

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY

RECEIVED **FEB 29 1980**

DATE ENTERED

MAY 6 1980

CONTINUATION SHEET IRT Subway Control Houses : Thematic Resources
ITEM NUMBER 2 PAGE 1

Bronx, Kings
and New York
Counties

- A. 72nd Street Control House
W. 72nd Street and Broadway, Manhattan
New York (036), New York County (061)
19th Congressional District
- B. Battery Park Control House
State Street and Battery Place, Manhattan
New York (036), New York County (061)
17th Congressional District
- C. Mott Avenue Control House
149th Street and Grand Concourse, Bronx
New York (036), Bronx County (005)
21st Congressional District
- D. Atlantic Avenue Control House
Flatbush and Atlantic Avenues, Brooklyn
New York (036), Kings County (047)
14th Congressional District

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Bronx, Kings and New York Counties
IRT Subway Control Houses: Thematic Resources

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ITEM NUMBER 4 PAGE 1

72nd Street (A), Battery Park (B), and Mott Ave. (C):

John D. Simpson, Executive Director
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017

Atlantic Avenue (D):

James F. Capalino, Commissioner
Department of General Services
1800 Municipal Building
New York, New York 10007

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ITEM NUMBER 5 PAGE 1

72nd Street (A), Battery Park (B):
New York County Register's Office
31 Chambers Street
New York, New York

Mott Avenue (C):
Bronx County Courthouse
851 Grand Concourse
Bronx, New York

Atlantic Avenue (D):
Kings County Register's Office
Municipal Building, 210 Joralemon Street
Brooklyn, New York

7. Description

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

The Interborough Rapid Transit Subway Control House Thematic Nomination comprises four buildings which originally served as ornamental entrances to underground subway stations. The four control houses were erected as part of the Interborough Rapid Transit Subway, begun in 1899, and were designed by the firm of Heins & LaFarge, consulting architects for the subway system. All are one story in height and constructed of buff-colored brick with limestone and terra-cotta trim.

The Control House at 72nd Street (A) on the Upper West Side of Manhattan was completed in 1904 and is still in use as a station entrance. The architects took advantage of a traffic island and placed the building at the same angle as Broadway to create a focal point in Sherman Square. The building is fifty by thirty-seven feet in size, one story tall, and rests on a granite block foundation. It is faced with buff-colored Roman brick. Limestone quoins at the corners support a low gable roof of terra-cotta blocks covered with copper sheets with raised joints. A limestone string course is broken by projecting sills of single-sash center-pivot windows placed just below the eaves. The entrance and exit are located in projecting bays on the north and south sides. These bays are topped by shaped gables with terra-cotta coping and four round terra-cotta finials. The number 72, placed in a terra-cotta cross, is centrally located near the top of this gable, and a glass and louver monitor connects the two gables along the roof ridge. The entrance and exit are formed by four side-hinged doors (a fifth has been added to the entrance side) topped by a small pediment and a window decorated with wrought-iron scrollwork. The entire entrance is framed by a modified Gibbs surround executed in limestone. The interior contains the ticket booth, lavatories and five stairways, and is finished in white glass tile.

The Battery Park Control House (B), completed in 1905, is located in Battery Park in Lower Manhattan. The building rests on a granite base. The corners are defined by limestone quoins which support elaborate triglyphs and volutes. A smooth limestone band course encircles the building just below the eaves. Below this band, the plain brick walls on the east and west sides are pierced by simple high windows. The gable ends of the building are each decorated with a central bull's-eye with four radiating keystones. A banded wreath follows the curve of the bull's-eye and is crowned by a terra-cotta coping that descends along the sides of the gables.

The northern front of the control house has a projecting limestone porch with square engaged columns supporting a stylized pediment on brackets. The pediment over the doorway is crowned by a small rosette flanked by volutes. The southern front has a large brick porch with three doors. The enframing of the central door is identical to that of the northern porch. The extension is edged by plain stone quoins and topped by a copper entablature and roof.

The Battery Park Control House was completely renovated in 1978 under the direction of Paul Katz, architect for the Transit Authority. New aluminum

(See continuation sheet)

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

and glass doors and windows were installed. A glass roof replaced copper sheets, and the exterior was cleaned and repaired. A new railing was installed in the center of the interior stairway. The control house serves as the entrance to the Bowling Green Station.

The Mott Avenue Control House (C), completed in 1905, is no longer used as a station entrance. It is situated near the southwest corner of 149th Street and Grand Concourse in the Bronx and is finished on the street facade with Roman brick and limestone trim. Entrance was gained through a porch which extended beyond the building line. The porch was removed in 1918 when the Woodlawn branch of the IRT was completed.

The porch featured three large windows divided by pilasters on the front, and double entrance doors located on the sides. The building is finished at the top with a glazed terra-cotta cornice and a large name tablet of faience in three colors. The Mott Avenue Control House presently houses elevator machinery for the 149th Street subway station located below it. No important interior features remain.

Also no longer in use as a station entrance is the (D) Atlantic Avenue Control House (1908), at Atlantic and Flatbush Avenues in Brooklyn. The building is situated on a triangular traffic island similar to the one at 72nd and Broadway in Manhattan. The building itself is similar in appearance to the 72nd Street Control House, but has large, shaped gable ends with the words "Atlantic Avenue" executed in terra-cotta. The building is presently used as a concession stand, and is surrounded by a modern steel structure. The gable ends and general building outline are still clearly visible. No important interior features remain.

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IRT Subway Control Houses: Thematic Resources

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- A. The 72nd Street Control House occupies a traffic island on Broadway bounded by the southern curb line of West 72nd Street on the north, and by Broadway on the east, south, and west, and which is contiguous to Manhattan Tax Map Blocks 1143 and 1163. Central Park Quadrangle, N.Y., N.J.
- B. The Battery Park Control House is situated near the northern edge of Battery Park on Manhattan Tax Map Block 3, Lot 1 in part. Jersey City Quadrangle, N.Y., N.J.
- C. The Mott Avenue Control House occupies Borough of the Bronx Tax Map Block 2346, Lot 43 in part. Central Park Quadrangle N.Y., N.J.
- D. The Atlantic Avenue Control House occupies a triangular traffic island, Borough of Brooklyn Tax Map Block 926, Lot 1. Brooklyn Quadrangle, N.Y.



0
N

624.10 7/8

662.25 1/4

567.9 1/8

521.2 3/4

577.10 1/8

RECTOR

MORRIS

ST.

BATTERY

DEPT OF MARINE
AVIATION

STATE

1

CATLE CLINTON
MONUMENT

BATTERY PARK

Lot 3

BECKMAN BATTERY

UNDERPASS

WALKWAY

PROMENADE

TUNNEL

WHITEHALL
ST. PETER MINUT
PLAZA

SOUTH

S. COAST
FUND

PLAN OF HUDSON RIVER PIERS

Scale 200 feet to the inch

IRT SUBWAY CONTROL
Houses: Thematic Resources

BATTERY PARK CONTROL HOUSE
New York County, New York
Manhattan Land Book, Plate 39
New York: Sanborn Map Company, 1976.



MAY 6 1980

Property

Jeterborough Rapid Transit Subway
Control Houses: Schematic Resources

Ref. not on back

State

Bronx
NY - New York

Working Number

2-29-80 694

TECHNICAL

Photos

9

Maps

7

CONTROL

HISTORIAN

ARCHITECTURAL HISTORIAN

The Control Houses are significant as the only remaining ~~examples~~ original entrances to NY's Subway system which ~~is~~ described as the first such system in the U.S. Two of the four early 20th century buildings remain virtually intact. The other two have been substantially altered. Regardless, the buildings constitute an important group worthy of listing on the basis of their architecture and their association with the history of transportation.

Accept. P. Reed. 4/24/80 ARCHEOLOGIST

OTHER

HAER

Inventory

Review

REVIEW UNIT CHIEF

(A) 72nd St. + (B) Battery Park Stations are eligible on basis of architecture + history. (C) Mott Avenue + (D) Atlantic Avenue have been altered; the case for historical significance is strong, so despite some loss of integrity, these appear to be eligible on the basis of history.

Accept
L. Reed
4/25/80

BRANCH CHIEF

KEEPER

National Register Write-up

Federal Register Entry

2.3.81

Send-back

Re-submit

Entered

MAY 6 1980

80002643

Atlantic Ave. Control House
Kemp. Cty.

80002669

Battery Park Control House
NY Cty.

80002684

Control House on 72nd St.
NY Cty.

OTHER

HAER

Inventory

Review

REVIEW UNIT CHIEF

BRANCH CHIEF

KEEPER

Re-submit Re-submit Re-submit Re-submit Re-submit Re-submit Re-submit Re-submit Re-submit Re-submit



IRT Subway Control Houses: Thematic Resource

3. Battery Park Control House (B) *Bronx, King*
State Street and Battery Place, New York, NY
Photo by: Stephen L. Senigo 1979 *Co.*
Neg. at: New York City Landmarks
Preservation Commission

View from southwest

Interborough Rapid Transit Subway Control Houses
Thematic Resource

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IRT Subway Control Houses: Thematic Resources

4. Battery Park Control House (B) *Bronx, King,*
State Street and Battery Place, New York, NY
Co.

Photo by: Stephen L. Senigo 1979

Neg. at: New York City Landmarks
Preservation Commission

Interborough Rapid Transit Subway control Houses
Thematic Resources
View from northeast

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MAY

6 1980



IRT Subway Control Houses: Thematic Resources

5. Battery Park Control House (B)

State Street and Battery Place, New York, NY

Photo by: Stephen L. Senigo, 1979

Neg. at: New York City Landmarks

Preservation Commission

Interborough Rapid Transit Subway Control Houses
Interior Thematic Resources

MAY 6 1980

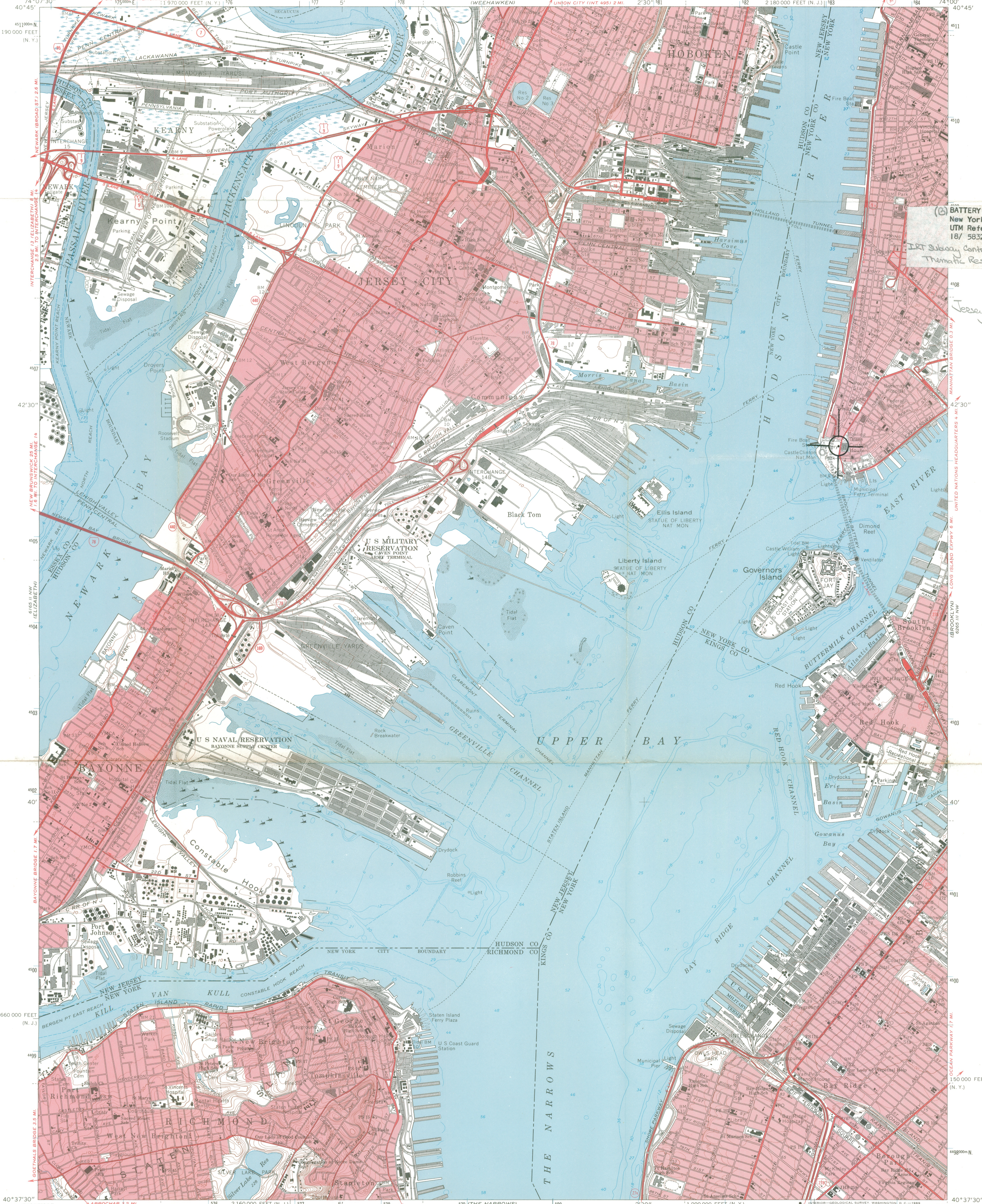
FEB 29 1980

5/9

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

JERSEY CITY QUADRANGLE
NEW JERSEY-NEW YORK
7.5 MINUTE SERIES (TOPOGRAPHIC)

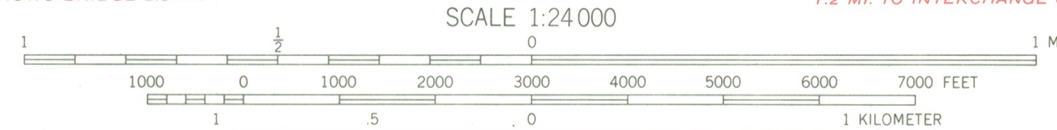
GEORGE WASHINGTON BRIDGE 4 MI



(B) BATTERY PARK CONTROL HOUSE
New York, New York County
UTM Reference:
18/ 583210/ 4506140
IRT Subway Control Houses:
Thematic Resources

Jersey City Quad

Maped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation
Control by USGS, USCGS, USCE, New Jersey Geodetic Survey,
and City of New York Board of Estimate and Apportionment
Planimetry by photogrammetric methods and from USCGS
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 USCGS Charts 285, 287, 541,
and 745 (1966). This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum. 10,000-foot grids 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
Red tint indicates areas in which only landmark buildings are shown



CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN 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

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Unimproved dirt ———
Interstate Route U.S. Route State Route

JERSEY CITY, N.J.—N.Y.
N4037.5—W7400/7.5

1967
AMS 6165 II NE—SERIES V822

