

NPS Form 10-900
(Oct 1990)



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 15th Street – Prospect Park Subway Station (IND)
other name/site number _____

2. Location

street & number 15th Street/Prospect Park West and Southwest [] not for publication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 [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 Cardo, SAHP 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) _____

Signature of the Keeper [Signature] Date of Action 7/27/05

15th Street – Prospect Park
Subway Station (IND)
Name of Property

Kings County, New York
County and State

5. Classification

Ownership of Property (check as many boxes as apply)	Category of Property (check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)		
		Contributing	Noncontributing	
<input type="checkbox"/> private	<input type="checkbox"/> building (s)	_____	_____	Buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____	Sites
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____	Structures
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	_____	_____	Objects
	<input type="checkbox"/> object	_____	_____	TOTAL
		1	0	
		1	0	

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, 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**

15th Street – Prospect
Park Subway Station
(IND)

Name of Property

Kings County, NY

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7. Narrative Description

The 15th Street–Prospect Park Subway Station (6th Avenue/Prospect Park Line; F train) is located in the Park Slope neighborhood of Brooklyn. The station was completed in 1933 as part of the IND (Independent) System. It is aligned in a north-south direction beneath street level along an eastern extension of Prospect Park. The perimeter of the station lies roughly between Prospect Park Southwest on the east, the Park on the north, Bartel-Pritchard Square on the west and Windsor Place on the south. The station measures approximately 662 feet in length and 50 feet in width. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – 15th Avenue-Prospect Park Station Inventory Form* that was completed in 1994 and was supplemented with observations from field inspections undertaken in August of 2004

General Characteristics and Construction Methods

The 15th Street - Prospect Park Subway Station is a two-track, center platform station that consists of a platform level and an upper mezzanine. It has the typical expansive IND-style mezzanine and multiple street entrances. The basic structural frame of the station consists of a concrete foundation and side walls with steel columns. Built-up “I” section columns of varying height are spaced 5 feet on-center in the outer walls and between the tracks. The roof above the IND tracks is approximately six inches taller and the track width is approximately one foot wider than the original IRT stations. Concrete was used to infill between the columns and create the exterior walls. The “cover” for the station is trough shaped in section, 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 majority of the IND station ceilings consist of structural steel frames with concrete jack arches between. Along each platform, the roof girder is supported by H-section piers placed at 15-foot intervals, and the roof girder webs are stiffened above each of the piers. The piers are tied into the vertical supports along the side wall of the station by, lateral, webbed trusses, which are diagonally braced at each end.

The side walls of the station are of four-inch brick separated from the outer structural walls by a one-inch air space. The interiors are covered in uniformly shaped, square white ceramic tiles, with contoured pieces at the corner. These are offset by a colored tile band and black and white mosaic directional and stations signs. Floors throughout are three-inch-thick graded concrete incised into large squares.

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**National Register of Historic Places
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15th Street – Prospect
Park Subway Station
(IND)

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Name of Property
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Throughout the platform areas there are unifying decorative elements that identify this as a typical IND station. The mezzanine and platforms at 15th Street are typical of IND stations: simple utilitarian spaces, without much embellishment, that are extremely long and expansive to enhance passenger flow. The simple tile band that indicated express or local stops on various lines runs along the top portion of white-tiled IND station platform walls. It is, apart from advertising signs, the only spot of color found in most stations.

Circulation Plan

The circulation plan for this station incorporates six entrances that lead from the mezzanine level to the street. Two are located off of a passageway that extends westward from the far north end of the station. The four remaining entrances lead directly from the mezzanine level to the street above: two are located on the north and south sides of Prospect Park Southwest; one is located on the north side of 16th Street; and one located on the northwest corner of the intersection of Windsor and Howard Place. Six stairways are spaced evenly along the center island of the platform level and lead to the mezzanine level above.

Platform Level

The platforms are open spaces with only the stairways to interrupt the flow of traffic. All of the utility spaces are located at either end of the platform. Beginning at the far north end, a communication room has been clad in incompatible white and yellow tiles. The ceilings above the tracks are jack-arched concrete sections spanning between concrete-encased beams. The platform walls are clad with square, white tiles, with a high band of mustard yellow tiles, trimmed with brown, serving as the only decoration (Photo 1). Large, black, regularly-spaced tiles identify the station “15th ST” in white letters. Spaced throughout the lower portion of the track walls, there are numerous boxed recesses that allow track workers to “clear up” for a passing train. Large iron ventilation grilles are arranged in sets of three along the track wall and are decorated with striking geometric, Art Deco-style motifs (Photo 2). Two rows of tiled piers, spaced at 15-foot intervals, line the island platform (Photo 3). The staircases are also clad with white, glazed tiles. The platform floors are constructed of concrete.

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15th Street – Prospect
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Mezzanine Level

The mezzanine extends the length of the platform and, at its north end, has an east-west passage under Prospect Park West to connect to an entrance on the corner of Bartel-Pritchard Square. Beginning at the north end of the mezzanine, a modern ticket booth is located along the far north wall of the station. It is separated from the paid area by a bank of turnstiles. The mezzanine ceilings are a combination of flat and segmental arched concrete sections between encased beams (Photo 4). The walls and columns are clad with square, white tiles that are curved at all corners and wall junctions to reduce maintenance. The walls are unadorned apart from advertising recesses and mosaic directional signs that have bold white letters set on a brown field (Photo 5). The signs point passengers to above-ground destinations such as "PARK WEST" (Photo 6) Continuing to the south along the mezzanine, a block of station department and communication rooms are located near the stairway leading up to Prospect Park West. They are accessed via painted steel security doors. Modern fluorescent strip lighting set at the junction of the wall and ceiling illuminates all spaces (Photo 7). Throughout the station the original metal security gates and stair balustrades are retained. These divide the paid and unpaid spaces along the length of the mezzanine. A second ticket booth is located near the southern end of the station and a second block of station department rooms is located along the far southern wall.

Exterior Elements and Stairwells

The six street entrances are varied in design and materials. The most significant of these are located at the far northern end of the station and are built into the stone retaining walls of Prospect Park (NR-listed 9-17-80). At street level they are located at the westernmost corner of Prospect Park (one on Prospect Park West, the other on Prospect Park Southwest, both near Bartel-Pritchard Square) and are constructed of sandstone ashlar to match the perimeter wall of the park (Photo 8). Each features rough-dressed exterior stones with smooth coping stones, topped by a pair of ornamental iron lamps (all of which have suffered some loss of fabric). The handrails are all modern metal replacements. The four remaining entrances retain the original metal railings typical of IND stations (Photo 9). These feature a balustrade that is comprised of straight and undulating balusters, and top rails and lamp standards that are decorated with an Art Deco-style chevron motif. The interior of all of the stairwells have been clad with brown glazed frost-proof wall tiles. Many of the lamp globes are missing or have been replaced with modern plastic globes.

15th Street – Prospect Park Subway Station
(IND)

Kings County, New York

Name of Property

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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

1933

Significant Dates

1933

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Ridgeway, Robert (Chief engineer)

Raisman, Aaron (Division 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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15th Street – Prospect
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(IND)

Section 8 Page 1

Name of Property
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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 15th Street - Prospect Park Subway Station, Sixth Avenue/Prospect Park 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 15th Street – Prospect Park Subway Station was constructed in 1933. The 15th Street-Prospect Park Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. Many of the IND stations, including 15th Street, are significant at the local level.

It is a two-track, center platform subsurface station serving the neighborhoods of south Park Slope and Windsor Terrace and the landmark Prospect Park designed by Frederick Law Olmsted and Calvert Vaux (c. 1870). In 1924, the newly formed Board of Transportation (BOT) assumed the responsibility of expanding the subway system. The BOT planned, designed, built and operated a third subway system that operated separately from the BMT and IRT, known as the Independent Subway System (IND). Three IND lines were built in Brooklyn (the Fulton Street and Prospect Park lines and a Brooklyn-Queens crosstown line). When it first opened, the IND system was celebrated for its expansive platforms, large mezzanines and multiple access points. The platforms were both wider and longer than those built for the earlier systems. The interior tiling of IND stations is notable for its "modern" design that utilized bands of identifying colors; bold, sans serif lettering and uniform, square, white wall tile. Stations were coded by a solid, ornamental, ceramic tile band running along the top of the platform wall. The color was changed at each express stop so that passengers on a moving train could readily identify their location. Following unification of the three systems in 1940, the IND was linked to certain BMT lines (60th Street, Chrystie Street, Culver and Liberty Avenue) to form one operating division – "Division B".

The Prospect Park Line including the Smith – 9th Street and Fourth Avenue Stations, opened as far as Church Avenue in 1933. The line was extended over the existing 1919 BMT Culver elevated line to Coney Island in 1954, following a route that was traveled by recreation-bound steam railroad passengers as far back as 1875 .

Robert Ridgeway, Chief Engineer of this station, was born and bred in Brooklyn. He did not receive a formal education in his trade but instead gained his experience while

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working under Alfred Craven, Chief Engineer of the Dual Contracts system. Design Engineer, Aaron I. Raisman, worked closely with Ridgeway on numerous projects for the BRT and later IND lines.

In the 15th Street – Prospect Park Station, the consistency of the materials and the architectural detail are impressive. It is architecturally significant as a well preserved example of the simplicity of the 1930s Art Deco style, designed for maintenance and efficiency. The 15th Street – Prospect Park Station, as part of the IND subway system, retains a high degree of original material and craftsmanship.

Just north of the station, the Prospect Park line tunnels under the park between Seventh Avenue and the 15th Street – Prospect Park Station; the local and express tracks follow different alignments, the express tracks taking a short cut. These tunnels under Prospect Park, built in the late 1920s, represent an early, if not the first, example of a shield-driven tunnel using pre-cast concrete segments (instead of cast iron) to line the tunnel.

The station serves the largely residential neighborhood of Windsor Terrace located between the southwestern most corner of Prospect Park (NR-listed 9-17-80) and the scenic Greenwood Cemetery (NR-listed 3-8-97). This area consists mainly of brownstones and row houses once inhabited by generations of middle class Irish and Italian immigrants who migrated from lower Manhattan once the subway was built to 15th Street.

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15th Street – Prospect
Park Subway 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.

15th Street – Prospect Park Subway 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 1 8 5 8 6 2 0 0 4 5 0 1 3 2 0 3
Zone Easting Northing Zone Easting Northing
2 4

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By (*See Continuation Sheet for authors*)

name/title Contact: Kathleen A. Howe, Historic Preservation Specialist

organization NYS Office of Parks, Recreation & Historic Preservation Date 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 Park Service**

**National Register of Historic Places
Continuation Sheet**

15th Street – Prospect
Park Subway Station
(IND)

Name of Property

Kings County, NY

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10. Geographical Data

The boundary of the 15th Street-Prospect Park Subway Station (Sixth Avenue Line) is shown as the bold line on the accompanying site plan entitled, "Prospect Park -15th Street Station, Station Plan, Sixth Avenue Line - IND Division, 1997." The above-ground station boundaries are also shown on the accompanying location map entitled, "15th Street – Prospect Park, MTA, 1999." The designation for the 15th Street-Prospect Park 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 15th Street-Prospect Park Station encompass the entire station.

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Continuation Sheet**

15th Street – Prospect
Park Subway Station
(IND)

Section 11 Page 1

Name of Property
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11. Form Prepared By:

Steven Bedford, Principal Architectural Historian
Stacey Vairo, Architectural Historian
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106
860-247-7200

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15th Street – Prospect
Park Subway Station
(IND)

Section 11 Page 2

Name of Property
Kings County, NY

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Additional Documentation

List of Black and White Photos

15th Street – Prospect Park Subway Station (IND)

New York County, NY

Photographer: Stacey Vairo

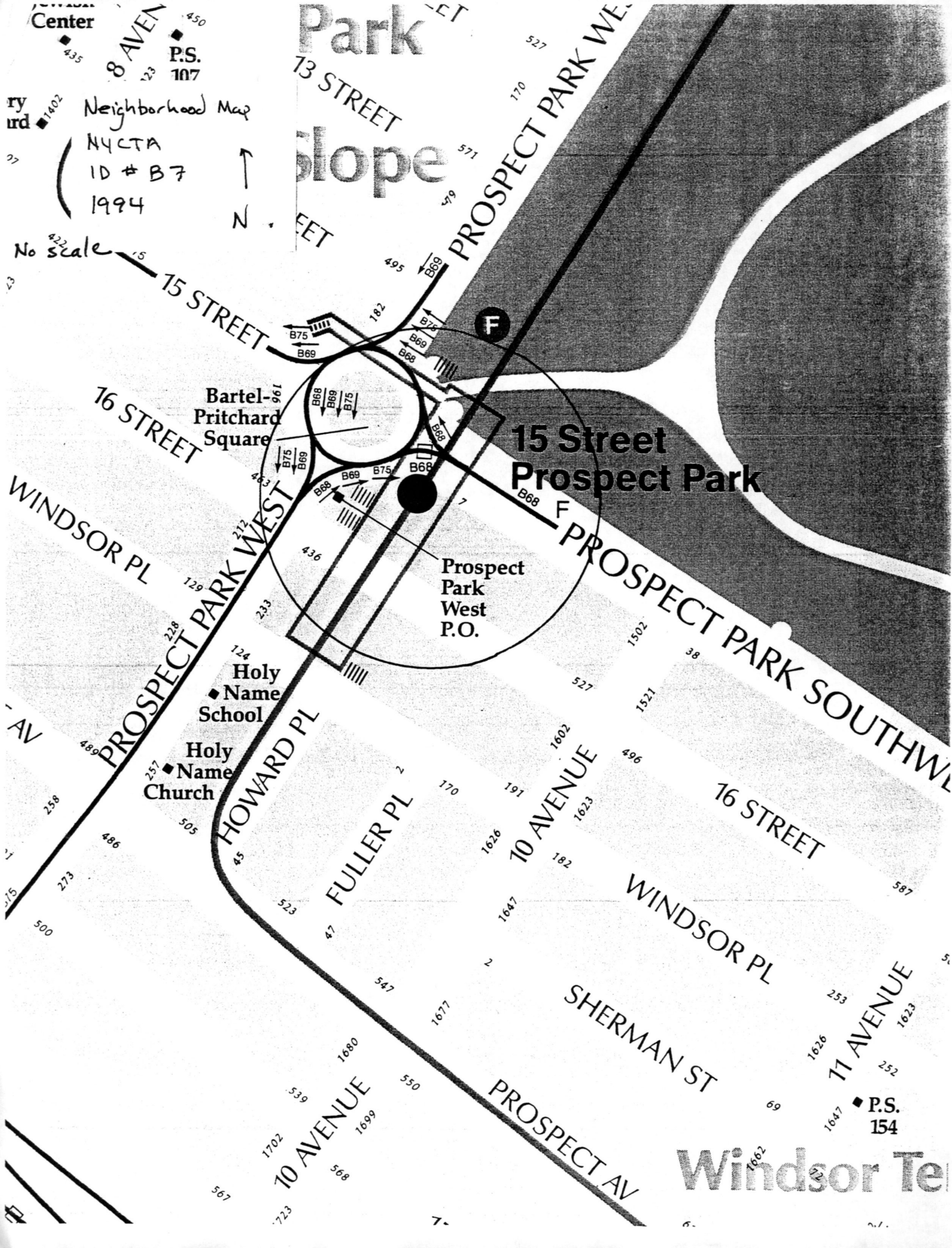
Date: August, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

Hartford, CT 06106

1. Platform level. View south.
2. Ventilation grilles along the platform walls. View west.
3. Tiled piers on island platform. View north.
4. Ceiling and directional sign in mezzanine. View west.
5. Mezzanine. View south.
6. Directional sign in mezzanine. View west.
7. Security gates at mezzanine level. View east.
8. Entrance in the wall of Prospect Park. View east.
9. Exterior entrance at corner of Windsor and Howard Place. View east.



Center
8 AVENUE
P.S. 107

Neighborhood Map
NYCTA
ID # B7
1994

No scale



Park

Slope

F

15 Street
Prospect Park

Prospect
Park
West
P.O.

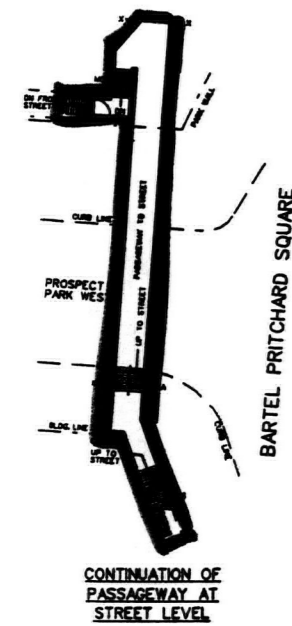
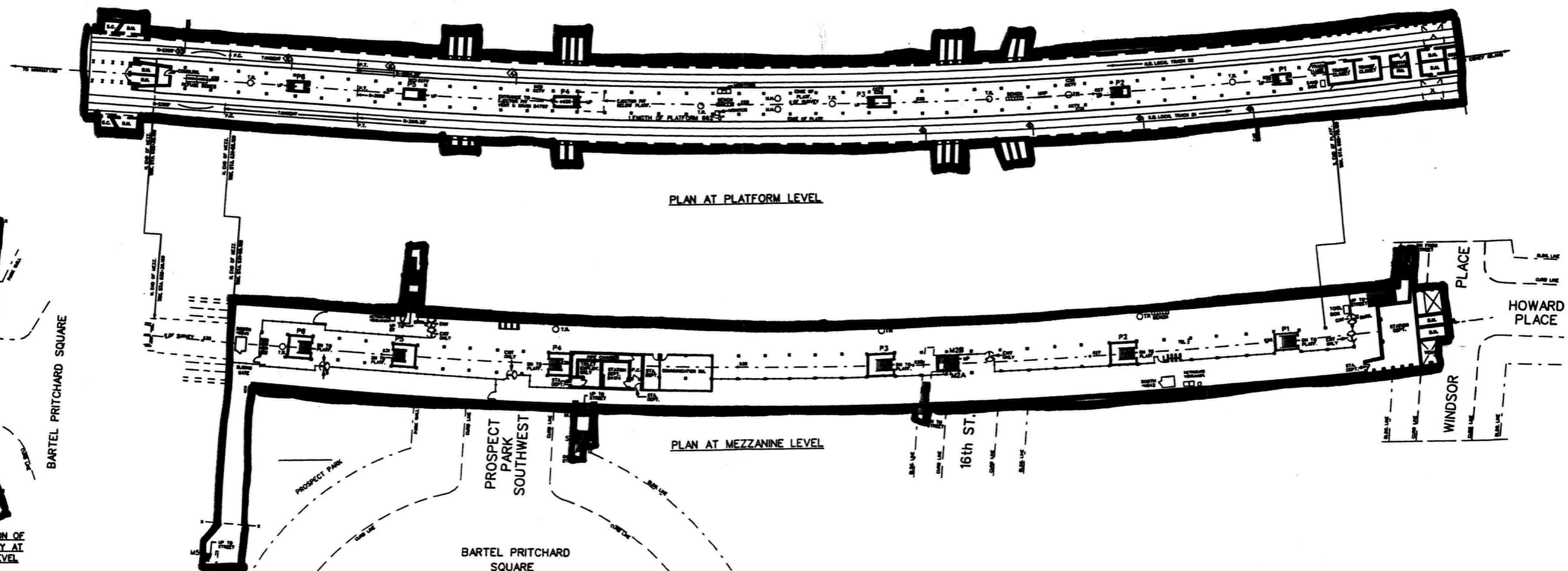
Bartel-
Pritchard
Square

Holy
Name
School

Holy
Name
Church

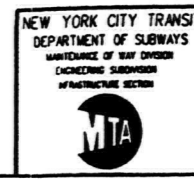
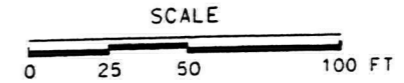
Windsor Te

P.S. 154



DATE	REVISIONS	BY
7-17-97	FARE CONTROL AREAS REVISED	H.M.
11-13-99	ADDED EXIT WHEEL NEAR STAR P6	F.J./M
10-29-02	ADDED COMM. RM. & 3 HIGHWHEEL ENTR/EXIT A.F.C. AT MEZZ. LEVEL	ECS

NOTE: THIS DRAWING SUPERSEDES DRAWING MS-6010-N DATED 02-06-63.



PROSPECT PK.-15th ST. STATION
STATION PLAN
 6th AVENUE LINE - IND DIVISION
 STATION NUMBER: 241
 DATE: 07-10-97

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: 15th Street--Prospect Park Subway Station (IND)

MULTIPLE NAME: New York City Subway System MPS

STATE & COUNTY: NEW YORK, Kings

DATE RECEIVED: 6/17/05 DATE OF PENDING LIST: 7/12/05
DATE OF 16TH DAY: 7/27/05 DATE OF 45TH DAY: 7/31/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000748

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 7/27/05 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.

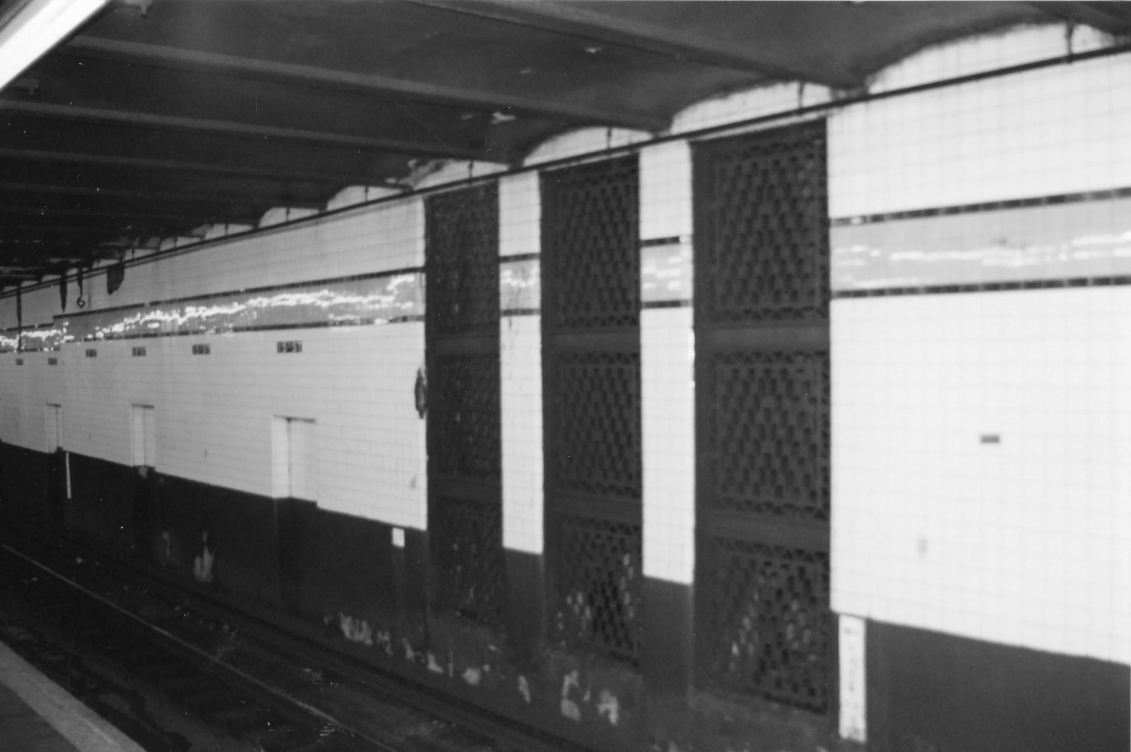
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15th Street/Prospect Park Subway Station
Kings County, New York

TPS <No. 11A>003
817 97**NNNN 16 2(024)



6

15th Street / Prospect Park Subway Station
Kings County, New York

TPS <No. 9A>001
822 97** N N N-1 04 2<024>

2



11-30-51

11-30-51

11-30-51

11-30-51

11-30-51

11-30-51

15th Street / Prospect Park Subway Station
Kings County, New York

TPS <NO.10A>002
817 97**NNNNN152(024)

3

A black and white photograph of a subway station entrance. The wall is covered in white square tiles. A dark horizontal band across the wall features the station name 'PARK SOUTHWEST' in white, bold, sans-serif capital letters. Below the text is a white graphic element consisting of a horizontal line with a vertical bar in the center, resembling a stylized 'T' or a platform edge. A dark metal gate with vertical bars is partially open, blocking the entrance. To the left, a silver metal pillar is visible. The ceiling is arched and has some pipes and electrical conduits. The overall scene is dimly lit, typical of an underground transit station.

PARK SOUTHWEST

15th Street / Prospect Park Subway Station
Kings County, New York

TPS <No.14 >005
817 97** N H N 1-05 2(024)



15th Street / Prospect Park Subway Station
Kings County, New York

TPS <No. 16 >007
277 97** N N N-2 NN 2(024)

PARK WEST

**LATE
NITE**

**Key Island-bound
trains skip 4 Av, 15 St-
spect Park, and
Hamilton Pkwy**

**PM to 5 AM Mon to Fri
until Sep 10**

In these stations, take the **Q** to 7 or
transfer to a Manhattan-bound **Q**.
Near these stations, take a Manhattan-bound
train to 7 and transfer to a Coney Island

Notice

15th Street / Prospect Park Subway Station
Kings County, New York

TPS <No.19 >008
277 97** NNN-3 13 2(024)



Exit

15th Street / Prospect Park Subway Station
Kings County, New York

TPS <No.12A>004
817 97**NNNN04 2(024)



Subway

115th Street / Prospect Park Subway Station
Kings County, New York

TPS
817 97**NHN 2-02 2(024)
<No.15 >006



5IVE
GET TO MONDAY

ALL FEELINGS TO
BRINGING OUT OF TIME.

A JOLLY PLAYBOY JOHNSON APPEARS
MONDAY JUNE 7 AT 9 PM

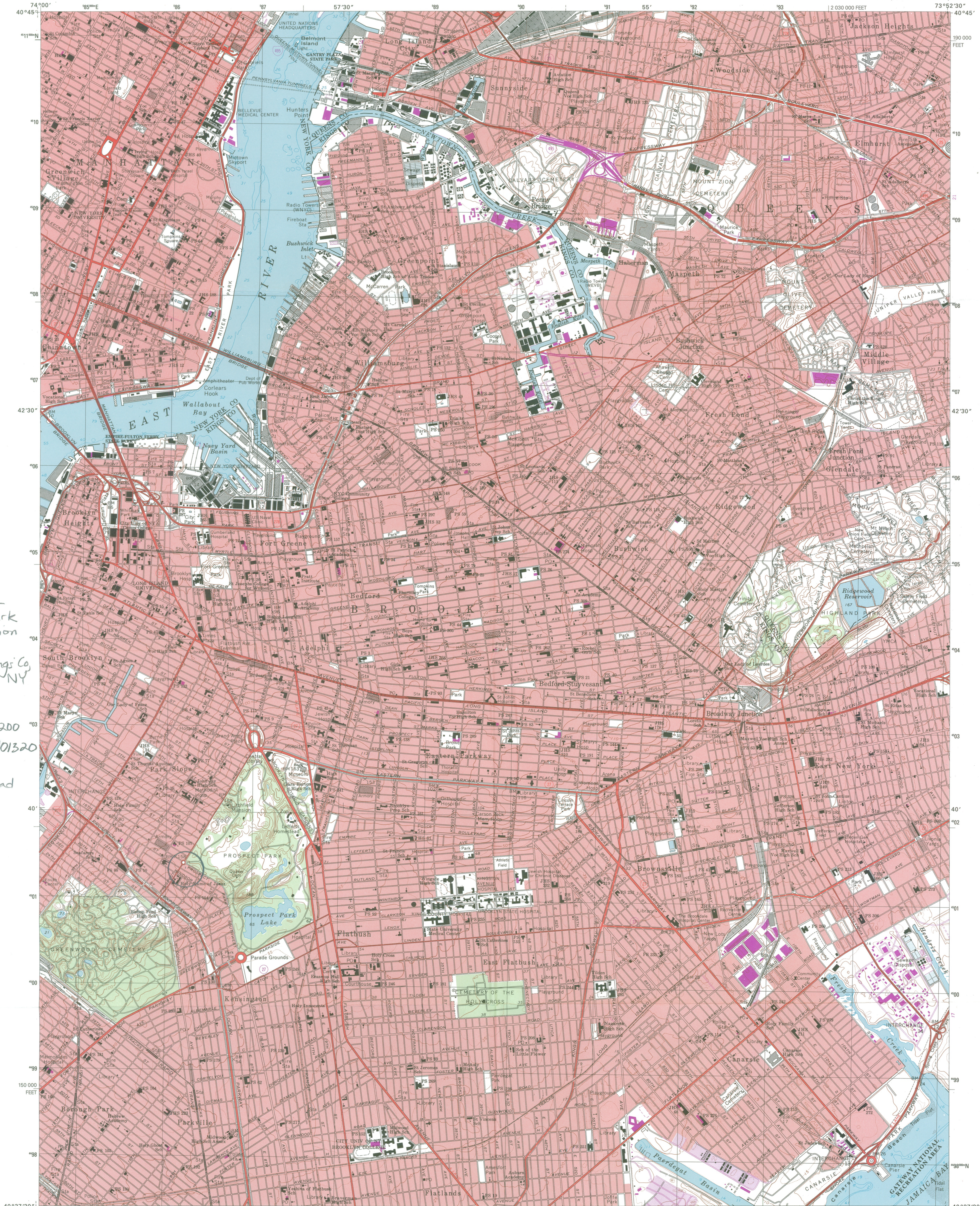
AsPi

15 St-Prospect Park
Station

F

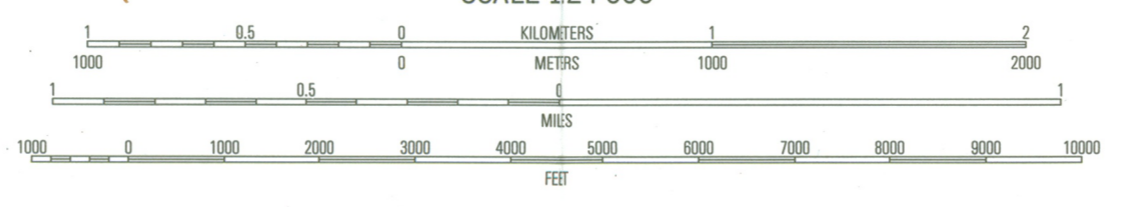
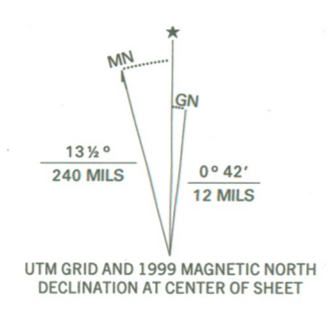
15th Street / Prospect Park Subway Station
Kings County, New York

TPS <No. 21 >009
817 97**NNH-1-19 2(024)



15th Street - Prospect Park Subway Station (UNB) Brooklyn, Kings Co NY Zone 18 Easting: 586200 Northing: 4501320 Brooklyn Quad USGS 1:24000

Produced by the United States Geological Survey Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photoinspected 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 275 (1964), 542 (1967), and 745 (1966). This information is not intended for navigational purposes. North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: New York coordinate system, Long Island zone (transverse Mercator) 1000-meter Universal Transverse Mercator grid, zone 18 North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software. There may be private abridgments within the boundaries of the National or State reservations shown on this map. Entire area lies within New York City. Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours.



ROAD CLASSIFICATION table with symbols for Primary highway, Secondary highway, Interstate Route, U.S. Route, State Route, Light-duty road, and Unimproved road.

CONTOUR INTERVAL 10 FEET NATIONAL GEODETIC VERTICAL DATUM OF 1929 TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048 DEPTH CURVES AND SOUNDINGS IN FEET DATUM IS MEAN LOWER LOW WATER THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.2 FEET IN THE EAST RIVER AND 5.2 FEET IN JAMAICA BAY THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Table with 3 columns and 8 rows for adjoining 7.5' quadrangle names: 1 Weehawken, 2 Central Park, 3 Flushing, 4 Jersey City, 5 Jamaica, 6 The Narrows, 7 Coney Island, 8 Far Rockaway.

BROOKLYN, NY 1995 NIMA 6265 III NW-SERIES 9821





The New York City Landmarks Preservation Commission

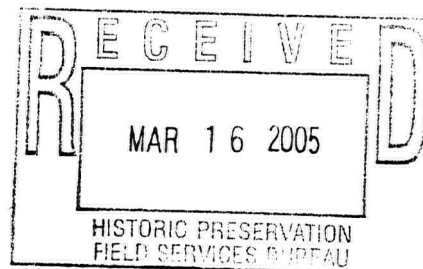
1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797

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



RONDA WIST
EXECUTIVE DIRECTOR
rwist@pc.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