

**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.

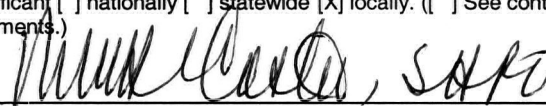
1. Name of Property

historic name Beverley Road Subway Station (BRT pre-Dual System)
other name/site number _____

2. Location

street & number Beverley Road at Marlborough Road [] not for publication
city or town Brooklyn [] vicinity
state New York code NY county Kings code 047 zip code 11218

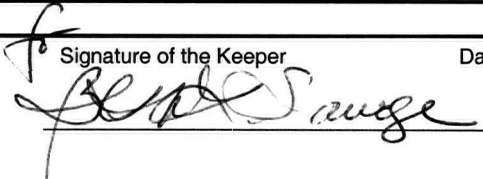
3. State/Federal Agency Certification

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 [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)	
	<u>7/20/04</u>
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 of the Keeper  Date of Action 9-17-04

Beverly Road Subway Station
(BRT pre-Dual System)

Kings County, New York

Name of Property

County and State

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/

Spanish Colonial

Materials

(Enter categories from instructions)

Foundation Concrete, steel

Walls Brick, concrete, stucco, metal

Roof Steel, concrete, clay tile

Other Decorative finishes: wrought iron

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

Beverley Road Subway
Station (BRT pre-Dual
System)

Name of Property

Kings County, New York

County and State

Section 7 Page 1

7. Narrative Description

The Beverley Road Station (Brighton Line) is located in the Flatbush section of Brooklyn. The station was completed in 1907 as part of the BRT Pre-Dual Contract system. It is aligned in a north-south direction, perpendicular to and under Beverley Road, just east of Marlborough Road. The narrow platforms of this station measure 627 feet in length. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II-Beverley Road Inventory Form*, completed in 1994, and supplemented with field observations undertaken in March of 2004.

The station is located within the boundaries of the Prospect Park South Historic District, a National Register-listed district (7-21-83), but it was not included in the nomination's Narrative Description nor the building count for the district.

General Characteristics and Construction Methods

The Beverley Road Station is a four-track local station situated in an open cut bordered by concrete retaining walls. Beverley Road crosses above the northern portion of the station on a steel trestle. The hipped roof Spanish Colonial style control house is set on a steel trestle, which partially obscures the house from the street. The 25 x 30 foot control house is located on the elevated platform of Beverley Road spanning the tracks.

The narrow platforms (8 feet – tapering to less than five feet at the platform ends) are covered by concrete barrel vaults, which spring from the retaining walls and are supported on the track side by spandrel beam and built-up steel columns spaced every fifteen feet. Over the narrower end sections, arched steel frames cantilever out from the concrete retaining walls (Photo 1). The concrete walls lining the station are divided into 15-foot wide tiled panels with mosaic borders and name tablets. A wrought iron fence, constructed of unadorned vertical bars, tops the retaining walls on both sides, separating the station from the adjacent residential properties. Modern fluorescent box lighting is used to illuminate the platforms along the canopy edge and incandescent lights are suspended from the center of the barrel vaults.

Station Circulation

The circulation pattern for this station begins with the street level control house fitted with a bank of modern turnstiles and two side doorways that lead to the two glass covered

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National Register of Historic Places
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Beverley Road Subway
Station (BRT pre-Dual
System)

Name of Property
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Section 7 Page 2

stairways. The stairways emerge from either side of the control house and lead down to the platform level. This is the only access to the platforms available from the street.

Platforms

The two platforms at Beverley Road are both very narrow (Photo 2). North of Beverley Road the walls are simple concrete with modern signage. The area of the platform beneath the control house is divided into fifteen foot sections filled with white tile and mosaic name tablets - all modern in design (Photo 3). The tracks and platform curve slightly to the east at the far northern end of the station. The platform walls are sectioned into 15-foot unadorned panels at the southern end.

Stairways and Control House

The glass covered stairways that connect the control house to the platforms appear to be unique elements (Photo 4). The stair canopies are steel framed, glass-paneled gables. The stairs themselves include an original wrought iron balustrade, connected to the top and bottom rails by a flat fretwork motif seen throughout the Brighton line (Photo 6). Modern safety gates, designed with waving rails and Art Nouveau style floral motifs at the top, extend above the height of the railing, connecting to the glass roof of the stairway (Photo 6). The same railing and modern safety gate pattern extends along either side of the control house façade, above the track, with the exception that the latter portion of safety railing is topped with stylized tulip-shaped finials.

The control house is a Spanish Colonial-style, hipped-roof structure with a projecting extension on the northern elevation (facing Beverley Road) and gabled dormers on the front and back (Photos 5 and 9). The roof is covered in clay tile with coping set along the ridge. A heavy decorative cornice lines the eaves on all elevations. The northern elevation includes a single-story, flat-roofed stuccoed projection which appears to be recent (Photo 8). Within the projection is a stuccoed arch area flanked by the narrow pairs of windows. Brass letters above the arch spell out the name of the station. A concrete belt course lines this portion of the house.

The southern, eastern and western elevations are clad in corrugated metal. The southern elevation is dominated by a projecting bay window beneath the fan light dormer while two, square, four-light windows flank the bay (Photo 9).

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National Park Service**

**National Register of Historic Places
Continuation Sheet**

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Beverly Road Subway
Station (BRT pre-Dual
System)

Name of Property
Kings County, New York

County and State

The interior of the control house appears to have been completely altered. The lines of the hipped roof have been accentuated with flat oak molding (Photo 10). The windows all appear to have been replaced and include: a decorative square pattern around the border and etched leaf designs at the corners (Photo 11). A waiting area with a large oak bench is located along the south wall. The walls are clad in hard board and pair of paneled half-light stile and rail doors provide access. A modern ticket booth is located along the northern wall and bank of turnstiles divide the pay area from the rest of the control house (Photo 12). The floor is covered in modern tiles. Lighting is a mixture of incandescent and florescent - all modern fixtures.

Beverly Road Subway Station (BRT pre-Dual System)

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.)

- [X] 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.
[X] 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
Social History

Period of Significance

1907

Significant Dates

1907

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Unknown

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
[X] Other State agency
[] Federal Agency
[X] Local Government
[] University
[X] Repository name: NYC Transit Archives
NYC Landmarks Preservation Commission

**United States Department of the Interior
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**National Register of Historic Places
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Beverley Road Subway
Station (BRT pre-Dual
System)

Name of Property

Kings County, New York

County and State

Section 8 Page 1

8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the Beverley Road Subway Station (BRT pre-Dual Contract), Brighton 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 and architectural design. The Beverley Road Subway Station was completed in 1907 and began operation as part of the Dual Systems reconstruction of surface lines by Brooklyn Rapid Transit (BRT). Of the nineteen stations built by the BRT between 1900-1908, this is one of about four built in a cut. It is significant at the local level.

This station was an important element of early rapid transit route that replaced 19th century seaside steam railroads and spurred residential growth in new areas of Brooklyn. Before its inclusion into the BRT System, the Brighton Line was the Brooklyn, Flatbush & Coney Island Railroad, built in 1878, connected central Brooklyn with the Coney Island shore. BRT assumed control of the line in 1896 and extended service from Atlantic Avenue to a connection with the Fulton Street El. The Brighton Line was largely rebuilt by the BRT and Grade Crossing Commission between 1905 and 1907, in an effort to eliminate grade crossings. Beverley Road dates from this period. This expansion also signaled the transformation of the Brighton Line from a route that largely served the seashore, to one that was also bringing residents in and out of the burgeoning communities of Brooklyn. The Dual System connection was made in 1920 when the tunnel beneath Flatbush Avenue, between Prospect Park and DeKalb Avenue was opened. The Dual System was the greatest period of rapid transit expansion in the city's history and one of the largest public works programs ever completed.

At the Beverley Road Station, the unique station design and high quality of the materials and the architectural detail are impressive. The Beverley Road Station, as part of the BRT pre-Dual Contract subway system, displays a unique architectural style and high quality craftsmanship. It is architecturally significant as one of the few stations featuring a stuccoed and decorated control house built around the turn of the century and glass canopied stairways. It retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The early BRT stations, including Beverley Road, are significant at the local level.

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Section 8 Page 2

Beverley Road Subway
Station (BRT pre-Dual
System)

Name of Property
Kings County, New York

County and State

The Spanish Colonial Revival design and scale of the control house is in keeping with the surrounding residential neighborhood, Prospect Park South. The Beverley Road Station helped to spur residential growth in this part of Brooklyn. Prospect Park South is the finest of the real estate developments that transformed southern Brooklyn from a rural farming area to a wealthy suburban community at the turn of the century. The streets are lined with large, freestanding houses in the popular styles of the period including Colonial Revival, Spanish Mission, and Tudor Revival, among others.

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Continuation Sheet

Beverly Road Subway
Station (BRT pre-Dual
System)

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.

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.

New York City Transit Authority. *Historical Properties Survey: Phase II – Beverly Road*. New York: NYCTA, August, 1994.

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.

Beverley Road Subway Station (BRT pre-Dual System)

Kings County, New York

Name of Property

County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

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

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**

Beverley Road Subway
Station (BRT pre-Dual
System)

Section 10 Page 1

Name of Property
Kings County, New York

County and State

10. Geographical Data

Verbal Boundary Description

The boundary of the Beverley Road Station – Brighton Beach Line is shown as the bold line on the accompanying site plan entitled, “Beverley Road Station, Station Plan, Brighton Beach Line – BMT Division, 1996.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Neighborhood Map #B7, NYCTA, 1994.” The designation for the station includes the control house, platforms, platform canopies and later platform extensions.

Boundary Description

The boundaries for the Beverley Road Subway Station represent the portions of the original station completed by 1907 and all of those portions of the station that fall within the limits of the platform canopies.

**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Beverley Road Subway
Station (BRT pre-Dual
System)

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

Beverley Road Subway
Station (BRT pre-Dual
System)

Section 11 Page 2

Name of Property
Kings County, New York
County and State

Additional Documentation

List of Black and White Photos
Beverley Road Station (BMT)
Kings County, New York

Photographer: Stacey Vairo

Date: March 2004

Negatives on file: Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106

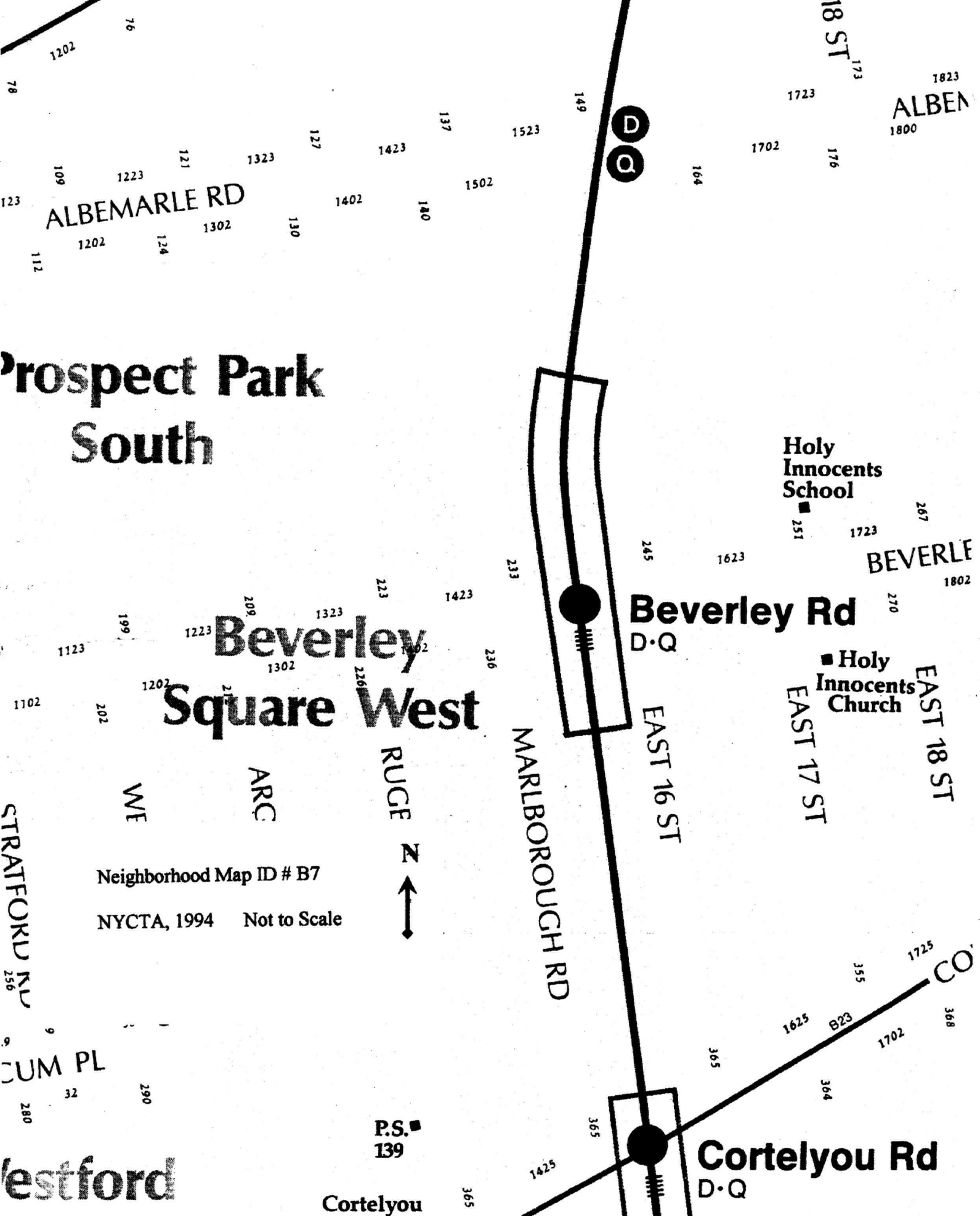
1. View of the retaining wall on the southbound platform from the northbound platform. View northwest.
2. View of the control house, station tracks and both of the station platforms from the northbound platform. View southwest.
3. Modern mosaic and tile name tablet on the southbound platform. View northwest.
4. Stairwell beneath control house on the western side. View east.
5. Control house from Beverley Road. View southwest.
6. Western stairwell of the control house including the original railing. View east.
7. Trestle that supports Beverley Road and new ornamental railing from the western stairs. View north.
8. Beverley Road façade of the control house. View southwest.
9. Control house from the southbound platform. View northeast.
10. Interior of the control house - ceiling. View west.
11. Waiting area of the control house. View northeast.
12. Interior of the control house - ticket booth and turnstiles. View south.

Prospect Park South

Beverley Square West

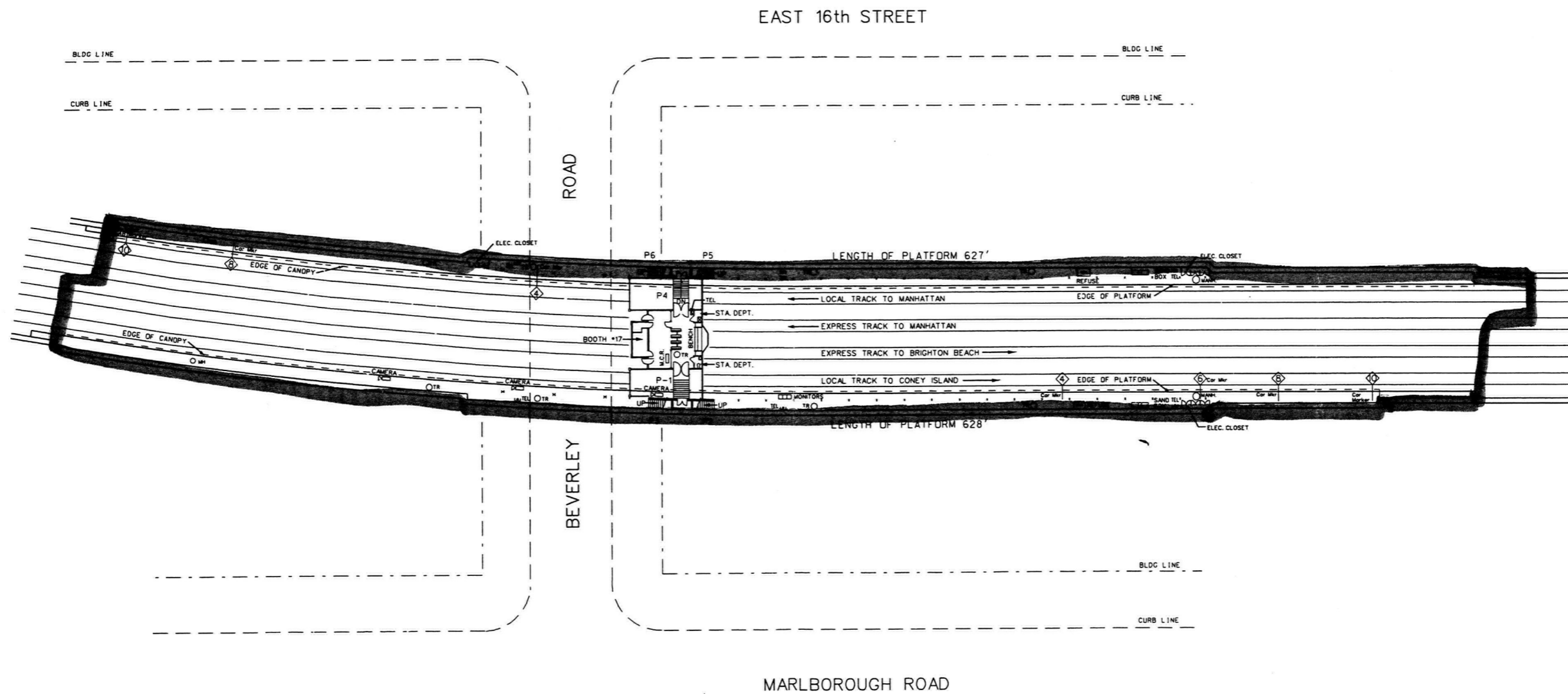
Beverley Rd

Cortelyou Rd



Neighborhood Map ID # B7
NYCTA, 1994 Not to Scale

**LOCATION MAP
NOT TO SCALE**



DATE	REVISIONS	BY
6-24-96	SURVEYED, REVISED HEAD HOUSE AS PER REHABILITATION	JL
2-20-99	REVISED AS PER FIELD SURVEY, NO STRUCTURAL CHANGES	M.A.
12-21-01	SURVEYED, NO STRUCTURAL CHANGES	ECS

NOTE: THIS DRAWING SUPERSEDES DRAWING
MS-5789-B DATED 05-19-65.



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

BEVERLEY ROAD STATION
STATION PLAN
BRIGHTON BEACH LINE - BMT DIVISION
STATION NUMBER: 45
DATE: 06-20-96

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Beverley Road Subway Station (BRT pre-Dual System)

MULTIPLE NAME: New York City Subway System MPS

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: 04001024

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 ASD

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.



Beverley
Road

6

R 9-18
Beverley Rd Station

Kings Co, NY

View northwest

Photo by: Stacey Vairo

March 2004

Photo 1

Beverley
Road



Beverley Rd Station

Kings Co, NY

View southwest.

Photo by: Stacey Vairo

March 2004

Photo 2

R9-19



Beverley Rd.

Beverley Rd Station

Kings Co, NY

View northwest

Photo by: Stacey Vairo

March 2004

Photo 3

R9-20



Beverley Rd Station
Kings Co., NY

View east

Photo by: Stacey Vario
March 2004

Photo 4

K9-24



R10-7

Beverly Rd Station

Kings Co, NY

View Southwest

Photo by: Stacey Vairo

March 2004

Photo 5



R10-1

Beverley Rd Station

Kings Co, NY

View east

Photo by: Stacey Vairo

March 2004

Photo 6



R10-2
Beverley Rd Station

Kings Co, NY

View north

Photo by: Stacey Vairo

March 2004

Photo 7

BEVERLEY ROAD STATION

**MetroCard
Vending Machines**

**At This
Station**



Pay with cash coin, different coin or note

Beverley Rd Station

Kings Co, NY

View southwest

Photo by: Stacey Vairo

March 2004

Photo 8

R10-8



Beverley Rd Station

Kings Co, NY

View northeast

Photo by: Stacey Vairo

March 2004

Photo 9



R10-4

Beverley Rd Station

Kings Co, NY

View west

Photo by: Stacey Vaino

March 2004

Photo 10



Waiting
area

R10-3
Beverley Rd Station
Kings Co., NY

View northeast

Photo by: Stacey Vairo
March 2004

Photo 11

verley Rd



New York City
Transit

Beverley Rd Station

Kings Co, NY

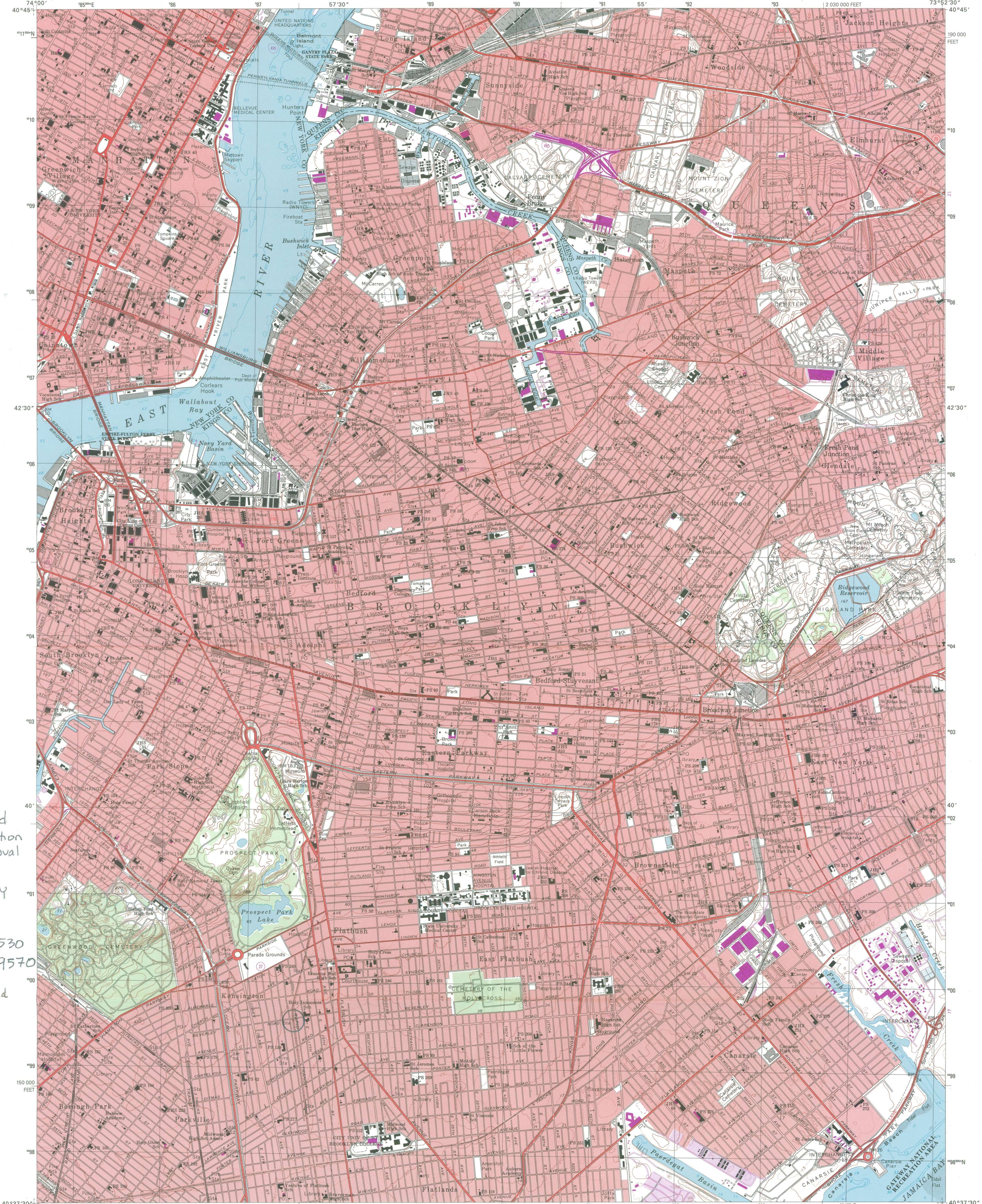
View south

Photo by: Stacey Vairo

March 2004

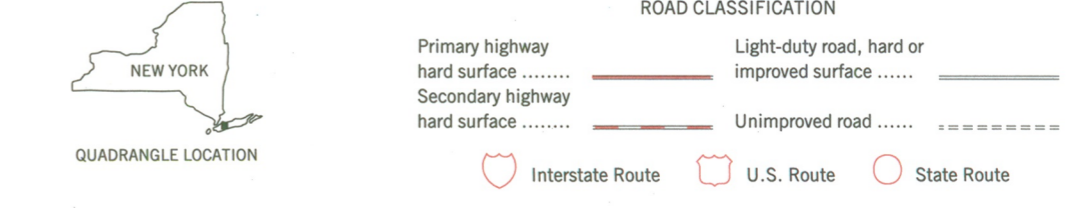
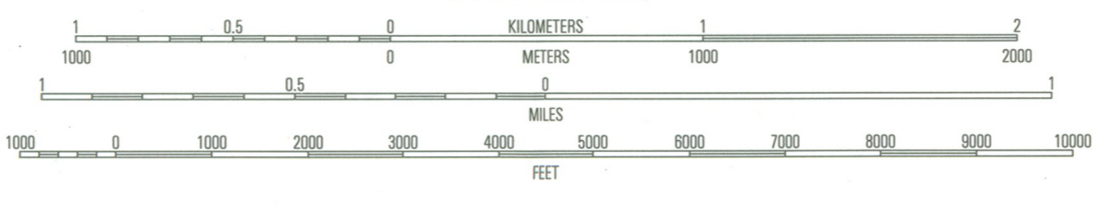
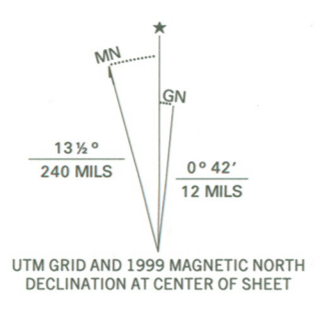
Photo 12

R10-11



Beverly Road
Subway Station
(BRT pre-Dual
System)
Kings Co, NY
Zone 18
Easting 587530
Northing 449570
Brooklyn Quad
USGS
1:24000

Produced by the United States Geological Survey
Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photomaps 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 contour 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



QUADRANGLE LOCATION

1	2	3
4	5	6
7	8	

1 Weehawken
2 Central Park
3 Flushing
4 Jersey City
5 Jamaica
6 The Narrows
7 Conny Island
8 Far Rockaway

BROOKLYN, NY
1995
NIMA 6265 III NW-SERIES 9821





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

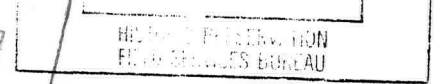
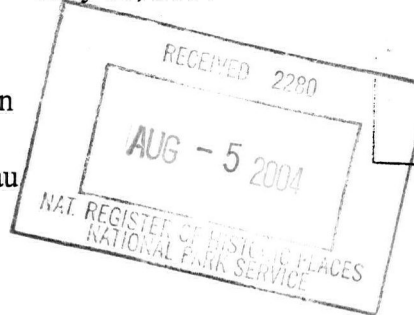
<http://nyc.gov/landmarks/>



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
Ronda Wist

cc: Robert B. Tierney, Chair
Mary Beth Betts