

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 4th Avenue Station (IND)
other name/site number _____

2. Location

street & number Between 3rd and 4th Avenues and 10th and 11th Streets [] not for publication
city or town Brooklyn [] vicinity
state New York code NY county Kings code 047 zip code 11215

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. ([] See continuation sheet for additional comments.)
Bernadette Carter, SAPO 5/16/05
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) _____

for
Signature of the Keeper Edson H. Beall Date of Action 7/6/05

4th Avenue Station (IND)

Kings 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)

Modern Movement:

Art Deco

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Concrete, brick, limestone, ceramic tile

Roof Steel, concrete

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**

4th Avenue Station (IND)

Section 7 Page 1

Name of Property
Kings County, NY
County and State

7. Narrative Description

The 4th Avenue (Sixth Avenue Line; F train) is located in the Park Slope neighborhood of Brooklyn. The station was completed in 1933 as part of the Independent (IND) subway system. It is aligned in an east-west direction above the southern section of a city block bounded by 9th Street on the north, 4th Avenue on the east, 10th Street on the south and 3rd Avenue on the west. The station platforms measure approximately 660 feet in length and 95 feet in width. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – 4th Avenue 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 4th Avenue Station is a four-track (two local and two express), side platform station that is one of only two elevated IND stations in the system (the other is located at Smith-9th Street). The station is comprised of a steel span that extends over Fourth Avenue with east and west control tower abutments and mezzanine and platform areas extending to the west of the station. The towers are arranged on three stories; the control area located at ground level, the mezzanine level, and the platform level above. Service rooms are located above the platform level in each tower. The 4th Avenue Station is completely unique in that there are no other stations in the system that render this style of Art Deco construction in brick, steel and concrete.

The steel-framed arch that soars above 4th Avenue is anchored on the east and west ends by two monumental brick and limestone towers (Photo 1). The arch is constructed of riveted curvilinear plates that are supported by diagonally braced vertical members. A photo of the station under construction in 1931 shows the form of bare steel structure. A straight line of decorative brick piers run along the top edge of the arch and feature a repeating pattern of stepped geometric projections. Banks of multi-paned steel casement windows fill the interstices between the vertical ties. The lights in these windows have been painted, and in some cases replaced by boards, and billboards are affixed to both the north and south facades. Below the windows, across the width of the arch, there is a steel panel decorated with Art Deco motifs. The line of each structural tie is carried to the base of the panel where it appears to spring from a stylized plinth. This vertical patterning is repeated by short pilasters that are set between each of the larger vertical members. A repeating chevron and sunset motif lines the top edge of the panel and an undulating line runs along the top of each plinth.

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Continuation Sheet**

4th Avenue Station (IND)

Section 7 Page 2

Name of Property
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The general design is similar to many of the public works structures built for the City during the 1930s (Photo 2). The east and west control towers are monumental buff colored brick structures with granite bases. Tall sets of vertical stepbacks, common to Art Deco design, decorate the tower facades. Recessed wall areas feature ornamental brickwork, including vertical lines of projecting headers. The center portion of each tower is decorated with a repeating chevron pattern. The parapets and the tops of the setbacks are articulated with a wide band of rounded limestone coping (Photo 3). The walls of the towers beneath track level have projecting brick courses and decorative mezzanine-level window grilles.

Both towers have storefronts and entrances located on their southern elevations and below span facades. The street level station entrances were built on both the east and west sides of 4th Avenue, but the eastern entrance was never activated as a control area. A set of stairs was also built to connect to the Ninth Street Station below. Each entrance has an original, Art Deco-style "SUBWAY" sign above the door (Photo 4). The vertically oriented, pencil-shaped signs feature a simple geometric decoration with backlit, cut out letters (Photo 5). Modern sodium lights are also installed above each entrance. The 10th Street entrances are further indicated by bands of limestone at the lintels set in a pattern of geometric shapes. Lines of zig-zag brick work line the vertical spaces around each doorway. The storefront show windows are recessed and feature panels of ornamental brickwork at the lintels. Only a few of the storefronts remain active. One storefront, a VFW post on the east tower, has been unsympathetically altered with a modern entrance and signage. There is a decorative 1932 cornerstone on the east tower's south façade.

Throughout the station there are unifying decorative elements that are remarkable for their material quality and level of craftsmanship. The Art Deco motif is carried throughout the station interior, where the utilitarian spaces reflect the ideology of the design. Simple ceramic tiles line the walls and all corners and opening surrounds are rounded to satisfy practical concerns and to affect a streamlined, efficient look.

The mezzanine and platform windscreens extend beyond the west tower. They are clad in brick with limestone coping on the southern elevation. The northern windscreen is bare concrete. Extensive areas of the south façade's cladding are missing. Both facades have vertical parapet projections, boarded up window screen windows, and metal sash mezzanine windows (4-light tilting sashes between 2-light sidelights).

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**National Register of Historic Places
Continuation Sheet**

4th Avenue Station (IND)

Section 7 Page 3

Name of Property
Kings County, NY
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Station Circulation

The circulation plan for this station incorporates two control towers, but at present only the western tower is open to the public. From the platform level there are four stairways that lead down to the western mezzanine. Two existing stairways leading to the eastern mezzanine have been blocked. From the mezzanine level there two sets of stairs located on the western mezzanine wall that lead down to the control area at ground level. Exits to the street are located on the southern and eastern walls of the control area. A staircase located on the northern wall of the control area leads to the BMT 9th Street Station (M, R, and W trains). The plan of the eastern mezzanine and control area mirrors that of those found on the western tower.

Control Level

The interior of the west control tower features a combination of retail, office and public spaces (Photo 6). The public spaces are open to the height of the second story, resulting in a feeling of openness. The ceiling is jack arched concrete. Two storefronts are located on the south wall, on either side of the southern entrance. The station department is located in the northeast corner of the control area. The walls and support columns throughout are clad with light yellow glazed tiles set off by two courses of light green tiles – one near the base of the wall and one located approximately at eye level.

The control area has a modern token booth located in front of the north stairs. The floor area is divided by a line of modern metal turnstiles and security gates (some of which appear to be original). Along the north wall, a staircase leads down to the 9th Street Station. Above this stair, the only incandescent fixtures in the station can be found. The remainder of the station is lit by fluorescent strip lighting.

Mezzanine Level

The mezzanine has an I-shaped plan; two short corridors are attached to the north and south ends of a central passageway that is open on the east to the control area below (Photo 7). Windows are located on the north and south elevations. Stairways located on the western wall of the main corridor provide access to the control area below, while pairs of stairs located in the north and south corridors lead up to the platform (Photo 8). The mezzanine ceiling is constructed of jack-arched concrete sections between encased beams. The walls are clad in light yellow rectangular tiles, similar to those found in the control area. The only decorative element is a single band of vertically placed light green

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4th Avenue Station (IND)

Section 7 Page 4

Name of Property
Kings County, NY
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tiles. Advertising recesses with rounded edges are found throughout. A dark green mosaic that reads "To Street" points riders to the control area below (Photo 9).

The staircases of the mezzanine have the same glazed tile walls (yellow with a light green base), modern tubular metal handrails and simple cast iron railings with straight balusters typical of later IND stations line the open staircases and the portions of the mezzanine that are open to the control area below.

Platform Level

Beginning at the far west side of the platforms, a reinforced concrete signal tower is located just west of the platform of northbound tracks (Photo 10). Windscreens line the track walls and canopies line the majority of each platform. The windscreens are clad in buff-colored brick and are set with advertising recesses and banks of windows (most of which are now boarded up) (Photo 11). The only ornamentation consists of a line of soldier-coursed bricks near the base of the wall and beneath each window opening. The canopy roofs are carried by L-shaped steel frames. The vertical sections of these cantilevered supports are filled with buff brick and the canopy roofs are fiber-cement board.

At the eastern portion of the platform, the truss work of the 4th Avenue arch visually dominates this portion of the track (Photo 12). The platform walls below the large banks of windows feature a series of recessed panels that form a wainscoting effect. The service rooms, located at the eastern portion of the track, are supported by brick piers with arched tops (Photo 13). Above the canopies, the service rooms are unadorned buff brick with limestone coping and metal, tilting-sash windows. A single row of fluorescent lighting lines the track edge throughout. Floors are constructed of cement that has been incised into large squares.

4th Avenue Station (IND)

Kings 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

1932-1933

Significant Dates

1933

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Thompson-Leopold-Fredburn Engineering Company

Raisman, Aaron (Division Engineer)

Ridgeway, Robert (Chief 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

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4th Avenue Station (IND)

Section 8 Page 1

Name of Property
Kings County, NY
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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 4th Avenue Station (IND), 6th 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 4th Avenue Subway Station was completed in 1933. This station was one of several stations built as an extension to the IND System in Brooklyn. It was one of only two elevated two stations built in the IND system. The 4th Avenue Subway Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The stations of the IND system, including 4th Avenue, are significant at the local level.

In 1924, the Board of Transportation (BOT) gained the responsibility of adding additional subway routes to the existing system of IRT and BMT lines. The BOT planned, designed, built and later operated a third subway system independent of the BMT or the IRT - called the Independent Subway System (IND).

When it opened the IND system was celebrated for its expansive platforms, large mezzanines and multiple access points. The platforms were long and sometimes wider than those of the earlier systems and the interior tiling of the IND stations was noted for its "modern" design – sans serif lettering and white wall tiles in its underground stations and Art Deco style masonry/concrete work on its elevated stations. Stations were coded by a solid colored ornamental ceramic tile band running along the top of the wall by which passengers could easily identify the stations from a moving train without having to read signs.

The IND has two trunk lines in Manhattan (Eight Avenue and Sixth Avenue); one branch line in the Bronx (the Concourse Line); one branch line in Queens (Queens Boulevard Line); two lines in Brooklyn (the Fulton Street and Prospect Park lines) and a Brooklyn-Queens cross-town line. The Independent System operated from 1932 until 1940, when the entire system became unified and under the control of the City.

The 4th Avenue Station on the IND Prospect Park Line in Brooklyn was completed in 1933. During the IND era (1932-1940) approximately 100 stations were built, but the 4th Avenue Station is unlike any other. It is comprised of an ornamental steel and concrete facility set on a unique Art Deco bridge that spans Fourth Avenue. The track continues to the west on a viaduct to meet the Smith-9th Street Station as it crosses the Gowanus Canal. Because of ground conditions and cost, the Board of Transportation selected a bridge crossing to span the Gowanus Canal instead of a tunnel below it to carry the

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4th Avenue Station (IND)

Section 8 Page 2

Name of Property

Kings County, NY

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Prospect Park Line (now the 6th Avenue Line). The station's well articulated Art Deco design is highly unusual for a station but in keeping with many of the substations built for the system during the same period. Despite some alterations (such as the painted windows) and years of deterioration, the station remains an Art Deco masterpiece.

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Continuation Sheet

4th Avenue Station (IND)

Section 9 Page 1

Name of Property
Kings 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.

4th Avenue station (IND)

Kings 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>8</u> <u>5</u> <u>3</u> <u>7</u> <u>0</u>	<u>4</u> <u>5</u> <u>0</u> <u>2</u> <u>4</u> <u>2</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>
	Zone	Easting	Northing	Zone	Easting	Northing
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>	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>

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.

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**National Register of Historic Places
Continuation Sheet**

4th Avenue Station (IND)

Section 10 Page 1

Name of Property
Kings County, NY
County and State

10. Geographical Data

The boundary of the 4th Avenue Station – Sixth Avenue Line is shown as the bold line on the accompanying site plan entitled, “4th Avenue Station, Station Plan, Sixth Avenue Line - IND Division, 1997.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Neighborhood Map, Map ID #B2, NYCTA, 1986.” The designation for the 4th Avenue Station includes all portions of the station at track level that fall within the boundaries of the current platforms, as well as the mezzanine level and exterior elements.

Boundary Justification

The boundaries for the 4th Avenue Station encompass the entire station.

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**National Register of Historic Places
Continuation Sheet**

4th Avenue Station (IND)

Section 11 Page 1

Name of Property
Kings 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
Continuation Sheet**

4th Avenue Station (IND)

Section 11 Page 2

Name of Property
Kings County, NY
County and State

Additional Documentation

List of Black and White Photos

4th Avenue Station (IND)

Kings County, NY

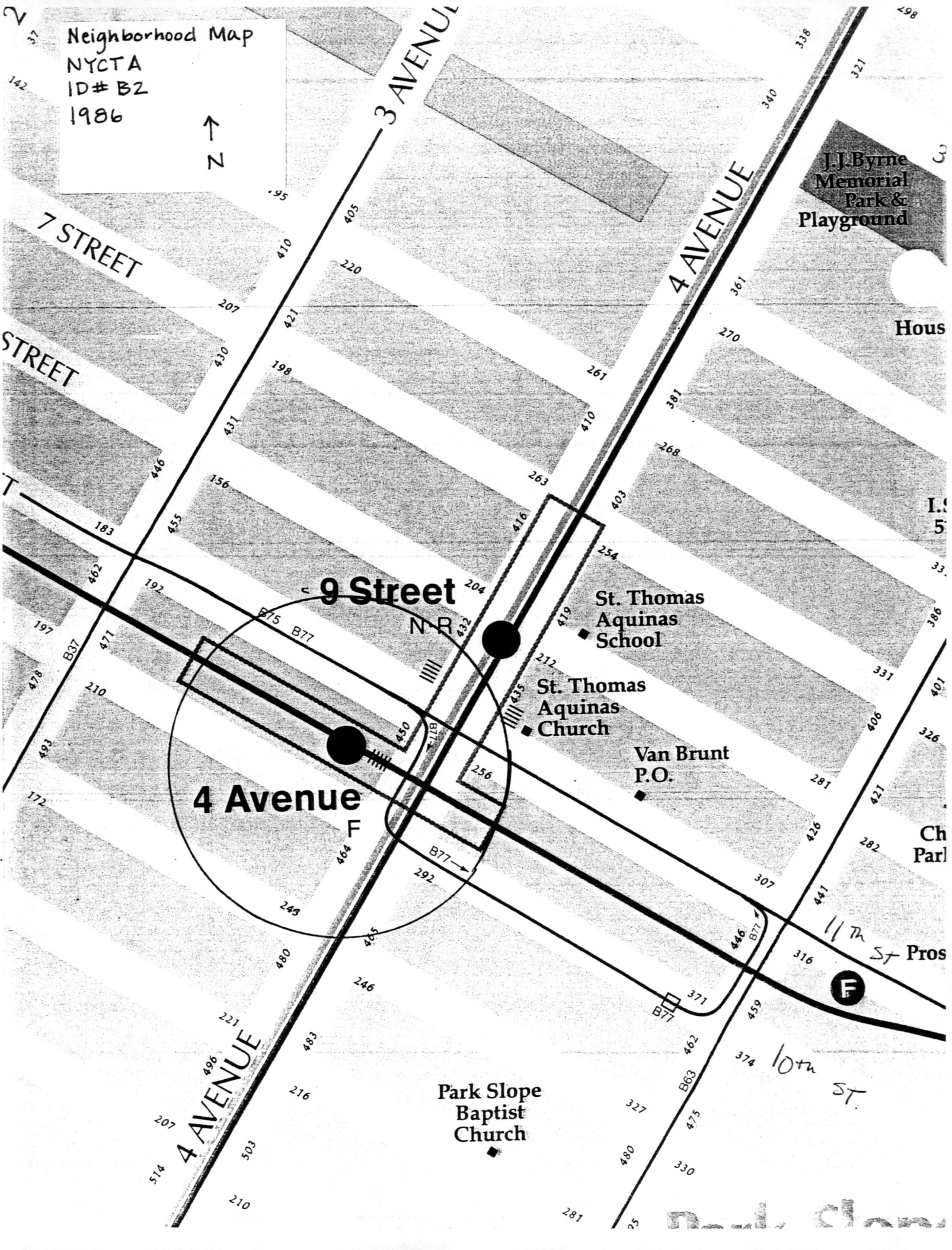
Photographer: Stacey Vairo

Date: July, 2004

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

1. View of 4th Avenue Station. View northeast.
2. East tower of 4th Avenue Station. View east.
3. West tower of 4th Avenue Station. View west.
4. Subway sign on 4th Avenue entrance of west tower. View west.
5. Detail of subway sign beneath overpass on west tower. View west.
6. Interior of west tower including booth and store. View north.
7. Passageway open to fare control area below in west tower. View north.
8. Stairway leading to Manhattan-bound platform. View north.
9. Tiled sign in passageway above stairway leading to fare control. View east.
10. Coney Island-bound platform and overhang. View east.
11. Coney Island-bound platform and windscreen. View west.
12. Truss bridge over 4th Avenue. View east.
13. Detail of tiled piers on the platform. View east.

Neighborhood Map
NYCTA
ID# B2
1986



9 Street

4 Avenue

St. Thomas
Aquinas
School

St. Thomas
Aquinas
Church

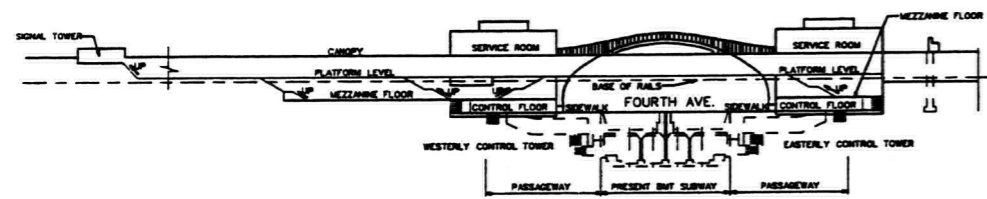
Van Brunt
P.O.

J.J. Byrne
Memorial
Park &
Playground

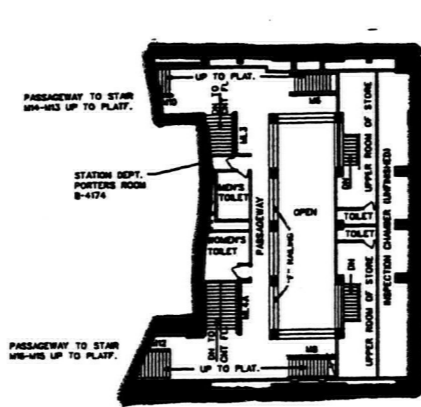
Park Slope
Baptist
Church



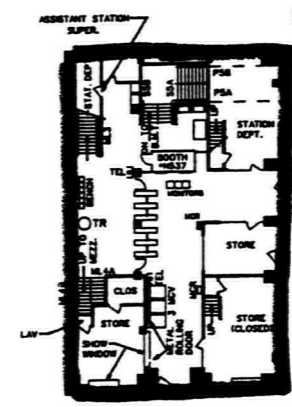
10th
ST.



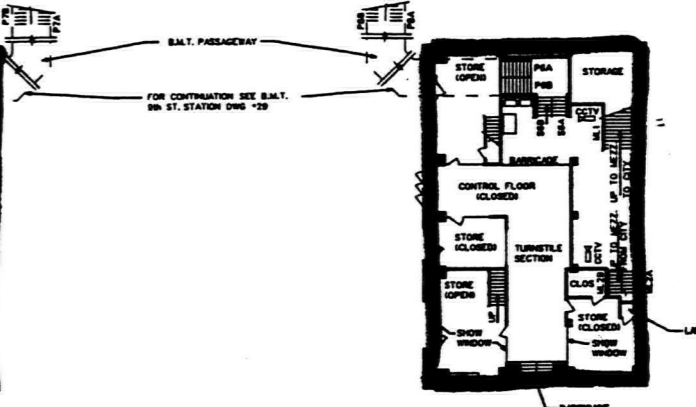
LONGITUDINAL SECTION
NO SCALE



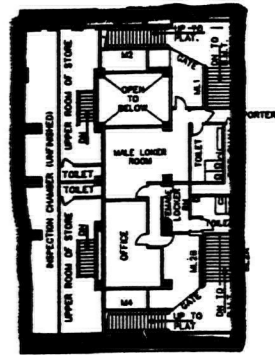
WEST MEZZANINE PLAN



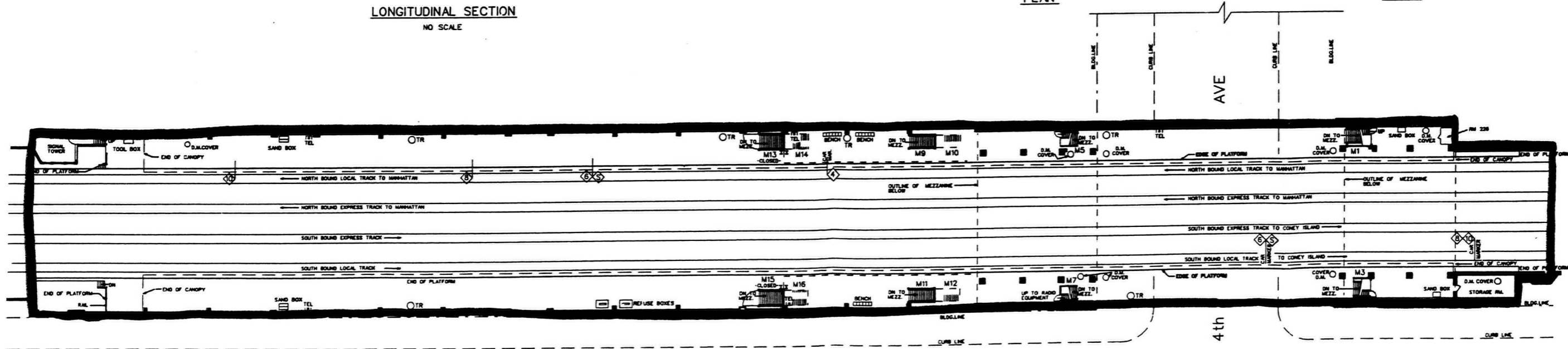
WEST FARE CONTROL PLAN



EAST FARE CONTROL PLAN



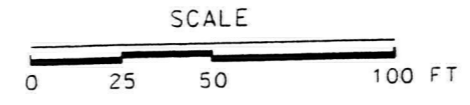
EAST MEZZANINE PLAN



PLATFORM PLAN

DATE	REVISIONS	BY
6-19-97	ALTERATION TO FARE CONTROL	ECS
11-13-99	SURVEYED - TRACK QUARTERS ADDED.	F./J/nh
10-21-02	REVISED AS PER FIELD SURVEY NO STRUCTURAL CHANGES.	DI

NOTE: THIS DRAWING SUPERSEDES DRAWING
MS-6008-N DATED 02-11-64.



NEW YORK CITY TRANSIT
DEPARTMENT OF SUBWAYS
MAINTENANCE OF WAY DIVISION
ENGINEERING SUBDIVISION
INFRASTRUCTURE SECTION
MTA

4th AVENUE STATION
STATION PLAN
6th AVENUE LINE - IND DIVISION
STATION NUMBER: 239
DATE: 6-20-97

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY 4th Avenue Station (IND)
NAME:

MULTIPLE New York City Subway System MPS
NAME:

STATE & COUNTY: NEW YORK, Kings

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: 05000673

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.



VIVA VIVA VIVA VIVA 02897 VIVA VIVA

VIVE LA PASION OLIMPICA

LOS JUEGOS OLIMPICOS EN ESPAÑA, AGOSTO 11 A 29

VIACOM

7
OLYMPIC RINGS
47

P

LAW OFF

4th Ave

Exterior

View north.

1.

T.P.S. <No.22 >022
217 97**NNN1-24 2(024)



VIVE LA PASION OLÍMPICA
LOS JUEGOS OLÍMPICOS EN ESPAÑOL, AGOSTO 11 AL 29

T
OLYMPIC RINGS
1996



4th Avenue Station
Exterior view ne

2.

T.P.S. <No. 11 > 011
213 97* * N N N 1 N N 2 (024)



VIVE LA PASION OLIMPICA
LOS JUEGOS OLIMPIICOS EN ESPANOL. AGOSTO 1 AL 29

VIAC

4th Ave

Exterior

View nw.

3.

1.P.S. <No.23 >023
217 97**NNN3-192(024)

SUBWAY

A black and white photograph of a brick building exterior. A vertical sign with the word "SUBWAY" is mounted on the wall. To the left of the sign is a light fixture. Below the sign is a doorway. The image is dark and grainy.

4th Avenue Station

E. entrance to W. tower
View west.

4.

T.P.S. <No. 9 >009
213 97** N N N-2 41 2(024)



STATION

4 Av-9 St Station
F M R
For Manhattan & C
bound @ Center
NE corner of 9 St

4th Avenue Station
S. Entrance to W. tower
view nw

T.P.S. <No.10 >010
213 97** N N N 1-08 2(024)

#5.

4th Ave

Control Pass Level

View ne.

#6

T.P.S. <No.24>024
217 97**NNNN192(024)

ay Parkway M
& 95 Street R



LAY LO' TO HI

4th Avenue Station

Mezzanine Level - passageway

View north

7.

T.P.S. <No. 7> 007
213 97**NN-1 13 2(024)



For Manhattan & Queens
use last platform a
platform a

F

Please do not stand on the edge of platform

4th Ave
Mezzanine Level
View north

8.

T.P.S. <No.25>025
217 97**NNN-1 41 2(024)

TO STREET



4th Avenue Station
Mezzanine level
view nw.

9.

T.P.S. <No. 8 >088
213 97**NN N-1 06 2(024)

✓
Culver Local
To Coney Island
all times

↑ Exit Use last stairwell
for Manhattan &
Queens # 6

Exit Bay Parkway &
95 Street



4th Ave

SB platform
view east

10.

T.P.S. <No. 1>001
213 97**NNN-3 25 2(024)



Exit Bay Parkway M
95 Street



4th Avenue Station
SB Platform Level
View west

11.

T.P.S. <No. 5 >005
213 97**NN 1 18 2(024)



4th Ave

SB Platform

view ne

12.

T.P.S. <No. 2>002
213 97**NNN 3 24 2(024)



4th Ave

SB platform

view east

B .

T.P.S. < No. 3 > 003
213 97** N N N-4 34 2 (024)



4th Avenue
 Station (IND)
 Brooklyn, Kings Co,
 NY

Zone 18
 Easting: 585370
 Northing: 4502420

Brooklyn Quad
 USGS
 1124000



The New York City Landmarks Preservation Commission

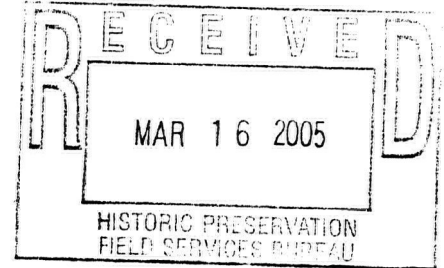
1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797

<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
Pebbles 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