

DATA SHEET

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: New York	
COUNTY: New York	
FOR NPS USE ONLY	
ENTRY NUMBER JAN 17 1975	DATE



1. NAME

COMMON:
* Grand Central Terminal

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
71 - 105 East 42nd Street

CITY OR TOWN:
New York

STATE: New York CODE: 36 COUNTY: New York CODE: 061

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	_____
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	_____	_____
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	_____	_____

4. OWNER OF PROPERTY

OWNER'S NAME: New York & Harlem Railroad Co.; Penn Central Transportation Co.
The 51st St. Realty Co. (UGP Properties Inc. holds lease to erect
building on site)

STREET AND NUMBER:

CITY OR TOWN: New York STATE: New York CODE: 36

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
New York County Hall of Records

STREET AND NUMBER:
31 Chambers Street

CITY OR TOWN: New York STATE: New York CODE: 36

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
New York City Landmarks Preservation Commission

DATE OF SURVEY: August 2, 1967 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
New York City Landmarks Preservation Commission

STREET AND NUMBER:
305 Broadway

CITY OR TOWN: New York STATE: New York CODE: 36

SEE INSTRUCTIONS

STATE: New York
COUNTY: New York
ENTRY NUMBER:
DATE:

FOR NPS USE ONLY

Congressional Representative: Edward I. Koch

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Grand Central Terminal is treated as one low monumental unit, although its height would equal that of a conventional seven story structure. Above ground, the building itself occupies three city blocks. The station is of steel frame construction. The base and lower portion of the exterior walls of the station are of Stony Creek granite, with Bedford limestone used above.

The south (main) facade features three monumental arched bays, set between giant paired Doric columns which support a full entablature. (Bays of these proportions are often found in American buildings of this period.) A great parapet crowns the composition, and has Jules-Alexis Coutan's sculptural group of Mercury flanked by Minerva and Hercules as its central feature. The tall base of the building contains shops at street level. Another feature of the design is the elevated automobile roadway which extends around the building enabling Park Avenue to continue unobstructed. A system of interior ramps makes the transition from the street level to the Main Concourse.

The Grand Concourse within the station is one of the most justifiably famous interiors in the United States. It is a room of vast size, with its upper walls pierced by clerestory windows which, at certain times of day, admit great beams of sunlight. The great arched ceiling, painted by the French artist Paul Helleu, represents a dark blue sky containing the constellations of the firmament.

Beneath the station, the layout of the tracks represented the brilliant engineering solution devised by the railroad's Chief Engineer William J. Wilgus, and the architectural firm of Reed & Stem, who won the initial competition for the building.

One of the most interesting features of the building is the visual separation of the Grand Concourse from the track system. American commuters and foreign travellers alike have commented admiringly on the great interior, from which departing trains are easily and quickly reached, but into which no sign of them intrudes.

SEE INSTRUCTIONS



8. SIGNIFICANCE

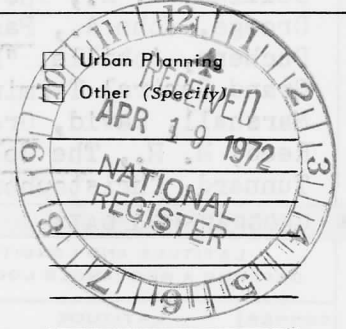
PERIOD (Check One or More as Appropriate)

- | | | | |
|----------------------------------------|---------------------------------------|---------------------------------------|--------------------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) **1903 - 1913**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--------------------------------------------------|-------------------------------------------------|----------------------------------------------------|-----------------------------------------------------|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input checked="" type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |



STATEMENT OF SIGNIFICANCE

Grand Central Station, as it was originally built and now stands, represents the combined ideas of a number of people. When, to comply with new safety restrictions, the New York Central Railroad electrified its lines into New York City, vast changes were required in the subterranean track system. William K. Vanderbilt, then Chairman of the New York Central Corporation, felt that a new terminal should be built, replacing the old passenger depot.

In 1903, a competition was held to choose the architect for the construction, and entries were invited from some of the top architectural firms in the nation: D. H. Burnham of Chicago, Reed & Stem of St. Paul, Minnesota, and Samuel Huckel of Philadelphia. The specifications called for a revenue-producing station on a monumental scale. Winning the competition were the designs submitted by the partnership of Charles Reed and Allen Stem: a great station carrying a fourteen story commercial building, "exterior circumferential elevated roadways" connecting with a bridge crossing 42nd Street, and a system of interior ramps instead of stairways.

Independent of the architectural competition, Col. William J. Wilgus, Chief Engineer (later to be Vice President) of the New York Central, designed a revolutionary new two level track system for the simplification of arrival and departure procedures. By 1909, before the plans for the building were finalized, his gigantic pit was almost completed.

After the competition had been decided, the contract awarded, and the working drawings begun, the personal taste and influence of William K. Vanderbilt intervened, greatly altering the course of the construction of the station. Vitally interested in art, Vanderbilt had become a close friend of his architect-cousin Whitney Warren, of the firm of Warren & Wetmore. Having been educated in architecture at the prestigious École des Beaux Arts in Paris, Warren was eminently capable of discussing his art with Vanderbilt. After the competition was over, Warren & Wetmore laid a set of drawings directly before Vanderbilt. Disregarding the production of revenue, their design emphasized the monumentality attainable by a building on the then-enormous site. Vanderbilt himself declared a preference for the magnificence of a design not motivated by profit-making, and he conveyed to Reed & Stem the idea that they might take Warren & Wetmore into partnership. After some resistance from the original prize winners, a corporation was formed between the two firms entitled Associated

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Alexander, Edwin P., Down at the Depot, (N.Y., 1970)
 Ashton, Dore, New York (N. Y., 1972)
 Burnham, Alan, ed. New York Landmarks (Conn., 1963)
 Collins, F. A., The Romance of Park Avenue (N.Y., 1930)
 Droege, John A., Passenger Terminals and Trains (N. Y., 1916)
 Duchene, Achille, "Notes & Comments", Arch. Record, XXXIII, 2, p. 185
 Grand Central Terminal, a brochure
 Marshall, David, Grand Central (N.Y., 1946)
 Reed, H. H., The Golden City, (N.Y., 1959)
 Tunnard, Christopher, & Reed, H. H., The American Skyline (Boston, 1955)

18/586360/45116410
 4-16-72
 DM P&F um

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	40°	45'	12"	73°	58'	37"
NE	°	'	"						
SE	°	'	"						
SW	°	'	"						

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Under one acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Ellen F. Rosebrock & Stephen S. Lash, Associates

ORGANIZATION: New York City Landmarks Preservation Commission DATE: April 1, 1972

STREET AND NUMBER:
305 Broadway

CITY OR TOWN: New York STATE: New York CODE: 36

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: [Signature]

Title: Chairman, New York State Historic Trust

Date: 12 10 72

I hereby certify that this property is included in the National Register.

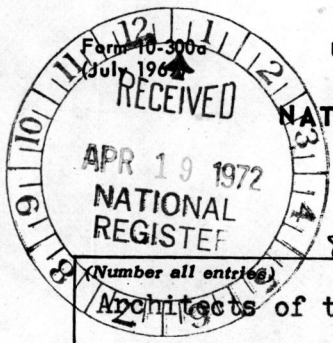
[Signature]
 Chief, Office of Archeology and Historic Preservation

Date: 1/17/75

ATTEST:

[Signature]
 Keeper of The National Register

Date: 1.16.75



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
New York	
COUNTY	
New York	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JAN 17 1975

8.1

Architects of the Grand Central Terminal, headed by Charles Reed.

The Reed & Stem plans scrapped, new ones were drawn up; plans which were perhaps totally conceived by Whitney Warren. The design was a large, low, non-revenue-producing building without the ramp system. Warren's plans had been four years in preparation when Vanderbilt belatedly submitted them for the required approval from the board of the New York, New Haven & Hartford Railroad. They were not accepted.

The new plans, which had been so long in preparation, had to be discarded in favor of the original Reed & Stem design, for which the New Haven Railroad had expressed a decided preference. In the interim, while the Warren plans had been developing, the railroad had acquired more land at the site, so the Reed & Stem plans required significant alteration. Whitney Warren probably contributed much to the readjustment of the plans, but the basic framework for the station was that which had been designed in 1903 by Reed & Stem. It may have been due to Warren's persuasion that the fourteen story tower that had been designed to crown the station was never built.

Although the mechanics of the plan may be credited to Reed & Stem and to Engineer William Wilgus, it is certain that the detail and ornament of the building as it stands are due to Warren. Whitney Warren knew and often commissioned well known painters and sculptors to decorate his buildings. It was Warren who brought from Paris both the artist Paul Helleu, who painted the ceiling of the Grand Concourse, and the sculptor Jules-Alexis Coutan, who executed the monumental Mercury group on the south facade.

The new terminal with its underground tracks helped to accelerate the growth of Park Avenue as a fashionable residential district for wealthy businessmen who wished to maintain apartments in the city.

Grand Central, as it was originally conceived, (before the erection of the Pan Am building) was brilliantly arranged to close the vista along Park Avenue from the south. As the focal point in such a scheme, the primary facade had to be, and was treated as a monumental composition. Whitney Warren, magnificently trained in the aesthetic principles of the Ecole des Beaux Arts, used his influence in the design of the Grand Central to make it an impressive monument to transportation, reflecting the economy of the city. It is masterfully composed, with its great arched window bays, monumental columns, and its grand sculptural program, to make it as effective and impressive as it could possibly be. Elaborate wreaths and garlands are disposed about the facade, the exterior windows are great expanses of glass gridded with steel bars and enriched with decorative borders. The main facade is crowned with a broken segmental pediment, from which bursts the great clock with the Mercury group posed heroically on top of it. These features taken together create a composition of great richness and textural quality characteristic of the best building of the early part of the twentieth century.

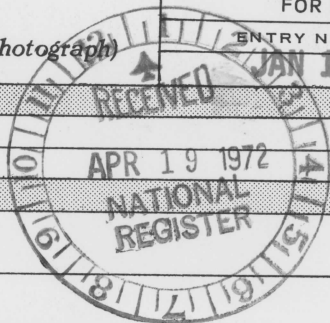


UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JAN 17 1975



SEE INSTRUCTIONS

1. NAME

COMMON: Grand Central Terminal
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
71 - 105 East 42nd Street

CITY OR TOWN:
New York

STATE: New York	CODE 36	COUNTY: New York	CODE 061
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3. PHOTO REFERENCE

PHOTO CREDIT: New York City Landmarks Preservation Commission

DATE OF PHOTO: c. 1967

NEGATIVE FILED AT:
New York City Landmarks Preservation Commission

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.
Interior of the Grand Concourse

#103



GRAND CENTRAL
TERMINAL

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER JAN 17 1975	DATE

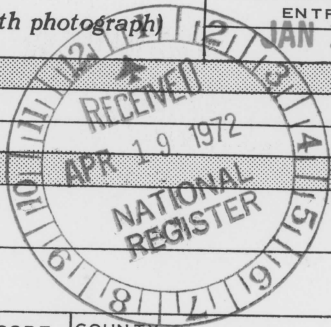
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COMMON: Grand Central Terminal
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
71 - 105 East 42nd Street
CITY OR TOWN:
New York
STATE: New York
CODE: 36
COUNTY: New York
CODE: 061



3. PHOTO REFERENCE

PHOTO CREDIT: New York City Landmarks Preservation Commission
DATE OF PHOTO: c. 1967
NEGATIVE FILED AT:
New York City Landmarks Preservation Commission

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.
Detail of main facade, Mercury group by Coutan
#293



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

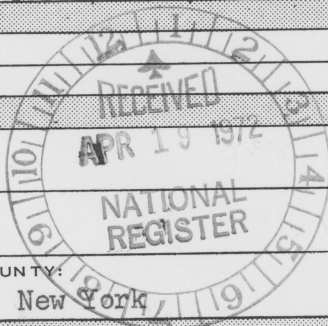
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
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JAN 17 1975	

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COMMON: Grand Central Terminal			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: 71 - 105 East 42nd Street			
CITY OR TOWN: New York			
STATE: New York	CODE 36	COUNTY: New York	CODE 061
3. PHOTO REFERENCE			
PHOTO CREDIT: New York City Landmarks Preservation Commission			
DATE OF PHOTO: c. 1967			
NEGATIVE FILED AT: New York City Landmarks Preservation Commission			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. View of main (south) facade.			
# 393			





47°30"

74°00'

585

HOLLAND TUNNEL 3.5 MI. 2 010 000 FEET (N. Y.)

57°30"

589

Mapped, edited, and published by the Geological Survey
 Revised in cooperation with New York
 Department of Transportation

Grand Central Terminal

1000 0 1000

NEW YORK CITY
 6° 05' 11" NE

73° 05' 31" W

40° 45' 13" N

MN

GN

1

2

3

4

5

6

7

8

9

10

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Grand Central Terminal

Map... and compiled by the Geological Survey
in cooperation with New York
Department of Transportation

Form 10
(July)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

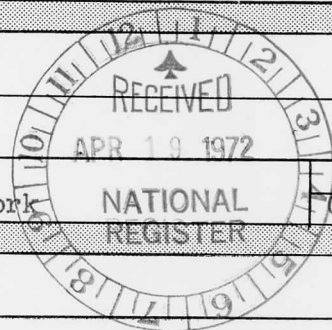
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

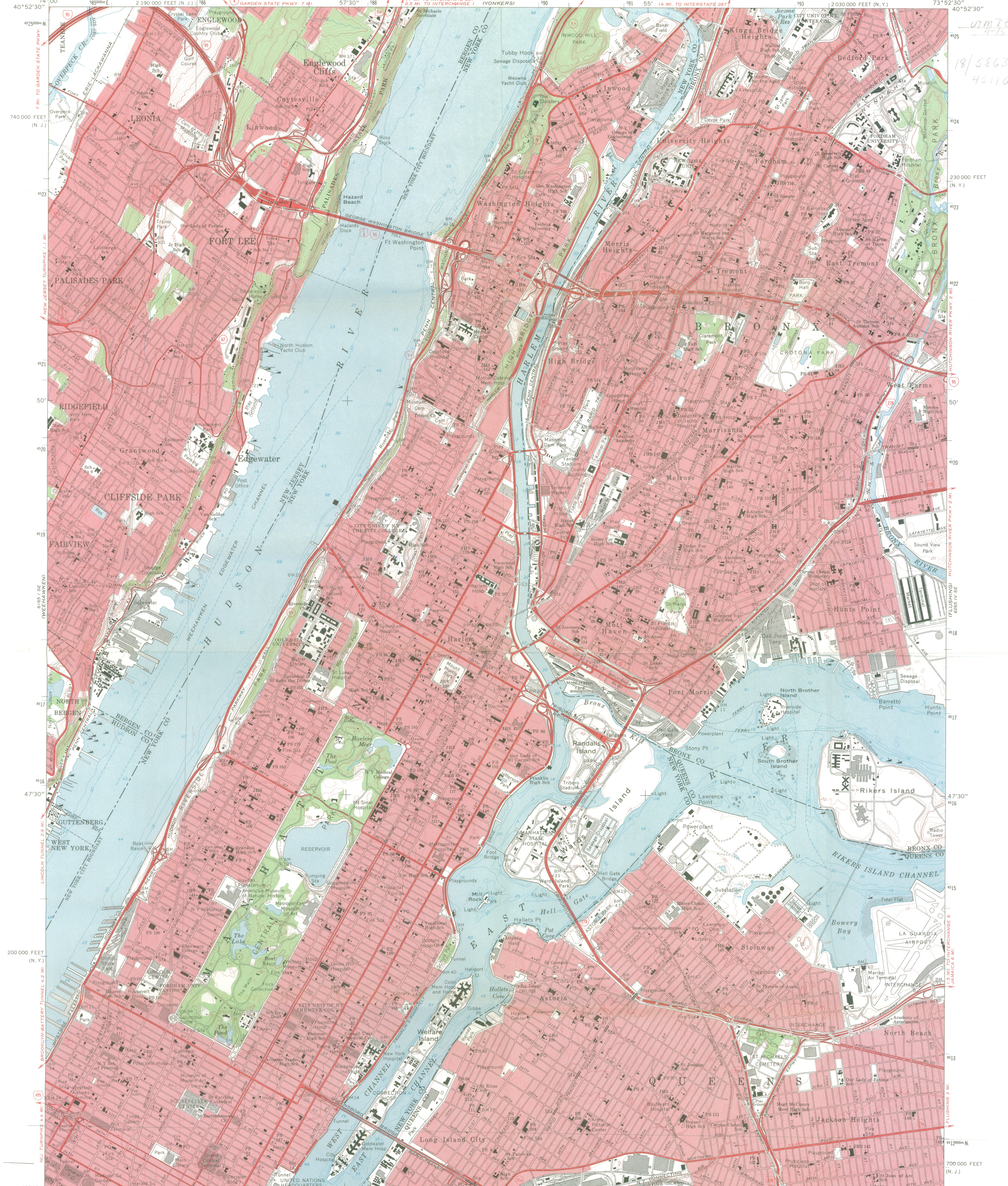
STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER JAN 17 1975	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Grand Central Terminal			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: 71 - 105 East 42nd Street			
CITY OR TOWN: New York			
STATE: New York	CODE 36	COUNTY: New York	CODE 061
3. MAP REFERENCE			
SOURCE: USGS Quadrangle, 7.5 minute series			
SCALE: 1:24000			
DATE:			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			

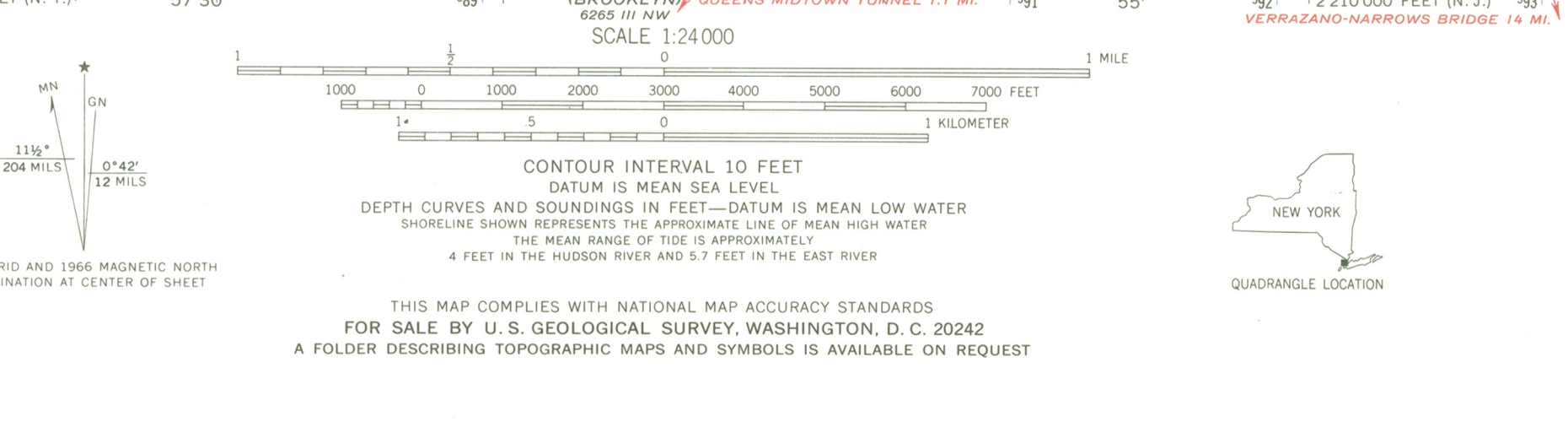


PA0051683



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17-15-76
18/586360
4511640

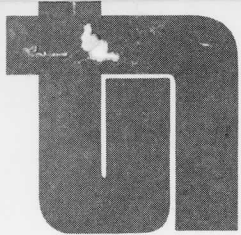
Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York
Department of Transportation
Control by USGS, USC&GS, and New Jersey Geodetic Survey
Planimetry by photogrammetric methods and from USC&GS Charts T-4567,
T-5089, T-5264, T-5278, T-5448, T-5451, T-5452, T-5453, T-5458,
and T-5778. Topography by photogrammetric methods from aerial photographs
taken 1954 and planimetric surveys 1956
Revised from aerial photographs taken 1966. Field checked 1966
Selected hydrographic data compiled from USC&GS Charts 226, 274, 745,
746, and 747 (1966). This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grids based on New York coordinate system, Long Island zone,
and New Jersey coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue
Red tint indicates areas in which only landmark buildings are shown



ROAD CLASSIFICATION
Heavy duty ——— Light duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route U.S. Route State Route
CENTRAL PARK, N. Y. - N. J.
SW/4 HARLEM 15' QUADRANGLE
N4045-W7352.5/7.5
1966
AMS 6265 IV SW-SERIES V821

JERSEY CITY
6183' SE
6183' SE
(WEEHAWKEN)

QUADRANGLE LOCATION
NEW YORK
6265 IV SE
(FLUSHING) HUTCINSON RIVER PARKY 2 MI.
6265 IV SE



Louis C. Jones
Chairman
Conrad L. Wirth
Vice-Chairman
Ewald B. Nyquist
Seymour H. Knox
John H. G. Pell
Laurance S. Rockefeller
Mildred F. Taylor
C. Mark Lawton
Director

NOMINATION INVOLVES CRITICAL SITUATION

April 11, 1972



Dr. William Murtagh
Keeper of the National Register
of Historic Places
Room 3209
1100 L Street, N. W.
Washington, D. C. 20005

Dear Dr. Murtagh:

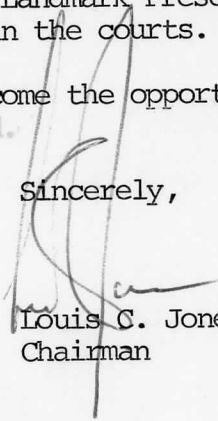
As Chairman of the New York State Historic Trust, the officially designated State Preservation Agency, and as the State Liaison Officer, I am forwarding the enclosed nomination to the National Register of Historic Places:

Grand Central Terminal, New York County

The above nomination has been reviewed and approved by the Governor's Advisory Committee on Historic Preservation in accordance with the criteria outlined in Section 2.2 of the Grants Guide. This nomination involves a critical threat of demolition of the interior and the addition of another high rise on top of the building. The New York City Landmark Preservation Committee's designation is being challenged in the courts.

The staff of the Trust would welcome the opportunity to discuss this submission with your office.

Sincerely,


Louis C. Jones,
Chairman

LCJ:ve



ENTRIES IN THE NATIONAL REGISTER

STATE NEW YORK

Date Entered JAN 17 1975

Name

Location

Westchester County Courthouse Complex

White Plains
Westchester County

Grand Central Terminal

New York
New York County

Also Notified

Hon. Jacob K. Javits
Hon. James L. Buckley
Hon. Richard Ottinger
Hon. Edward I. Koch

State Historic Preservation Officer
Mr. Alexander Aldrich, Commissioner
Parks and Recreation
Room 303, South Swan Street Building
Albany, New York 12238

Regional Director, North Atlantic
Region

PR

MMott/cha

1-17-75

and Central Terminal

(Source Name)

New York

(County)

* 75001206

(Reference Number(s))

New York

(State)

21 Jul 1986

(Date form completed)

Sproat G.

(Completed by)

STATUS:

1. MISSING _____ 2. REMOVED/ _____ 3. NHL 4. TR _____ 5. MRA _____ 6. OVER- _____ 7. NPS - _____ 8. DOE - _____ 9. RESTRICTED _____
 DEMOLISHED SIZED UNDOCUMENTED OWNER OBJECTION

EXPLANATION:

1. Missing Status: Entire Folder (); Nomination (); Map(s) (); Photos ()
 Available on: Microfiche (); Optical Disk (

2. _____
 (Cause for removal)

_____/_____/_____
(Date Removed)

3. _____
 (NHL Name, if different than NRHP Name)

8 / DEC / 1976
(Date Designated)

4. _____
 (If multi-state/county TR, state/county where filed and location)

(TR or MRA Name)

5. _____
 (If multi-state/county MRA, state/county where filed and location)

6. _____
 (Location of oversize file)

7. _____
 (Current source of partial documentation)

_____/_____/_____
(Target Date)

- COMMENTS: _____
 (Where found, or source of replacement)

_____/_____/_____
(Date Found/Replaced)