

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

2. Location

street & number Seventh Avenue between West 26<sup>th</sup> and West 29<sup>th</sup> Streets [ ] not for publication  
city or town New York [ ] vicinity  
state New York code NY county New York code 061 zip code 10038

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.)  
[Signature] SABO 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] 3/30/05  
Signature of the Keeper Date of Action  
Edson A. Beall  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

West 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)

OTHER/Arts and Crafts

#### Materials

(Enter categories from instructions)

Foundation Concrete

Walls Concrete, ceramic tile

Roof Steel, concrete

Other Decorative finishes: ceramic  
Tile

#### Narrative Description

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

See continuation sheet

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

West 28th Street  
Subway Station (Dual  
System IRT)

Section 7 Page 1

Name of Property  
New York County, NY  
County and State

## 7. Narrative Description

The West 28<sup>th</sup> Street Subway Station (Dual System IRT, Broadway/7<sup>th</sup> Avenue Line; 1 and 9 trains) is located in the Chelsea neighborhood of Manhattan. The station was built between 1914 and 1918 as part of the Interborough Subway System (IRT) during the Dual Contracts Period (under Contract 3). It is aligned in a north-south direction beneath and parallel to Seventh Avenue. On the southern end of the station, the perimeter lies roughly between the intersection of West 26<sup>th</sup> Street and Seventh Avenue and on the northern end the perimeter lies just north of West 29<sup>th</sup> Street and Seventh Avenue. The platforms were extended to their current length of 530 feet in 1966. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II - West 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 West 28<sup>th</sup> Street Station, Broadway/7<sup>th</sup> Avenue Line, is a single-level, three track, side platform station that was constructed using a variation on the cut and cover method of construction. The basic structural frame of the station consists of a concrete foundation and side walls with steel columns. Built-up "I" section columns of varying height are spaced five feet on-center in 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 in section, 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. One stipulation of the Dual Contracts agreement stated that all street surfaces must remain intact during station construction. Therefore, it was necessary to build the "cover" of the station beneath a web of timber supports on which the road continued to function. The majority of the Dual contract station ceilings consisted of structural steel frames with concrete jack arches between. Along each platform, the roof girder is supported by H-section piers placed at 15-foot intervals, and the roof girder webs are stiffened above each of the piers.

The side walls of the station are of four-inch brick separated by a one-inch air space from the outer structural walls. The practice of waterproofing the stations with layers of coal-tar coated burlap was done away with on the Dual Contract stations due to the insulating quality of the materials used. (The IRT subways were, and are, notorious for holding in

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

West 28th Street  
Subway Station (Dual  
System IRT)

Name of Property  
New York County, NY  
County and State

Section 7 Page 2

the heat generated by the subway cars. Floors throughout are three-inch-thick graded concrete incised 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](http://www.nysubways.org)).

Throughout the platform areas there are unifying decorative elements that identify this as a typical Dual Contracts station. These include, mosaic friezes, name tablets and directional signs all executed in the same simple Arts and Crafts-style designs.

#### Station Circulation

The circulation pattern for this station incorporates six stairways; one on each corner of the intersection of Seventh Avenue and 28<sup>th</sup> Street; and two located on the northwest and northeast corners of Seventh Avenue and West 26<sup>th</sup> Street. These stairways lead down to two control areas, one each located on the east and west sides of Seventh Avenue.

#### Platform Level

The concrete, jack-arched ceilings above the platforms are supported by the typical H-section steel columns located at 15 foot intervals along the platform. At the far south ends of platforms, near the exit stairs, new mechanical and trash rooms have been added.

The walls throughout are topped by an 18-inch-wide, geometrically patterned, mosaic tile frieze, punctuated every 15 feet by a hexagonal plaque inside of which are the numerals "28" (Photo 1). At 45-foot intervals there are 8-foot-long name tablets that read "28<sup>th</sup> Street" (Photo 2). These are crafted in the same shades of blue and brown mosaics used for the frieze. The serif white lettering has graceful tapered contours and sits in a field of blue and brown mosaics, framed by a gold ceramic tile border. There are also mosaic signs that read "To 28<sup>th</sup> Street" and "To 27<sup>th</sup> Street" with arrows located below them (Photo 3).

The mosaics are in good condition throughout the station, although there has been some deterioration of the tile work due to water leakage below the sidewalk vents. Where repairs have been made, they have been done so sympathetically to match the originals. The majority of the station walls are covered in white ceramic tiles that were added as part of the 1990 renovation. As is common practice, the tiles, were placed directly over the original surface, which results in a ¼ inch projection where it meets the mosaics.

The mosaic frieze continues throughout the control areas, which are located mid-platform (Photo 4). Metal security gates and banks of modern turnstiles separate the paid and



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

West 28th Street  
Subway Station (Dual  
System IRT)

Name of Property  
New York County, NY  
County and State

Section 7 Page 3

unpaid areas of the control area. Doors leading to staff lockers, toilets and a vacant newsstand behind the platform walls are located on either side of the control area. These spaces were altered to serve their current purposes during the 1990 renovation. The walls of the platform extensions on the far north end of the station are covered in modern gray-colored glazed tile.

### Exterior Elements and Stairwells

This station has four original concrete stair entrances located at West 28<sup>th</sup> Street, each with a recently replaced balustrade of unremarkable steel tube (Photo 5). There are two exit stairways at West 27<sup>th</sup> Street. The exterior railing on the northwest stair is a recent replacement and the stairs on the northeast corner appear to be an original. It features a cast-iron balustrade, with pyramid shaped studs along the length of the top rail. It also features a pair of octagonal-shaped lampposts with open-lotus capitals. The lamps fixture has been replaced by the typical plastic globes. The walls lining all of the stairways have been covered with modern, 6-inch, square tiles.

West 28<sup>th</sup> 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

1914-1918

### Significant Dates

1918

### Significant Person

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Vickers, Squire Joseph (architect)

## 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

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

West 28th Street  
Subway Station (Dual  
System IRT)

Name of Property

New York County, NY

County and State

Section 8 Page 1

## 8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the West 28th Street Subway Station (Dual System IRT), Broadway/7th Avenue Line, is significant under Criterion A in the areas of transportation, community planning and development, and social history. The station also meets Criterion C in the areas of engineering, architectural design, and art. The West 28<sup>th</sup> Street Subway Station was constructed in 1914 and began operation in 1918. This station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The Dual Contract stations, including West 28th Street, are significant at the local level.

The design of West 28<sup>th</sup> 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 unyielding surface gives a joyous note like a banner flying from the barrel window of a frowning Medieval Castle."

It was completed in 1918 as part of the Contract 3 of the Dual Contract era, which lasted from 1909 to 1931. The Dual System (as it is also known) was the single greatest period of subway construction and expansion in the city's history.

Contract 3 comprised the construction of the upper Lexington Avenue extension of the original IRT, joining the original subway at Grand Central and continuing the old IRT Broadway/7<sup>th</sup> Avenue line southward to South Ferry. It thus transformed the original, Z-shaped route into an H-shaped system (The Grand Central Times Square section forming the crossbar of the "h"). In addition, Contract 3 included the Jerome Avenue, White Plains Road and Pelham Bay Park branches in the Bronx, the Queensboro (Flushing and

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

West 28th Street  
Subway Station (Dual  
System IRT)

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

New York County, NY

\_\_\_\_\_  
County and State

Section 8 Page 2

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Astoria) lines in Queens; and the Nostrand Avenue and New Lots extensions in Brooklyn.

In the West 28<sup>th</sup> Street station the high qualities of the materials and architectural detail reflect the typical design of a Dual System station, which is noticeably simpler in all aspects from those of the original IRT stations. Original features of the station include the geometric, Arts and Crafts style mosaic banding and plaques and signage and the original exterior entry.

The West 28<sup>th</sup> Street Station is located at the southern boundary of the central business district and adjacent to the Fashion Institute of Technology campus. The station serves an area of factories and lofts that borders the Flower and Fur districts. The most prominent feature is the Fashion Institute of Technology (FIT) opened in 1958 and subsequently expanded to full two large city blocks just west of the station. FIT is the training school for the nearby garment industry, one of New York City's important industries.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section 9 Page 1

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

Name of Property

New York County, NY

County and State

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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/>.

Kinetz, Erika. "Neighborhood Report: New York Up Close; How Fairly Tale Color Saved the Subways From Gloom." New York Times 14 July, 2002, Final Edition. Section 14, Page 8.

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.

West 28<sup>th</sup> 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.)

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### 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 7, 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.



United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

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

Section 10 Page 1

Name of Property  
New York County, NY  
County and State

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**10. Geographical Data**

**Verbal Boundary Description**

The boundary of the W 28<sup>th</sup> Street Station (Broadway/Seventh Avenue Line) is shown as the bold line on the accompanying site plan entitled, "West 28<sup>th</sup> Street Station, Station Plan, Broadway/Seventh Avenue Line – IRT Division, 1996." The above-ground station boundaries are also shown on the accompanying location map entitled, "Chelsea, MTA, 1993." The designation for the West 28<sup>th</sup> Street Station – Broadway/Seventh 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 West 28<sup>th</sup> Street Station encompass the entire station which is substantially intact from its original date of construction with the exception of the non-historic (1966) platform extensions.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section 11 Page 1

W 28<sup>th</sup> Street Subway  
Station (Dual System  
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

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

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

Section 11 Page 2

Name of Property  
New York County, NY  
County and State

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**Additional Documentation**

List of Black and White Photos

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

New York County, NY

Photographer: Stacey Vairo

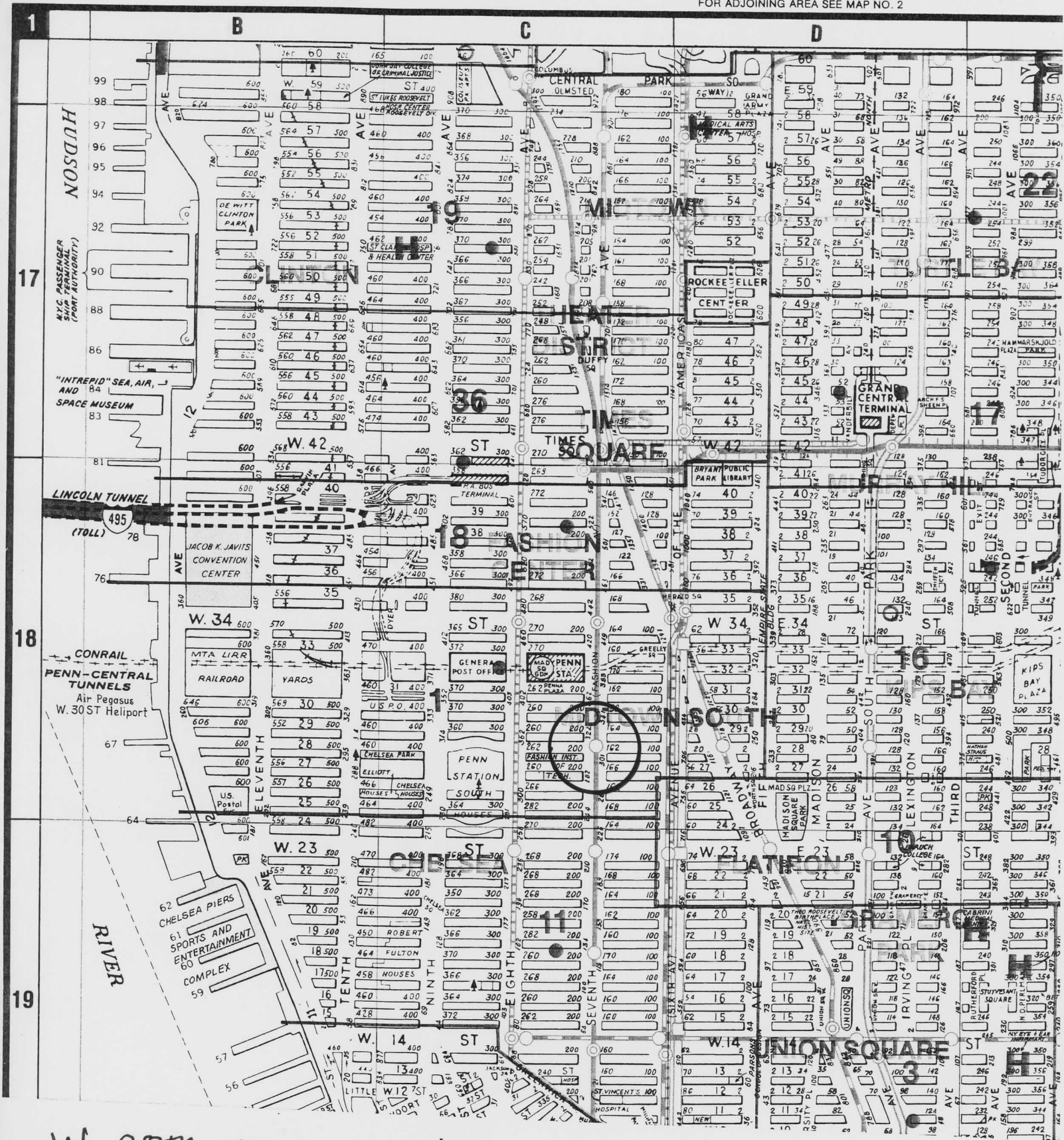
Date: May, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

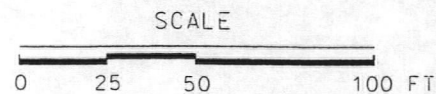
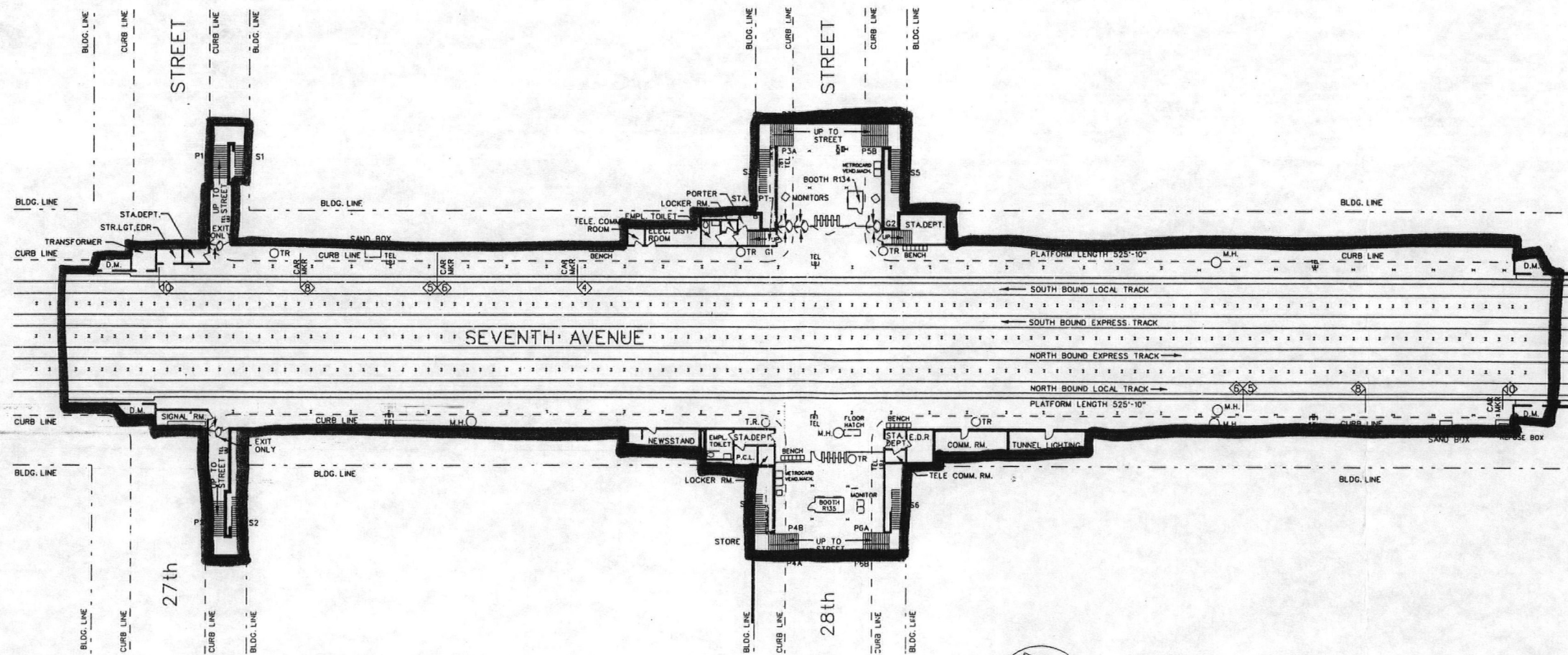
72 Cedar Street

Hartford, CT 06106

1. Uptown platform wall with view of name tablets. View northeast.
2. Detail of mosaic border and repeating "28" design. View east.
3. Mosaic directional sign on Uptown platform. View east.
4. Control area of Uptown side. View northeast.
5. Exterior of entrance located. View north.







NOTE: THIS DRAWING SUPERSEDES DRAWING  
MS-8187-R DATE 01-17-73.

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



28th STREET STATION  
STATION PLAN  
BROADWAY/ 7th AVE. LINE - IRT DIVISION  
STATION NUMBER: 319  
DATE: 5-07-98

DATE	REVISIONS	BY
5-13-98	ALTERATION TO FARE CONTROL, CARMARKERS RELOCATED.	ECS
12-12-00	ADDED METROCARD VENDING MACHINES	HH
01-02-03	ADDED COMM. RM. & TUNNEL LIGHTING RM. @ NO. BOUND PLATFORM.	ECS

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY West 28th Street Subway Station (Dual System 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: 05000235

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.





West 28th Street Station (Dual System IRT)

New York County, New York

May 2004

View <sup>north</sup> east.

Photo 1

T.P.S. <No.18>002  
491 88\*\*NNN 3-04 2(019)



28th Street - Lexington Avenue Line  
West 28th Street Station (Dual System IRT)  
New York County, New York  
May 2004  
View east  
Photo 2

T.P.S. <No.17>001  
491 88\*\*NNNN-13 2(019)



W 28th Street Station

New York, New York

May 2004

Photo 3

View east

West 28th Street Subway Station

(Dual System IRT)

New York Co, NY

3.

T.P.S. <No. 21>  
491 88\*\*NNNN (9)





W 28th Street Station  
New York, ~~New York~~  
May 2004

view northeast

Photo. 4

West 28th Street Subway Station  
(Dual System IRT)  
New York Co., NY

4.

T.P.S. <No. 22> 004  
491 88\*\* N N N



W. 28<sup>th</sup> St - Lexington Ave  
New York, New York

May 2004

View north

Photo 5

West 28<sup>th</sup> Street Subway Station  
(Dual Sys. IRT)

T.P.S. <No.24>005  
49188\*\*NN-N-4262(019)

New York Co, NY

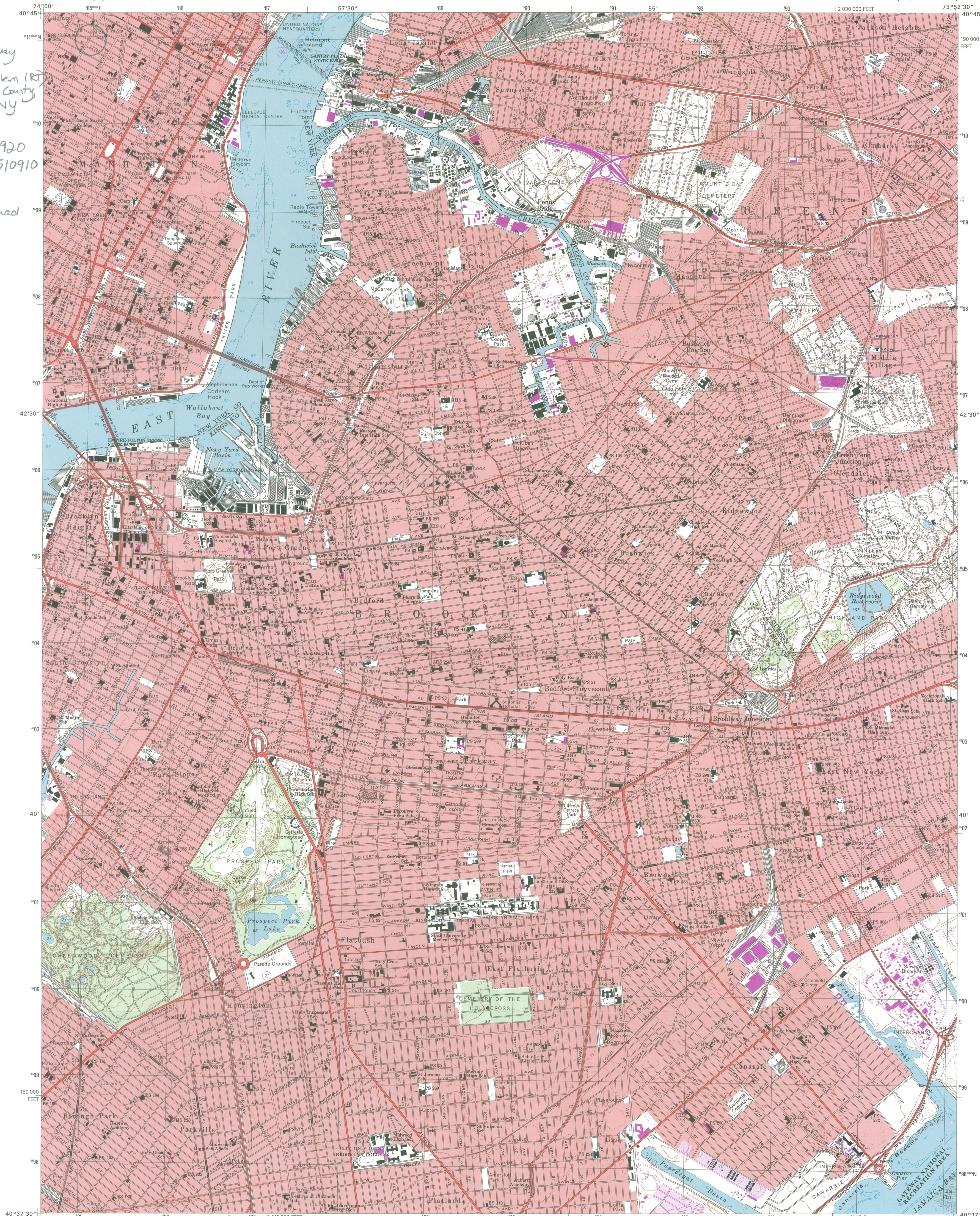
5.



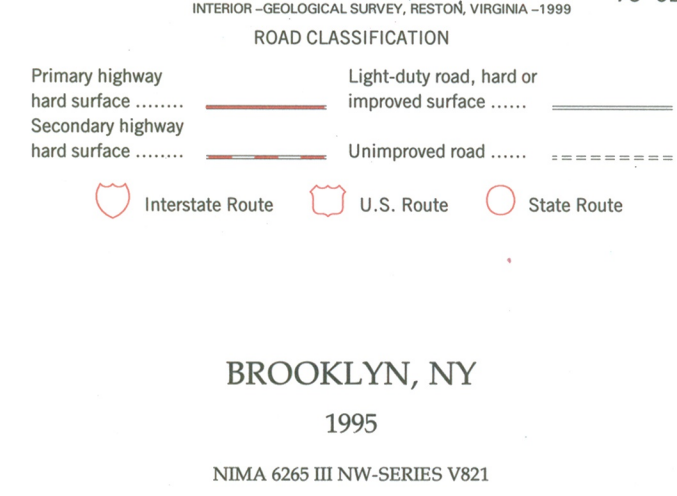
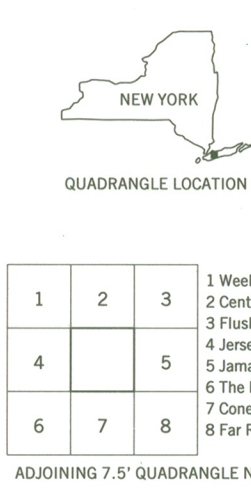
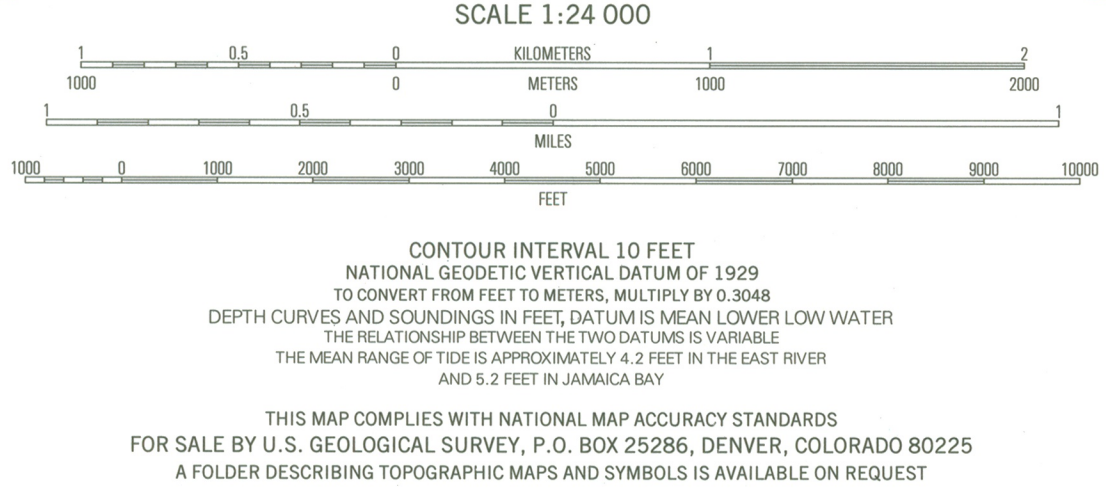
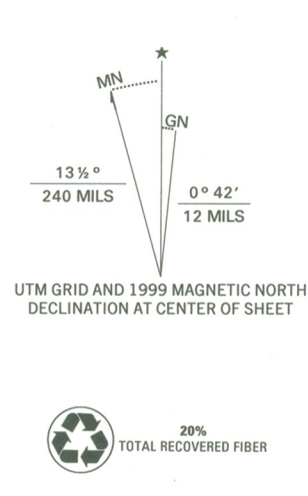
West 28th  
Street Subway  
Station  
(Dual System IRT)  
New York County  
NY

Zone 18  
Easting: 584920  
Northing: 4510910

USGS  
Brooklyn Quad  
1:240000



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



1	2	3
4	5	6
7	8	9

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

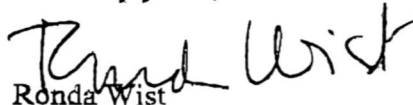
Re: The Historic Resources of the New York City Subway  
System, various counties, New York

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, Moshulu 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