

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 "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 4th Street Subway Station (IND)

other name/site number West 4th Street-Washington Square Subway Station (IND)

2. Location

street & number Under Sixth Avenue between West 3rd Street and Waverly Place ☐ not for publication

city or town New York ☐ vicinity

state New York code NY county New York code 061 zip code 10014

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ 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 ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title

12/18/04
Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☐ entered in the National Register

☐ see continuation sheet

☐ determined eligible for the National Register

☐ see continuation sheet

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other (explain)

Signature of the Keeper

Date of Action

W. 4th Street Subway Station
(IND)

New York County, New York

Name of Property

County and State

5. Classification

Ownership of Property (check as many boxes as apply)	Category of Property (check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)		
		Contributing	Noncontributing	
<input type="checkbox"/> private	<input type="checkbox"/> building (s)			Buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district			Buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site			Sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure			Structures
	<input type="checkbox"/> object			Objects
		1	0	TOTAL
		1	0	

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 & Crafts

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Brick, 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

W. 4th Street Subway Station (IND)

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 history of our nation.
- ☐ **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

Architecture

Engineering

Community Planning and Development

Social History

Period of Significance

1932-1940

Significant Dates

1932, 1940

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Vickers, Squire J. (architect)

Ridgeway, Robert (engineer)

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

W. 4th Street Subway Station (IND)

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	1	8	5	8	4	3	2	0	4	5	0	9	2	3	0	3								
1	Zone	1	8	5	8	4	3	2	0	4	5	0	9	2	3	0	3	Zone						
2																	4							

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 2, 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.

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 1

West 4th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

7. Narrative Description

The West 4th Street Subway Station (IND) is located in the Greenwich Village neighborhood of Manhattan. The station was completed in 1932 as part of the Independent Subway System line. The station is on the 8th Avenue IND line (A, C, E) and the Sixth Avenue IND line (B, D, F, Q). It is aligned in a north-south direction beneath and parallel to Sixth Avenue between the intersections of West 3rd Street at the south end and Waverley Place at the north. The length of both platforms is 660 feet. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – West 4th 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 4th Street Station serves as a point of convergence for the Sixth Avenue and Eighth Avenue trains. The station is organized on two levels set above and below a central mezzanine. Both levels are comprised of two island platforms and four tracks. The upper level serves the Eighth Avenue trains and the lower level serves the Sixth Avenue trains. The station was constructed over a period of thirty years 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 5 feet on-center in the outer walls and between the tracks (Photo 1). Concrete was used to infill between the columns, creating the exterior walls. The "cover" for the station is trough shaped in section, with the U running generally parallel to the tracks in order to accommodate such infrastructure necessities as steam, sewer, gas, and water lines, as well as electrical and telecommunications cables beneath the roadway. The majority of the IND 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 piers are tied into the vertical supports along the side wall of the station by, lateral, webbed trusses, which are diagonally braced at each end.

The side walls of the station are of four-inch brick separated by a one-inch air space from the outer structural walls. The interiors are covered in uniformly shaped, square white ceramic tiles, with contoured pieces at the corner. These are offset by a colored tile band and black and white mosaic directional and stations signs. Floors throughout are three inch thick graded concrete incised into large squares. Tracks are constructed of broken

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 2

West 4th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

stone ballast, timber cross ties and 100-pound rails. All ties are fitted with tie plates
stone ballast, timber cross ties and 100-pound rails. All ties are fitted with tie plates
(www.nysubways.org).

Throughout the platform areas there are unifying decorative elements that identify this as a typical IND station. The mezzanine and platforms of this station are typical in that they are extremely long, expansive and wide to enhance passenger flow. They also are simple utilitarian spaces without much embellishment. In all stations, a simple tile band indicating an express or local stop on various lines runs along IND station platform walls. It is, apart from advertising signs, the only spot of color found in most stations.

Circulation Plan

The circulation plan for this station incorporates numerous passages between the upper and lower levels of the Sixth and Eighth Avenue lines and the centrally placed mezzanine. Access to the street from the Eighth Avenue line is made via a series of stairways and a long tunnel that leads to Waverley Place (Photo 2). Three of the stairway exits are located at the intersection of Waverley Place and Sixth Avenue and two additional exits are located at the intersection of West 3rd Street and Sixth Avenue. Station plans indicate that there were once four exits from the mezzanine level that leads directly onto the street, but these have since all been barricaded or slabbed over or covered with metal barricades. There is no access to the street available from the mezzanine level.

Platform Level

The West 4th Street Station features two vertically stacked platform levels with a mezzanine the length of the platforms sandwiched in between. The upper level has two island platforms with four tracks and serves the Eighth Avenue Line. The center tracks are for express trains and the outer platforms are for local trains. The lower level plan is similar in design and services the Sixth Avenue line.

The walls of both platforms are covered with white glazed tile with a band of colored tile (chrome green with dark green bands above and below) running the length of the platform. The words "WEST 4TH" on black tile with white lettering are evenly spaced along the wall below the colored band of tile so they can be read by the passengers inside the cars (Photo 3). The tile and simple sans serif graphics throughout the station are typical of the IND system (Photo 4). Some of the colored tile has been damaged and replaced with tiles in colors that do not quite match. Evenly spaced along the wall and running the length of the platform are recessed niches at the track level (Photo 5). These niches were presumably provided as spots for workers to retreat to if a train approached

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 3

West 4th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

them while working on the tracks. The bottom quarter of the wall surface is simple painted concrete.

Seven sets of concrete stairs (six for the lower level) located in the center of each platform provide access throughout the station. All of the stairs throughout the station feature the same simple, straight balustrade with brass handrails (Photo 6). The third stairway from the south has been closed on all levels. It is currently blocked with a temporary plywood enclosure. An escalator also provides access between the two levels bypassing the mezzanine. Modern signage and fluorescent lighting is suspended from the platform ceilings. A single row of fluorescent lighting is also found along the length of each track.

The far north and south ends of both platforms house various enclosed areas, including employee toilets, relay rooms, and station department rooms.

Mezzanine Level

The mezzanine is an open area that is completely devoid of extraneous ornament. The ceiling is comprised of a series of concrete jack arches supported by three rows of steel H-section columns running its length. Two long rows of fluorescent boxes provide lighting for the mezzanine. Located along both side walls, are spaces for storage and other services. These are all accessible through locked modern looking metal doors.

The rather large mezzanine extends the full length of the station, and actually continues more than a block north to Ninth Street (Photo 7). That space is now accessed via a long corridor and is used for Transit Authority rooms and enclosures. The walls of the mezzanine are covered with a mixture of large white tile "blocks" and the typical white tile seen throughout the rest of the station, which are located beneath each of the stairs. Black mosaic panels which identify public toilets are intact, but these are not presently open to the public.

Exterior Elements and Stairwells

Three sidewalk entrances have decorative metal railings typical of the IND contract period, which included an alternating pattern of wavy and straight balusters with and supporting handrails that feature a raised chevron design. The tapered lampposts are decorated with raised x's and have chamfered corners which curve out and downward at the top. Above are plastic replacement globes. These three entrances are located at the south end of the station, at the corner of West 3rd Street and Sixth Avenue.

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 4

West 4th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

Three additional entrances, one a sidewalk entrance and the other two incorporated in commercial buildings, are located on Sixth Avenue. A seventh entrance at the corner of Sixth Avenue and Washington Place has been covered over with a metal hatch and is used for deliveries to the subway station. The stairwell walls are typically faced with brown tile and stairs lead to small control areas at either end of the station that provide access to the platforms through long ramps and stairs.

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 8 Page 1

West 4th Street Subway
Station (IND)

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 West 4th Street Subway Station (IND), 6th/8th 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 and architectural design. The Eighth Avenue (upper) level of the station opened on September 10, 1932. The Sixth Avenue (lower) level, although finished in 1932, did not open until the Sixth Avenue subway opened on December 15, 1940. The Sixth Avenue deep-tunnel express tracks between the West 4th Street and 34th Street stations did not begin operation until November 26, 1967. West 4th Street was one of several IND stations built as an extension to the original IRT Eighth Avenue Line. The West 4th Street Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The early IND stations, including West 4th Street, are significant at the local level.

In 1924, the newly formed Board of Transportation (BOT) assumed the responsibility of expanding the subway system. The BOT planned, designed, built and operated a third subway system that operated separately from the BMT and IRT. This third system became known as the Independent Subway System (IND). When it first opened, the IND system was celebrated for expansive platforms, large mezzanines and multiple access points. Its platforms were both wider and longer than those built for the earlier systems. The interior tiling of IND stations is notable for its "modern" design that utilized bands of identifying colors, sans serif lettering and white wall tile. Stations were coded by a solid, ornamental, ceramic tile band running along the top of the wall. The color was changed at each express stop so that passengers on a moving train could readily identify their location.

The design of West 4th Street Station was the work of Public Works Commission 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

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 8 Page 2

West 4th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

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."

Robert Ridgeway, Chief Engineer of this station, was born and bred in Brooklyn. He did not receive a formal education in his trade but instead gained his experience while working under Alfred Craven, Chief Engineer of the Dual Contracts system.

Possibly the largest single subway station in the world, the eight track West 4th Street station has a unique plan. It is comprised of three levels -- a top level for the Eighth Avenue trains, a bottom level for the Sixth Avenue trains and an intermediate full mezzanine level for passenger distribution and access to both platform levels. Just north of the station, the former Hudson & Manhattan Railroad (H & M, now PATH) turns into Sixth Avenue from Christopher Street. When the station was planned, it was determined that there was just enough room to place the Eighth Avenue tracks over the H & M tracks but it was necessary to run the Sixth Avenue tracks below the H & M line. This arrangement separated the two track levels vertically and resulted in the need to place the mezzanine between the track levels. During construction, the Sixth Avenue elevated line, demolished in 1938, required underpinning. South of the station, an ingenious track plan allows trains to switch between the Sixth and Eighth Avenue Lines.

The station is located in historic Greenwich Village, one of the most culturally diverse and artistically viable neighborhoods in New York. The Greenwich Village Historic District was listed on the National Register in 1979. (Although the northern portion of the station falls within the district boundaries it is not included in the resource count for the district nomination.) During the years in which the station was built (1932 - 1967), the Village was home to countless musicians, artists and performers. The local theaters and clubs were served by the West 4th Street Station, which transformed the area near Washington Square into a thriving eclectic community.

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 9 Page 1

West 4th Street Subway
Station (IND)

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/>.

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.

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 10 Page 1

West 4th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

10. Geographical Data

Verbal Boundary Description

The boundary of the West 4th Street Station – Eighth Avenue Line is shown as the bold line on the accompanying site plan entitled, “West 4th Street Station, Mezzanine and Lower Platform Plans, Eighth Avenue Line - IND Division, 1997.” The above-ground station boundaries are also shown on the accompanying location map entitled, “West Village, MTA, 1999.” The designation for the West 4th Street Station 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 4th Street Station encompass the entire station.

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 11 Page 1

West 4th Street Subway
Station (IND)

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

NPS Form 10-900a
(8-86)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 11 Page 2

West 4th Street Subway
Station (IND)

Name of Property

New York County, NY

County and State

Additional Documentation

Additional Documentation

List of Black and White Photos

West 4th 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. Steel supports lining the Eighth Avenue line track. View northeast.
2. Tiled corridor with recessed billboards. View west.
3. Platform wall with West 4th tiles. View west.
4. Typical sans serif graphic above stairwell to Downtown train. View north.
5. Recessed niches at track level. View northwest.
6. Original IND balustrade at platform level. View north.
7. View of mezzanine. View north.

JERSEY CITY QUADRANGLE

NEW JERSEY - NEW YORK

7.5 MINUTE SERIES (TOPOGRAPHIC)

GEORGE WASHINGTON BRIDGE 8 MI.

2 180 000 FEET (N. J.)

6965 IV SW
(CENTRAL PARK)



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40°45'

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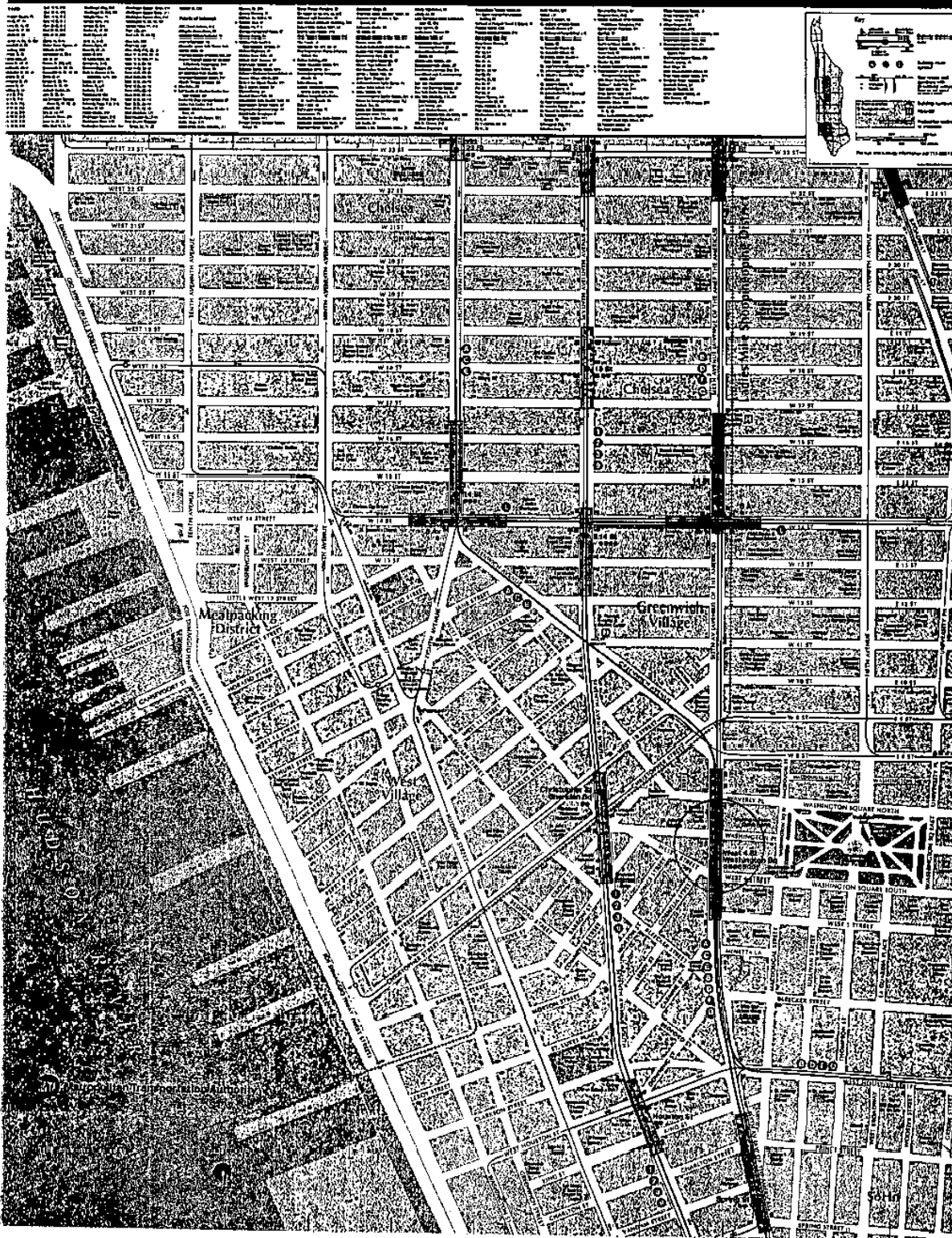
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West Village

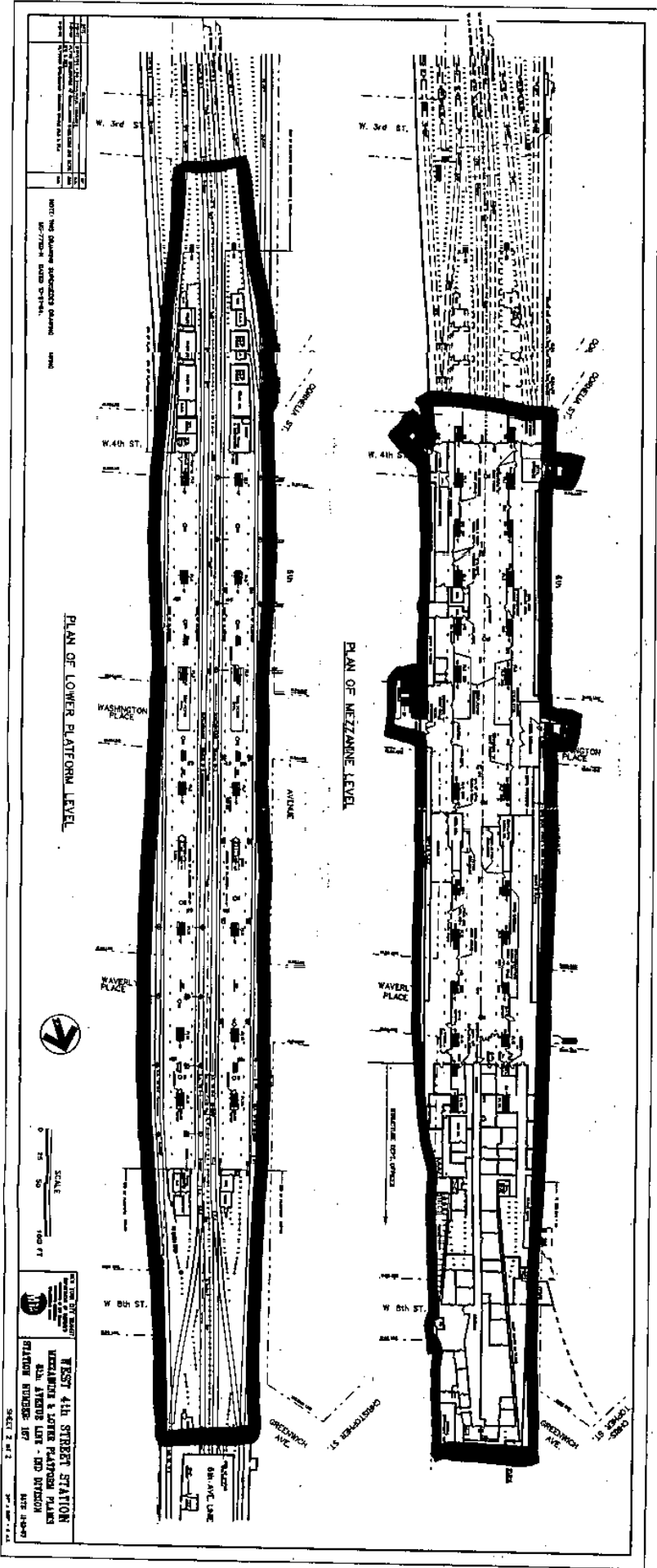
CHELSEA · GREENWICH VILLAGE · LADIES MILE SHOPPING DISTRICT · MEATPACKING DISTRICT · SOHO



West 4th Street Subway Station (IND)
New York County, NY

MTA 1999

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The New York City Landmarks Preservation Commission

1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797

<http://nyc.gov/landmarks/>



RONDA WIST
EXECUTIVE DIRECTOR
rwist@lpc.nyc.gov

August 31, 2004

Ms. Ruth Pierpont, Director
New York State Office of Parks Recreation
and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island
P.O. Box 189
Waterford, New York 12188-0189

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

Dear Ms. Pierpont:

I write on behalf of Chair Robert B. Tierney in response to your request for comment on the eligibility of The Historic Resources of the New York City Subway System (a multiple property listing) and the individual subway stations nominated for the State and National Registers of Historic Places.

The Commission has reviewed the materials submitted by the Historic Preservation Field Services Bureau and believes that the subway stations at 28th Street, 145th Street, 168th Street, 181st Street, Chambers Street, West 28th Street, 86th Street, West 4th Street, 181st Street, and 190th Street in New York County, 242nd Street-Van Cortlandt Park, Westchester Square, Moshulu Parkway, and Pelham Parkway in Bronx County; and 45th Road-Court House Square in Queens County appear to meet the criteria for inclusion on the State and National Registers of Historic Places.

Sincerely yours,

Ronda Wist
Ronda Wist

cc: Robert B. Tierney, Chair
Mary Beth Betts