights

THE CLOISTERS • FORT TRYON PARK • FORT WASHINGTON PARK • FORT GEORGE • HIGHBRIDGE PARK

Streets & Bridges
 Fairview Avenue, F6
 Fort George Avenue, D8
 Fort Washington Avenue, H4
 George Washington Bridge, G5, M3
 Harlem River Drive, H10
 Haven Avenue, L4
 Henry Hudson Parkway, A-K2
 Hillside Avenue, E6, C7
 Broadway, D-45, M6
 Broadway Terrace, F6
 Cabott Boulevard, H-K4
 Chittenden Avenue, H3
 Colonel Magaw Place, K5
 Dongan Place, B5
 Dyckman Street, A6, D9
 Ellwood Street, D5
 Exterior Street, B11

Riverside Drive, A-H3
 Saint Nicholas Avenue, H-M7
 Sherman Avenue, B6
 Sickles Street, D6
 Teuth Avenue, A9
 Thayer Street, B2
 Wadsworth Avenue, H-M7
 Wadsworth Terrace, G6
 Washington Bridge, L10
 Hillside Avenue, E6, C7
 Washington Terrace, J8
 West 177 Street, M6-8
 West 178 Street, M5-8
 West 179 Street, M5, L8
 West 180 Street, L5-9
 West 181 Street, L5-9
 West 182 Street, K9
 West 183 Street, M5, K8
 West 184 Street, J5-9
 West 185 Street, J4, J8

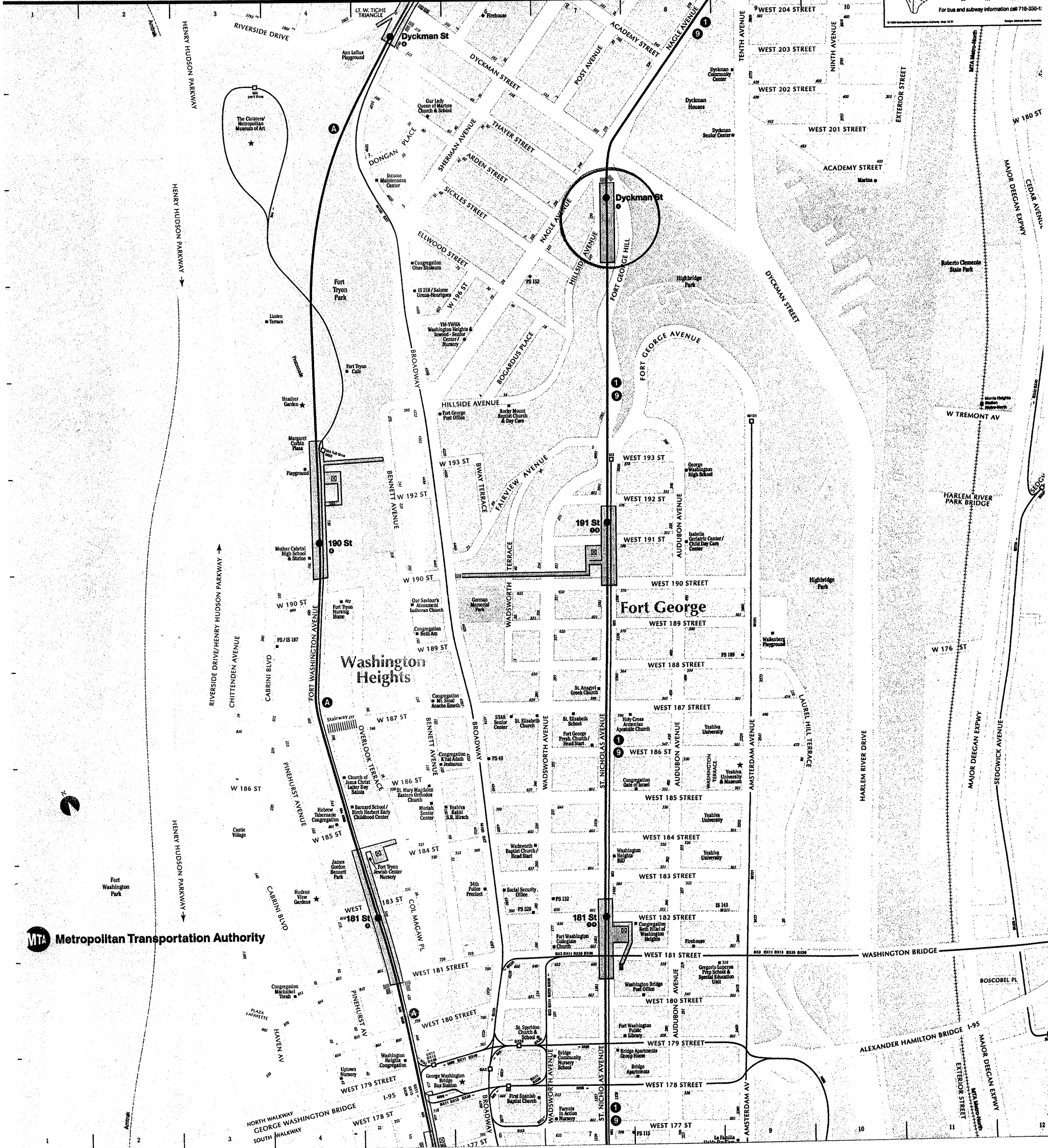
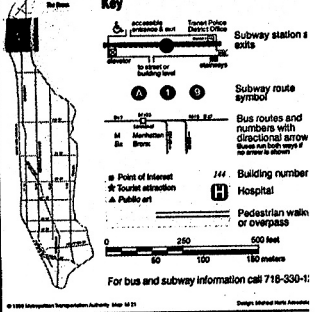
Points of Interest
 Barnard School/Herbert
 Early Childhood Center, J5
 Bridge Apartments, M8
 Bridge Community Nursery
 School, M7
 Group Home, M8

Churches
 Castle Village, J3
 Church of Jesus Christ Latter
 Day Saints, J4
 *Catholic/Metropolitan Museum
 of Art, B2
 Congregation Beth Am, G5
 Congregation Beth Hillel of
 Washington Heights, N3
 Congregation Gate of Israel, J8
 Congregation K'hal Adath
 Jeshurun, H5
 Congregation Machkai Torah, L4
 Congregation Mount Sinai Anshe
 Emeth, H15
 Congregation Ohav Shalom, C5
 Congregation Shalom, B8
 Community Center, A9
 Senior Center, B9
 Firehouses: A6, K8

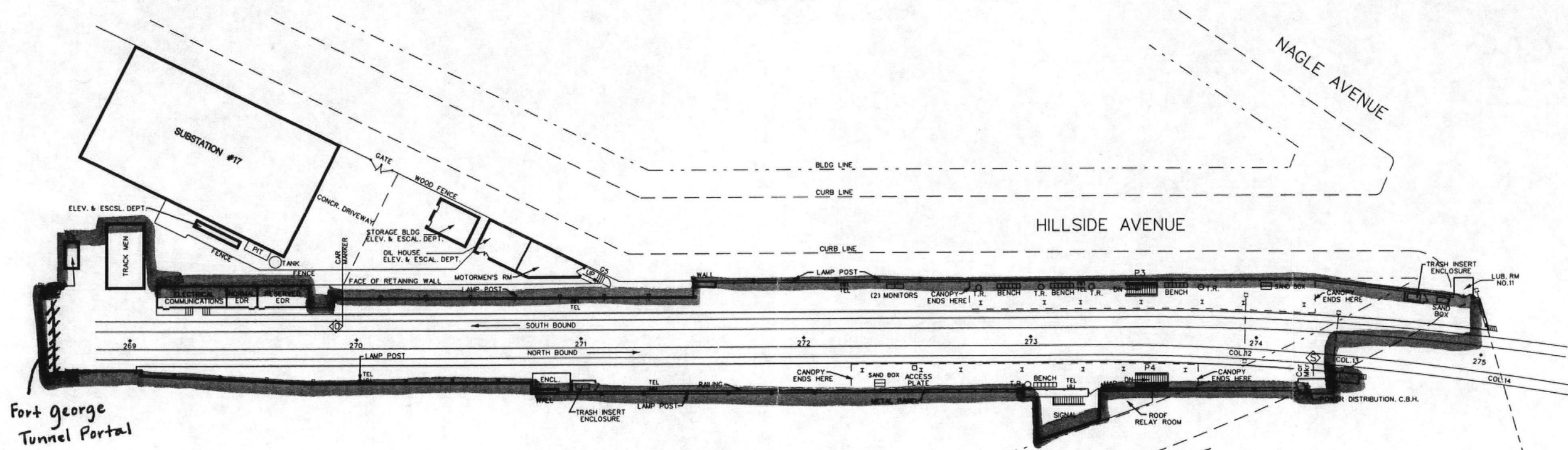
Schools
 Fl. George, G8
 Fl. George Presbyterian
 Church/Head Start, H7
 Fl. Tryon Jewish Center
 Nursery, K5
 Fl. Tryon Nursing Home, G4
 Fl. Tryon Park, D4
 Ann Lellus Playground, A4
 Cote, D4
 *Catholic/Metropolitan
 Museum of Art, B3
 *Heather Garden, E4
 Linden Terrace, D4
 Margaret Corbin Plaza, E4
 Fl. Washington Collegiate
 Church, K7
 Fl. Washington Park, K2
 Fl. Washington Public
 Library, L8

Libraries
 *George Washington Bridge
 Bus Station, M6
 George Washington High School, E8
 German Memorial Park, G9
 Gregorio Luperon Prep School &
 Special Education Unit, L8
 Hebrew Tabernacle Congregation, J4
 Highbridge Park, D6, G10
 Holy Cross Armenian Apostolic
 Church, H9
 *Hudson View Gardens, K4
 Income Maintenance Center, B5
 IS 143, K9
 IS 218/Salome Ureana-Henriquez, B5
 Isabella Galante-Centeno/Chad Day
 Care Center, F8
 James Gordon Bennett Park, K4
 La Familia Unida Day Care, M9

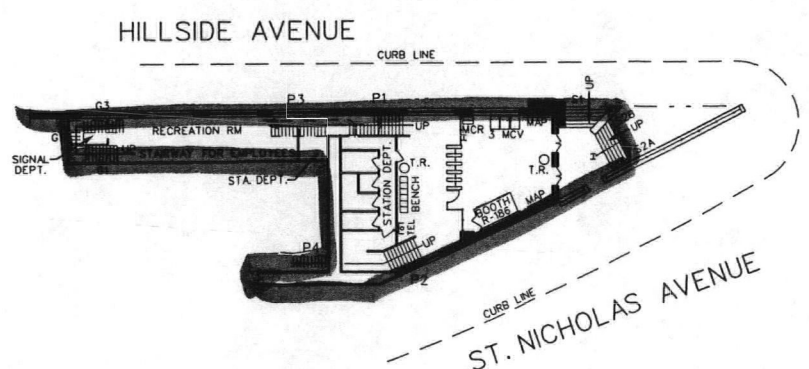
Marina
 B10
 Moriah Senior Center, J5
 Morris Heights Station, Metro-North, E11
 St. Anagni Greek Church, H7
 St. Elizabeth Church, H6
 St. Elizabeth School, H7
 St. Mary Magdalene Eastern
 Orthodox Church, J6
 St. Stephen Church & School, L6
 Social Security Office, K8
 Ulysses Nursery, M4
 Wadsworth Baptist Church/Head
 Start, J6
 Washington Heights, G5
 Washington Heights Business
 Improvement District, J7
 Washington Heights
 Congregation, M5
 Yeshiva Rabbi S.A. Hirsch, J5



MTA Metropolitan Transportation Authority



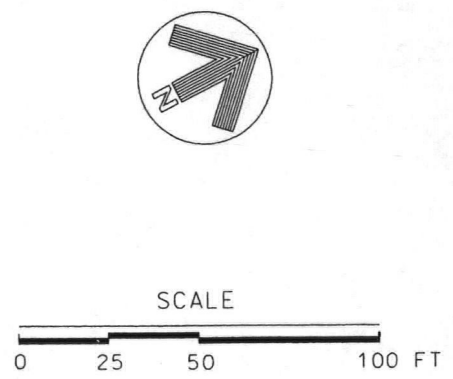
PLATFORM PLAN




FLOOR PLAN OF STATION BUILDING

| DATE | REVISIONS | BY |
|----------|--|------|
| 9-14-98 | ALTERATION TO FARE CONTROL | H.H. |
| 10-25-00 | REVISED AS PER FIELD SURVEY, NEW ROOMS ADDED AT SOUTH EAST SIDE OF S/B PLATFORM. | D.I. |
| 1-17-03 | REVISED AS PER FIELD SURVEY, NO STRUCTURAL CHANGES. | D.I. |

NOTE: THIS DRAWING SUPERSEDES IRT DRAWING NO.9783 DATED AUG. 29, 1912.



| | | | |
|---|---|--|---------------|
| NEW YORK CITY TRANSIT DEPARTMENT OF SUBWAYS MAINTENANCE OF WAY DIVISION ENGINEERING SUBDIVISION INFRASTRUCTURE SECTION  | DYCKMAN STATION STATION PLAN BROADWAY/ 7th AVE. LINE - IRT DIVISION STATION NUMBER: 299 | | DATE: 8-26-98 |
|---|---|--|---------------|

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Dyckman Street Subway Station (IRT)
NAME:

MULTIPLE New York City Subway System MPS
NAME:

STATE & COUNTY: NEW YORK, New York

DATE RECEIVED: 8/05/04 DATE OF PENDING LIST: 8/26/04
DATE OF 16TH DAY: 9/10/04 DATE OF 45TH DAY: 9/18/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001021

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: Y

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A+C

REVIEWER Savage DISCIPLINE Architectural History

TELEPHONE _____ DATE 9-17-04

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Dyckman Street Station

R4-19

Bronx Co, NY

View southeast

Photo by: Stacey Vairo

March 2004

Photo 1



A-4-8

Dyckman Street Station

Bronx Co., NY

View south

Photo by: Stacey Vairo
March 2004

Photo 2

Line A Plus
1-800-452-7272

Wanda Robinson
is the Superintendent
for this station.



Dyckman Street Station
Bronx Co; NY

View north

Photo by: Stacey Vairo
March 2004

Photo 3



Dyckman Street Station
Bronx Co., NY
View east

BR-4-10

Photo by: Stacey Vairo
March 2004

Photo A



Dyckman Street

Fares & Tickets



Dyckman Street Station

Bronx Co., NY

View Southeast

Photo by: Stacey Vairo

March 2004

Photo 5

Waiting area

¿Puedo volver
a tarjeta
MetroCard
de 30 días?

No hay ningún problema.

☎ 415 237 77 88

Lost your
30-Day
MetroCard?

No problem!

☎ 415 237 77 88

¿Puedo volver
a tarjeta
MetroCard
de 30 días?

No hay ningún problema.

☎ 415 237 77 88

uptown

Dyckman Street Station
Bronx Co., NY

View south

Photo by: Stacey Vairo
March 2004

Photo 6

PAINT

DYCKMAN ST

No food or drink
allowed

Dyckman Street Station

B4- 3

Bronx Co., NY

View southeast

Photo by: Stacey Vaino

March 2004

Photo 7



Dyckman Street Station

R4- 6

Bronx Co, NY

View northeast

Photo by: Stacey Vairo
March 2004

Photo 8

↓ Exit



R3-23
Dyckman Street Station

Bronx Co, NY

View north

Photo by: Stacy Vaino

March 2004

Photo 9



No smoking or open flames

DANGER

12-21-03
Dyckman Street Station
Bronx Co., NY

View north

Photo by: Stacey Vario

March 2004

Photo 10



Dyckman Street Station

R4-9

Bronx Co., NY

View north

Photo by: Stacey Vairo
March 2004

Photo 11



R3-24

Dyckman Street Station

Bronx Co., NY

View south

Photo by: Stacey Vairo
March 2004

Photo 12



FORT GEORGE

1866

RAIN

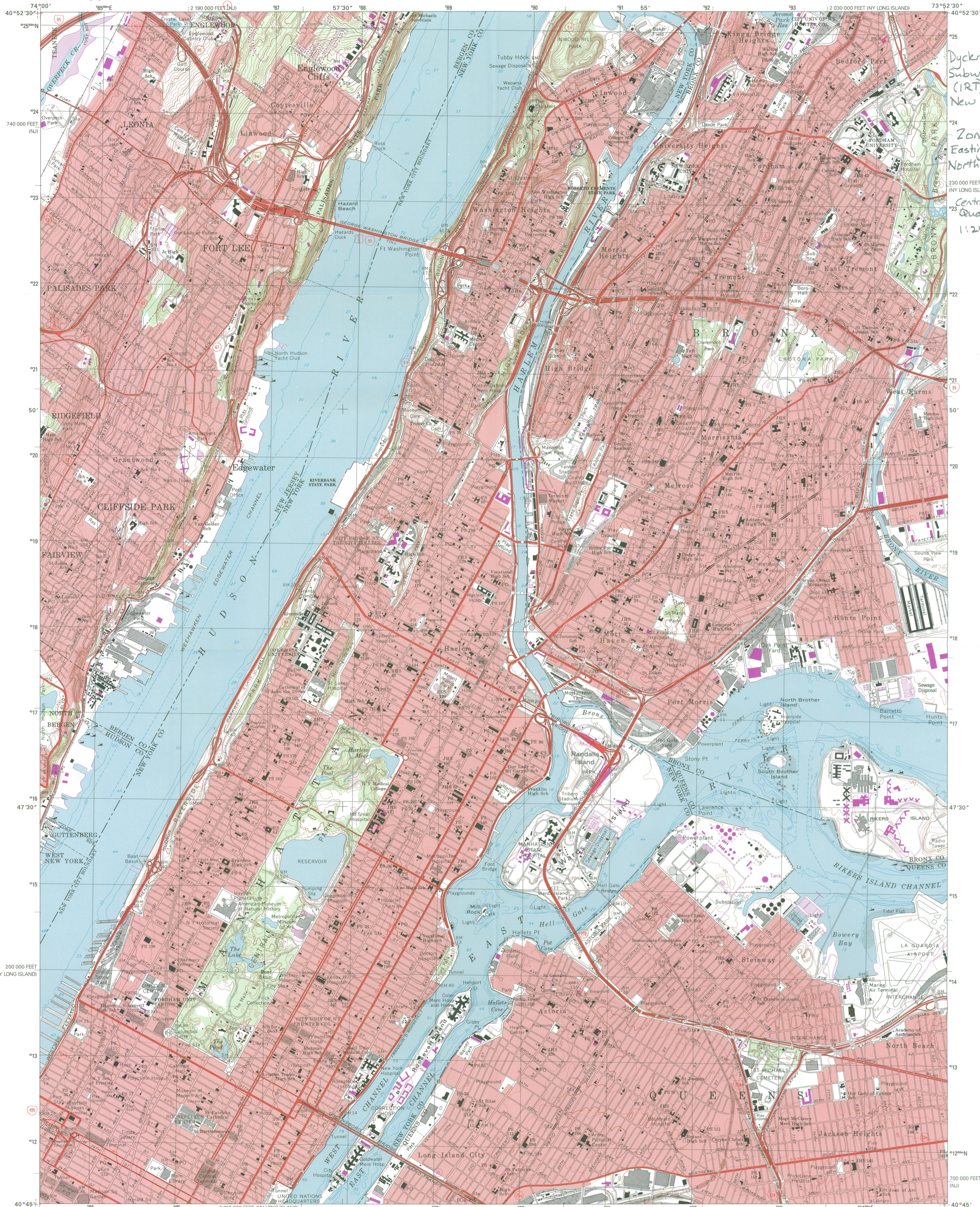
Dyckman Street Station
Bronx Co., NY

124-1

View south

Photo by: Stacey Vairo
March 2004

Photo 13



Dyckman Street Subway Station (IRT) New York Co, NY
Zone: 18
Easting: 590520
Northing: 4523640
230 000 FEET (NY LONG ISLAND)
Central Park Quad - USGS
1:24 000

Produced by the United States Geological Survey
 Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photorevised using imagery dated 1995; no major culture or drainage changes observed. Survey control current as of 1966. Boundaries, other than corporate, revised 1999. Selected hydrographic data compiled from NOS charts 226, 274, 745, 746, and 747 (1966). This information is not intended for navigational purposes. North American Datum of 1927 (NAD 27).
 Projection: New York coordinate system, Long Island zone (transverse Mercator).
 10 000-foot ticks: New York coordinate system, Long Island zone and New Jersey coordinate system.
 1000-meter Universal Transverse Mercator grid, zone 18.
 North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software.
 There may be private inholdings within the boundaries of the National or State reservations shown on this map. Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours.

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929
 TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
 NATIONAL GEODETIC VERTICAL DATUM OF 1929
 TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
 DEPTH CURVES AND SOUNDINGS IN FEET, DATUM IS MEAN LOWER LOW WATER
 THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
 THE MEAN RANGE OF TIDE IS APPROXIMATELY
 4 FEET IN THE HUDSON RIVER AND 5.7 FEET IN THE EAST RIVER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

| | |
|--------------------|--------------------------|
| Primary highway | Light-duty road, hard or |
| hard surface | improved surface |
| Secondary highway | Unimproved road |
| hard surface | |

Interstate Route U.S. Route State Route

QUADRANGLE LOCATION

| | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
| 7 | 8 | |

1 Hackensack
 2 Yonkers
 3 Mount Vernon
 4 Westchester
 5 Flushing
 6 Jersey City
 7 Brooklyn
 8 Jamaica

CENTRAL PARK, NY-NJ
 1995
 NIMA 6265 IV SW-SERIES V821

ADJOINING 7.5' QUADRANGLE NAMES

UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

13 1/2° N
 240 MBS
 0° 42'
 12 MILS

30% TOTAL RECOVERED FIBER

ES&S 01-01-01-000000-7
 9 780607 920253



The New York City Landmarks Preservation Commission

1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797

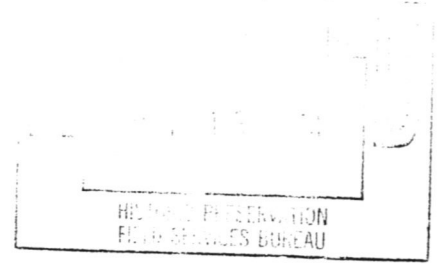
<http://nyc.gov/landmarks/>



RONDA WIST
EXECUTIVE DIRECTOR
rwist@lpc.nyc.gov

May 10, 2004

Ms. Ruth Pierpont, Director
New York State Office of Parks Recreation
and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island
P.O. Box 189
Waterford, New York 12188-0189



Re: The Historic Resources of the New York City Subway System, New York, New York

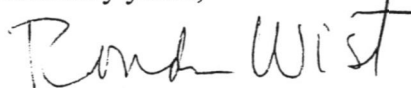
Dear Ms. Pierpont:

I write on behalf of Chair Robert B. Tierney in response to your request for comment on the eligibility of The Historic Resources of the New York City Subway System (a multiple property listing) and the individual subway stations nominated for the State and National Registers of Historic Places.

In 1979, the Commission designated the subway stations at 33rd Street, 59th Street-Columbus Circle, 72nd Street, 79th Street, 110th Street, 116th Street-Columbia University, Astor Place, Bleecker Street, Borough Hall, City Hall, and Wall Street as part of the designation of the Interborough Rapid Transit System as a New York City landmark. The subway stations were designed by Heins & La Farge, while chief engineer William B. Parsons and his staff were responsible for the construction of the system. Mosaic sign panels and terra-cotta and faience plaques embellish each station.

The Commission has reviewed the materials submitted by the Historic Preservation Field Services Bureau and believes that the individual subway stations named above appear to meet the criteria for inclusion on the State and National Registers of Historic Places. The Commission believes that the subway stations at Jackson Avenue, Prospect Avenue, Simpson Street, Atlantic Avenue, Beverley Road, Dyckman Street, Times Square, and Main Street also appear to meet the criteria for inclusion on the State and National Registers of Historic Places.

Sincerely yours,


Ronda Wist

cc: Robert B. Tierney, Chair
Mary Beth Betts