

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 181st Street Subway Station (IRT)
other name/site number _____

2. Location

street & number Under St. Nicholas Avenue between West 181st and West 180th Streets [] not for publication
city or town New York [] vicinity
state New York code NY county New York code 061 zip code 10033

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.)

Maria Canto, SAPO

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 of the Keeper

Date of Action

[Signature] *3/30/05*

181st 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)

Early 20th Century Revivals/

Beaux Arts

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Brick, concrete, ceramic tile, marble

Roof Steel, concrete

Other Decorative finishes: ceramic
tile, mosaic tiles

Narrative Description

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

See continuation sheet

181st 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

1906-1948

Significant Dates

1906, 1909, 1948

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Parsons, William Barclay (engineer)

Heins, George L. and

LaFarge, Christopher G. (architects)

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

181st 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>8</u> <u>5</u> <u>0</u>	<u>4</u> <u>5</u> <u>2</u> <u>2</u> <u>3</u> <u>8</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

181st Street Subway
Station (IRT)

Name of Property

New York County, NY

County and State

7. Narrative Description

The 181st Street Subway Station (IRT, Broadway/7th Avenue Line; 1 and 9 trains) is located in the Washington Heights area of Upper Manhattan. The station was opened in 1906 as part of the Interborough Rapid Transit (IRT) Contract 1. It is aligned in a north-south direction beneath and parallel to St. Nicholas Avenue. On the northern end, the perimeter of the station extends just past West 182nd Street and on the southern end the perimeter extends about a half block beyond 181st Street. The station measures approximately 514 feet in length, 26 feet high and 47 feet wide. The extension to the northern end (from 302-480 feet) of the Uptown platform took place in 1909. In 1948, the platforms were both extended to 512 feet. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – 181st 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 181st Street Station is a two-track, side platform station located within the Fort George Tunnel. It is one of three stations along this stretch of tunnel that includes 168th Street, 181st Street and the 191st Street stations. All three stations are of round, bored-tunnel construction, approximately eight to ten stories (in this case 121 feet) beneath the street.

The construction of the Fort George Tunnel was described in *The New York Subway: Its Construction and Equipment (1904)* as follows:

"...a two-track subway was driven through micaceous rock by taking out top headings and then two full-width benches. The work was done from two shafts and one portal. All drilling for the headings was done by an eight-hour night shift, using percussion drills. The blasting was done early in the morning and the day gang removed the spoil, which was hauled to the shafts and the portal in cars drawn by mules. A large part of the rock was crushed for concrete. The concrete floor was the first part of the lining to be put in place. Rails were laid on it for a traveler having moulds attached to its sides, against which the walls were built. A similar traveler followed with the centering for the arch roof, a length of 50 feet being completed at one operation."

The section of tunnel that included the 181st Street station was dug from two portal headings and two shafts. The shafts were located with the thought of the future elevator

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Section 7 Page 2

181st Street Subway
Station (IRT)

Name of Property

New York County, NY

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shafts in mind. The interior of the arched spans are lined with unglazed brown brick at the bottom portion of the arch and glazed tan brick on the upper portions.

The central portion of this station features soaring ceilings that are approximately three stories high and the end portions feature regular 10-12 foot high flat ceilings (Photo 1). Just north of the elevators, there are arched portals on either side of the large arch spanning the tracks at the southern end of the station announcing the platform extensions. The ceiling height of the extensions is much lower than the rest of the station. The keyblock of the central arch is heavily embellished with a volute draped with a laurel wreath. Above the arches, the wall is covered with the same tan brick that covers the ceiling. Along the center of the ceiling are six evenly spaced, multi-colored terra cotta medallions which once held light fixtures. The rosettes feature a foliate inner design ring, surrounded by a narrow band of egg and dart molding, which is in turn ringed by band of guilloche molding. A second, smaller set of similar rosettes is located on the side walls of the arch (Photo 2). The station is now lit by banks of fluorescent boxes affixed to the walls of the barrel vaulted arch.

The original elevated pedestrian crossing leading from the original elevator tower over the tracks at the center of the station features original metal pipe railings with decorative ball finials (typical of early IRT stations). This crosswalk was closed in 1981 (Photo 3). Ceiling-height security gates are used to block the crosswalk, making it inaccessible to passengers, who now use a second elevated pedestrian passage to the north of the original crossing. The second crossing, which is very similar to the first, was constructed in 1909 to service a second elevator tower accommodating four elevators. It is located north of the original tower (which accommodated two elevators). This tower, which accommodated two elevators, has been closed and is now used for ventilation.

Station Circulation

Two entrances located at northwest and southeast corners of the intersection of St. Nicholas Avenue and 181st Street provide access to the north mezzanine. The southern mezzanine is connected to the northern one via a ramped passageway. From the mezzanine level, the station platform is accessed by the north elevator tower. Pedestrians gain access to the west side of the tracks over two elevated crossings leading from the elevator tower on the east side.

Platform Level

The walls of the subterranean space are highly ornamented. White ceramic tile lines the majority of the walls and sits on a six-foot-tall base of deeply rust-colored iron spot brick.

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181st Street Subway
Station (IRT)

Name of Property

New York County, NY

County and State

Above the tile is a six-inch-wide marble belt course, surmounted by a mosaic frieze about 16 inches wide, featuring a Greek key pattern in green with a light-colored background. Just above the frieze are two types of mosaic name tablets, each measuring approximately two feet by eight feet, that identify the station as "181st Street." There are seven of these large plaques on the west wall and four on the east wall. Four have white numbers against a dark background and are surrounded by a floral and geometric border typical of similar plaques on the Broadway/Seventh Avenue line (Photo 4). The other seven have "George Washington Bridge" in white against a black background at the bottom of the plaques and a large, mosaic, rose-colored flower on top (Photo 5).

The wall surface of the platform extensions are similar to the original walls and are well integrated into the original design. They feature white tiles, a mosaic frieze and four large 181st Street plaques. The plaques are not surmounted by the large flower detail as seen on the original portions of the platform, but do feature the words "George Washington Bridge." The white tiles walls are divided into fifteen-foot panels by vertical, 16-inch wide strips formed of multi-colored mosaics that are the same color as the frieze (Photo 6). A row of 14 evenly spaced columns at the edge of the platform extensions are encased in white tile. Near the top of each column, is a wide mosaic band with a geometric pattern (Photo 7). The ceilings over the platform extensions are flat and covered with concrete, with jack arches expressed at the juncture of each column.

The arched portals on either side of the large arch spanning the tracks on the north end of the station announce the platform extensions. The surfaces between the openings of the portals are painted concrete with the exception of the west wall of the west platform which is faced with aged gray marble. Above the arches, the wall is covered with the same tan brick that covers the ceiling. Stairways with a decorative Greek key tile motif lead from each platform to a signal tower (built c. 1971) over the tracks at the far southern end (Photo 8). A number of alterations have been made to the station. Two jack arched entrances were punched through the wall of the east platform at the base of the passage, but have since been closed up with concrete. The platforms walls are also now covered with advertisements boards. The mosaic frieze is missing or needs restoration in some areas, particularly near both ends of the northernmost pedestrian crossing and at the groin above the east end of the same crosswalk. Two of the large mosaic flowers above the name tablets are also missing. Finally, large and unsightly metal vents protrude from an opening in the emergency exit between the elevators and continue along the passage and part way down the stairs. Despite these various problems the platform area remains an impressive space.

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181st Street Subway
Station (IRT)

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Mezzanine Level

The walls of the passage leading from the platforms to the north elevator tower below, and the passage beyond the turnstiles that leads to the elevators at the mezzanine above (a 1909 addition) are surfaced with the typical white ceramic tiles and are topped by a mosaic tile frieze with the same Greek key pattern seen throughout the rest of the station. The survival of this mosaic frieze is particularly notable given the fact that these are utilitarian spaces subject to the much use. Above the frieze, white mosaic tile continues up to the concrete ceiling. The remainder of the north mezzanine, where the control booth and two concession stores are located, has undergone rehabilitation and has several types of wall surfaces including beige ceramic tile, white ceramic tile concrete block and gray glazed tile. A passage from the north mezzanine leads through the original south mezzanine where the first elevator tower was located. The south mezzanine was closed in 1981.

Exterior Elements and Stairwells

The entrance to the north mezzanine control area is located down a flight of stairs that go under a building on St. Nicholas Avenue near 181st Street. Across 181st Street is another sidewalk entrance with modern metal railings that provides access to a passage that leads under 181st Street to the north mezzanine control area.

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181st 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 181st Street Subway Station (IRT), Lexington Avenue Line, is significant under Criterion A in the areas of transportation, community planning and development, and social history. The station also meets Criterion C in the areas of engineering, architectural design, and art. The 181st Street Subway Station began operation in 1906 as an extension (Under Contract 1) to the original Interborough Rapid Transit (IRT) system. It was one of three stations located within the Fort George Tunnel at this depth. The 181st Street Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The early IRT stations, including 181st 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, most stations had a repeated faience plaque that serves as a symbolic link between the station and the area above ground which it served. At 181st Street, the most striking element of the design is the vastness of the

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181st Street Subway
Station (IRT)

Name of Property

New York County, NY

County and State

space. Care was taken to ornament this space with terra cotta volutes and ceiling rosettes as well as mosaic name tablets and friezes. The result is a classic Heins and LaFarge Beaux-Arts station.

This station is located in the Fort George Tunnel, which stretches from 158th Street to Dyckman Street and was the second - longest two-track rock tunnel in the U.S. (only the Hoosac Tunnel in Massachusetts was longer) when opened in 1906. The 181st Street and 168th Street Stations are two of the deepest stations in the system. This is the only station where the unique concrete barrel-vaulted ceiling is exposed to view. This unique placement within the tunnel results in a unique station environment.

The barrel-arched space blasted out of rock 121 feet below ground is an impressive subterranean space, made so by the elaborate, classically derived decorative finish of the walls. Architects Heins & LaFarge used a variety of materials -- brick, luminescent glass tile, terra cotta, marble, a faience frieze, and large faience wall plaques to bring the space to life. Despite the advertising panels placed over the wall surfaces and the careless runs of conduits and pipes on the walls near the ceiling are visually distracting, the station retains a high degree of architectural integrity.

The original IRT lines were integral to opening northern Manhattan and the Bronx to development. Like other stations, the area around 181st Street was rapidly developed with apartment houses after the subway opened, helping to decentralize the working class population of the dense neighborhoods in lower Manhattan. This station reinforced the function of 181st Street as a crossroads. It is designated as part of U. S. Highway 1, in addition to being a main cross-town street for the Washington Heights area. It is also connected to New Jersey and the Bronx by the nearby George Washington (Hudson River, opened 1931) and Washington (Harlem River, 1888) Bridges.

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181st 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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181st Street Subway
Station (IRT)

Name of Property

New York County, NY

County and State

10. Geographical Data

Verbal Boundary Description

The boundary of the 181st Street Station (Broadway/7th Avenue Line) is shown as the bold line on the accompanying site plan entitled, "181st Street, Station Plan, Broadway/7th Avenue Line – IRT Division, 1998." The above-ground station boundaries are also shown on the accompanying location map entitled, "Washington Heights, MTA, 1993." The designation for the 181st Street Station - Broadway/7th 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 181st Street Station encompass the entire station including the 1909 and 1948 platform extensions which are well integrated the original station design.

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Section 11 Page 1

181st 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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181st Street Subway
Station (IRT)

Name of Property

New York County, NY

County and State

Additional Documentation

List of Black and White Photos

181st Street Subway Station (IRT)

New York County, NY

Photographer: Stacey Vairo

Date: March 12, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

Hartford, CT 06106

1. View of the station and the pedestrian crossover. View north.
2. Smaller rosette near the ceiling that once housed a light fixture. View southeast.
3. Original crosswalk (now closed) View southwest.
4. Mosaic name tablet. View west.
5. Mosaic name tablet. View east.
6. Walls of the northern platform extension. View northeast.
7. Mosaic band at the top of the tiled piers in the platform extensions. View north.
8. Decorative frieze over the arch and in the stairway at the southern end of the station.
View south.

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roofs & Bridges

cademy Street, A8, B10
xander Hamilton
Bridge#-85, L10
sterdam Avenue, H-M9
den Street, B6
udson Avenue, F-L8
nnett Avenue, F-H5
ardus Place, D6
adway, D-H5, M6
adway Terrace, F6
bristol Boulevard, H-K4
trending Avenue, H3
lonal Magaw Place, K5
onal Place, B5
ckman Street, A6, D9
wood Street, C6
terior Street, B11

Fairview Avenue, F8
Fort George Avenue, D8
Fort George Hill, D6
Fort Washington Avenue, H-1
George Washington
Bridges-95, M3
Harlem River Drive, H10
Haven Avenue, L4
Henry Hudson Parkway, A-K2
Hillside Avenue, E6, C
Laurel Hill Terrace, H9
Lieutenant William Tighe
Triangle, A5
Nagle Avenue, A8, C7
North Avenue, A10
Overlook Terrace, H5
Pinehurst Avenue, J-L4
Plaza Lafayette, L3
Post Avenue, A7

Riverside Drive, A-H3
Saint Nicholas Avenue, H-M7
Sherman Avenue, B6
Sickles Street, C6
Tenth Avenue, A9
Thayer Street, B8
Wadsworth Avenue, H-M7
Wadsworth Terrace, G6
Washington Bridge, L10
Washington Terrace, J8
West 177 Street, M6-8
West 178 Street, M5-8
West 179 Street, M5, L8
West 180 Street, L5-8
West 181 Street, L5-8
West 182 Street, K8
West 183 Street, K5, K8
West 184 Street, J5-8
West 185 Street, J4, J8

West 186 Street, J3, J5, H8
West 187 Street, H5-8
West 188 Street, G8
West 189 Street, G5, G8
West 190 Street, G4, G5, G8
West 191 Street, F8
West 192 Street, F5, F8
West 193 Street, E6, E8
West 196 Street, D6
West 201 Street, B10
West 202 Street, B9
West 203 Street, A9
West 204 Street, A9

Bronx Streets

Boscobel Place, L11
Cedar Avenue, C12
Exterior Street, M11

Harlem River Park
Bridge, F11
Major Deegan Expressway
C12, H-M11
Sedgwick Avenue, A12, F-
Undercliff Avenue, H-M12
West 176 Street, G11
West 180 Street, B12
West Tremont Avenue, E11

Points of Interest

Barnard School/Birch Herb
Early Childhood Center,
Bridge Apartments, M8
Bridge Community Nursery
School, M7
Group Home, M8

Castle Village, J3
Church of Jesus Christ
Day Saints, J4
★ **Clistera/Metropolita**
of Art, B3
Congregation Beth Am,
Congregation Beth Hillel
Washington Heights,
Congregation Gale of Is
Congregation K'Yai Ada
Jeshurun, H5
Congregation Machzike
Congregation Mount Si
Emeth, H5
Congregation Ohav Shalom
Dyckman Houses, B8
Community Center,
Senior Center, B9
Firehouses: A6, K2

Latter
 Museum
 G5
 of K8
 eel, J8
 th
 Torah, L4
 Al-Anche
 ium, C5
 @
 First Spanish Bap
 Fort George, G8
 Ft. George Presby
 Church/Head S
 Ft. Tryon Jewell
 Nursery, K5
 Ft. Tryon Nursing
 Ft. Tryon Park, D
 Ann Loftus Pie
 Cafe, D4
 ★ Cloisters/Metro
 Museum of
 ★ Heather Garden
 Linden Terrace
 Margaret Corb
 Ft. Washington C
 Church, K7
 Ft. Washington P
 Ft. Washington P

First Church, M6	Library
Methodist	★ George W.
Wheat, H7	Bus Station
Center	George W.
	Gorman M.
	Gregorio L.
Home, G4	Specialist
	Hebrew Tr
Ground, A4	Highbridge
	Holy Cross
	Church
Metropolitan	★ Hudson Vi
Art, B3	Income M
St, E4	IS 143, KE
D, D4	IS 218/Sa
Plaza, E4	Isabella G
Allegiate	Care Cr
	James Go
Ark, K2	La Familia
Relic	

LB	M
Washington Bridge	M
tion, M6	M
Washington High School, E8	M
Memorial Park, G6	
Superior Prep School &	O
Education Unit, L8	
Marceline Congregation, J4	O
Park, D6, G10	
Armenian Apostolic	
H8	Pi
ow Gardens, K4	Pi
Maintenance Center, B5	Pi
	Pi
osure Urena-Henriquez, D6	Pi
iatric Center/Child Day	Pi
Center, F8	Pi
ordon Bennett Park, K4	R
Unide Day Care, M9	


131, B10
 Morris Senior Center, J5
 Morris Heights Station, Metro-North
 North Cabridn High School &
 Stirling, F4
 Our Lady Queen of Martyrs Church
 & School, B5
 Our Saviour's Almoner Lutheran
 Church, G5
 Parents in Action Nursery, M7
 Police Precinct, K5
 Post Offices: E6, L8
 1115, M8
 132, K7
 152, D6
 SAS 187, G4
 528, K6
 Roberto Clemente State Park
 (Bronx), C11

Rocky Mount Baptist Church, E6
St. Anagry Greek Church, E11
St. Elizabeth Church, H
St. Elizabeth School, H
St. Mary Magdalen East
Orthodox Church, J
St. Spyridon Church &
Social Security Office, L
STAR Senior Center, H
Uptown Nursery, M4
Wadsworth Baptist Church
Start, J6
Washington Heights, G
Washington Heights Bus
Improvement District, L
Washington Heights
Congregation, M5
Yeshiva Rabbi S.R. Hirsch


Yeshiva University
★ Yeshiva University
YM-YWHA Warrenton
Inwood-Senior

City, H8, J8
City Museum, J9
Washington Heights &
Center/Nursery, D6






Key

 accessible entrance to unit
elevator
to street or building level

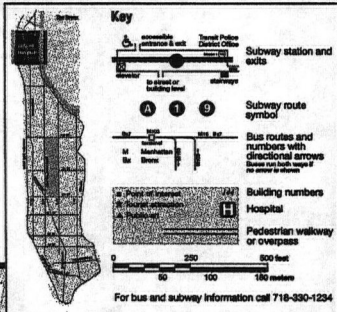
A 1

 M
B
Museum
Barracks

■ Point of Interest
■ Tourist attraction
(A) Restaurant

	Subway station exits
	Subway route symbol
	Bus routes and numbers with directional arrow <i>Busess run both ways if no arrow is shown</i>
	Building number Hospital
	Pedestrian walk or overpass

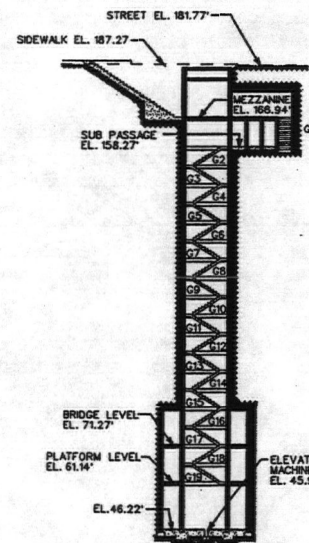
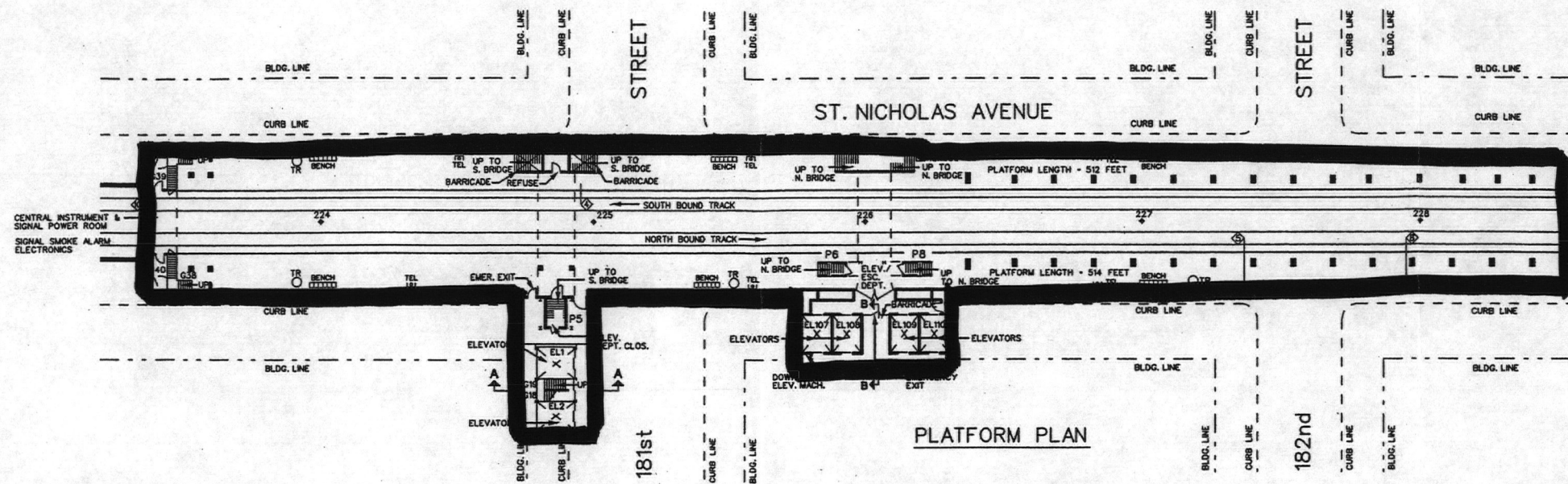
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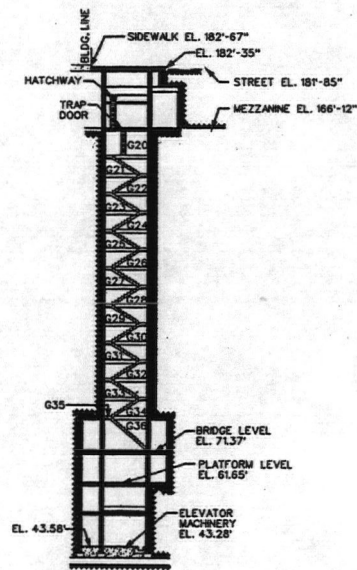
181st Street Subway Station (IRT)
New York County, NY

MTA, 1993

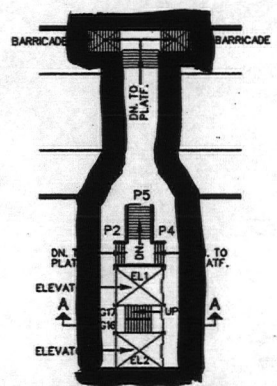




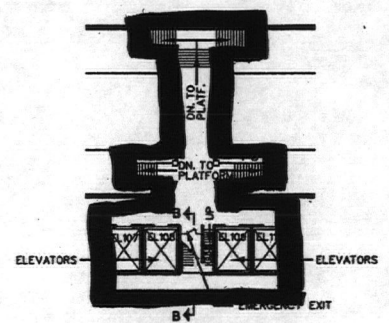
SECTION A-A



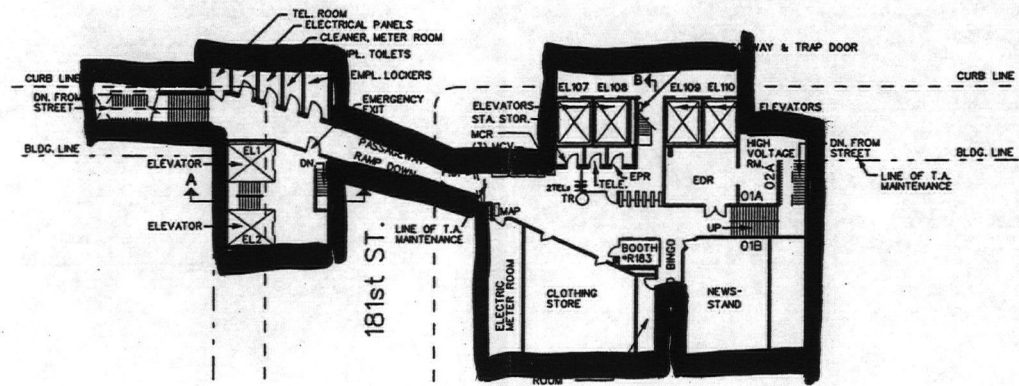
SECTION B-B



SOUTH BRIDGE PLAN

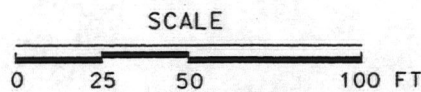


NORTH BRIDGE PLAN



MEZZANINE PLAN

NOTE: THIS DRAWING SUPERSEDES DRAWING MS-5878-R DATED JAN. 10, 1964.



DATE	REVISIONS	BY
9-14-98	ALTERATION TO FARE CONTROL	H.H.
10-25-00	REVISED AS PER STATION SURVEY AND CONTRACT A-35845 STATION REHABILITATION NORTH & SOUTH MEZZANINES	D.J.
1-17-03	SURVEYED - NO STRUCTURAL CHANGES	H.H.

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

181st STREET STATION
STATION PLAN
BROADWAY/ 7th AVE. LINE - IRT DIVISION
STATION NUMBER: 301
DATE: 8-12-98

MTA

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY 181st 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: 05000224

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 Savage

DISCIPLINE Architectural History

TELEPHONE _____

DATE 3/30/05

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



181st St Subway Station (IRT)

New York County, New York

May 2004

View north.

Photo 1

T.P.S. <No.18>010
277 88**NN-N-2 10 2(019)



181st Street Subway Station (IRT)

New York County, New York

May 2004

View southeast.

Photo 2

T.P.S. <No.20 >011
277 88** N N N-4 09 2(019)



181st Street Subway Station (IRT)
New York County, New York

May 2004

View Southwest.

Photo 3

T.P.S. <No.17>009
277 88**NN-N-1 15 2(019)



A black and white photograph of a mosaic street sign mounted on a wall. The sign is rectangular with a decorative border. The top border features a wavy line pattern. The bottom border features a repeating diamond pattern. The sign's background is dark, and the text is in light-colored, bold, sans-serif capital letters. The text is arranged in two lines: the top line reads "181ST STREET." and the bottom line reads "GEORGE WASHINGTON BRIDGE". The sign is set against a wall of light-colored rectangular tiles. Above the sign, there is a rough, textured surface, possibly a ledge or part of the building's structure.

181ST STREET.
GEORGE WASHINGTON BRIDGE

181st Street Subway Station (IRT)

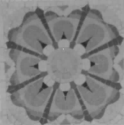
New York County, New York

May 2004

View West

Photo 4

T.P.S. <No.23>014
277 88**NNN1-24 2(019)



181ST STREET

GEORGE WASHINGTON BRIDGE



181st Street Subway Station (IRT)
New York County, New York

May 2004

View east

Photo 5

T.P.S. <No.16>008
277 88**NNN 2-33 2(019)



181st Street Subway Station (IRT)

New York County, New York

May 2004

View northeast

Photo 6

T.P.S. < No. 22 > 013
277 88** N N N 1-15 2 (019)



181st Street Subway Station (IRT)

New York County, New York

May 2004

View north.

Photo 7

T.P.S. <No.21>012
277 88** N N N 1-05 2<019>



181st Street Subway Station (IRT)

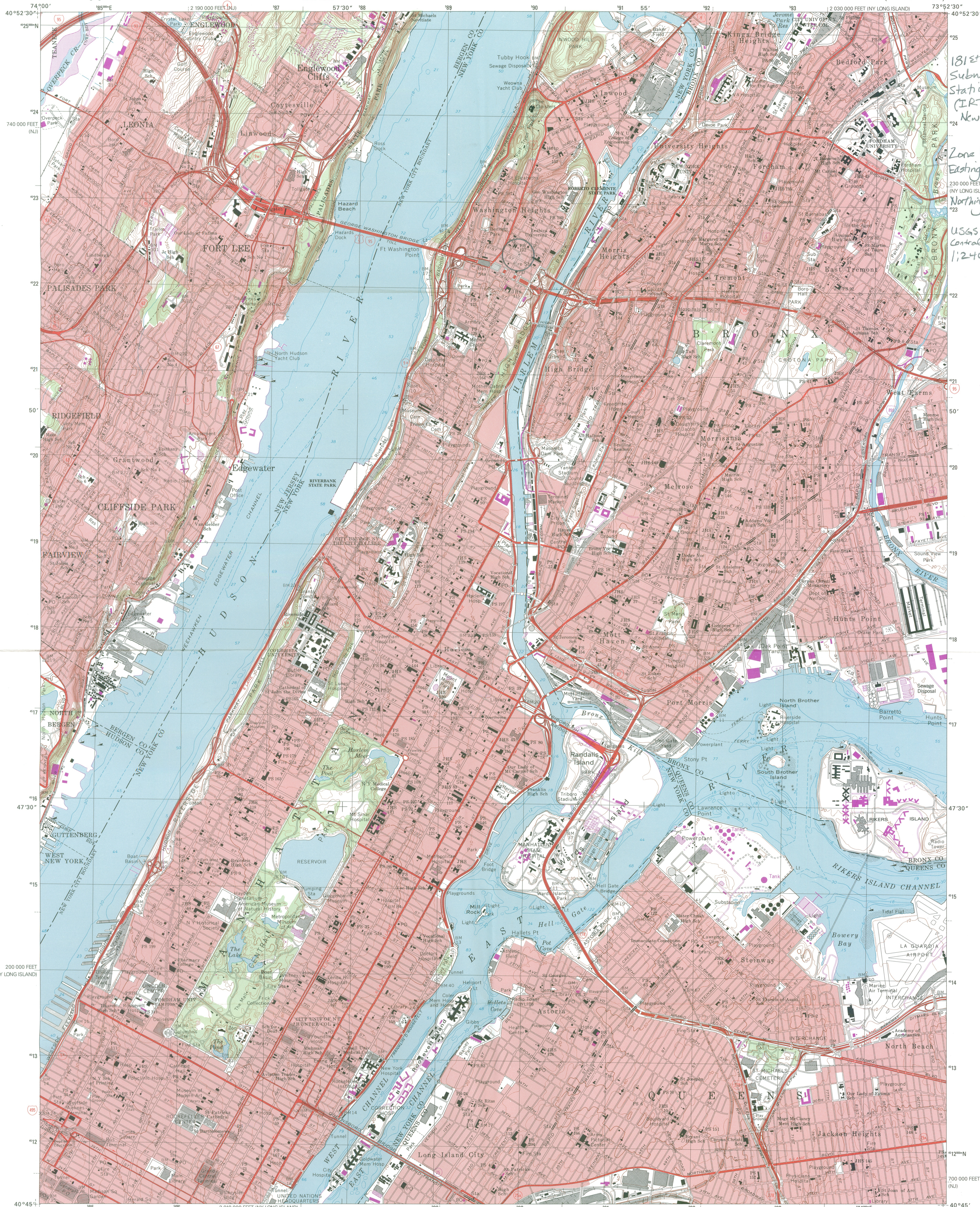
New York County, New York

May 2004

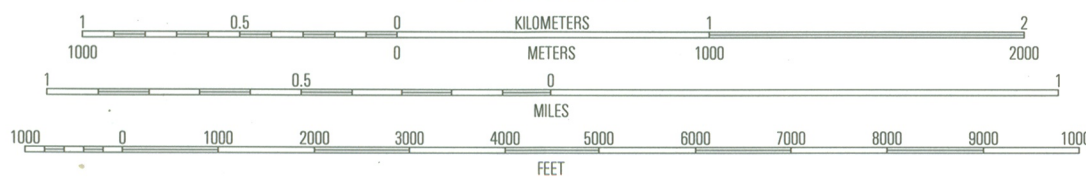
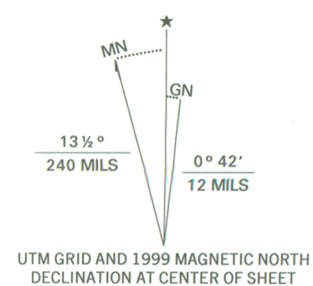
View South.

Photo 8

T.P.S. <No.24>015
277 88**NNNN022(019)



Produced by the United States Geological Survey
Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photomapped 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
National Geodetic Vertical Datum of 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
DEPTH CURVES AND SOUNDINGS IN FEET, DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY
4 FEET IN THE HUDSON RIVER AND 5.7 FEET IN THE EAST RIVER
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



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
DEPTH CURVES AND SOUNDINGS IN FEET, DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY
4 FEET IN THE HUDSON RIVER AND 5.7 FEET IN THE EAST RIVER
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

1	2	3
4	5	6
7	8	9

CENTRAL PARK, NY-NJ

1995

NIMA 6265 IV SW-SERIES V821





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

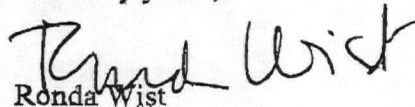
Re: The Historic Resources of the New York City Subway
System, various counties, New York

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, Mosholu 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