United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in How to Complete National Register Forms
Type all entries—complete applicable sections

1. Name

historic

and/or common Grand Central Terminal & Park Avenue Viaduct (Expansion)

2. Location

71-105 East 42nd Street; Park Avenue between East 40th and East 42nd Streets

3. Classification

Category

Ownership

Status

Present Use

district
public
occupied
agriculture
X
museum

X
building(s)
private
unoccupied
commercial
park

X
structure
both
work in progress
educational
private residence

X
site
Public Acquisition
accessible
entertainment
religious

X
object
NA. in process
educational
scientific

X
NA. being considered
work in progress
government

X

Present Use

museum
transportation

4. Owner of Property

name Pennsylvania Central Transportation Company

5. Location of Legal Description

courthouse, registry of deeds, etc. New York County Register's Office

6. Representation in Existing Surveys

Landmarks Preservation Commission (LP-0266; LP-1127) has this property been determined eligible? yes X no
date August 2, 1967; September 23, 1980 federal state county local
depository for survey records Landmarks Preservation Commission

city, town New York state New York 10007
# 7. Description

<table>
<thead>
<tr>
<th>Condition</th>
<th>Check one</th>
<th>Check one</th>
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<tbody>
<tr>
<td>X excellent</td>
<td></td>
<td></td>
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<tr>
<td>good</td>
<td></td>
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</tr>
<tr>
<td>fair</td>
<td>X altered</td>
<td>original site</td>
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</table>

Describe the present and original (if known) physical appearance

The nomination includes Grand Central Terminal at 71-105 East 42nd Street, which was designated a National Historic Landmark on December 8, 1976. The Park Avenue Viaduct, which is connected to the upper story of the terminal on the south facade, is being added to the nomination. Located in the center of Park Ave. and beginning at the north end of 40th St., the viaduct rises over a distance of two blocks to meet the elevated roadway on the south facade of Grand Central Terminal. A continuation sheet describes the viaduct.
Hon. Henry Fulton
Commissioner
Department of Highways
40 Worth Street
New York, NY 10013

Richard Ravitch
Chairman
Metropolitan Transit Authority
374 Madison Avenue
New York, NY 10017
Located in the heart of midtown Manhattan, the Park Avenue Viaduct is situated in Pershing Square at Park Avenue and 42nd Street. The stone and iron viaduct begins at 40th Street at the opening of the Belmont Tunnel, ascends on a gradual incline over 41st and 42nd Streets, and joins the upper story of Grand Central Terminal on the south facade. Traffic runs around the terminal on terraced drives and descends to street level at 45th Street, tunneling under the New York Central Building (1928) and continuing up Park Avenue. Heavy cross-town traffic passes under the viaduct on 42nd Street.

The design of the viaduct is French in character, with low, broad spanning arches and substantial supporting piers. Almost 600 feet long, the viaduct was designed with three arches separated by granite piers. A granite-faced ramp crowned by stone balustrades serves as the approach to the viaduct between 40th and 41st Streets. The piers, which flank the central arch on both sides of the bridge, are marked by central projections ornamented with a wide, carved foliate frieze. Each pier is crowned by an iron lamp post, an element that also appears on the elevated roadways around the terminal. The arch spandrels are sheathed with panels of sheet metal and crowned by an iron railing composed of plain and foliate panels. A section of this railing on the west side of the 42nd Street arch has been replaced by metal bars. Plaques marked with the words "Pershing Square" crown each arch on both sides of the bridge.

Originally, all three arches of the Park Avenue Viaduct were left open, with the trusses exposed, and at one time a trolley line ran underneath. The central arch was enclosed by a steel and glass brick structure in 1939, when the city opened the New York City Convention and Visitors' Bureau under the central section of the bridge. This structure, fronted by a contemporary glass enclosure on the north side, now serves temporarily as an employment office. A cement block enclosure on the north end of the 41st Street arch and a wire fence on the south end of the arch further alter the original appearance of the viaduct. The iron-clad arches have recently been painted green.
8. Significance

<table>
<thead>
<tr>
<th>Period</th>
<th>Areas of Significance—Check and justify below</th>
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<tr>
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<td>X transportation</td>
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<td>other (specify)</td>
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Specific dates 1903–1919          Builder/Architect Warren and Wetmore: Reed & Stern

Statement of Significance (in one paragraph)

The nomination includes Grand Central Terminal at 71-105 East 42nd Street, which was designated a National Historic Landmark on December 8, 1976. The Park Avenue Viaduct, conceived as part of the original 1903 plan for the station and constructed in 1917-19 according to the designs of Warren and Wetmore, is being added to the nomination. A continuation sheet discusses the significance of the viaduct.
10. Geographical Data

Acreage of nominated property: Approximately 3.5 acres.

Quadrangle name: Central Park, N.Y.-N.J.

Quadrangle scale: 1:24,000

UMT References

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</table>

Verbal boundary description and justification:

The nominated property occupies Manhattan Tax Map Block 1280, lot one, and Park Avenue from East 42nd Street to East 40th Street, as outlined on the enclosed map with a scale of 1" = 120'.

List all states and counties for properties overlapping state or county boundaries:

<table>
<thead>
<tr>
<th>state</th>
<th>code</th>
<th>county</th>
<th>code</th>
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</thead>
<tbody>
<tr>
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</table>

11. Form Prepared By

name/title: Larry E. Gobrecht

organization: Historic Preservation Field Services Bureau

date: January 30, 1981

street & number: Agency I, E.S.P.

telephone: (518) 474-0479

city or town: Albany

state: New York

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

X national  ___ state  ___ local

As the designated State Historic Preservation 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature: John E. Carver

date: 7/4/83

For HCRS use only

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

Keeper of the National Register: [Signature]

date: 8/11/83

Attest: [Signature]

date:

Chief of Registration: [Signature]
The Park Avenue Viaduct is significant as an essential component of the complex circulation system that was planned for Grand Central Terminal. Constructed in 1917-19, the viaduct was designed in 1912 by Warren & Wetmore. It was conceived as part of the original 1903 plan for the station by the firm of Reed & Stern. Completion of the bridge in 1919 marked the culmination of the terminal construction and the opening of an important connector establishing Park Avenue as a continuous north/south thoroughfare. The viaduct is an important element on Park Avenue and provides a striking visual approach to Grand Central Terminal, one of New York's most distinguished buildings. Together with the terminal and many of the surrounding buildings in the Grand Central Zone, the viaduct reflects a carefully related scheme that is the finest example of Beaux-Arts civic planning in New York City.

Essential to the success of the terminal design was an innovative circulation system designed for the ultimate convenience of pedestrian and vehicular traffic. It included two levels of electrified tracks, a series of ramps instead of stairs, terraced drives, and a connecting viaduct. The viaduct was designed as an integral part of the terminal's circulation system. It is important to the design of the station itself and reflects the comprehensive nature of Beaux-Arts design and planning. The influence of the Ecole des Beaux-Arts, established in Paris in 1866, and the "Beaux-Arts Style" was widespread in America at the turn of the century. Many Beaux-Arts principles and planning techniques had impact in America. Most influential, perhaps, was the monumental classicism that characterized the architecture and plan of the 1893 World's Columbian Exposition in Chicago. The exposition demonstrated, for the first time in the United States, the powerful effect of monumental scale, axial planning, and clearly defined systems of circulation. The overall design of Grand Central Terminal, including the connecting viaduct and the neighboring buildings, is a superb example of these principles.

Characteristic of Beaux-Arts design, each part of the terminal scheme is related to the whole. The station, both a literal and allegorical gateway to the city, occupies an important axial location on Park Avenue and is the focal point from the south of this wide boulevard. A clearly defined axis directed toward such a fixed point is characteristic of Beaux-Arts planning. The viaduct approach to the terminal emphasizes the station's prominent position at the junction of Park Avenue and 42nd Street. The elevated roadways are a clear reflection of the analytical approach of the Beaux-Arts school to problems of circulation.

The viaduct is an excellent example of the work of Warren & Wetmore, one of New York's most prestigious, accomplished, and prolific architectural firms. The terminal and viaduct complex is one of the firm's most innovative and successful designs, one which continues to function admirably today.


Grand Central Terminal of the New York Central Lines, New York City.
(Inspection by Members of the New York Electrical Society, December 19, 1912)


(continued)
United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

Grand Central Terminal and Park Avenue Viaduct
Continuation sheet New York County, NY

Item number 9


"The Remodeled Grand Central Station," Railroad Men, XII (July, 1899), 410-413.


Form prepared by:

Rachel Carley
Landmarks Preservation Commission
20 Vesey Street
New York, NY 10007

(212) 566-7577
NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Grand Central Terminal (Boundary Increase:
Park Avenue Viaduct)
New York County
NEW YORK

Working No. 2-14-83
Fed. Reg. Date: 2-7-84
Date Due: 8/11/83 8/28/83
Action: REJECT 8/14/83

resubmission
nomination by person or local government
owner objection
appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria
Reviewer
Discipline
Date

Nomination returned for: technical corrections cited below
substantive reasons discussed below

see continuation sheet

1. Name

2. Location

3. Classification

Category
Ownership
Public Acquisition
Status
Accessible
Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys
Has this property been determined eligible? yes no

7. Description

Condition
excellent
good
fair
deteriorated
ruins
unexposed

Check one
unaltered
altered

Check one
original site
moved date

Describe the present and original (if known) physical appearance

summary paragraph
completeness
clarity
alterations/integrity
dates
boundary selection
8. Significance

Period

Areas of Significance—Check and justify below

Specific dates

Builder/Architect

Statement of Significance (in one paragraph)

☐ summary paragraph
☐ completeness
☐ clarity
☐ applicable criteria
☐ justification of areas checked
☐ relating significance to the resource
☐ context
☐ relationship of integrity to significance
☐ justification of exception
☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property

Quadrangle name

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national  ☐ state  ☐ local

State Historic Preservation Officer signature

title  date

13. Other

☐ Maps
☐ Photographs
☐ Other

Questions concerning this nomination may be directed to

Signed  Date  Phone:

Comments for any item may be continued on an attached sheet
1. PARK AVENUE VIADUCT, GRAND CENTRAL TERMINAL
New York County, New York

Photo: 1979
Neg. at: New York Landmarks Preservation Commission

View from the northwest
2. PARK AVENUE VIADUCT, GRAND CENTRAL TERMINAL
   New York County, New York

   Photo: 1979
   Neg. at: New York Landmarks
           Preservation Commission

   View from the northeast
3. PARK AVENUE VIADUCT, GRAND CENTRAL TERMINAL
New York County, New York

Photo by: Carl Forster, 1981
Neg. at: New York Landmarks
Preservation Commission

View from the south
July 5, 1983

Carol Shull
National Register of Historic Places
Interagency Resources Division
National Parks Service
1100 L Street NW, Room 6209
Washington, D.C. 20240

Dear Carol:

The enclosed material constitutes an expansion to the nomination for Grand Central Terminal, listed on the National Register on January 17, 1975 and declared a National Historic Landmark on December 8, 1976. This amendment is based upon technical corrections to the original nomination which did not include the Park Avenue Viaduct, connected to the terminal on the south elevation and constructed in 1917-1919 as part of the original plan for the station.

Included are the following:

- continuation sheets for item 7 (description) and item 8 (significance) discussing the viaduct and its relation to the terminal
- new cover for the expanded nomination including a new verbal boundary description
- new site map for the expanded nomination
- new USGS map for the expanded nomination (which also corrects mapping errors in the earlier documentation)
- photographs of the viaduct
- expanded bibliography (item 9)

Please feel free to call me if you have any questions about this material.

Sincerely,

Larry E. Schreiber
National Register Program Coordinator
Historic Preservation Field Services Bureau

LG/s1
Enc.
**NATIONAL REGISTER DATA SHEET**

**NAME as it appears on federal register:**

**GRAND CENTRAL TERMINAL**

**LOCATION street & number**

71-105 EAST 42nd St.

**city / town**

New York

**vicinity of**

NY New York

**state / county**

NY New York

**NPS REGION:**

North Atlantic

**OWNERSHIP, PUBLIC OR PRIVATE**

PRIVATE

**STATE**

NY

**COUNTY**

**MULTIPLE**

**FEDERAL**

**ADMINISTRATOR:**

**SOURCE of NOMINATION:**

**date**

10.17.75

**acreage**

less than one acre

**EXISTING SURVEYS**

**NATIONAL**

**FUND**

**GOOD**

**RECORD**

**APPLICABLE**

**SOURCE**

**PUBLIC**

**PRIVATE**

**LOCAL**

**PRIVATE ORGANIZATION**

**CURRENT INVENTION**

**SIGNIFICANCE**

**features:**

- **original site:** altered
- **reconstructed:** moved
- **excavated:** exposed
- **unexposed:** unexcavated

**CONDITION**

- **excellent:** good
- **deteriorated:** fair

**ACCESS**

- **YES - Restricted**
- **YES - Unrestricted**
- **No Access**
- **Unknown**

**ADAPTIVE USE**

- **YES - No**

**SAVED**

- **YES - No**

**IS PROPERTY A HISTORIC DISTRICT?**

- **yes**

**AREAS OF SIGNIFICANCE**:

- **ENGINEERING - 11**
- **LAW - 16**
- **LITERATURE - 17**

**ARCHITECTURE - 3**

- **CONSERVATION - 8**
- **INDUSTRY - 13**
- **INVENTION - 14**
- **PHILOSOPHY - 20**

**ARCHITECTURE - 4**

- **EDUCATION - 10**
- **Landscape architect / garden designer:** REED, WILGUS

**architect:** W. W. Vanderbeck

**master builder:** Warren & Wetmore

**engineer:**

**YEAR OF INITIAL CONSTRUCTION:**

1903 - 1913

**dates of major alterations:**

**ETHNIC GROUP ASSOCIATION:**

**INSTITUTIONAL:**

**NATIONAL REGISTER WRITE-UP**

Steel frame, granite & limestone facing; 1½ stories plus lower levels, rectangular, gabled roof. Beaux Arts.

**landscape architect / garden designer:** REED, WILGUS

**interior decorator:**

**artist:**

**artisan:**

**builder / contractor:**

**REVIEWERS INITIALLY_**

Jeff date 2.10.78

**IF ADDITIONAL SPACE NEEDED, NUMBER & PUT ON REVERSE**

Reviewers initials_ Jeff date 2.10.78
Artist - Paul Hellen - concourse ceiling mural

Jules Aexxi - sculptural sport