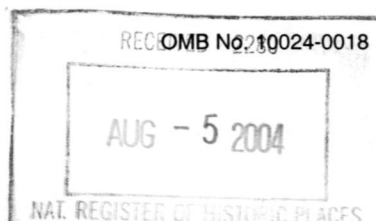


United States Department of the Interior
National Park Service

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 Jackson Avenue Subway Station (IRT)

other name/site number _____

2. Location

street & number Intersection of East 152nd Street and Jackson and Westchester Avenues [] not for publication

city or town Bronx [] vicinity

state New York code NY county Bronx code 005 zip code 10454

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.)

M. M. Carter, SAPO

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

Date of Action

Patricia Savage

9-17-04

Jackson Avenue Subway Station
(IRT)

Bronx County, New York
County and State

Name of Property

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

1

0

Structures

Objects

1

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 Victorian/ Queen Anne

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Steel, wood, copper sheeting

Roof Steel, wood, tile, metal

Other Decorative finishes: cast iron, wood

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
National Park Service

National Register of Historic Places
Continuation Sheet

Jackson Avenue Subway
Station (IRT)

Section 7 Page 1

Name of Property
Bronx County, New York
County and State

7. Narrative Description

The Jackson Avenue Station (IRT) on the White Plains Road line is located in the east Bronx. The station was completed in 1904 as part of the original Interborough Rapid Transit (IRT) Contract 1. The tracks of the station are aligned in a roughly north-south direction parallel to Westchester Avenue. The elevated overpass on which the tracks and associated control houses rest dominates the complicated three-way intersection of East 152nd Street, Jackson and Westchester Avenues. The original station platforms measure approximately 200 feet and were extended ca. 1908 to 350 feet, and again after World War II to 525 feet. This narrative description was taken largely from the NYCT *Historical Properties Survey: Phase II - Jackson Avenue Station Inventory Form* (1994) and was supplemented with observations from field inspections undertaken in March of 2004.

General Characteristics and Construction Methods

The Jackson Avenue Station is an elevated, side platform station with two control houses set obliquely from one another across the tracks. The station is comprised of a pair of outboard platforms, platform canopies, two control house buildings, and sets of covered stairs connecting to the street level. The control houses, with their Queen Anne style principal facades centered about twenty feet above grade, are the most notable features of the station.

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 tours 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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jackson Avenue Subway
Station (IRT)

Section 7 Page 2

Name of Property
Bronx County, New York
County and State

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 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.

Almost all of the elevated control houses built by Heins & LaFarge were constructed in the same manner and Queen Anne style. The low, hipped-roof houses were built of steel framing with wood siding covered in copper sheets. Exterior surfaces were divided into panels that were fitted with finely corrugated copper sheeting to provide a slight change in the texture and color of the exterior surface. Ventilating dormers pierce the roof on two sides and projecting central bays dominate the street side of each house. The bay rests on corbelled brackets and extends through the roof line where it is topped by an ornamental fan gable with decorative finials. It is set with three narrow windows and is ornamented with a geometric pattern of circular and square panels. The standing seam metal roof is painted brick-red and features *fleur-de-lis* ridge-cresting and overhanging, bracketed eaves.

The interior of the control house is a small but tall space, spanned by a pair of steel arches (Photo 1). Each station typically contains a waiting area where a niche once housed a pot-bellied stove. Today many of the niches are filled with modern heaters. Original bathrooms have all been closed off from the public and most have been converted to utility rooms. Floors are constructed of wood plank and the ceilings and walls are finished in tongue and groove paneling.

Steel frame and wood decked parapets flank the control house on its two sides. These lead down to the steel and cast iron stairways, which are supported by Tuscan columns and diagonal bracing. Stair canopies are gabled roofs covered in standing seam metal and decorated with cast iron open work in the typical stylized fretwork and "C" scroll pattern seen throughout the IRT elevated stations. The stairs and verandas incorporate slender metal supports with gently fluted capitals. Metal safety treads line each step. Modern fluorescent box lighting illuminates many of the stairways, but a few original three-bulb light fixtures remain. At the bottom of each stairway is a gabled entry supported by squared columns that feature the same geometric pattern of circles and rectangles seen on the street sides of the control houses. This same pattern is repeated in the cornice of the entry. Two C-shaped brackets hold the original signage above the entry that states "Downtown" or "Uptown."

The platform canopies have a metal clad wooden roof supported by trussed steel T-frames and diagonally braces under the eaves. The projecting rafter tails are rounded at their ends for decorative effect.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jackson Avenue Subway
Station (IRT)

Section 7 Page 3

Name of Property
Bronx County, New York
County and State

Circulation Patterns

The circulation pattern of this station incorporates two elevated platforms each reached via a pair of stairways leading up to each control house. The two control houses are staggered some 200 feet, which is common at diagonal intersections. The control houses are entered through side doors which lead into a waiting area that contains the ticket booth. There are banks of modern turnstiles and safety gates in the center of each control house. Two sets of double doors on the track side of the house lead to the platforms. Exits are blocked by "iron maiden" turnstiles, most of which are original and lead both into the station and to the parapets surrounding the stations. These lead directly to the stairways down to the street.

Uptown Control house, Platform and Stairs

The uptown control house suffered severe fire damage at an unknown date and has been closed for at least a decade (Photo 2). Construction is currently underway to restore the control house. It is enclosed in corrugated metal on three sides and all of the windows have been boarded shut. The corbelled brackets that support the projecting bay on the street side are all missing. No windows are visible as they all covered with metal sheeting (Photo 3). Despite damage to the roof and large sections of missing metal cladding, the ridge cresting is intact, but the finials on the bay have been lost

Security gates are in place along the front of the control house to block off pedestrian traffic (Photo 4). All traffic instead utilizes the parapet walkways which lead directly down to the street. The original turnstiles are in place on exits of this platform. At the top edge they are embossed with the words, "Percy Turnstiles - NY Roto-Date" (Photo 5).

On the open portions of the platforms, the original railings remain intact, but the original lampposts have been removed. The platform canopy, typical to all elevated IRT stations, has a metal-clad wood roof supported by trussed steel T-frames; the feet of the projecting rafters are cut in a circular motif (Photo 6). Windscreens extend only as far as the roof line of the canopies along the platforms on this side, providing an unobstructed view of the surrounding buildings and neighborhood (Photo 7).

The stairway and parapet rails all retain their original cast-iron open work in a rectangular and "C" curve motif. The stair canopies and verandas incorporate slender cast iron columns and the decorated gable-roofed entry remain.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jackson Avenue Subway
Station (IRT)

Section 7 Page 4

Name of Property
Bronx County, New York
County and State

Downtown Control House Platform and Stairs

The exterior of the Downtown control house is largely intact, despite the loss of the central bracket beneath the projecting window (Photo 8).

The downtown (west) control house interior is essentially intact, with metal-clad half light doors, wood plank floors (about 10% concrete), and original tongue-and-groove wood walls on the far ends of the waiting areas. The windows the windows have been blocked up, but the frames are still visible on the interior. There are modern turnstiles and a modern steel and glass token booth has been added on the west wall (Photo 9). Modern fluorescent light boxes are suspended from the ceiling, which is finished in the same tongue-and-groove wood as the walls. It contains a pair of ornamental metal grill vents that open into the attic. The bay windows of the west facade are fully glazed; a rare example, although they have been re-glazed with metal-reinforced safety glass. The original wood plank floors are largely intact as well.

An unusual feature on the western side of the station is the set of covered stairs at the south end, which are cantilevered off the platform structure, instead of supported from below. The railing and canopy details on the west control house exterior and west stairs remain fairly intact. Lines of conduit are run along the center line of the canopy ceiling. The standing seam metal roof that once covered the stairways has been largely been replaced on this side with a newer version of the same material (Photo 10). In some areas, the new roof material was incorporated with the projecting cornices seen on each stair level, in other areas these cornices have been lost.

As on the Uptown platform, there are no windscreens beyond the end of the canopy, resulting in a much more open feeling and the ability to view the surrounding community. The original railings along the downtown platform are substantially intact (Photo 11). The original lamp fixtures have been replaced by modern, tall, arched lampposts with bell shaped shades.

Jackson Avenue Subway Station (IRT)

Bronx County, New York

Name of Property

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

1904-1908

Significant Dates

1904

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jackson Avenue Subway
Station (IRT)

Section 8 Page 1

Name of Property
Bronx County, New York
County and State

8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the Jackson Avenue Station (WPR), White Plains Road, 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 Jackson Avenue Station was opened in 1904 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 Jackson Avenue Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. As one of the 12 elevated stations built by the IRT under Contracts 1 and 2, Jackson Avenue, 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 elevated stations were built in an almost identical Queen Anne style with elaborate ironwork railings and simple but finely

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jackson Avenue Subway
Station (IRT)

Section 8 Page 2

Name of Property

Bronx County, New York

County and State

detailed control houses. 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 Jackson Avenue Station contributed to the ongoing development of the Bronx when it opened in 1904. At the time the neighborhood it served was considered a burgeoning residential area for the City's upper-middle class as many new apartment buildings sprang up.

The architectural integrity of the interior and exterior elements of this station has been preserved to a large degree, and still provides an important visual focus for this neighborhood. The Jackson Avenue Station is architecturally significant as a largely intact example of Queen Anne design by Heins & LaFarge (*NYCT Historical Properties Survey: Phase II* 1994: 8).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jackson Avenue Subway
Station (IRT)

Section 9 Page 1

Name of Property
Bronx 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. *Historical Properties Survey: Phase II – Dyckman Jackson Avenue Station*. New York: NYCTA, August, 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.

Jackson Avenue Subway Station (IRT)

Bronx County, New York

Name of Property

County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	8	5	9	2	1	0	0	4	5	1	8	7	8	0	3												
	Zone		Easting			Northing				Zone		Easting			Northing													
2																4												

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*)

name/title Contact: Kathleen A. Howe, Historic Preservation Specialist

organization NYS Office of Parks, Recreation & Historic Preservation

Date July 28, 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)

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

Jackson Avenue 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 Jackson Avenue Station – White Plains Road Line is shown as the bold line on the accompanying site plan entitled, “Jackson Avenue, Station Plan, White Plains Road Line – IRT Division, 1998.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Borough of the Bronx, Hagstrom Map Company, 2003.” The designation for the Jackson Avenue 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 entrance canopies located at street level.

Boundary Justification

The boundaries for the Jackson Avenue Station represent the portions of the original station completed by 1904 and, due to the overall structural integrity of the station, include platform extensions. The boundaries are indicative of this station’s period of significance 1904-1908.

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

**National Register of Historic Places
Continuation Sheet**

Jackson Avenue Subway
Station (IRT)

Section 11 Page 1

Name of Property
Bronx 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

Jackson Avenue Subway
Station (IRT)

Section 11 Page 2

Name of Property
Bronx County, New York
County and State

Additional Documentation

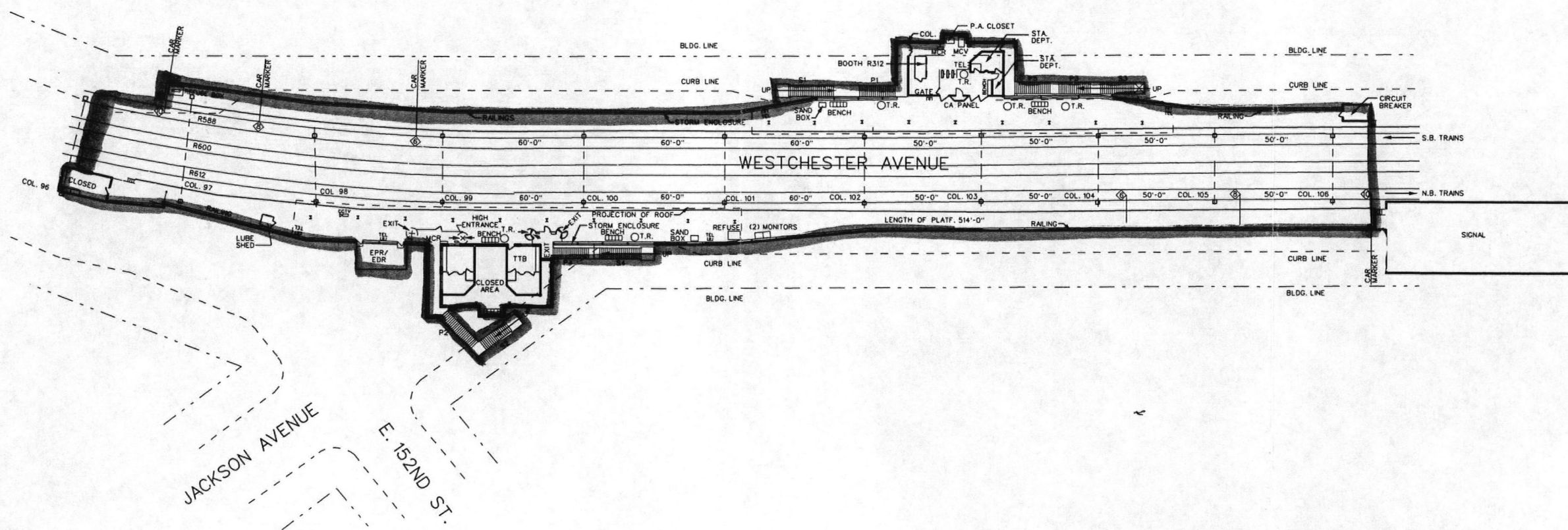
List of Black and White Photos
Jackson Avenue Station (WPR)
Bronx County, New York

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

1. Steel arches in interior of control house. View south.
2. Fire damage on the Uptown control house. View east.
3. Exterior of the Uptown control house. View west.
4. Platform in front of Uptown control house. View north.
5. Original turnstile in near Uptown platform. View east.
6. Downtown platform and view of Uptown control house from across the tracks. View southeast.
7. Uptown platform looking to open portion of Downtown platform. View south.
8. Exterior of Downtown control house. View east.
9. Interior of Downtown control house. View west
10. Stairway and exterior of the Downtown control house. View north.
11. Original railings located along the Downtown stairway. View northwest.

Jackson Avenue Subway Station (IRT)
Bronx Co, NY





DATE	REVISIONS	BY
11-21-98	SURVEYED, NO STRUCTURAL CHANGES	M.A.
9-6-01	REVISED AS PER FIELD SURVEY. NEW ROOM IN S/B FARE CON. AREA. TWO NEW ROOMS ON N/B PLAT.	DI
3-21-03	REVISED AS PER FIELD SURVEY. NO STRUCTURAL CHANGE.	ECS

NOTE: THIS DRAWING SUPERSEDES DRAWING MS-4035-R DATED AUG. 08, 1957.

SCALE
0 25 50 100 FT



JACKSON AVENUE
STATION PLAN
WHITE PLAINS ROAD LINE -IRT DIVISION
STATION NUMBER: 433
DATE: 11-20-98

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Jackson Avenue Subway Station (IRT)
NAME:

MULTIPLE New York City Subway System MPS
NAME:

STATE & COUNTY: NEW YORK, Bronx

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: 04001025

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 ARC

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.



Exit

Patrick Tamborino
is the Superintendant
for this...

Guide-A-Ride

Neighborhood Map

Neighborhood Map

Neighborhood Map

P3-3 Jackson Avenue Station

Bronx County, NY

View South

Photo by: Stacey Varro

March 2004

Photo 1



GREEN SUNDAY

R3-15 Jackson Avenue Station

Bronx County, NY

View east

Photo by: Stacey Vairo
March 2004

Photo 2



Jackson Avenue Station
Bronx County NY
View

Photo by: Stacey Varrò
March 2004

Photo 3

R3-9



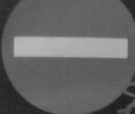
Jackson Avenue Station

Bronx County, NY

View

Photo by: Stacey Vairo
March 2004

Photo 4

 **No entry**

*Don't touch
your
gun
show*

REDAW TURNSTILE CO. INC.
1970-1971



P3-19

Jackson Avenue Station
Bronx County, NY

View

Photo by: Stacey Vairo
March 2004

Photo 5



Jackson Avenue Station
Bronx Co., NY

B2 22

View southeast

Photo by: Stacey Vairo

March 2004

Photo 6



Jackson
Avenue

Jackson Avenue Station
Bronx County, NY

R2 21

View

Photo by: Stacey Vairo
March 2004

Photo 7



Jackson Avenue Station
Bronx County, NY

View

Photo by: Stacey Vairo
March 2004

Photo ©

R3-6



2 5

JACKSON AVE

Exit

Rules of Conduct

23-2 Jackson Avenue Station

Bronx County, NY

View

Photo by: Stacey Vairo

March 2004

Photo 9



B3-20
Jackson Avenue Station

Bronx County NY

View

Photo by: Stacey Vairo

March 2004

Photo 10



33RT5

4.4.2

United
Rentals

UR-RENTS

Jackson Avenue Station
Bronx County NY
View

Photo by: Stacey Vairo
March 2004

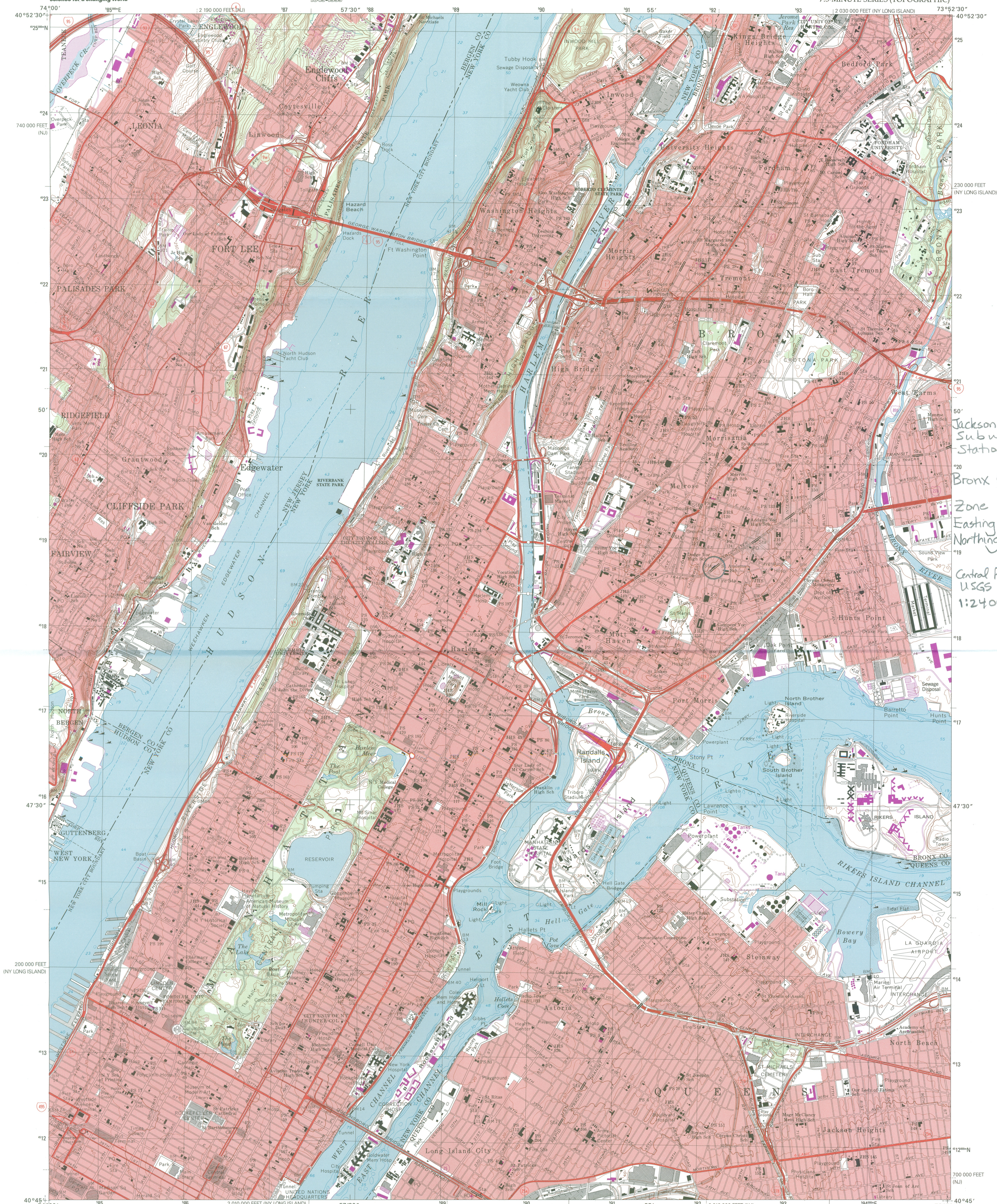
Photo 11



U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

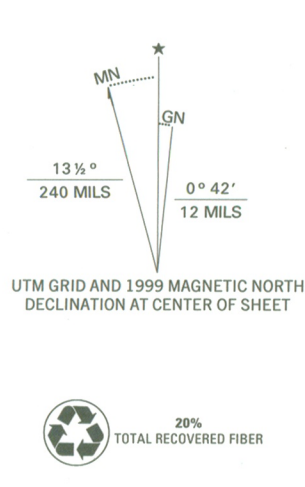


CENTRAL PARK QUADRANGLE
NEW YORK-NEW JERSEY
7.5-MINUTE SERIES (TOPOGRAPHIC)



Jackson Avenue
Subway
Station (IRT)
Bronx Co, NY
Zone 18
Easting 592100
Northing 4518780
Central Park Quad
USGS
1:24000

Produced by the United States Geological Survey
Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photomaps 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
KILOMETERS
METERS
MILES
FEET
CONTOUR INTERVAL 10 FEET
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
hard surface
Secondary highway
hard surface
Light-duty road, hard or
improved surface
Unimproved road
Interstate Route
U.S. Route
State Route

1	2	3
4	5	6
7	8	9

CENTRAL PARK, NY-NJ
1995

NIMA 6265 IV SW-SERIES 7821





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

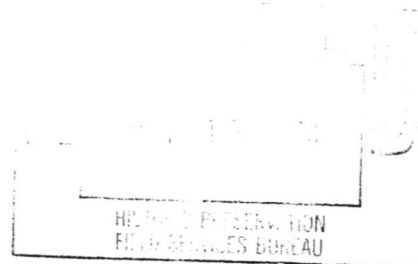
<http://nyc.gov/landmarks/>



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

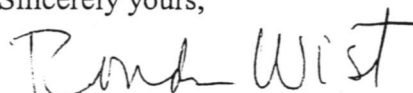
Dear Ms. Pierpont:

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