



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 Morris Park Station
other name/site number Morris Park Railroad Station

2. Location

street & number Under Esplanade at Bogart and Colden Avenue and Hone Avenue [] not for publication
city or town Bronx [] vicinity
state New York code NY county Bronx code 005 zip code 10462

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 Carter SAPO 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:
[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) _____

[Signature] Edgar H. Beall
Signature of the Keeper Date of Action

Morris Park Station

Bronx County, New York

Name of Property

County and State

5. Classification

Ownership of Property

(check as many boxes as apply)

☐ private

☐ public-local

☒ public-State

☐ public-Federal

Category of Property

(check only one box)

☐ building (s)

☐ district

☐ site

☒ structure

☐ object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

		Buildings
		Sites
1	0	Structures
		Objects
1	0	TOTAL

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Resources of the New York
City Subway System

Number of contributing resources

previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

Current Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th & 20th Century Revivals/

Spanish Colonial Revival

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Stucco

Roof Metal

Other Decorative finishes: ceramic tile

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 Register of Historic Places
Continuation Sheet

Section 7 Page 1

Morris Park Station

Name of Property

Bronx County, NY

County and State

7. Narrative Description

The Morris Park Station (Dyre Avenue Line; 5 train) is located in the Morris Park neighborhood of the Bronx. The station house was built in 1912 as part of the New York, Westchester and Boston Railway. The station was acquired by the city between 1940 and 1941 and made of part of the IRT system in 1957. It is aligned in a north-south direction in an open cut set parallel to the Esplanade. The station is bordered on the southern end by the intersection of Bogart and Colden Streets, and on the northern end by the intersection of Esplanade and Hone Avenue. The platforms measure approximately 520 feet in length and approximately 55 feet in width. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – Morris Park Station Inventory Form* that was completed in 1994 and was supplemented with field inspections undertaken in August of 2004.

General Characteristics and Construction Methods

The Morris Park Station is a four track, side platform station that is configured with two unused express tracks in the center, two operating local tracks and two side platforms. The easternmost portion of the station is located below ground in a tunnel, the central portion of the platforms is located in an open cut and the western platform ends are elevated above Colden Avenue. The hipped-roof, Spanish Colonial Revival-style control house is set on a steel trestle, which spans the tracks at the mouth of the tunnel that proceeds beneath the Esplanade.

The control house was built as part of the New York, Westchester and Boston Railroad (Photo 1). As a result, it is unlike any other control house in the system, although it shares the same basic design with numerous control houses built for the BMT period lines. When the line was absorbed by the City in 1941, the platforms and control house were fairly unchanged.

The portions of the platforms located beneath the tunnel are unadorned and the steel and concrete structural members are visible. In 1992 the original concrete platforms were replaced and new canopies were constructed. The open cut portions of the platforms are lined with a short section of concrete wall and are covered with metal-roofed canopies. Steel, L-shaped canopy supports tie into the side wall and cantilever over the platform deck. At platform level, the elevated portion of the platform is a simple concrete deck lined by a steel railing.

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Section 7 Page 2

Morris Park Station

Name of Property

Bronx County, NY

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Station Circulation

The circulation plan for this station consists of a pair of scissors stairs that lead from Paulding Avenue up to the Esplanade Avenue level (Photo 2). One enters the station house from the Esplanade. Two stairways are located along the west wall, one leading to the southbound track and one to the northbound track. A third stairway, located on the southeast corner of the station house is closed.

Control House Exterior

The headhouse is a single-story, reinforced concrete structure, nine bays wide and three bays deep (Photo 3). The nine bays of the façade (eastern elevation) are comprised of seven central, larger bays flanked by two smaller windows located at each end. The headhouse has a hipped roof with simulated terra cotta Spanish tiles in metal. The roof terminates in a wide overhang at the open eaves, which reveal decorated rafter tails. The windows of the façade (all replacements), have large, arched transoms and tilting metal sashes. Architraves above each window feature keystones and scrolled brackets, and are connected by a molded string course. A plain string course runs across the façade at the sill level. Each main window bay is recessed from the wall below the sill; this recess is decorated with scrolled brackets and a flat rectangular panel (which may have originally been multicolored marble). Two narrow, fixed metal sash windows are located at each end of the façade.

Two types of circular medallions are found centered between the arched openings (and above the smaller openings) on all of the elevations (Photo 4). One type is a bas-relief of a caduceus and the letters "NYWB" for the New York, Westchester and Boston Railroad. The type is a bas relief of a ram's head flanked by cornucopias.

There are two main entrances on the façade; spaced equally between the seven larger openings bays. The doors are modern metal replacement with lights in the top half. The size and shape of the doorways mimic the window openings. The result is a symmetrical and visually balanced façade. Wall anchors, which once supported a marquee are visible above the entrances.

The two central windows on the east elevation are each set within an arched recess within another arched recess that is decorated by two panels of multicolored marble. A circular panel is located near the top of the recess and a rectangular panel is set below the sill level. Flat-arched windows flank this central architrave. The western elevation above the tracks mirrors, in a less ornate fashion, the seven large, arched bays of the façade. There

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Morris Park Station

Name of Property

Bronx County, NY

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are no narrow side windows, medallions or scrolled brackets beneath the sills on this elevation.

Control House Interior

The lobby of the control house is a tall, open space with a segmentally-vaulted ceiling. The walls are plaster and painted cream. They are unadorned apart from rectangular marble panels (two of which have been painted over) above the stairway and storage room entrances. A mosaic band (in blue, green, and white tiles) in a repeating geometric pattern runs around the walls at the level of the springing of the round-headed windows' arches. A white terrazzo floor with green edging provides the only other ornament in the space (Photo 5).

The north and south portions of the space have been reserved for station rooms on the south, and an electrical room on the north. A modern steel and glass control booth is located in front of the northern entrance. Modern security gate screens and turnstiles divide the paid and unpaid areas. The doors and windows on the interior are plain. Stairways on the west wall lead down to the platform below (Photo 6).

Platform Level

The eastern halves of the 520-foot platforms are located beneath the 3,940-foot Esplanade Tunnel (Photo 7). The ceiling of this covered portion of the station is supported by diagonally braced, steel columns set at fifteen-foot intervals (Photo 8). The columns tie into riveted beams that are joined by transverse, segmental concrete arches. The interior walls of the tunnel are unadorned concrete

The at-grade platforms, which span Bogart Avenue at the western end of the station, have been rebuilt recently with new steel framed canopies topped by standing seam metal roofs (Photo 9). In addition, all of the signage, light fixtures, and railings have been replaced with modern components. The covered staircases leading to the mezzanine have unornamented plaster walls and replacement handrails.

Morris Park Station

Bronx 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

1912-1941

Significant Dates

1912, 1941

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Reed & Stem

Fellheimer & Long

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

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Morris Park Station

Name of Property

Bronx County, NY

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 Morris Park Station (IRT), Dyre 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 and architectural design. The Morris Park Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. This early railroad station is significant at the local level.

Morris Park, built in 1912, is one of five stations on the IRT Dyre Avenue Line, which originally was part of a suburban electric railway, the New York, Westchester & Boston Railway. Known as "the Westchester," this company, built and operated by Charles S. Mellen, a subsidiary of the New York New Haven and Hartford Railroad controlled the Morris Park Station and the rest of this line from 1912 until it went out of business in 1937. The City of New York purchased the line and incorporated it into the subway system in 1941, operating it first as a shuttle from East 180th Street to Dyre Avenue. A direct connection to the IRT opened in 1957.

The main station house for the Westchester line was the magnificent, two-story New York, Westchester, and Boston Railway Company Administration Building (present 180th Street IRT Station) at 481 Morris Park Avenue (NR-listed 4-23-80). This building, which was also built in the Spanish Colonial style, provided an interchange between the trains of the railroad and the IRT subway line.

Although not built as part of the IRT system, the design of the Morris Park Station shares some of the same features of these earlier subway facilities. The Spanish Colonial Revival facade and marble and tile decoration expresses something of the original IRT aesthetic, while the spare interiors and extensive use of reinforced concrete suggest the functional design of the Dual Contracts period.

The Dyre Avenue Line stations were co-designed by the architectural firms of Reed & Stem, and Fellheimer & Long. Reed and Stem, along with Warren & Wetmore, were responsible for one of the most famous train stations in the world – Grand Central Terminal (NHL 12-08-76) and were obviously influenced by the City Beautiful movement. Alfred Fellheimer worked with Reed and Stem on the Grand Central project and designed a number of important buildings on his own – most notably Buffalo Central Terminal in Buffalo New York and Union Terminal in Cincinnati, Ohio.

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Apart from some minor changes, such as the removal of the marquee and the replacement of all windows, the architectural integrity of the control house exterior has largely been maintained. The platforms were rebuilt in the 1990s but do not detract from the overall quality of the station.

Like the outer borough lines of the later Dual System subways, the New York, Westchester & Boston Railway was built to develop Bronx and Westchester Counties into suburban residential enclaves. Once part of the subway system, the Dyre Avenue Line helped expand and integrate the Greater New York of mid-century, by linking more middle- density communities and large apartment developments (such as Co-op City) to the rest of New York.

United States Department of the Interior
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Continuation Sheet

Section 9 Page 1

Morris Park Station

Name of Property

Bronx County, NY

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.

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.

Morris Park Station

Bronx 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	<u>1</u>	<u>8</u>	<u>5</u>	<u>9</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>5</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	3	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
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2	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>

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 September 20, 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.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 10 Page 1

Morris Park Station

Name of Property

Bronx County, NY

County and State

10. Geographical Data

The boundary of the Morris Park Station – Dyre Avenue Line is shown as the bold line on the accompanying site plan entitled, “Morris Park Station, Station Plan, Dyre Avenue Line - IRT Division, 1997.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Neighborhood Map, NYCTA, 1985.” The designation for the Morris Park Station includes all portions of the station at track level that fall within the boundaries of the current platforms, as well as the head house.

Boundary Justification

The boundaries for the Morris Park Station encompass the entire station.

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

**National Register of Historic Places
Continuation Sheet**

Section 11 Page 1

Morris Park Station

Name of Property

Bronx 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

National Register of Historic Places
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Section 11 Page 2

Morris Park Station

Name of Property

Bronx County, NY

County and State

Additional Documentation

List of Black and White Photos

Morris Park Station (IRT)

Bronx County, NY

Photographer: Stacey Vairo

Date: August, 2004

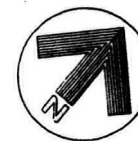
Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

Hartford, CT 06106

1. Control house exterior. View northeast.
2. Stairs leading to Esplanade. View west.
3. Eastern elevation of the control house. View north.
4. Medallion on façade of control house. View east.
5. Marble lintel and tile work in control house interior. View south.
6. Stairway leading from platform. View north.
7. Platform level and Esplanade tunnel. View east.
8. Western elevation of control house and Esplanade Tunnel. View east.
9. Platform canopies. View west.

[illegible]



NOTE: THIS DRAWING SUPERSEDES DRAWING
MS-7875-R DATED 9-7-1971.



DYRE AVENUE LINE - IRT DIVISION
STATION NUMBER: 446 DATE: 12-04

DATE: 12-04-98

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Morris Park Station
NAME:

MULTIPLE New York City Subway System MPS
NAME:

STATE & COUNTY: NEW YORK, Bronx

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: 05000677

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.



Morris Park Station (IRT)
Bronx County, New York

#1

TPS <No. 2>002
377 97**NNNN-3-11 2(024)



Morris Park Station (IRT)
Bronx County, New York

TPS <No. 1>001
377 97**NNNN-3-01 2(024)



Morris Park Station (IRT)
Bronx County, New York

TPS <No. 5>004
377 97**NNNN-3 06 2(024)



Enter with or buy MetroCard at all
times. Agent on duty Mon-Fri
5:00am-8:10pm. Sat 6:30am-9:29pm,
Sun & Hol 8:00am-10:29pm

Morris Park Station (IRT)
Bronx County, New York

TPS <No. 4>001
379 97**NNN-218 2(024)



Morris Park Station (IRT)
Bronx County, New York

TPS <NO-12>009
377 97**NNNN-437 2(024)



Morris Park Station (IRT)
Bronx County, New York

TPS <NO.11 >008
377 97**NNN-1-14 2(024)



Morris Park Station (IRT)
Bronx County, New York

TPS <No. 9>007
377 97**NNNN-20 2(024)



Morris Park Station (IRT)
Bronx County, New York

TPS <No. 7>006
377 97**NNNN-2 29 2(024)

8

Morris Park

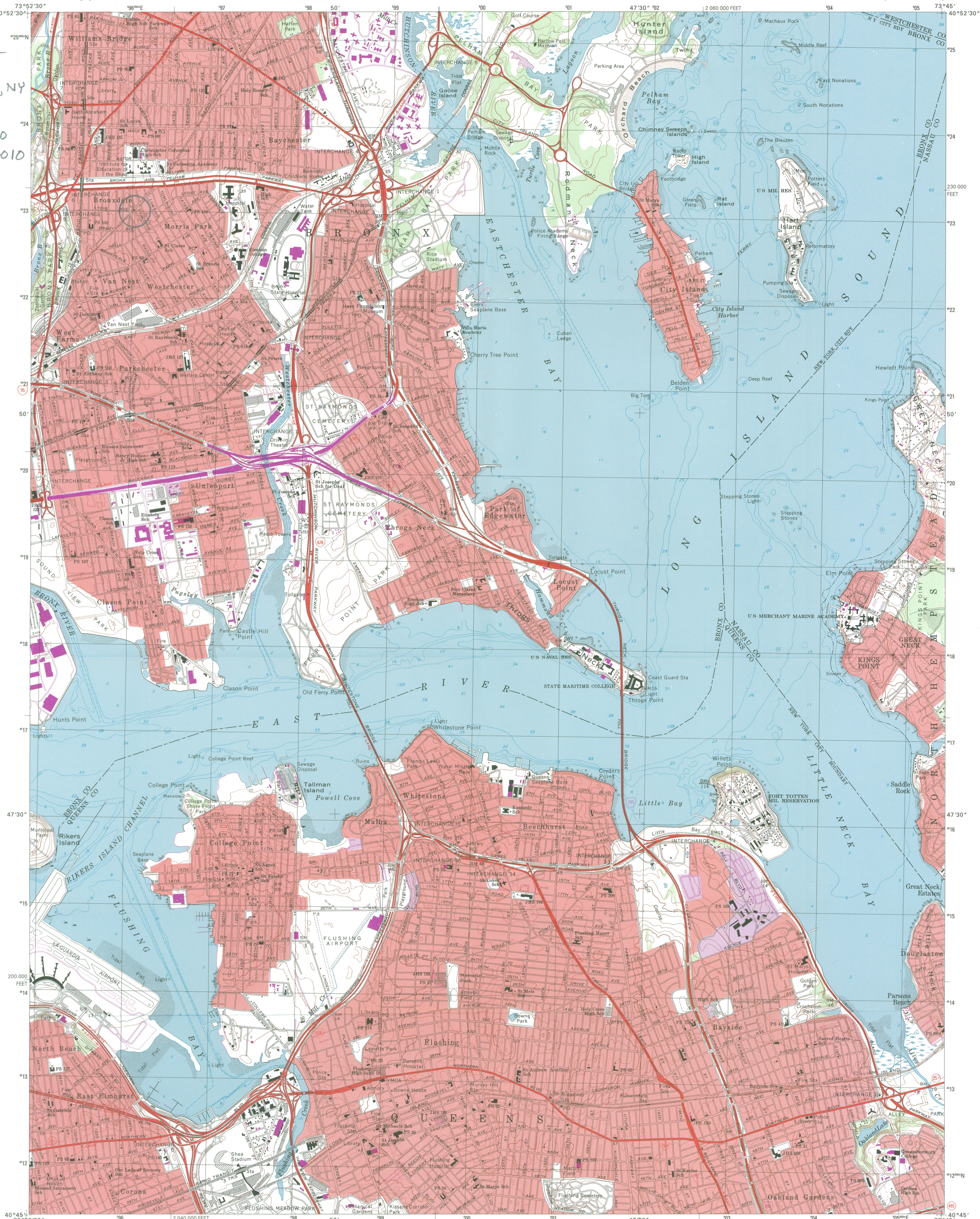


Morris Park Station (IRT)
Bronx County, New York

TPS <No. 6>005
377 97**NNNN-1-10 2(024)

Morris Park
Station
Bronx County, NY
Zone 18
Easting 596000
Northing 4523010

Flushing Quad
USGS
1:24000



Produced by the United States Geological Survey

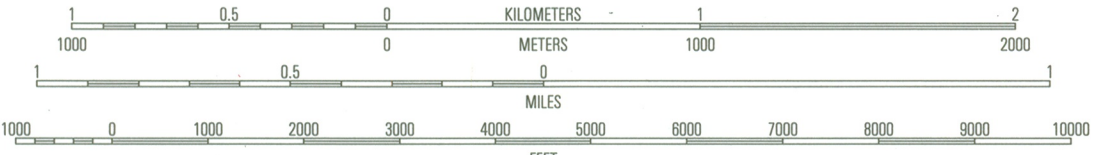
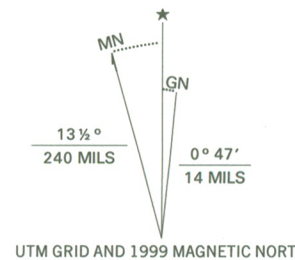
Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photorevised using imagery dated 1995; no major culture or drainage changes observed. Survey control current as of 1967. Boundaries, other than corporate, revised 1999

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)

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
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 V821





The New York City Landmarks Preservation Commission

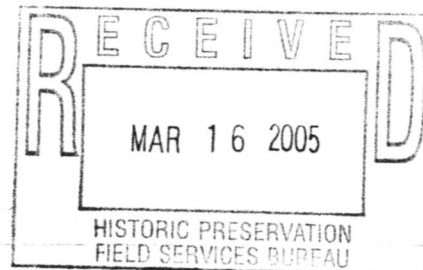
1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797

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



RONDA WIST
EXECUTIVE DIRECTOR
rwist@lpc.nyc.gov

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