

NPS Form 10-900  
(Oct 1990)

OMB No. 10024-0018

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 45<sup>th</sup> Road - Court House Square Station (Dual System IRT)  
other name/site number \_\_\_\_\_

2. Location

street & number Above 23<sup>rd</sup> Street between 44<sup>th</sup> Drive and 45<sup>th</sup> Road [ ] not for publication  
city or town Queens [ ] vicinity  
state New York code NY county Queens code 081 zip code 11101

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.)

M. Carter, SAH  
Signature of certifying official/Title

12/18/14  
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:

- [X] 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) \_\_\_\_\_

for  
Signature of the Keeper

Date of Action

Edson W. Beall 3/30/05

45<sup>th</sup> Road-Court House Square  
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 | <b>TOTAL</b> |

#### 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 Structural steel and concrete

Walls Steel, wood, glass tile, marble

Roof Steel, wood

Other Decorative finishes: wood, steel

#### 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**

45<sup>th</sup> Road – Court  
House Square Station  
(Dual System IRT)

Name of Property

Queens County, NY

County and State

Section 7 Page 1

## 7. Narrative Description

The 45<sup>th</sup> Road – Court House Square Station (Dual System IRT, Flushing Line; 7 train) is located in Long Island City, Queens. The station was built between 1914 and 1916 as part of the Dual Contracts System Contract 3. It is aligned in a north-south direction above and parallel to 23<sup>rd</sup> Street, between 45<sup>th</sup> Road and 44<sup>th</sup> Drive. The original station measures approximately 350 feet in length and 55 ½ feet in width. A platform extension was added to the northern end of the station during the 1950s – bringing the platform length from 480 feet to 565 feet. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – 45<sup>th</sup> Road – Court House Square Station Inventory Form* that was completed in 1994 and was supplemented with field inspections undertaken in May of 2004.

### General Characteristics and Construction Methods

The 45<sup>th</sup> Street – Court House Road Station is an elevated, side platform station with a single control house located above 45<sup>th</sup> Road at the southern end of the platform. The control house is located below the track level and is accessed via canopied stairways that lead out from the control house on the east and west sides.

The following description of the construction of the elevated IRT lines is taken from *The New York Subway: Its Construction and Equipment*, 1904:

*The three-track viaducts are carried on two column bents where the tail is not more than 29 feet above the ground level, and on four-column towers for higher structures. The tops of the towers have X-bracing and the connecting spans have two panels of intermediate vertical sway bracing between the three pairs of longitudinal girders. In the low viaducts, where there are no towers, every fourth panel has zigzag lateral bracing in the two panels between the pairs of longitudinal girders.*

*The towers have columns consisting as a rule of web plate and four bulb angles. The horizontal struts in their cross-bracing are made of four 4 x 3-inch angles, latticed to form an I-shaped cross-section. The X-bracing consists of single 5 x 3.5-inch angles. The tops of the columns have horizontal cap angles on which are riveted the lower flanges of the transverse girders; the end angles of the girders are web-riveted to the transverse girders. The outside longitudinal girder on each side of the viaduct has the same depth across the tower as in the connecting span, but the four intermediate lines are not so*

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National Register of Historic Places  
Continuation Sheet

45<sup>th</sup> Road – Court  
House Square Station  
(Dual System IRT)

Name of Property

Queens County, NY

County and State

Section 7 Page 2

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*deep across the towers. In the single trestle bents the columns are the same as those just described, but the diagonal bracing is replaced by plate knee-braces.*

The wooden deck of this structure rests on a series of webbed trusses attached to four riveted steel piers located on each of the four corners of the station. The steel support trusses are reinforced by diagonal struts (Photo 1).

The design of the control house is simple and does not feature a great deal of exterior adornment. The exterior walls are painted metal cladding in a panelized design (Photo 2). A single square panel is located beneath each of the windows on the southern façade. Narrow, full-height panels are located on the outside corners near each of the stair canopies. Wooden windows occur on the north, east and south elevations. A bank of nine windows, with three-by-three lights is located along the southern façade. Two-by-three panes are utilized in smaller groups on the eastern and western elevations. These were replaced in the early 1990s, but the style is extremely sympathetic to the original design. A shed roof clad in standing seam metal covers the structure on the southern elevation. The underside of the control house is exposed wood deck supported by a steel frame.

#### Station Circulation

The circulation plan for this station incorporates three stairways that lead from the street level to the mezzanine control house – two on the eastern side and one on the western side. Two stairways located on the eastern and western walls of the station lead up to the platform level. These are the only points of access for this station.

#### Platform Level

The platform level consists of two side platforms approximately 565 feet long that are mostly covered by steel-framed canopies on slender, trussed columns (Photo 3). The canopy roof is covered in standing seam metal. A line of fluorescent bulbs are suspended above the track edge. There is no canopy cover for 85 feet on the northern end of the station where the platforms were extended during the 1950s. The platform walls are covered in corrugated metal windscreens, which obscure the view of the surrounding neighborhood. On the far southern end of the eastern platform, above the control house, a corrugated metal station department structure and a smaller wood frame structure have been erected.



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National Park Service

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Continuation Sheet

Section 7 Page 3

45<sup>th</sup> Road – Court  
House Square Station  
(Dual System IRT)

Name of Property  
Queens County, NY  
County and State

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Control House

The control house mezzanine is located below the platform level at the south end of the station and directly above the intersection of 23<sup>rd</sup> Street and 45<sup>th</sup> Road. The control house interior is mostly in its original condition with tongue-and-groove wooden wall paneling (Photo 4). Modern security gates and a bank of modern turnstiles divide the space into paid and unpaid areas (Photo 5). Three rooms including a station department and porter's room are located on the northern wall. The token booth has been replaced with a modern steel and glass version and is located on the southern wall. The floor is concrete with wooden dividing strips. The ceiling is comprised of painted concrete with some areas of tongue and groove wood strips. Overall the control house retains a great deal of its original architectural integrity.

Stairwells and Exterior Elements

Three simple, unadorned, covered steel stairways; two located on the eastern and one on the western side of intersection provide access to the mezzanine level. These stairways are typical of the Dual Contracts Period and feature simple balustrades with a cantilevered porch at the end of each. The flat roofs are covered in standing seam metal (replaced in the early 1990s).

45<sup>th</sup> Road-Court House Square 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

Engineering

Community Planning and Development

Social History

### Period of Significance

1914-1916

### Significant Dates

1916

### Significant Person

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Vickers, Squire Joseph (architect)

Craven, Alfred (engineer)

### 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
- # NY-122

### 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**

45<sup>th</sup> Road Court House  
Square Station (Dual  
System IRT)

Name of Property

Queens County, NY

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 45<sup>th</sup> Street-Court House Square 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 and architectural design. The 45<sup>th</sup> Street-Court House Square Station was constructed in 1914 and began operation in 1916. This station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The Dual Contract IRT stations, including 45<sup>th</sup> Street – Court House Square, are significant at the local level.

Dual System stations were simpler and more functional than those of the original IRT, employing smooth surfaces and simpler decoration for an abstracted and standardized aesthetic. As a design and engineering strategy, head architect Squire Vickers designed more standard and utilitarian structures. Elevated station designs generally included decorative metal work (such as railings and lamps). Of the approximately 250 stations built during the Dual Systems period, roughly 125 were above grade. The mezzanine and covered stairs are the most notable features at this station. Although a plain and unadorned structure, it is a well preserved example of the restrained designs associated with the Dual Contracts era.

This station is a typical two-track, side platform, elevated station and is the first elevated station after the portal marking the end of the Steinway Tunnel. The Steinway Tunnel was begun in 1892, but was not put into subway service until 1915. Designed as part of the IRT portion of the Dual System contracts, most of the Flushing line opened between 1915 and 1917. In the mid-1920s it was extended at both ends; west to Times Square in Manhattan and east to Main Street Flushing. The Flushing Line transformed northern Queens from open space and farms to a densely settled residential area. The Flushing Line tunneled under the East River, connecting this undeveloped borough to Manhattan and sparking an enormous boom in residential building – including the planned communities of Sunnyside Gardens (NR-listed 9/7/84) and Jackson Heights (NR-listed 1/27/99).

The station visually dominates the busy commercial intersection of 23<sup>rd</sup> Street and 45<sup>th</sup> Road and serves the nearby Long Island City Courthouse and the New Citicorp Tower office building. Before construction of the subway and the nearby Queensboro Bridge

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
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45<sup>th</sup> Road Court House  
Square Station (Dual  
System IRT)

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Name of Property  
Queens County, NY  
County and State

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(1909) the area was served by Manhattan ferries and was the terminus of the Long Island Rail Road in Hunters Point (Long Island City). The 45<sup>th</sup> Road Station serves a very diverse area, including its namesake Court House (that of Long Island City, now a state Supreme Court) and residential neighborhoods, as well as nearby industrial areas.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

45<sup>th</sup> Road - Court House  
Square Station (Dual  
System IRT)

Name of Property

Queens County, NY

County and State

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**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.

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.

45<sup>th</sup> Road – Court House Square Station (Dual  
System IRT)

Queens County, New York

Name of Property

County and State

## 10. Geographical Data

**Acreage of Property** Less than 1 acre

### UTM References

(Place additional UTM references on a continuation sheet.)

|   |      |   |   |         |   |   |   |   |   |        |   |   |   |   |    |   |      |  |  |  |  |  |  |  |  |  |  |  |
|---|------|---|---|---------|---|---|---|---|---|--------|---|---|---|---|----|---|------|--|--|--|--|--|--|--|--|--|--|--|
| 1 | 1    | 8 | 5 | 8       | 8 | 9 | 9 | 0 | 4 | 5      | 1 | 0 | 9 | 2 | 0  | 3 |      |  |  |  |  |  |  |  |  |  |  |  |
|   | Zone |   |   | Easting |   |   |   |   |   | Northi |   |   |   |   | ng |   | Zone |  |  |  |  |  |  |  |  |  |  |  |
|   |      |   |   |         |   |   |   |   |   |        |   |   |   |   |    |   |      |  |  |  |  |  |  |  |  |  |  |  |
| 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 6, 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, 6<sup>th</sup> 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.



United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

45<sup>th</sup> Road-Court House  
Square Station (Dual  
System IRT)

Name of Property

Queens County, NY

County and State

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**10. Geographical Data**

**Verbal Boundary Description**

The boundary of the 45<sup>th</sup> Road – Court House Square Station (Flushing Line) is shown as the bold line on the accompanying site plan entitled, “45<sup>th</sup> Road – Courthouse Square, Station Plan, Flushing Line – IRT Division, 1998.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Neighborhood Map, NYCTA, 1993.” The designation for the 45<sup>th</sup> Road - Court House Square Station – Flushing Line 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 45<sup>th</sup> Road – Court House Square Station encompass the entire station.

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

**National Register of Historic Places  
Continuation Sheet**

45<sup>th</sup> Road – Court  
House Square Station  
(Dual System IRT)

\_\_\_\_\_  
Name of Property

\_\_\_\_\_  
Queens County, NY

\_\_\_\_\_  
County and State

Section 11 Page 1

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**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

45<sup>th</sup> Road – Court  
House Square Station  
(Dual System IRT)

Name of Property  
Queens County, NY  
County and State

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**Additional Documentation**

List of Black and White Photos

45<sup>th</sup> Road – Court House Square Station (IRT)

Queens County, NY

Photographer: Stacey Vairo

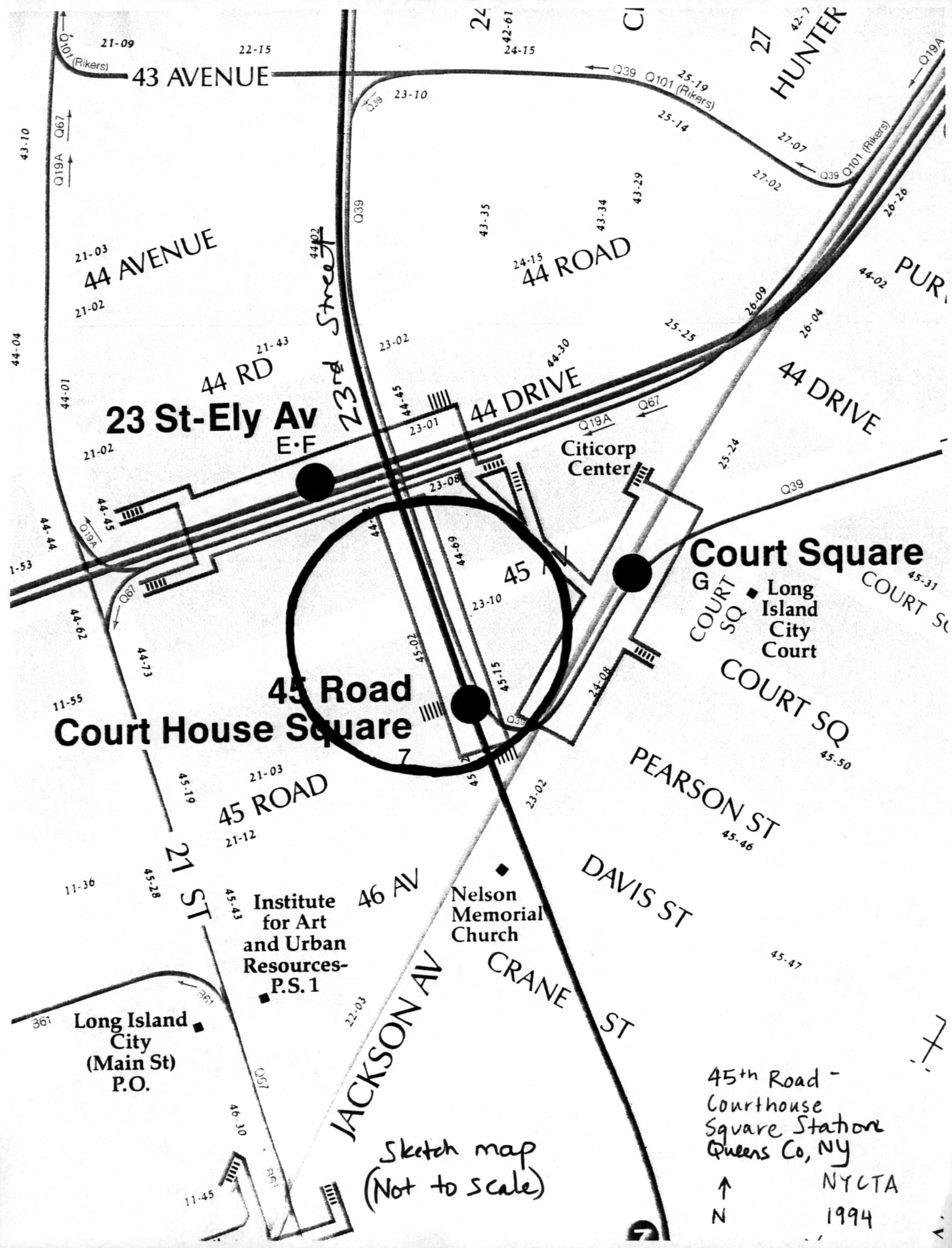
Date: May, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

Hartford, CT 06106

1. Diagonal steel supports located beneath the control house. View south.
2. Control house exterior. View north.
3. Platform level beneath the canopy. View north.
4. Interior of the control house. View west.
5. Stairway leading from the control house to the platform level. View northeast.



43 AVENUE

44 AVENUE

23 St-Ely Av  
E·F

44 ROAD

44 DRIVE

44 DRIVE

45 Road  
Court House Square

45 ROAD

46 AV

DAVIS ST

PEARSON ST

JACKSON AV

CRANE ST

Court Square

Long Island City Court

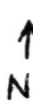
Nelson Memorial Church

Institute for Art and Urban Resources P.S. 1

Long Island City (Main St) P.O.

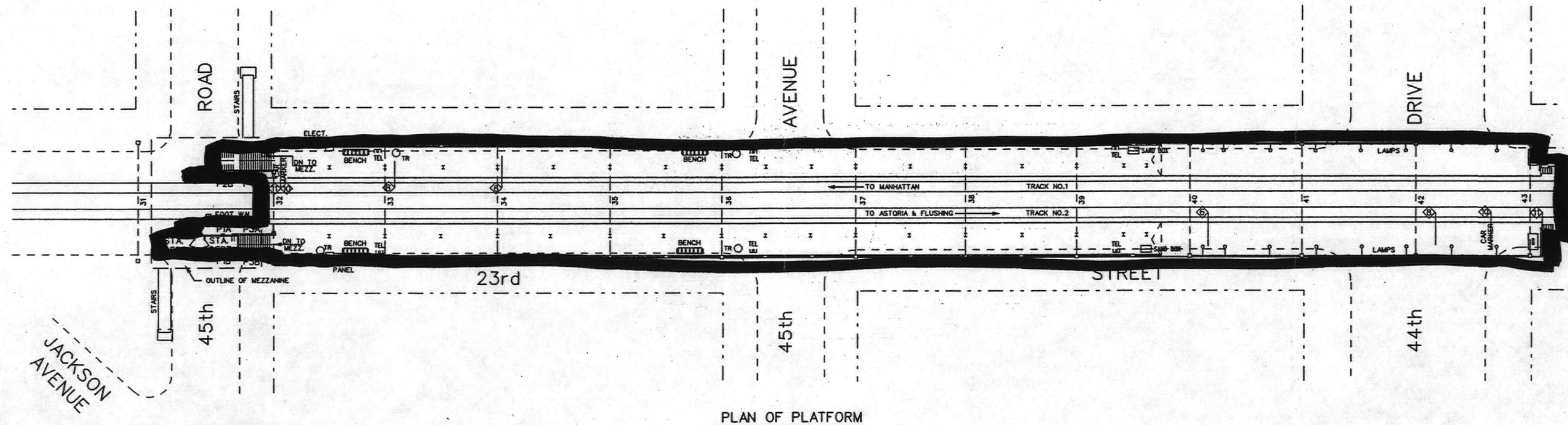
Sketch map  
(Not to scale)

45th Road -  
Courthouse  
Square Station  
Queens Co, NY

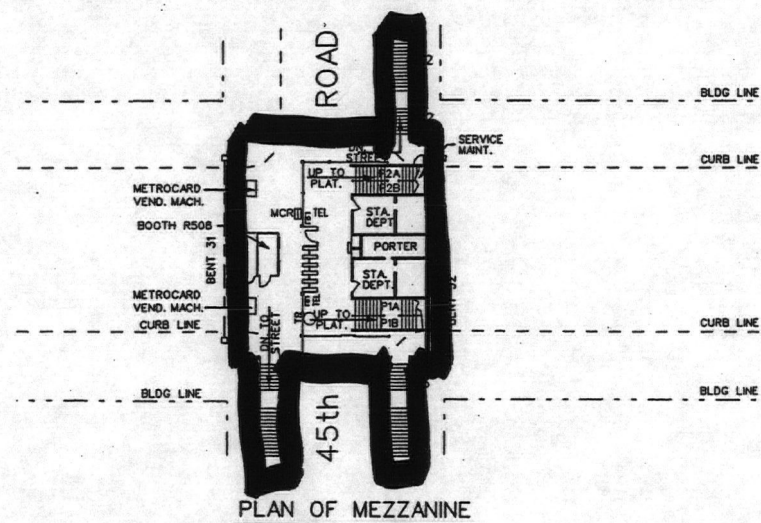


NYCTA  
1994





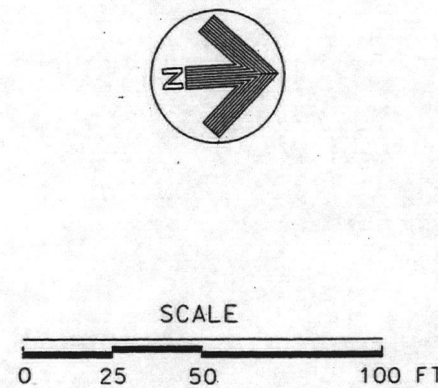
PLAN OF PLATFORM



PLAN OF MEZZANINE

| DATE     | REVISIONS   | BY   |
|----------|---|------|
| 12-19-98 | REVISED AS PER FIELD SURVEY. ALTERATION TO FARE ARRAY. NO STRUCTURAL CHANGES. | M.A. |
| 2-15-01  | REVISED AS PER FIELD SURVEY. NO STRUCTURAL CHANGE.                            | ECS  |
| 4-11-03  | REVISED. 2 NEW STATION DEPARTMENT ROOMS ON QUEENS BOUND PLATFORM.             | DI   |

NOTE: THIS DRAWING SUPERSEDES DRAWING MS-3862-R DATED FEB. 5, 1957.



45th ROAD- COURTHOUSE SQUARE  
STATION PLAN  
FLUSHING LINE -IRT DIVISION  
STATION NUMBER: 462  
DATE: 12-18-98

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY 45th Road--Court House Square Station (Dual System IRT)  
NAME:

MULTIPLE New York City Subway System MPS  
NAME:

STATE & COUNTY: NEW YORK, Queens

DATE RECEIVED: 2/15/05 DATE OF PENDING LIST: 3/10/05  
DATE OF 16TH DAY: 3/25/05 DATE OF 45TH DAY: 3/31/05  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000229

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 3/30/05 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the  
National Register

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

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.





45th Road - Courthouse Square Subway Station  
Queens County, New York

May 2004

View south

Photo 1

T.P.S. <No.20>002  
223 88\*\*NNN 3 11 2(019)



45th Rd - Courthouse Square Subway Station  
Queens County, New York

May 2004

View north

Photo 2

T.P.S. <No.22>003  
223 88\*\*NN-N-3 14 2(019)



45th Road - Courthouse Square Subway Station  
Queens County, New York

View north

Photo 3

T.P.S. <No. 1> 001  
158 88\*\* N N N-2 25 (019)





45th Road - Courthouse Square Subway Station  
Queens County, New York

View west

Photo 4

T.P.S. < No. 23 > 004  
223 88 \* N N N-1 18 2 (019)



45th Road - Courthouse Square Subway Station  
Queens County, New York

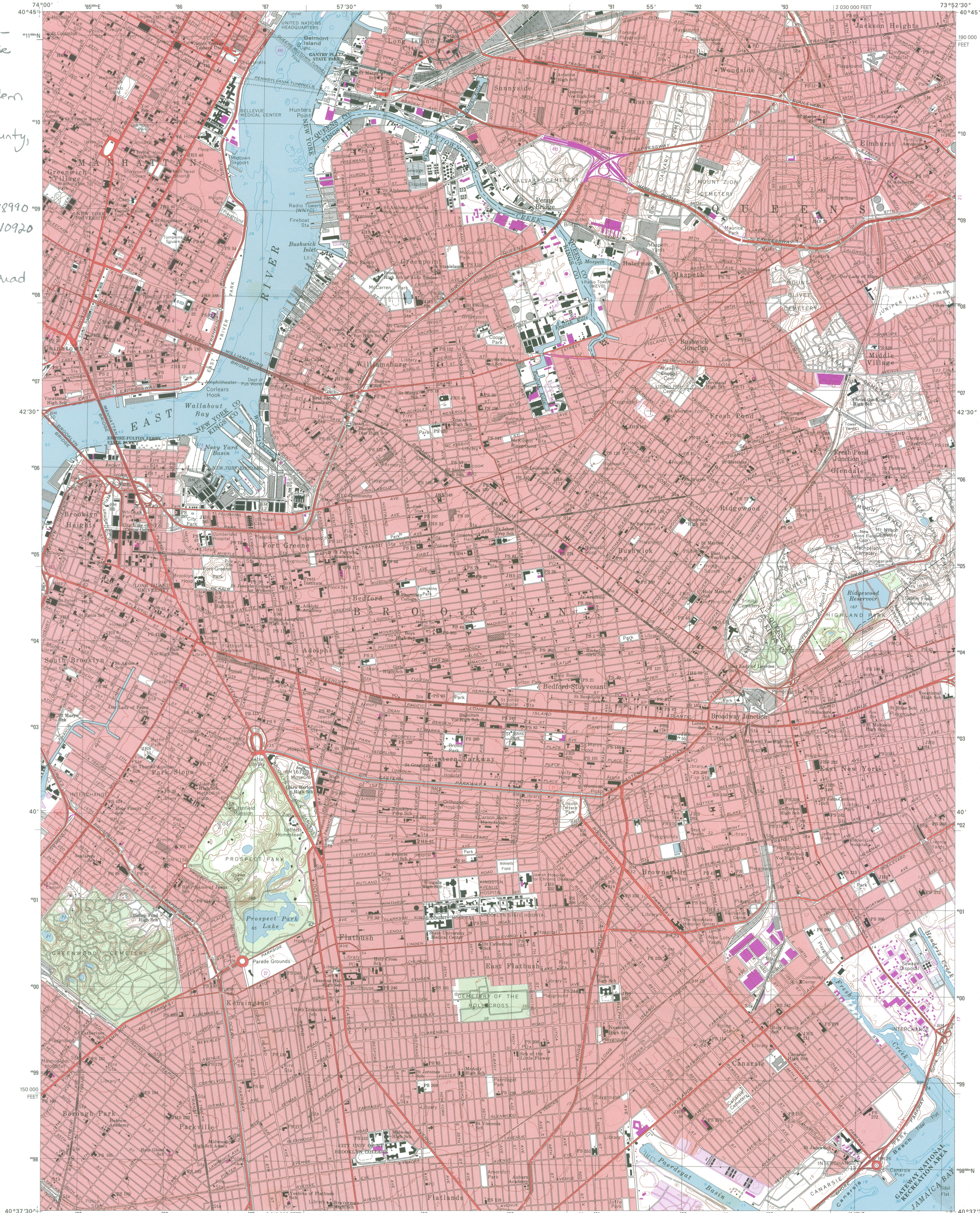
View northeast

Photo 5

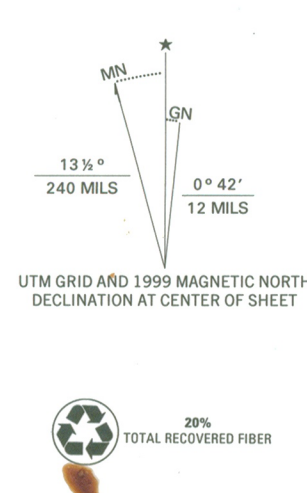
1.P.S. <No.25>005  
223 88\*\*NN-N-1 15 2<019>



45th Road -  
Court House  
Square  
Station  
(Dual System  
IRT)  
  
Queens County,  
NY  
  
Zone 18  
Easting: 588990  
Northing: 4510920  
  
USGS  
Brooklyn Quad  
1:24000



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



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 5.2 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



ROAD CLASSIFICATION  
Primary highway  
Secondary highway  
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 |

ADJOINING 7.5' QUADRANGLE NAMES

BROOKLYN, NY  
1995

NIMA 6265 III NW-SERIES V821







# The New York City Landmarks Preservation Commission

1 Centre Street, 9<sup>th</sup> 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](mailto:rwist@lpc.nyc.gov)

August 31, 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

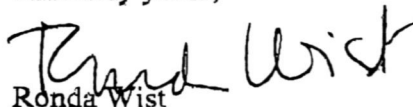
Re: The Historic Resources of the New York City Subway  
System, various counties, New York

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.

The Commission has reviewed the materials submitted by the Historic Preservation Field Services Bureau and believes that the subway stations at 28<sup>th</sup> Street, 145<sup>th</sup> Street, 168<sup>th</sup> Street, 181<sup>st</sup> Street, Chambers Street, West 28<sup>th</sup> Street, 86<sup>th</sup> Street, West 4<sup>th</sup> Street, 181<sup>st</sup> Street, and 190<sup>th</sup> Street in New York County; 242<sup>nd</sup> Street-Van Cortlandt Park, Westchester Square, Moshulu Parkway, and Pelham Parkway in Bronx County; and 45<sup>th</sup> Road-Court House Square in Queens County 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





**New York State Office of Parks, Recreation and Historic Preservation**  
Historic Preservation Field Services Bureau  
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

February 07, 2005

Ms. Alexis Abernathy  
National Park Service  
National Register of Historic Places  
1201 Eye St. NW  
8<sup>th</sup> Floor  
Washington, D.C. 20005

Re: Transmittal of National Register  
Nominations

Dear Ms. Abernathy:

I am pleased to transmit seven new National Register nominations to be considered for listing by the Keeper of the National Register as follows:

Historic Resources of the New York City Subway System MPDF:

New York Co., NY:

West 4<sup>th</sup> St. Station (IND)  
181<sup>st</sup> St. Station (IND)  
190<sup>th</sup> St. Station (IND)

Bronx Co., NY:

242<sup>nd</sup> St. -Van Cortlandt Park Station (IRT)  
Westchester Square Station (Dual System IRT)  
Pelham Parkway Station (Dual System IRT)

Queens Co., NY:

45<sup>th</sup> Rd.-Court House Square Station (Dual System IRT)

Thank you for your assistance in processing these proposals. Please feel free to call on me at 518-237-8643 ext. 3258 if any questions arise.

Sincerely,

Mark L. Peckham  
National Register  
Program Coordinator

enclosures