Landmarks Preservation Commission
June 17, 1997; Designation List 282
LP-1961

HISTORIC STREET LAMPPOSTS
Boroughs of the Bronx, Brooklyn, Manhattan, and Queens.

Landmark Site: Consisting of the property on which the described lampposts are situated. In the case of the wall bracket lamps (Nos. 77, 92, 93, and 94) the landmark site consists of the property on which the improvement to which the wall bracket lamps are attached is situated.

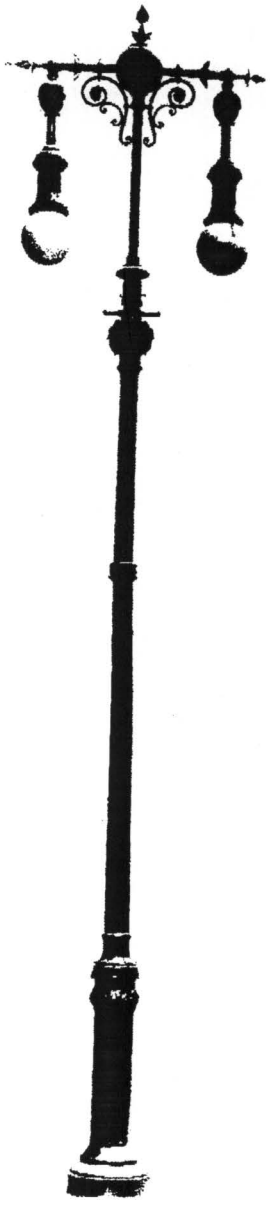
On March 18, 1997, the Landmarks Preservation Commission held a public hearing on the proposed designation as a landmark of 62 historic street lampposts and four bracket street lights and the proposed designation of the related landmark site (Item No. 4). The hearing had been duly advertised in accordance with the provisions of law. Four witnesses spoke in favor of designation; there were no speakers in opposition. The owner of the property--the New York City Department of Transportation--has expressed support for this designation.

Summary

Approximately 100 historic, cast-iron lampposts are known to survive in the City of New York. The earliest, dating from the mid-nineteenth century, are two gas lampposts. Electric lights first appeared in 1880, on Broadway. The first installation of truly ornamental electrified cast-iron posts occurred on Fifth Avenue in 1892.

By the 1930s, New York streets were lighted by an extraordinary variety of lampposts, brackets, and pedestals. During the 1950s and 1960s most of these posts were replaced by "modern" steel and aluminum types. Approximately 100 old iron posts and brackets have been identified; some have survived by accident, while others have been preserved by the special effort of the Friends of Cast-Iron Architecture. Now often standing in forgotten urban spaces or oddly quaint in their juxtaposition to modern buildings, these lampposts reflected the variety and exuberance of the city's architecture. Those which survive continue to grace (and, in most cases, light) the city's streets and are maintained under the jurisdiction of the Department of Transportation.

Sixty-two lampposts and four wall bracket lamps are included in this designation. The remainder are already protected within designated historic districts or are on designated landmark sites.



DESCRIPTION AND ANALYSIS

A Brief History of Street Lighting

The history of street lighting in New York, as in other major cities throughout the world, closely parallels that of the development of lighting technology. From candles and oil, through gas, to electricity, street lights have always reflected the technology and tastes of their time.

Candles and Oil

The first efforts at coordinated street lighting in urban settings appear to have begun in the seventeenth century, although some attempts at lighting for feast days may date to medieval times.[1] Between 1667 and 1763, Paris had as many as 6,500 candle lanterns suspended fifteen feet above streets and installed fifteen yards apart. Pulleys at each side allowed for servicing from adjoining buildings. The candles were lit twenty nights per month (moonlight provided sufficient light on other nights) and from October through March.[2]

Amsterdam streets were lighted by oil lamps in 1669, those in Hamburg in 1675, and those in Vienna in 1687.[3] In London, a 1694 licensing arrangement called for oil lamps to be lighted at every tenth house from 6:00P.M. to midnight between Michaelmas (September 29) and Lady (Annunciation) Day (March 25). The City of London took over the job in 1736 and installed 5,000 lamps in the streets, five times the previous number. By 1738 there were 15,000 oil lamps lighting the streets of London.[4]

On November 23, 1697, the Common Council of New York, "having considered 'the great Inconveniency that Attends this Citty being A trading place for want of having lights in the Darke time of ye moon in the winter season,' it is ordered 'that all and Every of the house Keepers within this Citty Shall put out lights in their Windows fronting ye Respective Streets.'" Shortly thereafter the requirement was changed to every seventh house, and this method of street illumination continued for over 60 years.[5] In 1762, the city was authorized to levy a tax for installing lamps, paying watchmen to attend them, and purchasing oil,[6] apparently representing the city's first attempt at municipal street lighting. Contemporary illustrations depict polygonal lanterns atop plain wood posts (figs. 1 and 2).

Gas

Gas lighting was first exhibited in London's Pall Mall for the King's birthday in 1805. In 1809 this street was the first in the world to be permanently lighted by gas. By 1823, 215 miles of London streets were lighted with over 39,000 gas lamps.[7]

Shortly after Baltimore became the first city in the U.S. to introduce gas street lighting in 1817, the New York Gas Light Co. was incorporated on March 26, 1823. A few weeks later, it was awarded the first franchise to supply the city with "buildings, works, and apparatus for the preparation and manufacture of gas; cause the necessary pipes to be made of cast iron, and to be laid; and manufacture and supply in the most approved manner sufficient quantities of the best quality gas...for lighting Broadway from Grand Street to the Battery." This work was completed on May 11, 1825. The next year the city contracted with New York Gas Light to extend its system of gas lines and cast-iron lampposts to all streets between the East River and the Hudson River south of Grand and Canal Streets, with 2,400 posts spaced 100 feet apart to be installed by May 1828[8] (fig. 3).

The post design that became standard for gas lights was introduced around 1860.[9] Its simple, fluted eight-foot base and shaft were topped with a short, horizontal bar used as a ladder rest and surmounted by an eight-paned, polygonal lantern, or luminaire[10] (fig. 4). These posts quickly became ubiquitous. Two of these posts have been located--one at the foot of Patchin Place in the Greenwich Village Historic District has a modern electric luminaire (fig. 35), and the other at the northeast corner of 211th Street and Broadway has no luminaire (post nos. 44 and 85).[11]

The technology of gas lighting changed little until 1893, when a gas burner incorporating an incandescent mantle was developed.[12] The "Welsbach" mantle produced a gas light three times as bright as previous burners (thirty-five to forty candlepower as opposed to thirteen candlepower). A woven ceramic mantle, or shroud, placed over the gas flame produced a bright, white light.[13] New luminaires were developed for the new gas mantle burner. Two types of luminaires, both cylindrical in form, were retrofitted to existing gas posts (figs. 5 and 6). In 1904 "a great improvement" was made when 16,000 old gas lamps in Manhattan and the Bronx were changed to mantle lamps.[14]

Gas street lighting maintained a considerable presence well into the twentieth century, and long

after the introduction of electric street lighting. In 1913, there were still 44,653 single mantle gas lamps on the streets of New York. Even at this late date, a trial was being conducted of twenty-eight "inverted" mantle gas burners. One thousand eight hundred sixteen naphtha-vapor lamps were in use in outlying areas. By contrast, about 37,000 electric street lamps of various types had been installed by 1913.[15] C.F. Lacombe, the engineer in charge of illumination in the city at this time, noted that gas was still generally in use in residential districts and on other streets with little night traffic. Electric lamps were, however, rapidly making inroads in these areas.[16]

There were exceptions to the standard gas post and lantern. In parks and on boulevard-like streets, ornamental posts were often used, and in certain locations such as around monuments, they and their luminaires were quite elaborate (fig. 7). Also, in a tradition extending to today, certain businesses, such as restaurants and hotels, often installed their own fancy lampposts at either the curb or property line adjacent to their buildings indicating "in a most artistic manner that the building is a public one.... The advent of these ornamental lamps has done much to lend an air of cheerfulness and gaiety to many streets..." (fig. 8).[17]

Electricity

Over 200 years passed from 1650, when Otto Von Guericke, a German physicist, first recognized that light could be produced from electricity, to the development of a practical means for producing, distributing, and using electricity for lighting. Von Guericke's experiments produced flashes of light by exciting a turning sulphur ball by friction with the hand, and by drawing a piece of amber through a woolen cloth.[18] In 1730, Granville Wheeler and Stephen Gray sent an electric current through 886 feet of wire,[19] and in 1800, Sir Humphry Davy created a brilliant spark when he broke contact between two carbon rods connected to a battery. While this experiment led to creation of the first arc lamp in 1808, it was not practical because no battery had yet been developed that could maintain a continuous flow of current.[20]

The first incandescent lamp was invented in 1820, when the Englishman De La Rue installed a coiled platinum wire in a glass tube.[21] In 1859 Moses G. Farmer of Salem, Mass. lighted his home with a series of platinum strips in clamps, set in the open air and connected to batteries. Neither this nor any other of the many lamps developed in the 1840s and 50s proved practical for electric lighting.[22] Finally, in 1860 Sir Joseph W. Swan began studies using a carbonized paper filament in a vacuum, but faults in the vacuum-sealing process caused failure.[23]

The first successful electric lights were arc lamps, which consist of two electrodes, usually carbon, separated by a short air space. When electric current is applied to one electrode, it flows to and through the other, striking an arc across the gap. The glowing arc and adjacent incandescent ends of the electrodes provide the light.[24]

Although Dungeness Lighthouse in England is reported to have had the first commercial application of arc lights in 1862,[25] practical arc lights appear to have been developed in 1876-77. In Russia, Paul Jablochkoff, an army engineer, invented what came to be known as the "Jablochkoff candle." And the American Charles F. Brush, having invented a nine-inch diameter dynamo capable of powering an arc lamp, went on to invent a practical arc lamp and to develop an arc light system in Cleveland. His first lamp burned eight hours before the carbons were consumed.[26]

The first public exhibit of arc lighting in the U.S. occurred on a street corner in Newark, N.J. in 1877. Then, in 1878, what is believed to be the first permanent electric street lighting was installed in Paris, with sixteen Jablochkoff candles lighting Avenue de l'Opera.[27] The next year, Charles Brush installed the first lights to illuminate a street in the U.S.--twelve carbon arc lamps in Public Square, Cleveland.[28] Only six years after the Cleveland installation there were 600 lighting companies in the U.S.[29]

Brush Electric Light and Power Co. of New York provided New York City with its first electric street lighting. In December 1880 Brush's arc lamps were installed along Broadway from 14th to 26th Streets. At the same time, Madison Square was illuminated by arc lamps placed on a 160-foot high tower.[30] A visitor from London, William Preece, described the effect as that of pale moonlight. By October 1884 Preece could write of "the brilliantly illuminated avenues of New York," on which he "drove from the Windsor Hotel, NY, to the Cunard Wharf, a distance of about four miles through streets entirely illuminated by electricity."[31] Contemporary photographs show that these early arc lamps were generally placed atop relatively tall, plain posts, and that they became fairly widespread in central commercial areas of the city in the 1880s (fig. 9). They were always accompanied by the older gas lamps, as the electric generation and distribution systems would not become reliable until well into the twentieth century. (Photographic evidence indicates that some of the bases of these arc lamp posts may have been retained with new shafts and

bishop's crook tops installed. Identified as Type 6BC (fig. 20), the two remaining bishop's crook posts with this base may therefore be the oldest [in part] extant electric lampposts in the city [post nos. 69 and 84].)

Improvements continued to be made to arc lamps, including the development of a type that could be fully enclosed in a globe and one that added metallic salts to the carbons, making possible a luminous or "flaming arc of considerable intensity."[32] Comparisons of photographs taken only a few years apart reveal that luminaires were frequently changed to take advantage of the new lamp technology. Arc lamps continued to be common for street lighting through the 1910s, when improvements to incandescent lamps, including gas-filled tungsten filament lamps, finally allowed them to supplant the carbon arc.[33] It appears that the old, long-drop luminaires were retrofitted for use with tungsten lamps, as they remained in place into the 1930s, when they were replaced with stubbier luminaires designed specifically for incandescent lamps.

Ornamental Lampposts

By the late 1880s the technology reached a certain threshhold, and attention was turned to the artistic design of lampposts. The first installation of posts that can properly be called ornamental occurred in September 1892 on Fifth Avenue between Washington Square Park and 59th Street (fig. 10). *The New York Times* reported:

> Fifth Avenue is to be lighted with handsome electric lamps.... The Edison Illuminating Company will furnish the light on an improved system, consisting of a new style of arc lights used on a low-tension circuit....Fifty cast-iron poles, 20 feet in height, and each carrying two electric lamps of about 1,000 candle power...will be ornamental in character, as will also the lamps, which will have artistic ground-glass globes and brass trimmings....The avenue is likely to present a very brilliant spectacle, as there will be 100 lights.[34]

The spectacle was evidently not brilliant enough, as 50 more of the posts were placed in the middle of each block early the next year.[35] These elegant posts were the earliest form of the twin lamppost, predecessor to later styles common on boulevards, parkways, and significant public places. The last of these posts, originally located at the southeast corner of Fifth Avenue and 17th Street, within the Ladies' Mile Historic District, has been undergoing restoration and will shortly be returned to Fifth Avenue, between 17th and 18th Streets (post no. 47).

The design of these Fifth Avenue twin posts incorporates a relatively slender, fluted base, which makes a transition to the fluted shaft with a collar adorned with acanthus leaves. A foliate capital terminates the fluted shaft, above which is a small ladder rest, and a plain pipe leading to a large ball, which serves as the anchor for the horizontal cross-arm. C- and S-scrolls support the cross-arm against the vertical shaft. An unusual spiral wire finial terminates each end of the cross-arm, and another sits on top of the central ball. They have a form that appears to represent a flame or electric current. Luminaires were suspended from the ends of the cross-arm. Through the 1930s, the luminaires, though modified, remained long and elegantly proportioned (fig. 11). After that, luminaires became increasingly truncated, and the original elegant proportions were lost. The designer and fabricator of this post have not been identified.

These posts underwent two modifications early in their history. First, the plain upper section of shaft pipe was lengthened, and then the entire cast-iron fluted shaft was replaced with a longer one. These changes were probably made to provide more evenly distributed light and to reduce glare.

A number of ornamental arc lamp posts were designed following the successful installation on Fifth Avenue. The precise dates of introduction, as well as the designers and fabricators of most of these posts, remain undiscovered. The earliest of these, introduced around 1900, is the bishop's crook (fig. 12), so ubiquitous it is almost a symbol of New York, though it was installed elsewhere in the U.S. (for example, in Savannah, Ga.). Several variations of the bishop's crook were made. The earliest type incorporated a garland on the fluted shaft, a short ladder rest, and was made from a single iron casting up to the crook section. The largest collection of this type is in City Hall Park (post nos. 3, 5, 23, 27, 28, 29, 31-35, 81, 82). Later types eliminated the garland and ladder rest, incorporated lengths of plain iron pipe at the top of the shaft, and had other minor decorative and proportional differences (post nos. 1, 2, 4, 6, 17, 19, 24, 30, 36-43, 56, 79, 80, 83).

In 1908, the "Boulevard" lighting system was introduced on Broadway north of Columbus Circle and on Seventh Avenue north of Central Park.[36] It consisted of the first "mast-arm" post, that is, a vertical shaft similar to that of the bishop's crook

with a ten-foot horizontal arm over the roadway. Elaborate scrollwork, with attached leaf-form castings, filled the space between the horizontal arm and vertical shaft (fig. 13). These posts were placed on sidewalks at street corners. On the medians, a different type of post--the lyre--was installed. Also with a shaft similar to the bishop's crook, the post was topped with a harp- or lyre-form ornament, in the center of which hung the luminaire (fig. 14). No examples of either of these post types remain, although examples of two later versions of the mast-arm type--now known as the Type-G (post nos. 70, 71, 96-100, [fig. 22]) and the Type-24M (post nos. 7-15, 45, 78, 95 [fig. 21])--survive.

A variant of the lyre post, installed at the Municipal Building, was designed by the firm of McKim, Mead & White. As the building was designed in 1907-08 and built in 1909-13, it is unclear whether the more common lyre post as used on Broadway was modelled after this firm's design, or vice-versa. The main distinguishing feature of the McKim, Mead & White design is a large, openwork anthemion crowning the lyre top.

By 1913, in addition to the Fifth Avenue twin, bishop's crook, mast-arm, and lyre posts, a "reverse scroll bracket post" (now known as the Type-F) had been developed and was in use on lower Seventh Avenue and elsewhere (post nos. 46, 60-62, 72, 73, 103, and 104 [fig. 24]). Also, posts about 45 feet high with twin luminaires using powerful flame arc lamps were installed in Times Square and other large, open spaces[37] (fig. 15). One of this type remains, at the intersection of Amsterdam Avenue, Hamilton Place, and 153rd Street. (post no.59 [fig. 31]). Also, "for use on buildings in narrow streets downtown," bracket versions of the bishop's crook (post no. 77 [fig. 32]), "reverse scroll," and various mast-arm types (post nos. 18, 92-94, 104 [figs. 33 and 34]) were installed on the facades of buildings.[38]

By 1913, the first two post types had been designed for tungsten incandescent lamps. Because these lamps provide less intense light than arc lamps, the posts were short--about nine feet high. The first, of elegant "French design," originally was installed in Central Park and on Riverside Drive.[39] Known later as the Type-C or "Boulevard" Type, five of these posts survive (post nos. 75, 76, 105, 106, and 107 [fig. 16]). (This post type appears in turn-of-the-century photographs with gas luminaires. They were probably later converted for use with electric lamps.) The second type, designed by Henry Bacon in 1911, is now known as the Type-B post. First used to light park roadways and special areas such as the Central Park Mall, the post soon was installed throughout parks in the city. Many hundreds of old and new examples remain today.

In 1913, C.F. LaCombe, the engineer-in-charge of illumination for the city, described the post and lighting options: Enclosed arc lamps, reinforced by flaming arc lamps, were installed in congested areas such as Times Square. Arc lamps lined main avenues and business streets practically over their whole length in Manhattan and as far as necessary in the other boroughs. Tungsten incandescent or gas mantle lamps were used on residential streets and commercial streets of minor importance.[40] At the time, there were 19,180 standard, enclosed arc lamps; 17,991 incandescent lamps; 78 flaming arc lamps; 44,653 mantle gas lamps; 28 inverted mantle gas lamps on trial; and 1,816 naphtha-vapor lamps. The city's 28 lighting companies owned the luminaires used on all these posts; they also owned arc-lamp posts. The city owned the gas posts and the incandescent-lamp posts in streets and parks that were provided with underground service.[41] By 1931, there were only eight public utility (lighting) companies. They owned posts designed for 300-watt lamps and over, while lampposts using 200-watt or smaller lamps were designed and owned by the city.[42]

In a lecture he gave in 1913, LaCombe explained the method used for developing new post designs, for both company-owned and city-owned posts: The posts were first drawn, life-size plaster models made and revised, the pattern developed and corrected "until a satisfactory and harmonious result combining artistic effect with engineering construction was attained." The design was then submitted to the Municipal Art Commission and its criticisms embodied in the final result.[43]

Although tungsten lamps supplanted carbon arc lamps in the 1910s and 20s, development of newer arc-type lamps continued. These newer lamps incorporated "gaseous conductors" including mercury vapor (1901) and sodium vapor (1933). While these lamps were highly efficient, their monochromatic light was unpleasant.[44] Somewhat improved versions of these and other gaseous conduction lamps have today supplanted incandescant lamps for street lighting.

The number of cast-iron lamppost designs continued to grow through the 1920s, spurred in part by the decentralized nature of the electric distribution system and equipment ownership. By 1934, when the city's Bureau of Gas and Electricity catalogued the posts then in use, 76 types of standard posts were identified; an even larger number of "special" post types was identified in use on bridges, viaducts, at monuments, and on public

plazas.[45] Although some of these posts represented minor variations one to another, there was nonetheless an extraordinary variety.

Later History

Although the ornate cast-iron lampposts designed early in the century predominated into the 1950s and '60s, new posts continued to be designed for special locations. The parkways designed under the jurisdiction of Robert Moses in the 1920s and '30s originally were lighted with lamps on rustic wood posts. Moderne-style steel posts were often designed to accompany mid-twentieth century bridge and tunnel construction projects, such as the Triboro Bridge, entrances to the Brooklyn-Battery Tunnel, the old West Side Elevated Highway, and the Manhattan approaches to the Queens-Midtown Tunnel. Many of these posts survive. Park Avenue had a system of single and twin streamlined steel posts. The aluminum post designed by Donald Desky in the late 1950s and installed beginning in 1963 was perhaps the first made specifically to accommodate the "cobra-head" luminaire. Its contemporary elegance is best appreciated when the post is clean and polished and seen in a context of modern buildings.

The current standard, octagonal, galvanized steel post with cobra-head luminaire dates from the era of wholesale urban "renewal," interstate highway construction, and suburban sprawl. The replacement of thousands of ornate cast-iron posts with this type was nearly complete by the early 1970s, when the Friends of Cast-Iron Architecture reached agreement with the city to preserve about 30 old posts, identified with small bronze plaques mounted on the shafts. Subsequently, a number of additional survivors have been found. These remaining examples of historic lampposts reflect the variety and exuberance of the city's historic architecture and the delight and pride taken in the city by its inhabitants and builders.

Reproductions

The installation around 1980 of bishop's crook posts at the new Helmsley Palace Hotel marked the beginning of the reproduction of historic post types in New York City. This installation was not only responsible for re-introducing the bishop's crook lamppost into production, but also represented a continuation of the traditional use of ornamental lampposts adjacent to hotels to supplement city lighting.

There are now far more reproductions of cast-iron lampposts than old ones on the streets. The bishop's crook installation at the Palace Hotel was followed by city-funded installations on Sixth Avenue in the Greenwich Village and Ladies' Mile Historic Districts, on Greene and Mercer Streets in the SoHo-Cast Iron Historic District, around Stuyvesant Square, and along Smith Street in Brooklyn. A privately-funded installation has replaced all modern posts with bishop's crook posts in the Gramercy Park Historic District.

Type 24-M posts are also being reproduced and have been installed on Atlantic Avenue in the Brookyn Heights and Cobble Hill Historic Districts; on Columbus Avenue in the Upper West Side/Central Park West Historic District; around the perimeter of Prospect Park, and at Court Square in Queens. These posts, as well as bishop's crooks, are used for street lighting throughout the Battery Park City complex.

Type 24-Twin posts (the newer Fifth Avenue twin) have been reproduced and installed at the perimeter of Bryant Park. The most recent re-introduction is a lyre-top post at the Municipal Building, modelled after the original at that site.

Summary of extant lamppost types

The summary of types below includes all known extant examples. The type designations or names and the code numbers are taken from *The System Electric Companies: Photographs of Street Lighting Equipment As Of November 1, 1934.* Some of these types do not appear in the list of posts being individually designated, as they are already protected within the boundaries of historic districts or on individual landmark sites. The complete list of extant posts can be found in the Appendix.

Bishop's Crook

1BC — Code 1 — 13 remaining

Post nos. 3, 5, 23, 27-29, 31-35, 81, 82.

This is the first type of bishop's crook post, with a garland on the shaft and a ladder rest; fabricated of a single casting up to the crook top (fig.17).

24A — Code 19 — 16 remaining

Post nos. 1, 2, 4, 17, 24, 36-43, 56, 80, 83.

A later bishop's crook variant, and the most common. It lacks the garland and ladder rest, and above about 13 feet consists of sections of iron pipe with attached iron castings (fig. 18). This is the closest old model to those now being reproduced. The reproductions incorporate a garland on the shaft.

24A-W — 4 remaining

Post nos. 6, 19, 30, 79.

Similar to the 24A, but the crook ornament is wrought, rather than cast, iron (fig. 19).

6BC — Code 105 — 2 remaining

Post nos. 69, 84.

Used where sidewalks were narrow, this post has a narrow base. The base may remain from earlier-generation (1880s) arc light posts, to which a bishop's crook shaft and top were retrofitted (fig. 20).

G/BC — 1 remaining

Post no. 89.

Consisting of a bishop's crook top on a type G base and shaft, this is an otherwise unknown type that was probably an expedient retrofit.

Mast Arm

24M (type-M) — Code 22 — 12 remaining

Post nos. 7-15, 45, 78, 95.

A simplified descendent of the mast arm post first used as part of the "Boulevard" lighting system (fig. 21). The base and shaft match the 24A bishop's crook. Two designs of scrollwork between the arm and shaft were used. This is the closest old model of mast arm post to those now being reproduced. The reproductions incorporate the garland on the shaft and the newer style of scrollwork.

G — Code 210 — 7 remaining

Post nos. 70, 71, 96, 97-100.

Another descendent of the first mast arm type. The base and shaft are modelled after the Henry Bacon park post (type-B), thereby dating this post to after 1911. This type was commonly used on park drives and city parkways (fig. 22).

Signal — 4 remaining

Post nos. 54, 55, 58, 74.

A traffic signal post, not a lamppost. First installed on Broadway in 1924-25, these posts soon were in use throughout the city. Similar in form to the type 24M lamppost and other mast-arm types, the scrollwork ornament is replaced by a wheel, representative of the function of the post. Of the four remaining, three still incorporate functioning signals (fig. 23).

Reverse scroll bracket

F — Code 207 — 6 remaining

Post nos. 46, 60, 61, 72, 73, 103.

Two variants are known. A larger version, with a post and shaft similar to the 24A bishop's crook and more elaborate scrollwork at the top, was present in 1913. The only

extant version, however, has a base and shaft modelled on Henry Bacon's park post. Its most extensive use appears to have been on residential side streets (fig. 24).

F twin
(see twin posts, below)

Twin types

3 twin (Old Fifth Avenue) Code 5 & 226 1 remaining
Post no. 47.
The first ornamental electric posts in New York, 50 of these twin-arm posts were installed in 1892 on Fifth Avenue from Washington Square to 59th Street. One post was installed at each intersection, and a few months later an additional 50 posts were installed at the midblocks. Subsequently, the posts were installed at least as far north as 110th Street. In 1911 the Art Commission approved this post for installation on Fifth Avenue only (fig. 25).

1 twin Code 2 1 remaining
Post no. 51.
This variation of the Fifth Avenue twin post combines the shaft of the type 1 BC (bishop's crook) with the twin top of the type 3 twin (the old Fifth Avenue post). (Fig. 26.)

24 twin Code 26 6 remaining
Post nos. 48-50, 53, 90, 91.
One of several later variants of the old Fifth Avenue twin, these posts were used to supplement the old posts on Fifth Avenue but were also installed elsewhere in the city. The remaining posts vary slightly from the illustration in *Photographs of Street Lighting Equipment as of November 1, 1934* (and so postdate 1934) in that the ball at the intersection of the post and cross-arm has been reduced to a smaller, fluted, vase-shaped element, and the center finial has been standardized for use on a number of post types (figs. 27 and 28). This post is the model for the new posts recently installed at the perimeter of Bryant Park, but the new posts incorporate a garland on the lower shaft.

F twin Code 209 1 remaining
Post no. 57.
The twin version of the type F. Used in parkways and malls (fig. 29).

Special Iron Twin Standard Code 348 6 remaining
Post nos. 63-68.
These twin-arm posts grace the parapet walls of the underpass connecting the Harlem River Drive with Adam Clayton Powell Jr. Blvd. (7th Avenue). The original octagonal lanterns have been replaced with tear-drop luminaires (fig. 30).

24 Twin/1 BC 2 remaining
Post nos. 25, 26.
Type 24 twin tops were retrofitted to type 1BC posts. These were never a standard type.

NY Electric Co. Type 6 Code 30 1 remaining
Post no. 59.
One of the 45-foot tall light posts originally with "flaming arc" lamps, the original twin top of this post has been replaced with that of an original type 24 twin, variation 4. This is the only extant original type 24 twin top (fig. 31).

Wall Brackets

BC Wall Bracket Code 710 1 remaining
No. 77. (Fig. 32.)

G Wall Bracket — Code 712 — 4 remaining
Nos. 18, 92-94. (Fig. 33.)

Special Combination Bracket — Code 621 — 1 remaining
No. 104.
This bracket originally incorporated a tear-drop luminaire and a red upright globe identifying a fire call box location (fig. 34).

Note: The Commission will regulate changes to the building (with the exception of Nos. 18 and 104, which are located in designated historic districts), only if the change would result in the alteration, removal, or relocation of the wall bracket lamp.

Other Types

Gas — 2 remaining
Post nos. 44, 85.
These are the last two of the 50,000 or so gas lampposts that once lined the city's streets (fig. 35).

C — Code 203 — 5 remaining
Post nos. 75, 76, 105, 106, 107.
The elegant predecessor of the Henry Bacon park post, this "French design" post was originally located in parks and on boulevards, and was probably designed for gas and later converted to tungsten incandescent luminaires. The two at the India House entry were probably moved there at a later date (fig. 36).

Special Stairway — Code 350 — 3 remaining
Post nos. 86-88.
There were once 10 of these special posts lighting the West 215th Street step street between Broadway and Park Terrace. They are modelled as Ionic columns sitting atop cast-stone pedestals (fig. 37).

Evidence from photographs and extant posts indicates that following the 1934 inventory, no new cast-iron street lamppost designs were introduced. Rather, designs became more standardized. It appears that for certain components, such as finials, one design began to be used on a number of posts, rather than a unique design for each. Some posts also seem to have had parts replaced with parts from other post designs. Thus it is sometimes difficult to identify post types.

List of Individually-Designated Lampposts and Bracket Lights

The posts on the following list are grouped roughly in geographical order. This list includes only those posts and brackets that are the subject of this designation. The complete list of designated posts, including those within historic districts and on the landmark sites of other landmarks, is given in the Appendix. All posts and brackets are under the jurisidiction of the Department of Transportation, Division of Street Lighting.

Borough of The Bronx

Lamppost 70
located on the north side of Kazimiroff Boulevard, by the entrance to the Haupt Conservatory, New York Botanical Garden, Borough of The Bronx Tax Map Block 3272, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 71

located on the north side of Kazimiroff Boulevard, by the entrance to the Haupt Conservatory, New York Botanical Garden, Borough of The Bronx Tax Map Block 3272, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 83

located on the west side of Broadway between 230th Street and Kimberly Place adjacent to 5517 Broadway, Borough of The Bronx Tax Map Block 5700, Lot 99.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 96

located at the southeast corner of Mosholu Avenue and Post Road adjacent to 5802 Moshulu Avenue, Borough of The Bronx Tax Map Block 5851, Lot 2083..

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lampposts 101 and 102

located flanking the steps on West 256th Street leading from the west side of Post Road to the east side of Sylvan Avenue, Borough of The Bronx.

Landmark Site: Consisting of the property on which the described lampposts are situated.

Borough of Brooklyn

Lampposts 97, 98, 99, and 100

located at Dyker Beach Park Golf Course on Park Drive east of Seventh Avenue (opposite 88th Street), Borough of Brooklyn Tax Map Block 6418, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 73

located on the southern side of the pedestrian bridge crossing the Belt Parkway (Leif Erickson Drive) between Exit 4 (Bay 8th Street) & Exit 5 (Bay Parkway).

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lampost 103

located on the southern side of the pedestrian bridge crossing the Belt Parkway (Leif Erickson Drive) between Exit 5 (Bay Parkway) and Exit 6 (Coney Island Avenue).

Landmark Site: Consisting of the property on which the described lamppost is situated.

Borough of Manhattan

Lamppost 1

located at the southeast corner of 1 Battery Park Plaza (State and Bridge Streets), Borough of Manhattan Tax Map Block 9, Lot 29.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 3

located adjacent to 24 Beaver Street between Broad and New Streets, Borough of Manhattan Tax Map Block 11, Lot 12.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 4

located adjacent to 50 Broadway, Borough of Manhattan Tax Map Block 22, lot 24.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 5

located adjacent to 80 Broadway, Borough of Manhattan Tax Map Block 23, lot 7.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 6

located adjacent to 10 Pine Street, a/k/a 120 Broadway (Equitable Building), Borough of Manhattan Tax Map Block 47, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 7

located on the west side of Greenwich Street between Battery Place and Morris Street, Borough of Manhattan Tax Map Block 18, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 8

located on the east side of Greenwich Street between Battery Place and Morris Street, adjacent to 13-19 Greenwich Street a/k/a 25 Broadway (Cunard Building), Borough of Manhattan Tax Map Block 13, lot 27.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 9

located at intersection of Greenwich Street, the foot of Trinity Place and Battery Place overlooking the depressed exit ramp of the Brooklyn Battery Tunnel, Borough of Manhattan.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 10

located adjacent to 1-9 Trinity Place a/k/a 29 Broadway, Borough of Manhattan Tax Map Block 20, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 11

located on the west side of Trinity Place overlooking the depressed exit ramp of the Brooklyn Battery Tunnel, Borough of Manhattan.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 12

located on the west side of Trinity Place overlooking the depressed exit ramp of the Brooklyn Battery Tunnel, near the Rector Street subway entrance/exit of the Number 1 and 9 IRT Subway, Borough of Manhattan.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 13

located at the west side of Trinity Place on the trafffic island bounded by Greenwich Street and Trinity Place, Borough of Manhattan.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 14

located adjacent to 34-38 Western Union International Plaza a/k/a 21-23 West Street, Borough of Manhattan Tax Map Block 15, lot 22.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 15

located adjacent to 21-23 Morris Street a/k/a 21-23 West Street, overlooking the depressed roadway of the exit ramp of the Brooklyn Battery Tunnel, Borough of Manhattan Tax Map Block 15, lot 22.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 78

located on the east side of Western Union International Plaza between Morris Street and Battery Place overlooking the depressed entrance way to the Brooklyn Battery Tunnel, Borough of Manhattan.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 80

located adjacent to 107 and 109 Washington Street between Rector and Carlisle Streets, Borough of Manhattan Tax Map Block 53, lots 4 and 6.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 79

located on the northeast corner of Albany & West Streets adjacent to 21-25 Albany Street a/k/a 90 West Street, Borough of Manhattan Tax Map Block 56, Lot 4.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 89

located on the southeast corner of Washington and Warren Streets, Borough of Manhattan Tax Map Block 142, Lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 77 *(wall bracket)*

located on 147 Nassau Street between Spruce and Beekman Streets, Borough of Manhattan Tax Map Block 101, lot 2.

Landmark Site: Consisting of the property on which the improvement to which the described wall bracket lamp is attached is situated.

Lamppost 93 *(wall bracket)*

located on 33-43 Gold Street (Excelsior Power Co. Building), Borough of Manhattan Tax Map Block 77, lot 24.

Landmark Site: Consisting of the property on which the improvement to which the described wall bracket lamp is attached is situated.

Lamppost 91

located on the southwest corner Walker Street and Sixth Avenue adjacent to 1-3 Walker Street a/k/a 253 West Broadway, Borough of Manhattan Tax Map Block 191, lot 18.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 35

located on the southeast corner of Canal and Lafayette Streets adjacent to 246-250 Canal Street, Borough of Manhattan Tax Map Block 197, Lot 21.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 92

located adjacent to 303 West 10th Street between West and Washington Streets, Borough of Manhattan Tax Map Block 636, lot 70.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 45

located on the northside of Gansevoort Street at the foot of Little West 12th Street, Borough of Manhattan Tax Map Block 628, lot 2.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 84

located at the former intersection of Broome and Sheriff Streets, Borough of Manhattan Tax Map Block 331, Lot 65.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 51

located on the northeast corner of Broadway and 23rd Street adjacent to Madison Square Park, Borough of Manhattan Tax Map Block 852, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 90

located on the southwest corner of Fifth Avenue and 28th Street adjacent to 246 Fifth Avenue, Borough of Manhattan Tax Map Block 829, Lot 42.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 53

located adjacent to 314 Fifth Avenue, Borough of Manhattan Tax Map Block 833, lot 45.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 94 *(wall bracket)*

located on 153 East 26th Street (the northwest corner East 26th Street & Broadway Alley), Borough of Manhattan Tax Map Block 882, lot 39.

Landmark Site: Consisting of the property on which the improvement to which the described wall bracket lamp is attached is situated.

Lamppost 54

located on the southeast corner of Park Avenue and East 46th Street, adjacent to Borough of Manhattan Tax Map Block 1300, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 55

located on the southwest corner of Park Avenue and East 46th Street, adjacent to Borough of Manhattan Tax Map Block 1300, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 81

located on the south side of 48th Street between Park and Lexington Avenues adjacent to the 48th Street side of 277 Park Avenue, Borough of Manhattan Tax Map Block 1302, lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 82

located on the south side of 49th Street between Park and Lexington Avenues adjacent to the East 49th Street side of 279 Park Avenue, Borough of Manhattan Tax Map Block 1303, Lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 56

located on the southeast corner of Beekman Place at 51st Street adjacent to 39 Beekman Place, Borough of Manhattan Tax Map Block 1361, Lot 134.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 57

located on Sutton Place at East 58th Street, the east side of Sutton Square north of Riverview Terrace adjacent to Borough of Manhattan Tax Map Block 1372, north of lot 43.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 59

located at the intersection of Amsterdam Avenue, Hamilton Place and West 143rd Street, within Alexander Hamilton Square, Borough of Manhattan Tax Map Block 2075, lot 29.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 58

located on the southeast corner of West 139th Street at Edgecombe Avenue adjacent to 90-96 Edgecombe Avenue, Borough of Manhattan Tax Map Block 2041, Lot 68.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lampposts 60 and 61

located on the paths of Colonel Charles Young Triangle which is at the intersection of West 153rd Street at Macomb's Place, Borough of Manhattan Tax Map Block 2037, lot 23.

Landmark Site: Consisting of the property on which the described lampposts are situated.

Lampposts 63, 64, 65, 66, 67, and 68

which line both sides of the entrance ramp to the Harlem River Drive on Adam Clayton Powell, Jr. Boulevard south of West 153rd Street, Borough of Manhattan.

Landmark Site: Consisting of the property on which the described lampposts are situated.

Lamppost 107

located on the east side of Riverside Drive at West 163rd Street, inside Fort Washington playground, Borough of Manhattan Tax Map Block 2136, Lot 300.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lampposts 105 and 106

located in Highbridge Park at the foot of West 187th Street and Laurel Hill Terrace, Borough of Manhattan Tax Map Block 2149, Lot 525.

Landmark Site: Consisting of the property on which the described lampposts are situated.

Lamppost 85

located on the northeast corner of West 211th Street and Broadway adjacent to 4980-4988 Broadway, Borough of Manhattan Tax Map Block 2229, Lot 1.

Landmark Site: Consisting of the property on which the described lamppost is situated

Lampposts 86, 87, and 88

located on the West 215th Street step street from Broadway to Park Terrace west of Broadway, Borough of Manhattan.

Landmark Site: Consisting of the property on which the described lampposts are situated.

Borough of Queens

Lamppost 72

located on the south side of 53rd Avenue step street between 64th Street and 65th Place, Maspeth, Borough of Queens Tax Map Block 2374, lot 160.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Lamppost 95

located on Rockaway Boulevard near 150th Street by Baisley Pond Park, Borough of Queens.

Landmark Site: Consisting of the property on which the described lamppost is situated.

Report prepared by
Jeremy Woodoff, Associate Planner
Preservation Department

NOTES

1. William T. O'Dea, *The Social History of Lighting* (New York: The MacMillan Co., 1958), 93.

2. O'Dea, 95.

3. O'Dea, 97, 98.

4. O'Dea, 96.

5. I.N. Phelps Stokes, *The Iconography of Manhattan Island* (New York: Robert H. Dodd, 1922), vol. 4, 404.

6. Stokes, vol. 4. 721.

7. O'Dea, 98.

8. Stokes, vol. 5, 1663.

9. C.F. Lacombe, *Transactions of the Illuminating Engineering Society*, May 1913, fig.1.9.9.

10. These luminaires may have been produced by the Pennsylvania Globe Gaslight Co. A later catalogue illustration from this firm identifies this lantern as the "New York Corporation," although the illustration shows a luminaire attached to the post from the center, rather than being tied to the post with four corner braces, as seen in the photo illustration. This company also manufactured a cylindrical style of luminaire, common in the fourth quarter of the 19th century, named "The Manhattan." Again, the probably later catalogue illustration is slightly different from the luminaires seen in photographs, which had a large and elaborate ventilator cap. The company is still in business, and can supply reproductions of these two

luminaires, as well as the "Boulevard No. 37," which was used with the Welsbach incandescent gas mantle.

11. Although the fabricator of these two posts is not known,the name "M.J. Drummond, 192 Broadway, N.Y." was cast into the base of a gas post no longer extant.

12. O'Dea, 61.

13. In less-developed areas of the city not served by gas lines, naptha-vapor lamps were substituted, which had a similar light quality but required periodic re-fueling.

14. Stokes, vol. V, 2055.

15. Lacombe, 202.

16. Lacombe, 202.

17. Thurston H. Owens, "Lamp Posts: The Hotel Sign of New York," *The Illuminating Engineer*, vol. 3, 1908-09, 137.

18. National Electrical Manufacturers' Association (NEMA), *A Chronological History of Electrical Development From 600B.C.*, (New York: National Electrical Manufacturers' Association, 1946), 10-11.

19. NEMA, 11.

20. NEMA, 16.

21. NEMA, 18.

22. Paul W. Keating, *Lamps for a Brigher America: A History of the General Electric Lamp Business*, (New York: McGraw Hill Book Co., Inc., 1954), 7-8.

23. Keating, 8.

24. Keating, 9.

25. NEMA, 34.

26. NEMA, 42.

27. NEMA, 43.

28. NEMA, 44.

29. NEMA, 55. In the intervening six years, improvements were made to dynamos, including the development of the central station, first in London on January 12, 1882, and then at Edison's famous Pearl Street Station on September 4, with its six "jumbo" dynamos each lighting 800 lamps. Also, the incandescent lamp finally was proved viable. Both Swan in England and Edison in the U.S. produced successful lamps. Edison's famous trial in October 1879 of a carbonized cotton thread burned for 40 hours. By December, the use of carbonized filaments of bristol board produced lamps that burned for

several hundred hours.

Edison's most significant contribution to the early use of electricity for lighting was in his development of a total system, including dynamos, switches, wiring, meters, parallel circuitry (so that lamps could be operated independently without each affecting the operation of the others), as well as the lamp itself. This early work was geared towards interior lighting, but these inventions proved useful to street lighting systems as well.

30. NEMA, 46; O'Dea, 100-101.

31. O'Dea, 100-101.

32. NEMA, 68, 73.

33. Keating, 112-114.

34. *New York Times*, Sept. 1, 1892, p. 8, col. 5.

35. *New York Times*, April 16, 1893, p. 9, col. 3.

37. New York City Department of Transportation and Municipal Art Society, *Lights On, New York!*, exhibition catalogue, June 7, 1989-Sept. 1, 1989, The Urban Center.

37. Lacombe, fig. 4.

38. Lacombe, fig. 3.

39. Lacombe, fig. 5.

40. Lacombe, 202.

41. Lacombe, 207.

42. Nicholas J. Kelly (Chief Engineer of Light and Power, NYC), "Lighting the Streets and Sidewalks of New York," *The American City*, January 1931, 200.

43. Lacombe, 207.

44. Keating, 161-164.

45. *The System Electric Companies -- Photographs of Street Lighting Equipment As Of November 1, 1934.* This 900-page book is believed to have been prepared by the city's Bureau of Gas and Electricity. Numbered copies were printed with half-tone illustrations. Photocopied reproductions were subsequently produced.

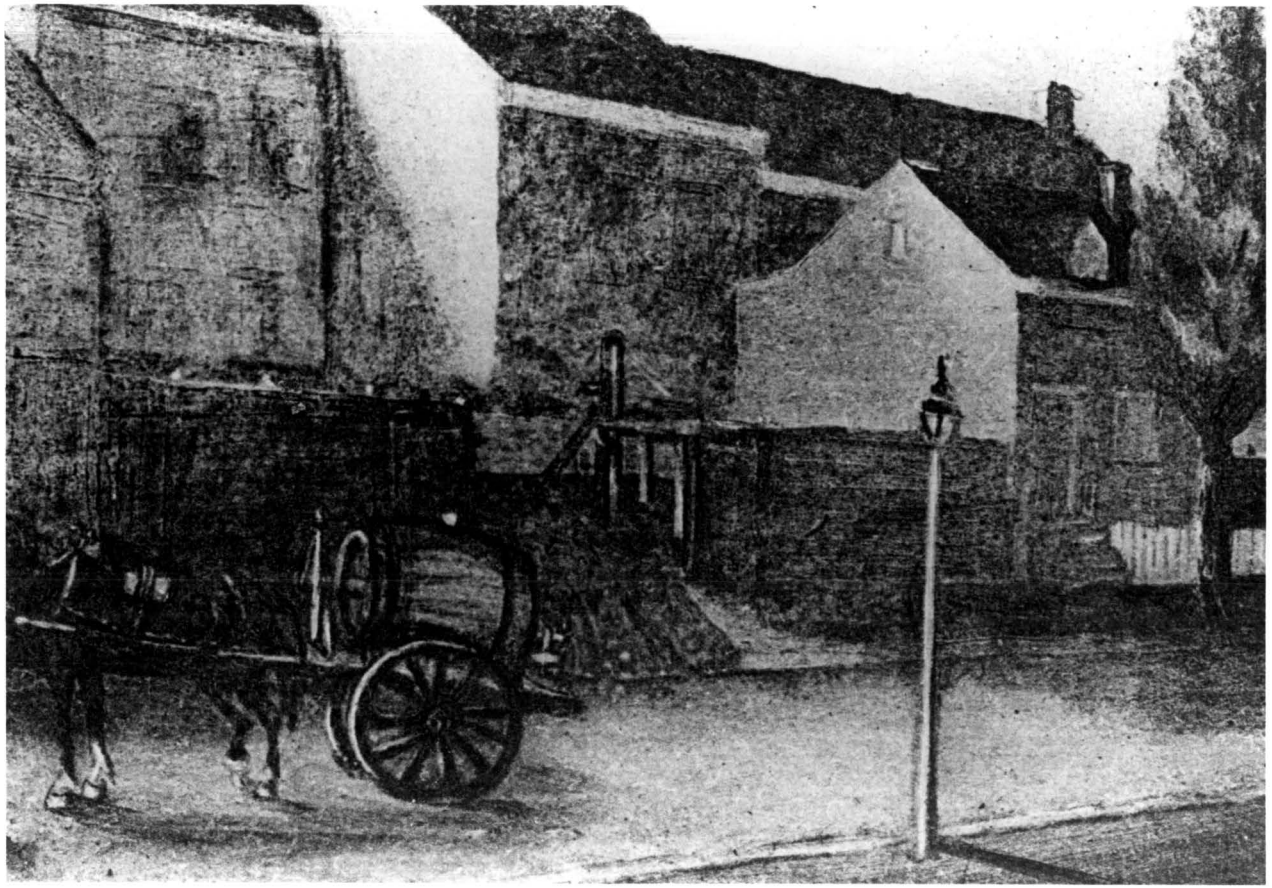


fig. 1. An 1807 view illustrating an oil lamppost. Stokes, *The Iconography of Manhattan Island*, vol. 3, Pl. IVB.

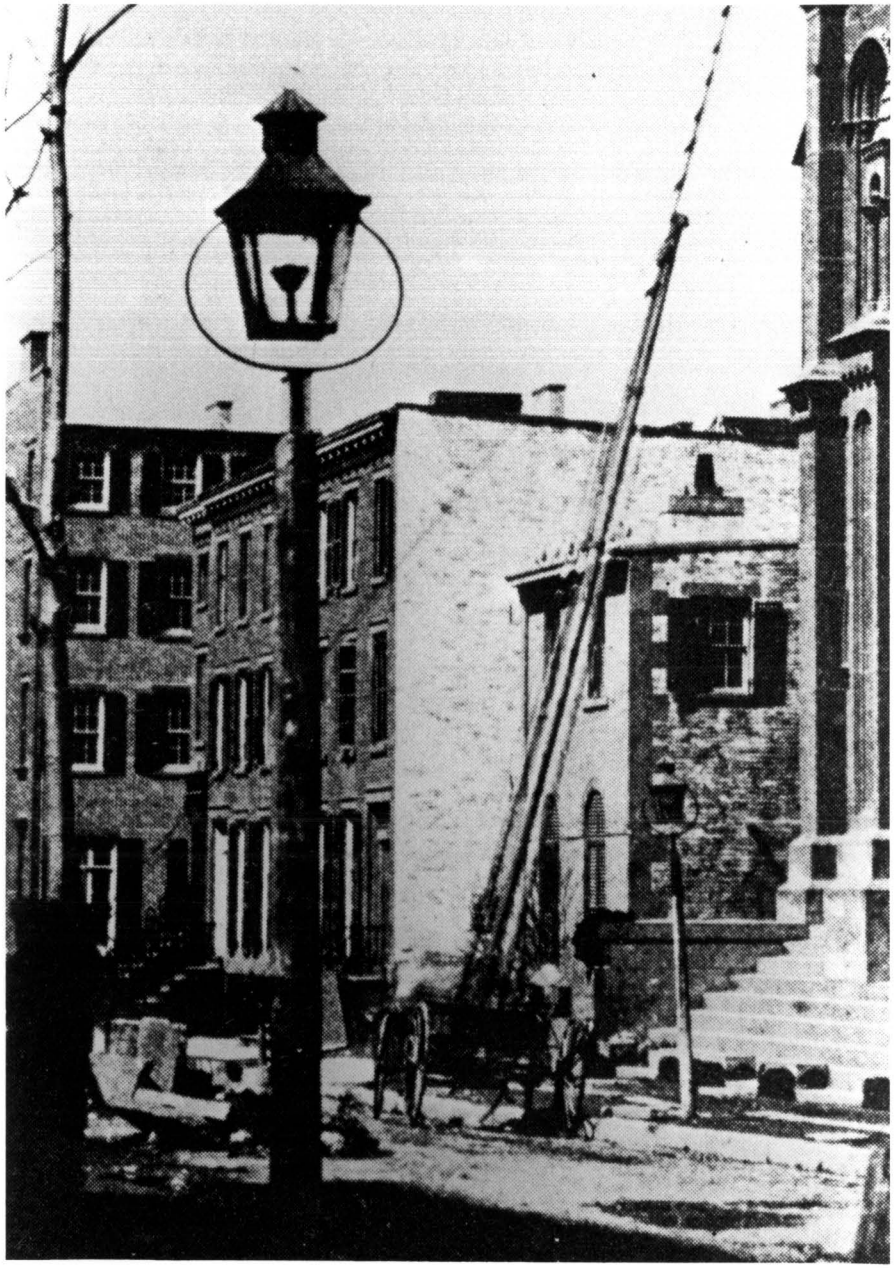


fig. 2. An 1853 photograph illustrating what appears to be an old, wooden oil lamp post and luminaire converted to burn gas. Mary Black, *Old New York in Early Photographs*, pl. 129, p. 152.

fig. 3. An early cast-iron gas lamppost, ca. 1830. Stokes, vol. 3, pl. A-19.

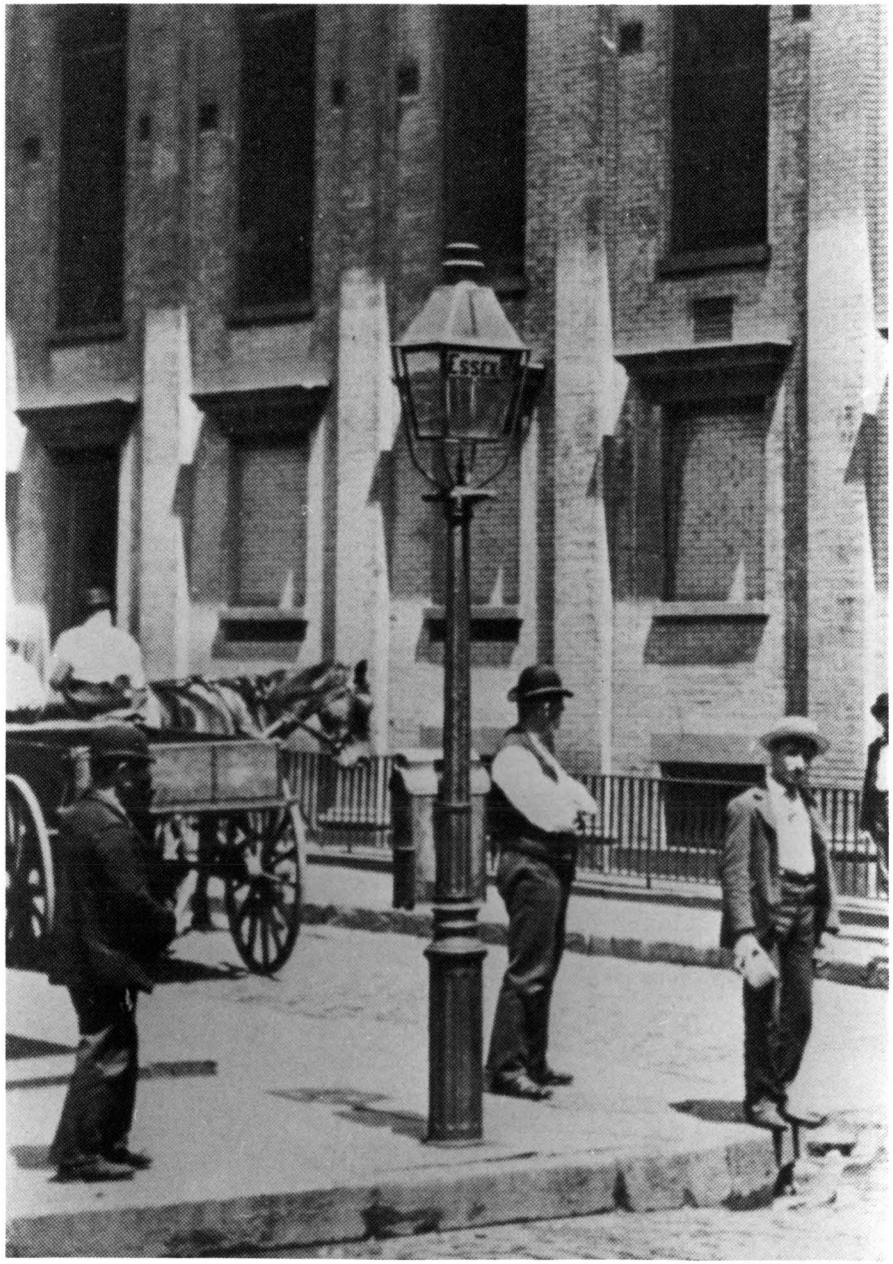


fig. 4. Standard gas lamppost with early luminaire (Pennsylvania Globe Gas Light Co., "New York Corporation" type). Black, pl. 79, p. 90.

fig. 5. Detail of second type of gas luminaire (Pennsylvania Globe Gas Light Co. "Manhattan" type). Theodore James Jr., *Fifth Avenue,* p. 190.

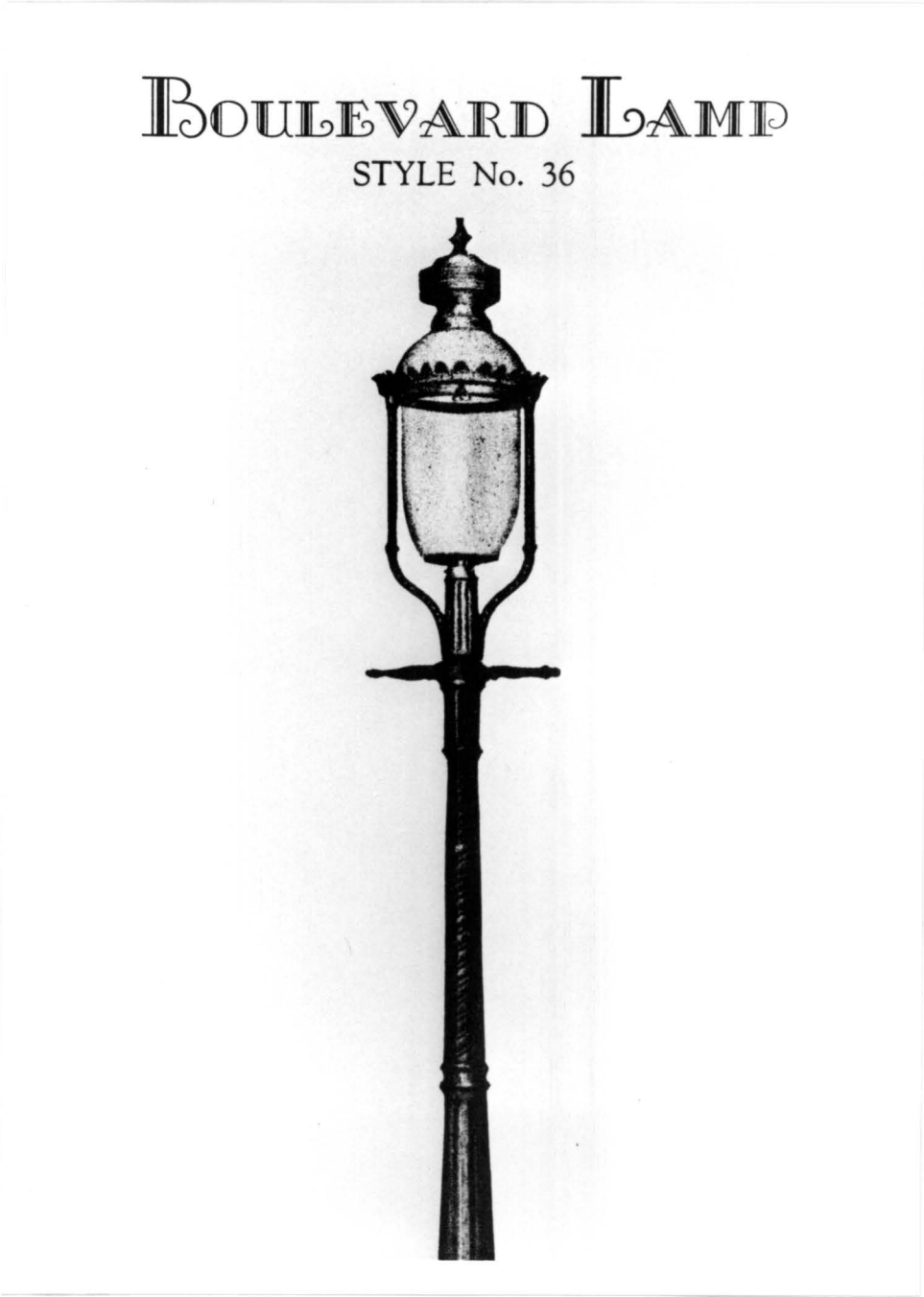


fig. 6. Detail of third type of gas luminaire (Pennsylvania Globe Gas Light Co. "Boulevard No. 37").

fig. 7. Special gas lampposts and luminaires, Union Square, ca. 1860. Stokes, vol. 3, A. Plate 27B-a.

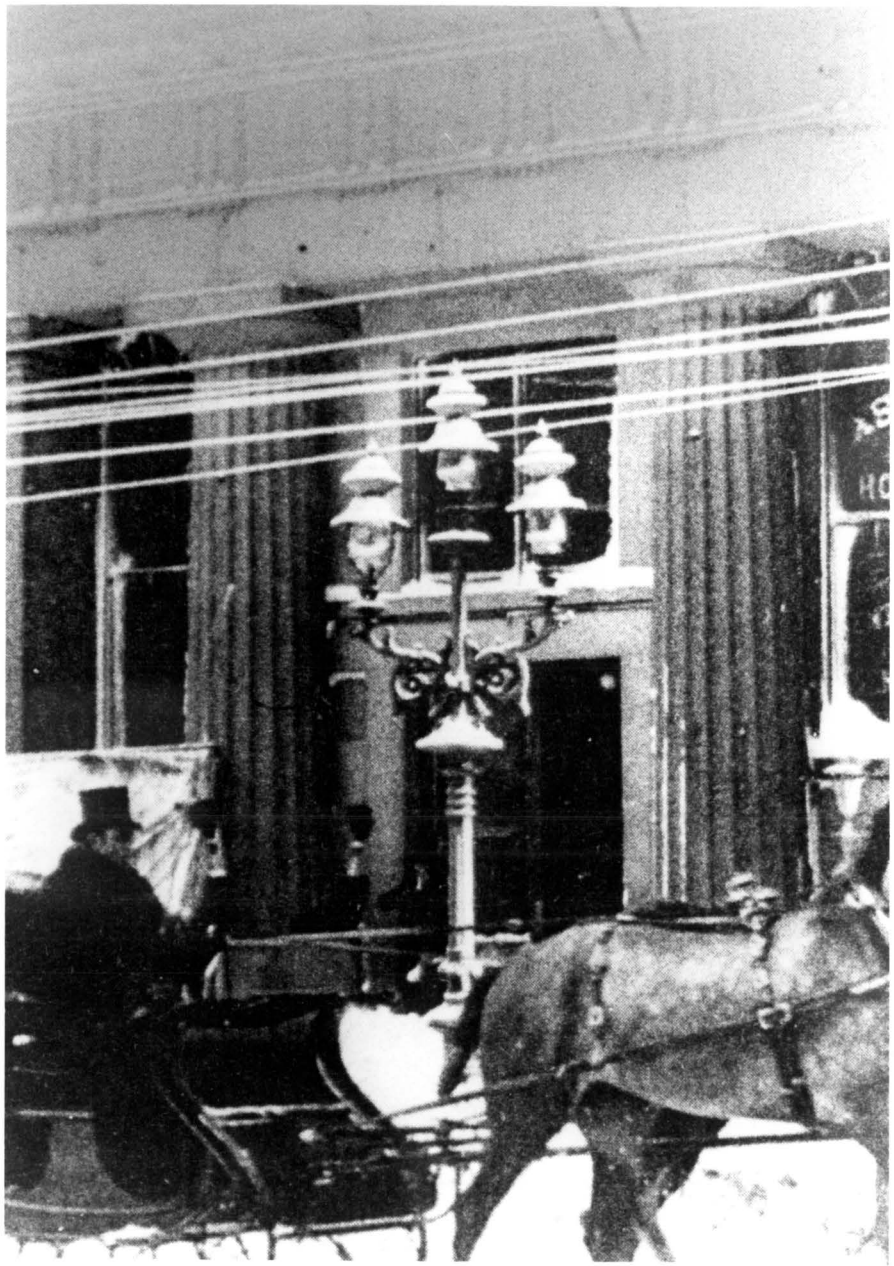


fig. 8. Entrance to the Astor Hotel, with special lampposts. Roger Whitehouse, *New York: Sunshine and Shadow*, fig. 183.

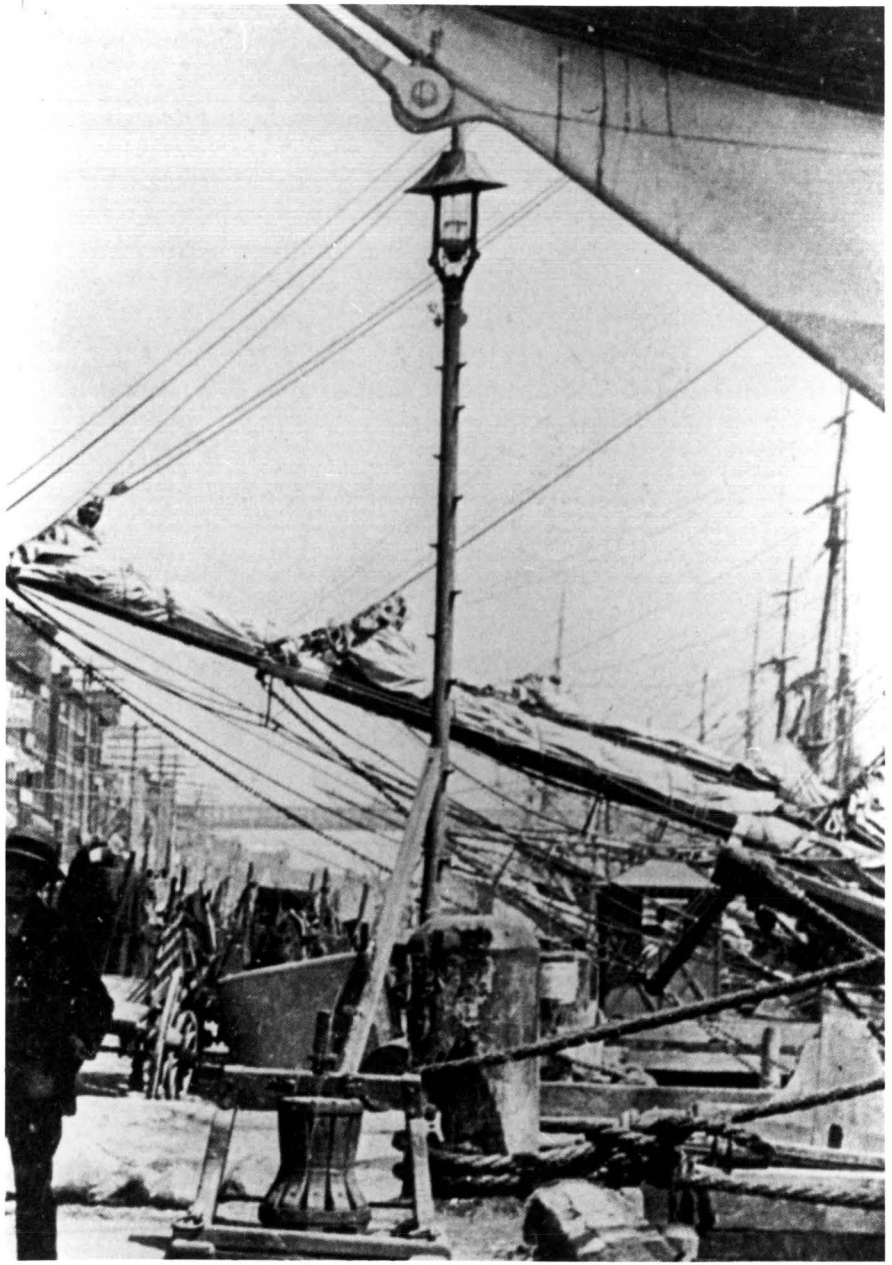


fig. 9. Early arc lamps at South Street, ca. 1897. These posts were first installed in the 1880s. Black, pl. 9, p. 21.

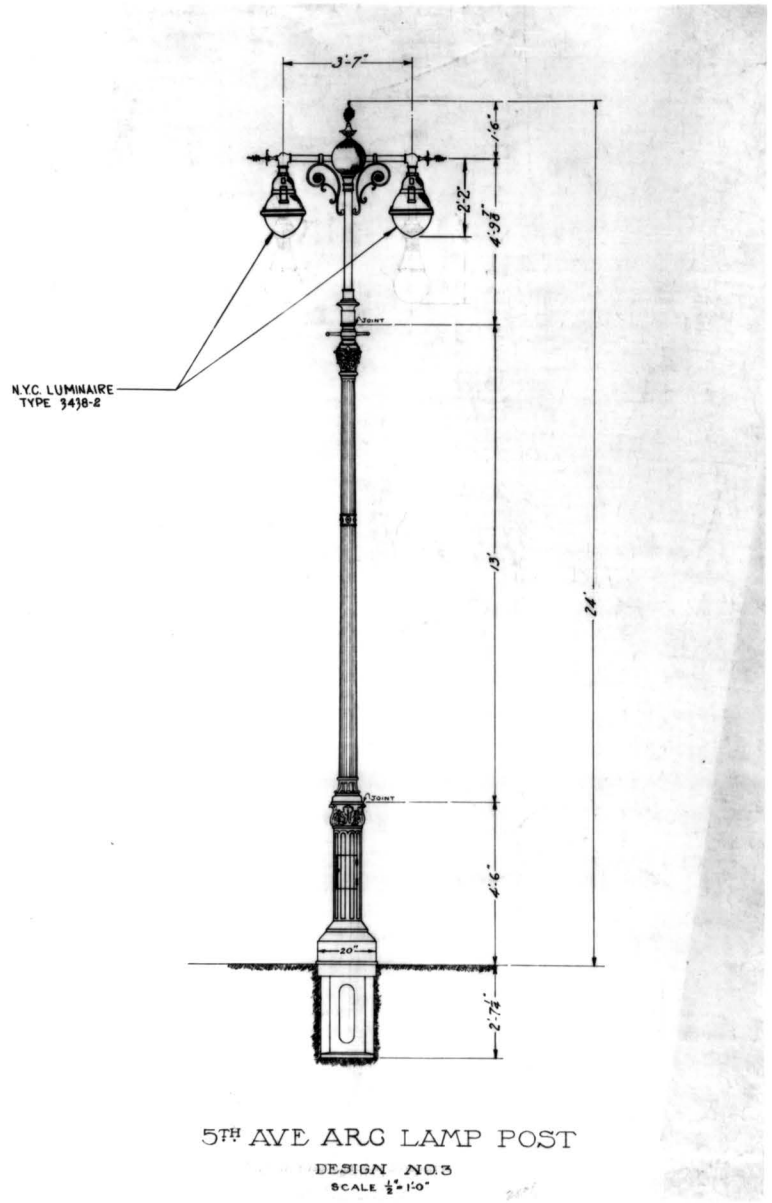


fig. 10. Original Fifth Avenue twin post (subsequently called "Type 3 Twin"). New York City Department of Transportation drawing.

fig. 11. Detail of early luminaire for Fifth Avenue post. Art Commission of the City of New York.

fig. 12. Type 1 Bishop's Crook (BC), detail of top portion. Art Commission of the City of New York.

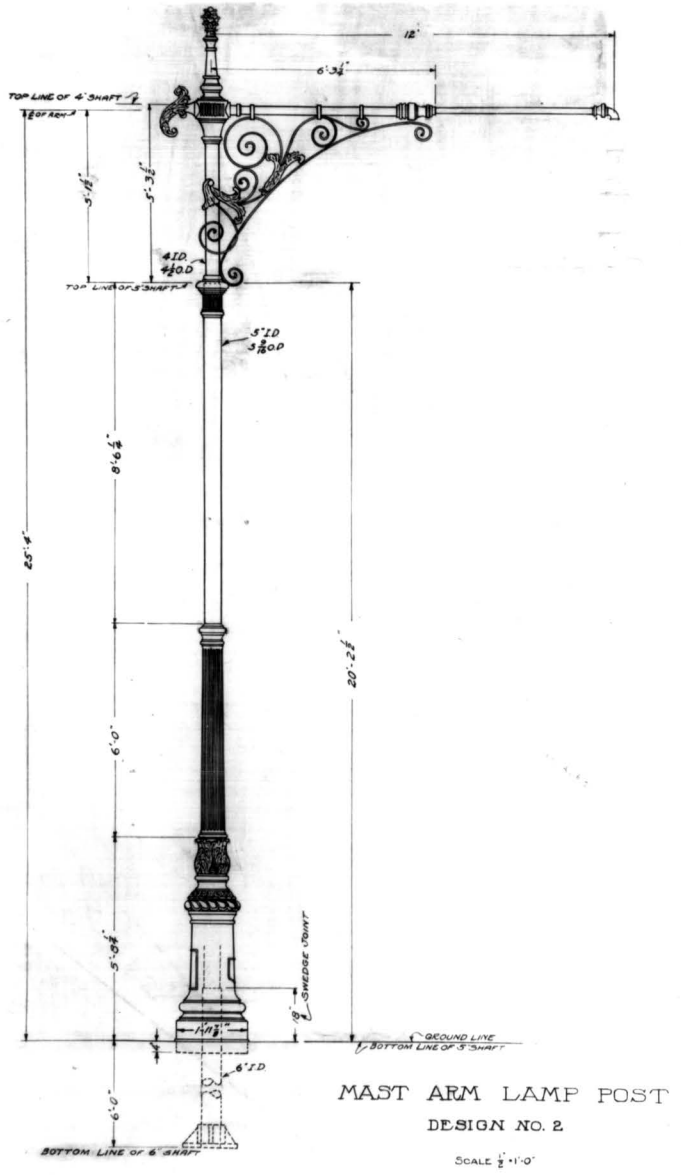
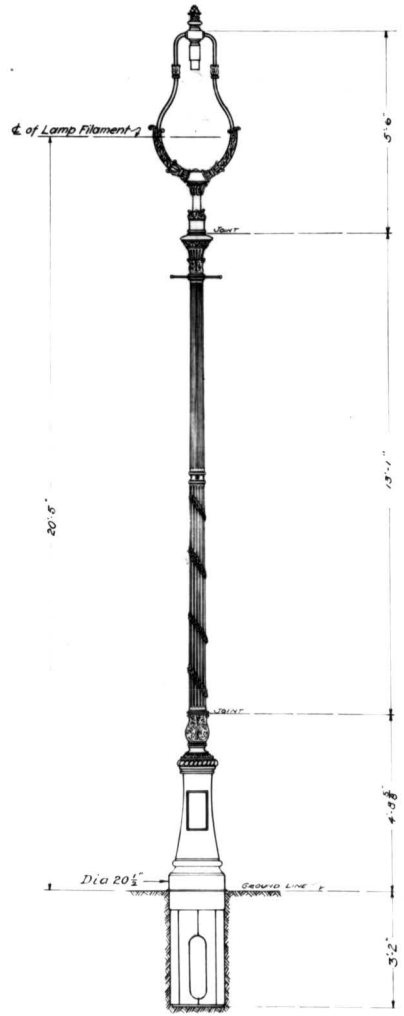


fig. 13. Type 1 mast arm post, part of the "Boulevard" lighting system for Broadway. Art Commission of the City of New York.



LYRE TOP LAMP POST

DESIGN NO. 4

SCALE ½"=1'-0"

fig. 14. Lyre post. Used on the Broadway malls as part of the "Boulevard" lighting system, and elsewhere. Department of Transportation drawing.

fig. 15. New York Electric Company Type 6, a 45-foot tall twin post used at major intersections and plazas. It used intensely bright "flaming arc" lamps. Art Commission of the City of New York.

fig. 16. Boulevard, or Type C, short post, probably originally designed for gas and retrofitted for early incandescent lamps. Used on boulevards, such as Broadway, and park-like drives, such as Riverside Drive. Art Commission of the City of New York.

fig. 17. Type 1BC, the earliest design for the bishop's crook post. Art Commission of the City of New York.

fig. 18. Type 24A bishop's crook, the design on which today's reproductions are based. Landmarks Preservation Commission.

fig. 19. Type 24AW. A bishop's crook variant in which the crook ornament is mostly wrought rather than cast iron. Landmarks Preservation Commission.

fig. 22. Type G. The other mast-arm type.The base is modelled after Henry Bacon's short park post of 1911. This design was frequently, but not exclusively, used on park drives. Landmarks Preservation Commission.

fig. 23. Traffic signal. First introduced in 1924-25, these mast-arm types were used exclusively for traffic signals, as symbolized by the automobile wheel motif. Landmarks Preservation Commission.

fig. 20. Type 6BC. Possibly using the base from earlier arc lamp posts, this bishop's crook type was specified where sidewalks were narrow. Art Commission of the City of New York.

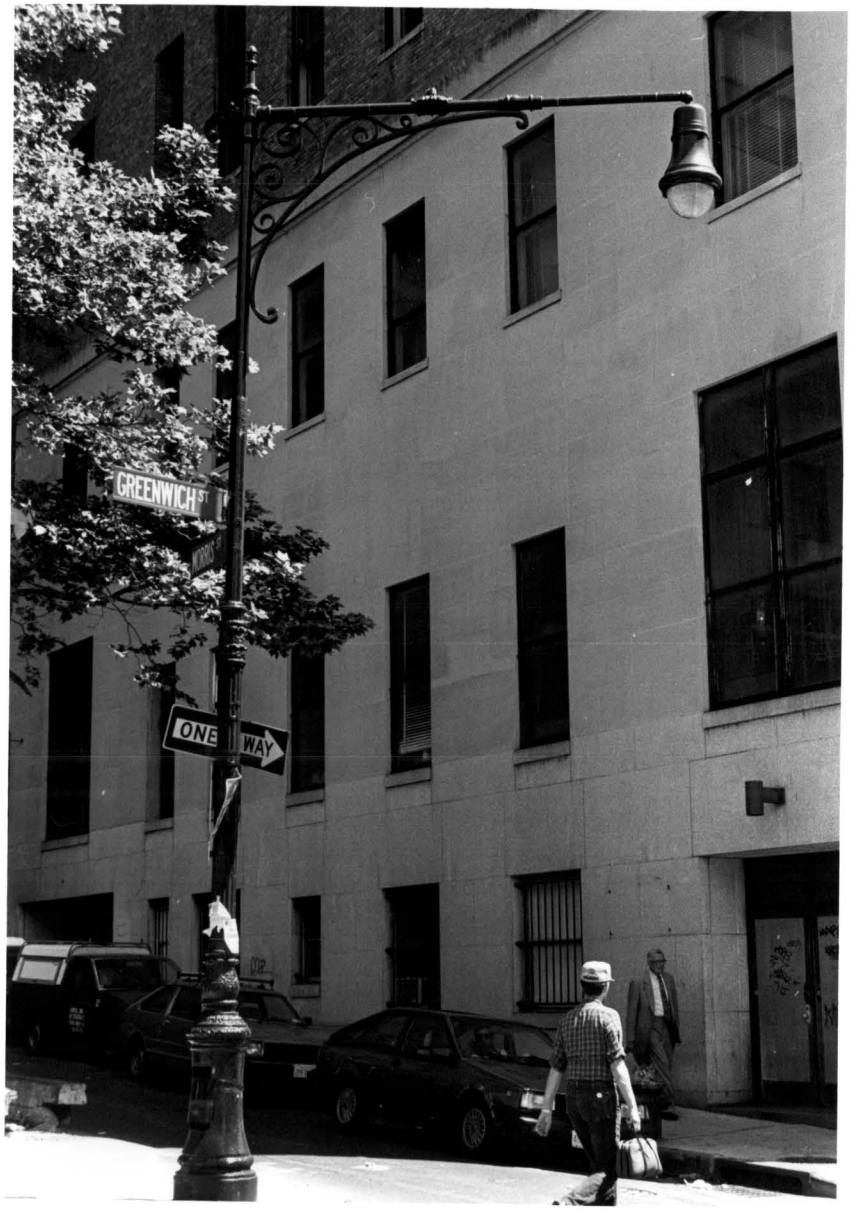


fig. 21. Type 24M. One of two remaining mast-arm types. New reproductions are based on this design. Landmarks Preservation Commission.

fig. 24. Type F. Known originally as a "reverse scroll bracket," this type was an alternative to the bishop's crook, and was most commonly found on residential side streets. Art Commission of the City of New York.

fig. 25. Type 3 Twin. Old Fifth Avenue twin post. This post is the last remaining from the 1892 installation on Fifth Avenue. Photograph taken just prior to the post's recent restoration. Landmarks Preservation Commission.

fig. 26. Type 1 Twin. An early hybrid type, featuring a Type 1BC post and a Type 3 Twin top. Landmarks Preservation Commission.

fig. 27. Type 24 Twin. A descendent of the old Fifth Avenue twin post, this design served as the model for the reproduction posts around Bryant Park. Landmarks Preservation Commission.

fig. 28. Type 24 Twin, original top. Prior to 1934, this was the standard design for the top of the Type 24 Twin post. This last extant example replaces the original top of post no. 59. Landmarks Preservation Commission.

fig. 29. The last Type F Twin post. Landmarks Preservation Commission.

fig. 30. Special Iron Twin Standard. A special post, used only in this location at the entrance to the Harlem River Drive at Adam Clayton Powell Jr. Blvd. The original luminaires were octagonal lanterns. Landmarks Preservation Commission.

fig. 31. The last New York Electric Co. Type 6. Landmarks Preservation Commission.

fig. 32. BC Wall Bracket. Landmarks Preservation Commission.

fig. 33. G Wall Bracket. Landmarks Preservation Commission.

fig. 34. Special Combination Bracket. Includes a light identifying the presence of a nearby fire alarm box. Landmarks Preservation Commission.

fig. 35. Gas post. One of two remaining. This type was used throughout the city from the mid-19th century to the end of the gas light era. Landmarks Preservation Commission.

fig. 36. Type C post. A later 19th century ornamental alternative to the standard gas post. This post was adapted for incandescent electric lamps in the early 20th century. It was used on boulevards and in parks. Landmarks Preservation Commission.

fig. 37. Special Stairway. Three of ten posts remain at this step street in upper Manhattan. Other step streets had different post designs. Landmarks Preservation Commission.

APPENDIX

POST NO.	TYPE	LOCATION	NO. OF TYPE REMAINING
1	24A	cor. State & Bridge Sts.	16
2	24A	54 Pearl St.	16
3	1 BC	Beaver St. betw. Broad & New Sts.	13
4	24A	50 Broadway	16
5	1 BC	80 Broadway	13
6	24A-W	10 Pine St.	4
7	24M	Greenwich, Trinity, Battery Pl.	12
8	24M	Greenwich, Trinity, Battery Pl.	12
9	24M	Greenwich, Trinity, Battery Pl.	12
10	24M	Greenwich, Trinity, Battery Pl.	12
11	24M	Greenwich, Trinity, Battery Pl.	12
12	24M	Greenwich, Trinity, Battery Pl.	12
13	24M	Greenwich, Trinity, Battery Pl.	12
14	24M	West. Un. Int'l Pl. @ Morris St.	12
15	24M	S side Morris St. betw. West St. & Battery Tunnel	12
~~16~~	~~24A~~	~~N side Vesey St. betw. Church & W. Broadway~~	REMOVED
17	24A	Duane Park	16
18	G Wall Bracket	86 Thomas St.	4
19	24A-W	Reade St. betw. Centre & Elk	4
~~20~~	~~24A~~	~~Cardinal Hayes Place~~	REMOVED
~~21~~	~~24A~~	~~Kent Place~~	REMOVED
~~22~~	~~24A~~	~~cor. Cardinal Hayes & Kent Pl.~~	REMOVED
23	1 BC	City Hall Park	13
24	24A	City Hall Park	16
25	24 twin/1 BC	City Hall Park	2
26	24 twin/1 BC	City Hall Park	2
27	1 BC	City Hall Park	13

POST NO.	TYPE	LOCATION	NO. OF TYPE REMAINING
28	1 BC	City Hall Park	13
29	1 BC	City Hall Park	13
30	24A-W	City Hall Park	4
31	1 BC	City Hall Park	13
32	1 BC	City Hall Park	13
33	1 BC	City Hall Park	13
34	1 BC	City Hall Park	13
35	1 BC	SE cor. Canal & Lafayette Sts.	13
36	24A	56 Walker St.	16
37	24A	444 Broadway	16
38	24A	473 Broadway	16
39	24A	515 Broadway	16
40	24A	60 Greene St.	16
41	24A	542 Broadway	16
42	24A	580 Broadway	16
43	24A	152 Mercer St.	16
44	gas	foot of Patchin Place	2
45	24M	cor. Gansevoort & Little W 12	12
46	F	123 W. 13 St.	6
47	3 Twin	95 Fifth Ave. @ 17 St.	1
48	24 Twin	SE cor. 5th Ave. @ 19 St.	6
49	24 Twin	SW cor. 5th Ave. @ 23 St.	6
50	24 Twin	5th Ave., Broadway, 23 St.	6
51	1 Twin	NE cor. Broadway @ 23 St.	1
~~52~~	~~24 A-W~~	~~W side Lexington Ave. @ 43 St.~~	REMOVED
53	24 Twin	314 5th Ave.	6
54	signal	N side Helmsley Bldg. @ Park Ave. --east side of street	4
55	signal	N side Helmsley Bldg. @ Park Ave. --west side of street	4

POST NO.	TYPE	LOCATION	NO. OF TYPE REMAINING
56	24A	SE cor. Beekman Pl. @ 51 St.	16
57	F twin	Sutton Pl. @ 58 St.	1
58	signal	SE cor. W. 139 St. @ Edgecomb Ave.	4
59	NY Elec. Co. Type 6	Amsterdam Ave., Hamilton Pl., 143 St.	1
60	F	Charles Young Triangle (153 St. @ Macomb's Pl.)	6
61	F	Charles Young Triangle (153 St. @ Macomb's Pl.)	6
~~62~~	~~F~~	~~Charles Young Triangle (153 St. @ Macomb's Pl.)~~	REMOVED
63-68	Special Iron Twin Standard	A.C. Powell Blvd. @ 153 St. (ramp to Harlem River Dr.)	6
69	6 BC (base only)	SE cor. W. 4 & Charles Sts.	2
70	G	Haupt Conservatory, NY Botanical Gdn.	7
71	G	Haupt Conservatory, NY Botanical Gdn.	7
72	F	53 Ave. step street betw. 64 St. & 65 Pl., Maspeth	6
73	F	Shore Pkwy, Bklyn, betw. exits 4 & 5	6
74	signal	86th St. Transverse Rd., Central Park	4
75	C	India House, 1 Hanover Sq.	5
76	C	India House, 1 Hanover Sq.	5
77	BC Wall Bracket	Nassau St. betw. Spruce & Beekman Sts.	1
78	24M	W side West. Un. Int'l Pl. betw. Morris St. & Battery Pl.	12
79	24A-W	NE cor. Albany & West Sts.	4
80	24A	E side Washington St. betw. Rector and Carlisle Sts.	16
81	1 BC	S side 48 St. betw. Park & Lexington Aves.	13
82	1 BC	S side 49 St. betw. Park & Lexington Aves.	13
83	24A	W side Broadway betw. 230 St. & Kimberly Pl.	16
84	6 BC	former intersection of Broome & Sheriff Sts.	2

POST NO.	TYPE	LOCATION	NO. OF TYPE REMAINING
85	gas	NE cor. 211 St. & Broadway	2
86-88	Special Stairway	115 St. Step St. from Broadway to Park Ter.	3
89	G/BC?	SE cor. Washington & Warren Sts.	1
90	24 Twin	SW cor. 5th Ave. & 28 St.	6
91	24 Twin	SW cor. Walker St. & 6th Ave.	6
92	G Wall Bracket	303 W. 10 St. (betw. West & Washington Sts.)	4
93	G Wall Bracket	33-43 Gold St. (Excelsior Power Co.)	4
94	G Wall Bracket	NW cor. E. 26 St. & Broadway Alley (153 E. 26 St.)	4
95	24M	Rockaway Blvd. near 150 St.	12
96	G	Mosholu Ave. @ Post Rd.	7
97-100	G	Dyker Beach Golf Course (Park Drive east of 7 Ave. opposite 88th St.)	7
101-102	unknown type	W. 256th St. Steps from Post Road to Sylvan Ave.	
103	F	Southern pedestrian bridge over Belt Parkway between exits 5 and 6	6
104	Special Combination Bracket	60 Stone St.	1
105-106	Type C	Highbridge Park at foot of W. 187th St. and Laurel Hill Terrace	5
107	Type C	E side Riverside Dr. at W. 163rd St.	5