

669

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 Chambers Street Subway Station (Dual System BMT)
other name/site number _____

2. Location

street & number Beneath the Municipal Building at Chambers, Centre & Duane Streets, and Lafayette Plaza [] not for publication
city or town New York [] vicinity
state New York code NY county New York code 061 zip code 10007

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.)
Bernadette Curcio-Sarno 5/11/05
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) _____

John E. Beall 7/6/05
Signature of the Keeper Date of Action

Chambers Street Subway Station
(Dual System BMT)

Name of Property

New York County, New York

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/

Beaux-Arts

Materials

(Enter categories from instructions)

Foundation Concrete

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

Roof Steel, concrete

Other Decorative finishes: faience, ceramic
tile, terra cotta, wood, bronze, cast iron

Narrative Description

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

See continuation sheet

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Chambers Street
Subway Station (Dual
System BMT)

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7. Narrative Description

The Chambers Street Subway Station (Dual System BMT, Nassau Line; J, M, Z trains) is located in Lower Manhattan. The station spanned two eras of subway design having been planned before the Dual Contracts by Heins & LaFarge in 1907 as their IRT work ended, and later put into service in 1913 as part of the BMT Dual System (Contract 4). It is aligned in a north-south direction beneath the Municipal Building (NR-listed 10-18-72). The Chambers Street Station serves the Manhattan civic center including City Hall, the Municipal Building, and several nearby courthouses. It is also adjacent to the African Burial Ground (NHL 4-19-93). The south perimeter of the station extends just past the intersection of Chambers and Centre Streets. The north perimeter extends to the intersection of Duane and Lafayette Street, and St. Andrew's Plaza. The platforms measure approximately 534 feet in length and 120 feet in width. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – Chambers Street (Nassau Loop) Station Inventory Form* that was completed in 1994 and was supplemented with observations from field inspections undertaken in August 2004.

General Characteristics and Construction Methods

The Chambers Street Station is a four-track, side-platform station that was constructed using the newly-perfected cut-and-cover method of construction. The station is arranged on two subterranean levels – platform with mezzanine above. The base of the cut is lined by a concrete foundation with a minimum thickness of four inches. The basic structural frame of the station consists of built-up “I” section columns of varying height spaced five feet on-center along the outer walls. Concrete was used to infill between the columns and create 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 infrastructure enters the adjacent buildings above the control area, necessitating a transverse U in that location as well. The lowest portion the U is supported by 5-foot-wide transverse concrete arches that spring from the bottom flange of transverse beams that in turn frame into the center columns of the station. The platform sides of these arches frame into the bottom flanges of longitudinal built-up steel girders with a depth of approximately two feet. The top flanges of the longitudinal girders do not reach street level. Consequently, the flanges are topped with concrete walls that rise just beneath sidewalk level. Along each platform, the roof girder is supported by double-

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height tiled piers placed at 15-foot intervals, and the roof girder webs are stiffened above each of the piers. The entrances to the central island platform are blocked off.

The side walls of the station are of four-inch brick, separated by a one-inch air space from the outer structural walls. The east platform wall largely retain the original white glass tile (ceramic tile is used for repairs) and decorative motifs in roman brick, terra cotta and faience, but the west wall has been rebuilt with and covered in modern tiles. Floors throughout are of three-inch thick graded concrete and covered in a light grey encaustic tile.

Station Circulation

The circulation pattern for this station incorporates two exit stairs at the south end of the mezzanine and a second street exit at the northwest end of the north mezzanine. A third stairway leading to the U. S. Courthouse interior is located on the west wall of the north mezzanine. On the east wall of the north mezzanine, a stairway rises to a connecting corridor leading to the IRT platform. Finally, on the east wall of the south mezzanine, a ramp leads to the Brooklyn Bridge-Lexington Avenue Line IRT station. Most of the original stairways at the platform level have been closed. Nine remaining stairways lead from the open platforms to the two mezzanine levels above.

Mezzanine Level

The large south mezzanine below the Municipal Building Plaza is a complex space that includes a number of service rooms on the north, east and southeast walls. Above one of the doorways on the north wall is a stone lintel carved with the word "WOMEN" (Photo 1). The west mezzanine wall is comprised of numerous electrical equipment boxes. The control booth is located near the south stairs. Beyond the booth, a line of turnstiles and safety gates divides the paid and unpaid areas (Photo 2).. To the west of the booth is the concourse that leads to the IRT – Brooklyn Bridge Station. Tiled piers that support the ceiling in this area are inscribed with black letters that read "IRT-Lexington Avenue Line." Throughout this mezzanine, a pink band of wainscot is carried over to the piers. The station supervisor's office is located near the northwest corner of the mezzanine. The walls here have standard white glazed tiles, veined peach-colored marble wainscoting and a band of mosaic tile at the ceiling (yellow with red and white edging and rectangular blue panels).

The north mezzanine is largely similar in materials and treatment to the south mezzanine. Station rooms take up much of the plan on the western end. These are closed off from the

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Chambers Street
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public behind modern sheet-metal-sheathed plywood partitions. The western wall was part of the 1962 renovation and is covered in rectangular yellow tiles. Two pairs of bronze doors (now blocked) on the east wall provided access to the nearby U S. Court House at Foley Square. This space is connected by a passageway and stairs, located at the northwest corner, to the IRT Brooklyn Bridge Station.

Platform Level

The platform-level area consists of three platform islands and two side platforms. The central island and the side platforms are no longer in service (Photo 3). The majority of the area has a double-height ceiling supported by tiled piers (Photo 4). During the renovation of 1960-1962 the southbound (westerly) side platform wall was enclosed to make room for the neighboring Brooklyn Bridge Station expansion. It is enclosed with the same yellow glazed block (c.1960) found directly above this area at the north mezzanine enclosure and is accented with a band of square, cream-colored tiles, some of which are imprinted with the words "Chambers St." in block letters (Photo 5). The platform wall was built just west of the existing tiled piers that lined the track. As a result, the piers remain visible along the platform length.

The original IRT-era wall decoration is retained on much of the northbound (easterly) platform. Low, pink marble wainscoting runs along the bottom edge of the wall and extends up to form pilasters that divide the space into 15-foot panels (Photo 6). The panels are further articulated by a row of square gold-colored tiles. At the top of each pilaster is a T-shaped ceramic plaque portraying the Brooklyn Bridge (a profile of a pier with ships and the Statue of Liberty in the background) (Photo 7). The plaques were designed from a painting by Squire J. Vickers the design architect of the later BMT Dual Contract stations. They connect with a wide mosaic frieze that features a repeating diamond pattern in shades of maroon, blue and gold. At every third panel, a faience name tablet that reads "Chambers St." replaces the frieze. Although mostly missing, a faience cornice of a repeating rectangular pattern lines the top edge of the decorated wall.

A portion of the original wall and one of the plaques is also visible on the south end of the southbound side platform's wall.

The ceiling drops at the location of the original north mezzanine. This spot is denoted by the sealed rectangular-shaped opening of the former stairwell in the ceiling. The north end of the platform level has sustained severe water damage to its ceiling, tiled columns and some mosaics. The east platform island has a former dispatcher's room or control tower at its north end, which is now used for storage. Other significant damaged or lost

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elements include ceiling plaster loss at the north mezzanine, and tile and marble loss in the passageway to the western Foley Square entrance. The platforms are illuminated by banks of fluorescent lights affixed to the sidewalks. The platform decks are constructed of plain concrete. The numerous stairwells remain intact but covered with metal grates throughout the closed platform areas (Photo 8).

Exterior Elements and Stairwells

Many of the original entrances have been blocked off. The only remaining exterior elements are the two concrete stair entrances to this station. The first is located in the arcaded area below the south section of the Municipal Building on Centre Street at Chambers Street (Photo 9). It retains its original bronze latticed balustrade and two bronze plaques that read, "SUBWAY ENTRANCE" (Photo 10). Three nearby exits have been slabbed over, one as recently as 2001. The two concrete stairways in City Hall Park at Park Row and Chambers Street (shared by the Brooklyn Bridge Station) feature decorative metal railings typical of the IND contract period, which featured wavy balusters alternating with straight balusters, and supporting handrails with a raised chevron design. The tapered lampposts, decorated with raised x's, have chamfered corners that terminate in a cavetto form, are topped by plastic replacement globes.

Chambers Street Subway Station (Dual System BMT)

Name of Property

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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.

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

Areas of Significance

(Enter categories from instructions)

Transportation
Architecture; Art
Engineering
Community Planning and Development
Social History

Period of Significance

1911-1913

Significant Dates

1913

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Heins & LaFarge (architects)

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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8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the Chambers Street Station (BMT), Nassau Avenue Line, is significant under Criterion A in the areas of transportation, community planning and development, and social history. The station also meets Criterion C in the areas of engineering, architectural design, and art. The Chambers Street Station was constructed in 1911 and began operation in 1913. It originally served as the terminal of the Centre Street Line. The station has undergone extensive changes that began as early as 1914, yet it retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The station is significant at the local level.

The Chambers Street BMT Station, spanned two eras of subway design, planned before the Dual Contracts, were executed and designed by Heins & LaFarge in 1907 as their Rapid Transit Commission work ended, but later put in service as part of the BMT Dual System (Contract 4). The first station opened in 1913 to trains traveling over the Williamsburg Bridge and in 1915 serviced trains crossing the Manhattan Bridge (Sea Beach Line). One major goal of the Dual System was to make short but strategic connections between existing lines in the Manhattan-Brooklyn core. The Centre Street line/Nassau Loop (of which this station was a part) was intended to connect BRT lines crossing over the Williamsburg, Manhattan and Brooklyn Bridges – creating continuous lines looping back into Brooklyn. The connection over the Brooklyn Bridge, although built, was never used. The loop, as built, runs over the Williamsburg Bridge, under Centre and Nassau Streets in Manhattan, and back to Brooklyn via the Montague Street Tunnel.

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

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

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

Multiple renovations and changes have taken place since the station was built. A passage to the IRT line was opened at the south end of the station in 1914. The Nassau St. Subway was opened in 1931 and the two side platforms and center island (all used as exits) were closed. In 1938, the northern mezzanine was taken for use in the Municipal Building and a new mezzanine was built further to the north. Between 1960 and 1962, the station underwent another major renovation and the western side platform was destroyed to make room for the adjacent Brooklyn Bridge Station. The Manhattan Bridge loop service was discontinued in 1962.

The Chambers Street Station lies beneath the Municipal Building and was built in concert with this monumental McKim, Mead & White building. The original station configuration was unique, with four tracks and five platforms, including separate platforms for loading and unloading. Most of these platforms are not currently in use (as described earlier). Chambers Street is connected to the Brooklyn Bridge IRT/Lexington Avenue line station, as part of a complex web of transportation links (subways, els, bridges, and avenues) serving the civic center area of government offices and courthouses. The original Heins & LeFarge architecture includes typical Beaux-Arts/Arts & Crafts style tile and mosaic decoration and features plaques with an image of the Brooklyn Bridge the nearby landmark.

This station’s architectural significance derives from the remaining original fabric and intact decorative elements (in particular the ceramic Brooklyn Bridge plaques); as well as its unusual original features, including the south entrance railings and signs designed to

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Chambers Street
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Name of Property

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harmonize with the Municipal Building. The station is poor condition and in need of restoration. It is obvious that water damage is a significant problem at this station: the walls are stained from years of water infiltration, rusted steel supports are visible and the paint is peeling off in sheets from the ceiling.

The scale of the station, as well as the unusually well-integrated architectural features, indicate the significance of the Chambers Street Station as portal to the governmental seat and its role as a major transportation node when the city expanded to form the five boroughs.

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Subway Station (Dual
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9. Bibliography

“Chambers Street Closed Platforms,” *Abandoned Stations*. Printed on website managed by Joseph Brennan (2001). Retrieved 08/19/04 from source: <http://www.columbia.edu/~brennan/abandoned/chamber.html>.

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.

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Chambers Street
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Name of Property

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10. Geographical Data

Verbal Boundary Description

The boundary of the Chambers Street Subway Station (Nassau Loop) is shown as the bold line on the accompanying site plan entitled, "Chambers Street Station, Station Plan, Nassau Loop - BMT Division, 1997." The above-ground station boundaries are also shown on the accompanying location map entitled, "Lower Manhattan, NYCTA, 1999." The designation for the Chambers Street Station includes all portions of the station at track level that fall within the boundaries of the current platforms, the former IRT platforms, as well as the mezzanine level and exterior elements.

Boundary Justification

The boundaries for the Chambers Street Station encompass the entire station.

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Chambers Street
Subway Station (Dual
System BMT)

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Name of Property
New York County, NY

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

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National Park Service

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Chambers Street
Subway Station (Dual
System BMT)

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Name of Property
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Additional Documentation

List of Black and White Photos

Chambers Street Station (BMT – Nassau Loop)

New York County, NY

Photographer: Stacey Vairo

Date: May, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

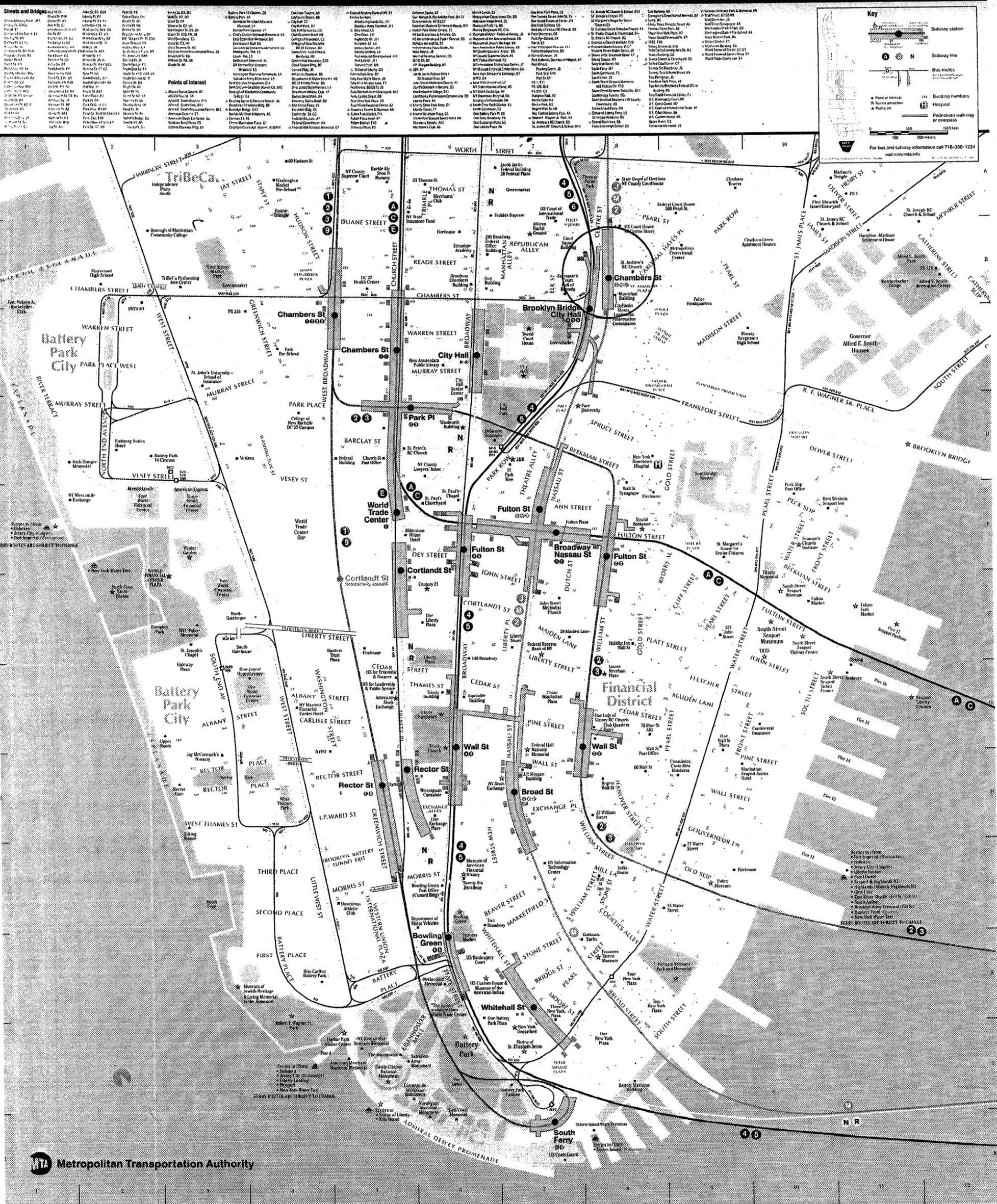
72 Cedar Street

Hartford, CT 06106

1. Women's restroom sign in mezzanine. View west.
2. North end of mezzanine. View southeast.
3. Western platform. View northeast.
4. Stairways leading to mezzanine and center platform. View southeast.
5. Western platform wall. View northwest.
6. Eastern platform wall. View east.
7. Detail of eastern platform wall. View east.
8. Eastern platform and blocked stairway. View southeast.
9. Stairway leading up to City Hall arcade. View north.
10. Exterior entrance with original "Subway" sign. View south.

Lower Manhattan

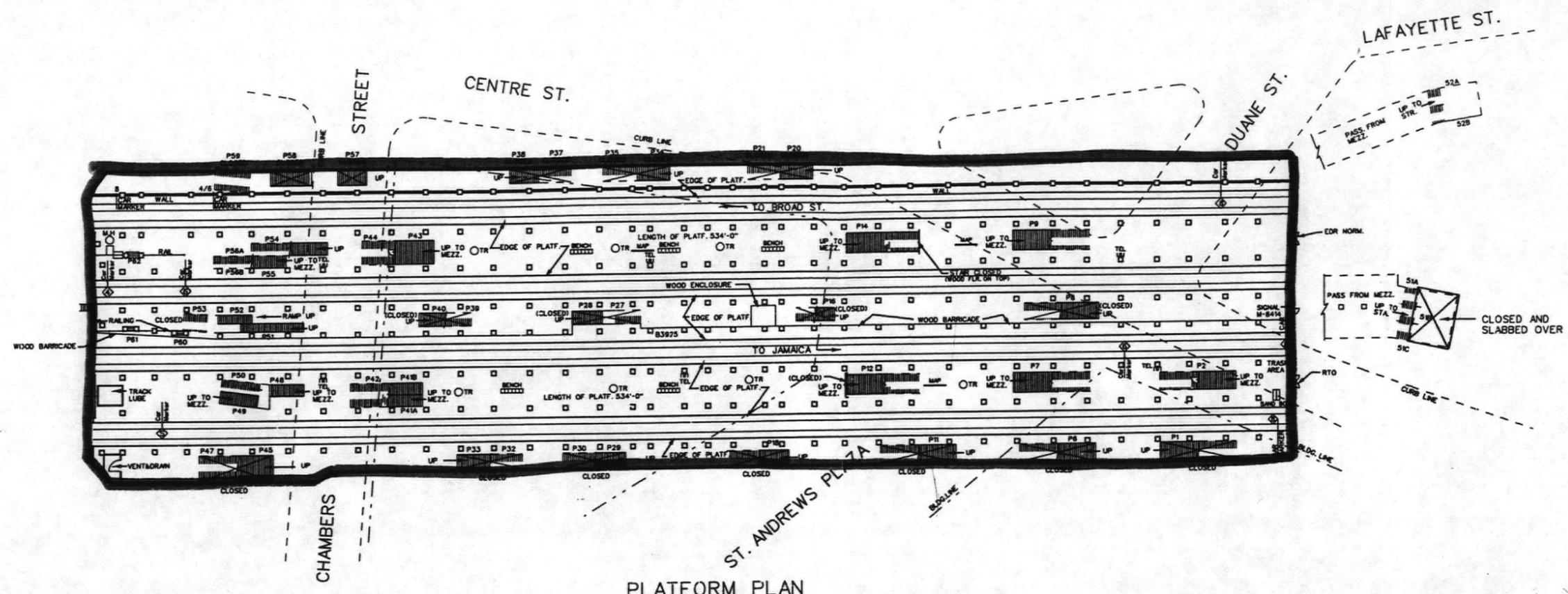
BATTERY PARK CITY · CIVIC CENTER · WORLD FINANCIAL CENTER · WORLD TRADE CENTER SITE · FINANCIAL DISTRICT



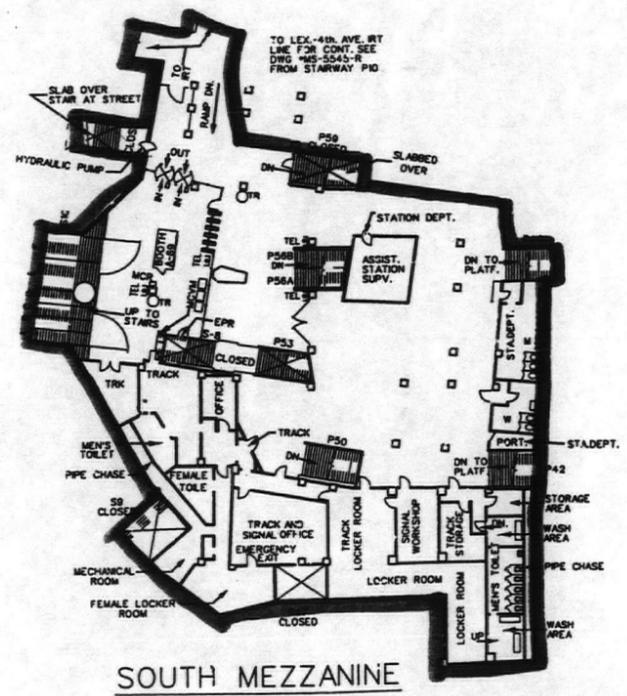
Chambers Street Station (Dual System BMT)
New York County, NY

MTA map, 1999

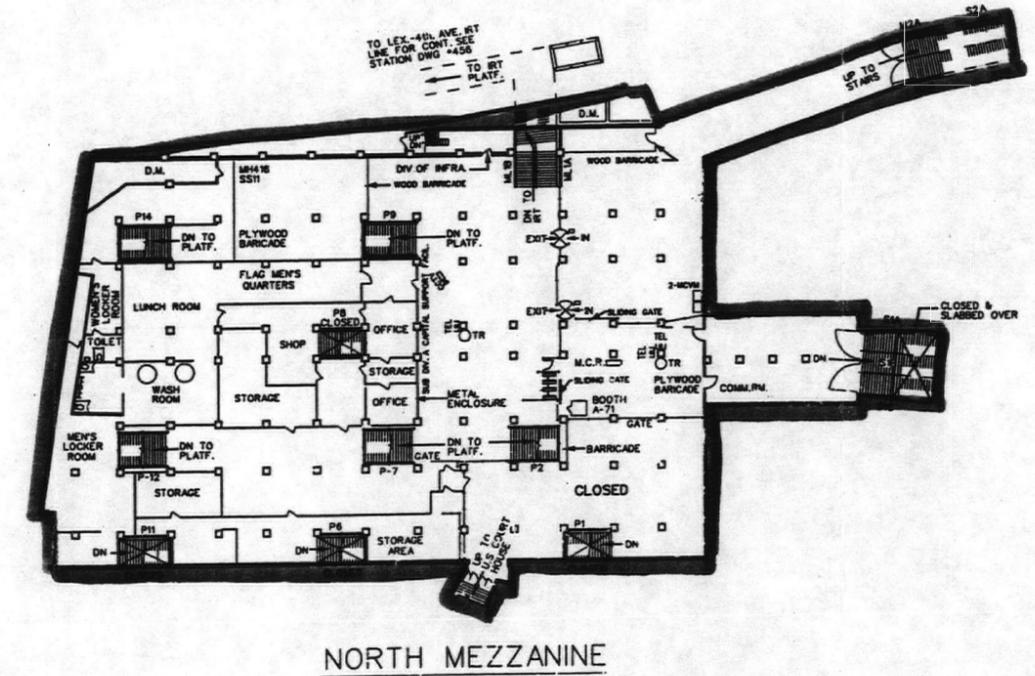




PLATFORM PLAN



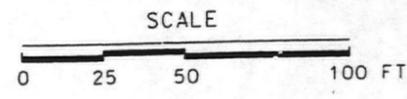
SOUTH MEZZANINE



NORTH MEZZANINE

DATE	REVISIONS	BY
5-16-96	REVISED FARE CONTROL NORTH AND SOUTH MEZZANINE	JL
04-10-99	REVISED AS PER FIELD SURVEY. NO STRUCTURAL CHANGES	M.A.
12-03-01	ALTERATION TO FARE CONTROL AREA: ADDED CARMARKERS 6, 4 & 5; SLABBED OVER STAIRS P59 & STAIRS S1. STREET ALTERED.	DI

NOTE: THIS DRAWING SUPERSEDES DRAWING MS-6227-B DATED APRIL 23, 1963



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

CHAMBERS STREET STATION
STATION PLAN
NASSAU LOOP - BMT DIVISION
STATION NUMBER: 105
DATE: 03-13-96

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Chambers Street Subway Station (Dual System BMT)

MULTIPLE NAME: New York City Subway System MPS

STATE & COUNTY: NEW YORK, New York

DATE RECEIVED: 5/27/05 DATE OF PENDING LIST: 6/10/05
DATE OF 16TH DAY: 6/25/05 DATE OF 45TH DAY: 7/10/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000669

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 7/6/05 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.



WOMEN

Chambers Street (BMT-Dual System)
New York County, New York

TPS
<No.13 >005
390 97**NNN204 2(024)

1

Metropolitan Av
Jamaica Center
Parsons/Archer

During off-hours
B & Q trains stop at
rear end of platform

4 5 6 →
Exit Centre St
Chambers St
Park Flow
Open
Mon-Sat
6am-9pm
Other times
use City Hall
exit up ramp

IRT



Chambers Street Subway Station (BMT -Dual System)
New York County, New York

TPS <No. 6 >001
390 97**NNNN-2 19 2(024)



Chambers Street Subway Station (BMT-Dual System)
New York County, New York

TPS
390 97***NNN-3-07 2(024)
<No. 9 >002



Chambers
Street

Chambers Street Subway Station (BMT-Dual System)
New York County, New York

TPS
<No.12 >004
390 97** NN N-3-07 2(024)

CHAMBERS ST

CHAMBERS ST

CHAMBERS ST

CHAMBERS ST

CHAMBERS ST

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Street

Chambers Street Subway Station (BMT-Dual System)
New York County, New York

TPS <No. 11 >003
390 97** N N N-3 10 2(024)

CHAMBERS ST.

Chan
Stre

Chambers Subway Station (BMT- Dual System)
New York, County New York

TPS
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390 97** N N N-5 20 2 (024)



CHAMBERS ST.



Chambers Street Station (BMT-Dual System)
New York County, New York

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<No.15 >007



Chambers Subway Station (BMT-Dual System)
New York County, New York

TPS <No. 16 >008
390 97**NNNN-2 10 2(024)



Chambers Street Subway Station (BMT-Dual System)
New York County, New York

TPS
390 97** N N N-3 25 2(024)
<No.17 >009



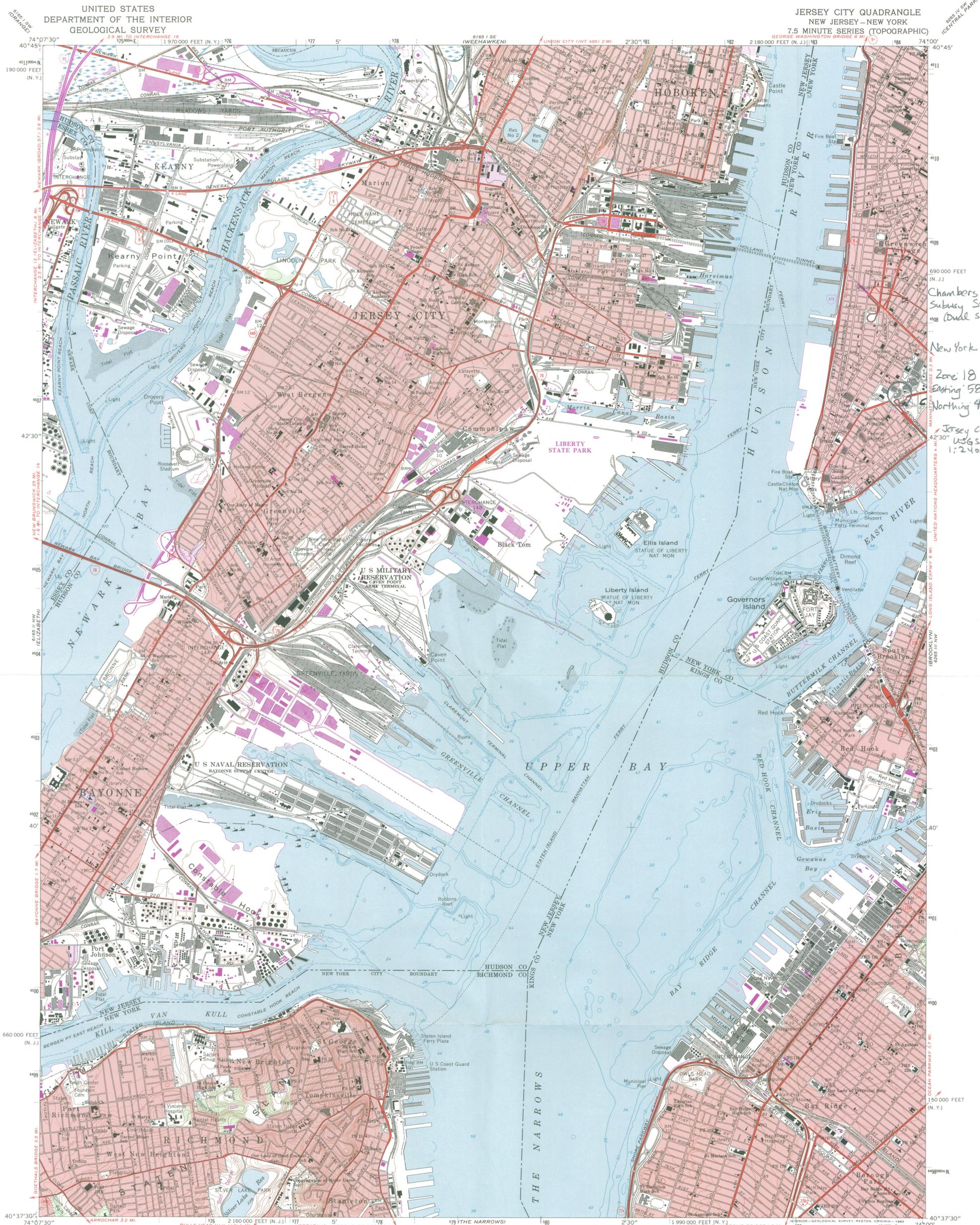
SUBWAY ENTRANCE

St Station
Enter with or buy MetroCard M-Fair
8:00am-9:00pm. Agent on duty
M-Fair 6:00am-9:00pm or see agent
across Centre Street.

Chambers Street Subway Station (BMT-Dual System)
View south.

New York Co, NY

TPS <No.18 >010
390 97** N N N 1-08 2(024)



Chambers Street
Subway Station
808 (Dual System
8MT)
New York Co, NY
Zone 18
Easting 584130
Northing 4507180
Jersey City Quad
USGS
1:24000

Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation
Control by USGS, NOS/NOAA, USCE, New Jersey Geodetic Survey,
and City of New York Board of Estimate and Apportionment
Planimetry by photogrammetric methods and from NOS charts T-5111,
T-5277, T-5332, T-5450, T-5453, T-5454, T-5460, T-5461, T-5466, T-5468,
T-5469, and T-5470
Topography by photogrammetric methods from aerial photographs taken
1954 and planimetric surveys 1955. Revised from aerial photographs
taken 1966. Field checked 1967
Selected hydrographic data compiled from NOS charts 285, 287, 541,
and 745 (1966). This information is not intended for navigational purposes
Polyconic projection. 10,000-foot grid ticks based on New Jersey coordinate
system, and New York coordinate system, Long Island zone, 1000-meter
Universal Transverse Mercator grid ticks, zone 18, shown in blue, 1927
North American Datum. To place on the predicted North American Datum
1983 move the projection lines 6 meters south and 35 meters west as shown
by dashed corner ticks
There may be private inholdings within the boundaries of
the National or State reservations shown on this map



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.4 FEET IN
UPPER BAY AND 4.8 FEET IN NEWARK BAY

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Primary highway, all weather, hard surface
Secondary highway, all weather, hard surface
Light-duty road, all weather, improved surface
Unimproved road, fair or dry hard surface
weather
Interstate Route U. S. Route State Route

Revisions shown in purple compiled from aerial photographs
taken 1976 and other sources. This information not
field checked. Map edited 1981
Purple tint indicates extension of urban areas

JERSEY CITY, N. J. - N. Y.
N4037.5-W7400/7.5
1967
PHOTOREVISED 1981
DMA 6185 II NE-SERIES V822





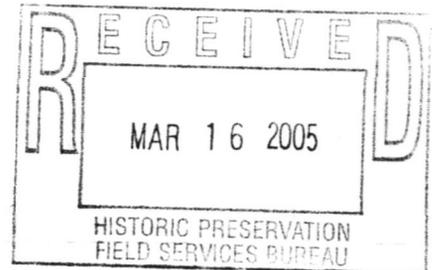
The New York City Landmarks Preservation Commission

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

March 11, 2005



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 (Bronx, Kings, Queens, and New York Counties) and the individual substations 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 Morris Park Station, Woodlawn Station, Avenue U Station, Bay Parkway Station, 15th Street-Prospect Park Subway Station, 4th Avenue Station, New Utrecht Avenue Station, 9th Avenue Station, Ocean Parkway Station, Substation #401, Wilson Avenue Subway Station, Brooklyn Bridge-City Hall Subway Station, Chambers Street Subway Station, 14th Street-Union Square Subway Station, and Elmhurst Avenue Subway Station 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