

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 Main Street Subway Station (Dual System IRT)
other name/site number Main Street/Roosevelt Avenue Subway Station

2. Location

street & number Near the intersection of Roosevelt Avenue and Main Street [] not for publication
city or town Flushing [] vicinity
state New York code NY county Queens code 081 zip code 11354

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]
Signature of certifying official/Title

7/26/04
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]
Signature of the Keeper

10-14-04
Date of Action

Main Street Subway Station (Dual
System IRT)

Queens 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)

OTHER/Arts and Crafts

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Brick, concrete, ceramic tile

Roof Steel, concrete

Other Decorative finishes: Ceramic tile
(mosaics)

Narrative Description

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

See continuation sheet

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 1

Main Street Subway
Station (Dual System IRT)

Name of Property

Queens County, New York

County and State

7. Narrative Description

The Main Street Subway Station (Flushing line) Station is located in At Roosevelt Avenue and Main Street in Flushing, Queens County. The station was completed in 1928 as part of the Dual Contracts IRT, Flushing line (7). The station is underground and is aligned in an east-west direction beneath and perpendicular to Main Street, just south of Roosevelt Avenue. The station measures approximately 588 feet in length – platforms were extended in 1952. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II- Main Street Station Inventory Form* that was completed in 1994 and was supplemented with field inspections undertaken in April of 2004. The boundaries incorporate the entire station (exterior entrances, full mezzanine with control areas, two platforms, three tracks).

Station Circulation

The circulation pattern for this station incorporates a full mezzanine which is accessed from Roosevelt Avenue above via five staircases near the western control area and four stairways, two escalators and one elevator near the eastern control area. Eight staircases lead from the platform level to the mezzanine and four more staircases lead from the platform level to the street. The recent renovation of the station resulted in a new fare control area on the eastern side of the station. It provides ADA-compliant access to the platforms. The eastern control area also provides access to Lippman Plaza at street level via three escalators, an elevator and a stairway. Corridors run west of the west control booth and between the west and east control areas. An interior entrance to the former Woolworths' building has been walled off.

General Characteristics and Construction Methods

Main Street/Roosevelt Avenue is a three track, double island platform station that was constructed using the cut and cover method. 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, 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 lowest portion the U is supported by 5-foot-wide transverse concrete arches that spring from the bottom flange of

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Section 7 Page 2

Main Street Subway
Station (Dual System IRT)

Name of Property
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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, the roof girder is supported by Tuscan columns.

Mezzanine Level

Recently renovated in 2000, the western mezzanine (reconstructed in 1930) is located above the tracks (Photo 1). The walls of the mezzanine are clad in modern white glazed tiles, with the original blue glazed tiles at the base and blue, brown, white, green, maroon and yellow tiled mosaic bands in a repeating geometric pattern (Photo 2). There are also mosaic signs indicating the men's and women's rooms (although the latter sign has been painted over). The ceilings of the mezzanine are segmental concrete arches between encased beams; steel columns are found throughout (Photo 3). A modern metal and glass ticket booth is located in the center of the paid portion of the western mezzanine.

The original entrance was located centrally along the corridor that connects the eastern and western mezzanines. The four stairways that once led to the street and into the former Woolworth's building have since been slabbed over.

The eastern mezzanine was constructed in 2000 and features massive, double-height ceilings and walls tiled in a manner similar to the western mezzanine. The same border seen on the along the platform walls is repeated here and the same steel piers seen in the eastern mezzanine and along the platforms are used to support the ceiling here. Modern artwork is installed above the turnstiles.

Platform Level

The platform area includes two narrow island platforms – each only 16 feet, 5 inches wide - serving three tracks (Photo 4). The walls lining the platforms are white glazed tiles, with blue glazed wainscoting tiles and a mosaic band similar in design and material to those found on the mezzanine (Photo 5). Three polygonal panels are found at each identifying "M" panel (Photo 6). There are also large "Main Street" name tablets of mosaic arranged along the track walls (Photo 7). The ceilings above the tracks and platform are similar to those in the mezzanine but with a grid-like pattern of cross beams over the north and south tracks.

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**National Register of Historic Places
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Section 7 Page 3

Main Street Subway
Station (Dual System IRT)

Name of Property
Queens County, New York
County and State

Steel columns are located along the length of the area, but the three easternmost ranks of columns are clad in white glazed tiles and mosaic bands similar to the walls. The east walls beyond the end of the tracks are also similarly clad. There is a corrugated metal enclosure (trash compactor) at the east end of the north platform. A dispatcher's office, apparently a later addition, at the west end of this platform is clad in beige glazed tiles. A tower room at the west end of the south platform is clad in white glazed tiles and mosaic bands. The platforms are lit with florescent lighting and all signage appears to be modern, apart from the illuminated track indicator signs hanging from the station ceiling that read, "NEXT TRAIN," "EXPRESS" and "LOCAL"(Photo 8).

Exterior Elements and Stairwells

The four entrances nearest the intersection have beige glazed brick walls; while the entrance south of the intersection's southwest entrance has walls clad with large black glazed tiles with blue speckling. The two entrances (and the area where they connect) on the north side of the east control area have yellow glazed block walls; on the south side the two entrances have light brown glazed tiles. The entrances have a mix of original wood and replacement metal handrails. The main control area of the mezzanine is below the intersection of Main Street and Roosevelt Avenue. All of the staircases leading down to the platform from the mezzanine level retain their original wooden handrails, concrete stairs and gates. The walls are clad in white glazed tiles (with blue tile bases) and mosaic bands along the upper portion of the walls.

The entrances at street level are modern versions of the original IRT railings and lampposts (Photo 9). Railings feature squared balusters with points aligned along the top rail. Simple squared pillars support segmented columns, which in turn support modern versions of the original globe lamps.

Main Street Subway Station (Dual System IRT)

Queens 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

1928

Significant Dates

1928

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Ridgway, Robert (engineer)

Vickers, Squire (architect)

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

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Section 8 Page 1

Main Street Subway
Station (Dual System IRT)

Name of Property
Queens 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 Main Street Subway Station (Dual System IRT), Flushing 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 Main Street Subway Station was completed in 1928 as part of an extension that reached from Flushing to Times Square with the Main Street Station serving as the easternmost terminus on the line. The Main Street Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. As one of about 125 similar underground Dual System stations in the system, Main Street is significant at the local level. This narrative description was taken largely from the NYCT *Historical Properties Survey: Phase II – Main Street Subway Station Inventory Form* that was completed in 1994 and was supplemented with field inspections undertaken in March of 2004.

The area of Flushing was first settled by the Dutch in the 17th century. It remained largely rural until the arrival of the IRT's Flushing line, which was built between 1915 and 1917. Constructed into what was then open space and farms, the Flushing line crossed the East River via the Steinway Tunnel, and connected the undeveloped portion of Queens to Manhattan. Northern Queens was transformed by the presence of the Flushing line – as residential building in Jackson Heights, Corona and Flushing boomed. Soon northern Queens was filled with large garden-apartment, co-op and other residential real-estate communities. Soon after the Main Street station was opened in 1928, it became the busiest outlying station in the city and the largest bus-subway transfer point. It remained an important transportation node incorporating bus, subway and railroad lines throughout the 20th century.

The station's design is typical of the Dual System period and of the influence of architect Squire J. Vickers. Vickers brought an Arts and Crafts aesthetic to the design of the stations. In concert with engineer Robert Ridgeway, Vickers ensured that the dual system stations were simpler and more functional than the elaborate original IRT, employing smooth surfaces and simpler decoration for an abstracted and standardized aesthetic also known as Functional Rationalism. Station designs generally included decorative metal work (such as railings and lamps) at elevated stations and street stairs and a simple geometric band set on white tile at underground station.

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Section 8 Page 2

Main Street Subway
Station (Dual System IRT)

Name of Property
Queens County, New York
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The station maintains a high degree of its original architectural integrity. Despite the recent renovations, much of the original mosaic tile work remains intact, including borders and name tablets in the eastern mezzanine and along the length of both platform walls.

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National Register of Historic Places
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Section 9 Page 1

Main Street Subway
Station (Dual System IRT)

Name of Property
Queens 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 – Main Street Subway Station*. 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.

Main Street Subway Station (Dual System IRT)

Queens 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.)

1	1	8	5	9	8	7	0	0	4	5	1	2	5	1	0	3												
Zone			Easting						Northing						Zone		Easting						Northing					
2																4												

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*)

name/title Contact: Kathleen A. Howe, Historic Preservation Specialist

organization NYS Office of Parks, Recreation & Historic Preservation

Date July 30, 2004

street & number Peebles Island, PO Box 189

Telephone 518-237-8643 ext. 3266

city or town Waterford

state NY zip code 12188

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)

name MTA New York City Transit

Contact: Hollie Wells, Project Administrator

street & number 2 Broadway, 6th Floor, D6.125

telephone 646-252-4268

city or town New York

state NY zip code 10004

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. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act. As amended (16 U.S.C. 470 *et seq.*)

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. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503.

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**National Register of Historic Places
Continuation Sheet**

Section 10 Page 1

Main Street Subway
Station (Dual System IRT)

Name of Property
Queens County, New York
County and State

10. Geographical Data

Verbal Boundary Description

The boundary of the Main Street-Flushing Station – Flushing Line is shown as the bold line on the accompanying site plan entitled, “Main Street-Flushing, Station Plan, Flushing Line – IRT Division, 1999.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Neighborhood Map – ID No. Q8, NYCTA, 1993.” The designation for the Main Street- Flushing Station includes all portions of the station at track level that fall within the boundaries of the current platforms, as well as the mezzanine level and exterior elements.

Boundary Justification

The boundaries for the Main Street Station encompass the entire station. Despite the renovations and addition of the eastern mezzanine, the integrity of the design and sympathetic nature of the addition make the modern portions of this station architecturally significant.

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**National Register of Historic Places
Continuation Sheet**

Section 11 Page 1

Main Street Subway
Station (Dual System IRT)

Name of Property
Queens 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

Section 11 Page 2

Main Street Subway
Station (Dual System IRT)

Name of Property
Queens County, New York
County and State

Additional Documentation

List of Black and White Photos

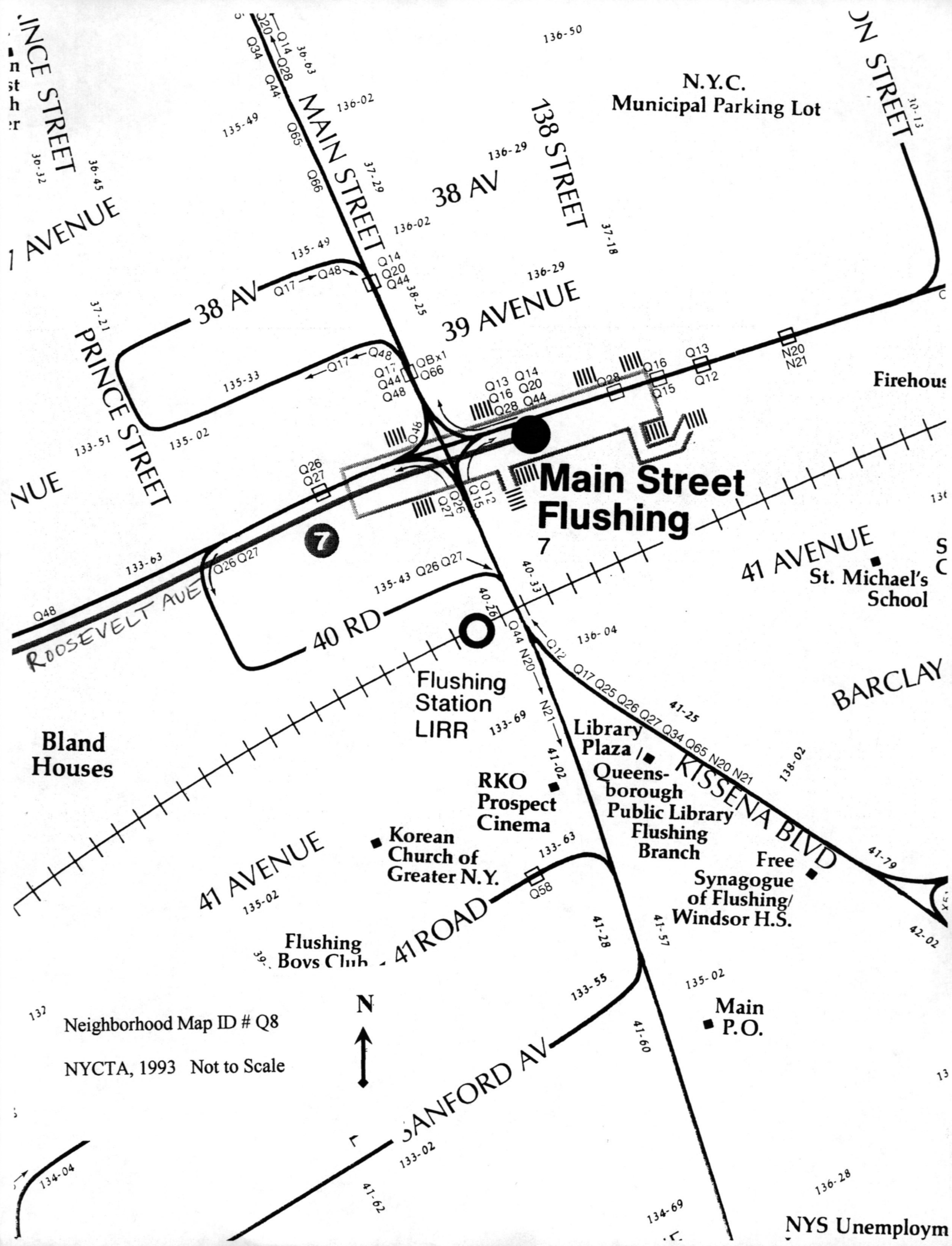
Main Street –Flushing Station
Queens County, New York

Photographer: Stacey Vairo

Date: April 2004

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

1. Corridor located west of the eastern mezzanine. View east.
2. Decorative band of mosaics located along the corridor wall. View north.
3. Modern ticket booth located in the center of the eastern mezzanine. View north.
4. Platform level taken from the northernmost platform. View east.
5. Mosaic name tablet and band along platform walls. View north.
6. Detail of the mosaic band with the "M" motif located along the platform wall. View north.
7. Detail of the mosaic name tablet and geometric tile motif. View north.
8. Track indicator signs along platform near the eastern end. View east.
9. Entrance at street level on the southeast corner of Main Street and Roosevelt Avenue. View northeast.



N.Y.C.
Municipal Parking Lot

**Main Street
Flushing**

Flushing
Station
LIRR

RKO
Prospect
Cinema

Korean
Church of
Greater N.Y.

Flushing
Boys Club

Library
Plaza
Queens-
borough
Public Library
Flushing
Branch

Free
Synagogue
of Flushing/
Windsor H.S.

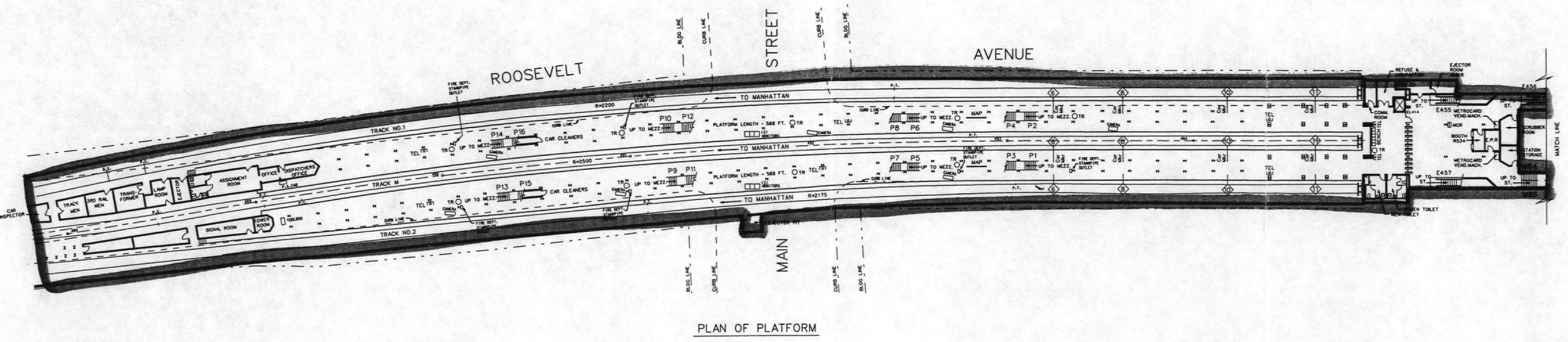
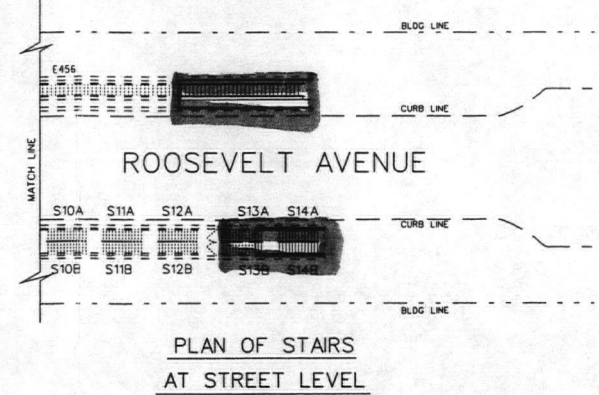
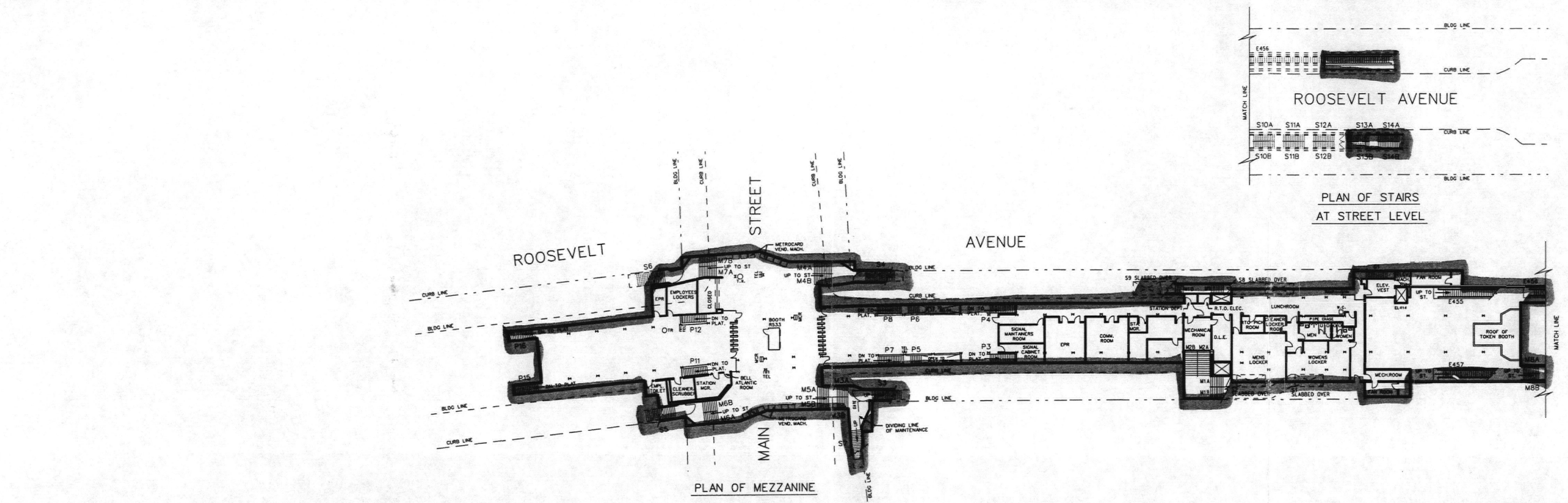
Main
P.O.

NYS Unemploy

Neighborhood Map ID # Q8

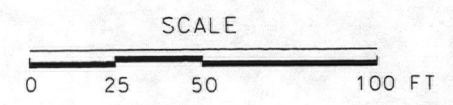
NYCTA, 1993 Not to Scale





DATE	REVISIONS	BY
6-16-99	REVISED AS PER CONTRACTS A-35504 & A-33498	JL
7-26-00	REVISED AS PER SITE SURVEY. CONSTRUCTION OF EMPLOYEE FACILITIES (MEZZ.), STAIR S1, S2, S8 & S9 ARE SLABBED OVER AT STREET LEVEL. STAIRS M1 AND M2 ARE CLOSED. PLATFORM STARWAY RENUMBERED AS PER RECONFIGURATION. ADDITIONAL STARWAYS ADDED M8, S10, S11, S12, S13 AND S14.	DI
3-31-03	METROCARD VENDING MACHINES ADDED	HH

NOTE: THIS DRAWING SUPERSEDES DRAWING MS-5728-R DATED SEP. 25, 1963



MAIN STREET- FLUSHING
STATION PLAN
 FLUSHING LINE -IRT DIVISION
 STATION NUMBER: 447
 DATE: 06-16-99

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Main Street Subway Station (Dual System IRT)
NAME:

MULTIPLE New York City Subway System MPS
NAME:

STATE & COUNTY: NEW YORK, Queens

DATE RECEIVED: 8/31/04 DATE OF PENDING LIST: 9/21/04
DATE OF 16TH DAY: 10/06/04 DATE OF 45TH DAY: 10/14/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001147

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: N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept Arc

REVIEWER Savage

DISCIPLINE Arch. History

TELEPHONE _____

DATE 10/14/04

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.



RA-10

Main St - Flushing Subway Station

Queens Co, NY

View east

Photo by: Stacey Vairo

March 2004

Photo 1



Main St - Flushing Subway Station

Queens Co, NY

View north

Photo by: Stacey Vairo
March 2004

Photo 2

RA-9



Main St - Flushing Subway Station
Queens Co., NY

View north

Photo by: Stacey Vairo
March 2004

Photo 3

RA-11



Main St - Flushing Subway Station
Queens Co, NY

1 View east

2 Photo by: Stacey Vario
March 2004

Photo 4

ivlain St-flushing

M

← EXP

← LOCAL

MAIN-STREET

Main St-Flushing Subway Station
Queens Co, NY

View north

Photo by: Stacey Vairo
March 2004

Photo 5

RA-7



RA-13

Main St-Flushing Subway Station
Queens Co., NY

View North

Photo by: Stacey Vairo

March 2004

Photo 6



MAIN STREET

RA-14
Main St-Flushing Subway Station
Queens Co., NY

View north

Photo by: Stacey Vairo
March 2004

Photo 7



RA-8
Main St-Flushing Subway Station
Queens Co; NY

View east

Photo by: Stacey Vairo
March 2004

Photo 8



duane reade

DONT BLOCK
THE BOX
FINE + 2 POINTS

NO
TURN
7AM-7PM
EXCEPT
BUSES



MAIN ST

WELCOME TO
THE AGE OF
INDEPENDENCE

Main St-Flushing Subway Station

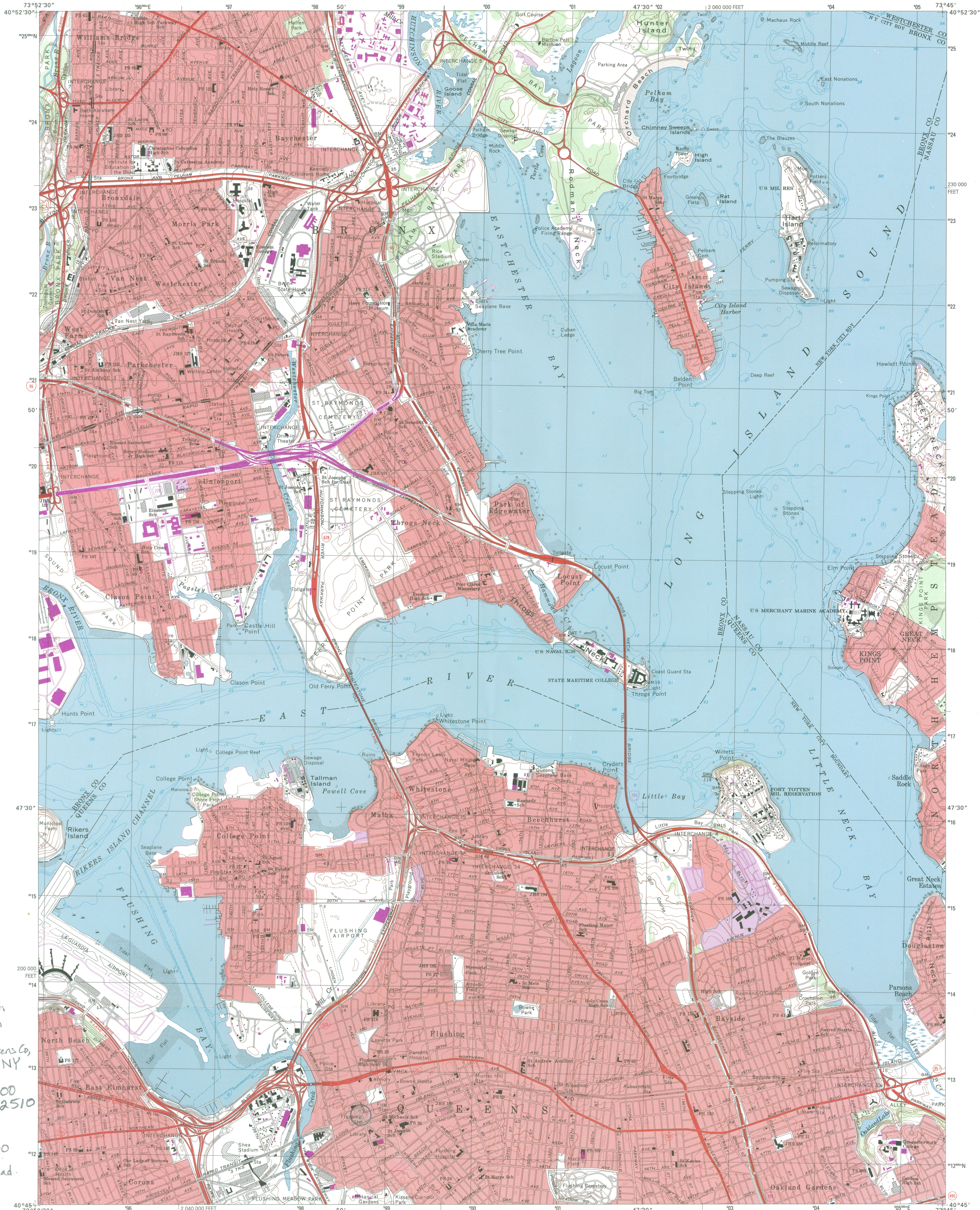
Queens Co, NY

View northeast

Photo by: Stacey Vairo
March 2004

Photo 9

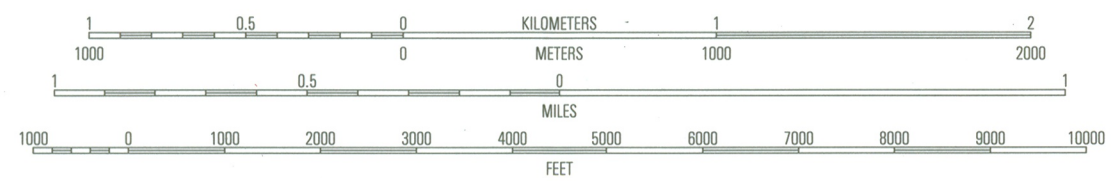
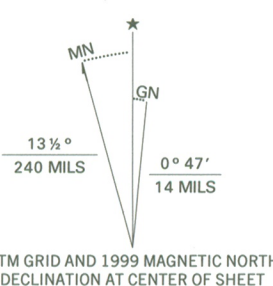
R19-12



Main Street
Subway Station
(Dual System
IRT)
Flushing, Queens Co,
NY
Zone 18
Easting 598700
Northing 4512510

Scale 1:24000
USGS
Flushing Quad.

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 223 (1967) and 226 (1967). 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
Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
DEPTH CURVES AND SOUNDING IN FEET, DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 7 FEET

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



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
4	5	6
7	8	9

FLUSHING, NY
1995

NIMA 6265 IV SE-SERIES 7821





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

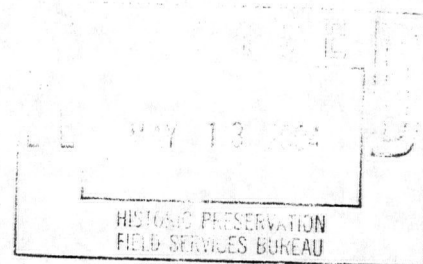
<http://nyc.gov/landmarks/>



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

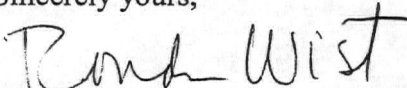
Dear Ms. Pierpont:

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