

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 Wall Street Subway Station (IRT)

other name/site number _____

2. Location

street & number Under Broadway at Wall, Pine, Rector streets & Exchange Place ☐ not for publication

city or town New York ☐ vicinity

state New York code NY county New York code 061 zip code 10004

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.)

M. Carter, SAPO
Signature of certifying official/Title

7/22/04
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

Wall Street Subway Station (IRT)

Name of Property

New York County, New York

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

Materials

(Enter categories from instructions)

Foundation Concrete

Walls

Brick, concrete, ceramic tile, glass
tile, marble

Roof

Steel, concrete

Other

Decorative finishes: faience, ceramic
tile, terra cotta, wood, bronze, cast iron

Narrative Description

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

See continuation sheet

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**National Register of Historic Places
Continuation Sheet**

Section 7 Page 1

Wall Street Subway
Station (IRT)

Name of Property

New York Co., NY

County and State

7. Narrative Description

The Wall Street Subway Station (Lexington Avenue Line) is located in Lower Manhattan. The station was built in 1904 and opened in 1905 as part of IRT Contract 2. It is aligned in a north-south direction beneath and parallel to Broadway. On the eastern side the perimeter of the station lies roughly between the intersection of Pine Street and Broadway at the north, and the intersection of Exchange Place and Broadway at the south. Rector Street intersects with Broadway approximately mid-way down the western side of the station. The original station measures approximately 350 feet in length and 55 ½ feet in width. Platform extensions were added to both ends of the station in 1905 – 135 feet on the north and 165 feet on the south. Although historic, the areas associated with these extensions fall outside the boundary limits established for this nomination which are the same as those for the local landmark designation.

General Characteristics and Construction Methods

The Wall Street Station is a side platform station that was constructed using the newly-perfected cut-and-cover method of construction. 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 a concrete foundation and side walls with steel columns. 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 is trough shaped, 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 infrastructure enters the adjacent buildings above the control area, necessitating a transverse U in that location as well. 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 placed at 15-foot intervals, and the roof girder webs are stiffened above each of the Tuscan columns. The base of each column is not the standard base related to the order; rather it is a variant of the Attic base with an upper torus ringed with astragals and the lower torus, replaced by a plinth.

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The roof trough construction method results in the subway cut roof being a different height beneath the roadway than in areas where utilities do not enter adjacent buildings. In the utility-free areas of the cut, generally beneath the sidewalk in the platform areas, the ceiling is approximately 15 feet above the platform and the sidewalk above is supported by tapered beams of concrete encasing steel I-sections. These beams frame into the concrete wall above the longitudinal girders. At the northern ends of the platforms, small trusses with riveted diagonal webs provide lateral support to the girder and the wall atop it.

The side walls of the station are of four-inch brick, separated by a one-inch air space from the outer structural walls. The walls on the downtown platform largely retain the original white glass tile (ceramic tile is used for repairs) and decorative motifs in marble, terra cotta and faience. The walls of the uptown platform have been almost entirely covered in modern blue ceramic tiles, although the original name tablets and cornice details remain intact. Floors throughout are of three-inch thick graded concrete and covered in grey encaustic tile. Tracks are constructed of broken stone ballast, timber cross ties and 100-pound rails. All ties are fitted with tie plates (www.nysubways.org). Early examples of freestanding signal lights can be found at the northern end of the platform. The lights are arranged vertically on the deck of the platform itself, rather than on the track.

Throughout the station there are unifying decorative elements that are remarkable for their material quality and level of craftsmanship. An example is the plaster molding on the soffits that run parallel to the tracks on the station ceiling. The soffit ornamentation lines each exterior edge of the track where the track and platform meet. Although covered with many layers of paint, the elaborate design is still visible and features an alternating scroll and cartouche pattern. This central band is flanked by thin lines of leaf-and-dart and egg-and-dart patterned moldings. Although the station is lit primarily by banks of modern fluorescent bulbs, some of the original incandescent, five-bulb light fixtures remain along both platforms. They are affixed to the ceiling near the edge of the platform. Each fixture is cast in bronze with a rinceau pattern along the base and sockets fashioned in the shape of laurel leaves.

Station Circulation

The circulation pattern for this station incorporates four stairways that exit out to the street level from the original station platform; one pair on the west, located between Trinity Church (NHL 12/08/76) and Rector Street; and the other on the east, south of Wall Street. A fifth stairway at the southern end of the downtown platform leads to a mezzanine, shops, and then out to 71 Broadway (SR-listed 12/22/82). There are two

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functioning underpasses located at the southern and northern ends of the station. A second passageway, located on the northern end of the uptown platform connects directly to the Equitable Building (NHL 06/02/78).

Downtown Platform

The southern end of the downtown platform is more open in feeling than the northern end due to the wider spacing between the Tuscan columns that support the roof and the side wall. The columns at the northern end are more closely spaced to the side wall. The downtown platform differs from the uptown one in that it retains a great deal of the original wall decoration.

Beginning at the southern end of the downtown platform is the stairway which leads to the underpass. This underpass retains the original white ceramic tile and floral and diamond patterned tin ceiling. Further north along this platform is a wide staircase leading westerly to a set of rolling, paneled fire doors. The doors separate the platform from an upper mezzanine area that contains a barber shop and dry cleaning shop. This is also the exit used to access 71 Broadway. The curved glass tiles and corner pilasters that mark this opening are notable for their design. Each pilaster is set with a capital block featuring the letter "W," surmounted by a carved Greek key element. There are two blue faience panels flanking either side of the capital, and these are further flanked by a pair of terra cotta cornucopia plaques (Photo 2).

The upper walls of the downtown platform are clad in glass tile. Rose-colored marble wainscoting covers the bottom half of the station wall and pilasters of the same marble are spaced every fifteen feet. Blue-green mosaic tiles form bands between the marble and blocks of ceramic tiles. At the top of each pillar is a faience capital inscribed with a "W" and two flanking scrolls. Each scroll incorporates a weep hole in the center. Above these capitals are elaborate faience plaques depicting the original wall built by Governor Stuyvesant. A yellow Dutch house with stepped gables is illustrated behind a stockade wall with two symmetrically placed trees positioned at either side of the plaque. The scene is meant to signify the purchase of New Amsterdam by the Dutch in 1626 (Brochure). Each plaque is topped with a swag that connects to side plaques of cornucopias. These faience cornucopias are spaced along the length of the continuous marble frieze. An elaborate scrolled and foliate faience cornice tops the frieze.

On the downtown platform the height of the ceiling changes from eight feet near the track to approximately 15 feet near the western wall. This height change appears to respond to the need to accommodate infrastructure in the roadway overhead, while the area beneath sidewalk did not need to provide space for such services. Open web trusses provide

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lateral support in areas above the built-up girder (Photo 3). On the downtown platform a pair of stairways lead up to the street level directly in front of One Wall Street.

The original oak paneled ticket booth - the last to remain in the system - is located just south of the street stairs (Photo 4). The booth features chamfered pilasters that separate paneled sections corresponding to the windows above. The ticket windows are fitted with intricate brass scrollwork screens. Three original incandescent, single-bulb bronze light fixtures provide light for the windows. Directly north of the ticket booth is a disused chopper - an oak ticket box that once served as part of the original control area. The area below the northern stairs includes the original bathrooms (now closed to the public). The bathroom doors are oak with recessed panels on the lower half and louvered panels in the upper section. Each doorway is topped by a marble lintel into which the words "Men" and "Women" are carved (Photo 5). At the corner of each lintel is a large patera. Above the men's room there is a single-bulb incandescent light similar to the ones used to light the ticket booth. A small door leads to a storage area under the northern stairway on downtown side north. The door is of paneled oak and features a rough struck stone lintel.

At the bottom of the stairs there is a control area partitioned from the platform by a wrought iron screen. The original turnstiles were taken out in 1997. A single bank of modern metal turnstiles is placed just south of the stairwells. The interior railings are constructed of twisted wrought iron bars that serve as both barrier and balustrade. These reach from the base of the stairway to the street level above. Ball finials top the tall newel posts at the stair turns and bottom. Weep holes or small square vents covered with small grates in cast bronze in a fish scale pattern are spaced regularly along the walls of this platform.

Uptown Platform

A modern steel kiosk/concession stand is located on the far southern end of the uptown platform. Continuing northward along the platform is a recessed area of the wall that contains the pair of stairwells leading up to the street. This recessed space also houses the control area for this platform. The control area is partitioned by modern wrought iron bars and a set of three modern brushed metal turnstiles.

The majority of the wall surface of the uptown platform has been covered in modern blue ceramic tile. This renovation took place sometime in the late 1970s or early 1980s. The new tile is built out approximately 1/2" from the original wall surface and is built up to frame the original blue, green and white mosaic Wall Street name tablets (Photo 6). The original faience "W" plaques, like those seen on the downtown platform, have also been

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left exposed. Above each of these plaques is a Greek key design. Lining the entire wall at the top is a paneled marble band topped with a blue green foliate cornice of faience. The panel band is dotted with blue-green faience cornucopia plaques. At the far northern end there are a series of modern turnstile exits which open out into a passageway that leads to the Equitable Building. The original platform is marked at both ends by a curved turn of the continuous faience frieze.

Exterior Elements and Stairwells

At street level, the stairs that lead out onto Broadway are lined with cast iron balustrades. The uptown entrances feature a simple balustrade with small spikes lining the top rail. At each corner of the balustrade are squared plinths on top of which sit fluted composite columns, in turn supporting globe light fixtures. All of the entrances feature twisted wrought iron screens which serve as both balustrades and barriers on the stairs as pedestrians descend into the station.

The downtown access features a pair of cast iron hoods that provide cover for both stairwells (Photo 7). Both hoods are covered by an imbricated laurel leaf pattern and are rare surviving examples. (Another set of original entrance hoods exists at the Borough Hall Subway Station in Brooklyn.)

The railings that line the downtown entrances also feature a spiked top rail. The original riveted name plaques form the majority of the barrier for the railings with cast iron scroll and shield designs linking the plaques to the top rail and base. At each corner of the railing there are squared plinths that support four composite columns topped with globe lights. At the top of the railings, perpendicular to each hood, are three stepped and paneled name plaques set atop each of the entrances. Modern signage has been affixed to the perpendicular facing plaques and each is decorated with wrought iron scrollwork at the corners.

The stairways leading below-ground on both sides of Broadway each consist of a platform and half turn. The stairwells are clad in the original white glass tiles and feature a complex frieze band of rose marble flanked on the top and bottom by classical moldings in terra cotta and faience (Photo 8). The top band above the marble includes a foliate design that is echoed in the faience plaques placed periodically along the length of the frieze.

Wall Street Subway Station (IRT)

New York County, New York

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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

1904-1905

Significant Dates

1905

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)

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey
- #
- ☒ recorded by Historic American Engineering Record
- # NY-122

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☒ Other State agency
- ☐ Federal Agency
- ☒ Local Government
- ☐ University

Repository name:

NYC Transit Archives

NYC Landmarks Preservation Commission

United States Department of the Interior
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Wall Street Subway
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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 Wall Street Subway Station (IRT), Lexington 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, architectural design, and art. The Wall Street Subway Station was constructed in 1904 and began operation in 1905. Wall Street was one of several stations built as an extension (Under Contract 2) to the original Interborough Rapid Transit (IRT) system. It was one of three stations that linked Manhattan south of City Hall to Brooklyn. The Wall Street Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The early IRT stations, including Wall Street, 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.

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.

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

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Wall Street Subway
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served. At Wall Street, the plaques depict the original wall and a yellow house with stepped gable that represents the Dutch settlement built after New Amsterdam was purchased in 1626.

In the Wall Street Station the high quality of the materials and the architectural detail are magnificent. Faience plaques, marble wainscoting, ceramic cornices and mosaic tablets are still visible throughout the station – although more intact on the downtown platform. Oak was used to construct the ticket booth, chopper and bathroom doors. Intricately detailed bronze light fixtures and cast iron molding bands remain throughout the station. Perhaps most significantly, two cast iron hoods remain on the western Broadway entrance - one of only two sets left in the system (the other is at Borough Hall in Brooklyn). The Wall Street Station, as part of the original IRT subway system, displays high quality craftsmanship and architectural detail in addition to superior materials.

The Wall Street Station contributed to the ongoing development of Wall Street as one of the world's best known financial centers. By the opening of the Wall Street IRT Station in 1905, the surrounding area was already recognized as the financial district. Thousands of low-to-middle class workers packed Wall Street's closely spaced office buildings each day. The subway's creation of quick and easy access to lower Manhattan ensured that the businesses of Wall Street had a steady stream of clerks, typists, and other workers at their disposal.

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Wall Street Subway
Station (IRT)

Name of Property
New York County, NY
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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.

New York 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 | 3 | 4 | 4 | 0 | 4 | 5 | 0 | 6 | 5 | 5 | 0 | 3 | | | | | | |
| | Zone | | Easting | | | | | | Northring | | | | | | Zone | | Easting | | | Northring | | |
| 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 | <u>Contact: Kathleen A. Howe, Historic Preservation Specialist</u> | | |
| organization | <u>NYS Office of Parks, Recreation & Historic Preservation</u> | Date | <u>July 26, 2004</u> |
| street & number | <u>Peebles Island, PO Box 189</u> | Telephone | <u>518-237-8643 ext. 3266</u> |
| city or town | <u>Waterford</u> | state | <u>NY</u> |
| | | zip code | <u>12188</u> |

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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10. Geographical Data

Verbal Boundary Description

The boundary of the Wall Street Subway Station – Lexington Avenue Line is shown as the bold line on the accompanying site plan entitled, "The Wall Street Station – Lexington Avenue Line – Borough of Manhattan, Location Plan." The above-ground location of this station is also indicated on the map entitled, "Lower Manhattan, MTA, 1999." The designation for Wall Street Station includes the following: portions of Wall Street Station consisting of the walls adjacent to the platforms and original entrance areas, encompassing the mosaic tile, glazed tile, faience and terra-cotta plaques and moldings, and marble wainscoting (excluding the walls adjacent to the platform extensions).

Boundary Justification

The boundaries for the Wall Street Subway Station represent the portions of the original station completed by 1904 and exclude all platform extensions and other later additions.

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Wall Street Subway
Station (IRT)

Name of Property

New York Co., 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 Register of Historic Places
Continuation Sheet**

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Wall Street Subway
Station (IRT)

Name of Property

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Additional Documentation

List of Black and White Photos

Wall Street Subway Station (IRT)

New York County, New York

Photographer: Stacey Vairo

Date: March 12, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

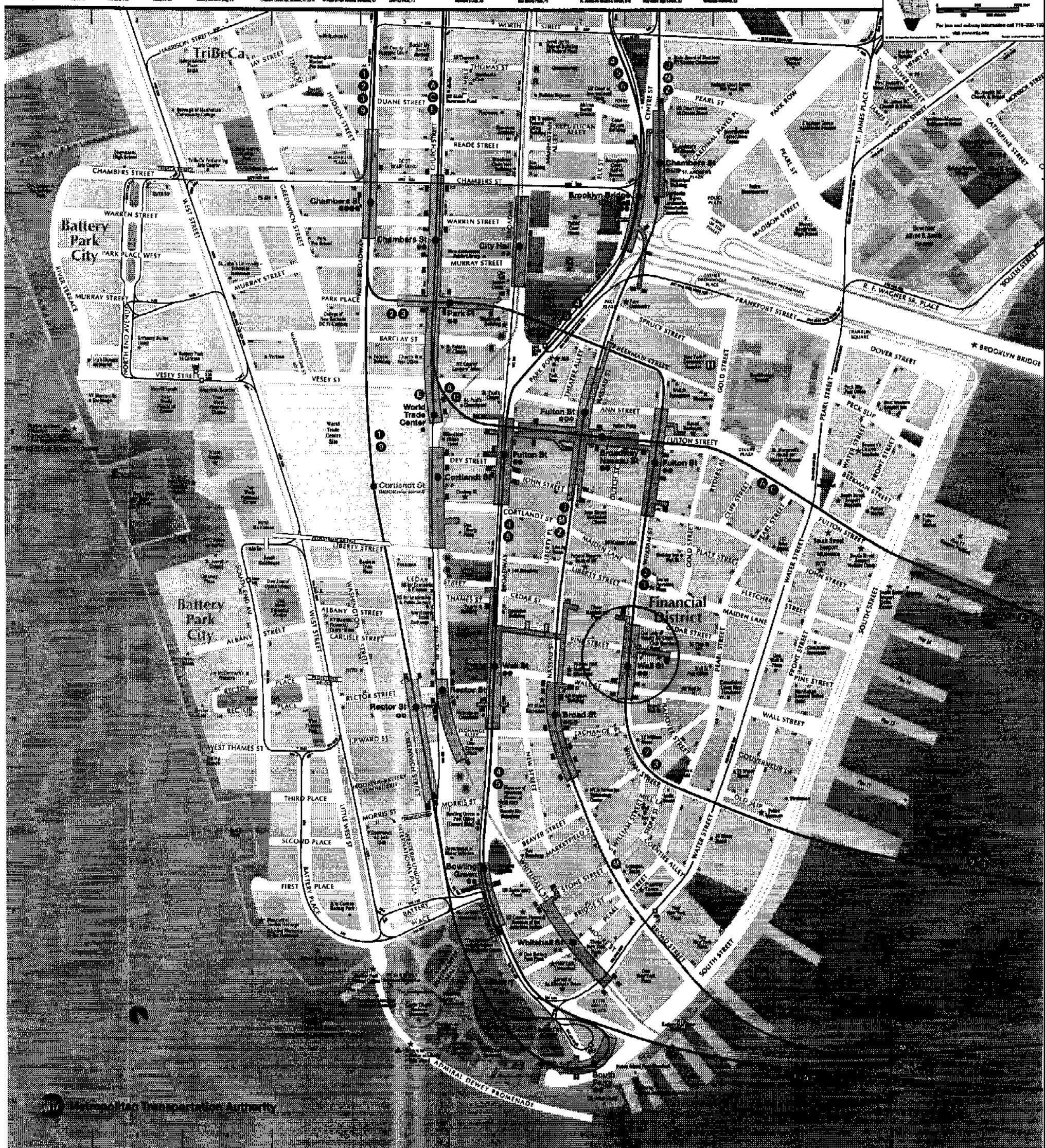
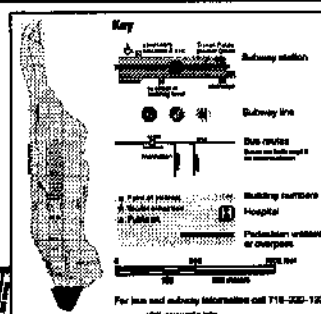
72 Cedar Street

Hartford, CT 06106

1. Cast iron columns on Uptown platform. View northeast.
2. Wall along Southern end of Downtown platform. View south.
3. Open web trusses along Downtown platform. View north.
4. Oak ticket booth, Downtown platform. View south.
5. Former public toilets and wall decoration, Downtown platform. View north.
6. Northern end of the Uptown platform. View north.
7. Entrance hood located at the northwest corner of Rector Street and Broadway. View northeast.
8. Northern stairway leading from entrance hood to Downtown platform. View northwest.

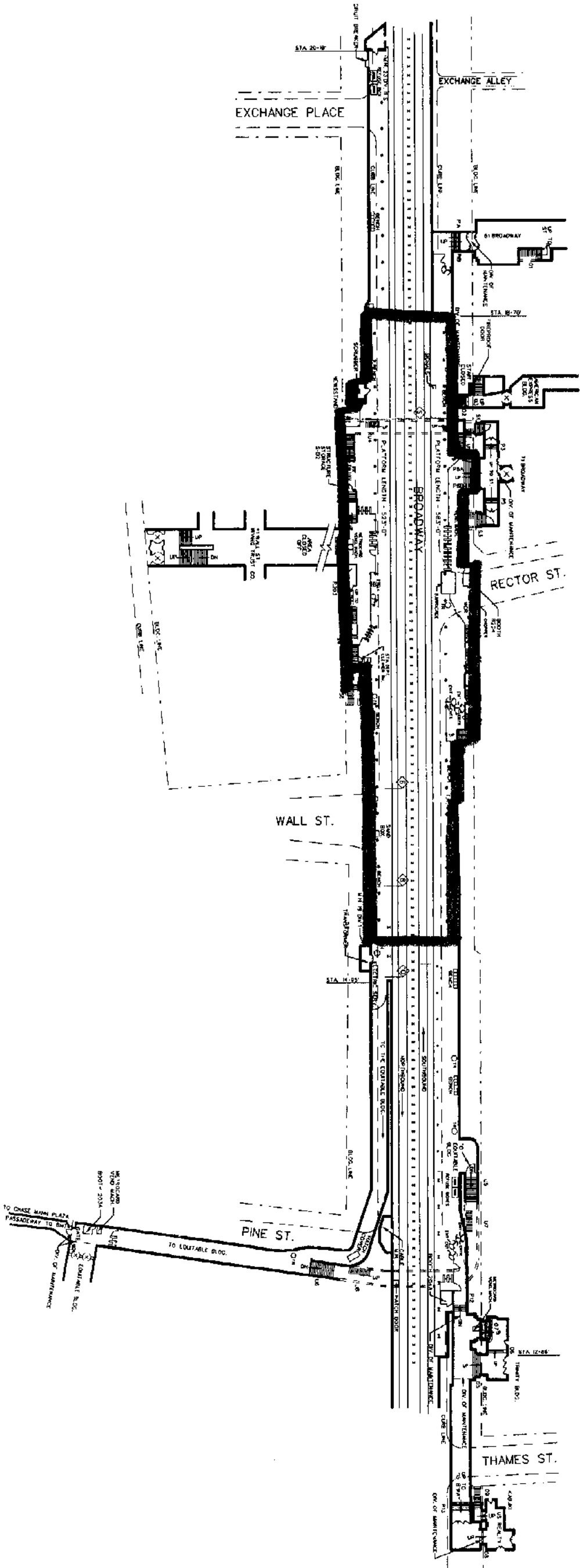
BATTERY PARK CITY - CIVIC CENTER - WORLD FINANCIAL CENTER - WORLD TRADE CENTER SITE - FINANCIAL DISTRICT

BATTERY PARK CITY - CIVIC CENTER - WORLD FINANCIAL CENTER - WORLD TRADE CENTER SITE - FINANCIAL DISTRICT

[illegible]

| DATE | REVISIONS | BY |
|---------|----------------------------------------------------|-----|
| 8-28-88 | ATTENTION TO FIRE CONTROL | ECS |
| 3-22-91 | REVISED AS PER FIELD SURVEY AND STRUCTURAL CHANGES | DM |
| 3-17-93 | MECHANICAL TENDING MACHINES & WENTHER WHEELS ADDED | DM |

NOTE: THIS DRAWING SUPERSEDES DRAWING
MS-7786-R DATED 05-07-71.



SCALE
0 25 50 100 FT



WALL STREET STATION
STATION PLAN
LEXINGTON AVENUE LINE - IRT DIVISION
STATION NUMBER: 413
DATE: 10-23-88

JERSEY CITY QUADRANGLE
NEW JERSEY - NEW YORK

7.5 MINUTE SERIES (TOPOGRAPHIC)

GEORGE WASHINGTON BRIDGE 8 MI.

2 180 000 FEET (N. J.)

6263 IV SW
(CENTRAL PARK)

2'30" 581

582

584

74°00'

40°45'









