

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 145th Street Subway Station (IRT)
other name/site number _____

2. Location

street & number Under Lenox Avenue at the intersection of 145th Street [] not for publication
city or town New York [] vicinity
state New York code NY county New York code 061 zip code 10030

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] 12/18/01
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:

- ☒ 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

[Signature] 3/30/05

145th 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	TOTAL

Name of related multiple property listing

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

Historic Resources of the New York
City Subway System**Number of contributing resources
previously listed in the National Register**

0

6. Function or Use**Historic Functions**

(Enter categories from instructions)

Transportation/rail-related

Government/public works

Current Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

7. Description**Architectural Classification**

(Enter categories from instructions)

Late 19th & 20th Century Revivals/

Beaux-Arts

Materials

(Enter categories from instructions)

Foundation Concrete

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

Roof Steel, concrete

Other Decorative finishes: faience, ceramic
tile, terra cotta, cast iron**Narrative Description**

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

See continuation sheet

145th Street Subway Station (IRT)

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

1904

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
- # 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

145th 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>9</u> <u>6</u> <u>7</u> <u>0</u>	<u>4</u> <u>5</u> <u>1</u> <u>9</u> <u>1</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 6, 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.

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 1

145th Street Subway
Station (IRT)

Name of Property

New York County, NY

County and State

7. Narrative Description

The 145th Street Subway Station (IRT, Lenox/White Plains Road Line; 3 train) is located in northern Harlem. The station was opened in 1904 as part of Interborough Rapid Transit (IRT) Contract 1. It is aligned in a north-south direction beneath and parallel to Lenox Avenue as it crosses 145th Street. Each platform measures approximately 348 feet in length. This is one of only two stations in the system (the other is South Ferry) that was not extended to the common platform length of 515 feet. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II - 145th Street Station Inventory Form* that was completed in 1994 and was supplemented with field inspections undertaken in May of 2004.

Station Circulation

This station has two entrances, one each at the northwest and southwest corners of the intersection of Lenox Avenue and 145th Street. These lead directly from the street level to the platform level below. From the eastern platform (used only as an exit) there are two passageways that extend in a northeast and southeast direction from the platform to stairways that exit onto the northeast and southeast corners of 145th Street and Lenox Avenue.

General Characteristics

The 145th Street Station is a two-track, side-platform, local 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 four inches. The basic structural frame of the station consists of a concrete foundation and side walls with steel columns. Concrete was used to infill between the columns and create 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 of the "U" is supported by five-foot-wide transverse concrete arches that spring from the bottom flange of transverse beams, which 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. In most of the original IRT stations, built-up I beams are

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145th Street Subway
Station (IRT)

Name of Property

New York County, NY

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set every five feet along the center of the track to support the track ceiling. Here there are only nine such beams set along the entire length of the 348-foot track. Along each platform, the roof girder is supported by cast iron Tuscan columns placed at 15-foot intervals, and the roof girder webs are stiffened above each of the columns. The base of each column is not the standard base related to the order; rather it is a variant of the attic base with an upper torus ringed with astragals and the lower torus, replaced by a plinth.

The roof trough construction method results in the subway cut roof being a different height beneath the roadway than in areas where utilities do not enter adjacent buildings. In the utility-free areas of the cut, generally beneath the sidewalk in the platform areas, the ceiling is approximately 15 feet above the platform and the sidewalk above is supported by tapered beams of concrete encasing steel I-sections. Most of the ceilings over the trackway are smooth, north of the control area on the Downtown platform, the ceiling is segmentally vaulted between encased beams, and I-beam columns augment the cast-iron Doric columns (found along the rest of the platforms) on both platforms.

The side walls of the station are of four-inch brick, separated by a one-inch air space from the outer structural walls. The platform walls largely retain the original white glass tile (ceramic tile is used for repairs) and decorative motifs in, terra cotta, faience and mosaic tile. Floors throughout are of three-inch thick graded concrete and cut into large squares. Tracks are constructed of broken stone ballast, timber cross ties and 100-pound rails. All ties are fitted with tie plates (www.nysubways.org).

Throughout the station there are unifying decorative elements that are remarkable for their material quality and level of craftsmanship including the faience plaques, decorative cornice frieze, Roman brick wainscoting and mosaic name tablets.

Downtown Platform

The platform walls are clad with buff-colored Roman brick wainscoting topped with a band of buff colored mosaic tile. At the far northern end of the station, the Roman brick has been replaced with a modern version of the same material. Also at the northern end of the platform, the Tuscan columns used to support the station ceiling have been supplemented with steel H-sections (Photo 1). White glazed wall tiles are relieved by two bands of beige mosaic tiles and glazed terra cotta friezes with periodic "145" escutcheon faience plaques (Photo 2). All but one of these panels and the frieze has been painted over with cream-colored paint. The frieze features a repeating, stylized tulip design. The lower beige mosaic band runs around a rectangular panel of gray-blue tiles located below each escutcheon panel. Mosaic name tablets spell out "145th St," on a field of blue tiles

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145th Street Subway
Station (IRT)

Name of Property

New York County, NY

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(Photo 3). They are surrounded by bands of mosaics sets with geometric and floral motifs in shades of blue, tan and white (Photo 4).

The control area is located centrally along this platform and is divided from the platform by a bank of modern turnstiles. A modern ticket booth is located along the west wall. Along the same west wall are a number of small enclosures, formerly public bathrooms that are now used as station department rooms (Photo 5). The words "MEN" and "WOMEN" are carved into the lintels above each door, which also feature a patera design in each corner (Photo 6). Additional lintel plaques remain at two tiled-over doors to the northwest and southwest staircase closets. The wall covering in the control area consists mainly of the original glass tile with some repairs. The plaster ceilings in this control area appear to have suffered heavy water damage. The paint is in very poor condition and the original ceiling bands commonly found throughout IRT stations are missing.

Continuing south along the platform, the wall decoration remains fairly intact, except for the southernmost "145" terra cotta escutcheon plaque, which is missing from this platform (Photo 7). Station rooms located at the far south ends of both platforms are enclosed with modern concrete block (and white glazed tile) walls.

Uptown Platform

The east platform, which is used by exiting passengers only, features low plastered ceilings along its length. There is an early, closet enclosure addition located along its northern half (which features walls clad with standard buff brick wainscoting and white glazed wall tile, and a mosaic band of red with beige edging at the ceiling). There is also a modern metal lubricator enclosure at the north end. The wall decoration on this platform is generally consistent with that found on the Downtown side. The control area has been fitted with a central storage and utility enclosure. There is a single exit turnstile located on the northern side of this enclosure and a high security gate to ensure a one way flow of traffic. The wall near the utility and storage rooms features a frieze band that is executed in mosaics instead of terra cotta.

The north and south passageways from the east platform to the street have suffered a significant loss of original wall tiles. They have been replaced, with modern ceramic tile that is noticeably different from the original.

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145th Street Subway
Station (IRT)

Name of Property

New York County, NY

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Stairwells and Exterior Elements

All four entrances have modern replacement sidewalks railings and handrails. The stairs that lead to the street have been lined with modern iron railings, constructed in a manner similar to the original IRT railings. Rows of small spikes line the top rail, and at each corner there are squared plinths, two of which support composite column/lampposts on either side of the entrance. Globe lights top each of the lampposts. Modern "Subway" plaques indicate the lines served by this station and are affixed to the sides and rear railing of the each stairwell. The glazed wall tiles have been stripped from the southwest entrance; and they are damaged and/or painted over at the other three entrances.

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145th Street Subway
Station (IRT)

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 145th Street Subway Station (IRT), Lenox Avenue/White Plains Road 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 145th Street Subway Station was constructed in 1904 and began operation that same year. The 145th Street Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The early IRT stations, including 145th 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. At 145th Street, the faience plaques are set with the numbers “145” in a blue field flanked by a pair of cornucopias.

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145th Street Subway
Station (IRT)

Name of Property

New York County, NY

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In the 145th Street Station, the high quality of the materials and the architectural detail are magnificent. Faience plaques, Roman brick wainscoting, ceramic cornices and mosaic tablets are still visible throughout the station. The 145th Street Station, as part of the original IRT subway system, displays high quality craftsmanship and architectural detail in addition to superior materials. Although the platforms have not been fully lengthened as was done at most other original IRT stations, some structural alterations were made over the years. Yet despite these alterations, the station still preserves many of its original features including the glazed terra cotta friezes and multi-color mosaic panels.

Contract 1 of the IRT system opened between 1904 and 1908 and followed a Z-shaped route from City Hall, up Lafayette Street and 4th Avenue to Grand Central, turning west on 42nd Street and then running north on Broadway. It branched at 96th Street with one fork – the Fort George branch – continuing up Broadway to 242nd Street in the Bronx and the other – the Bronx Park branch – running via Lenox Avenue, 149th Street and Westchester Avenue to 180th Street and Boston Road.

Opened on November 23, 1904, the 145th Street/Lenox Avenue Station is located on the Bronx Park Branch in the northern part of Harlem, near the 145th Street Bridge over the Harlem River to the Bronx. It was the terminus of the original Lenox Avenue branch of the Contract 1 IRT. The original plan for Lenox Avenue branch envisioned the northernmost station at 141st Street just before the line turned east under the Harlem River to the Bronx. That station was designed but never built. Instead it was decided to extend the Lenox Avenue line to a storage and maintenance yard at 148th Street and build the last station at 145th Street. Because it was impractical to extend the platforms at 145th Street for longer trains, a new terminal station was built in the yard (145th Street-Lenox Terminal) which opened on May 13, 1968. The IRT station became obsolete, but the community insisted that the 145th Street Station remain open. In addition to the adjacent 148th Street Yard (for many years the IRT's main maintenance facility), the station is adjacent to the 146th Street bus depot, originally an 1890-vintage car barn.

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Section 9 Page 1

145th Street Subway
Station (IRT)

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.

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.

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Section 10 Page 1

145th Street Subway
Station (IRT)

Name of Property

New York County, NY

County and State

10. Geographical Data

Verbal Boundary Description

The boundary of the 145th Street Station (Lenox Avenue/White Plains Road Line) is shown as the bold line on the accompanying site plan entitled, "145th Street, Station Plan, Lenox Avenue Line – IRT Division, 1998." The above-ground station boundaries are also shown on the accompanying location map entitled, "Harlem/Hamilton Heights, MTA, 1993." The designation for the 145th Street Station – Lenox/White Plains Road Line includes all portions of the station at track level that fall within the boundaries of the current platforms, control areas and exterior elements.

Boundary Justification

The boundaries for the 145th Street Station encompass the entire station. It retains its historic character and looks much as it did when built in 1904.

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Section 11 Page 1

145th Street Subway
Station (IRT)

Name of Property

New York County, 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

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145th Street Subway
Station (IRT)

Name of Property

New York County, NY

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Additional Documentation

List of Black and White Photos

145th Street Subway Station (IRT)

New York County, NY

Photographer: Stacey Vairo

Date: May, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

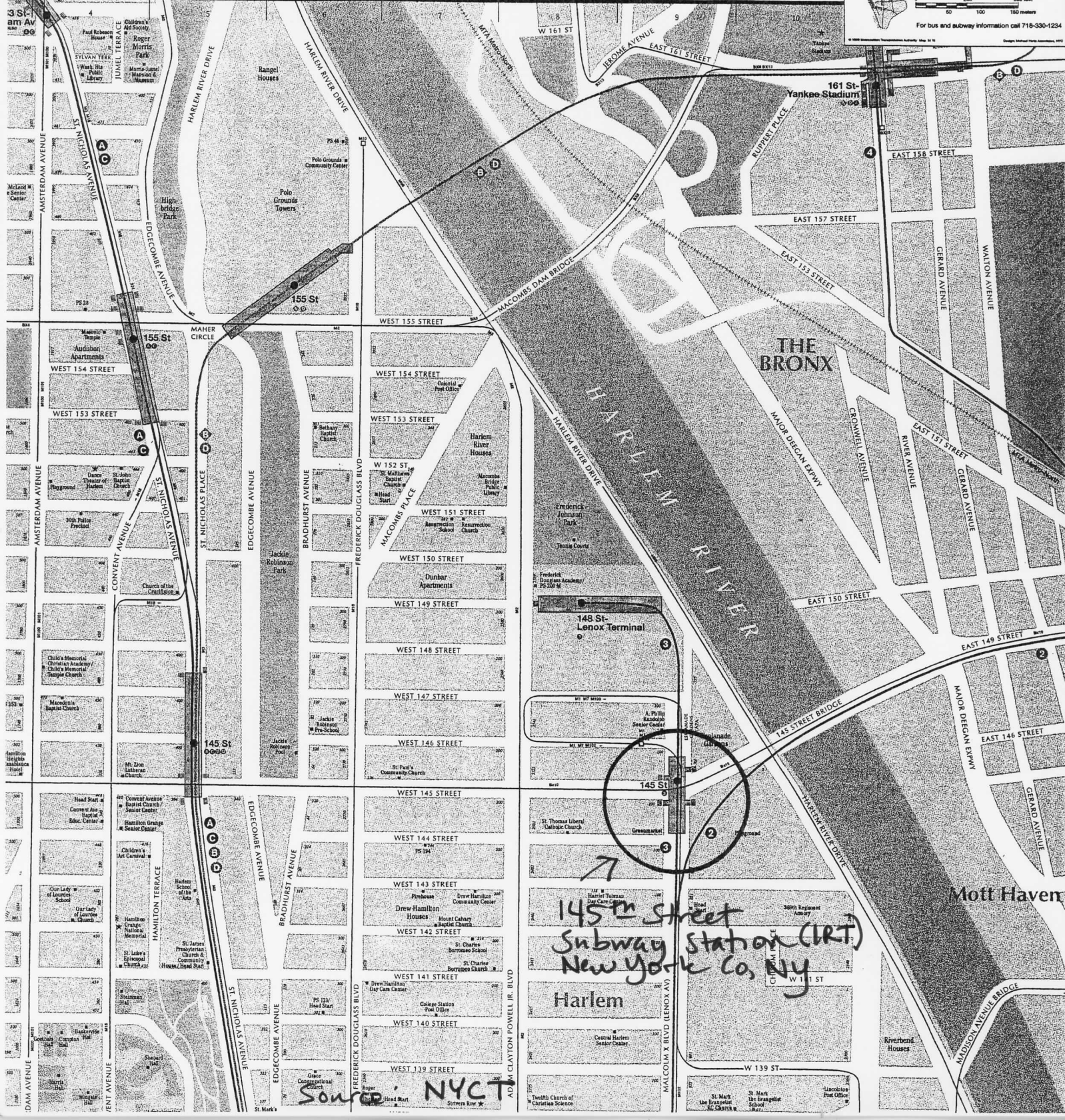
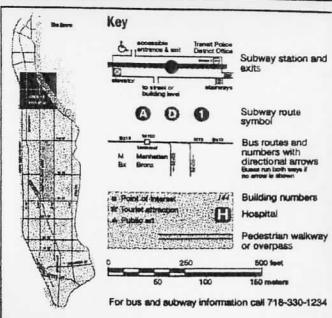
Hartford, CT 06106

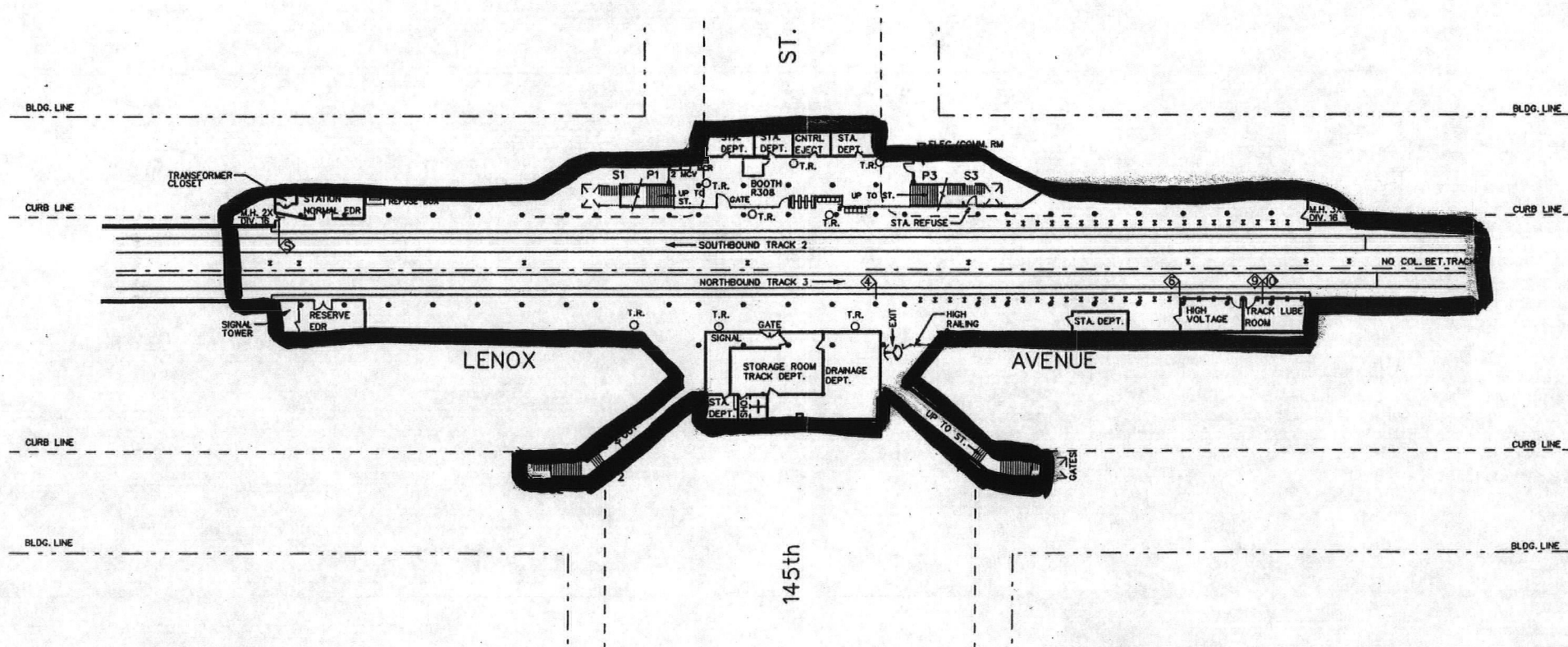
1. Wall decoration at the northern end of the Downtown platform. View north.
2. Escutcheon plaque depicting "145" on Downtown platform. View west.
3. Station name tablet and modern wall tiling on Downtown platform. View northwest.
4. Name tablet, wall tile and top frieze, Downtown platform. View west.
5. Wall cladding and former men's room door in Downtown control area. View northwest.
6. Carved lintel above former women's room. View west.
7. Southern end of Downtown platform. View south.

Hamilton Heights

OLAS PARK • RIVERSIDE PARK • JACKIE ROBINSON PARK

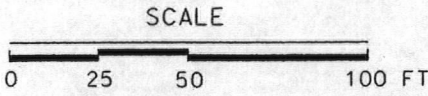
- Points of Interest**
- Jerome Avenue, A5
Major Deagan Expressway, D16, F11
River Avenue, D11
Ruppert Place, B10
Walton Avenue, C-212
West 151 Street, A5
- Belair Baptist Church, D6
Borwick College, C2
Central Harlem Senior Center, J9
Chapel of the Intercession, C3
Child's Memorial Christian Academy & Church, F4
Children's Art Society, A4
Church of the Christ, E5
City Yacht Club, K5
Adventist Church, E3
City College (CCNY), K-15
Administration Building, K5
Baskerville Hall, J4
Crompton Hall, J4
Davis Hall for Performing Arts, L4
Park Gym, M4
Harris Hall, J4
Park Gym, M4
Robert E. Marshall Building, K5
Shepard Hall, J5
South Campus, M5
- South Campus Athletic Field, M5
Steinman Hall, J4
Wegman Hall, J4
"Y" Building, L5
Convent Avenue Baptist Church & Senior Center, C4
Convent Avenue Baptist Education Center, G4
Coulter-Coleman Public Library, K8
Dance Theater of Harlem, D4
Univ. of Harlem, D4
Dunbar Apartments, E7
Expansive Gardens, F9
Pinehouse, H7, J2, L5
Fourth Street Church of Christian Science, H3
Frederick Douglass Academy, PS 200A, E8
Frederick Douglass Park, E8
Grace Congregational Church, J6
- Greater Harlem Nursing Home, K10
Greenwich, G4, K9
H.A.D.L.E.Y. Playhouse, L7
Hamilton Grange National Memorial, H4
Hamilton Grange Public Library, G3
Hamilton Grange Senior Center, G4
Hamilton Heights Casablanca Hotel, G3
Hamilton Hotel, J3
Hempstead Recreation Center & Pool, L10
Harlem, J3, J8
Harlem Hospital Center, K9
Harlem River Church, D7
Harlem School of the Arts, H5
Harlem YMCA, L8
Harlem Yacht Club, G4
Head Start, E7, G4, H6, J7, M12, M7
Highbridge Park, B5
Historic Society of America, C2
US 195, L1
Jackie Robinson Park, E5
Pool, G6
- Jackie Robinson Pre-School, F6
James L. Vanick Community Center, K9
JPS 275, L6
Lenox Terrace, L9-10
Macdonald Baptist Church, F4
Macdonald Bridge Public Library, D7
Manhattanville Houses, M7
Manhattanville Riverside Senior Center, L2
Mary McLeod Bethune Senior Center, B3
Maestri Terrace, C4
Modern School Kindergarten, D3
Moore Learning Center, B2
Morris-James Memorial & Museum, A4
Muhar ABE Senior Center, K9
Mott Haven (Bronx), H12
MT. Calvary Baptist Church, D7
MT. Zion Lutheran Church, G4
North Presbyterian Church/Head Start, C3
Nova Cinema, E2
135th Street Calabrese, L4
Our Lady of Esperanza Church, C2
Our Lady of Lourdes Church & School, H1
Paradise Baptist Church, A2
Paul Robeson Houses, G4
A. Philip Randolph Senior Center, F9
Playgrounds: D4, D10, J1
Police Precinct: E4, L7
Polo Grounds Community Center, B6
Polo Grounds Towers, B6
Post Office: C2, D7, F3, J7, J10
PS 28, C4
PS 46, B6
PS 47, L7
PS 123/Head Start, J6
PS 129, M5
PS 133, M11
PS 153, F3
PS 161, L4
PS 175, L8
PS 192, K3
PS 194, G7
PS 197, K10
PS 229, M4
Rampart Houses, A5
Renaissance Theater, K1
- Riverside Presbyterian Church, K9
Resurrection Church & School, E7
River Terrace, C1
Riverside Houses, J1
Riverside Park, F1
Riverside Park Community Apartments, L1
Roger Furman Theater, J6
Roger Morris Park, A4
St. Anselm RC Church & School, M7
St. Anthony Church, M10
St. Catherine of Genoa Church & School, D3
St. Charles Borromeo Church & School, H7
St. James Presbyterian Church & Community House/Head Start, H5
St. John Baptist Church, D4
St. Luke's Episcopal Church, H4
St. Mark The Evangelist RC Church & School, J10
St. Mark's United Methodist Church, J6
- St. Matthews Baptist Church, D7
St. Nicholas Park, L5
St. Paul's Baptist Church, M7
St. Paul's Community Church, G7
St. Philip's Episcopal Church/Community Service Center, L7
St. Thomas Lower Catholic Church, G8
Schenck Center for Research in Black Culture, K9
Shelton Row, J7
Schenck Regimental Armory, H10
Trinity Cemetery, C1, C3
Twelfth Church of Christian Science, J8
Union Congregational Church, K10, M8
Washington Heights Public Library, A4
Williams Institute OAE Church, M6
Yankee Stadium (Bronx), A10





DATE	REVISIONS	BY
1-26-99	UNDER REHABILITATION	ECS
9-27-01	ADDED TRACK LUBE & HIGH VOLTAGE ROOMS AT N/B PLAT., METROCARD VENDING MACHINES	HH
3-18-03	REVISED AS PER FIELD SURVEY. NO STRUCTURAL CHANGES.	DI

NOTE: THIS DRAWING SUPERSEDES DRAWING
29713-R DATED MAY 18, 1933.



145th STREET STATION
STATION PLAN
LENOX/ W.P.R. LINE - IRT DIVISION
STATION NUMBER: 437
DATE: 01-25-99

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY 145th 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: 05000231

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 Acc

REVIEWER Swager

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.



145thSt Subway Station
New York County, NY
May 2004
View north
Photo1

T.P.S. <No.25>004
275 88** N N N N-01 2<019>



145th Street Subway Station
New York County, New York
May 2004
View west
Photo 2

T.P.S. <No.23>002
275 88** N N N 2-20 2(019)



145th Subway Station
New York County, New York
May 2004
View northwest
Photo 3

T.P.S. <No.24>003
275 88** N N N 4-26 2(019)



A black and white photograph of a subway station wall. The wall is covered in white rectangular tiles, with a decorative border of dark tiles featuring a repeating scroll pattern. A dark rectangular sign with the text "145TH ST" in white capital letters is mounted on the wall. The sign is framed by a decorative border of small squares. The wall is illuminated by overhead lights, creating a bright reflection on the right side. A metal support beam is visible at the top left, and a vertical pipe runs down the right side of the wall.

145TH ST

145th Street Subway Station
New York County, New York
May 2004
View west
Photo 4

T.P.S. <No.22>001
275 88**NNNN 02 2(019)



Maintenance
#12345

4576

Capital Projects

The Metropolitan Transportation Authority (MTA) is planning a series of capital projects to improve the subway system. These projects include the construction of new lines, the renovation of existing lines, and the purchase of new trains. The MTA is currently in the process of planning and designing these projects, and will be seeking public input in the coming months.

Audiencia Pública
Proyectos de inversión

The MTA is holding a public hearing to discuss the proposed capital projects. The hearing will be held on [date] at [location]. The MTA is seeking input from the public on the proposed projects, and will be holding a series of public hearings throughout the city.

2

Shuttle buses replace trains between 241 and East 180 Sts

The MTA is planning to replace the shuttle buses with trains between 241 and East 180 Sts. This change is being made to improve the service and to reduce the number of shuttle buses. The MTA is currently in the process of planning and designing this change, and will be seeking public input in the coming months.

Collect all Kids!

The MTA is planning to collect all the kids from the subway. This change is being made to improve the service and to reduce the number of kids on the subway. The MTA is currently in the process of planning and designing this change, and will be seeking public input in the coming months.

Service to Midland Ave restored

The MTA is planning to restore the service to Midland Ave. This change is being made to improve the service and to reduce the number of kids on the subway. The MTA is currently in the process of planning and designing this change, and will be seeking public input in the coming months.

145th Street Subway Station
New York County, New York
May 2004
View northwest

Photo 5

T.P.S. <No. 5>005
275 88** NNN-1 10 2(019)



145th Street Subway Station

New York County, New York

May 2004

View west

Photo 6

T.P.S. <No. 7>006
275 88**NNN 3-28 2(019)



145th Street Subway Station
New York County, New York
May 2004
Photo 7

T.P.S. <No.21>001
228 88**NNNN-04 2(019)



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

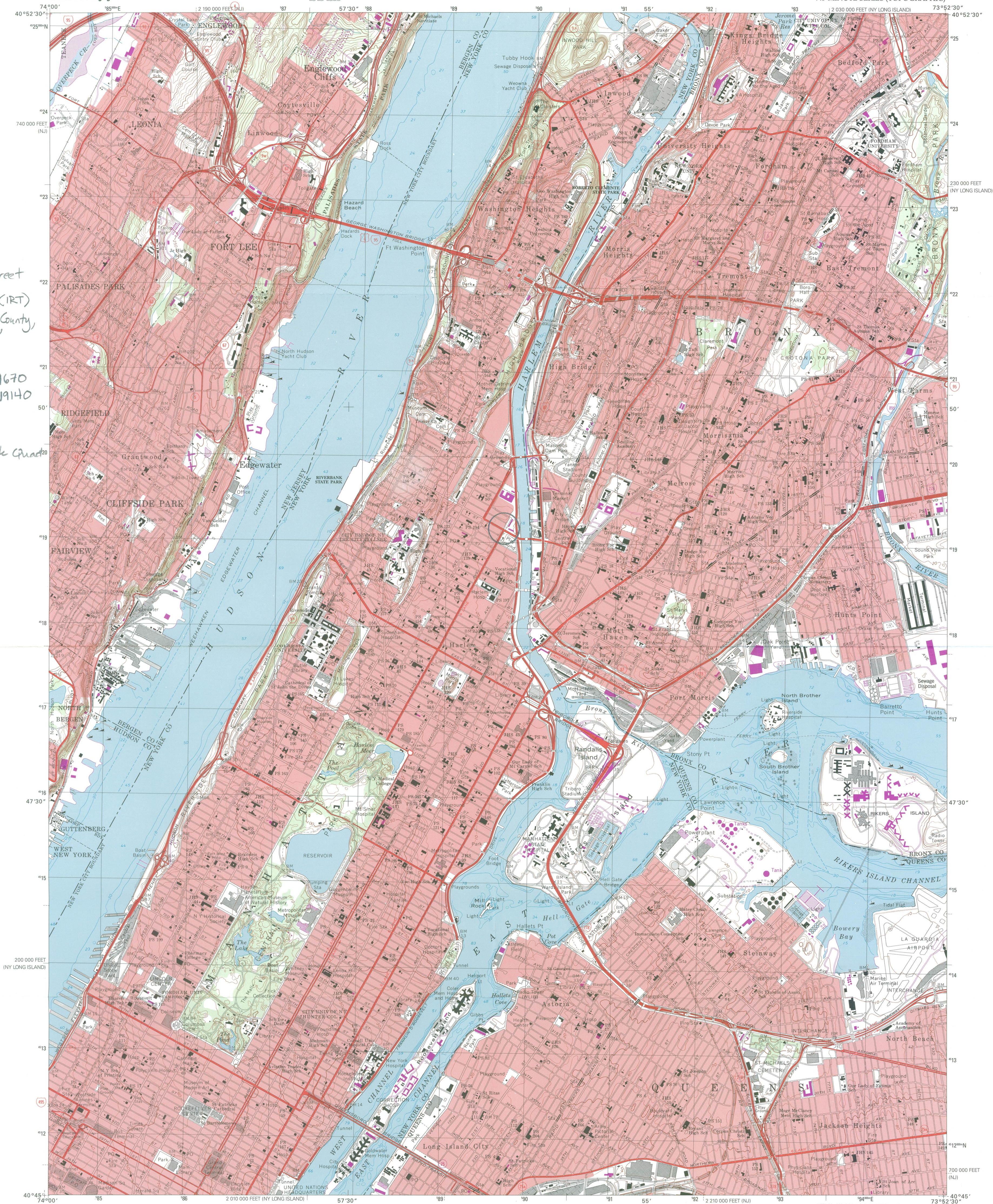


CENTRAL PARK QUADRANGLE
NEW YORK-NEW JERSEY
7.5-MINUTE SERIES (TOPOGRAPHIC)

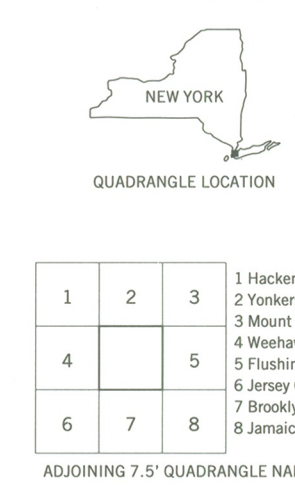
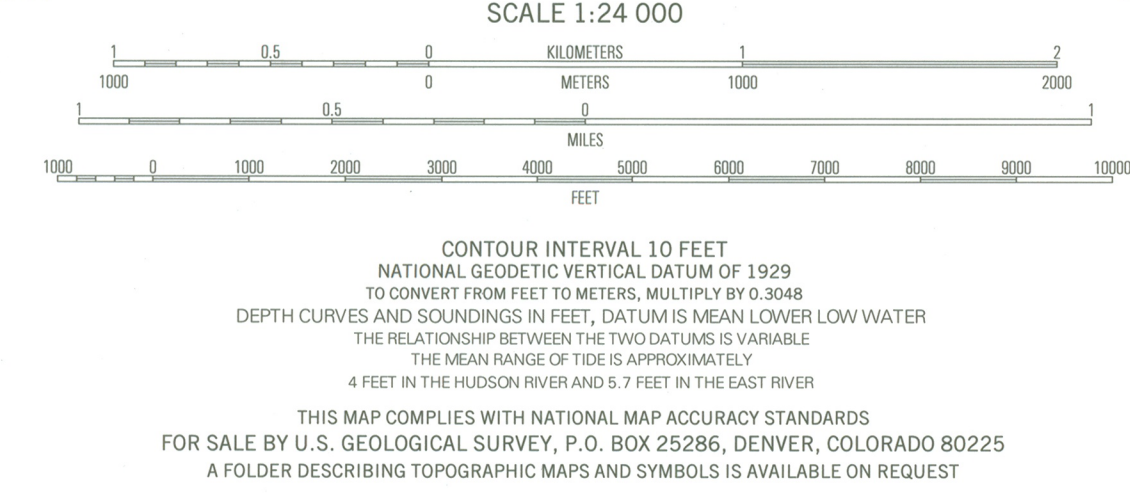
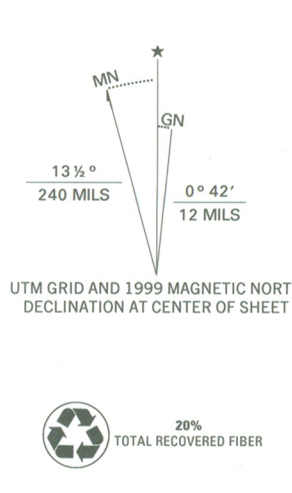
45th Street
Subway
Station (IRT)
New York County,
NY

Zone 18
Easting: 589670
Northing: 4519140

USGS
Central Park Quad
1:24000



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



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
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

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

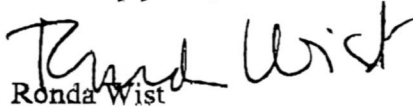
Re: The Historic Resources of the New York City Subway
System, various counties, New York

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