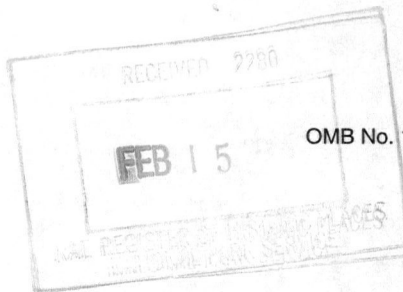


NPS Form 10-900
(Oct 1990)



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 190th Street Subway Station (IND)

other name/site number 190th Street-Overlook Terrace Subway Station (IND)

2. Location

street & number Under Fort Washington Avenue between Fort Tryon Park [] not for publication
(Cabrini Boulevard) and West 190th Street

city or town New York [] vicinity

state New York code NY county New York code 061 zip code 10040

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 [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)

William Carlos Sasso

12/18/04

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

Edson H. Beall *3/30/05*

190th Street Subway Station
(IND)

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
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)

OTHER/Arts & Crafts

20TH CENTURY REVIVALS/Tudor

Revival

Materials

(Enter categories from instructions)

Foundation Concrete and steel, rock tunnel

Walls concrete, ceramic tile, steel

Roof Steel, concrete

Other Decorative finishes: ceramic tile,
brass, cement

Narrative Description

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

See continuation sheet

190th Street Subway Station (IND)

New York 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; Art

Engineering

Community Planning and Development

Social History

Period of Significance

1932

Significant Dates

1932

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Vickers, Squire Joseph (architect)

Ridgeway, Robert (design engineer)

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
- # NY-122

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

190th Street Subway Station (IND)

New York County, New York

Name of Property

County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>1</u> <u>8</u>	<u>5</u> <u>8</u> <u>9</u> <u>7</u> <u>8</u> <u>0</u>	<u>4</u> <u>5</u> <u>2</u> <u>3</u> <u>4</u> <u>2</u> <u>0</u>	3	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
	Zone	Easting	Northi ng		Zone	Easting	Northi ng
2	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	4	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>

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 1, 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**

Section 7 Page 1

190th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

7. Narrative Description

The 190th Street Subway Station (IND/8th Avenue Line; A train) is situated on the highest point in Manhattan, just south of Fort Tryon Park, where the northern outworks of Fort Washington and the Cloisters (NR-listed 12-19-78) are located. It serves Washington Heights, a high-density residential neighborhood of large apartment buildings in Upper Manhattan. The station was opened in 1928 as part of Independent Subway System (IND). It is aligned in a north-south direction beneath and parallel to Fort Washington Avenue. On the southern end, the perimeter of the station lies just north of the intersection of 190th Street and Fort Washington Avenue, and at the northern end, the perimeter of the station is located near the intersection of Cabrini Boulevard and Fort Washington Avenue. The platforms measure 660 feet in length and 50 feet in width. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II - 190th Street Station Inventory Form* that was completed in 1994 and was supplemented with field inspections undertaken in May of 2004.

General Characteristics and Construction Methods

The 190th Street Station (8th Avenue Line) is a two-track, side platform station that was built using deep-bored tunnel construction, and is located approximately 140 feet beneath the street surface. One of the deepest platforms in the system, the space is comprised of a double-barrel, vaulted ceiling supported by a centrally located arcade. Concrete retaining walls line the station and tie into the steel structure of the mezzanine platform. It is similar in plan to only one other station – 181st Street (IRT), located 140 feet below the ground surface. This station lacks the feeling of expansiveness found in the IRT stations of the Fort George Tunnel at 181st Street and the 168th Street. The vaulted ceilings are low and the space is divided by the mezzanine.

The construction of the nearby Fort George Tunnel (used to house the 168th and 181st Street IRT Stations) was described in *The New York Subway: Its Construction and Equipment* as follows:

“...a two-track subway was driven through micaceous rock by taking out top headings and then two full-width benches. The work was done from two shafts and one portal. All drilling for the headings was done by an eight-hour night shift, using percussion drills. The blasting was done early in the morning and the day gang removed the spoil, which was hauled to the shafts and the portal in cars drawn by mules. A large part of the rock was crushed for concrete. The concrete floor was the first part of the lining to be put in

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Continuation Sheet

Section 7 Page 2

190th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

place. Rails were laid on it for a traveler having moulds attached to its sides, against which the walls were built. A similar traveler followed with the centering for the arch roof, a length of 50 feet being completed at one operation."

The mezzanine level includes a tunnel passage to Bennett Avenue on the eastern side of the station (Photo 1) and a bank of three elevators that lead up to the elevator tower at entrance level. The platforms, mezzanine and entrance area are lit by banks of overhead fluorescent lighting.

Station Circulation

The circulation plan for this station incorporates three elevators located in a tower on the eastern side of the station. The elevator tower is accessed via a set of stairs that leads down from Fort Washington Avenue. A second stairway leading up from Fort Tryon Park also provides access to the tower. The elevators deposit passengers at the mezzanine level. At this level, on the eastern side, there is a long tunnel that leads to Bennett Avenue. From the mezzanine level there are two sets of stairs (one set each located on the east and west sides of the platforms) that lead down to the platform level.

Platform Level

The platform level is a simple, utilitarian space devoid of extraneous ornament. Double, concrete barrel vaults spring from a central arcade of narrow concrete arches to form the ceiling above the track (Photo 2). The arches of the center arcade are echoed along the platform walls where recessed arches run the length of each platform. The open spaces of the recessed arches are faced with white ceramic tile, the surface of some blanked arches feature a large, maroon and black, mosaic tile plaque identifying the station as "190" (Photo 3). The characters are written in bold, sans-serif letters. This clean and easily legible lettering was also typical of IND interiors. In the other arches, blank rectangular areas are used for advertising. At the base of each stairway is a mosaic plaque that reads "190-OVERLOOK TER" (Photo 4). A wide piece of cement coving is located along the bottom of the walls in the arched openings.

Lengths of conduit line the tops of the arches and a single line of fluorescent lighting is located along the edge of the track (Photo 5). There are no service rooms or other enclosures located along the length of the platform. The space is divided by the central mezzanine, but otherwise the platforms are open spaces (Photo 6). Despite this, the overall feeling of this station is close due to the low ceiling height and the central arcade. Water damage in the form of rust deposits and cracked and spalling concrete and tiles can be seen throughout the platform on the walls and ceilings.

United States Department of the Interior
National Park Service

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Continuation Sheet

Section 7 Page 3

190th Street Subway
Station (IND)

Name of Property
New York County, NY
County and State

Mezzanine

The steel and concrete mezzanine area is located centrally along the length of the platform. Simple metal railings line the north and south sides, which are open to the platform level below. A bank of three elevators is located along the west wall which is covered with white ceramic tile. The token booth (located on the northern wall) and the turnstiles used to divide the paid and unpaid areas are all modern replacements. Two sets of stairs with simple metal railing and wooden hand rails on either side of the control area provide access to the tracks below. The walls of the mezzanine are covered in white ceramic tiles (Photo 7).

Exterior Elements and Stairwells

The elevator head house is the most architecturally striking element of this station. It is carefully sited on a ledge with a commanding view to the east. The entrance to Fort Tryon Park and the Cloisters is located to the north, and the Jacob Javits Playground and the Hudson River to the west. The park area to the east and south is carefully landscaped behind a stone wall to the north and a decorative metal fence to the south. The elevator tower is an impressive single-story, stone structure comprised of square-cut, rock-faced ashlar blocks laid in irregular courses (Photo 1). The rectangular-shaped main block has a slate-covered, hipped roof that is surrounded by narrow, shorter, flat-roof wings on all four sides. The entrance on the east elevation is located down three short flights of granite stairs that are bordered by a three-foot-high stone wall with granite coping (Photo 2). Two original metal light standards are located on either side of the stairs and feature horn-shaped shades and raised Gothic design details on the post. An original subway sign comprised of a globe on top with a rectangular metal sign below with the words "subway" cut out appears at the top of the stairs.

The east and west are the two most notable elevations and are characterized by large, arched openings separated by projecting piers with slanted, stone coping. The center bay on the north elevation features three arched openings. The center entrance leads to stairs that provide access to the interior of the elevator head house. No longer in use, it is blocked by a decorative metal gate. An arched window on either side is divided into three blunt arched windows with stone tracery and a slanted stone sill. The windows are covered with decorative geometric metal grating. The narrow, recessed wing on the east end of the north elevation has an arched window with flush stone voussoirs and a simple metal grate covering. The recessed wing on the west has a large arched opening covered with geometric grating. The main bay of the west elevation is embellished by three similar openings divided by stone piers. A flat-roofed, shorter extension to the south

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Section 7 Page 4

190th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

contains a center multi-pane metal window surrounded by smooth, flush stones. The south elevation is divided into two sections. The westernmost section features two multi-pane metal windows surrounded by flush, dressed stones. An arched entrance with a narrow rectangular opening is located in the extension to the east. The rear (east) elevation has a narrow projecting center bay with multi-pane metal window, flanked on either side by two more multi-pane metal windows.

The interior walls of the elevator head house are covered with tan brick; the floors and ceiling are concrete (Photo 3). The entrance vestibule is covered with a geometric tile design with replacement tile where a swastika motif originally appeared (Photo 4). Three elevators along the west wall lead to the mezzanine with a locked metal door. The two wood-plank vestibule doors in the south entrance are pointed at the center top to fit inside the blunt arch. Entrances to a toilet, janitor closets and an emergency stairwell leading to the mezzanine below are located along the south wall. Near the north end of the east wall, the original token booth projects out into the control tower partially covered by a metal plate. To the south, a metal door provides access to an area behind the token booth that has a narrow wood plank floor and is presently used as a locker room. Early original metal incandescent light fixtures hang from the ceiling and one is attached to either side of the token booth. The entrance ramp on Overlook Terrace is built into the side of a rock wall. The façade, articulated by a stepped gable and square-cut, rock faced ashlar laid in irregular coursed, blends in with the rock around it. The semi elliptical entrance features large stone voussoirs. The six wood doors, each with a window, have large metal strap hinges. They are framed in metal and above them, in the top part of the arch is a metal panel with five louvered openings. The ramp inside the mezzanine control area is faced with concrete and painted and is lighted by early original incandescent fixtures as well as fluorescent lighting. The end of the ramp bifurcates as it reaches the control area and as a result, also provides access for pedestrians from the platform below through a circular metal revolving door.

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Continuation Sheet

Section 8 Page 1

190th Street Subway
Station (IND)

Name of Property

New York County, NY

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 190th Street Subway Station (IND), Eighth 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, architectural design, and art. Construction of the 190th Street Subway Station began in 1928 and the station opened in 1932 as one of two Independent Subway stations (the other is 181st Street) located deep within rock tunnels serving northern Manhattan (the 168th Street and 181st Street IRT stations are also located in deep tunnels). The 190th Street Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The early IND stations, including 190th Street, are significant at the local level.

In 1924, the newly formed Board of Transportation (BOT) assumed the responsibility of expanding the subway system. The BOT planned, designed, built and operated a third subway system that operated separately from the BMT and IRT. This third system became known as the Independent Subway System (IND). When it first opened, the IND system was celebrated for expansive platforms, large mezzanines and multiple access points. Its platforms were both wider and longer than those built for the earlier systems. The interior tiling of IND stations is notable for its "modern" design that utilized bands of identifying colors, sans serif lettering and white wall tile. Stations were coded by a solid, ornamental, ceramic tile band running along the top of the wall. The color was changed at each express stop so that passengers on a moving train could readily identify their location.

The design of 190th Street Station was the work of Dual System chief architect Squire J. Vickers. Vickers, known as "the dean of underground architecture," served as Design Architect of the New York City Subway System from 1906 to 1942. Educated at Cornell University's College of Architecture, he was responsible for the design of most of the Dual System and later IND stations. His approach differed dramatically from that of the original subway architects Heins & LaFarge in that he created utilitarian spaces that often featured simple but colorful, whimsical, tile work. In his spare time, Vickers was a painter of fantastical urban scenes that featured strong graphical images and bold colors. Many of these paintings were translated into the mosaic plaques seen throughout the system. Regarding his use of colorful tiles in his designs, Vickers was quoted in *The Municipal Engineer's Journal* in 1917 as saying, "This bit of color set in the hard

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 2

190th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

unyielding surface gives a joyous note like a banner flying from the barrel window of a frowning Medieval Castle.”

Robert Ridgeway, Chief Engineer of this station, was born and bred in Brooklyn. He did not receive a formal education in his trade but instead gained his experience while working under Alfred Craven, Chief Engineer of the Dual Contracts system.

Technologically, the construction of this station was an impressive feat of engineering. The station was tunneled under Washington Heights' western ridge along Fort Washington Avenue and the same manner used to construct the original Contract 1 IRT is under the eastern ridge along St. Nicholas Avenue. Difficulties with varied topography have been overcome at this station by the use of multi level access points via stairway, escalator, and elevator, as well as a lateral passageway to Bennett Avenue. It is one of three stations with this feature, along with the 181st Street IND Station and the 191st Street Station on the IRT.

While the mezzanine control area and platform of the 190th Street Station are not as exceptional as some of the other stations on the Washington Heights Line. The elevator tower is impressive because of its unique style of architecture and its setting. The adjunct entrance on Bennett Avenue is also significant because of its naturalistic treatment. The 190th Street Station was one of a very limited number of stations with associated elevator head houses. Most were built by the IND circa 1930 and all were incorporated into the hilly terrain of northern Manhattan.

The ornamented stone elevator head house with Arts and Crafts and Tudor Gothic style details is dramatically located at the south end of Fort Tryon Park, just a block away from the Hudson River to the west. The choice of stone for transit projects of this period is unusual and perhaps was inspired by the outworks of the adjacent Fort Washington in Fort Tryon Park. The fort may also be the inspiration for the design of the tower. It has a fortress-like appearance with Tudor Gothic details. Apart from the addition of metal grating on the some exterior openings, there have been no major changes to the exterior over the years and the interior remains largely intact.

The 190th Street Station is situated on the highest point in Manhattan just south of Fort Tryon Park where the northern outworks of Fort Tryon and the Cloisters are located. Shortly after the IND system extended its service along Fort Washington Avenue, the area south of the station became densely settled with residential development especially large apartment buildings.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 9 Page 1

190th Street Subway
Station (IND)

Name of Property

New York County, NY

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.

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

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

**National Register of Historic Places
Continuation Sheet**

Section 10 Page 1

190th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

10. Geographical Data

Verbal Boundary Description

The boundary of the 190th Street Station – Eighth Avenue Line is shown as the bold line on the accompanying site plan entitled, “190th Street – Overlook Terrace, Station Plan, Eighth Avenue Line – IND Division, 1996.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Washington Heights, MTA, 1993.” The designation for the 190th Street Station - Eighth Avenue Line includes all portions of the station at track level that fall within the boundaries of the current platforms, as well as the mezzanine level and exterior elements.

Boundary Justification

The boundaries for the 190th Street Station encompass the entire station.

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

**National Register of Historic Places
Continuation Sheet**

Section 11 Page 1

190th Street Subway
Station (IND)

Name of Property

New York Co., NY

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

Section 11 Page 2

190th Street Subway
Station (IND)

Name of Property
New York Co., NY
County and State

Additional Documentation

List of Black and White Photos

190th Street Subway Station (IND)

New York County, NY

Photographer: Stacey Vairo

Date: March 12, 2004

Negatives on file: Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106

1. Tunnel to Bennett Avenue. View east.
2. View of southbound track from the northbound side. View east.
3. Recessed arches along the track wall – northbound side. View southeast.
4. Name tablet at the base of the stairway on the northbound side. View north.
5. View of the northbound track. View south.
6. View of the northbound platform. View north.
7. The mezzanine level. View northwest.
8. Fort Washington entrance. View northwest.
9. Arched entry to Fort Washington headhouse. View north.
10. Interior of Fort Washington headhouse. View south.
11. Floor tile in entrance to Fort Washington headhouse. View south.

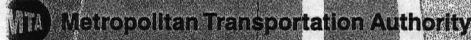
THE CLOISTERS • FORT TRYON PARK • FORT WASHINGTON PARK • FORT GEORGE • HIGHBRIDGE PARK

Key

- Transit Police
- Subway station and exits
- Subway route symbol
- Bus routes and numbers with directional arrows
Buses run both ways if the number is in both directions
- Building numbers
- Hospital
- Pedestrian walkway or overpass
- Distance

0 50 100 150 180 miles

For bus and subway information call 718-330-1234



MTA, 1993

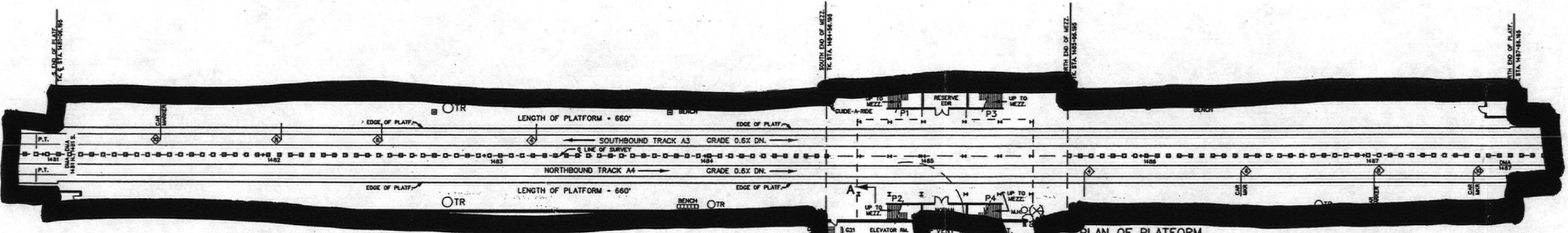
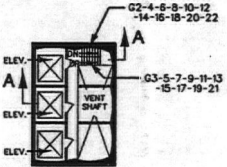
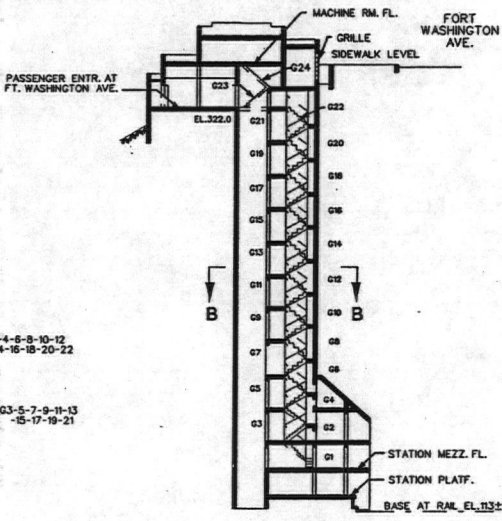
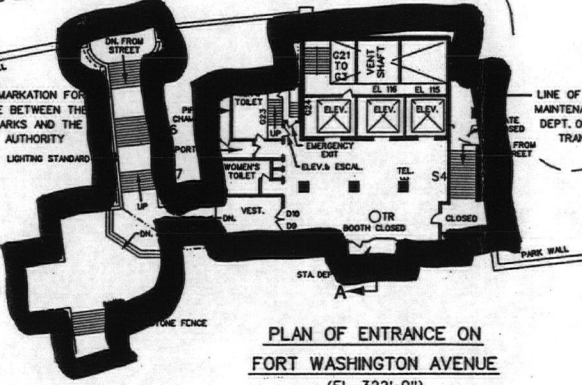
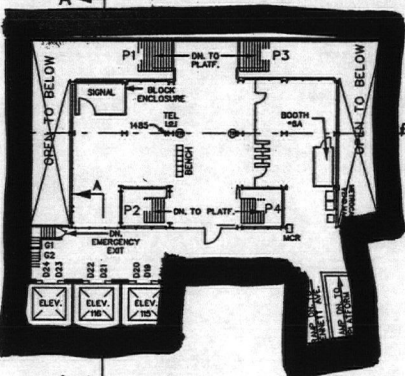


CABRINI BLVD.

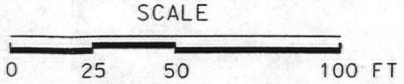
PARKS DEPT. PLAY AREA

FORT WASHINGTON AVENUE

FORT TRYON PARK



PLAN OF PLATFORM LEVEL
(BASE OF RAIL EL. 113'-0")



DATE	REVISIONS	BY
10-17-96	ALTERATION TO FARE CONTROL	H.H.
6-26-99	CARMARKERS RELOCATED.	FJ
8-16-02	ADDED RM. AT SOUTH END PART OF NORTH BOUND PLATFORM.	HH

NOTE: THIS DRAWING SUPERSEDES DRAWING
MS-6056-N DATED 05-04-64.

NEW YORK CITY TRANSIT
DEPARTMENT OF SUBWAYS
MAINTENANCE OF WAY DIVISION
ENGINEERING SUBDIVISION
INFRASTRUCTURE SECTION

190th ST. - OVERLOOK TERRACE
STATION PLAN
8th AVENUE LINE - IND DIVISION
STATION NUMBER: 145
DATE: 10-14-96

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY 190th Street Subway Station (IND)
NAME:

MULTIPLE New York City Subway System MPS
NAME:

STATE & COUNTY: NEW YORK, New York

DATE RECEIVED: 2/15/05 DATE OF PENDING LIST: 3/10/05
DATE OF 16TH DAY: 3/25/05 DATE OF 45TH DAY: 3/31/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000225

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: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 3/30/05 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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.



190th St Subway Station (IND)
New York County, New York
May 2004
View east
Photo 1

T.P.S. <No. 3>007
158 88** N N N N-02 2<019>



190th St Subway Station (IND)
New York County, New York
May 2004
View east
Photo 2

T.P.S. <No.10>012
158 88** N N N-2 32 2<019>



190th Street Subway Station (IND)

New York County, New York

May 2004

View seast

Photo 3

T.P.S. <No.21>004
158 88**NNN-1-08 2(019)



190th Street Subway Station (INVD)

New York County, New York

May 2004

View north.

Photo 4

T.P.S. <No.22>005
158 88** N N N-2 12 2(019)



190th Street Subway Station
New York County, New York
May 2004
View south
Photo 5

T.P.S. <No.17 >002
158 88** N N N-1 04 2(019)



190th Street Subway Station (IND)

New York County, New York

May 2004

View north

Photo 6

T.P.S. <No.18>003
158 88**NN-N-2 04 2(019)



190th Street Subway Station (IND)

New York County, New York

May 2004

View northwest

Photo 7

T.P.S. <No. 1> 006
158 88** N N N N 03 2(019)



190th Street Subway Station (IND)

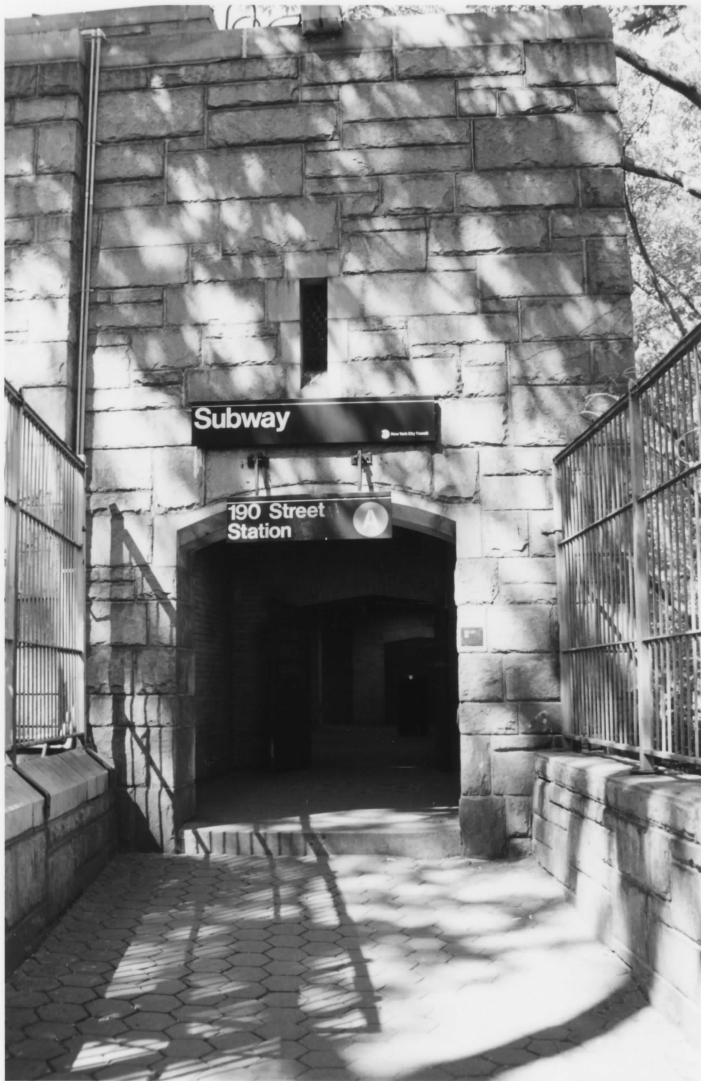
New York County, New York

May 2004

View northwest

photo 8

T.P.S. <No. 8>011
158 88** N N N-2 15 2<019>



190th Street Subway Station (IND)
New York County New York
May 2004
View north
Photo 9

T.P.S. <No. 7 >010
158 88** N N N-1 NN 2(019)



190th Street Subway Station (IND)

New York County, New York

May 2004

View South

Photo 10

T.P.S. <No. 5> 008
158 88** N N N-1 09 2(019)



190th Street Subway Station (IND)

New York County, New York

May 2004

View south

Photo 11

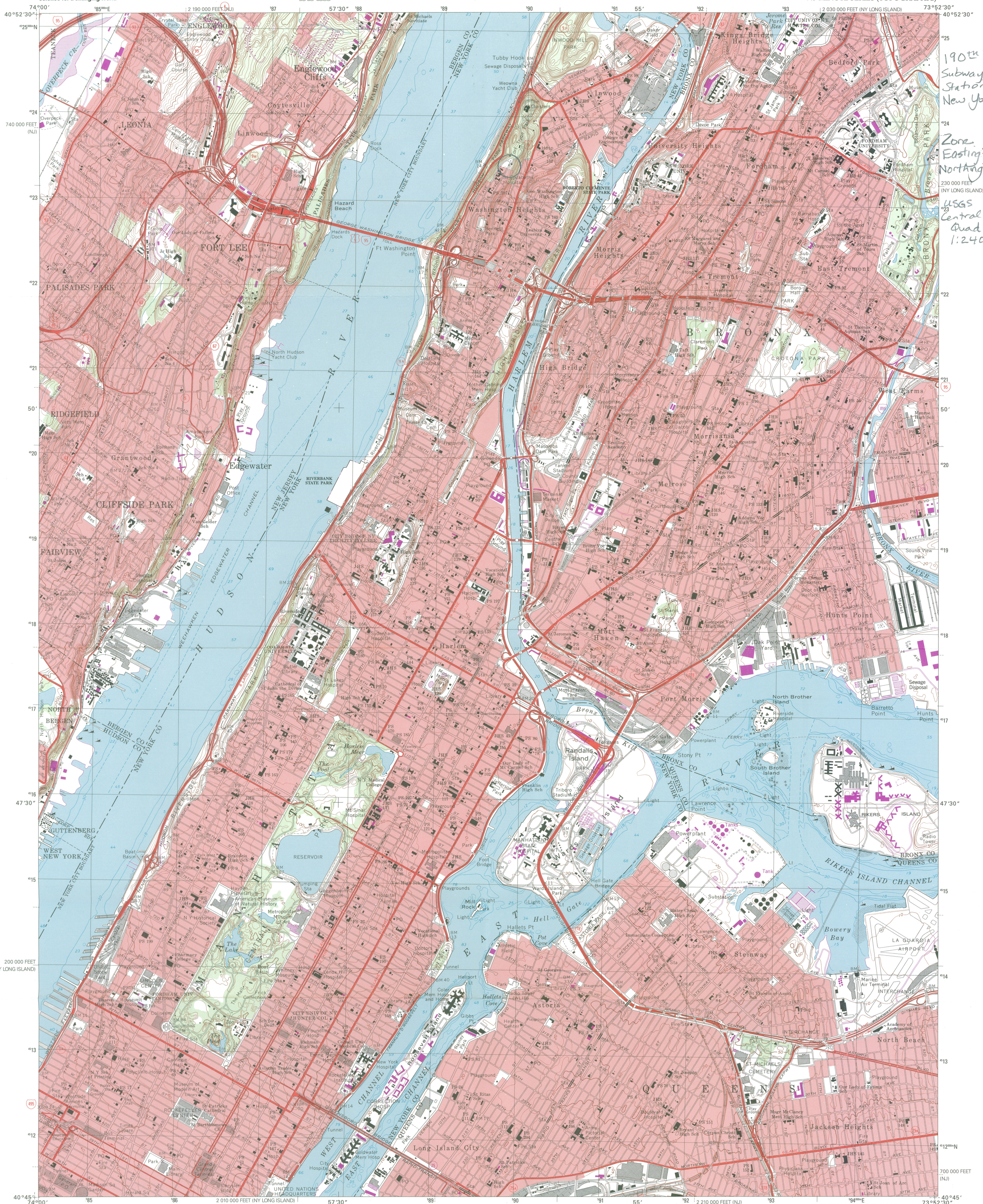
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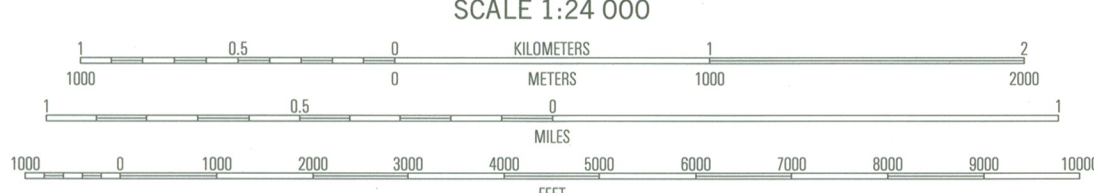
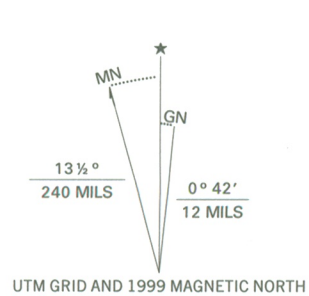
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY



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



Produced by the United States Geological Survey
Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photomaps used 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



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
Secondary highway
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 V821





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

August 31, 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

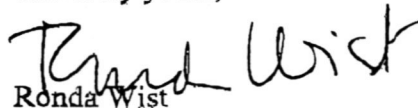
Re: The Historic Resources of the New York City Subway
System, various counties, New York

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.

The Commission has reviewed the materials submitted by the Historic Preservation Field Services Bureau and believes that the subway stations at 28th Street, 145th Street, 168th Street, 181st Street, Chambers Street, West 28th Street, 86th Street, West 4th Street, 181st Street, and 190th Street in New York County; 242nd Street-Van Cortlandt Park, Westchester Square, Moshulu Parkway, and Pelham Parkway in Bronx County; and 45th Road-Court House Square in Queens County 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