

NPS Form 10-900  
(Oct 1990)



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 28th Street Subway Station (IRT)  
other name/site number \_\_\_\_\_

2. Location

street & number Under Park Avenue South, between E 29<sup>th</sup> and E 27h Streets [ ] not for publication  
city or town New York [ ] vicinity  
state New York code NY County New York code 061 zip code 10016

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] Signature of certifying official/Title 12/18/04 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:  
 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 2/20/05

28th 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        |
| 1            | 0               | Structures   |
| _____        | _____           | Objects      |
| 1            | 0               | <b>TOTAL</b> |

**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 19<sup>th</sup> & 20<sup>th</sup> Century Revivals/

Beaux-Arts

**Materials**

(Enter categories from instructions)

Foundation Concrete

Walls Brick, concrete, ceramic tile, glass  
tile, marble

Roof Steel, concrete

Other Decorative finishes: faience, ceramic  
tile, terra cotta, wood, bronze, cast iron

**Narrative Description**

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

See continuation sheet

28th 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.

#### 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

#### Areas of Significance

(Enter categories from instructions)

Transportation  
Architecture; Art  
Engineering  
Community Planning and Development  
Social History

#### Period of Significance

1904-1948

#### Significant Dates

1904, ca. 1928, 1948

#### 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)

#### 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

28th Street Subway Station (IRT)

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>5</u> <u>7</u> <u>4</u> <u>0</u> | <u>4</u> <u>5</u> <u>1</u> <u>0</u> <u>5</u> <u>4</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   | Northing   | Zone | Easting           | Northing  |   |
| 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 2, 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, 6<sup>th</sup> 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.

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28th Street Subway  
Station (IRT)

Name of Property

New York County, NY

County and State

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## 7. Narrative Description

The 28<sup>th</sup> Street Subway Station (IRT, Lexington Avenue Line; 6 train) is located in Lower Midtown Manhattan. The station was opened in 1904 as part of IRT Contract 1. It is aligned in a north-south direction beneath and parallel to Park Avenue South. The southern perimeter of the station extends south of East 27<sup>th</sup> Street and the northern perimeter extends to meet the intersection of East 29<sup>th</sup> Street. Originally 200 feet in length, the station platforms measure approximately 520 feet in length and 60 feet in width. Platform extensions were added to both ends shortly after it was built in 1904 (bringing the platforms to 225 feet in length). Later in the 1948, the platforms were extended further to their current length. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II- 28<sup>th</sup> 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 28th Street Station is a four-track, side platform station that was constructed using the newly-perfected cut-and-cover method of construction. The base of the cut is lined by a concrete foundation with a minimum thickness of 4 inches. The basic structural frame of the station consists of built-up "I" section columns of varying height spaced 5 feet on-center along the outer walls and between the tracks. Concrete was used to infill between the columns; creating the exterior walls. The "cover" for the station is trough shaped, with the inverted "U" running generally parallel to the tracks in order to accommodate such infrastructure necessities as steam, sewer, gas, and water lines, as well as electrical and telecommunications cables beneath the roadway. The infrastructure enters the adjacent buildings above the control area, necessitating a transverse "U" in that location as well. The lowest portion the "U" is supported by five-foot-wide transverse concrete arches that spring from the bottom flange of transverse beams that in turn frame into the center columns of the station. The platform sides of these arches frame into the bottom flanges of longitudinal built-up steel girders with a depth of approximately two feet. The top flanges of the longitudinal girders do not reach street level. Consequently, the flanges are topped with concrete walls that rise just beneath sidewalk level. Along each platform, the roof girder is supported by tiled piers placed at 15-foot intervals, and the roof girder webs are stiffened above each of the piers. The piers are all decorated with a band of tile near the top and each has been set with the number "28."

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The side walls of the station are of four-inch brick, separated by a one-inch air space from the outer structural walls. The walls on both platforms largely retain the original white glass tile (ceramic tile is used for repairs) and decorative motifs in roman brick, terra cotta and faience. Floors throughout are of three-inch thick graded concrete and covered in a light grey encaustic tile. Tracks are constructed of broken stone ballast, timber cross ties and 100-pound rails. All ties are fitted with tie plates ([www.nysubways.org](http://www.nysubways.org)). Unlike at other original IRT stations, there is no trace of the original decorative plaster ceiling bands. Instead only a simple, painted, jack-arch ceiling remains. This is a local-only stop with two express tracks located in the center of the tracks. The local tracks are raised above the level of the express tracks to facilitate braking and acceleration of the trains.

#### Circulation Pattern

There are three sets of stairways that provide access to the platform level from the street. These stairways (located on the southwest, southeast and northeast corners of 28<sup>th</sup> Street and Park Avenue South) lead into the eastern and western control areas. A fourth stair located at the northwest corner of the intersection is incorporated into a private building. The station can also be accessed through a passageway that has been fitted with a separate control area, located at the southwestern end of the station. This was constructed in the late 1920s to provide access for workers from the New York Life Insurance Building (NR-listed 6-2-78) at 51 Madison Avenue (between East 26<sup>th</sup> to East 27<sup>th</sup> Streets). An underpass, (now closed) is located approximately half way down the length of the current station, and was constructed during the 1940s.

#### Uptown Platform

The 200 foot section of the original 1904 platform walls, set equally at either side of the control area entrance, feature most of the original fabric. This includes a narrow, terra cotta, egg-and-dart cornice, white glass tile walls, a horizontal marble belt course, and iron-spot Roman brick wainscoting punctuated by square-shaped, fish scale-patterned, brass vents. The white walls are trimmed with buff mosaic bands that divide the walls into 15-foot panels (Photo 1). The original walls feature large cruciform-shaped faience plaques that read "28 TWENTY-EIGHTH STREET" (Photo 2). Surrounding the white letters is a Greek key design set with rosettes in each corner and a foliate design at the top and bottom of each plaque. These plaques were manufactured by the Grueby Faience Company, as were the "28" plaques that interrupt the egg and dart terra cotta cornice band. These smaller escutcheon plaques are paired on either side of the steel cross beams that support the ceiling and feature a stylized foliate motif (Photo 3). Between the

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plaques and below each beam is a pair of bronze fish scale vents. All of these elements are encompassed by a frame decorated by both floral and geometric motifs.

The original portion of the station features a wider platform area (by approximately ten feet) and a roof that is supported by tall, Tuscan columns. As the platform extends north and south, the wall decoration changes and the ceiling supports change to tiled piers. The walls of the initial 1904 platform extension were decorated with carefully replicated mosaic versions of the same Grueby Faience elements (Photo 4). Along the walls of the later extensions, the walls have been covered in cream-colored tile with a wide band of blue mosaic tiles set in an outer band of larger, buff colored tiles. This wide band is punctuated at 15 foot intervals by a white mosaic "28" set in a square field of blue tiles (Photo 5). Name tablets feature the same design (white letters set in a blue field trimmed with buff tiles) are placed periodically along the length of the extensions (Photo 6).

The north wall leading to the control area features glass-block artwork (c. 1996) entitled *Seven Ways 4 Twenty Eight* (Photo 7). The angled south wall leading to the control area is covered in large white and blue tiles. A metal band delineates the break between the old and new tile walls.

#### Downtown Platform

At the far southern end of the Downtown platform, south of the entrance to the New York Life Insurance Building, the bottom portion of the wall has been covered in square ceramic tile and is topped with a marble belt course (meant to replicate the original wall cladding). The top portion of the wall is finished in white tiles with the same blue and buff name tablets seen on the Uptown platform. Additional tiled signs indicate the street locations above with arrows. A line of modern turnstiles separates the platform from the New York Life control area. The communications room and station department are located north of this entrance and all are accessed via modern metal doors.

Continuing northward on the platform, it widens and the original wall materials are once again visible. The ceiling is supported in these wider areas, by tall, Tuscan columns. The wall treatment is very similar to that found on the Uptown platform. Curved walls (on the south side) and angled walls (on the north side) lead to the control area as seen on the Downtown side, and modern turnstiles separate the platform from the unpaid space. North of the control area entrance, the widened platform continues for approximately 50 feet, after which the platform again narrows and the wall cladding returns to plain white tile with the later, more simple decorative scheme.

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Name of Property

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Control Areas

Two control areas serving the original portion of the station are located across from one another on the eastern and western sides of the tracks. The control areas have recently (1989) been retiled using large, rectangular, ceramic blocks in white trimmed with bands of blue. The ticket booths are both modern and are placed directly at the center of each back wall. Entrances are located at the north and south ends of each area. Various storage and maintenance rooms (all modern) are located on both sides and are accessed by modern metal doors. Lighting within these areas is by fluorescent, overhead fixtures.

Stairwells and Exterior Elements

Concrete stairs lead down to the two separate control areas; one serving the northbound platform, and the other the southbound platform. The stairways were renovated in 1989 and feature modern tile work set in a geometric pattern with tubular metal railings. The exterior entrance railings at street level feature an alternating geometric pattern that looks as if it dates from the 1960s (Photo 8). A single globe is located atop a tall, squared post at each entrance stair. An Art Deco inspired, "INTERBROUGH SUBWAY" subway sign is located at the entrance to the Met Life Building on 27<sup>th</sup> Street.

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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 28th Street Subway Station (IRT), Lexington 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. The 28th Street Subway Station was constructed in 1904 and began operation that same year. Twenty-Eighth Street was one of several stations built as part of the original Interborough Rapid Transit system (Contract 1). The 28th Street Station retains a relatively high degree of integrity, location, design, setting, materials, workmanship, feeling, and association. The early IRT stations, including 28th Street, are 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 IRT station had its own unique color scheme. In addition, each station had a repeated faience plaque that serves as a symbolic link between the station and the area above ground which it served. Similar to the faience name tablets found at the Bleecker Street Station, the

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plaques at 28<sup>th</sup> Street represent the street name and feature both floral and classical motifs.

In the 28th Street Station, the high quality of the materials and the architectural detail are impressive. Faience plaques, marble wainscoting, ceramic cornices and mosaic tablets are still visible throughout the station. Similar to many of the other local stations along the line, the 28th Street Station was constructed in the standard system of exposed steel columns and concrete infill ceiling arches. The walls of the station contain much of the original terra cotta and glazed tiling. The large faience plaques are another element commonly found in the IRT stations; they exist along the angled walls of 28th Street Station just inside of the platform area. The 28th Street Station, as part of the original IRT subway system, displays high quality craftsmanship and architectural detail in addition to superior materials. The later platform extensions from 1948 were done in a sympathetic treatment which does not detract from the original design.

The 28th Street Station is one of sixteen somewhat similar four-track local stations between Brooklyn Bridge and 96th Street on the original Contract 1 IRT line. Three stations --Worth Street, 18th Street, and 91st Street --have been closed, and all the remaining stations have been altered since 1904. The original route ran up the east side to Grand Central, across 42nd Street, and north along Broadway to 96th Street where the line divides into two branches. The 28th Street Station is on the east side leg of the original Z-shaped route which was opened on October 27, 1904.

The area surrounding this station has a history as a transportation hub that predates the subway. According to the *AIA Guide to New York City* the site of the New York Life Insurance Company building was previously occupied by Union Depot, the terminal of the New York and Harlem Railroad. After 1871, when the first Grand Central Station opened at 42<sup>nd</sup> Street, the Depot was converted to P.T. Barnum's Hippodrome, and later renamed Madison Square Garden in 1871 (White and Willensky, 2000: 200).. There is no doubt that the existence of a subway station at 28<sup>th</sup> Street played a major role in the decision for the New York Life Insurance Company to build its headquarters on 27<sup>th</sup> Street. The subway provided easy access for the company's workers who most likely lived in the still developing and less expensive outer boroughs.

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## 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.

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.

White, Norval and Elliot Willensky. *AIA Guide to New York City*. New York: Three Rivers Press, 2000.

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\_\_\_\_\_  
Name of Property

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## 10. Geographical Data

### Verbal Boundary Description

The boundary of the 28<sup>th</sup> Street Station – Lexington Avenue Line is shown as the bold line on the accompanying site plan entitled, “28<sup>th</sup> Street Station, Station Plan, Lexington Avenue Line - IRT Division, 1999.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Herald Square/Murray Hill, MTA, 1999.” The designation for the 28<sup>th</sup> Street Station 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 28th Street Station encompass the entire station including the 1920s passenger connection to the New York Life Building and underpass connectors, and the 1940s platform extensions which are sympathetic to the original design.

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Station (IRT)

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Name of Property

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County and State

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**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

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28th Street Subway  
Station (IRT)

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**Additional Documentation**

List of Black and White Photos

28th Street Subway Station (IRT)

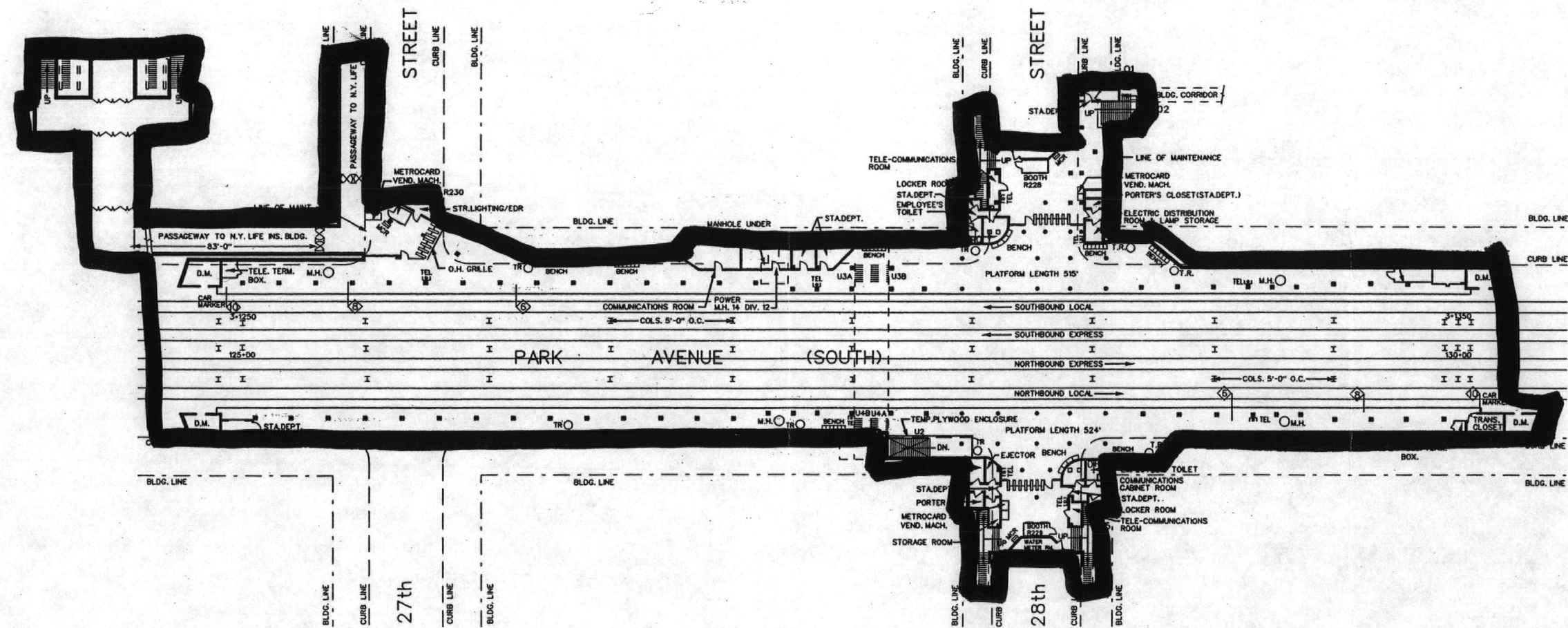
New York County, NY

Photographer: Stacey Vairo

Date: May, 2004

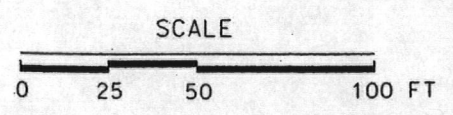
Negatives on file: Fitzgerald & Halliday, Inc.  
72 Cedar Street  
Hartford, CT 06106

1. Original wall and platform extension south of control area – Downtown platform.  
View south.
2. Grueby faience plaque on Uptown platform. View east.
3. Faience plaques and vents on Uptown platform. View east.
4. Mosaic name tablet on Uptown platform. View east.
5. Uptown platform south of the control area. View south.
6. Platform extension and name tablet south of the control area. View south.
7. Glass-block artwork near Uptown control area. View northeast.
8. Exterior station entrance. View north.



| DATE     | REVISIONS  | BY   |
|----------|--|------|
| 11-14-98 | REVISED AS PER FIELD SURVEY. ALTERATION TO TURNSTILES<br>CARMARKERS RELOCATED, REFUSE ROOM EXTENDED S. OF S.B. PLAT. | M.A. |
| 7-02-01  | AFC ALTERATION AT 27TH STREET ENTRANCE; TEMP. PLYWOOD<br>AT U1 & U2 STAIRS   | ECS  |
| 3-07-03  | COMMUNICATIONS & STATION DEPT. ROOMS ADDED TO S/B PLAT.  | HH   |

NOTE: THIS DRAWING SUPERSEDES DRAWING  
MS-11452-R DATED JAN. 14, 1989



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

**28th STREET STATION**  
STATION PLAN  
LEXINGTON AVENUE LINE - IRT DIVISION  
STATION NUMBER: 404  
DATE: 10-04-98

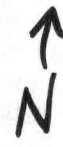
# Union Square / Gramercy Park

MURRAY HILL · KIPS BAY · LADIES MILE SHOPPING DISTRICT · EAST VILLAGE



28th Street Subway Station  
New York County, N.Y.

MTA, 1999



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY 28th Street Subway Station (IRT)  
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: 05000230

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                      DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A+C

REVIEWER Savage

DISCIPLINE Architectural History

TELEPHONE                     

DATE 3/30/05

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.



8

8

28  
WALL-TO-WALL  
JOURNAL

28th Street - Lexington Avenue Line

New York, County, New York

Photo 1

28th Street Subway Station (IRT)  
New York Co, NY

1.

T.P.S. <No.14>004  
225 88\*\* N N N 1 01 2<019>

28  
TWENTY-EIGHTH  
STREET

20

28th St - Lexington Avenue Line.

New York Co, New York

Photo 2

28th Street Subway Station (IRT)  
New York Co, NY

2.

1.P.S. <No.12>003  
225 88\*\* N N N 2-67 2(019)



28th Street - Lexington Avenue Line  
New York Co, New York

Photo 3

28th Street Subway Station (IRT)  
New York Co, NY  
3.

T.P.S. <No.16 >006  
225 88\*\* N N N-1-07 2(019)



28th Street - Lexington Avenue Station

New York Co., New York

Photo 4

28<sup>th</sup> Street Subway Station (I.R.T.)  
New York Co., NY

4.

1.P.S. <No. 9 >001  
225 88\*\* N N N 1 04 2 (019)



28th Street - Lexington Avenue Station  
New York County, NY

Photo 5

28<sup>th</sup> Street Subway Station (IRT)  
New York Co, NY  
5.

T.P.S. <No. 11 > 002  
225 88\*\* N N N \* 88 52Z  
<610>Z 50-Z N N N \* 88 52Z  
<019>

28<sup>TH</sup> ST

← 28<sup>TH</sup> ST →

*Mets*  
REOPEN  
Catch the  
Excitement  
The Best  
and Most

2 28



28th Street - Lexington Avenue Station

New York Co, New York

Photo 6

28th Street Subway Station (IRT)

New York County, NY

Co.

T.P.S. <No.17 >005  
225 88\*\* N N N 3-12 2<015



28th Street - Lexington Avenue Station  
New York Co., New York  
Photo 7

28th Street Subway Station (IRT)  
New York County, NY  
7.

T.P.S. <No.20 >007  
225 88\*\*NN N 1 12<019



28th Street - Lexington Avenue Station

New York Co, NY

Photo 8

28<sup>th</sup> Street Subway Station (IRT)

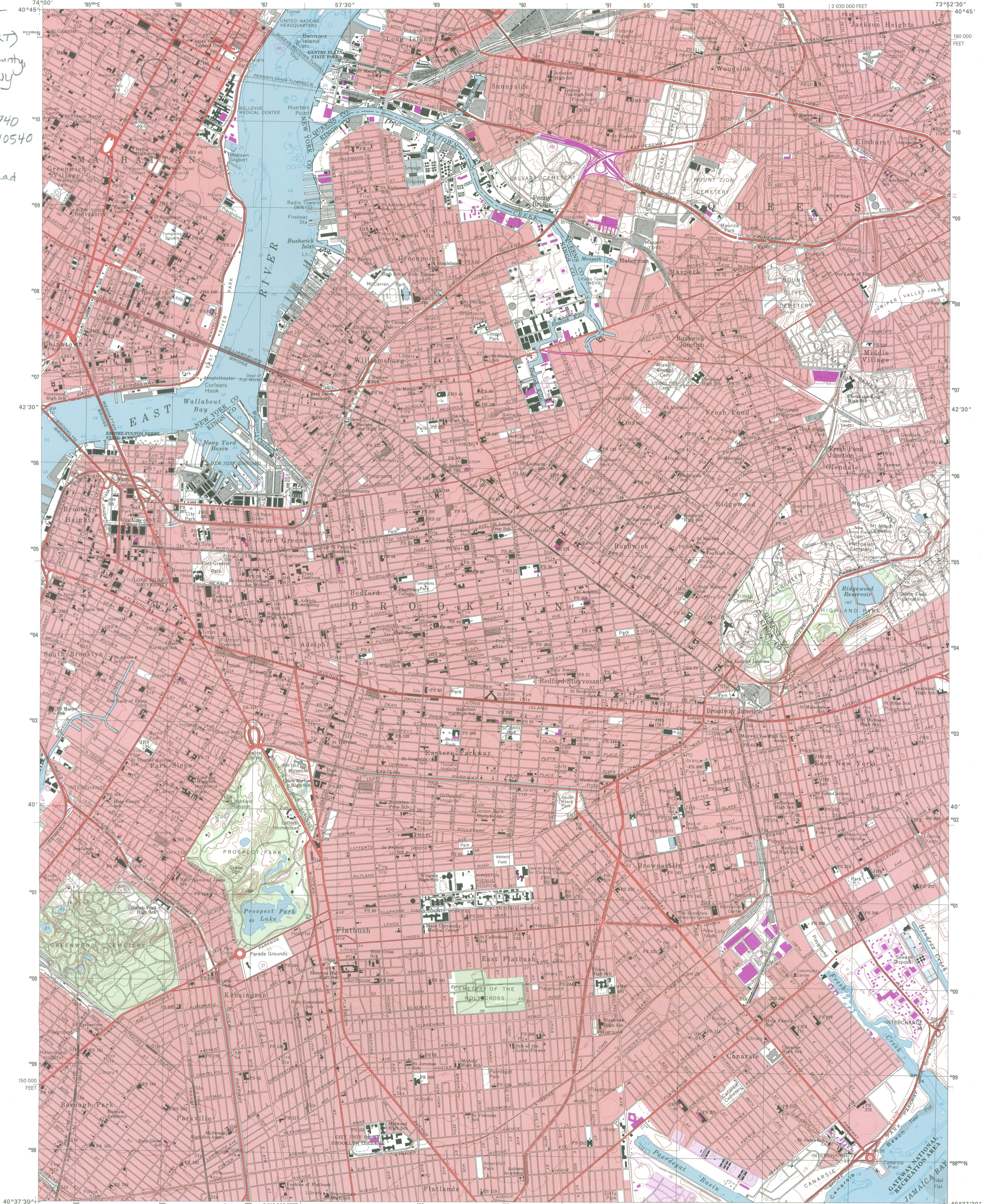
New York County, NY

8.

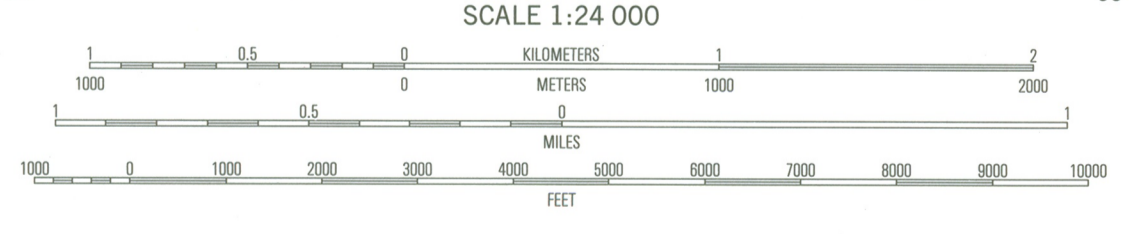
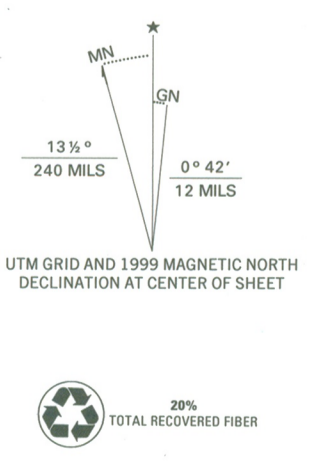
T.P.S. <No.22>008  
225 88\*\* N N-3 21 <019>



28th Street Subway Station (IRT) New York County, NY Zone 18 Easting: 585740 Northing: 4510540 USGS Brooklyn Quad 1:24000



Produced by the United States Geological Survey Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photospotting using imagery dated 1995; no major culture or drainage changes observed. Survey control current as of 1967. Boundaries, other than corporate, revised 1999 Selected hydrographic data compiled from NOS charts 275 (1964), 542 (1967), and 745 (1966). This information is not intended for navigational purposes. North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: New York coordinate system, Long Island zone (transverse Mercator). 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. Entire area lies within New York City. 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 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 4.2 FEET IN THE EAST RIVER AND 5.2 FEET IN JAMAICA BAY 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 table with symbols for Primary highway, Secondary highway, Interstate Route, U.S. Route, State Route, Light-duty road, and Unimproved surface.

ADJOINING 7.5' QUADRANGLE NAMES table with a grid of numbers 1-8.

BROOKLYN, NY 1995 NIMA 6265 III NW-SERIES V821





## The New York City Landmarks Preservation Commission

1 Centre Street, 9<sup>th</sup> 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](mailto: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

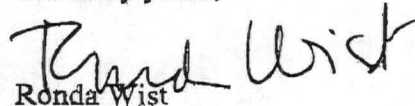
Re: The Historic Resources of the New York City Subway  
System, various counties, New York

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 28<sup>th</sup> Street, 145<sup>th</sup> Street, 168<sup>th</sup> Street, 181<sup>st</sup> Street, Chambers Street, West 28<sup>th</sup> Street, 86<sup>th</sup> Street, West 4<sup>th</sup> Street, 181<sup>st</sup> Street, and 190<sup>th</sup> Street in New York County; 242<sup>nd</sup> Street-Van Cortlandt Park, Westchester Square, Mosholu Parkway, and Pelham Parkway in Bronx County; and 45<sup>th</sup> 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