

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 Times Square - 42nd Street Subway Station

other name/site number _____

2. Location

street & number Intersection of West 42nd Street and Broadway/Seventh Avenue ☐ not for publication

city or town New York ☐ vicinity

state New York code NY county New York code 061 zip code 10017

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.)

William C. Carter, SAPO

7/20/04

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

Date of Action

Times Square - 42nd Street Subway
Station

New York 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/

Beaux-Arts

Other/Arts and Crafts

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Brick, concrete, ceramic tile, marble

Roof Steel, concrete

Other Decorative finishes: terra cotta,
faience, ceramic tile (mosaics),
plaster, brass

Narrative Description

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

See continuation sheet

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Continuation Sheet

Times Square - 42nd Street
Subway Station

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7. Narrative Description

The Times Square – 42nd Street Subway Station is a massive complex that incorporates five stations located on a variety of levels. Four of the five stations are included in this nomination – the Broadway BMT line, the 7th Avenue/West Side IRT, the Flushing line IRT and the Times Square Shuttle (the original portion of the station). The station complex is located just south of the intersection of Seventh Avenue and Broadway as they cross 42nd Street. The steel frame and concrete deck of the original 42nd Street Station ties in with the foundation of the Times Tower located at One Times Square. The stations area arranged as follows:

- 7th Avenue/West Side IRT is located 40 feet below grade and is oriented in a north-south direction beneath and parallel to 7th Avenue.
- Broadway-BMT line is located approximately 50 feet below the street and is oriented a roughly north-south direction beneath and parallel to Broadway.
- The Times Square Shuttle is located 20 feet below grade on the original curving IRT track that connects West 42nd Street to Broadway.
- Flushing Line – IRT is located 60 feet below street level and is oriented in an east-west direction beneath and parallel to West 42nd Street.

The narrative description for the Shuttle area was taken largely from the NYCT *Historical Properties Survey: Phase II – Times Square Shuttle Station Inventory Form* (1994) and was supplemented with observations from field inspections undertaken in March and April of 2004.

Station Circulation

Eighteen stairways lead from the street level to the various mezzanines and platforms of the four stations within this massive complex. To the west of the main station, a long corridor beneath 41st Street connects the main portion of the station including the BMT, and IRT lines with the IND station and Port Authority Bus Terminal. A complex series of corridors, staircases, escalators and connecting mezzanines form the links between the stations located at Times Square. Two small mezzanines are located beneath West 40th and West 41st Streets respectively and a large cross-shaped mezzanine is located beneath the intersection of 42nd Street and Broadway. The BMT platform is served by two mezzanines. The newer one located to the north, features an oval-shaped cut out that is open to the platform level below. The Flushing line is located at the deepest depth below the street – 60 feet and is accessed via two escalators located at the end of each

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platform and four pairs of stairs located along the platform. The 8th Avenue IND line and the Port Authority Bus Terminal can be accessed from the eastern portion of the complex via a long corridor and connecting mezzanines.

General Characteristics and Building Construction

The Times Square - 42nd Street Station is a massive complex which was built between 1904 and 1927. For each of the stations, the base of the cut is lined by a concrete foundation with a minimum thickness of 4 inches. The basic structural frame of the station consists of built-up "T" section columns of varying height are spaced 5 feet on-center along the outer walls and between the tracks. Concrete was used to infill between the columns, creating the exterior walls. The "cover" for the station accommodates such infrastructure necessities as steam, sewer, gas, and water lines, as well as electrical and telecommunications cables beneath the roadway. The lowest portion the U is supported by 5-foot-wide transverse concrete arches that spring from the bottom flange of transverse beams that in turn frame into the center columns of the station. The platform sides of these arches frame into the bottom flanges of longitudinal built-up steel girders with a depth of approximately two feet. The top flanges of the longitudinal girders do not reach street level. Consequently, the flanges are topped with concrete walls that rise just beneath sidewalk level. Along each platform, the roof girder is supported by cast iron Tuscan columns or steel H-sections. The roof girder webs are stiffened above each of these vertical supports.

The side walls of each of the stations are of four-inch brick, separated by a one-inch air space from the outer structural walls. Most of the walls along the length of the platform retain the original white ceramic tile and decorative mosaic bands. The most ornate portion of the station located adjacent to the Times Square Shuttle has been renovated and all but a small portion of the original wall decoration, including highly ornate mosaic name tablets and a terra cotta cornice have been lost. The walls of this portion of the station have been almost entirely covered in white ceramic tiles. Floors throughout are of three-inch thick graded concrete and covered in a variety of ceramic tile finishes.

The following excerpt was taken from the *IRT Subway and Early Construction*:

At the station on 42d street, between Park and Madison Avenues, where there are five subway tracks, and along 42d Street to Broadway, a special method of construction was employed which was not followed elsewhere. The excavation here was about 35 feet deep and extended 10 to 15 feet into rock. A trench 30 feet wide was first sunk on the south side of the street and the subway built in it for a width of two tracks. Then, at intervals of 50 feet, tunnels were driven toward the

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north side of the street. Their tops were about 4 feet above the roof of the subway and their bottoms were on the roof. When they had been driven just beyond the line of the fourth track, their ends were connected by a tunnel parallel with the axis of the subway. The rock in the bottom of all these tunnels was then excavated to its final depth. In the small tunnel parallel with the subway axis, a bed of concrete was placed and the third row of steel columns was erected ready to carry the steel and concrete roof. When this work was completed, the earth between the traverse tunnels was excavated, the material above being supported on poling boards and struts. The roof of the subway was then extended sideways over the rock below from the second to the third row of columns, and it was not until the roof was finished that the rock beneath was excavated. In this way the subway was finished for a width of four tracks. For the fifth track the earth was removed by tunneling to the limits of the subway, and then the rock below was blasted out.

Times Square Shuttle (Original IRT Station)

The Time Square Shuttle area consists of a mezzanine, and three tracks (1, 3 and 4), two of which (1 and 3) terminate at this site (Photo 1). Track 1 is approximately 150 feet in length once it enters the station and Tracks 3 and 4 measure 285 feet in length and 295 feet in length respectively. While most of the north wall that once faced Track 1 was demolished in 1914 to provide a link to the new lines, a small portion of the original 1904 platform walls remain. Unfortunately, most of the original IRT decorative motifs have been lost during a recent renovation in 2003. There is one small corner of original wall located cladding left west of Track One. It retains the original terra cotta cornice molding and glass tiles (Photo 2). A second area, currently located behind metal security gates, on the south wall opposite Track One is also original (Photo 3).

The walls on this south wall retain the original Roman brick wainscot and marble cap, but the white tiles covering the upper portions of the wall are all new. At the eastern corner of the wall located south of Rack One, a paneled door is topped with a marble lintel into which is carved the word "KNICKERBOCKER" (Photo 4). It once opened directly into John Jacob Astor's Knickerbocker Hotel. Original IRT railings with knob finials are located along the platforms of Track 1 (Photo 5).

A mezzanine area, the ceiling above supported by three rows of round, cast iron columns, opens to a larger series of mezzanines which link to the other stations. To the north is an electrical closet behind a fragment of the original adorned wall and the Turnstile Repair Shop (original the Trackman's House) which has a set of windows with metal sash and

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trim. Adjacent are four massive square concrete columns with bracing. This is directly beneath the original Times Square Building. Just beyond is a removable steel platform with railings that allow pedestrians to pass over Track 4, which still continues north.

Throughout the shuttle area, ceilings are fitted with heavily ornamented plaster, much of which is currently missing or broken (Photo 6). The control area is located adjacent to Track 1 and contains a single stair that leads up to the street level.

Broadway/Seventh Avenue IRT Line Times Square Station

Aligned in a north-south direction beneath 7th Avenue between 40th and 42 Streets, this is a four-track, two-island station with the platforms measuring 510 feet in length. This station was built in 1917. Platform extensions were added to the south end of this station in 1959. The walls lining the platforms are separated into five foot sections by the vertical members that support the ceiling (Photo 7). A mosaic band featuring a geometric pattern runs along the top edge of the wall. Every third panel is decorated with a "T" set in a wide cross-shaped plaque (Photo 8). The white tile has been replaced on top of the original slightly altering the profile of the mosaics at the point where they meet the tile below. Enamel signs indicating "UPTOWN TRAINS" and "DOWNTRAINS" are suspended from the platform ceiling. Staircases, added in 1927 connect the platforms to an intermediate mezzanine for the Flushing line below.

Broadway BMT Line Times Square Station

Aligned in a north-south direction parallel and beneath Broadway the Broadway BMT Line Times Square Station is located approximately 50 feet below grade. This station was opened in 1918. The four-track, double island platform has white tiled walls that are separated into five foot sections due to the structural steel members used to support the jack arch ceiling above. The walls feature a mosaic border at the top, punctuated every fifteen feet by a larger framed "42" in white. The walls at the south end where the platform were extended in the 1960s have never been tiled.

Flushing Line

The Flushing Line is aligned in an east-west direction beneath and parallel to West 41st Street. Built in 1927, the single island platform station serves two tracks and is located at the deepest level of the station - 60 feet below grade. The station walls feature white tiles topped with a wide mosaic border decorated in an Arts & Crafts style (Photo 9). Every fifteen feet the border is punctuated by a framed "TS" in white mosaic (Photo 10).

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A similar mosaic tile border runs along the base of the walls as well. Early enamel and box light signs are suspended from the station ceiling that indicates "NEXT TRAIN" with an arrow (Photo 11). The ceiling of this station is supported by massive lateral I-beams set on riveted steel H-section columns (Photo 12). It is open to the mezzanine level above which is reached by a series of stairs and two escalators. The openings above the escalators leading up to the mezzanine level are filled with a complex web of X-supports and diagonally braced laterals supports (Photo 13).

The mezzanine located above the Flushing line features is a small cramped space with very low ceilings (Photo 14). The walls of the mezzanine feature an Arts and Crafts Mosaic border (Photo 15).

Connecting Mezzanines, Exterior Elements and Stairwells

In contrast to the Flushing line mezzanine, the large mezzanine accessed from the street level at 42 Street and 7th Avenue is a fairly open and bright space. The walls all feature modern mosaic banding and glass tiles edge the wall near the floor (Photo 16). This same tiling can be seen along the stairways and entrances of the newly renovated spaces and newly constructed entrances located at the corner of Broadway and 42nd Street (Photo 17). The walls of the stairwells leading into the station from the street level have all been resurfaced with modern ceramic tile.

At the southeast corner of 42nd Street and Broadway, there is a typical exterior IRT Subway entrance featuring geometrically patterned columns and an open railing with a spiked top (Photo 18). With the recent renovation, newer entrances have been incorporated into the buildings on the north and south corners of the intersection of 42nd Street and Broadway (Photo 19). Both feature large neon signs that read "SUBWAY" with flashing arrows.

Times Square - 42nd Street Subway Station

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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; Art

Engineering

Community Planning and Development

Social History

Period of Significance

1904-1927

Significant Dates

1904, 1917, 1918, 1927

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Parsons, William Barclay (engineer)

Heins, George L. and

LaFarge, Christopher G. (architects)

Craven, Alfred (engineer)

Turner, Daniel (engineer)

Vickers, Squire J. (architect)

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

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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Times Square - 42nd Street
Subway Station (IRT)

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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 42nd Street/Times Square Subway Station including the original IRT, BMT and IRT Dual System stations serving the Lexington Avenue, Broadway/7th Avenue, Broadway BMT and Flushing lines, is significant under Criterion A in the areas of transportation, community planning and development, and social history. The station also meets Criterion C in the areas of engineering, architectural design, and art. The Times Square Subway Station was constructed in a series of stages between 1904 and 1927. In addition to its claim as the busiest subway station in the world, Times Square is also one of the system's most complex and historically important. Times Square was originally one of several stations built as part of the original Contract 1 Interborough Rapid Transit (IRT) system. Despite massive expansion and rehabilitation, the Times Square Station retains a integrity of location, design, setting, materials, workmanship, feeling, and association. The early IRT stations, including Times Square, are significant at the local and national levels.

William Barclay Parsons (1859-1902), a Columbia University-trained engineer, began to devise the plan for the creation of the subway system after he was named chief engineer of the Rapid Transit Commission in 1894. Although Parsons was not the first to utilize building techniques associated with underground rail construction, such as the cut-and-cover method, the early IRT system is undoubtedly one of the greatest public works projects ever undertaken. Engineers Alfred Craven and Daniel Turner were responsible for construction of the BMT and IRT Dual System portions of the stations. Both Craven and Turner served as Chief Engineer to the Rapid Transit Commission in the 1910s.

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

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Subway Station (IRT)

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& LaFarge (no doubt in part because of cost) in favor of a more streamlined Arts & Crafts and later Art Deco aesthetic.

In 1891, the *Report of the Rapid Transit Commissioners* stated that every effort should be made "in the way of painting and decoration to give brightness and cheerfulness to the general effect" of the stations (in NYC Landmarks Preservation Commission, *IRT Subway System Underground Interior Designation Report* 1979: 4). Each IRT station had its own unique color scheme. In addition, each station had a repeated faience plaque that serves as a symbolic link between the station and the area above ground which it served. At Times Square the original portion of the station features square faience plaques with the number "42" set atop mosaic pilasters. Later designs and wall decorations by Vickers utilized mosaics as well to spell out the station signage, but the result was more geometric in pattern and less refined in their ornament.

In the Times Square Station, the high quality of the materials and the architectural detail are impressive despite a significant loss of historic fabric near the Shuttle area during a recent renovation. In this area only a hint of the original Roman brick wainscoting, ceramic cornices and mosaic tablets are visible throughout the station. In the other three sections of the station the wall mosaics have remained largely intact. The Times Square Station, as part of the original IRT subway system, and the later IRT and BMT Dual Contracts extensions, displays high quality craftsmanship and architectural detail in addition to superior materials.

The Times Square Station began as a simple and rather unimportant stop along the original IRT route. The portion of the station that presently serves the 42nd Street Shuttle is the original Times Square Station. Opened in 1904 as a local stop on the original IRT, Times Square later expanded to accommodate three more lines. The original configuration provided for four tracks. When the first subway was built here in 1904, the area surrounding 42nd Street was known as Long Acre Square. The *New York Times* moved their offices to this area (the tunnel of the IRT subway passed through the basement of the Times Building), no doubt as a response to the easy access that was promised by the new subway system. Once the *Times* was established – Times Square was born. The area quickly grew into an important commercial, residential and theatre district. Today, the four-station Times Square complex is believed to be the busiest subway station in the world. Times Square is central symbolically and geographically to the life of New York during the heyday period of the subway.

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Times Square - 42nd Street
Subway Station (IRT)

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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.

New York City Transit Authority. *Historical Properties Survey: Phase II*. New York: NYCTA, July, 1994.

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.

Times Square - 42nd Street Subway Station

New York County, New York

Name of Property

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10. Geographical Data

Acreage of Property Approx. 5 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	8	5	8	5	4	8	0	4	5	1	1	8	8	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 July 26, 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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Subway Station (IRT)

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10. Geographical Data

Verbal Boundary Description

The boundary of the 42 Street - Times Square Station – (BMT, IRT and TS) are shown as the bold line on the accompanying map entitled, “Pennsylvania Station/Times Square, MTA, 1999.” Site plans are also included in the accompanying document to provide further scale and understanding of this large and complex station. The designation for the Times Square Station includes all portions of the Broadway BMT station, 7th Ave IRT station, Flushing Line IRT station and the Times Square Shuttle at track level, including all mezzanines, entrances and stairwells. This nomination does not include the corridor connecting the IRT station to the eastern IND station or the IND station.

Boundary Justification

The boundaries for the Times Square Station represent the portions of the original station completed by 1904 and the later additions of the BMT, additional IRT and Flushing lines. The boundaries are indicative of this station’s period of significance as a complex - 1904-1927.

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Continuation Sheet**

Times Square - 42nd Street
Subway Station (IRT)

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Name of Property

New York, New York

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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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Times Square - 42nd Street
Subway Station (IRT)

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Name of Property

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Additional Documentation

List of Black and White Photos
42nd Street/Times Sq Station (IRT)
New York County, New York

Photographer: Stacey Vairo

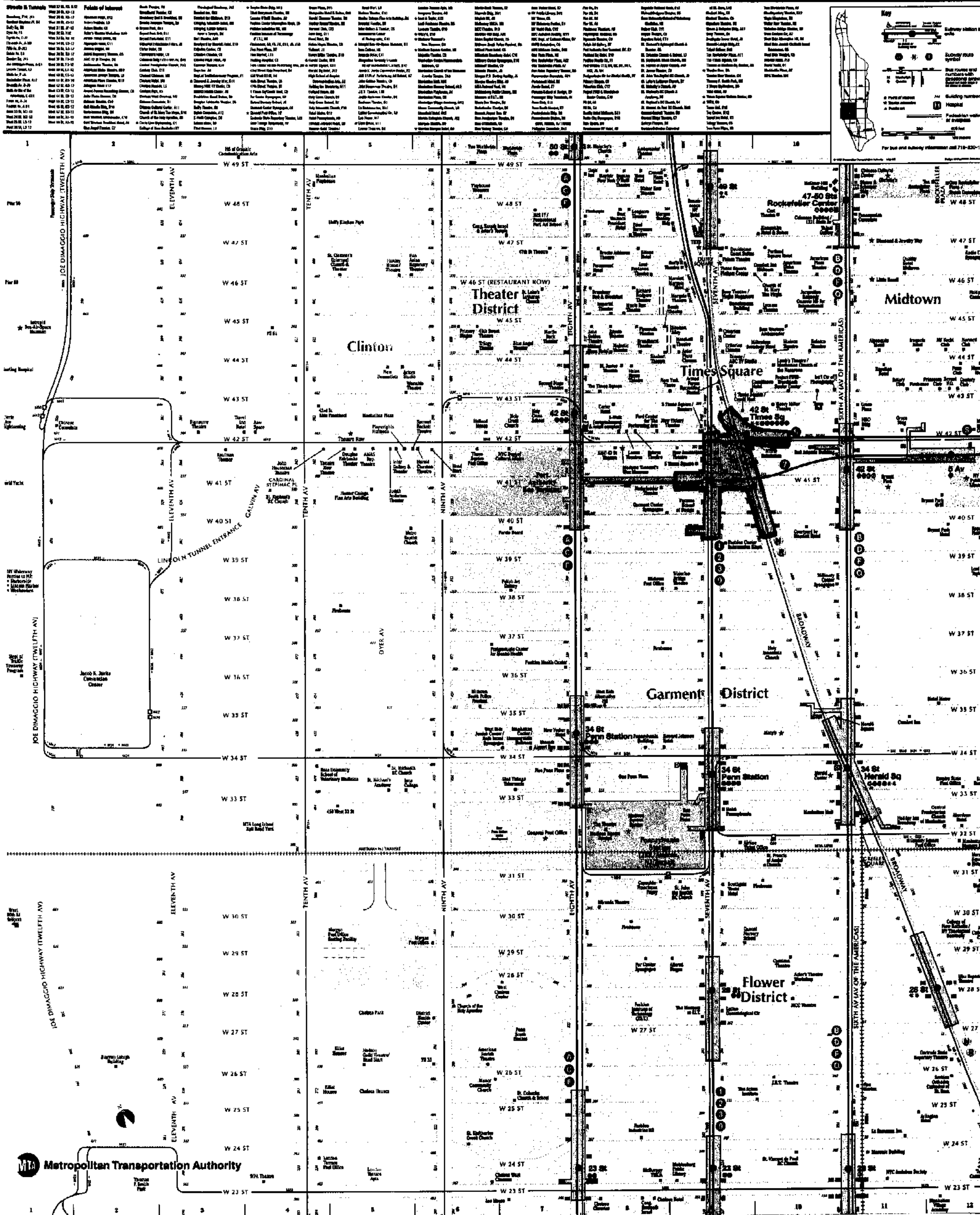
Date: March, 2004

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

1. Track 3 of the Times Square Shuttle. View southeast.
2. Remaining original wall decoration near Track 1 of the Times Square Shuttle. View west.
3. "42" mosaic and original wall cladding near opposite Track 1 of the Times Square Shuttle. View southeast.
4. "Knickerbocker" doorway near Track 1 - Times Square Shuttle area. View east.
5. Original railings lining Track 1 of the Times Square Shuttle. View southeast.
6. Plaster ceiling bands and the mezzanine located south of the Times Square Shuttle. View south.
7. The 7th Avenue/IRT Station Downtown track. View southwest.
8. "T" mosaic on platform wall - 7th Avenue/IRT Station. View west.
9. Downtown track of the Flushing Line Station. View northwest. .
10. Track wall on Downtown platform of the Flushing Line. View north.
11. Track indicator signs on the Flushing Line track. View west.
12. Ceiling supports and upper mezzanine Flushing Line track. View southwest.
13. View from escalator between leading from the Flushing Line to the upper mezzanine. View west.
14. The Lower Mezzanine above the Flushing Line platform. View northwest.
15. Mosaics in Upper Mezzanine of the Flushing Line. View north.
16. Large open mezzanine located southwest of the Times Square Shuttle. View southeast.
- 17 Entry stairwell leading down to mezzanine from south entrance located at Broadway and 42nd Street. View southeast.
18. Stairway entrance at 42nd Street 7th Avenue. View west.
19. Modern subway entrance incorporated into the buildings along 7th Avenue. View south.

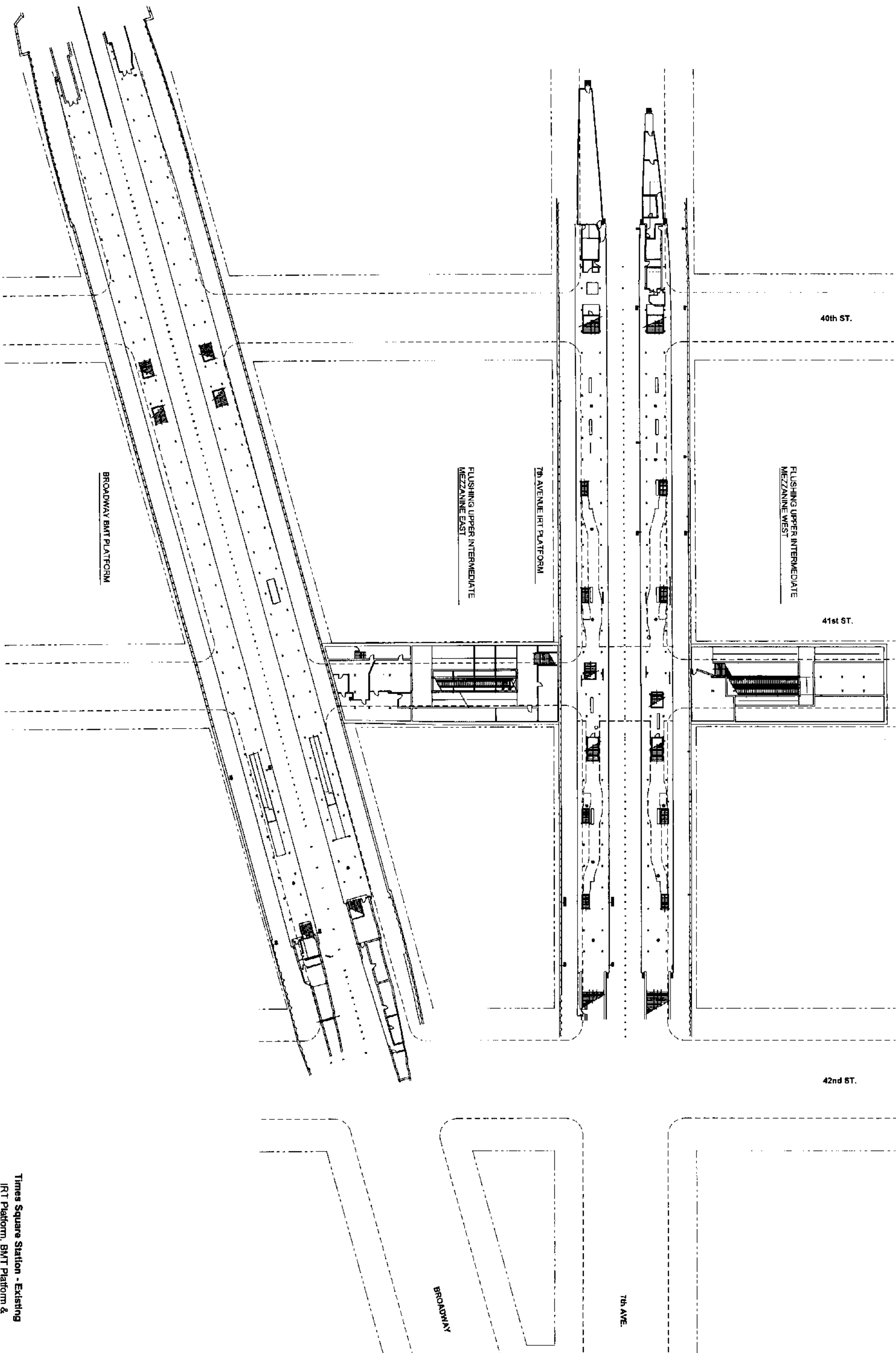
Pennsylvania Station / Times Square

THEATER DISTRICT · CLINTON · GARMENT DISTRICT · HERALD SQUARE · FLOWER DISTRICT

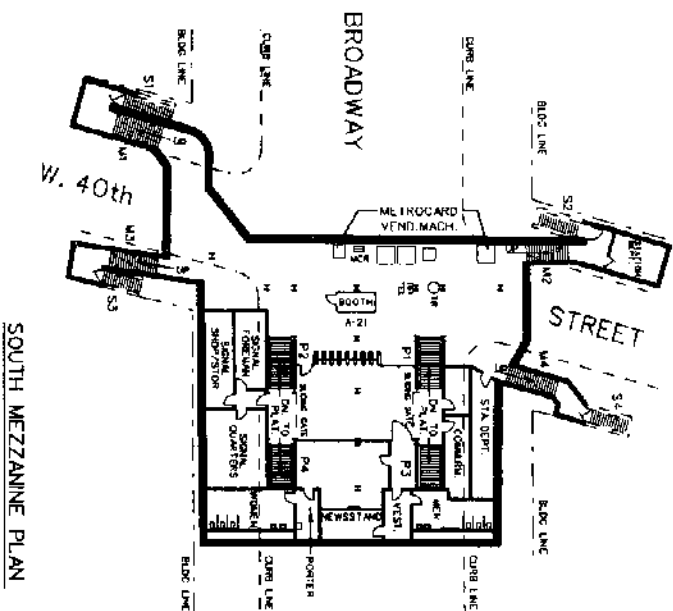


Station Boundaries

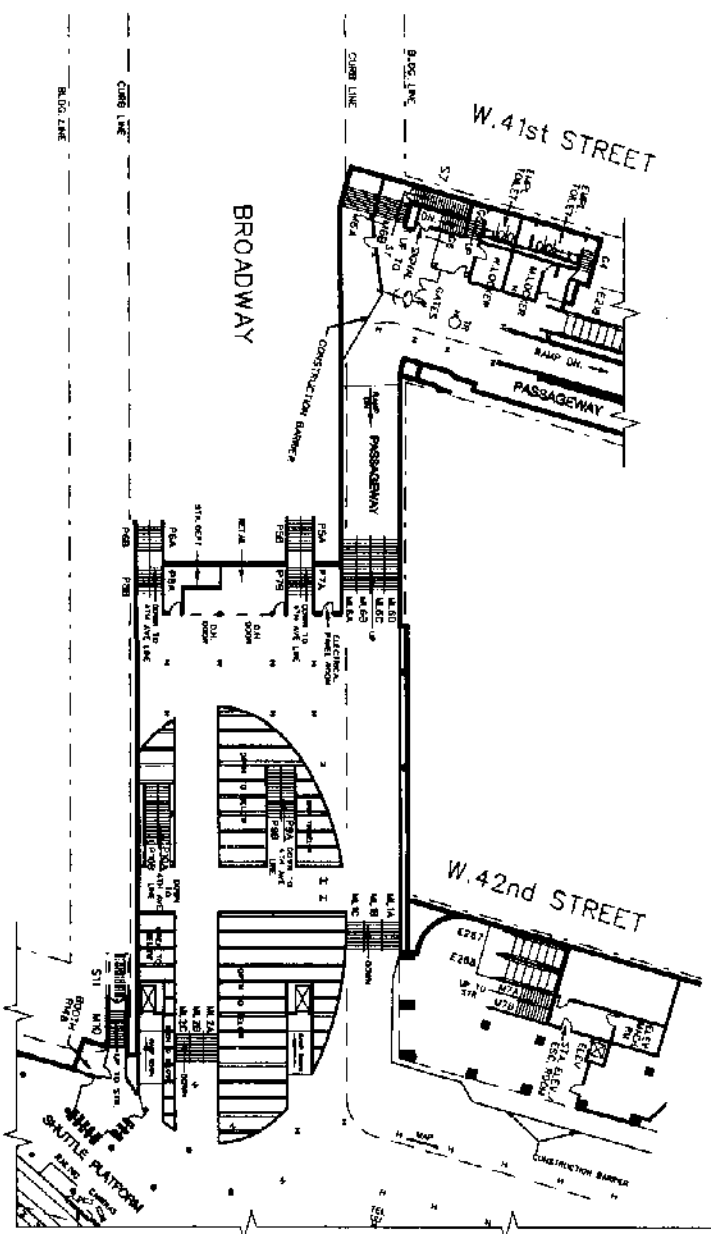




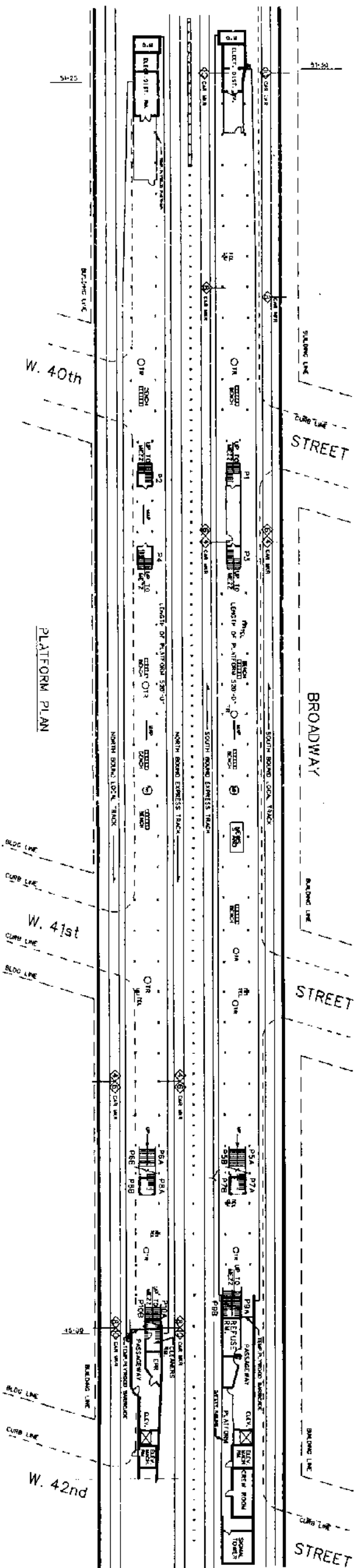
Times Square Station - Existing
IRT Platform, BMT Platform &
Flushing Upper Intermediate Mezzanine
NOT TO SCALE



SOUTH MEZZANINE PLAN



NORTH MEZZANINE PLAN



PLATFORM PLAN

DATE	REVISIONS	BY
7-30-86	SURVEYED, NO STRUCTURAL CHANGES	JL
7-13-89	SOUTH MEZZANINE IS UNDER CONSTRUCTION	ECS
1-10-93	STATION RE-ADAPTATION AS PER CONTRACT A-33782	ECS

NOTE: THIS DRAWING SUPERSEDES DRAWING
MS-7516-B DATED 02-19-71

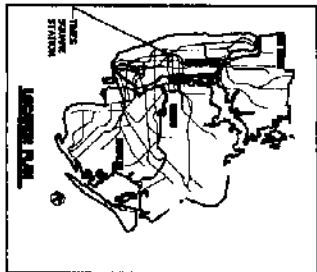
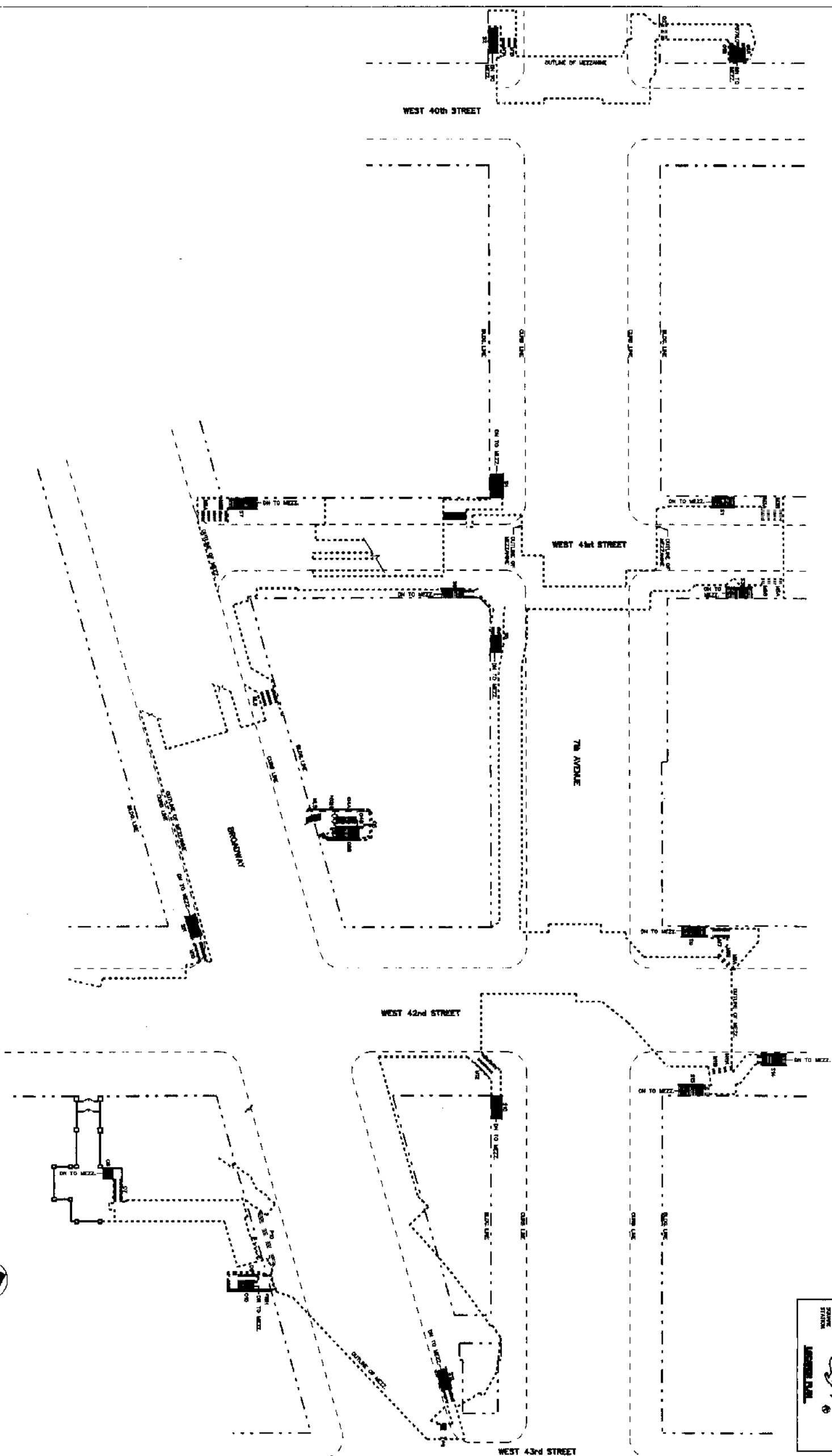



SCALE



42nd STREET - TIMES SQUARE
STATION PLAN
B'WAY/4th AVE. LINE - BMT DIVISION
STATION NUMBER: 11
DATE: 08-28-95

PLAN OF STREET LEVEL

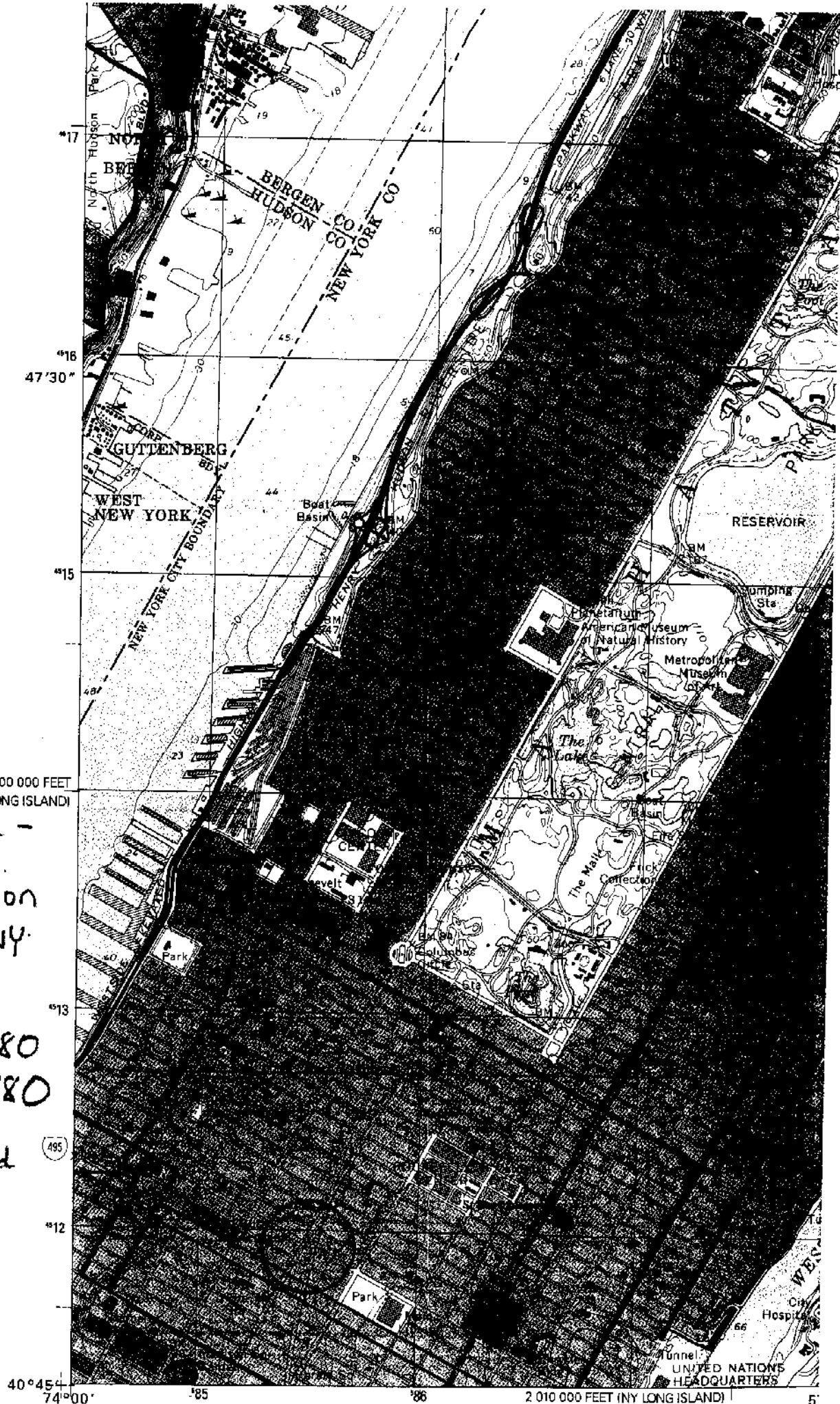


 METRO-NORTH NORTH HAVEN	TIMES SQUARE STATION & SUBTITLE CONNECTION	
	WEST 42nd STREET STREET LEVEL BROADWAY TO MEZZ. LVL DIVISION OF TRANSPORTATION	
PROJ. NO. 45-1346-01	REV. 1	DATE 10/1/98

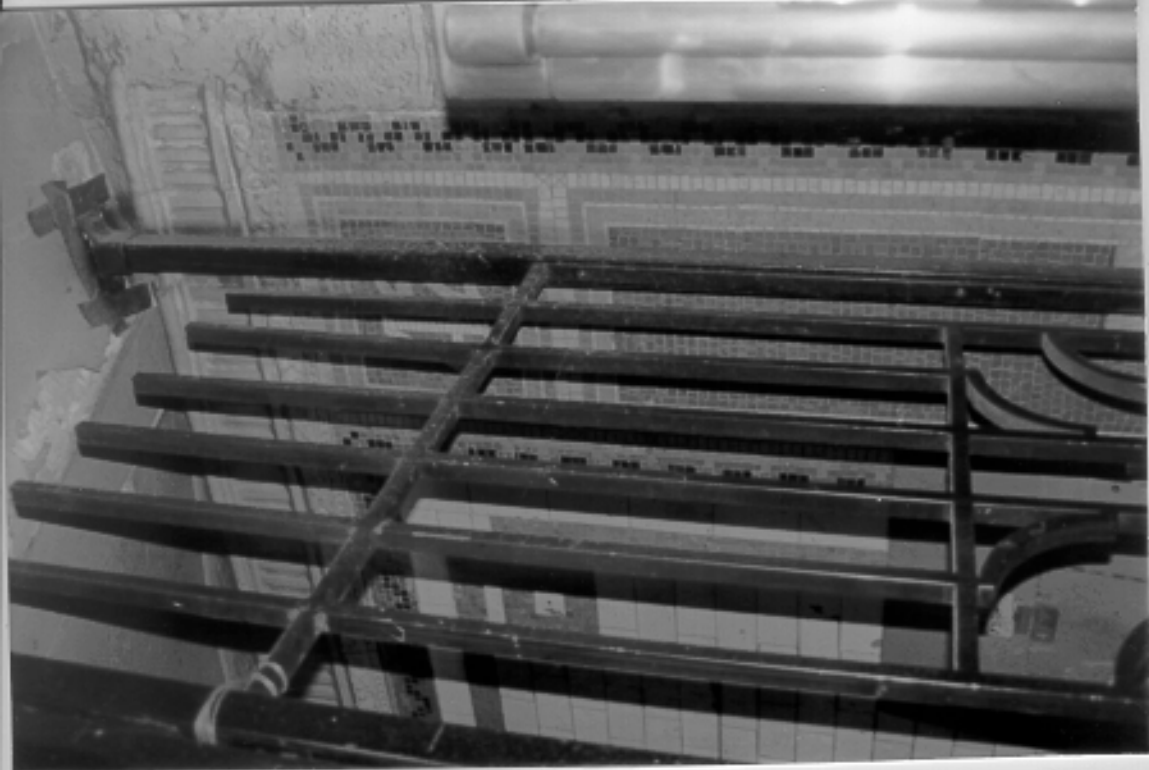
Times Square -
42nd Street
Subway Station
New York Co, NY

Zone 18
Easting 585480
Northing 4511880

Central Park Quad
USGS
1:24000





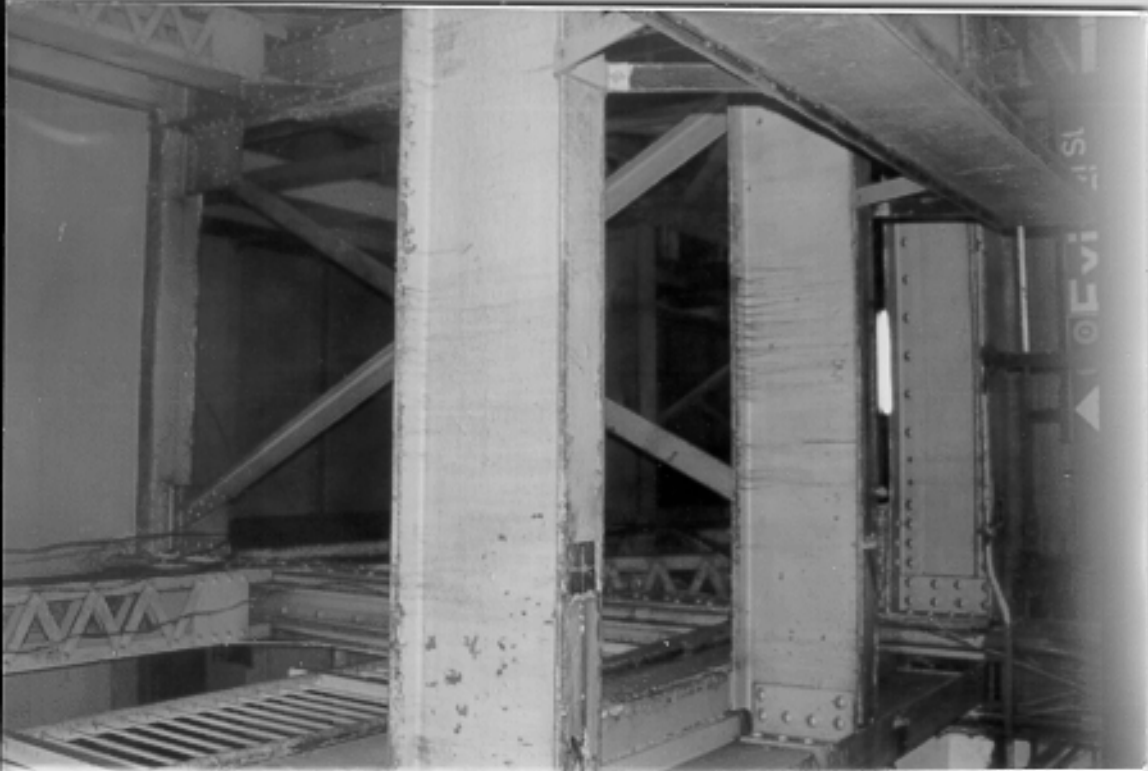
















THE BIGGEST SHOW ON BROADWAY!

42ND STREET

Start Center for the Broadway City
On the way to the 42nd St. and 10th Ave.

BDP V 1 2 3 9 7 5 M5 M6 M7 M10 M16 M20 M27 M42 M104 New York City Transit Authority

Subway

CHAMPS

CHAMPS

HOT FROM FLEECES GET ON

N R Q W S 1 2 3 9 7

TIMES
BREWE



TIMES SQUARE BREWERY

TIMES SQUARE BREWERY

