

= Norwood ? 205th Street ( IND Concourse Line ) =

Norwood ? 205th Street ( formerly 205th Street ) is the northern terminal station on the IND Concourse Line of the New York City Subway . Located at the intersection of 205th Street and Bainbridge Avenue in Norwood , Bronx , it is served by the D train at all times .

= = History = =

The station was built as part of the sixth and seventh sections of the IND Concourse Line beginning in the late 1920s . The station was built under East 205th Street at its eastern end , and underneath preexisting private property for most of its length . The station opened on July 1 , 1933 , along with the rest of the Concourse subway . On July 1 , 1937 , an escalator was opened in the station , the first of its kind in the Bronx .

On August 23 , 1954 , a D train relaying east of the station overshot the bumper blocks at the end of the track , crashing into the wall at the end of the line . The train motorman was trapped in the tunnel for seven hours , and when he was freed , his left foot had to be amputated .

= = Station layout = =

This underground station has two tracks and one island platform . Both track walls have a lime green trim line with a medium Kelly green border . Small " 205 " signs are placed below them at regular intervals . The platform has a row of concrete @-@ clad I @-@ beam columns on both sides ; these are painted medium Hunter green . There is clear evidence of water damage and mold due to poor drainage in numerous areas along the platform ceiling , the wall tiles , and to a number of the support columns . The station is also notorious for having piles of trash bags on the platform and at entrances , as well as for large amounts of litter on the tracks due to an absence of trash cans . 205th Street station was declared one of the five worst in the system in terms of maintenance and appearance by the New York City Transit Riders Council in 2005 , problems which have persisted into the 2010s .

Due to changes in the street grid of the neighborhood , the station is located at East 205th Street and Perry Avenue at its eastern end , and at East 206th Street and Bainbridge Avenue at its western end . 205th Street turns diagonally southwest at Perry Street , while the subway maintains its previous direction , lining up with Van Cortland Avenue before turning south onto Grand Concourse .

The station is located close to several Norwood landmarks , including the New York Public Library 's Moshulu Branch ; the Montefiore Medical Center and North Central Bronx Hospital , north of the station on East 210th Street ; St. Brendan 's Church and School ; the Valentine ? Varian House ; and the Williamsbridge Oval , the former site of the Williamsbridge Reservoir .

= = = Fare control = = =

This station has two fare control areas . The full @-@ time side at the south ( geographical west ) end has a turnstile bank , token booth , and two staircases going up to the southeast and northwest corners of East 206th Street and Bainbridge Avenue . Because of the varying topography of the surrounding neighborhood , a single escalator was installed in 1937 in this fare control area , traversing an elevation difference of 25 feet ( 7 @.@ 6 m ) between the mezzanine and platform . Access to fare control otherwise requires walking up three flights of stairs from platform level .

The other fare control area at the station 's north ( geographical east ) end , accessed by a ramp to the platform , is unstaffed , containing full height turnstiles and two staircases going up to the northwest and southeast corners of East 205th Street and Perry Avenue . The token booth at this location was closed on July 30 , 2005 and removed sometime afterward .

= = Track layout = =

This station was not intended to be the terminus of the Concourse Line or the D train ; both were supposed to have been extended east past Bronx Park and the IRT White Plains Road Line along Burke Avenue to serve the northeast section of the Bronx . This idea was postponed due to lack of funding , and ultimately abandoned when the City of New York bought the right @-@ of @-@ way of the bankrupt New York , Westchester and Boston Railway and converted it for subway use in 1941 . Another proposal in the 1970s involved extending the Concourse Line to White Plains Road , but financial troubles caused the plan to be aborted .

As a result of the planned extension , the two tracks continue east of this station for about 700 feet along 205th Street to Webster Avenue , ending at a concrete wall , and this station does not have any crew quarters . Crews are changed at Bedford Park Boulevard , the next station south . Additionally , there is no diamond crossover between the tracks west of this station ; here , a center track forms leading west to the Concourse Yard . Because of this , terminating trains arrive on the southern ( railroad northbound ) track and discharge their passengers before continuing east to the end of the track . They then use the diamond crossover there to return to this station on the northern ( railroad southbound ) track and begin service to Manhattan and Brooklyn . Due to the track configuration , trains may reverse into the yard from the southern track , and trains from the yard may start service on the northern track .