

**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

For HCPS use only

received JUL 14 1983

date entered

1. Name

historic

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

2. Location

street & number 71-105 East 42nd Street; Park Avenue between East 40th and East 42nd Streets
not for publication

city, town New York

vicinity of

~~Congressional district~~

state New York

code 36

county

New York

code

61

3. Classification

| | | | | |
|---|--|---|--|--|
| Category | Ownership | Status | Present Use | |
| <input type="checkbox"/> district | <input type="checkbox"/> public | <input checked="" type="checkbox"/> occupied | <input type="checkbox"/> agriculture | <input type="checkbox"/> museum |
| <input checked="" type="checkbox"/> building(s) | <input type="checkbox"/> private | <input type="checkbox"/> unoccupied | <input checked="" type="checkbox"/> commercial | <input type="checkbox"/> park |
| <input checked="" type="checkbox"/> structure | <input checked="" type="checkbox"/> both | <input type="checkbox"/> work in progress | <input type="checkbox"/> educational | <input type="checkbox"/> private residence |
| <input type="checkbox"/> site | Public Acquisition | Accessible | <input type="checkbox"/> entertainment | <input type="checkbox"/> religious |
| <input type="checkbox"/> object | <input checked="" type="checkbox"/> in process | <input type="checkbox"/> yes: restricted | <input type="checkbox"/> government | <input type="checkbox"/> scientific |
| | <input checked="" type="checkbox"/> being considered | <input checked="" type="checkbox"/> yes: unrestricted | <input type="checkbox"/> industrial | <input checked="" type="checkbox"/> transportation |
| | | <input type="checkbox"/> no | <input type="checkbox"/> military | <input type="checkbox"/> other: |

4. Owner of Property

name Pennsylvania Central Transportation Company

street & number 466 Lexington Avenue

city, town New York

vicinity of

state New York

5. Location of Legal Description

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

street & number 31 Chambers Street

city, town New York

state New York 10007

6. Representation in Existing Surveys

title Landmarks Preservation Commission
(LP-0266; LP-1127)has this property been determined eligible? ☐ yes ☒ 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

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date NA

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.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

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date entered

Grand Central Terminal and Park Avenue Viaduct

Continuation sheet New York County, NY

Item number 4

Page 2

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

**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 7

Page 4

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date entered

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

| Period | Areas of Significance—Check and justify below | | | |
|---|--|---|---|--|
| <input type="checkbox"/> prehistoric | <input type="checkbox"/> archeology-prehistoric | <input type="checkbox"/> community planning | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion |
| <input type="checkbox"/> 1400–1499 | <input type="checkbox"/> archeology-historic | <input type="checkbox"/> conservation | <input type="checkbox"/> law | <input type="checkbox"/> science |
| <input type="checkbox"/> 1500–1599 | <input type="checkbox"/> agriculture | <input type="checkbox"/> economics | <input type="checkbox"/> literature | <input type="checkbox"/> sculpture |
| <input type="checkbox"/> 1600–1699 | <input checked="" type="checkbox"/> architecture | <input type="checkbox"/> education | <input type="checkbox"/> military | <input type="checkbox"/> social/ |
| <input type="checkbox"/> 1700–1799 | <input type="checkbox"/> art | <input type="checkbox"/> engineering | <input type="checkbox"/> music | <input type="checkbox"/> humanitarian |
| <input type="checkbox"/> 1800–1899 | <input type="checkbox"/> commerce | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy | <input type="checkbox"/> theater |
| <input checked="" type="checkbox"/> 1900– | <input type="checkbox"/> communications | <input type="checkbox"/> industry | <input type="checkbox"/> politics/government | <input checked="" type="checkbox"/> transportation |
| | | <input type="checkbox"/> invention | | <input type="checkbox"/> other (specify) |

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.

9. Major Bibliographical References

(See Continuation Sheet)

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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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 NA

state code county code

state code county code

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 12238

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☒ 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

Allen E. Carrere

title Deputy Commissioner and Counsel

date

7/6/83

For HCRS use only

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

J. Delores Byers
Keeper of the National Register

Entered in the
National Register

date

8/11/83

Attest:

date

Chief of Registration

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Heritage Conservation and Recreation Service**

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Grand Central Terminal and Park Avenue Viaduct

Continuation sheet New York County, NY

Item number 8

Page 7

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 1816, 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.

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Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

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date entered

Grand Central Terminal and Park Avenue Viaduct

Continuation sheet New York County, NY

Item number 9

Page 1

Amabile, Anna. Grand Central Terminal. Typescript. New York: Landmarks Scholar Program Thesis, Landmarks Preservation Commission, 1975.

"Can the Grand Central Concourse be Saved?" Architectural Forum, Vol. 101 (November, 1954), pp. 134-139.

Clary, Martin. Mid-Manhattan. New York: Forty-second Street Property Owners and Merchants Association, Inc., 1929.

Collins, F. A. The Romance of Park Avenue. New York: The Park Avenue Association Inc., 1930.

Condit, Carl. American Building Art. Vol. II: The Twentieth Century. New York: Oxford University Press, 1961.

Currie, C. W. Y. "Unusual Structural Features in New York Central Skyscraper," The American Architect, Vol. 134 (July 5, 1928), pp. 59-61.

Droege, John A. Passenger Terminals and Trains. New York: McGraw-Hill Book Co., Inc., 1916.

Drexler, Arthur, ed. The Architecture of the Ecole des Beaux Arts. New York: The Museum of Modern Art, 1977.

"Electric Equipment and Reconstruction of the New York Terminal Lines and Grand Central Station, New York Central & Hudson River R.R.," Engineering News, LIV (November 16, 1905), 499-509.

The Gateway to a Continent. New York: New York Central Railroad Company, n.d.

"Grand Central City," Architectural Forum, Vol. 128 (January-February, 1968). pp. 48-55.

"The Grand Central Terminal--A Great Civic Development," Engineering News-Record, Vol. 85 (September 9, 1920), pp. 484-485.

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

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(CONTINUED)

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

For HCERS use only

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Grand Central Terminal and Park Avenue Viaduct

Continuation sheet New York County, NY -- Item number 9

Page 2

Hungerford, Hugh. "The Greatest Railway Terminal in the World," The Outlook, Vol. 102 (December 28, 1912), 900-911.

Huxtable, Ada Louis. "Grand Central Depot--1869-71," Progressive Architecture, XXXVII (October, 1956), 135-138.

Meeks, Carroll L. V. The Railroad Station: An Architectural History. New Haven: Yale University Press, 1956.

Middleton, William D. "The Grandest Terminal of Them All," Trains Magazine May 1975.

"The New Grand Central Terminal Station in New York City: An Underground Double-Deck Terminal," Engineering News, Vol. 69 (May 1, 1913), pp. 883-895.

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

"Roof of Old Grand Central Depot," The American Architect and Building News, Vol. 5 (May 3, 1879), p. 143.

Root, William Stanton. "A History of the Grand Central Station in New York," Railroad Men, XVII (November, 1903), 41-? (pages missing).

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Wilgus, William J. "The Grand Central Terminal in Perspective," American Society of Civil Engineers Transactions, Paper No. 2119.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

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Grand Central Terminal and Park Avenue Viaduct

Continuation sheet New York County, NY

Item number 11

Page 2

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. 7-14-83
Fed. Reg. Date: 2-7-84
Date Due: 8/11/83 8/28/83
Action: ☒ ACCEPT 8/11/83
☐ RETURN
☐ REJECT
Federal Agency: _____

Entered in the
National Register

- ☐ 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 _____
_____ see continuation sheet

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

1. Name

2. Location

3. Classification

| Category | Ownership | Status | Present Use |
|----------|--------------------|------------|-------------|
| | Public Acquisition | Accessible | |

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 | Check one | Check one |
|------------------------------------|---------------------------------------|---|
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated | <input type="checkbox"/> original site |
| <input type="checkbox"/> good | <input type="checkbox"/> ruins | <input type="checkbox"/> moved date _____ |
| <input type="checkbox"/> fair | <input type="checkbox"/> unexposed | |
| | <input type="checkbox"/> unaltered | |
| | <input type="checkbox"/> altered | |

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

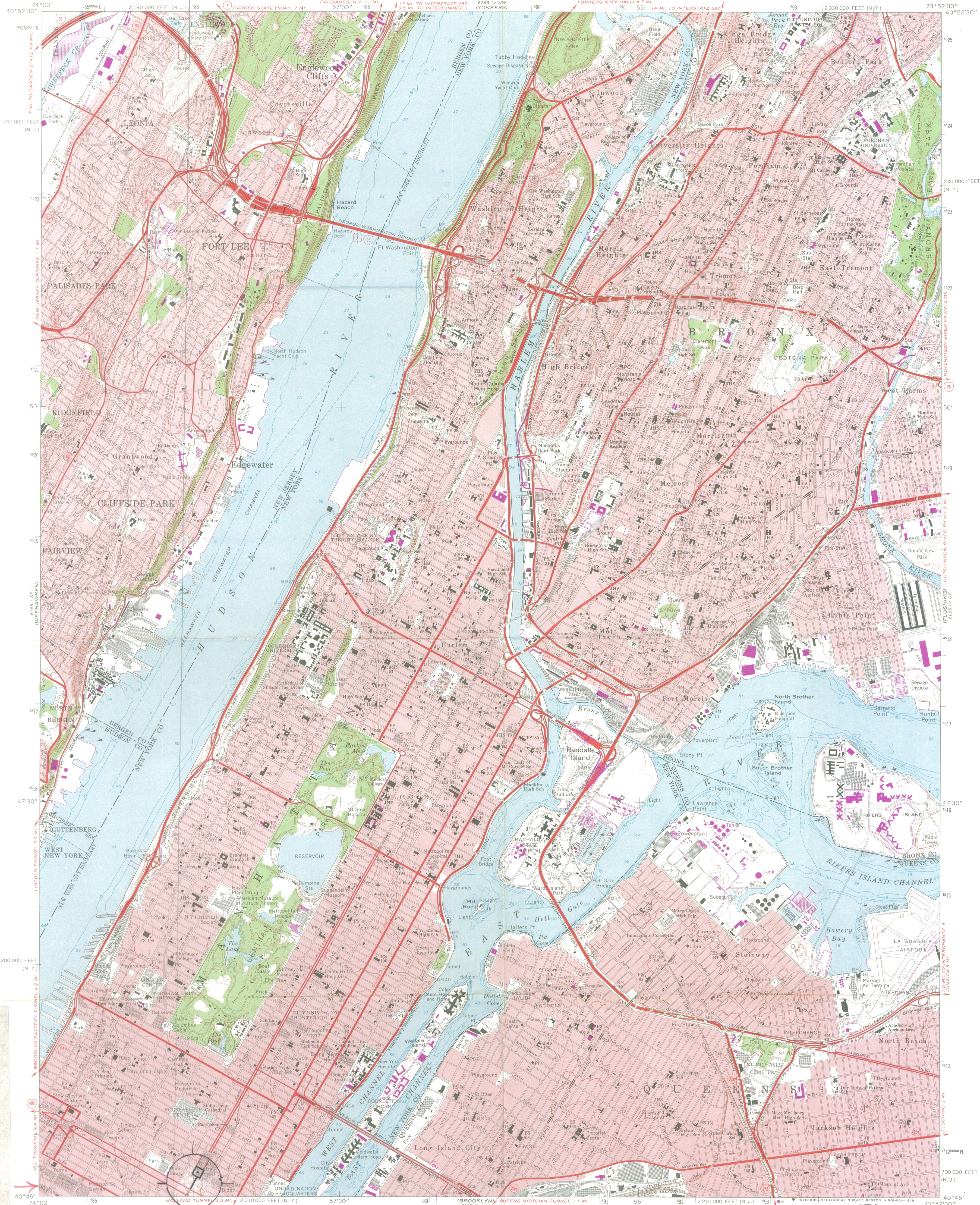
View from the northeast



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



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-5449, T-5451, T-5452, T-5453, T-5458,
and T-5778. Topography by photogrammetric methods from aerial photographs
taken 1954 and planimetric surveys 1956.

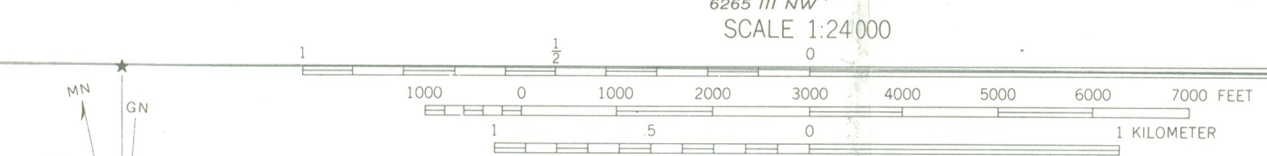
Revised from aerial photographs taken 1966. Field checked 1966

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

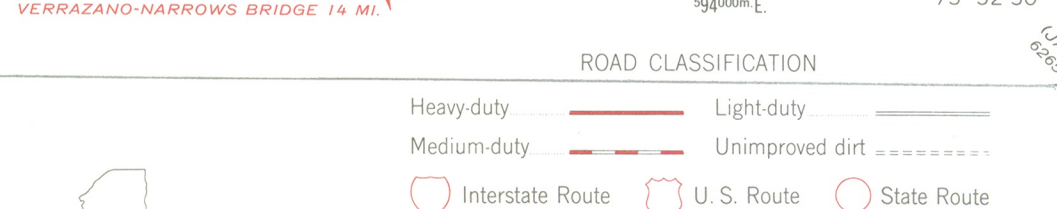
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Red tint indicates areas in which only landmark buildings are shown



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE AVERAGE RANGE OF TIDE IS APPROXIMATELY 2 FEET
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, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route U.S. Route State Route

QUADRANGLE LOCATION
NEW YORK
CENTRAL PARK, N.Y.-N.J.
SW/4 HARLEM 15' QUADRANGLE
N4045-W7352.5/7.5

Revisions shown in purple compiled from aerial photographs
taken 1977 and other source data. This information
not field checked. Map edited 1979.
There may be private inholdings within the boundaries of
the National or State reservations shown on this map

Grand Central Terminal & Park Avenue Viaduct
New York County, New York
UTM Reference:
18/ 586290/ 4511280
Central Park N.Y.-N.J. Quad.

*Park Ave Viaduct
Grand Central Terminal*



New York State Office of Parks, Recreation and Historic Preservation

The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1 Albany, New York 12238

518-474-0456

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. Sobrecht
National Register Program Coordinator
Historic Preservation Field Services Bureau

LG/sl
Enc.

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: **GRAND CENTRAL TERMINAL** 2 OTHER NAMES: 3 date of entry: **01.17.75** 4 county code: **061**

5 LOCATION street & number: **71-105 East 42nd St.** city / town: **New York** vicinity of: state: **NY** county: **New York** 6 NPS REGION: **North Atlantic**

7 OWNER ☒ PRIVATE ☐ STATE ☐ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name) 8 ADMINISTRATOR: 9 EXISTING SURVEYS ☐ HABS ☐ HAE ☒ NHL 10 FUNDED? ☐ YES ☐ NO 11 CONGRESS. DISTRICT: 12 SOURCE OF NOMINATION ☒ STATE ☐ FEDERAL if state who prepared form? 13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☒ YES, NAME: ☒ NO 14 WITHIN NATIONAL HISTORIC LANDMARK? ☒ YES, NAME: ☒ NO less than 1 acre 15 ACREAGE ☐ LOCAL ☐ PRIVATE ORGANIZATION

16 CONDITION ☐ excellent ☐ deteriorated ☐ altered ☒ original site ☐ moved ☐ excavated ☒ good ☐ ruins ☒ unaltered ☐ reconstructed ☐ unknown ☐ fair ☐ unexcavated ☐ excavated 17 features: ☒ SUBSTANTIALLY INTACT-1 ☒ SUBSTANTIALLY INTACT-2 ☒ SUBSTANTIALLY INTACT-3 ☐ NOT INTACT-0 ☐ NOT INTACT-0 ☐ NOT INTACT-0 ☐ UNKNOWN-4 ☐ UNKNOWN-5 ☐ UNKNOWN-6 ☐ NOT APPLICABLE-7 ☐ NOT APPLICABLE-8 ☐ NOT APPLICABLE-9

18 ACCESS ☐ YES-Restricted ☒ YES-Unrestricted ☐ No Access ☐ Unknown 19 ADAPTIVE USE ☐ YES ☒ NO 20 SAVED? ☐ YES ☐ NO 21 IS PROPERTY A HISTORIC DISTRICT? ☐ yes ☒ no

22 AREAS OF SIGNIFICANCE: ☐ ARCHEOLOGY-prehistoric-2 ☒ COMMERCE-6 ☐ ENTERTAINMENT-26 ☐ LANDSCAPE ARCH.-15 ☐ POLITICS/GOVT.-21 ☐ RECREATION-28 ☐ ARCHEOLOGY-historic-1 ☐ COMMUNICATIONS-7 ☐ EXPLORATION-12 ☐ LAW-16 ☐ RELIGION-22 ☐ SETTLEMENT-29 ☐ AGRICULTURE-3 ☐ CONSERVATION-8 ☐ HEALTH-27 ☐ MILITARY-18 ☐ SCIENCE-23 ☐ URBAN PLANNING-31 ☒ ARCHITECTURE-4 ☐ ECONOMICS-9 ☐ INDUSTRY-13 ☐ MUSIC-19 ☐ SOCIAL/HUMANITARIAN-24 ☐ OTHER (SPECIFY) ☐ ART-5 ☐ EDUCATION-10 ☐ INVENTION-14 ☐ PHILOSOPHY-20 ☒ TRANSPORTATION-25 23 CLAIMS: explain 'first' ☐ 'oldest' ☐ 'only' ☐

24 functions WHEN HISTORICALLY SIGNIFICANT: **R.R. STATION** CURRENTLY: **DITTO** 25 dates of initial construction: **1903-1913** major alterations: historic events: 26 ETHNIC GROUP ASSOCIATION

27 architectural style(s): **BEAUX ARTS** 28 architect: **Reed, Stem, and Warren, Wetmore** 29 master builder: 30 engineer: **Col. Wm. J. Wilgus**

31 landscape architect / garden designer: 32 interior decorator: 33 artist: ***see reverse** 34 artisan: 35 builder/contractor:

36 NAMES give role & date PERSONAL: **Wm. K. Vanderbilt - Chairman of Bd. of N.Y. Central Corp. - brought in Warren & Wetmore after Reed & Stem had already submitted their designs** EVENTS: INSTITUTIONAL:

37 NATIONAL REGISTER WRITE-UP **Steel frame, granite & limestone facing; 1 1/2 stories plus lower levels, rectangular, gabled roof behind paneled parapet with decorative corner cartouches and pedimental statuary group, multiple corner and center entrances, massive round-arched 2nd-story openings with engaged columns flanking, surrounding balustraded terrace with decorative lamp standards, massive entablature and cornice, clerestory openings; barrel-vaulted interior concourse with mezzanine & grand stairway, ramp system to train platforms; minor alterations. Excellent example of Beaux-Arts; architectural collaboration between the prominent firms of Reed & Stem and Beaux-Arts trained Warren & Wetmore; terminal accelerated development of Park Avenue as fashionable residential area.**

③* Artist - Paul Hellen - concourse ceiling mural
Jules-Alexis Coutan - sculptural group