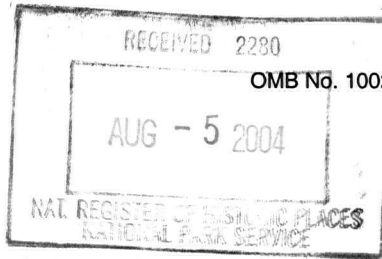


NPS Form 10-900
(Oct 1990)



**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 Borough Hall Subway Station (IRT)
other name/site number _____

2. Location

street & number Intersection of Joralemon, Court and Adams Streets [] not for publication
city or town Brooklyn [] vicinity
state New York code NY county Kings code 047 zip code 11201

3. State/Federal Agency Certification

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

[Signature] 7/20/04
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:

- 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] 9-17-04
Signature of the Keeper Date of Action

Borough Hall Subway Station
(IRT)

Kings County, New York
County and State

Name of Property

5. Classification

Ownership of Property

(check as many boxes as apply)

- private
 public-local
 public-State
 public-Federal

Category of Property

(check only one box)

- building (s)
 district
 site
 structure
 object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	Buildings
_____	_____	Sites
1	0	Structures
_____	_____	Objects
1	0	TOTAL

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)

Late 19th & 20th Century Revivals/

Beaux-Arts

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Brick, concrete, glass tile, ceramic tile, marble

Roof Steel, concrete

Other Decorative finishes: faience, terra cotta, marble, bronze

Narrative Description

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

See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Borough Hall Subway Station
(IRT)

Section 7 Page 1

Name of Property
Kings County, New York
County and State

7. Narrative Description

The Borough Hall Subway Station, (Lexington Avenue Line) is located in downtown Brooklyn. The station was completed in 1908 as part of the IRT Contract 2. It is aligned in an east-west direction along Joralemon Street and is bounded on the west by the west side of Court Street and on the east by the eastern side of Adams Street. The original station measures approximately 350 feet in length and 55 ½ feet in width. Platform extensions were added later to the southeastern end of the station. The areas associated with this extension fall outside the boundary limits established for this nomination, which are the same as those for the local landmark designation. The pair of above-ground cast iron entrance hoods at the street level also fall within the nomination boundaries.

General Characteristics and Construction Methods

The Borough Hall Station is a side platform station with an upper mezzanine that was constructed using the newly-perfected cut-and-cover method of construction. The base of the cut is lined by a concrete foundation with a minimum thickness of 4 inches. The basic structural frame of the station consists of built-up "I" section columns of varying height spaced 5 feet on-center along the outer walls and between the tracks. 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 infrastructure enters the adjacent buildings above the control area, necessitating a transverse U in that location as well. The lowest portion the U is supported by 5-foot-wide transverse concrete arches that spring from the bottom flange of transverse beams that in turn frame into the center columns of the station. The platform sides of these arches frame into the bottom flanges of longitudinal built-up steel girders with a depth of approximately two feet. The top flanges of the longitudinal girders do not reach street level. Consequently, the flanges are topped with concrete walls that rise just beneath sidewalk level. Along each platform and the mezzanine, the girders supporting the roof and mezzanine levels are supported by built-up H-sections placed at 15-foot intervals.

The roof trough construction method results in the subway cut roof being a different height beneath the roadway than in areas where utilities do not enter adjacent buildings. In the utility-free areas of the cut, generally beneath the sidewalk in the platform areas, the ceiling is approximately 15 feet above the platform and the sidewalk above is

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Borough Hall Subway Station
(IRT)

Section 7 Page 2

Name of Property
Kings County, New York
County and State

supported by tapered beams of concrete encasing steel I-sections. These beams frame into the concrete wall above the longitudinal girders.

The side walls of the station are of four-inch brick, separated by a one-inch air space from the outer structural walls. The walls on the downtown platform largely retain the original white glass tile (ceramic tile is used for repairs) and decorative motifs in marble, terra cotta and faience. The walls of the uptown platform have been almost entirely covered in modern blue ceramic tiles, although the original name tablets and cornice details remain intact. Floors throughout are of three-inch thick graded concrete and covered in grey encaustic tile. Tracks are constructed of broken stone ballast, timber cross ties and 100-pound rails. All ties are fitted with tie plates (www.nysubways.org).

Throughout the station there are unifying decorative elements that are remarkable for their material quality and level of craftsmanship, such as the faience plaques and cornices and mosaic tiles name tablets.

Station Circulation

The circulation pattern for this station incorporates four stairways that exit out to street level from a mezzanine; one pair on the northwest corner of the intersection of Court Street and Joralemon Street and the other on the southwest corner of the same intersection. A passageway provides access to the Municipal Building from the north side of the mezzanine. A doorway providing direct access to Borough Hall is located in the northwest corner of the mezzanine.

There are also three crossovers connecting to the Uptown and Downtown platforms along the mezzanine. Four sets of stairs lead down from each crossover to the platform level below. A passageway connecting this station to the M and R Lines at the Court Street Station is located at the western end of the Downtown platform.

Mezzanine

Control areas are located on the north and south sides of the mezzanine, above each track. There are three crossovers that connect the two control areas. Rounded columns clad in modern tile support the mezzanine roof (Photo 1). On the northern wall of the Downtown side, there are two bronze plaques put in place to commemorate the arrival of the subway in Brooklyn (Photo 2). The western plaque reads: "The first Rapid Transit Railroad constructed in the Borough of Brooklyn begun by the Board of Rapid Transit Commissioners in the Year 1902 Completed by the Public Service Commission for the first District in the year 1908."

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Borough Hall Subway Station
(IRT)

Section 7 Page 3

Name of Property
Kings County, New York
County and State

The eastern plaque reads, "This tablet is erected to commemorate the opening of the first subway uniting the boroughs of Manhattan and Brooklyn. January 9, 1908." This southern plaque is decorated with female figures cast in high relief flanking the text. Both plaques are incorporated into a large mosaic tablets featuring an elaborate floral and swag design across the top of the tablet. The original IRT wall decoration is used on this wall and on the platform below.

The symbolic plaque which identifies this station consists of the letters "BH" encircled by a wreath with rosettes in each top corner and ribbons in each bottom corner (Photos 3 and 4). These faience plaques, executed in shades of blue, green, and yellow, are set at 15-foot intervals along the upper edge of the platform walls. A thin line of green faience molding in an egg-and-dart pattern forms a cornice along the top of the wall. Below this molding and encircling the "BH" plaques is another thin band of green bead-and-reel molding. A green, white and buff colored mosaic frieze is set below the cornice and features a wide fretwork pattern. Mosaic tile panels in shades of green and rose with classical swags in brown and buff yellow subdivide the wall into 15-foot panels below the plaques. Pink marble forms the wainscoting throughout. Name tablets that spell out "Borough Hall" in white letters set in a field of dark green mosaic tile are enframed by a wide border with swag motifs. These complex forms are completed in shades of dark red, blue, buff, pink, violet, and green. A scrolled bracket is aligned centrally above each name tablet.

Manhattan Bound Platform

At the eastern end of this platform, the wall decoration changes from the three dimensional faience plaques to a similar decorative scheme executed in two-dimensional mosaics (Photo 5). Continuing west, the wall decoration changes back to the original IRT-era faience cornice and plaques and remains consistent to the western end of the platform (Photo 6). The three mezzanine crossovers are located approximately mid-way along the length of the platform. A concession stand is located beneath the stairwell of the westernmost crossover. Beneath the central crossover, there is a name tablet flanked by two mosaic pilasters. A scrubber room occupies the space beneath the easternmost stairwell for the easternmost crossover. The door leading to the scrubber room features a marble lintel cared with corner paterae. At the far western end there is a passageway connecting to the M and R lines at the Court Street Station. Round columns set with blue tiles flank this passageway. The glass tiles that line the walls are significantly damaged along this portion of the station (Photo 7).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Borough Hall Subway Station
(IRT)

Section 7 Page 4

Name of Property
Kings County, New York
County and State

Brooklyn Bound Platform

At the northern end of this platform, the wall decoration is executed in two-dimensional mosaic tiles. Towards this end a large section of the glass tile wall has been damaged in order to access a utility line located behind the wall. Continuing south approximately 100 feet, the platform widens and as it turns the curve of the wall, a corner pilaster with a curved faience plaque at the top can be found (Photo 8). The wall decoration along the rest of this platform is consistent and original unless otherwise noted. The glass tile on this side of the platform shows some serious spalling most likely from moisture damage. The areas beneath the three crossovers of the mezzanine are recessed and rooms are located beneath the two easternmost stairwells. At the far western end of the platform there are stairs leading up the street level.

Exterior Elements and Stairwells

New tiles are located along all of the stairways that lead up to the street level. The downtown access area includes a pair of cast iron hoods that provide cover for both stairwells (Photo 9). They are stamped "Hecla Iron works NY 1907." Both hoods are covered by an imbricated pattern and are elevated on a granite base. The railings that line the downtown entrances also feature a spiked top rail. The original riveted name plaques form the majority of the barrier for the railings with cast iron scroll and shield designs linking the plaques to the top rail and base. At each corner of the railing there are squared plinths that support four composite columns topped with globe lights (Photo 10). At the top of the railings, perpendicular to each hood, are three stepped and paneled name plaques set atop each of the entrances. Modern signage has been affixed to the perpendicular facing plaques and each is decorated with wrought iron scrollwork at the corners. These are among some of the few surviving examples of the original entrance hoods found on the subway system today (hoods are also intact at the Wall Street IRT Station).

Borough Hall Subway Station (IRT)

Kings 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 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; Art
- Engineering
- Community Planning and Development
- Social History

Period of Significance

1908

Significant Dates

1908

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Parsons, William Barclay (engineer)
Heins, George L. and
LaFarge, Christopher G. (architects)

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Borough Hall Subway Station
(IRT)

Section 8 Page 1

Name of Property
Kings County, New York
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 Borough Hall Subway Station (IRT), Lexington 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, architectural design, and art. The Borough Hall Subway Station began operation in 1908 and was one of several stations built as an extension (Under Contract 2) to the original Interborough Rapid Transit (IRT) system. It was the first station to be completed in Brooklyn. The Borough Hall Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The early IRT stations, including Borough Hall, are significant at the local and national levels.

William Barclay Parsons (1859-1902), a Columbia University-trained engineer, began to devise the plan for the creation of the subway system after he was named chief engineer of the Rapid Transit Commission in 1894. Although Parsons was not the first to utilize building techniques associated with underground rail construction, such as the cut-and-cover method, the early IRT system is undoubtedly one of the greatest public works projects ever undertaken.

The engineering and architecture of the early IRT stations was strictly divided between Parsons and the architectural firm he hired – Heins & LaFarge. While all of the structural elements were completed by Parsons, the architectural and artistic design of each station was left to George L. Heins and Christopher Grant LaFarge, a team already famous for the design of the Cathedral of St. John the Divine in Manhattan and buildings at the New York Zoological Gardens in the Bronx. Heins & LaFarge drew on the ideas presented by the “City Beautiful” movement for their inspiration (HAER 1979:368). Proponents of the movement believed that by creating a beautiful municipality, its inhabitants would be inspired to a higher level of moral and civic virtue and the subway was to be no exception.

In 1891, the *Report of the Rapid Transit Commissioners* stated that every effort should be made “in the way of painting and decoration to give brightness and cheerfulness to the general effect” of the stations (in NYC Landmarks Preservation Commission, *IRT Subway System Underground Interior Designation Report* 1979: 4). Each IRT station had its own unique color scheme. In addition, each station had a repeated faience plaque that serves as a symbolic link between the station and the area above ground which it

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Borough Hall Subway Station
(IRT)

Section 8 Page 2

Name of Property
Kings County, New York

County and State

served. At Borough Hall, the plaques depict the letters "BH" surrounded by a wreath and scrollwork.

In the Borough Hall Station the high quality of the materials and the architectural detail are magnificent. Faience plaques, roman brick wainscoting, ceramic cornices and mosaic tablets are still visible throughout the station. Intricate bronze plaques are found on the mezzanine level. Perhaps most significantly, two cast iron hoods remain on the western Broadway entrance – one of only two sets left in the system (the others are at Wall Street). The Borough Hall Station, as part of the original IRT subway system, displays high quality craftsmanship and architectural detail in addition to superior materials.

The Borough Hall Station also contributed to the ongoing development of the already heavily populated borough. By 1860, Brooklyn was the third most populated city in America. The design of the Borough Hall station was meant to mirror the importance of the place that it served as the civic center of the borough. Brooklyn was made a Borough of New York in 1898 and in 1908 the Joralemon Street tunnel allowed for a true connection between New York and Brooklyn.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Borough Hall Subway Station
(IRT)

Section 9 Page 1

Name of Property
Kings County, New York
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.

Derrick, Peter. *Tunneling to the Future: The Story of the Great Subway Expansion That Saved New York*. New York: New York University Press, 2001.

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.

Borough Hall Subway Station (IRT)

Kings County, New York

Name of Property

County and State

10. Geographical Data

Acreeage of Property Less than one 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, street & number, city or town, date, telephone, 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, street & number, city or town, telephone, 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.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Borough Hall Subway Station
(IRT)

Section 11 Page 1

Name of Property
Kings County, New York
County and State

10. Geographical Data

Verbal Boundary Description

The boundary of the Borough Hall Subway Station – Lexington Avenue Line is shown as the bold line on the accompanying site plan entitled, “Borough Hall Station, Station Plan, Lexington Avenue Line – IRT Division, 1998.” The above-ground location of this station is also indicated on the map entitled, “Downtown Brooklyn and Borough Hall.” The designation for Borough Hall Station includes the following: the walls adjacent to the platforms, encompassing the mosaic tile, glazed tile, faience and terra-cotta plaques and moldings, and marble wainscoting. The cast iron entrance hoods also fall within the nomination boundaries.

Boundary Justification

The boundaries for the Borough Hall Subway Station represent the portions of the original station completed by 1908 and exclude all platform extensions and other later additions. The pair of above-ground cast iron entrance hoods at the street level also fall within the nomination boundaries due to their rarity. The boundaries are indicative of this station’s period of significance.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Borough Hall Subway Station
(IRT)

Section 11 Page 1

Name of Property
Kings County, New York

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Borough Hall Subway Station
(IRT)

Section 11 Page 2

Name of Property
Kings County, New York

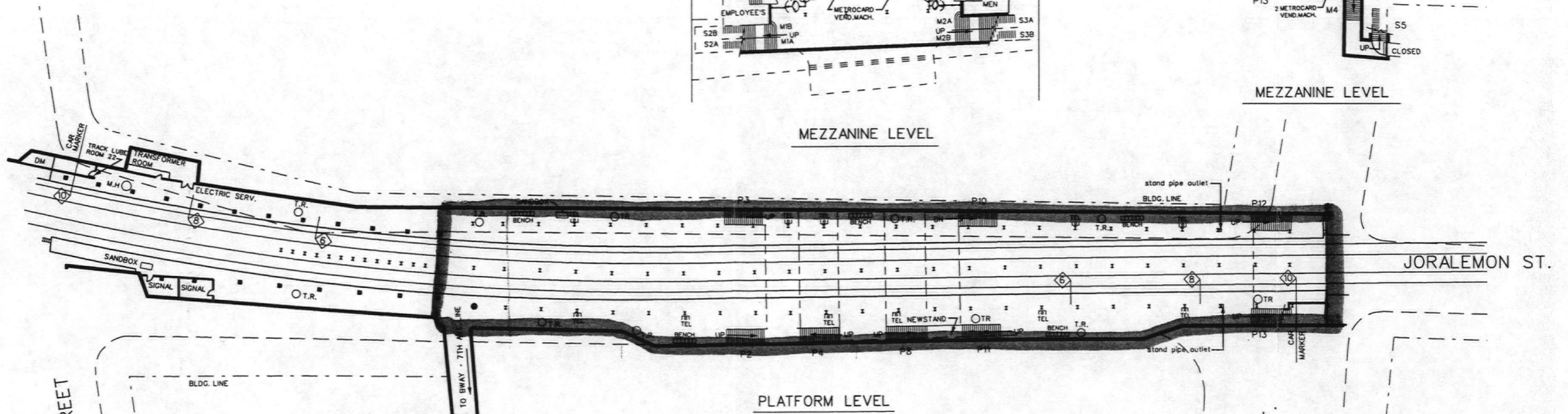
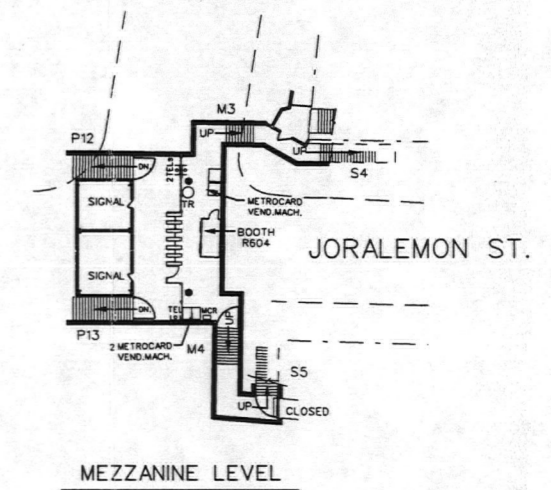
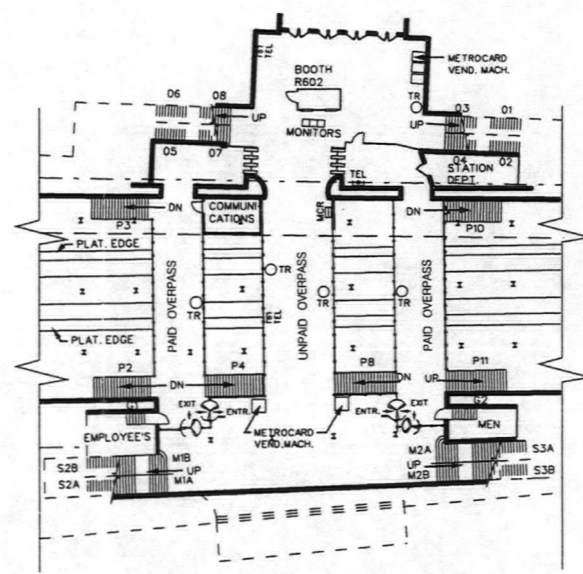
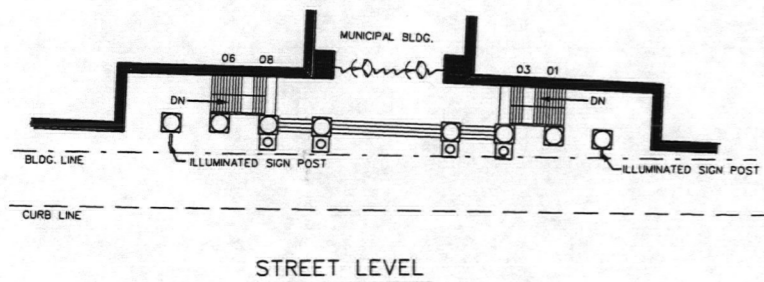
County and State

Additional Documentation

List of Black and White Photos
Borough Hall Subway Stations (IRT)
Kings County, New York

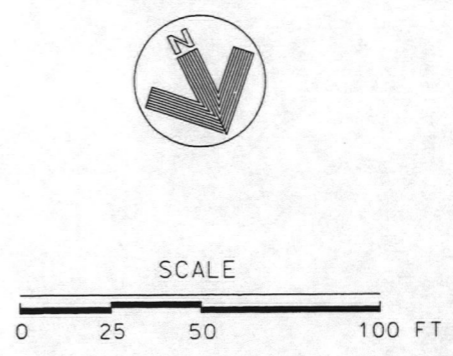
Photographer: Stacey Vairo
Date: March 2004
Negatives on file: Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106

1. Northern section of the mezzanine. View southeast.
2. Bronze commemorative plaque, mezzanine. View north.
3. "BH" plaque on wall of western stairwell of the mezzanine. View west.
4. "BH" plaque above commemorative plaque. View north.
5. Western portion of the Brooklyn-bound platform. View west.
6. Name tablet on Brooklyn-bound platform. View northeast.
7. Name tablet and damage to glass tiles, Manhattan-bound platform. View south.
8. Pilaster placed on curved portion of wall, Brooklyn-bound platform. View north.
9. Entrance hoods located on the southeast corner of Court Street and Joraleman Street.
View southwest.
10. Detail of entrance hood. View northwest.



DATE	REVISIONS	BY
10-28-98	ALTERATION TO FARE CONTROL	ECS
3-22-01	REVISED AS PER FIELD SURVEY. NO STRUCTURAL CHANGES	DI
3-17-03	METROCARD VENDING MACHINES & HI-ENTRY WHEELS ADDED	HH

NOTE: THIS DRAWING SUPERSEDES DRAWING MS-7876-R DATED 09-08-71.



NEW YORK CITY TRANSIT
DEPARTMENT OF SUBWAYS
MAINTENANCE OF WAY DIVISION
ENGINEERING SUBDIVISION
INFRASTRUCTURE SECTION

BOROUGH HALL STATION
STATION PLAN
LEXINGTON AVENUE LINE - IRT DIVISION
STATION NUMBER: 415
DATE: 10-21-98

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Borough Hall Subway Station (IRT)
NAME:

MULTIPLE New York City Subway System MPS
NAME:

STATE & COUNTY: NEW YORK, Kings

DATE RECEIVED: 8/05/04 DATE OF PENDING LIST: 8/26/04
DATE OF 16TH DAY: 9/10/04 DATE OF 45TH DAY: 9/18/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001022

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: Y

COMMENT WAIVER: N

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept Add

REVIEWER Savage DISCIPLINE Architectural History

TELEPHONE _____ DATE 9-17-04

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Borough Hall Subway Station
New York County, NY
Northern section of mezzanine.
View southeast.

Photo taken by: Stacey Vairo
March 2004

Photo 1

R7-18



Borough Hall Subway Station
New York County, NY

Bronze commemorative plaque, mezzanine

View north

Photo taken by: Stacey Vairo
March 2004

Photo 2



Borough Hall Subway Station

New York County, NY

"BH" plaque on wall of western stairwell of the
mezzanine.

View west.

Photo taken by: Stacey Varis

March 2004

Photo 3

R7-16



Borough Hall Subway Station
New York County, NY

"BH" plaque above commemorative plaque.
View north.

Photo taken by: Stacey Vairo
March 2004

Photo 4

R7-17



Borough Hall Subway Station
New York County, NY
View west

RS

6

Photo by: Stacey Vairo
April 2004

Photo 5



BOROUGH HALL

IRB

Borough Hall Subway Station
New York County, NY

View northeast.

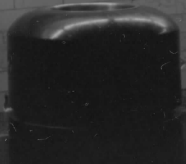
Photo by: Stacey Vairo
April 2004

R8-3

Photo 6

← EXIT

BOROUGH HALL



Borough Hall Subway Station
New York County, NY
View south.

Photo by: Stacey Varro
April 2004

Photo 7

R7-20



Borough Hall Subway Station
New York County, NY

View north

Photo by: Stacey Vairo
April 2004

Photo 8

P2-24



137
845
851
852

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PHARMACY

370

13 Borough Hall Subway Station
New York County, NY

View southwest.

Photo by: Stacey Vano
April 2004

Photo 9



Borough Hall Station

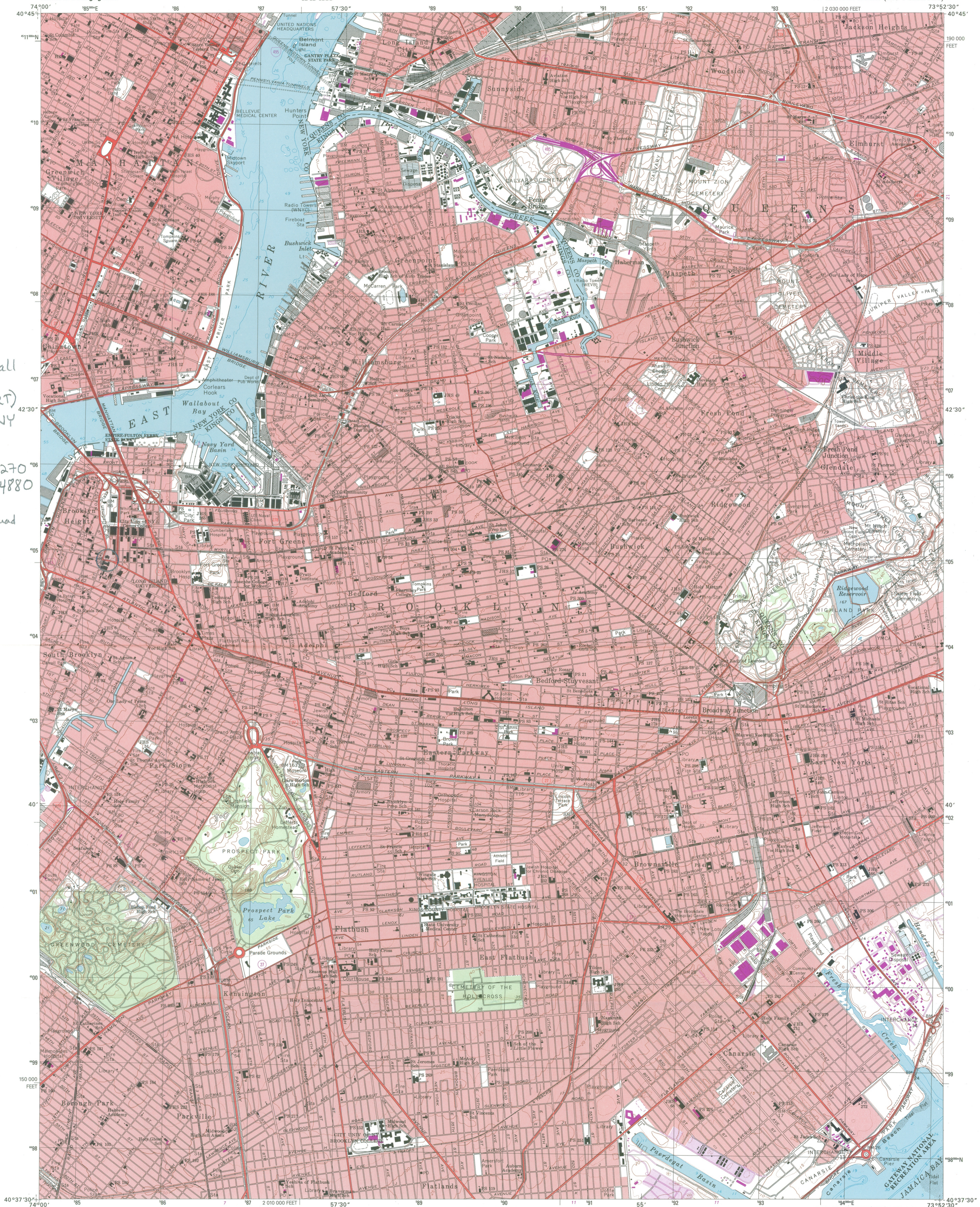
Subway

BOROUGH
HALL

Borough Hall Subway Station
New York County, NY
View northwest.

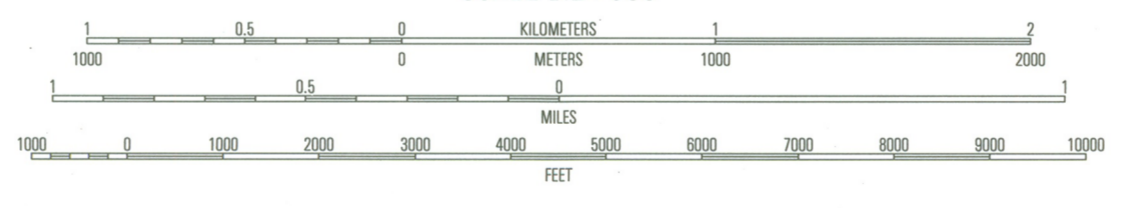
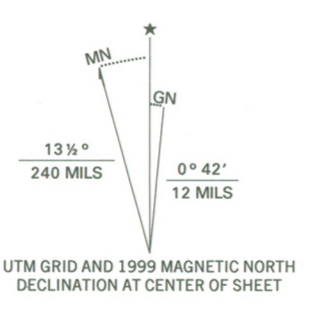
Photo by: Stacey Vairo
April 2004

Photo 10



Borough Hall Subway Station (IRT) Kings Co, NY
Zone 18 Easting 585270 Northing 4504880
Brooklyn Quad USGS 1:24000

Produced by the United States Geological Survey
Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photomapped using imagery dated 1995; no major culture or drainage changes observed. Survey control current as of 1967. Boundaries, other than corporate, revised 1999. Selected hydrographic data compiled from NOS charts 275 (1964), 542 (1967), and 745 (1966). This information is not intended for navigational purposes.
North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: New York coordinate system, Long Island zone (transverse Mercator).
1000-meter Universal Transverse Mercator grid, zone 18 North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software.
There may be private inholdings within the boundaries of the National or State reservations shown on this map.
Entire area lies within New York City.
Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours.



ROAD CLASSIFICATION

Primary highway hard surface	Light-duty road, hard or improved surface
Secondary highway hard surface	Unimproved road
Interstate Route	U.S. Route
	State Route

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
DEPTH CURVES AND SOUNDINGS IN FEET, DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.2 FEET IN THE EAST RIVER AND 6.2 FEET IN JAMAICA BAY

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

1	2	3
4	5	6
7	8	

ADJOINING 7.5' QUADRANGLE NAMES

BROOKLYN, NY
1995
NIMA 6265 III NW-SERIES V821





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

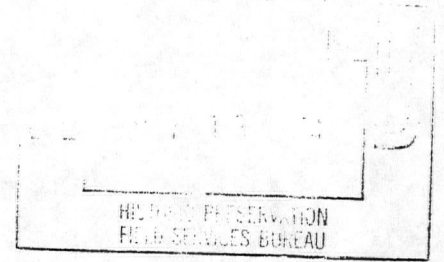
<http://nyc.gov/landmarks/>



RONDA WIST
EXECUTIVE DIRECTOR
rwist@lpc.nyc.gov

May 10, 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, New York, New York

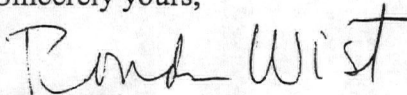
Dear Ms. Pierpont:

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.

In 1979, the Commission designated the subway stations at 33rd Street, 59th Street-Columbus Circle, 72nd Street, 79th Street, 110th Street, 116th Street-Columbia University, Astor Place, Bleecker Street, Borough Hall, City Hall, and Wall Street as part of the designation of the Interborough Rapid Transit System as a New York City landmark. The subway stations were designed by Heins & La Farge, while chief engineer William B. Parsons and his staff were responsible for the construction of the system. Mosaic sign panels and terra-cotta and faience plaques embellish each station.

The Commission has reviewed the materials submitted by the Historic Preservation Field Services Bureau and believes that the individual subway stations named above appear to meet the criteria for inclusion on the State and National Registers of Historic Places. The Commission believes that the subway stations at Jackson Avenue, Prospect Avenue, Simpson Street, Atlantic Avenue, Beverley Road, Dyckman Street, Times Square, and Main Street also 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