

(Former) 19th Police Precinct Station House and Stable

43 Herbert Street, a/k/a 512-518 Humboldt Street, Brooklyn.

Built 1891-92; architect George Ingram.

Landmark Site: Borough of Brooklyn Tax Map Block 2827, Lot 36.

On February 7, 1989, the Landmarks Preservation Commission held a public hearing on the proposed designation as a Landmark of the former 86th Police Precinct Station House and Stable, Brooklyn, and the proposed designation of the related Landmark Site (Item No. 8). Three people spoke in favor of designation; the Commission has received additional letters in support of the proposed action, including one from Assemblyman Joseph R. Lentol.

DESCRIPTION AND ANALYSIS

Summary

The 19th Police Precinct Station House and Stable form a highly-visible, well-preserved example of the finely-detailed Romanesque Revival police precinct complexes that established a characteristic public presence in the neighborhoods of Brooklyn in the late nineteenth century. The 19th, erected in 1891-92, was one of several station house complexes designed by architect and engineer George Ingram and constructed as part of a building campaign initiated in 1886 by Brooklyn Police Commissioner Thomas Carroll to properly house the rapidly-expanding police force. The station house and stable built for the 19th Precinct -- the former 6th Sub-Precinct which had been established in 1885 and elevated to precinct status in 1888 -- were situated near the Meeker Avenue transportation corridor in the mixed-use residential and industrial neighborhood west of Newtown Creek. In his role as Assistant Engineer in the Brooklyn Department of City Works, George Ingram developed the nearly-standard plan for the Brooklyn police station complexes, in which the stable, cell block, and lodging rooms are located in a wing attached to the precinct house. Ingram, who was associated with the designs for approximately ten Brooklyn station houses, adapted the Romanesque Revival style to this building type, creating a recognizable aesthetic later used by other police station architects. Located on a corner site, the 19th Precinct Station House complex successfully combines several elements characteristic of Ingram's designs, including a projecting central bay incorporating the boldly-arched entrance porch which terminates in a tower and a prominent stairhall window bay. The detailing of the round arch that frames the entrance porch, the foliate-carved brownstone elements, the brownstone arcade of the tower, and the ornamental pressed brick of the red brick structure are well-executed features expressive of the Romanesque Revival. Further enhancing the station house and stable are the ornate cast-iron fence and entrance porch balustrade. The 19th Precinct Station House and Stable, which later housed the 62nd Precinct and then the 87th, remains in use by the New York City Police Department (although it no longer houses a police precinct).

Development in the Eastern District¹

During the early nineteenth century, the portion of the town of Bushwick between the village of Williamsburgh and Newtown Creek was a rural area. From the time that the early settlements in Bushwick spread out along the roads that connected them, the major thoroughfares in the area have facilitated development, as well as defined neighborhoods. (See Figure 1.) Beginning in the second decade of the nineteenth century, at the time ferries to Manhattan were initiated, the Williamsburgh and Jamaica Plank Road was established on the route of present-day Metropolitan Avenue. Around the same time, the Newtown and Bushwick Turnpike, also known as the North Road to Newtown, was built on the route of present-day Meeker Avenue. The turnpike crossed Newtown Creek at a site where a ferry had operated since the late 1600s; in 1836 a toll bridge was built which came to be known as the "Penny Bridge" after the fee charged to pedestrians. Bushwick Avenue, which connected with Humboldt Street, was an important north-south route.

In 1835, the village of Williamsburgh was extended to the east, from an original boundary around Bushwick Creek and the present-day Union Avenue to Bushwick Avenue, encompassing the area which became known as the "new village." In 1855, when the cities of Brooklyn and Williamsburgh and the town of Bushwick formed the consolidated City of Brooklyn, the fifteenth ward in the Eastern District was created from the new village of Williamsburgh and a portion of Bushwick to the east; some of this area would later be included within the boundaries of Brooklyn's 19th police precinct. The Eastern District, laid out with streets in the early 1850s, rapidly changed from a rural area with small farms to an urban neighborhood. Meeker Avenue, named after a counselor of the village of Williamsburgh, was laid out in 1852. Humboldt Street, first known as Wyckoff Avenue and later as Smith Street, was opened in the same year. The name of the street was changed in 1869 in honor of the German scientist, Alexander Humboldt. Early development on Humboldt Street included six houses with pillared porches, known as "Colonnade Row," on the east side between Richardson and Herbert

Streets. The ward, sometimes referred to as "Yanktown," encompassed "Dutchtown," where there was a large German population, and "Irish Town," which was located north of Metropolitan Avenue, between Bushwick and Union Avenues. During the early 1850s, houses on "The Green" -- the blocks between Union and Lorimer Avenues, north of Skillman Street -- were occupied by leaders of the Irish community. James Gleason's Lone Star tavern, located nearby at the corner of Humboldt and Meeker Avenue, was a gathering place for Irish residents of the district.²

During the mid- to late nineteenth century, the eastern portion of what was originally Brooklyn's fifteenth ward and later the eighteenth ward was a mixed-use residential and industrial area with most development concentrated west of Kingsland Avenue. Many of the small wood houses in the area had back houses or stables at the rear of the lots. Industrial operations began to locate on Newtown Creek and its west branch, known as "English Kills," as the waterway was improved with the deepening of its channel and construction of bulkheads between the late 1850s and the early 1870s. Peter Cooper was one of the first industrialists to become interested in the area, and in the late 1840s he purchased a large tract on which he built a glue manufacturing works; the Cooper glue works, which relocated closer to Newtown Creek in the late 1870s, helped to establish the area as one in which noxious industrial works were grouped. The Bushwick Chemical Works, at Metropolitan and Grand Avenues on the English Kills channel, was another early industry among the lime, plaster, and brick works, coal yards, and other factories located in the sparsely-developed area east of Kingsland Avenue.

During the late nineteenth century, the Meeker Avenue transportation corridor became the setting for public and institutional buildings, including the 19th Police Precinct Station House, in the neighborhood west of Newtown Creek. The Grand Street & Newtown Railroad Company built a line that ran on Humboldt Street and Meeker Avenue from a Manhattan ferry and across the Penny Bridge; a station on a later line, the New York & Manhattan Beach Railroad, was located at Meeker and North Henry Streets. Public School

51 (later P.S. 181, James Naughton, architect, demolished), was built in 1886 at the northeast corner of Meeker Avenue and Humboldt Street. St. Cecilia's Roman Catholic Church erected a larger building in 1892 on Herbert Street, between Monitor and North Henry Streets, where the church had been located since 1872. The site for the 19th Police Precinct Station House, initially accessible to transit lines and close to these other neighborhood services, remains a highly visible one, in part because of its proximity to the Brooklyn-Queens Expressway which follows the route of Meeker Avenue in this area of Brooklyn.

The 19th Police Precinct

During the late nineteenth century, the Brooklyn police force expanded with the creation of a number of additional precincts and sub-precincts to serve the rapidly growing population in the city. In October, 1885, the 6th Sub-Precinct was carved out of portions of neighboring precincts, due to the reputation of the area as one of the roughest neighborhoods in Brooklyn. The sub-precinct -- which extended from Meeker Avenue to Metropolitan Avenue and from Union Avenue to Newtown Creek -- encompassed "The Green," originally a quiet residential neighborhood, but by 1885, the nightly scene of "daring robberies, obscene adventures and attempts at murder."³ During the first few months that Sergeant Edmund Brown's force patrolled the sub-precinct, at least twenty-five arrests were made in each twenty-four-hour period; however, within two years, the crime rate was significantly reduced. The 6th Sub-Precinct was housed in a newly-constructed three-story building, originally intended for use as a store and dwelling, at 437 Graham Avenue (near Frost Street).⁴

In May, 1888, the 6th Sub-Precinct became a full-fledged police precinct -- the city of Brooklyn's 19th Precinct. This change in status coincided with a police department building campaign, and in 1889 the Brooklyn Board of Estimate authorized the construction of a new station house for the 19th Precinct. A site was selected at the corner of Humboldt and Herbert Streets, just off Meeker Avenue. Captain Michael Campbell's precinct force ceremoniously paraded from the Graham Avenue building to the new

station house on May 19, 1892, a move marked with a neighborhood celebration.⁵ At the time of the consolidation of Greater New York in 1898, the 19th Precinct became the 62nd Precinct; the precinct house was the home of the 87th Precinct from around 1930 to 1970. It remains in use by the New York City Police Department (although it no longer houses a police precinct).

A Building Campaign for the Department of Police and Excise

The police precinct station house of the mid- and late nineteenth century served a variety of functions. The office of the captain and the imposing sergeant's desk were located on the first floor, and sleeping accommodations were provided on the upper floors for the patrolmen who customarily worked sixteen-hour shifts. Larger station houses also had day rooms or reading rooms for the use of the patrolmen. Each precinct station house had a small cell block, as well as lodging rooms for the homeless. As the use of the patrol wagon became more common after 1887, the stable became a standard component of the precinct house complex.

In 1886 the newly-appointed Brooklyn Commissioner of Police and Excise, Colonel Thomas Carroll, evaluated the facilities then in use as police precinct station houses. The department owned a few buildings, including the 5th (North 1st Street and Bedford Avenue, 1859-60), the 9th (Gates and Marcy Avenues, 1864), and the 8th (5th Avenue and 15th Street, F.B. Stryker, Jr., architect, 1873), which had been considered model precinct station houses at the time they were built. However, because the number of patrolmen in the force and number of precincts had increased rapidly during the preceding decades, many commands were housed in inadequate quarters, some of them leased. Both commercial buildings with storefronts and tenements were leased by the department, and many precinct houses could be identified only by the green police lanterns hanging at the door.⁶

Commissioner Carroll initiated a program to erect city-owned, specially-designed police precinct station houses. This building campaign provided new facilities for existing precincts and for several newly-created precincts in the rapidly growing

city. By 1887 plans were underway for four new buildings.⁷ When Police Commissioner J.D. Bell took over the department in 1889, he continued the campaign and by 1892 a dozen new station houses had been completed or were under construction. At that time, Mayor David A. Boody predicted that "Brooklyn will own every station house and they will be as commodious and as well-equipped as those in any city in the United States."⁸ While many of the buildings erected during this campaign still stand, the 19th is one of the most visible and best preserved.

The Architecture of Brooklyn Precinct Station Houses

Although the Brooklyn Department of Police did not have an in-house architect, as did New York City where Nathaniel D. Bush had been providing designs for station houses since 1862, George Ingram played a dominant role in the design of Brooklyn's late nineteenth-century station houses. In the mid-1880s Ingram was employed by the Brooklyn Department of City Works which was responsible for public works and buildings, including police precinct station houses. The Department, however, appears to have been unable to plan and design all of the public buildings, including police station houses, required by the rapidly-expanding city and turned to architects and engineers in private practice.

George Ingram's involvement with several station houses at the beginning of the building campaign, while he was Assistant Engineer of the Department of City Works, suggests that he was responsible for developing the characteristic plan and creating a recognizable aesthetic for the building type in Brooklyn. The precinct houses are distinctive public buildings, usually prominently sited on corner lots. The various functions are segregated within the structure; where site planning allowed, the stable, cell block (with about ten cells), and lodging room are contained in a wing which is separated from the main building, but connected by a covered walkway, as seen in the plan for the 19th Police Precinct Station House and Stable (See Figure 2). Many of the station houses have towers that rise above the roofline, suggesting a medieval fortress; these towers are often located at the corners of the

buildings. The tower of the 19th, by contrast, is positioned at the center of the facade, rising from a boldly-arched entrance porch. The tower not only helped to establish a civic character for the building type but also gave it increased visibility. Contemporary descriptions of late nineteenth-century police buildings comment on the strong contrast between the precinct station houses and small neighboring residences, an aspect of their appearance that was no accident.⁹ The Brooklyn buildings are noticeably different from contemporary station houses in New York City. The Italianate and French Second Empire precinct houses in Manhattan, designed by Nathaniel D. Bush, were generally more formal buildings without towers and were often located on less-expensive mid-block sites.

In adapting the Romanesque Revival style for station house complexes, Ingram recognized the popularity of a style which was influencing the design of many building types of the era, including public buildings, and created an aesthetic later used by other police station architects. Henry Hobson Richardson demonstrated the possibilities for Romanesque civic structures with his designs for several libraries and the Allegheny County Courthouse, Pittsburgh, Pennsylvania (1883-88) and, throughout the country, courthouses, post offices, schools, and other public buildings soon appeared in the Romanesque mode. The United States Post Office, Brooklyn Central Office (271-301 Cadman Plaza East, 1885-91, Mifflin E. Bell, a designated New York City Landmark) and the Brooklyn Fire Headquarters (365-367 Jay Street, 1892, Frank Freeman, a designated New York City Landmark) were important buildings of the era, executed in the Richardson-inspired manner in rugged, rock-faced granite or brownstone. Some of James W. Naughton's public school buildings in Brooklyn, such as P.S. 76 (1888, 20 Wyona Street) which is a Romanesque Revival building with a central bay that extends as a tower, are similar to Ingram's police precinct station houses; both building types are brick enriched with stone, terra cotta, and ornamental pressed brick. In the design of the 19th Police Precinct Station House complex, Ingram used an arch to define the entrance porch of the station house, and arches and bold stone surrounds at the window openings

which he grouped in facades modulated with slightly-projecting bays. The centrally-located window bay lighting the stair hall on the Humboldt Street facade is accentuated with decorative spandrels and an ornamental grille at the fanlight transom. These finely-executed features are characteristic of the Romanesque Revival style. Other architects followed Ingram's lead in the use of the Romanesque Revival style and the incorporation of towers (usually corner towers) in their buildings, including William B. Tubby, who drew plans for the 20th Police Precinct Station House and Stable (179 Wilson Avenue, 1894-95, a designated New York City Landmark), and Robert Dixon, who was responsible for station houses (demolished) in Sheepshead Bay and Coney Island around 1895.¹⁰ Frank Freeman's use of the Renaissance Revival style for the 9th Police Precinct Station House (Gates and Throop Avenues, 1895) signaled a change in the appearance of police station houses in Brooklyn.

George Ingram

George Ingram worked as a civil engineer and architect in Brooklyn from approximately 1878 to 1905. After working as a surveyor, Ingram joined the Brooklyn Department of City Works as an Assistant Engineer in 1886. Ingram was responsible for preparing plans and specifications for police station houses, fire-engine houses, police courts, public wharves, bridges, and bulkheads, as well as for alterations and repairs to buildings owned by the city.¹¹ While an employee of the Department of City Works, Ingram designed two precinct station houses in 1887-88, establishing the basic form and style for these station house complexes, and during the following two years he was responsible for two more station houses and the buildings for the 16th Precinct adjacent to the courthouse for the Third District Civil Court & Third District Police Court. He also may have been involved with the designs of the 14th Precinct Station House which was underway in 1886 (the year he joined the department) and of the 15th Precinct (1890).¹²

From 1890 to about 1905, Ingram had a private practice as an engineer and architect which was located in the National City Bank Building at 357 Fulton Street, Brooklyn.¹³ Ingram continued

to design precinct houses, providing plans for the nearly-identical 17th and 18th Precincts (a designated New York City Landmark) in 1890, and for two others (the 19th and the 22nd) in 1891.¹⁴ In the early 1890s Ingram was associated with the Brooklyn Institute departments of engineering and architecture.¹⁵

Description of the 19th Police Precinct Station House and Stable

The 19th Police Precinct Station House and Stable is well-preserved example of the finely-detailed Romanesque Revival police precinct complexes. The three-story main block of the station house, on the corner of the lot, is connected to a stable wing to the east by a one-story passageway. (See Figure 2.) The two-story stable wing also incorporates a cell block and lodging rooms. The well-preserved building of Philadelphia pressed brick¹⁶ is enriched with brownstone and granite, as well as ornamental pressed brick. Bluestone curbs edge areaway openings. The building lot is enclosed with an ornate and well-preserved six-foot cast-iron fence. (See Figure 3.)

The main facade, on Herbert Street, is dominated by a projecting central bay, the lower portion of which is the entrance porch. (See Figures 4 and 5.) Polished granite columns support the round arch of the entrance porch; contrasting brownstone elements include impost blocks carved with Romanesque-inspired foliate forms and masks at the corners. The paired, paneled and glazed oak doors at the round-arched entrance have recently been refinished.¹⁷ A cast-iron railing, which features the date "1891" in the central panel, edges the second-story balcony that extends from an arched opening in the projecting central bay. A pyramidal roof sheathed in sheet metal (now painted blue) terminates the tower, the upper level of which is pierced by a brownstone-enframed arcade. (See Figure 6.) Above the sandstone water table, the facade is divided by brownstone band courses at each story. Window openings with brownstone heads and label moldings are filled with paired double-hung wood sash and transoms.

The cornices edging the tower roof and flat roof of the main block are formed of friezes of panels with spherical forms and several corbelled courses of ornamental pressed brick with a reeded pattern.

The side facade on Humboldt Street (See Figure 7) is divided by the window bay marking the main stairhall in the building; in this bay, double-hung windows are separated by a spandrel panel consisting of a grid with engaged spherical forms and are topped by a fanlight transom with an ornamental grille. The long facade wall is divided into alternating, slightly projecting and recessed bays; double-hung windows with transoms in each bay are united by brownstone heads with label moldings. The visible portion of the east facade of the main block has single and paired windows.

To the east of the main block, near the sidewalk, is a small extension that partially shields from view the walkway behind it which connects the precinct house to the cell block and stable. The cell block, windowless on the street end, has a band of the ornamental pressed bricks (like that in the cornice frieze of the main block) below a simple banded parapet. The stable, set back from the street, has a main entrance topped by an exposed iron lintel with decorative bosses, and flanking windows at the ground story. (See Figure 8.) At the second story, bull's eye windows in the side bays have brick surrounds with brownstone keystones; the central window has a bold brownstone head with a keystone. A band of ornamental pressed bricks with reeded forms marks the lower edge of the roof parapet. The rear (north) elevations of the station house and stable, only a small portion of which are visible, have been pared.

*Report prepared by
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NOTES

1. This section is based on Eugene L. Armbruster, *Brooklyn's Eastern District* (Brooklyn: the author, 1942) and Henry R. Stiles, ed., *The Civil, Political, Professional and Ecclesiastical History and Commercial and Industrial Record of the County of Kings and the City of Brooklyn, New York from 1683 to 1884* (New York: W.W. Munsell & Co., 1884), and *Robinson's Atlas of the City of Brooklyn* (New York: E. Robinson, 1886).
2. Armbruster, 9, 13, 198, 234 and Gertrude Schwartz, "Place Names in Greenpoint," Thesis (Brooklyn College, City University of New York, 1966).
3. William E.S. Fales, *Brooklyn's Guardians* (Brooklyn: the author, 1887), 288.
4. *Proceedings of the Board of Aldermen, Brooklyn* (1885), vol. 2, 107, 188; 437 Graham Avenue was built under New Building Permit 115-1885 by owner Julia Grice.
5. "19th Precinct," *The Brooklyn Citizen*, May 20, 1892, p. 6.
6. *Message of Hon. Alfred C. Chapin, Mayor of Brooklyn* (1888), 326-327 and (1890), 303-304, 315; Fales provides dates for the older precinct station houses. Stryker's drawings of the 8th Precinct Station House are in the Municipal Archives and Reference Center, Brooklyn Department of City Works collection. See also the *Brooklyn Daily Eagle*, July 14, 1891, p. 3.
7. Plans for the 11th and 12th Precincts were soon followed by those for the 4th and 16th Precincts. *Annual Report of the Department of City Works of the City of Brooklyn* (1887), 30.
8. *Message of Honorable David A. Boody, Mayor of Brooklyn* (1892), 10.
9. For descriptions of the station houses, see *The Brooklyn Citizen*, April 17, 1892, p. 2; May 1, 1892, p. 7; May 19, 1892, p. 6; Sept. 27, 1895, p. 4; see also Fales, 303.

10. Dixon's undated plans for the 24th Precinct at 2949-2957 West 8th Street, Coney Island and what was probably the 24th Sub-Precinct at Sheepshead Bay are in the Municipal Archives and Reference Center, Brooklyn Department of City Works collection.
11. Lain's Brooklyn directory first lists Ingram at the department in the 1886 directory. *Annual Report of the Department of City Works of the City of Brooklyn* (1887), 29-32, report of George Ingram, Assistant Engineer; Ingram's report noted that Mr. Stirrat assisted in the preparation of plans and specifications. The Municipal Archives and Reference Center, Brooklyn Department of City Works collection includes drawings for many of station houses built during the late 1880s and early 1890s; the Department of City Works plans are not always signed by the person working on the project. Ingram's name does appear on the plans for the 16th Precinct Station House and the adjoining courthouse.
12. The 11th Precinct (Atlantic and Schenectady Avenues) and the 12th Precinct (Richards and Rapelye Streets) were designed by Ingram in 1887-88; both buildings are demolished. Ingram provided plans for the 4th (Classon and DeKalb Avenues) and 13th (Vernon and Tompkins Avenues) Precincts in 1889-90. The 14th Precinct was at Ralph Avenue and Quincy Street. The *Brooklyn Citizen*, May 1, 1892, p. 7, states that Ingram was responsible for the 4th, 13th, 15th (Amity and Emmett Streets, demolished), 16th (Lee Avenue and Clymer Street), 17th (Liberty and Miller Avenues), 18th (4302 Fourth Avenue), and the 21st (Clermont and Flushing Avenues, demolished) Precinct Station Houses. The list omits the 22nd Precinct Station house (Grand Avenue and Park Place) which was also designed by Ingram; his involvement with the 21st Precinct has not been verified.
13. Ingram appears in Brooklyn city directories through 1913, although he has no business address after around 1905.
14. The 18th Precinct has been attributed to Emile Gruwé; George Ingram is the architect of record on New Building Permits 749-1890 (the station house) and 750-1890 (the stable). The publication of a view of the building in *Architecture and Building* 23 (Aug. 31, 1895) with attribution to Gruwé has been the source of this confusion and raises questions about the extent to which Ingram sought design assistance from architects. New Building Permits 19-1891 for the 19th Precinct and 109-1891 for the 22nd Precinct list Ingram as architect.
15. *The Real Estate and Building Trades Directory, City of Brooklyn and County of Kings* (B.H.C. Sandy & Co., 1892).
16. The building was described in the *Brooklyn Citizen*, May 20, 1892, p. 6, as "composed of Philadelphia pressed brick with granite and sandstone trimmings."
17. The original lanterns are in the building and may soon be remounted on the porch.

FINDINGS AND DESIGNATION

On the basis of a careful consideration of the history, the architecture, and other features of the building, the Landmarks Preservation Commission finds that the (former) 19th Police Precinct Station House and Stable has a special character, special historical and aesthetic interest, and value as part of the development, heritage, and cultural characteristics of New York City.

The Commission further finds that, among its important qualities, the 19th Police Precinct Station House and Stable, form a highly-visible, well-preserved example of the finely-detailed Romanesque Revival police precinct complexes that established a characteristic public presence in the neighborhoods of Brooklyn in the late nineteenth century; that the 19th, erected in 1891-92, was one of several station house complexes designed by architect and engineer George Ingram and constructed as part of a building campaign initiated in 1886 by Brooklyn Police Commissioner Thomas Carroll to properly house the rapidly-expanding police force; that the station house and stable built for the 19th Precinct -- the former 6th Sub-Precinct which had been established in 1885 and elevated to precinct status in 1888 -- were situated near the Meeker Avenue transportation corridor in the mixed-use residential and industrial neighborhood west of Newtown Creek; that in his role as Assistant Engineer in Brooklyn Department of City Works, George Ingram developed the nearly-standard plan for the Brooklyn police station complexes, in which the stable, cell block, and lodging rooms are located in a wing attached to the precinct house; that Ingram, who was associated with the designs for approximately ten Brooklyn station houses, adapted the Romanesque Revival style to this building type, creating a recognizable aesthetic later used by other police station architects; that located on a corner site, the 19th Police Precinct Station House complex successfully combines several elements characteristic of Ingram's designs, including a projecting central bay incorporating the boldly-arched entrance porch which terminates in a tower and a prominent stairhall window bay; that the detailing of the round arch that frames the entrance porch, the foliate-carved brownstone elements, the brownstone arcade of the tower, and the ornamental pressed brick of the red brick structure are well-executed features expressive of the Romanesque Revival; that further enhancing the station house and stable are the ornate cast-iron fence and entrance porch balustrade; and that the 19th Precinct Station House and Stable, which later housed the 62nd Precinct and then the 87th, remains in use by the New York City Police Department (although it no longer houses a police precinct).

Accordingly, pursuant to the provisions of Chapter 74, Section 3020 of the Charter of the City of New York and Chapter 3 of Title 25 of the Administrative Code of the City of New York, the Landmarks Preservation Commission designates as a Landmark the (former) 19th Police Precinct Station House and Stable, 43 Herbert Street, a/k/a 512-518 Humboldt Street, Borough of Brooklyn, and designates Tax Map Block 2827, Lot 36, as its Landmark Site.

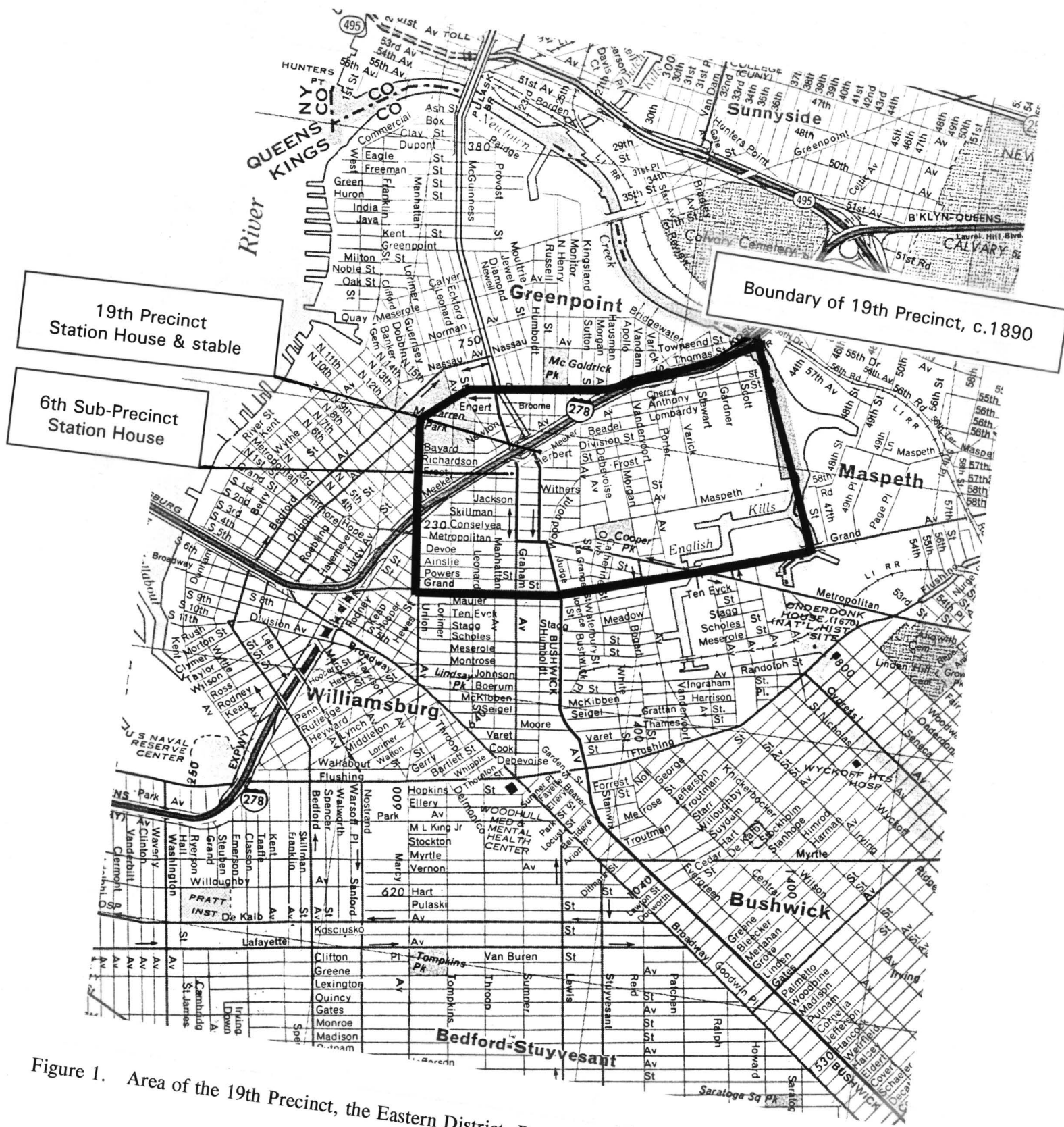


Figure 1. Area of the 19th Precinct, the Eastern District, Brooklyn.

Map Source: Rand McNally, New York City Street Map, 1989.

MEEKER AVENUE

BROOKLYN-QUEENS EXPRESSWAY

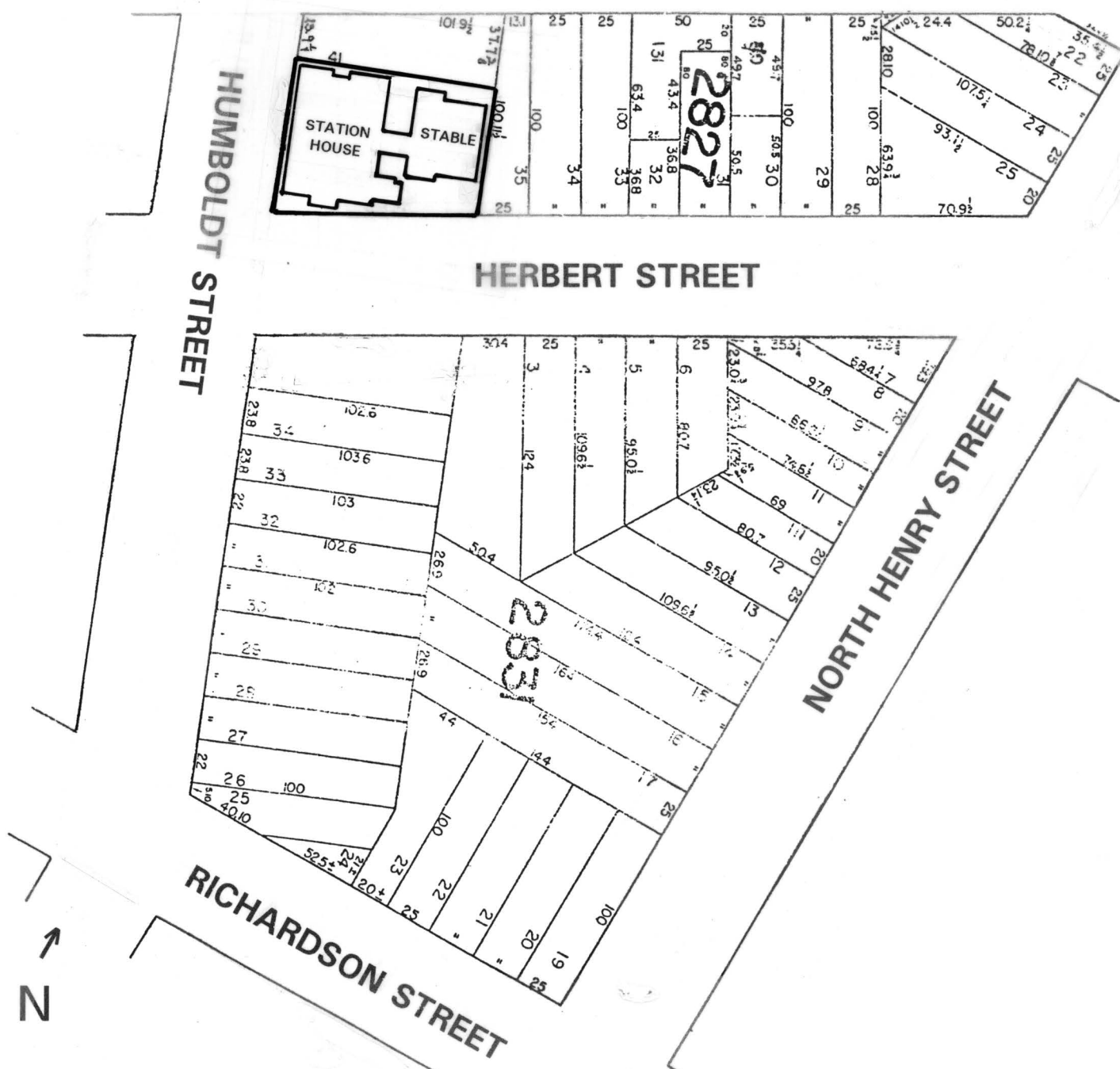


Figure 2. Former Nineteenth Police Precinct Station House and Stable, 43 Herbert Street and 512-518 Humboldt Street, Brooklyn. Landmark Site: Tax Map Block 2827, Lot 36, Brooklyn.

Map Source: NYC Surveyors Map



Figure 3. Former Nineteenth Police Precinct Station House and Stable, 43 Herbert Street and 512-518 Humboldt Street), Brooklyn.

Photograph: B. Bradley



Figure 4. Former Nineteenth Police Precinct Station House and Stable, 43 Herbert Street and 512-518 Humboldt Street, Brooklyn. Herbert Street facade.

Photograph: B. Bradley



Figure 5.
Former Nineteenth Police Precinct Station House, Entrance Porch.



Figure 6.
Former Nineteenth Police Precinct Station House, Tower.

Photographs: B. Bradley



Figure 7. Former Nineteenth Police Precinct Station House and Stable, 43 Herbert Street and 512-518 Humboldt Street, Brooklyn.
Humboldt Street facade.

Photograph: B. Bradley



Figure 8. Former Nineteenth Police Precinct Station House and Stable, 43 Herbert Street and 512-518 Humboldt Street, Brooklyn.
Stable on Herbert Street.

Photograph: B. Bradley