

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 Concourse Yard Entry Buildings
other name/site number _____

2. Location

street & number West 205th Street between Jerome and Paul avenues [] not for publication
city or town Bronx [] vicinity
state New York code NY county Bronx Code 005 zip code 10452

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.)

William Carter, SAPO 9/19/05
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:	Signature of the Keeper	Date of Action
[] 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) _____		

Concourse Entry Buildings

Bronx 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			Sites
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site			Structures
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	2	0	Objects
	<input type="checkbox"/> object			TOTAL
		2	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)

Modern Movement/Art Deco

Materials

(Enter categories from instructions)

Foundation Concrete, limestone

Walls Brick, concrete, limestone

Roof Steel, concrete

Other Carved limestone

Narrative Description

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

See continuation sheet

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Concourse Yard Entry
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Bronx County, NY

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7. Narrative Description

The Concourse Yard Entry Buildings, part of the Concourse Yard Car Complex, are located in the Kingsbridge section of the Bronx. The complex was completed in 1933 by the Independent Subway. The two buildings are aligned in a north-south direction along the south side of Jerome Avenue. They were built next to one another to form a gateway to the yard and are connected by an iron bridge.

Concourse Yard is one of four IND-era yards, but is the only one constructed in a depressed cut. It was built in 1933 as part of an IND expansion. Most of the property is occupied by 36 storage tracks which serve the B and D lines of the BMT/IND lines, as well as the 4 of the IRT line. IRT trains enter the yard from elevated tracks at the south end of the property and ramp down to the yard along the west side. These IRT trains are serviced and washed in the yard.

Exterior Description

Both entry buildings face north along the south side of West 205th Street. The two structures are identical when viewed from 205th Street (Photo 1). Each structure is actually three stories tall but only the top story is visible from the street. The façade of each building is divided into three vertical segments, each of which is articulated by limestone columns. Along the roof line is a wide limestone cap that connects to the four vertical limestone elements. Above each of the three bays, the brick is set in a striped herringbone pattern. The central portion of the tripartite façade features a doorway that is flanked by a limestone surround featuring a carved chevron pattern. The doors of each building are topped by a carved plaque that reads, "City of New York Concourse Yard Entry Building" (Photo 2). The doors of both buildings are currently boarded shut. The two side bays of the façade each contain a tall window covered by an elaborate Art Deco-style wrought-iron grille (Photo 3). Each building rests on a three-foot tall, raised limestone foundation.

The eastern portal is set back approximately 20 feet from the street. A bridge links the building to the sidewalk. Heavy wrought-iron railings flank this bridge. Another bridge connects the eastern portal to one of the yard's signal towers (Photo 4). This bridge retains its original Art Deco style balustrade (Photo 5). The deck of the bridge is wide wooden planks. Each entrance building connects to the yard below from a straight run interior staircase along the south wall.

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Concourse Yard Entry
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Interiors

The west building was not accessible and is used for materials storage. Only the bottom story of the eastern building was accessible at the time of survey. The interior walls are constructed of concrete block. Many of the original wooden panel doors remain as do some of the original incandescent light fixtures. There is a single-story addition at the ground level of the eastern portal. The extension is covered with buff-colored brick and is used as crew quarters.

Concourse Yard Entry Buildings

Bronx County, New York

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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
- Engineering
- Community Planning and Development

Period of Significance

Significant Dates

1933

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

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 # _____

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

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8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the Concourse Yard Entry Buildings are significant under Criterion A in the areas of transportation and community planning and development. The structures also meet Criterion C in the areas of engineering and architectural design. The Entry Buildings were constructed as part of the Concourse Yard, one of several car service yards built in during the Independent Subway (IND) system era. The Concourse Yard Entry Buildings retain a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association making them significant at the local level.

Concourse Yard itself was found to lack historical integrity. The entry buildings, which are the subject of this nomination, as well as the substation (included under a separate nomination) were found to individually meet the National Register criteria.

In order to provide some contextual background for the entry buildings, a description of the yard and its history are included below.

There are 22 service yards and 14 car maintenance shops within the New York Subway system. Yards are large, multiple track areas where trains are assembled for service or stored when not in use. Many yards also include a shop (inspection shop or "barn") where subway cars are inspected, routine repairs made, and cars are cleaned.

Concourse Yard covers a triangular area of 23.07 acres and is bounded by Jerome Avenue, Paul Avenue, 198th Street, and 205th Street. Opened in 1933, it serves the B and D lines of the BMT/IND lines, as well as the 4 of the IRT line. The Concourse Yard is one of four IND-era yards, but is the only one constructed in a depressed cut. It is equipped with 36 storage tracks, a car washer, signal tower, boiler house, maintenance quarters, electric distribution house, and oil house. The property is comprised mainly of the 36 storage tracks which serve the BMT/IND and IRT lines

Concourse Yard acts as a transfer point for shifting trains between these three systems. Access to the yard from the IND system is made through a tunnel from the 205th Street Station which opened July 1, 1933. IRT trains enter the yard from elevated tracks at the south end of the property and ramp down to the yard along the west side. These IRT trains are serviced and washed in the yard.

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The two Art Deco-style entrance buildings facing the street are no longer used. Instead, the site is entered below from a connection to the parking area of a residential tower constructed in the 1970s. The other entrance to the yard is along Jerome Avenue at 204th Street, which dead-ends at the site. West Bedford Park Boulevard (now a pedestrian walkway to Lehman College, located southwest of the site), transverses the yard at its mid-point. Bedford Park is along the west side of the site and Bronx High School for Science and DeWitt Clinton High School are just north of the park. The site of the yard was originally dug out to serve as a reservoir for the adjacent Jerome Park, but this was never carried out.

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Concourse Yard Entry
Buildings

Name of Property

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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.

Concourse Yard Entry Buildings

Bronx 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.)

UTM grid with 4 rows and columns for Zone, Easting, and Northing.

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*)

Form fields for name/title, organization, date, street & number, telephone, city or town, state, and zip code.

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)

Form fields for property owner name, contact, street & number, telephone, city or town, state, and zip code.

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.

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.

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10. Geographical Data

Verbal Boundary Description

The boundaries of the Concourse Yard Entry Buildings are shown as the bold line on the accompanying site plan entitled, "OASIS MAP – Concourse Yard Entry Buildings." The designation for the Concourse Yard Entry Buildings includes all portions of the buildings and the property included within the boundary of the NYCTA right-of-way."

Boundary Description

The boundaries for the Concourse Yard Entry Buildings encompass both buildings in their entirety and the NYCTA right-of-way associated with the structure.

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Section 11 Page 1

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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Additional Documentation

List of Black and White Photos

Concourse Yard Entry Buildings

Bronx County, NY

Photographer: Stacey Vairo

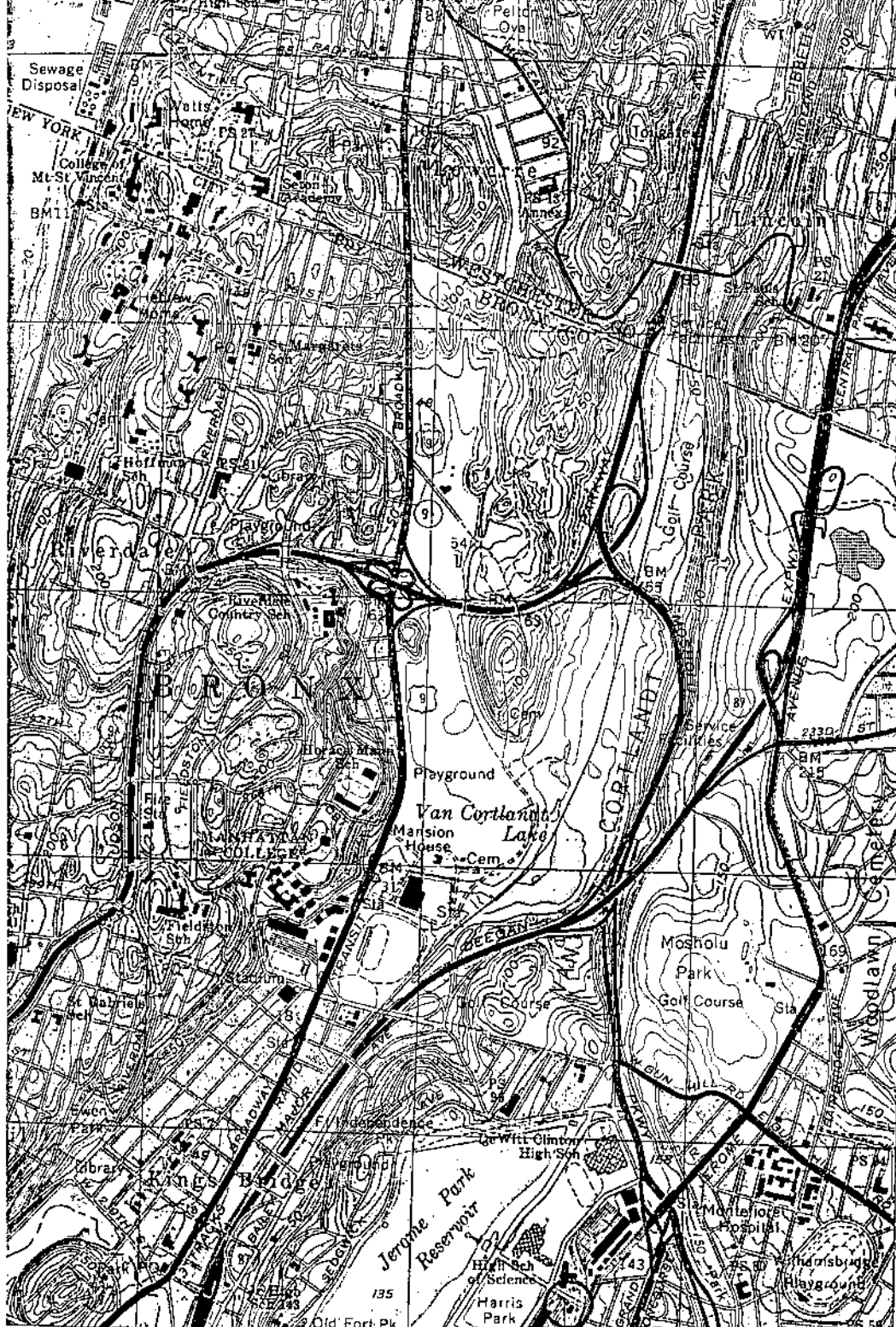
Date: March 12, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

Hartford, CT 06106

1. Exterior of eastern entry building. View south.
2. Detail of plaque above the doorway. View south.
3. Window grille detail. View south.
4. Doorway leading to the entry building from connector bridge. View east.
5. Connector bridge. View north.



Concourse Yard
 Entry Buildings
 '27 Bronx County, NY
 Zone 18
 Easting: 593600
 Northing: 4525380
 USGS
 '26°N Yonkers Quad
 1:24000

320 000 FEET
 (NY EAST)

192 620 000 FEET (NY EAST) 194 73°52'30" 40°52'30"

INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 2000

ROAD CLASSIFICATION

- Primary highway hard surface
- Secondary highway hard surface
- Light-duty road, hard or improved surface
- Unimproved road

- Interstate Route
- U.S. Route
- State Route



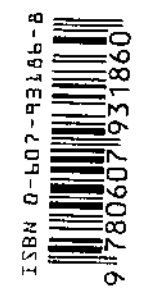
1	2	3	1 Park Ridge
			2 Nyack
			3 White Plains
4		5	4 Hackensack
			5 Mount Vernon
			6 Weehawken
			7 Central Park
6	7	8	8 Flushing

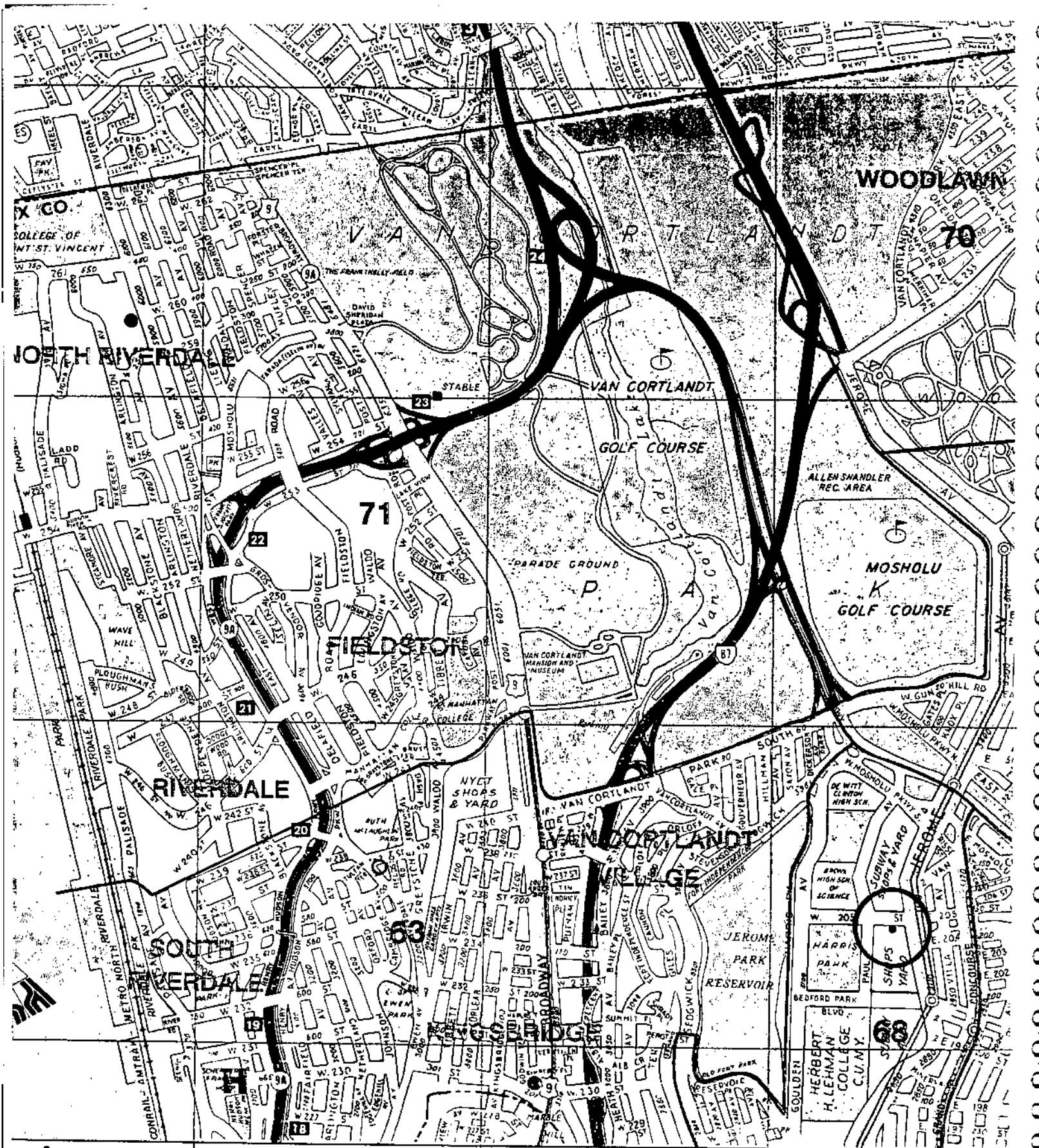
ADJOINING 7.5' QUADRANGLE NAMES

YONKERS, NY-NJ

1998

NIMA 6265 IV NW-SERIES V821



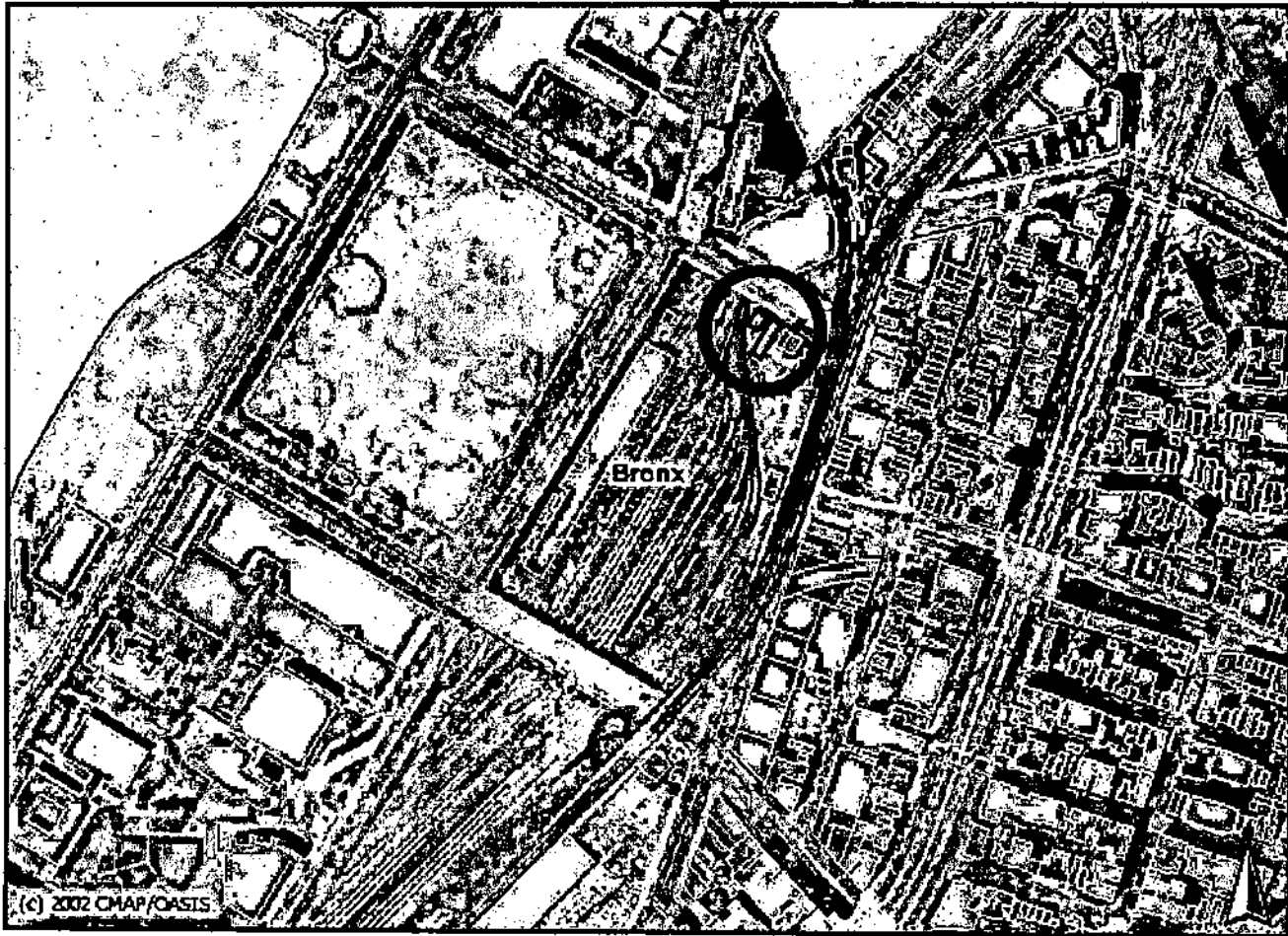


↑
 N
 Hagstrom map, 1998
 1" = 1,750'

Concourse Yard Entry Buildings
 Jerome Avenue
 Bronx County, NY

OASIS Map

Concourse Yard Entry Buildings



width of map is 0.61 miles.

 Streams, Lakes, Waterbodies

 NJ Lakes

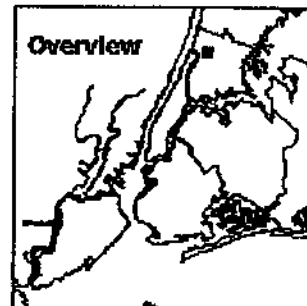
 Buildings

nyc
oasis

Map provided by the
Open Accessible Space
Information System
(www.OASISnyc.net)
of New York City

NYC Basemap copyrighted by the New York City
Department of Environmental Protection, 2000.

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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

February 3, 2005

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 (Bronx, Kings and New York Counties) and the individual substations and related buildings 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 Joralemon Street Tunnel, Subway Substation 7, Substation 13, Substation 17, Substation 42, Substation 409, Substation 235, Central IND Substation, Substation 219, the 207th Street Yard—Signal Service Building and Tower B, the Coney Island Yard Gatehouse, the Coney Island Electric Motor Repair Shop, the Concourse Yard Entry Buildings, and the Concourse Yard Substation 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

