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Press Release

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IMMEDIATE

Dyckman St 1 Station Rehabilitation Completed

The MTA's two-year rehabilitation of the Dyckman St 1 station, which greatly improves conditions for customers and adds a new elevator, was marked today by a ribbon-cutting ceremony attended by MTA Board Vice Chairman Fernando Ferrer, NYC Transit President Carmen Bianco, MTA officials and community leaders from Upper Manhattan.

This \$31 million rehabilitation project, which includes the addition of a new state-of-the-art elevator from the station mezzanine to the southbound platform, was completed in November. Over the past two years, the station has undergone major repairs to its interior and exterior finishes.

"We have been able to fully rehabilitate this historic station improving the structural aspects and customer amenities while retaining the unique architectural features that have made this station so visually special," NYC Transit President Carmen Bianco said.

"As part of this contract, NYC Transit was also able to carry out line structure steel repairs, waterproofing and track replacement," said MTA Vice Chairman Fernando Ferrer. "Together with the other work we have completed along this corridor, customers will see more reliable service and vastly improved amenities."

After years of deferred maintenance, the finished station now has new concrete platforms, a refurbished Fort George Tunnel Portal, new platform windscreens, new canopies (which include salvaged wood rafters), and a refurbished control area with restored historic finishes.

Some of these finishes include wood frame windows, mosaic tiles, granite floor tiles, plaster ceiling, ceramic wall tiles and "iron-spot" bricks, replicated cast iron guardrails, and restored mosaic tile signage at the platform level. New cast iron lighting was installed at the entrance and platform level, designed to reflect the historical era of the originals.

The new elevator, serving the downtown platform, is the first of its kind to be installed inside New York City Transit. It features an energy-efficient, reliable, machine room-less (MRL) elevator system. This type of elevator uses conventional steel cord ropes as hoisting cables operated by a motorized traction hoisting machine installed at the top side wall.

Other upgrades that will also improve access for the disabled include a ramp at the station entrance, realignment of the station platforms, modification of the staircases, and the installation of new railings and door handles. The sidewalk leading to the station head-house has been reconfigured to improve pedestrian safety.

In addition to the Dyckman St 1 Station Rehab, component work at a cost of approximately \$23 million was completed at five other stations: 207 St, 215 St, 225 St, 238 St and Van Cortlandt Park-242 St. Platform edges and canopies were replaced at all five stations. Street stairs were also replaced at the 207 St and 225 St stations.

At Dyckman St, MTA Arts for Transit commissioned an artist to create additional artwork during the station's rehabilitation. In creating the artwork for the station, Wopo Holup found inspiration in nature. "Birds in Flight-Moon View" consists of ceramic tile reliefs of birds in flight that were originally installed in 1991 within the white tile of the mezzanine wall and stairwells. The new work provides a view of the earth as seen from the moon. In the artist's words, "Birds in Flight-Moon View" greets customers upon entering the station and emphasizes nature and the vastness of the universe."

Opened in 1906, the Dyckman St 1 Station is a design unique in the system and is listed in the National Register of Historic Places. The outdoor station situated just north of the Fort George Tunnel portal has two side platforms above a masonry head house. The fare control area is located in the station building below track level.