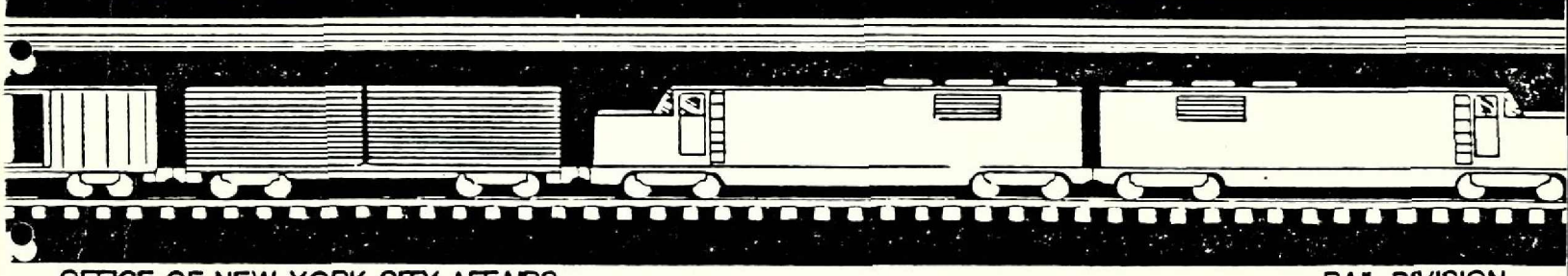
SOUTH BRONX - OAK POINT LINK ENVIRONMENTAL ASSESSMENT

TECHNICAL SUPPORT DOCUMENT NO. 3

PREPARED BY: ENERGY & ENVIRONMENTAL ANALYSTS, INC.

CULTURAL RESOURCES INVENTORY

NEW YORK STATE DEPARTMENT OF TRANSPORTATION



OFFICE OF NEW YORK CITY AFFAIRS RAIL DIVISION

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Rail Clearance Improvement Project
South Bronx - Oak Point Link

CULTURAL RESOURCES INVENTORY

Technical Support Document No. 3
for
Environmental Assessment

Prepared By:

Energy & Environmental Analysts, Inc.
Garden City, New York

September 1981

FOREWORD

This technical support document, entitled *CULTURAL RESOURCES INVENTORY*, describes the cultural resources in the project area. It is based on detail review of the literature and sight surveys.

This *SUPPORT DOCUMENT* is intended to supplement the *ENVIRONMENTAL ASSESSMENT (EA)* which contains an evaluation of the potential social, economic, and environmental impacts of the Project Alternatives. Much technical data were collected and evaluated throughout the course of this Project. The most important material was documented in the following separate reports:

Technical Support Documents

Environmental Supplements

#1 ENVIRONMENTAL NOISE MEASUREMENTS AND ANALYSES
#2 DESCRIPTION OF EXISTING CONDITIONS: TERRESTRIAL ECOLOGY, AQUATIC ECOLOGY AND WATER QUALITY
#3 CULTURAL RESOURCES INVENTORY
#4 EXISTING SOCIOECONOMIC CONDITIONS
#5 AIR QUALITY
#6 ENERGY REPORT
#7 COMMUNITY INTERACTION PROGRAM REPORT

Engineering Supplements

#8A SOUTH BRONX - OAK POINT LINK DESIGN REPORT
#8B SOUTH BRONX - OAK POINT LINK DESIGN PLANS

(detailed design plans provided under separate cover as a companion document to the DESIGN REPORT)

#9 HARLEM RIVER INTERMODAL YARD PLANNING/DESIGN REPORT
#10 RAILROAD OPERATIONS REPORT

This technical support document was prepared by Energy & Environmental Analysts, Inc. under the direction of the New York State Department of Transportation Rail Division. The *ENVIRONMENTAL ASSESSMENT* and technical support documents are available for review at the Project Information Office, 1780 Grand Concourse, Bronx, New York 10457, (212) 562-7097, and at the offices listed below.

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1. *INTRODUCTION*

The New York State Department of Transportation initiated the "Full Freight Access Program" in 1975 to promote improvements and efficiency for rail freight services to New York City and Long Island. Major elements of the program include the removal of clearance restrictions on CONRAIL's Hudson Division from Selkirk Yard near Albany to Highbridge Yard in the Bronx, clearance improvements on the Long Island Rail Road and CONRAIL's Bay Ridge Line, and improvements to rail freight service in the Brooklyn Waterfront area. The key element of the program would be construction of a two mile long rail link between the Highbridge Yard and the Harlem River Yard (along the east side of the Harlem River). The proposed project, referred to as the South Bronx - Oak Point Link, would establish a freight only route with adequate clearances for passage of trailer-on-flatcar (TOFC) and other high clearance rail freight between the Highbridge Yard and Oak Point Yard.

This report describes the cultural resources along the proposed new rail alignment and yard. The major portion of this report is based on work done by Mr. Edward Johannemann and Laurie Schroeder of the State University of New York at Stony Brook (Johannemann, 1981). Their work included archival documentation and on-site reconnaissance of the project area, concentrating on the major new construction area along the Harlem River Shoreline.

1.1 Physiography

The Harlem River, as described by Danckaerts (in his journal of 1679/80), was a relatively shallow estuary that could be crossed by foot at low tide over the exposed rocks. (1913:64) Eighteenth and nineteenth century maps indicate that the Harlem River was a longitudinal collection trough which flowed through terrain itself transected by streams of various volumes. The terrain was fairly level with a general gradient that sloped to the west. "With the exception of a single hill, now Mt. Morris Park -- which rose to elevation 100' -- this region was low and level, covered with alluvial deposit and devoid of large trees..." (Historic New York, 1897a).

The above-noted publication goes on to describe the shores as low and considerably *swampy*, "intersected with numerous inlets and streams...".

2. *ARCHIVAL DOCUMENTATION*

2.1 Introduction

The archival research phase of the Oak Point Link Study included a perusal of both State and local survey files as well as document collections at appropriate institutions. The research strategy focused on the

discovery of existing and potential cultural resources within the impact area, although some attention was given to the area's overall cultural development. (Such a strategy design allowed viewing of the cultural resources within their historical context.)

The following State survey files indicated an absence of recorded cultural resources within the impact area: log of sites listed on or determined eligible for listing on the National Register of Historic Places and the Statewide Inventory of Historic Resources. North Brother Island Light Station is the nearest Bronx site to the project area listed on the Statewide Inventory, although it has been determined ineligible for inclusion to the National Register of Historic Places.

The following local survey files also indicated an absence of recorded cultural resources within the impact area (see Figure 1): the Bronx Survey Report (Landmarks Preservation Commission, n.d.) and the Community Planning Handbook, Section I (NYC Planning Commission, 1974).

The document collections at the State University of New York at Stony Brook Library, the Bronx County Historical Society, and the Westchester County Historical Society contained the data on which the following review of history and cultural resources is based. Both literary and map sources were utilized.

2.2 Aboriginal Cultural Resources

The literature on known aboriginal sites within Bronx County does not present the Harlem River Shoreline construction area as a zone of aboriginal sensitivity, although Bolton (1922) realized its environmental potential. "The known sites are not numerous, but the fertility of the soil and the attractive natural features of the territory...were such as to constitute a very desirable locality for native occupancy."

The various waterways which surround the Bronx (the Harlem River, the Bronx Kill, the East River), and those which flowed inland (Cromwell's Creek, Mill Brook), offered, in their pristine state, the ecosystem that provided sustenance and routes of communication for the American Indians.

Specifically, Parker (1920, Plate 147) recorded an aboriginal site located southeast of the Mott Haven railroad yard "around the site of the one time Gouverneur Morris Mansion at Cypress Avenue and 131st Street" (Bolton 1922). The contents of the site were described by Bolton: "...shell-pits and fire-pits...were opened by W. L. Calver and the writer around the knoll on which the mansion of Gouverneur Morris stood at 132nd Street*, near Cypress Avenue, where a fine spring of water was doubtless an attractive feature of the station. Native interments were also disturbed there, and shell-beds existed in the vicinity" (see Figure 2).

* The conflicting location of the Gouverneur Morris Mansion (and thus the aboriginal site) is further complicated by Jenkins (1912) who placed the mansion site at 133rd Street.

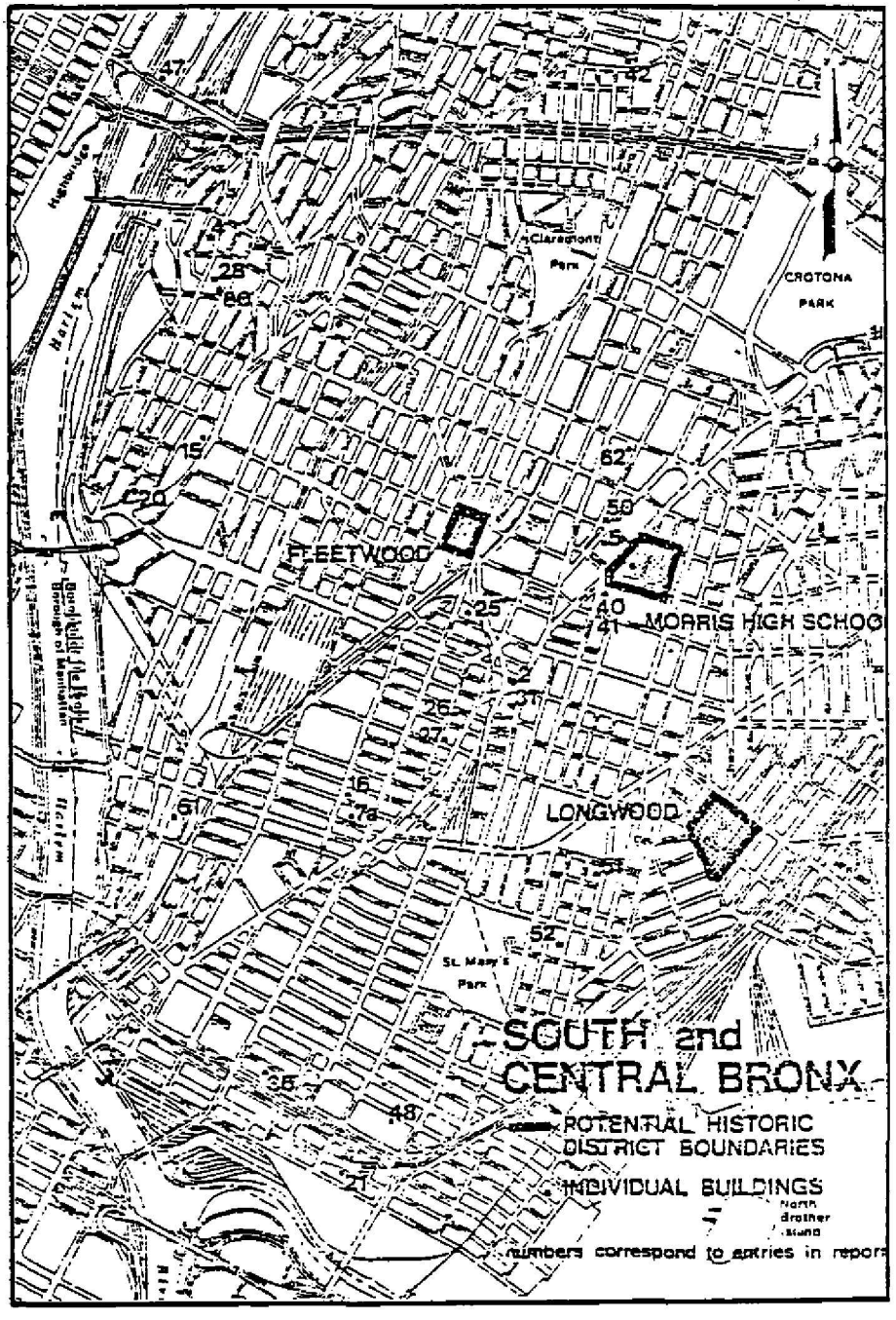


Figure 1. Identified historic cultural resources within the "South & Central Bronx". None lie within the proposed impact area. (Landmarks Preservation Commission n.d.:ii)

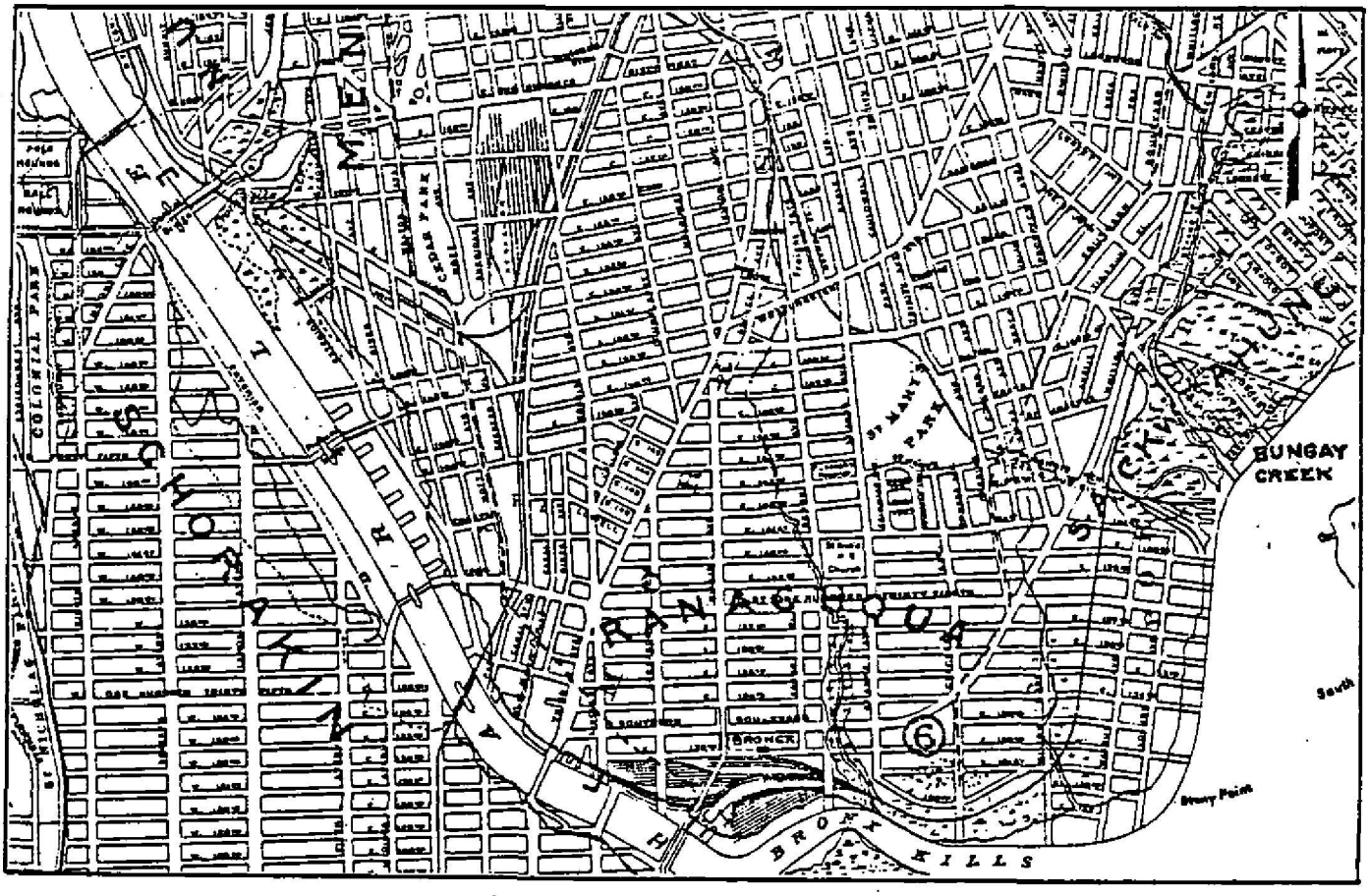


Figure 2. Note the proximity of aboriginal site "6" to the Mott Haven Railroad Yard. (Bolton 1922)

The above-mentioned site was the only aboriginal cultural resource mentioned within the vicinity of the project area. Because of the uncertainty of the exact site location, the resource may or may not be within the actual Harlem River Yard area. If it were within the yard area, the site would have been subjected to significant disturbance during construction of the Triborough Bridge Approach. An Environmental Impact Statement done for the Northeast Corridor Improvement Project (U. S. Department of Transportation, 1978) also noted this vicinity as a Prehistoric "P3" zone. "P3" zones are considered to be likely to contain prehistoric materials owing to environmental setting.

2.3 Historical Development of the Project Area and Related Cultural Resources

2.3.1 Colonial Period

The proposed railway link lies within the "Keskeskeck" purchase secured by the Dutch on August 3, 1639 from the local Indian sachems (Jenkins 1912). Jasper Danckaerts, who visited this region of the New World in 1679/80 described the area: "A little eastward of Nieu Harlem there are two ridges of very high rocks, with a considerable space between them...Between them runs the road to Spyt Den Duyvel. (The heights spoken of east...of the village of New Harlem were the present Mount Morris and Mott Haven. - editor's note). The one to the north is most apparent; the south ridge is covered with earth on its north side, but it can be seen from the water or from the main land beyond to the south. The soil between these ridges is very good, though a little hilly and stony, and would be very suitable in my opinion for planting vineyards, in consequence of its being shut off on both sides from the winds which would most injure them, and is very warm." (1913:65)

Indeed, the borough developed as a farming community. "...the population of the borough was a farming one, being either gentlemen farmers, occupiers of leaseholds as tenants of the wealthy landowners, or as owners of small farms of their own." (Jenkins, 1912 -- see Figure 3).

The borough's first settler, Jonas Bronck, "purchased from Ranachqua...and Taekamuck...a track of 500 acres lying between the Great Kill (Harlem River) and the Ahquahung (Bronx River)..." (Scharf, 1886). Bronck also availed himself of land purchased the same year (1639) by the Dutch West India Company, which he leased (Jenkins, 1912). In Jenkins' opinion, the northern boundary of Bronck's land probably did not extend north of 150th Street (Ibid.). His tobacco plantation was called "Emmaus", upon which he constructed a tile-covered stone mansion, barns, barracks, and a tobacco house. (Scharf, 1886; The Memorial History of the City of N.Y...., 1892; Jenkins, 1912). (See Figure 4).

The chroniclers place the location of Bronck's stone mansion within the same vicinity but do not agree on its specific position. Jenkins (1912) claimed it was "at Lincoln Avenue and East 132nd Street". Bolton (1922) placed it "just east of Willis Avenue Bridge". However,

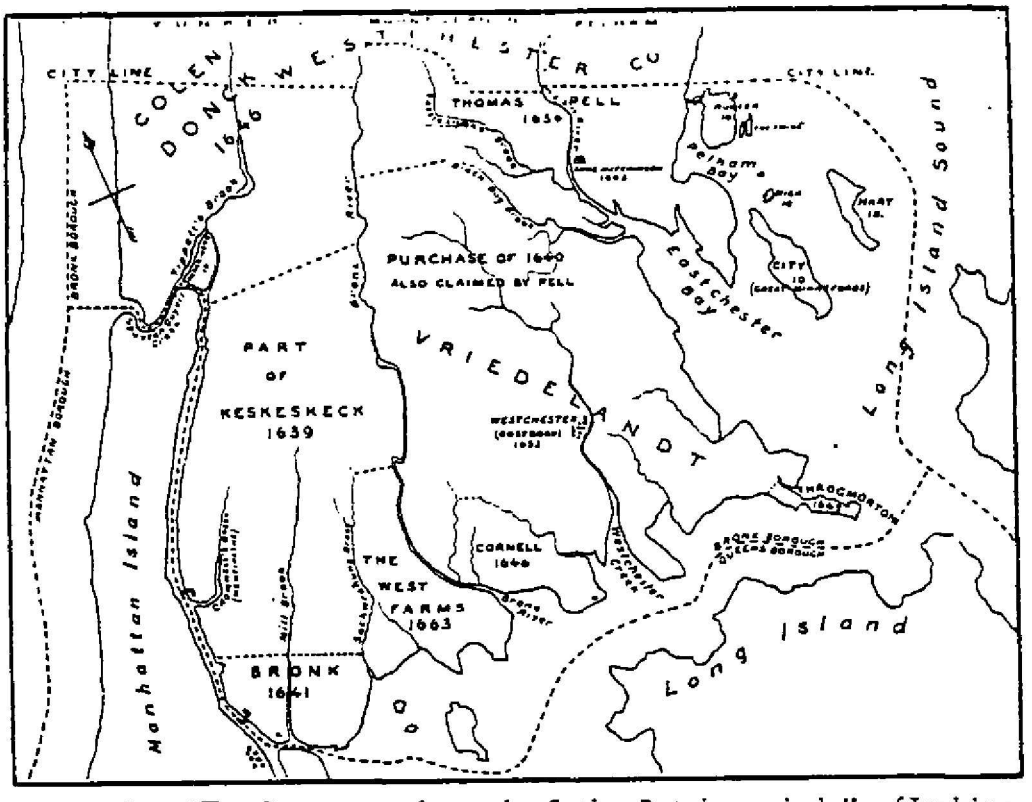
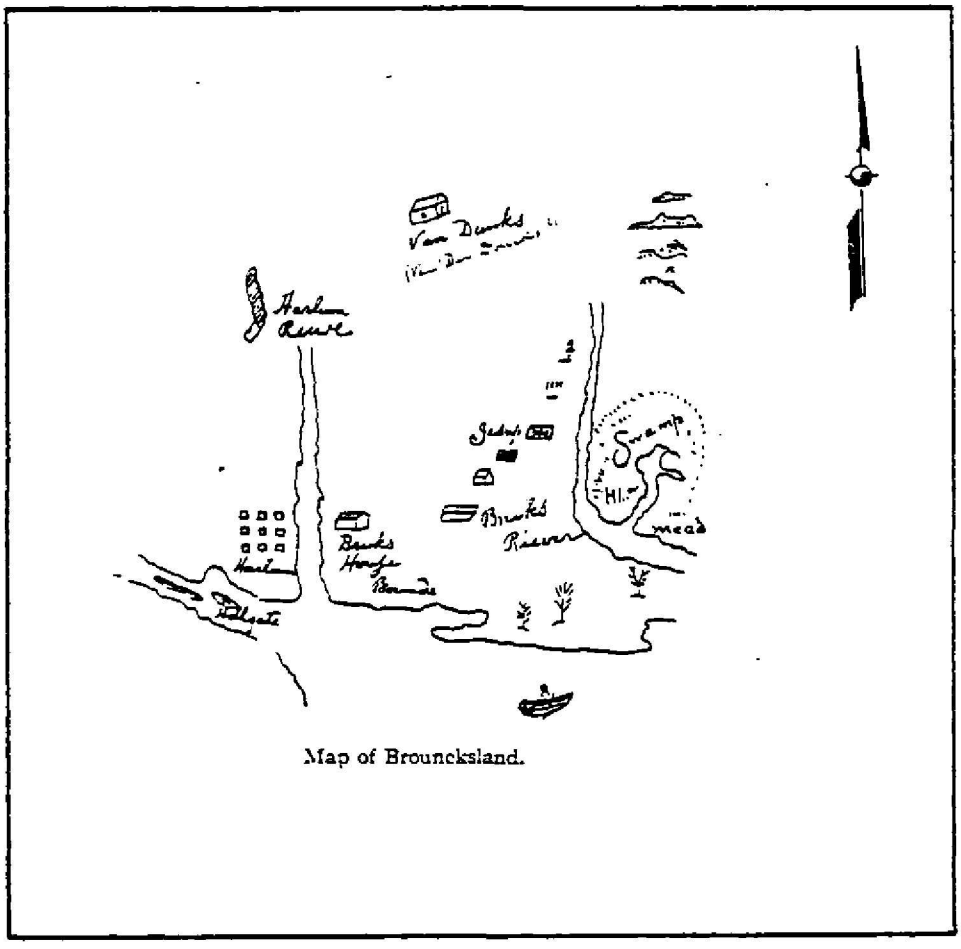


Figure 3. "The Bronx at the end of the Dutch period." (Jenkins 1912:44)



Map of Brouncksland.

Figure 4. "Map of Brouncksland" (Jenkins 1912:64)

Bolton supports his theoretical location with archaeological data: "...the situation...was disclosed in the discovery by W. L. Calver and the writer of a stone vault containing much household debris of very early character." (Ibid.). However, the construction of the extant Mott Haven Yard of the New York, New Haven and Harlem Railroad would, more than likely, have destroyed any remaining evidence of the site at either location. (Jenkins, 1212; Condit 1980). The mansion site was originally located within the proposed Harlem River Yard.

Although Jonas Bronck died in 1643, his descendants retained the estate until August 10, 1670 when it was conveyed to Richard Morris (merchant of New York) and Lewis Morris, a merchant of Barbados. (The Memorial History of the City of New York...1892; Jenkins, 1912). This conveyance and the addition of adjacent lands comprised the Manor of Morrisania: "The manorlands of the Morris Family were measured at 1,920 acres in the 18th c., from the Bronx Kill at E. 132nd Street up to W. 170th Street on the Harlem River, across the bottom of Crotonia Park to the East River at The Debatable Lands. In the 19th c., numerous villages were laid out from this immense property: Forest Grove, Bensonia, Eltona, Melrose, Morrisania, Mott Haven, North New York, Highbridgeville, and Tremont." (McNamara, 1978). (See Figures 5 and 6).

The earliest Morris manor house was erected in 1789 west of Brook Avenue (Jenkins, 1912). It "stood until about 1891, when it was demolished by the New York, New Haven & Hartford Railroad in making improvements for the Suburban branch along the Harlem River and Bronx Kills." (Ibid.). This site probably would have been located within the proposed Harlem River Yard area.

The later manor house, constructed by Gouverneur Morris in 1800, stood at 133rd Street and Cypress Avenue. (Lamb, 1877; Jenkins, 1912). "About 1905, the property was secured by the railroad and the historic mansion was demolished." (Ibid.). This second manor house would have been located north of the Harlem River Yard area.

Mill Brook or Saw Mill Creek, which bordered the Morris estate to the east, was an important environmental resource which spawned a mill industry along its banks as early as the 17th century (Jenkins, 1912; McNamara, 1978). Its source was located near East 170th Street between Claremont and Crotona Parks and its course approximated Webster and Brook Avenues from whence it emptied into the Bronx Kill near the manor house. (Jenkins, 1912; McNamara, 1978). However, in the improvements in the decade before 1900, the stream disappeared within a great sewer under Brook Avenue..." (Jenkins, 1912).

The U. S. Department of Transportation (1978) shows land east and west of the Triborough Bridge Approach (from the Bronx Kill to north of the project area) to be designated "H3", the lowest priority of historical zones identified. "H3" zones are those for which documentary evidence of past historic activities exists, but no archaeological survey or determination of eligibility of any registers has been made. The

Figure 5. "Map of Bronx Neck. Boundaries of the Patent to Lewis Morris in 1675." (Scharf, Vol. I 1886)

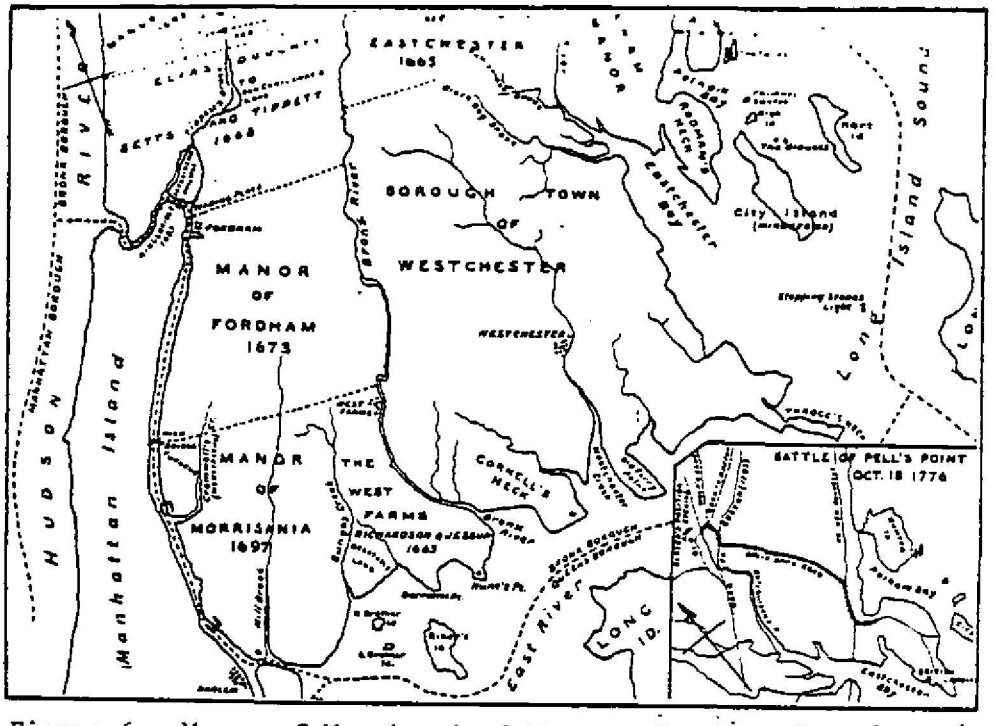


Figure 6. Manor of Morrisania & Turneur Purchase "at the end of the English period". (Jenkins 1912:82)

Morris manor sites probably contribute to this vicinity's historic interest and identification as an "H3" zone.

Although the majority of the project area lay within the manor lands of Morrisania, a small section north of 157th Street belonged to Daniel Turneur (Figure 6). He purchased approximately 80 acres from the Indians in 1671 between Maenippis Kill (or Cromwell's Creek) and the Harlem River; the property's southern boundary was around Central Bridge and the entire parcel was known as Nuasin or Devoe's Pt. or Neck. (Jenkins, 1912).

Cromwell's Creek, the natural boundary between the Morris and Turneur lands, was utilized by General Lewis Morris to power a mill which he constructed on its banks in 1760. (Jenkins, 1912). This creek "had its origin about East 178th Street and Jerome Avenue and emptied into the Harlem River south of Central Bridge; the stream has been filled in. Jerome Avenue follows the valley of the old stream for a considerable distance." (Ibid.).

2.3.2 Revolutionary War

Although none of the documentation (including Figure 7) supports any evidence of Revolutionary-period cultural resources within the project area, the Bronx and other lower towns of Westchester County* were "the prey of the foraging parties of both armies, as...(they) lay directly between them and...(were) permanently occupied by neither" (Historic New York, 1897b). "At the time of Washington's retreat before White Plains, a series of forts and earthworks were erected from the East River to the Hudson across Morrisania and the lower part of the present city of Yonkers. After their desertion by the Continentals, these works were often utilized by both parties in their expeditions against each other, and held for longer or shorter periods of time as might be advisable." (Ibid.).

2.3.3 Industrial Development

At the close of the Revolutionary War, Morrisania was "the most sparsely settled portion of the County of Westchester." (Jenkins, 1912). The National Census of 1790 recorded only 13 family heads, 103 free persons and 30 slaves (Ibid.). However, c. 1848 "the revolutions that occurred in Europe...sent a stream of immigrants to the land of liberty; and many of them settled in Morrisania, converting field and farms into thriving, active villages..." (Ibid.). By the early 1900's, Morrisania was "the most populous section of the borough...due to the building of the Harlem Railroad in 1842." (Ibid.). Throughout the 19th and 20th centuries, the rail system continued to expand and adjust in answer to the industrial evolution of the area. "The New York Connecting Railroad remains unique

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* Portions of the Bronx, including Morrisania and Mott Haven, were part of Westchester Co. until 1873. (The Memorial History of the City of N.Y..., 1893).

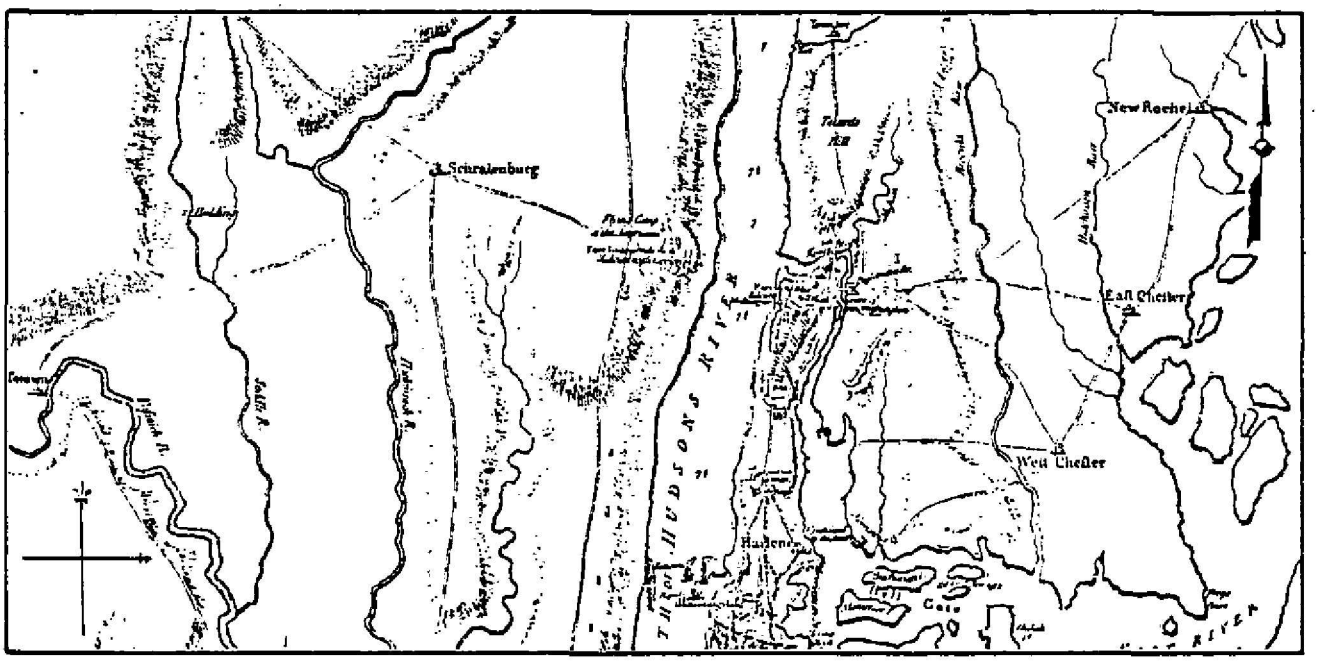

Figure 7. Engagement on the Woody Heights of L.I., between Flatbush & Brooklyn, on the 27th of August 1776." (The Memorial History of the City of N.Y...., Vol. II 1892)

in the annals of rail construction because all of its double- and four-track main lines are carried on bridges and viaducts. At the east end (according to the railroad usage, but north end, according to the compass directions) the four tracks diverge in pairs from the two sides of the New Haven's Harlem Railroad Branch near 142nd Street, from a single right-of-way through a fly-over junction, continue southward first on a walled fill to 138th Street, and then extend over a steel plate-girder viaduct on concrete piers to 132nd Street. For a distance of more than a mile southeastward from this point, the tracks are carried on probably the most remarkable succession of contiguous bridges in the world." (Condit, 1980). Six of the bridges fall within the proposed project area. The Deputy Commissioner for Historic Preservation concluded that the proposed work will have no effect on eligible resources (bridge approach spans). Refer to correspondence in Appendix I. Macomb's Dam Bridge (or Central Bridge) was constructed c. 1895 (Jenkins, 1912; McNamara, 1978); the East 145th Street Bridge (which connects with East 149th Street in the Bronx) was opened in 1905 (McNamara, 1978); the Madison Avenue Bridge (which connects with East 138th Street in the Bronx) was opened in 1910 (Jenkins, 1912; McNamara, 1978); the N.Y. Central and Hudson River Railroad Bridge, near Park Avenue, was opened in 1897 (Condit, 1980); the Harlem or Third Avenue Bridge opened in 1898 (Jenkins, 1912) or 1901 (McNamara, 1978); and the Willis Avenue Bridge opened in 1901 (Jenkins, 1912; McNamara 1978).

Almost two decades prior to the construction of the Harlem Railroad, Morrisania's transition from an agricultural to an industrial economic base had begun with the establishment in 1828 of the Jordan Lawrence Mott Stove and Iron Works (Jenkins, 1912). Mott was the inventor of the anthracite-fueled cooking stove which he began manufacturing in a "small foundry which was situated in the rear of his store on Water Street in New York..." (Scharf, 1886). While other foundaries were using blast furnaces for casting, Mott utilized the cupola furnace which produced a smoother model (Ibid.). The increased popularity of his product and resultant need to expand prompted his move in 1828 to the east bank of the Harlem River north of Harlem Bridge and 3rd Avenue (Jenkins, 1912). According to Scharf (1886), "The foundry was at first of limited extent; the buildings were of wood and twice destroyed by fire, but were each time rebuilt with greatly enlarged proportions." According to various historical maps, Mott's dwelling was situated on the same parcel as the foundry (Figures 13, 14, 19).

In order to facilitate transportational access by water, Mott laid out a canal to the north of his foundry about 1850 (Appendix II Plates 19-21). Eventually, it allowed "canalboats to pass from the Harlem River as far as 138th Street" (Jenkins, 1912). However, due to arguments which arose over maintenance jurisdiction and health hazards, the canal was filled. "... the work of filling in the canal from 144th Street down was begun in June, 1901. In February 1903, the Dock Dept. built a bulk-head at 138th Street; and the work of grading and curbing Canal Place... was completed in August 1903. The materials used for filling in came from the subway excavations a few blocks away." (Jenkins, 1912).

When Jordan L. Mott died in 1915, his son succeeded him in the foundry (McNamara, 1978; Scharf, 1886). According to Scharf, 60 tons of iron were melted daily -- "a vast increase...from the time when to melt two tons on alternate days was their full capacity."

By the year 1906, the Mott Haven plant "was too cramped in its Bronx quarters and so was moved to Trenton, New Jersey." (Jenkins, 1912). However, by the early 20th century many other industries had developed along the east bank of the Harlem River. In order to summarily record them, Table I has been formulated.

Along side these river front industries, between Third and Fourth Avenues, boat club-houses belonging to various rowing associations were constructed. However, they were relocated between Central Bridge and the elevated railroad bridge at 8th Avenue "on account of the river bulkheads" which were constructed in their former location (Jenkins, 1912).

The culmination of the rural-urban transition occurred in the early 20th century with the construction and opening of the subway, resulting in a real estate boom. "Many farms and estates...(were) brought into the market and...found ready purchasers for actual building." (Jenkins, 1912).

3. *THE ON-SITE INVESTIGATION*

3.1 Aboriginal Cultural Resources

The potential for the discovery of aboriginal sites within the proposed impact zone are diminished due to the long history of extensive land alteration along the Harlem River and the Bronx Kill. The present day bulkhead appears to have approximated the low water line recorded by 19th century cartographers. Based upon these early maps, the marshland along the river extended upland, from the present bulkhead line, for distances of 300 to 700 feet (Figure 8). The natural river and its wetlands, as they appear on the Viele map of 1865 (Figure 9), have been superimposed on the contemporary map of the South Bronx by Andrews & Clark, Inc. (n.d.; Figure 10). Further substantiation of drastic waterfront alterations during the 19th and 20th centuries are depicted on the compilation map prepared for this project (Figure 8).

The process that reclaimed the shore marshes required great quantities of fill material. In all probability, some of that material was supplied from the dredging process that created the channel in the river bed, for the original river was shallow, according to Danckaerts (1913:64): "On the east end of it (Manhattan Island) is separated from the main land by a creek, or rather a branch of the North River, emptying itself into the East River. They can go over this creek at dead low water, upon rocks and reefs, at the place called Spyt Den Duyvel."

The following table contains the information regarding cultural resources noted during the archival research and reconnaissance:

TABLE I

INDUSTRIAL DEVELOPMENT ALONG THE EAST BANK OF THE HARLEM RIVER

Location: All cultural resources were assigned stations from the Andrews & Clark Inc. areal photograph dated 1/7/1980. Since this photograph does not continue beyond station 175+00±, in-field physical features were utilized, for locational purposes, north of that station.

Cult. Resource: The industries of this category were taken from the historic map resources (excepting the Bradley-Mahony Coal Corp./Central Oil & Coal Yard & 168th St. Terminal Freight House, which were noted only in the field). "N/A" indicates that the cultural resource described in "Contemporary Status" was only noted in the field.

Fig. # When possible, we have tried to include tracings of the historic maps wherein the cultural resources were recorded. (Part IV) If this was impossible, the reference appears under "Contemporary Status".

Date: Most dates refer to the map publication and are, therefore, not indicative of construction dates. Only a date with an * refers to the definite construction date. "N/A" indicates that the cultural resource was noted only in the field.

Contemporary Status: Comments on the existing field conditions within the project area and vicinity are included in this category.

TABLE I

INDUSTRIAL DEVELOPMENT ALONG THE EAST BANK OF THE HARLEM RIVER

Location	Cult. Resource	Fig. #	Date	Contemporary Status
95+00± (end of areal photo) to 111+00± (Lincoln Ave.)	N.Y., New Haven & Hartford R.R. Freight Yards (Mott Haven Yard)	N/A	1980	(Insurance Maps of the City of N.Y...., Vol. IX, 1908:maps 4-9); now vacant.
100+00±	The Willis Ave. Bridge approach	N/A	1901*	Bridge extant.
109+00±	N/A	N/A	N/A	The cut stone & timber cribbing that are incorporated into the bulkhead are the vestiges of the Third Ave. el. that crossed the Harlem River to Manhattan. (Plate 29)
111+70± (N. side of Lincoln Ave.) to 117+25± (centerline of Third Ave. Bridge)	Harlem Steam Boat Co.	12	1885 & 1897	Replaced by the Central R.R. of N.J., Bronx Freight Terminal. No evidence remains of the steam boat company's slips.
	Central R.R. of N.J., Bronx Freight Terminal	N/A	N/A	(Insurance Maps of the City of N.Y.., Vol. IX, 1908:map 3) The entire parcel is paved & utilized as an equipment storage yard for the Gerosa Co. (Gerosa is a crane rental facility).
	N/A	N/A	N/A	The bulkhead along this parcel is recessed 40' to 50' from the U.S. Pierhead & Bulkhead Line. The proposed "Shore Route" is located about midway between these two lines except between stations 115+60± & 116+50±.
117+25± (centerline)	The Third Ave. Bridge	N/A	1898*	Extant. (Plates 23 & 24).

TABLE I (continued)

Location	Cult. Resource	Fig. #	Date	Contemporary Status
	N/A	N/A	N/A	The arches under each side of the Third Ave. Bridge, through which a railroad siding passed, have been closed up with cinder blocks. (Plates 17 & 28) A portion of the rails, as they curved into the building, remains.
		N/A	1828*	
117+50± (N. side of Third Ave. Bridge) to 121+40± (S. side of Mott Haven Canal)	J.L. Mott's Stove & Iron Works	13	1848	Change in tenants: General Builders Supply Co., Inc.; Machinery Repair & Warehouse and Flouring Storage; & the Vestal Chemical Lab.
		14	1861	
		19	1864	
		15	1868	
		20	1885	Two extant structures of the complex ("A" & "B") lie just outside the physical impact area but within the area of effect. (Figure 8) They are included in this survey for their historic significance. Bldg. "A", a five-story brick structure, was built in two parts (A_1 & A_2). The most northerly section appears on the 1864 map as a 30' X 100' bldg. (Figure 19) The 1885 map (Figure 20) shows bldg. "A" as it stands today (30' X 185')
		12	1897	
		16	1900	
		17	1908	
		18	1923	
				Bldg. "B" is a one-story, brick, double structure with a peaked roof; it measures 100' X 150' & has a 40'-wide shed-type attachment on its rear or north side; the northwest corner of the shed has been cutoff at an angle; bldg. "B" initially appeared on the 1864 map. (Plates 15, 16, 18, 27)
				A deck-like structure extends ap. 12' past the existing bulkhead line supported by a system of piles and bridging.
117+50± to 121+40± cont.	Lime & Brick Yard	12	1897	Not extant.
	General Builders Supply Co., Inc.	17	1908	Change in tenants: Kompolite Flooring Products & Mugler Shoring. (Plate 14)

TABLE I (continued)

Location	Cult. Resource	Fig. #	Date	Contemporary Status
	Machinery Repair & Warehouse and Flouring Storage Bldg.	17	1908	Extant. (Building "A").
	Vestal Chemical Laboratory.	17	1908	Extant.
121+40± to 122+80± (The perpendicular distance is actually about 90")	Mott Haven Canal	N/A	1850*	According to Jenkins (1912), J.L. Mott laid out the lower portion of the Mott Haven Canal c. 1850. He further states that filling-in of the canal began in 1901 (Ibid.). At the time that Jenkins published his book (1912), the canal extended inland for a distance of 1,250' (Ibid.). An indentation in the Harlem River is all that remains of the canal. Where the north side of the canal bulkhead (non-original construction) meets the river bulkhead, erosion has demolished the timber sheeting and washed out the earthen material thereby exposing portions of the original timber construction & the pavement of Canal Pl. Logs & hand-hewn timbers were used in the original construction for stringers & braces (which are partially submerged); one is about 16" in diameter & one is a hand-hewn, 12" diameter, 12"± long beam. (Plates 11-13). About 15' north of the canal bulkhead, the granite curb of a street has been exposed by tidal erosion as has the Belgian block pavement of the road bed. The Belgian block pavement appears to extend northerly, along the shoreline, for a distance of about 140" to the edge of a boat basin. The large blocks measure 34 X 21 X 11 cm. and the smaller ones 20 X 14 X 13 cm. The curbing is laid upon cinder fill (which measures in excess of 40 cm. deep).

TABLE I (continued)

Location	Cult. Resource	Fig. #	Date	Contemporary Status
121±40± to 123+00±	N/A	N/A	N/A	This parcel has been used as a construction debris dump; numerous concrete & steel bases from the defunct Third Ave. el. are visible.
122+70± to 127+50± (Park Ave.)	Harlem Transfer Co. Freight No. (Harlem Terminal of the Erie, Baltimore, Ohio, N.J. Central, Philadelphia-Reading, Delaware, Lackawanna, & Wes tern R.R.s)	21	1908	The extant freight house is now roofed over; it is located about 250' back from the bulkhead line & the lot between the building & bulkheading is vacant (except for a surface scattering of rubble). At station 125+00, a railroad siding terminated at the river's edge paralleling a 100' -wide boat slip. The rails have been removed; all that remains is the cinder bed & railroad ties (Plate 34). Erosion has exposed a cross-section of the soils between the bulkhead & the railroad siding from 125+30± to 128+80±. Beneath a concrete pavement, an earlier pavement of Belgian blocks was lain on a 12" base of cinders.
	Gypsum & Bottle Warehouse	21	1908	Warehouses shared structure with Harlem Transfer Co. Freight No. Extant structure roofed over.
	Dramer Coal Co.	21	1908	Not extant. However, the railroad siding at station 125+00 may have been utilized for coal transport.

TABLE I (continued)

Location	Cult. Resource	Fig. #	Date	Contemporary Status
127+35± (N. side of Park Ave.) to 129+50±	Blue Ridge Coal Co.	21	1908	Lot now utilized for truck & trailer storage yard.
129+30±	N/A	N/A	N/A	Concrete box culvert (Plate 9).
130+30±	N.Y. Central & Hudson River Railroad Bridge	N/A	1897*	Extant (Plates 4 & 25).
131+50±	C.H. Morgan Contractor	22	1911	No surficial evidence remains. (Vacant lot).
132+60±	Colonial Sand & Stone Co.	23	1942	Not extant. (Vacant lot).
133+30±	Lumber Yard	22	1911	Not extant. (Vacant lot).
133+80± to 135+75±	Harlem River Lumber & Woodworking Co.	22	1911	A terminal freight house, built in 1921, now stands at this site.
	Terminal Freight House	N/A	1921*	Extant. "E. 168th St. N.Y.S. Canal Terminal, Mott Haven".
137+50± to 138+35±	N/A	N/A	N/A	Unidentified contemporary buildings located ap. 85' back from bulkheading (Plate 31).
138+80± to 139+50±	Madison Ave. or 138th St. Bridge	N/A	1910*	Extant (Plates 3 & 26).
	N/A	N/A	N/A	Belgian block pavement provides marginal access to the river's edge alongside the bridge. A box culvert empties into the river on the south side of the bridge.
140+00± to 141+25±	S. Trimmer & Sons Coal Yard	24	1911	Replaced by Sinram Bros. Coal Yard (Marnis Oil Co. Inc.).

TABLE I (continued)

Location	Cult. Resource	Fig. #	Date	Contemporary Status
	Sinram Bros Coal Yard (Marnis Oil Co. Inc.)	25	1908	The structures shown on the historic maps are no longer extant. The lot is now vacant. At the edge of the bulkheading, erosion has exposed Belgian block curbing; a scattering of these is also evident on the lot surface.
142+00± to 143+20±	Candee Smith & Howland Co.	24	1911	Replaced by Con Telegraph & Electrical Subway Co.
	Con Telegraph & Electrical Subway Co.	26 23	1923 1942	None of the structures associated with this company are extant. The parcel has been paved & is now utilized for outside storage.
	N/A	N/A	N/A	The timber bulkheading along this section is an example of horizontal-type cribb retaining walls. This method is not, however, isolated to this particular area but appears along other sections of the river's edge.
143+20± to 145+95±	Bradley-Mahony Coal Corp./Central Oil & Coal Yard	N/A	?	Operational (Plate 32). The Bulkheading along this parcel is of interlocking steel.
145+95± to 147+00±	Metropolitan Roofing Supplies Co., Inc.	N/A	Contemp.	Operational. The building is located about 65' back from the bulkhead line.
148+00± to 151+00±	Lehigh Valley R.R.	N/A	1928	(Insurance Maps of the City of N.Y., Vol. IX 1908:Map 41-1928) Little surficial evidence of this vacant railroad yard remains. Only a few scattered railroad ties are evident.
151+00±	Pittsburg Plate Glass Co.	N/A	1928*	(Insurance Maps of the City of N.Y. Vol. IX This company is extnat, although it lies 150' east of the impact area.

TABLE I (continued)

Location	Cult. Resource	Fig. #	Date	Contemporary Status
152+00±	Wine & Plywood Ware-Houses	N/A	1919*	(Insurance Maps of the City of N.Y., Vol.IX 1908: Map 41-1928) These building are also extant & lie about 150' east of the impact area.
155+00±	Planning Mill	27	1897	This planning mill was located directly south of the 149th (or 145th) St. Bridge. It was replaced by the Lehigh Valley R.R. Freight Yard.
153+75± to 157+00±	Lehigh Valley R.R. Freight Yard	N/A	1908	(Insurance Maps of the City of N.Y., Vol. IX 1908:Map 81) Supplanted by "Industrial Scrap Processors."
157+00± to 157+80±	149th (or 145th) St. Bridge	N/A	1905*	Extant (Plate 2)
161+00±	N.Y. Fertilizer Works	28	1885	No visible evidence remains of this activity which was replaced by the Erie R.R. Freight Yard.
157+80± to 162+30± (150th St.)	Erie R.R. Freight Yard	N/A	1908	(Insurance Maps of the City of N.Y., Vol. IX 1908:Map 81). Abandoned.
160+00±	N/A	N/A	N/A	A 40' -wide slip lies at a 12° deflection angle to the longitudinal line of the river. The slip, evidently built to accomodate railroad barges, still has a steel rectangular arch with the name "Erie" painted in large letters across the top (Plate 8)
162+50±	N/A	N/A	N/A	150th St. terminated at the river's edge slightly back from the bulkhead line. A substantial concrete baracade was installed across the paved portion of the ROW. On the river side of the baracade the bulkhead

TABLE I. (continued)

Location	Cult. Resource	Fig. #	Date	Contemporary Status
				been washed out & the foundation of the wall exposed. The center portion of the wall appears to have had a rectangular opening (1 m. X 1 m.) closed with Belgian block. Field stones were used on the northerly portion of the foundation. The road surface of 150th St. was paved with Belgian blocks & is almost completely covered contemporary debris.
N. side of 150th St. to 163+60±	Cramer-Meyer Coal Co.	29	1911	Vacant. Between this stationing, the bulkhead is constructed of 12" X 12" timbers.
163+60± to 164+40±	N/A	N/A	N/A	At some point between 1900 (Ullitz) & 1911 (Bromley), this parcel was dredged for use as a boat basin.
164+40± to 165+40±	Barber Asphalt Paving Co.	30 29 31	1900 1911 1923	One of the bulldings was constructed along the Harlem River. It is not extant. The Rubel Corp. supplanted this company.
164+40± to 166+30±	Rubel Corp. (coal yard)	N/A	1908	(Insurance Maps of theCity of N.Y., Vol. IX 1908:Map 85) Replaced Barber Asphalt Paving Co. The steel frame pockets which appear on the areal photo have been recently removed. The concrete bases remain (Plate 30). The parcel is vacant.
169+00±	J.A. McCarthy & Co. Sand, Stone & Gravel Yard	N/A	1908	(Insurance Maps of the City of N.Y., Vol IV 1908:Map 85). Abandoned. The gravel-mix, concrete bases of the hoppers are extant.

TABLE I (continued)

Location	Cult. Resource	Fig. #	Date	Contemporary Status
169+80± to 171+00±	N/A	N/A	N/A	Filled-in boat slip.
171+50± to 172+90±	American Mahogany Co.	29	1911	Replaced by the American Banana Corp./Bronx Towing Co. Facility.
	American Banana Co./ Bronx Towing Co.	32	1918*	The facility is leased only by the American Banana Co. now. A one-story, brick structure (180' X 150'±) occupies this parcel (Plate 6).
175+00± (the areal photo ends at this station)	N/A	N/A	N/A	N/A
At Macomb's Dam Bridge	Grist Mill	N/A	c.1800*	Existed until 1856 when it was blown down during a severe wind storm (Stokes, 1918).
	Toll House	N/A	c.1852*	Not extant. (Stokes, 1918).
	Macomb's Dam Bridge	N/A	1895*	Extant (Plate 1).
Directly N. of Macomb's Dam Bridge	Conrad's Hotel	33	1897	Replaced by the N.Y. Central & Hudson River R.R. abd N.Y. C. & Harlem River R.R.'s Putnam Division.
	Bohemian Boat Club, Viking Boat Club, Hand Ball Court, Metropolitan Boat Club, Nassau Boat Club	N/A	1909	Replaced by the N.Y. Central & Hudson R. R.R. & N.Y.C. & Harlem R. R.R.'s Putnam Division. These clubs were covered over on the 1909 map (Insurance Map..., Vol. X 1909: Map 1). Perhaps this was an indication of their removal prior to 1909.

TABLE I (continued)

Location	Cult. Resource	Fig. #	Date	Contemporary Status
Between Macomb's Dam Bridge & E. 161st St.	N.Y. Central & Hudson R. R.R. and N.Y.C. & Harlem R. R.R., Putnam Division	N/A	1909	(Insurance Maps of the City of N.Y., Vol. X, 1909). Abandoned. Part of the railroad yard has been supplanted by the Major Deegan Expressway which runs along the east bank of the Harlem River, north of Macomb's Dam Bridge.
Between Macomb's Dam Bridge & High Bridge	N/A	N/A	N/A	The area north of 175+00± is covered with broken concrete & brick rubble; concrete beams have been placed lengthwise along the shoreline. No bulkheading exists. However, the rotting, vertical posts of previous bulkheading are apparent at low tide. 80' - 100' north of Macomb's Dam Bridge is a natural rock outcropping which appears 6' - 8' above low water. The arch portion of a brick culvert, which appears typically 19th c., is visible above the water in close proximity to the north side of the bridge. The arch is constructed of four brick courses, on edge, & a granite key stone. The invert was constructed of granite slabs (Plate 5).

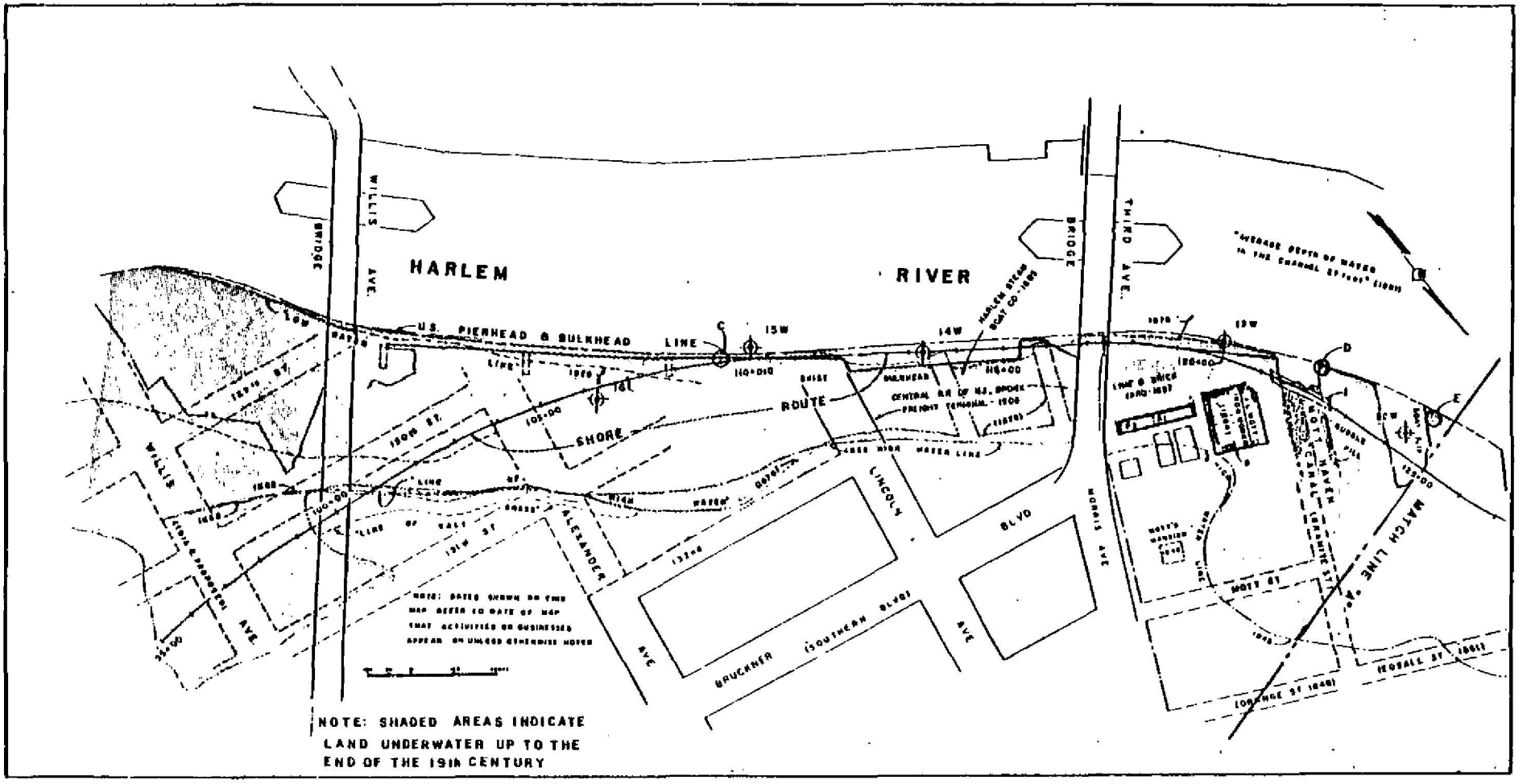

Figure 8. (1 of 3)

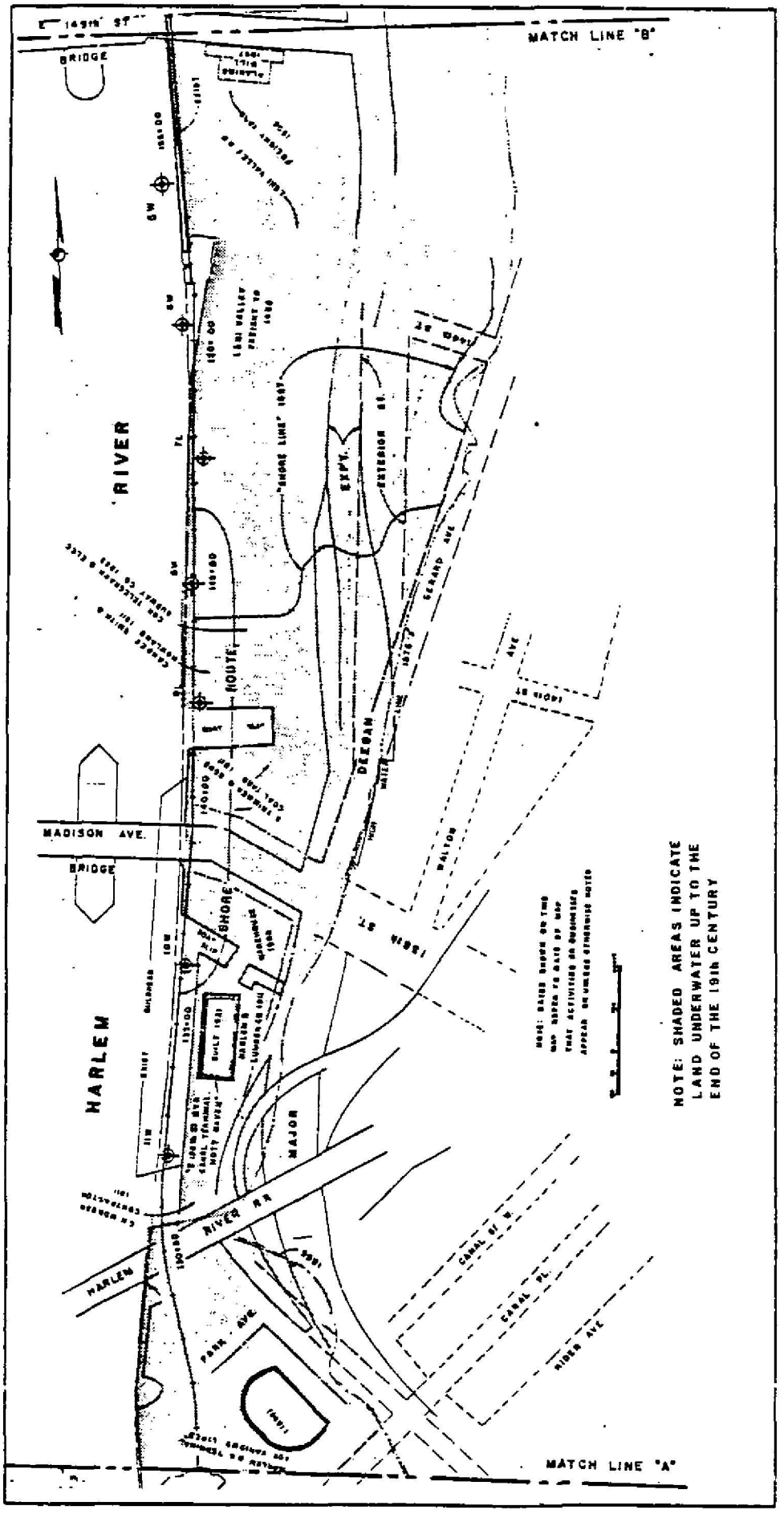

Figure 8. (2 of 3)

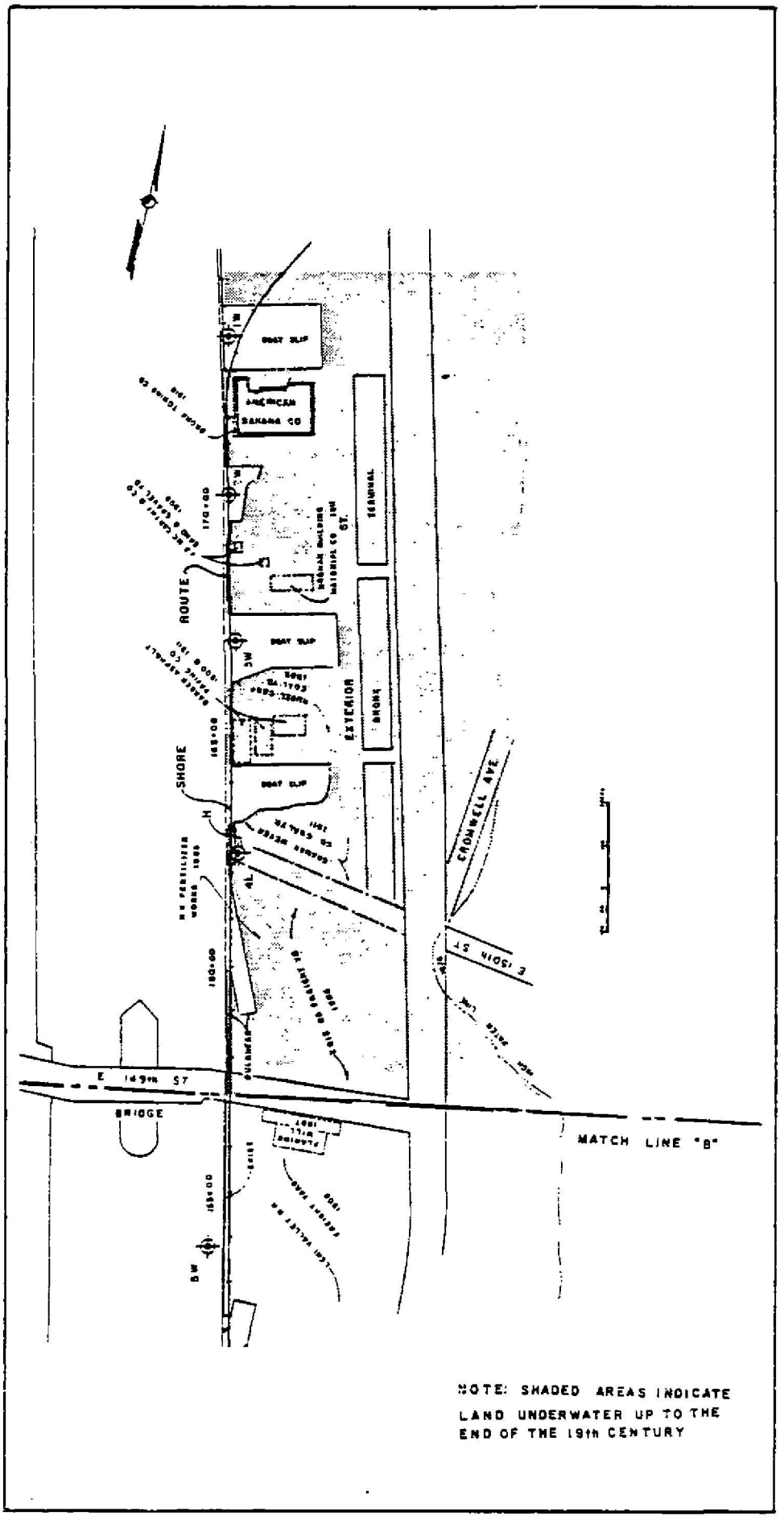

Figure 8. (3 of 3)

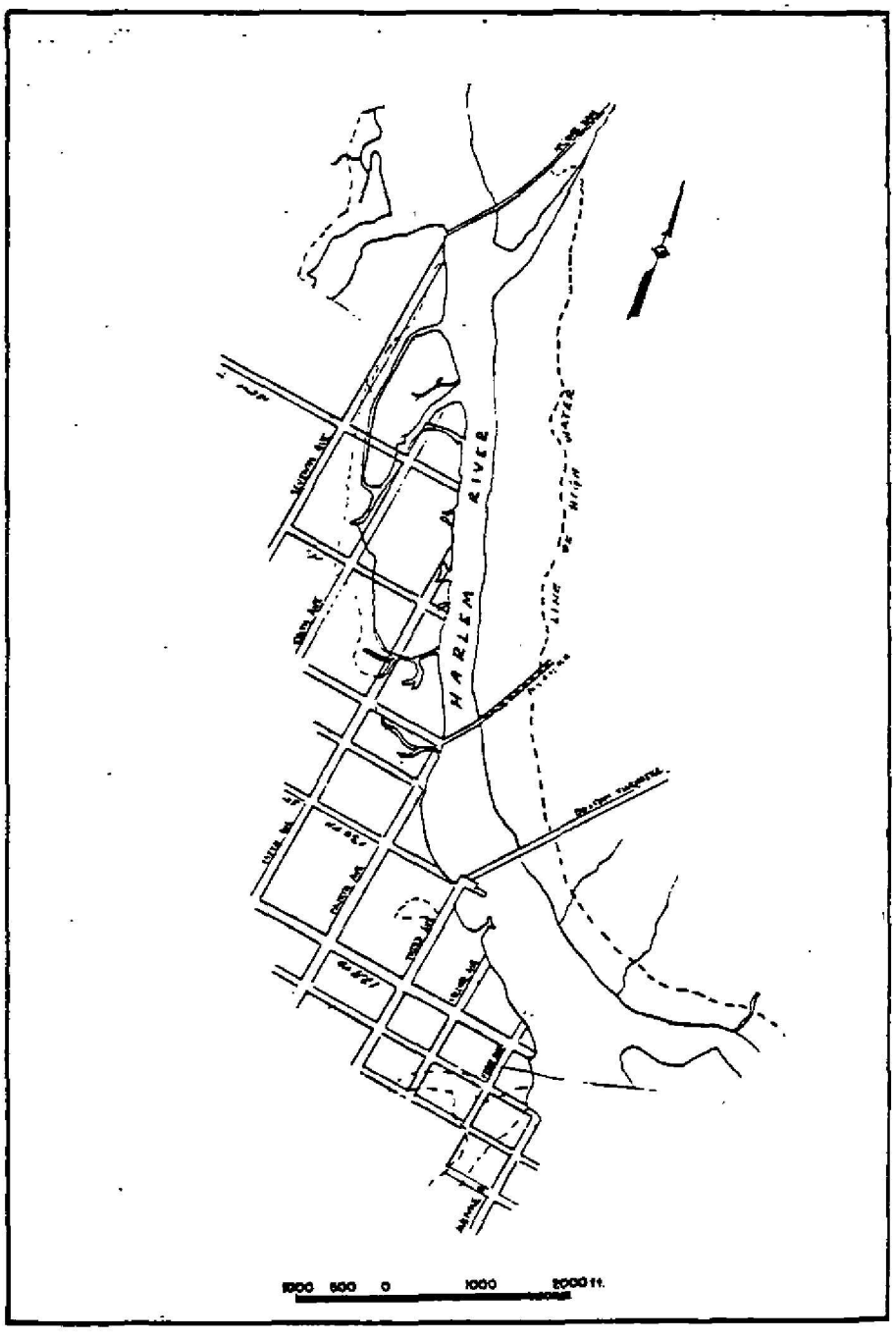

Figure 9. High water line in 1865. (Viele)

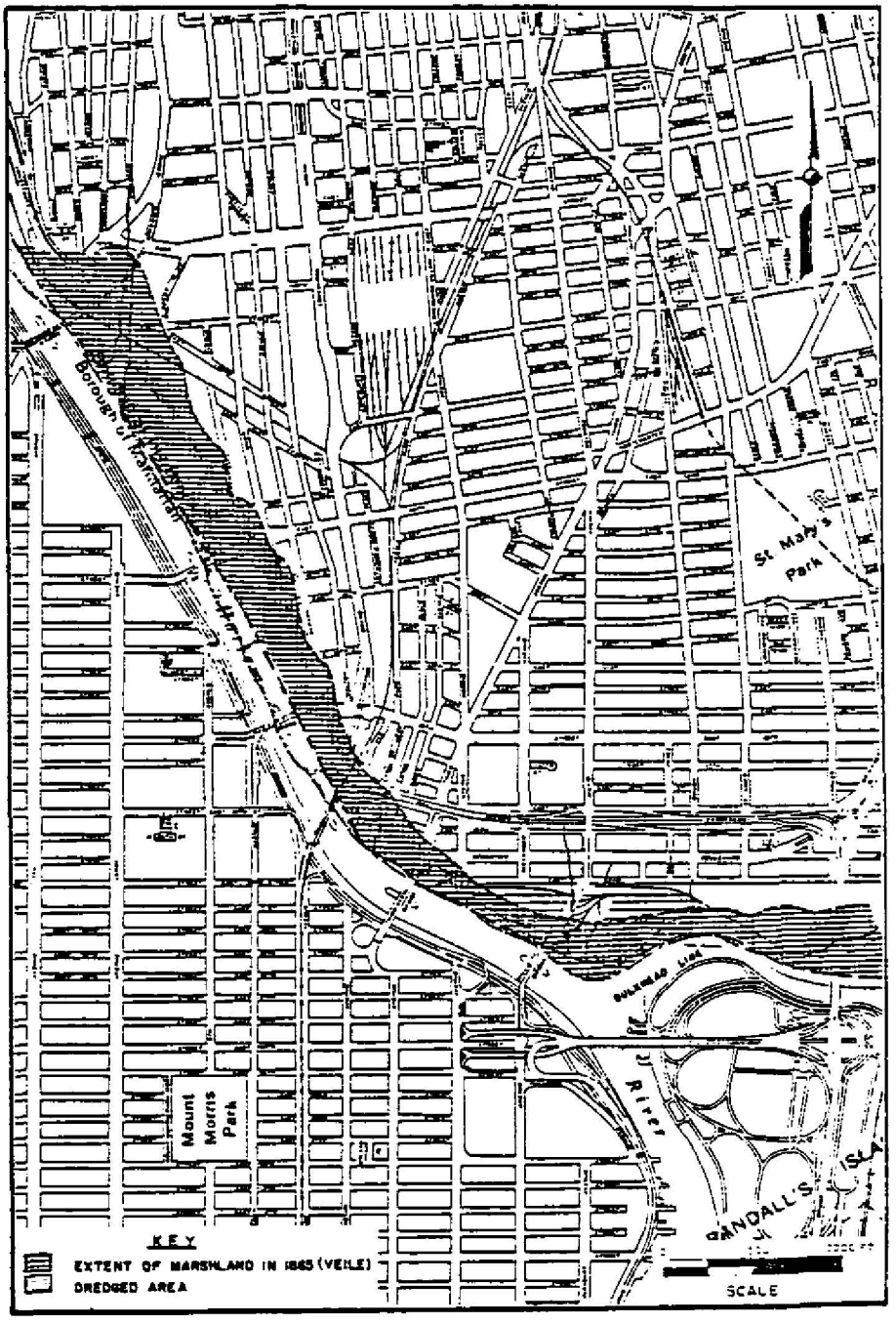

Figure 10. Extent of marshland in 1865 & dredged area.

In order to accommodate ships and barges with progressively deeper drafts, dredging was, and still is, a periodic necessity. In 1861, the average depth of the channel was 27 feet (Certified Copies of Important Maps..., 1888).

Due to the drastic redefinition of the Harlem River environment over an extended period of time, the potential for the discovery of subsurface evidence of aboriginal activity was greatly diminished. Those sites that might have existed along the shore during the Archaic and earlier stages of American Indian activity (when sea level was 6 feet to 9 feet lower than during the colonial and historic periods) would have been eliminated during the dredge operations. The later Transitional Archaic and Woodland sites, which one would expect to find along the creeks emptying into the Harlem (Cromwell Creek on the north and Mill Creek on the south), would also have been obliterated due to contour alterations (i.e., filling) during the historic period.

Test borings were conducted for construction design purposes in February, 1980 along the proposed construction route of the project. Copies of the sub-surface log and the soils profile were provided for analyses (Table II) After studying the logs, a series of samples was selected based on suspect cultural and/or stratigraphic materials. The borings were superimposed on the soils profile showing the selected samples (Figure 11).

The intent of examining the samples was to attempt to identify the bog and the original sub-bog soils that bordered the river, and an examination of the subsoils for cultural material was also attempted. Several of the samples contained shell. Were they natural inclusions or part of a midden? One sample contained only one piece of oyster shell (Crassostrea virginica), no doubt a natural inclusion.

Unfortunately, only 11 of the 25 samples were available; furthermore, no construction borings had been done in the potentially-sensitive vicinities of Mill Creek or Cromwell's Creek. However, an examination of the core samples and the evidence of dredging and filling makes it highly unlikely that any vestige of aboriginal evidence, if it did exist, remains along the proposed new construction route along the shoreline.

3.2 Historic Cultural Resources

The relationship of the project area and its environs to Manhattan Island was primarily commercial. The city evolved at the very entrance to the corridor of the New World. As trade and industry grew, service areas evolved around the metropolis. Inter-regional routes of communication expanded along with the economic-industrial evolution into the South Bronx as reflected in the history of the Harlem River area.

The river itself, a major factor in the early marine network of communication, is a significant cultural resource as a monument to historic man's ability to exploit natural resources. Engineering feats accomplished during the historic period rendered the Harlem River a navigable waterway which played an important role in the complex economy of New York.

TABLE II

TEST BORING EVALUATIONS

T.B. Des.	Sample	Depth	Log Description	Comments
2-W	$J4_4$	30 - 32 ft.	Dark gray muck with shells	Shells are seed clams (4 mm.) and mud snails.
		32 - 34 ft.	Dark gray muck with shells	Black, decayed, organic-infested soil with seed clams (4 mm.).
	J5	35 - 37 ft.	Black, well-decomposed peat with occasional gravel pieces.	None.
3-W	J2	25 - 27 ft.	Dark gray, clayey silt with fine gravel, shells & organic material.	Piece of oyster shell (25 X 32 mm.); insufficient sample for determination of origin.
	J3	30 - 32 ft.	Dark brown, decomposed peat; dark gray & brown muck.	Occasional quartz gravel; bits of oyster shell.
4-L	J4	15 - 17 ft.	Gray/black, partially decomposed rock with large wood pcs. and mica.	None
	J5	20 - 22 ft.	Large wood pieces.	None
	$J6_4$	25 - 26 ft.	Gray/black, partially decomposed rock with wood pcs. & mica.	None
	J6B	26 - 27 ft.	Dark gray, clayey silt with mica.	None
W-5	J2	28 - 30 ft.	Dark gray, gravelly sand with wood pieces (creosote odor).	Bits of shell, coal (6 to 8 mm.), coal ash, pcs. of wood.

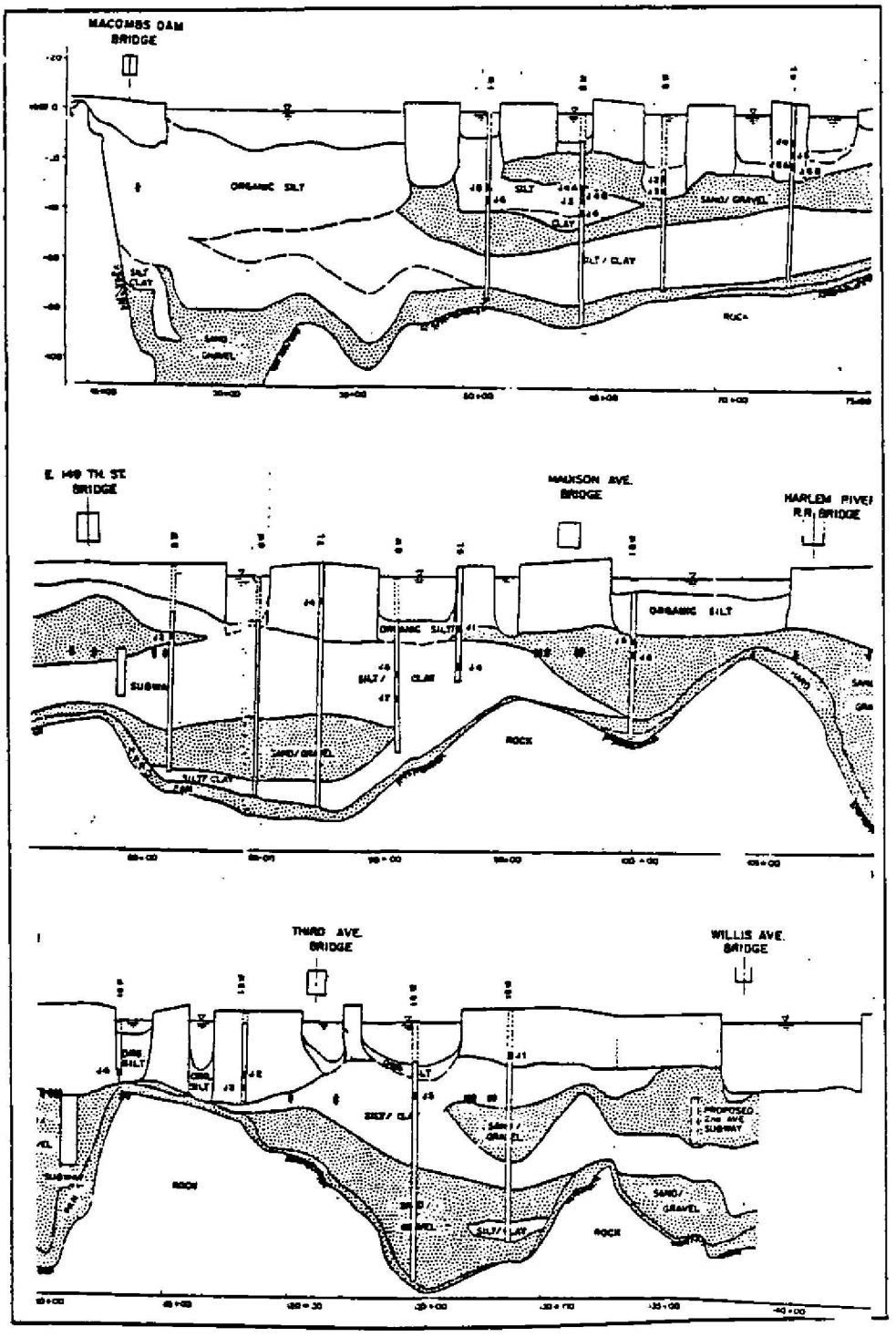

Figure 11. Oak Point Link soils profile with certain information superimposed upon Andrews & Clark (2/21/80)

The commercial development along the Harlem River, as indicated by the archival research, prompted an industrial archaeologically-oriented investigation. Historic map features (i.e., buildings, hoppers, bulkheads) were plotted on the aerial photo in preparation for the field reconnaissance.

The walk-over survey was executed from Highbridge Yard to Lincoln Avenue using the aerial photo as a guide. A boat was employed for this phase of work. This mode of transportation proved most expedient and provided the opportunity to examine the face of the bulkhead, boat slips, collapsed sections of bulkhead, and eroded sections of filled-in land.

The stationing system utilized in this report, for the purpose of locational identification, is that system which has been established on an aerial map (Andrews & Clark, Inc., 1980).

4. HISTORIC SITE LOCATION MAPS

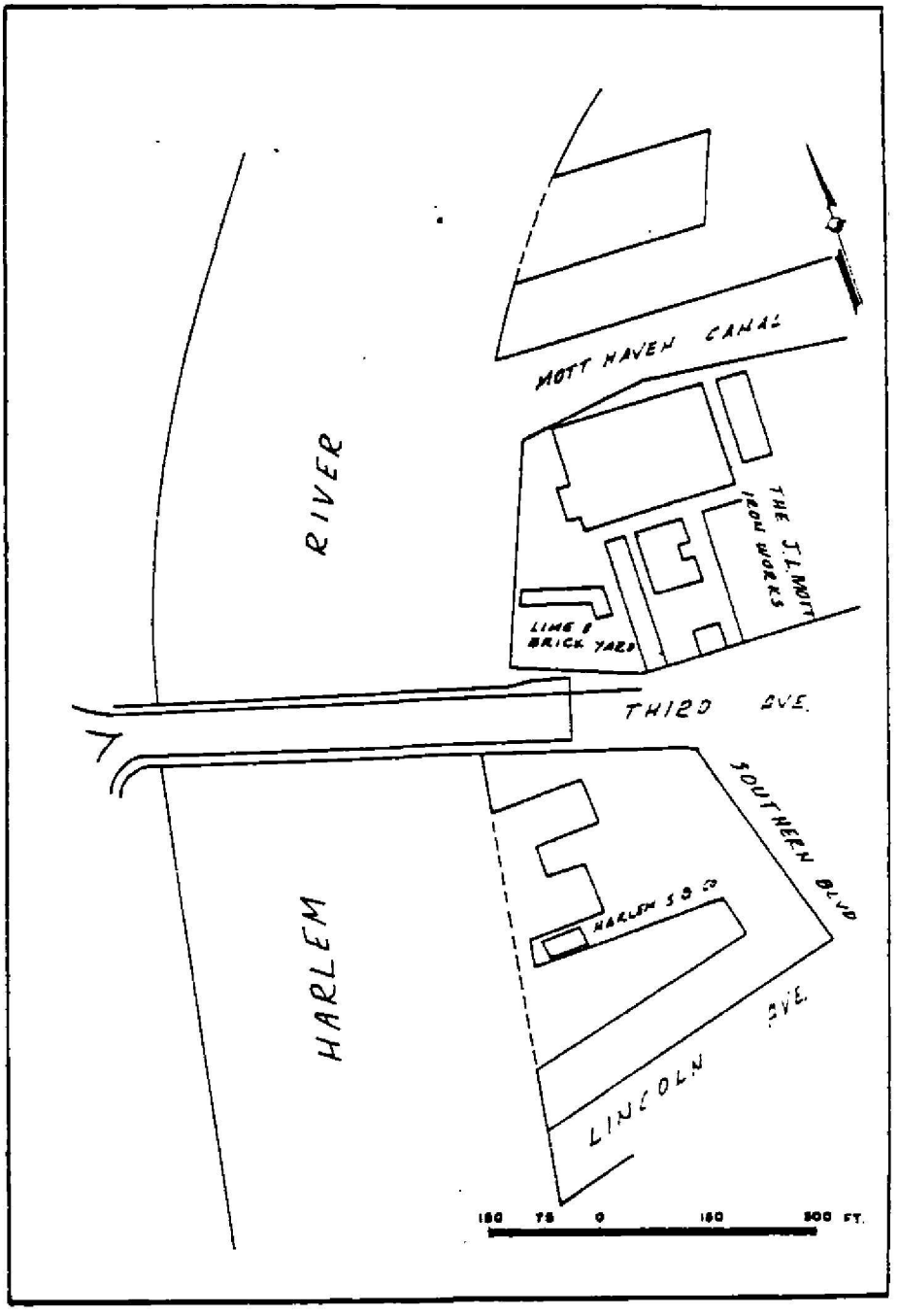

Figure 12. (Bromley, 1897)

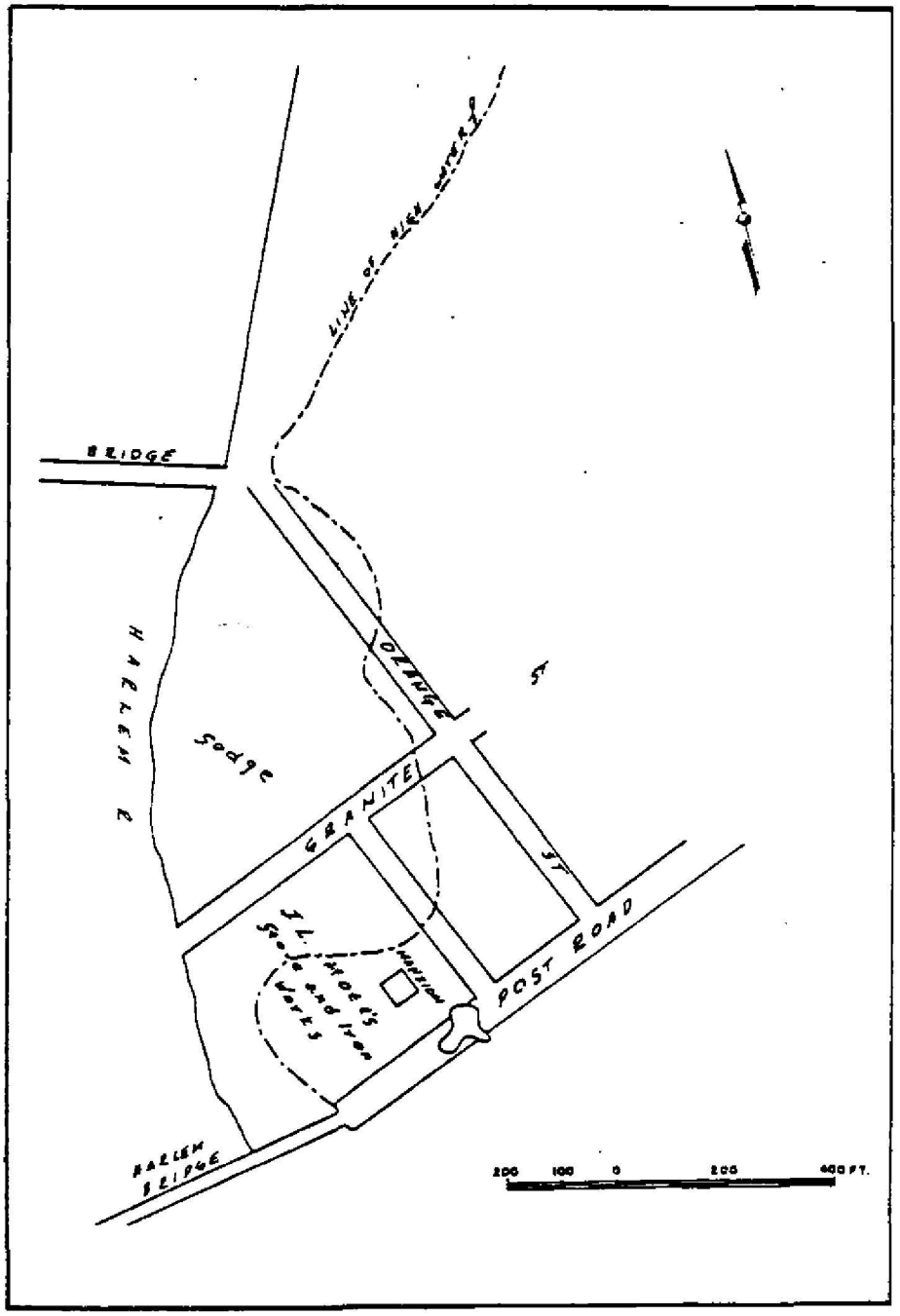

Figure 13. (Certified Copies of Important Maps..., 1888)

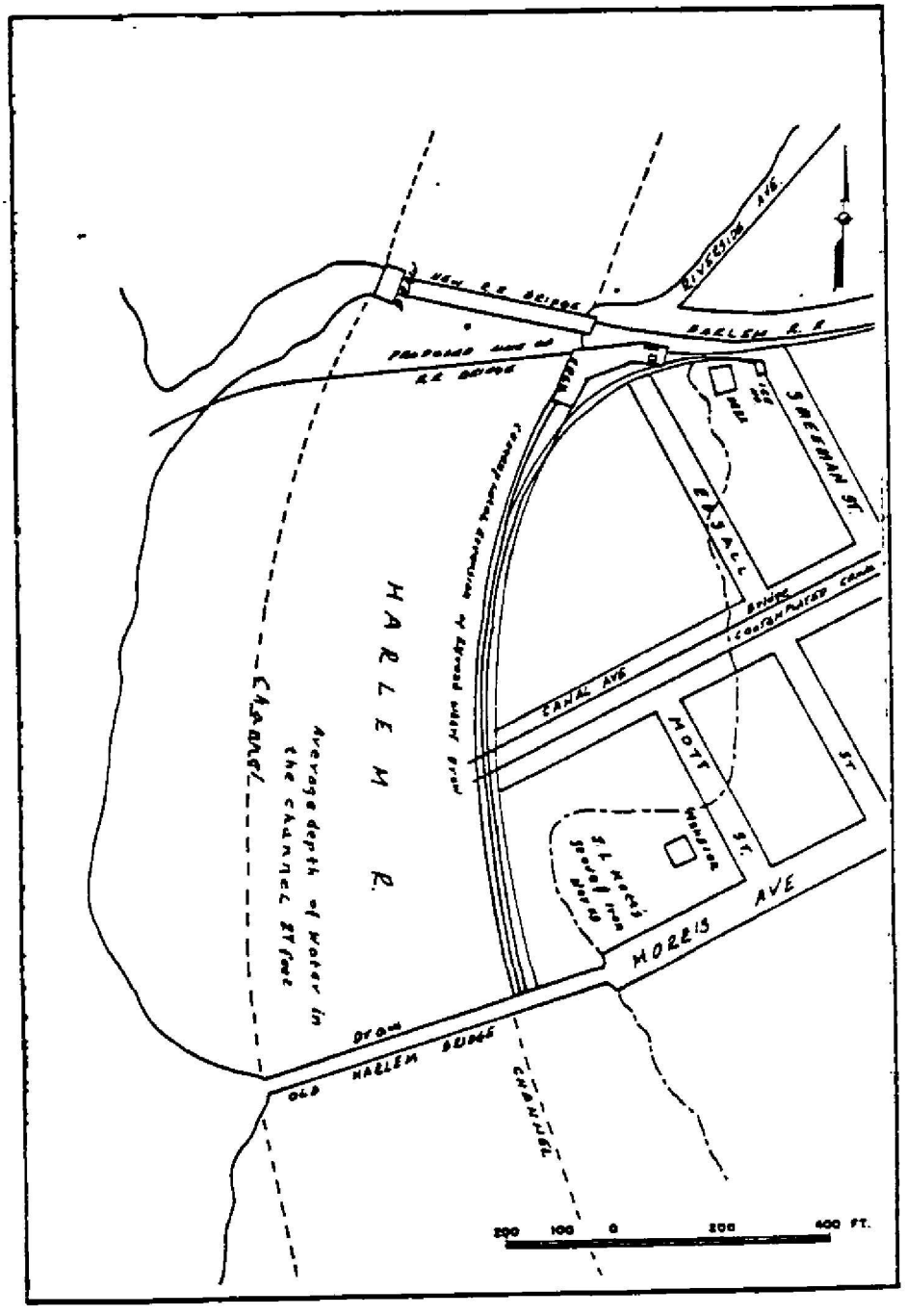

Figure 14. (Certified Copies of Important Maps..., 1888)

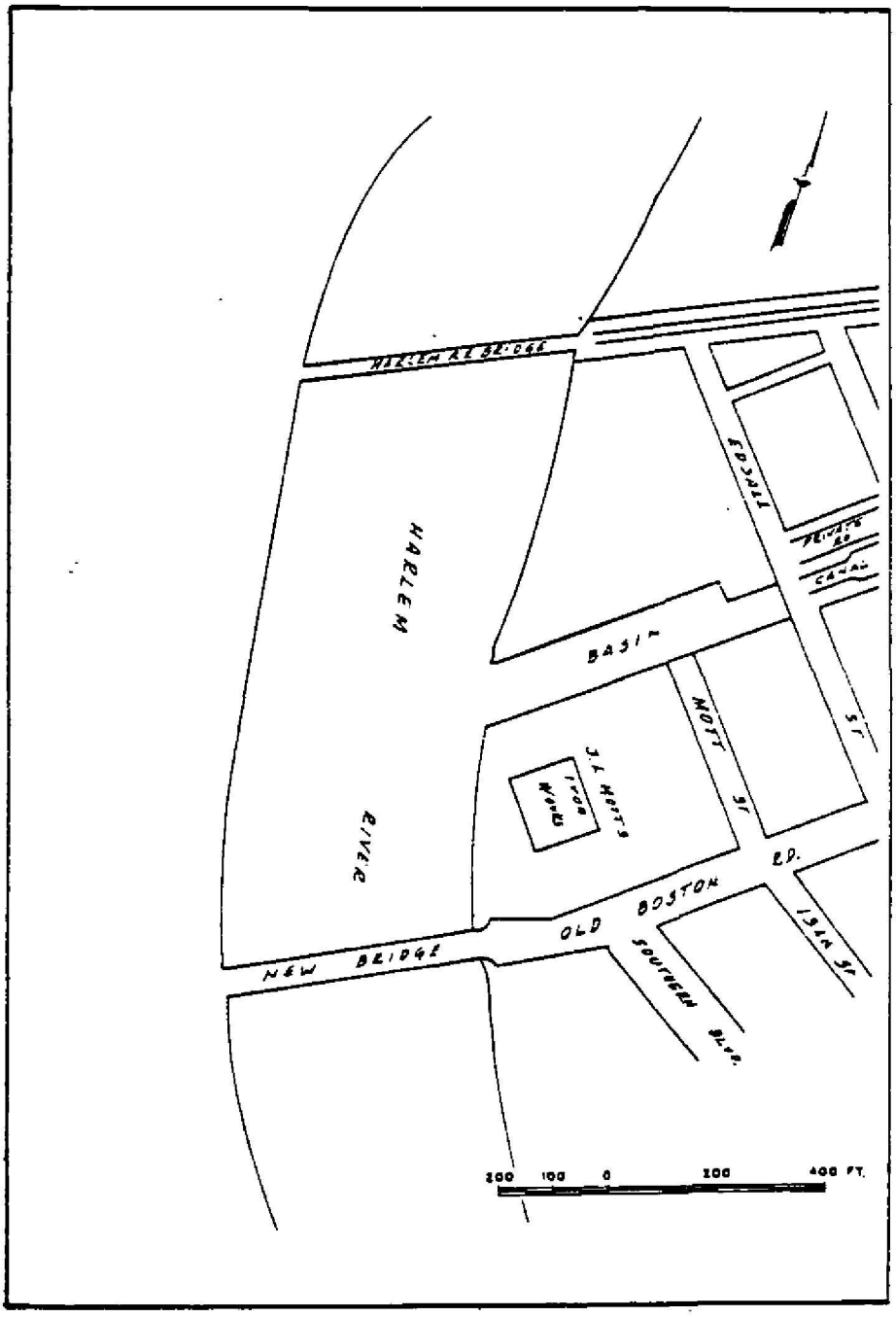

Figure 15. (Beers, 1876).

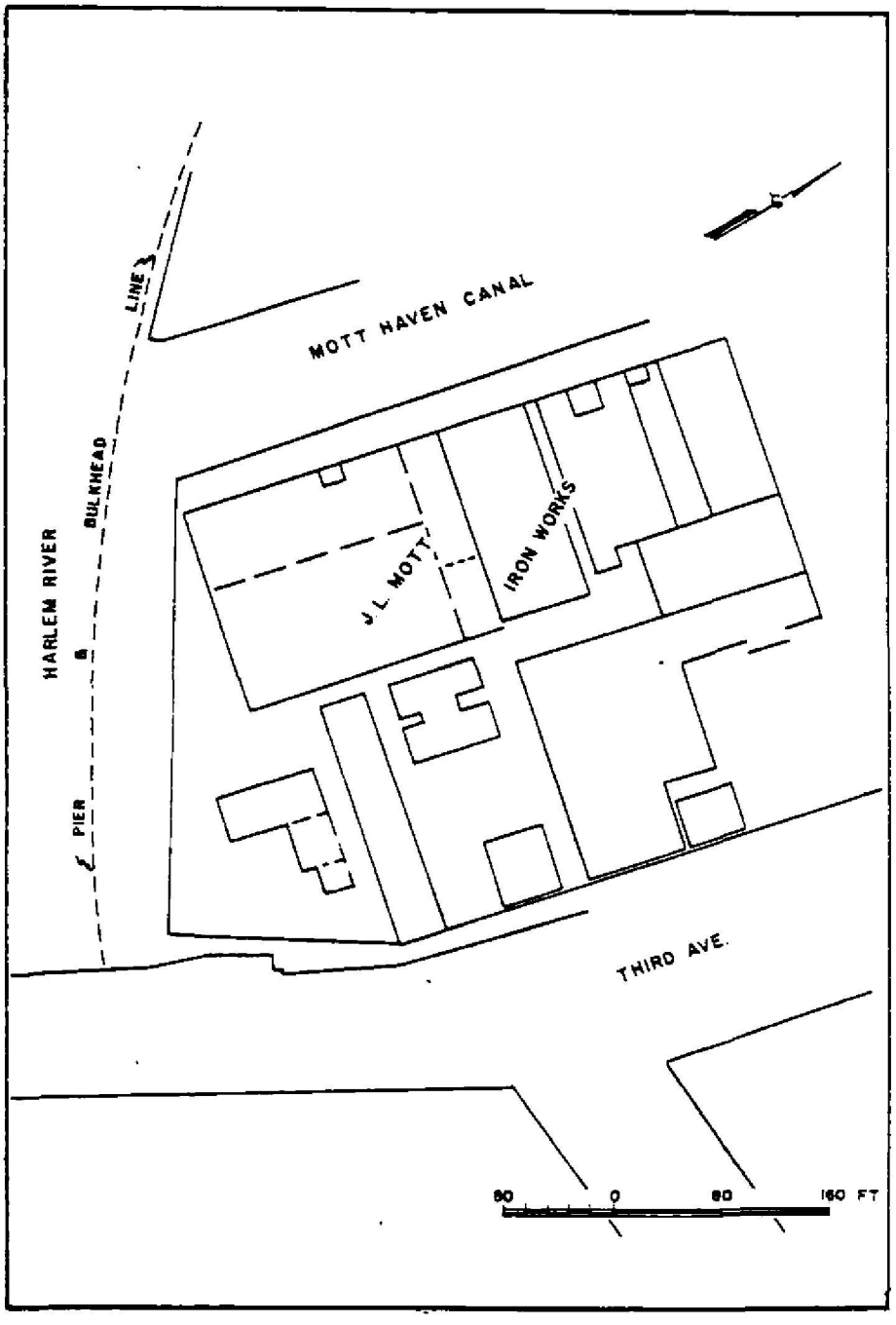

Figure 16. (Ullitz, 1900).

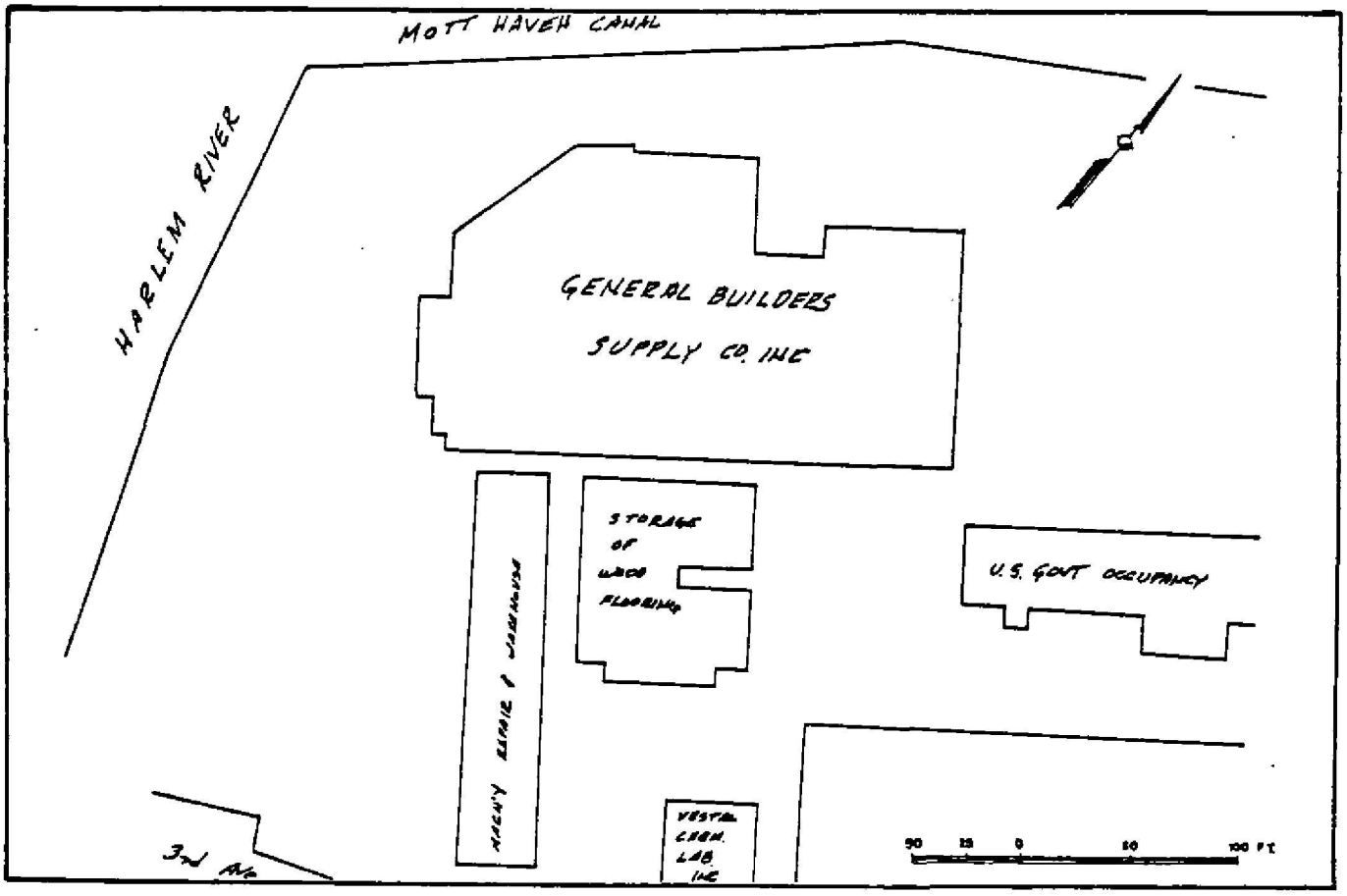

Figure 17. (Insurance Maps of the City of N.Y...., 1908).

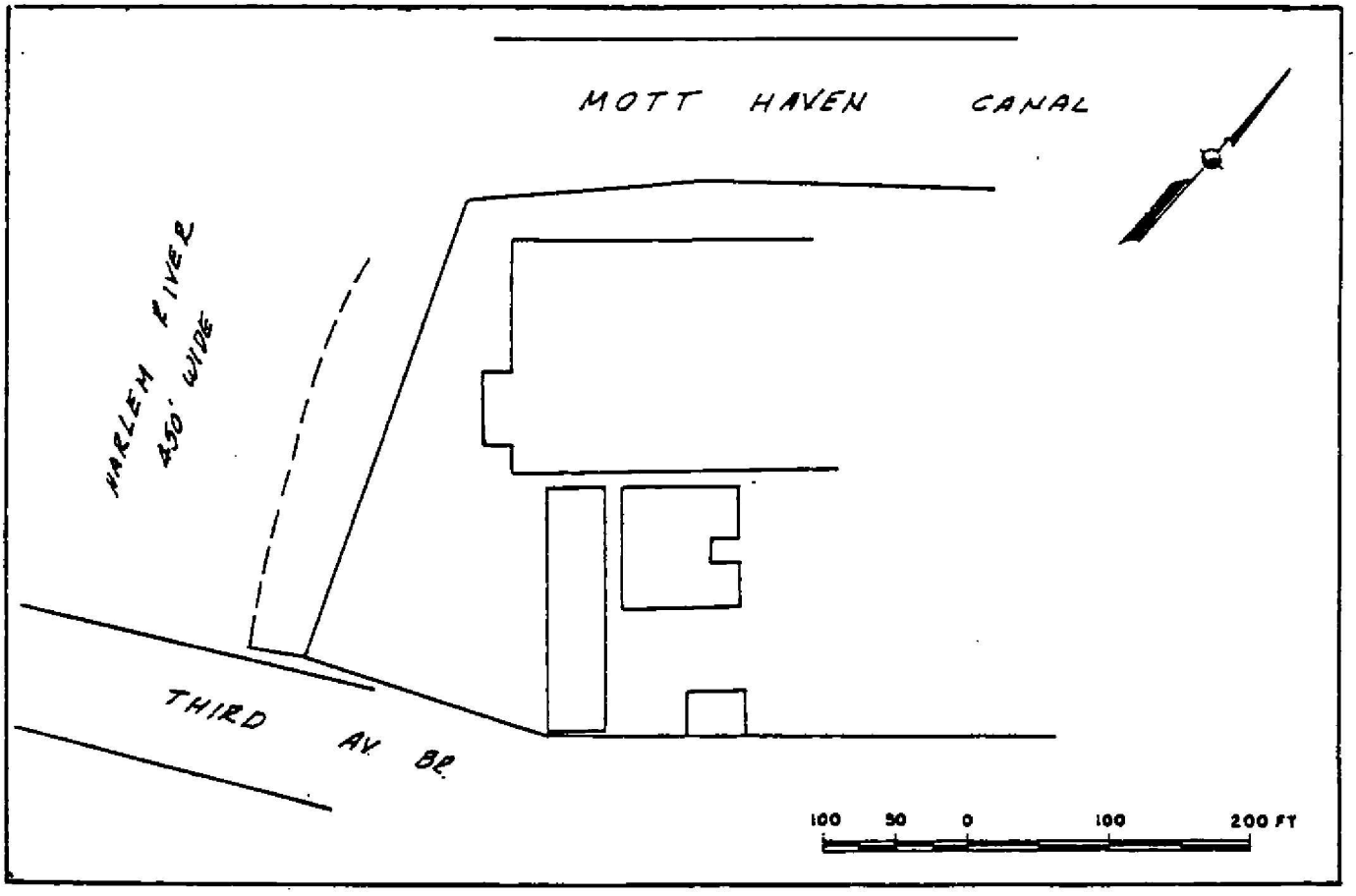

Figure 18. (Bromley, 1923)

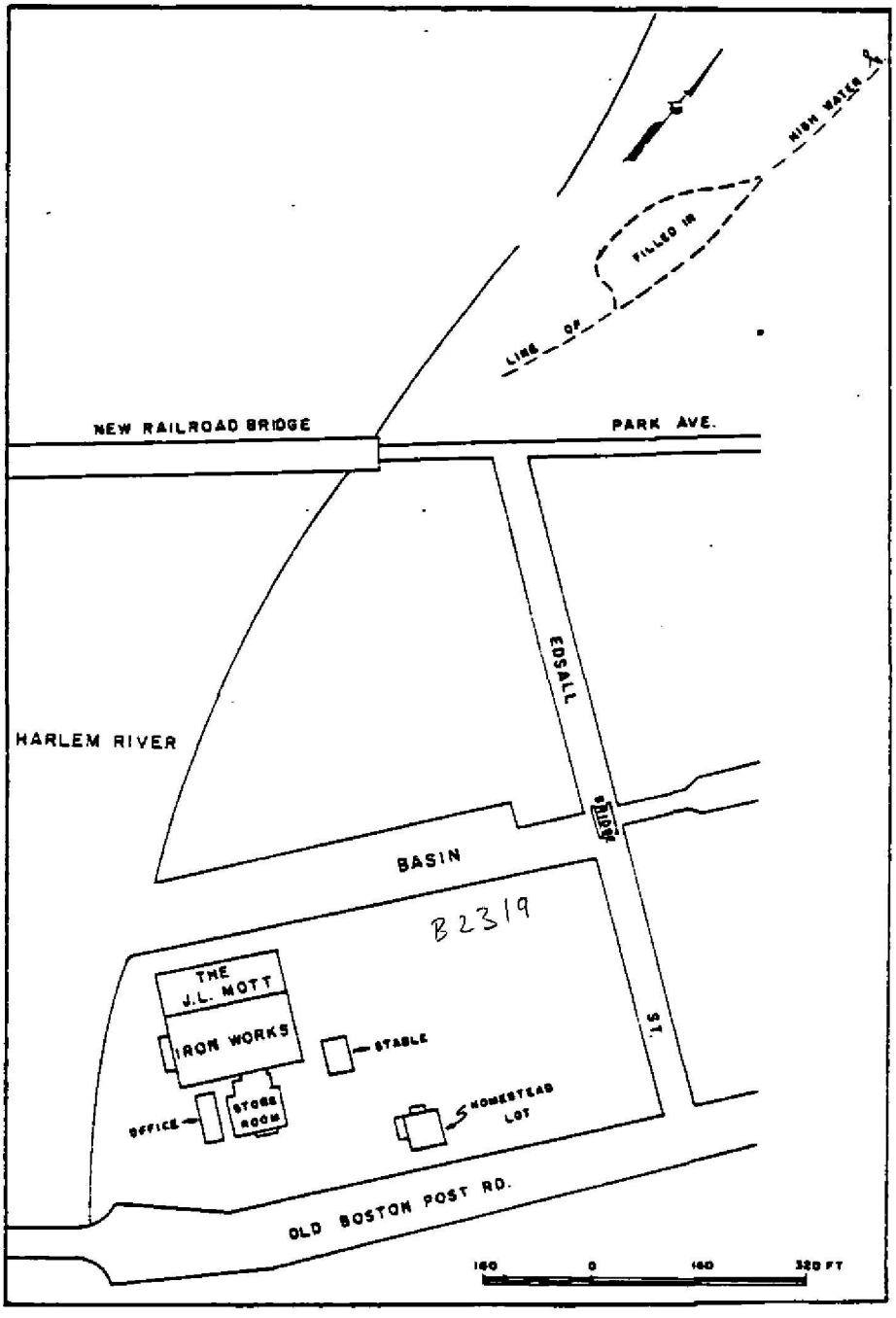

Figure 19. (Certified Copies of Important Maps..., 1888)

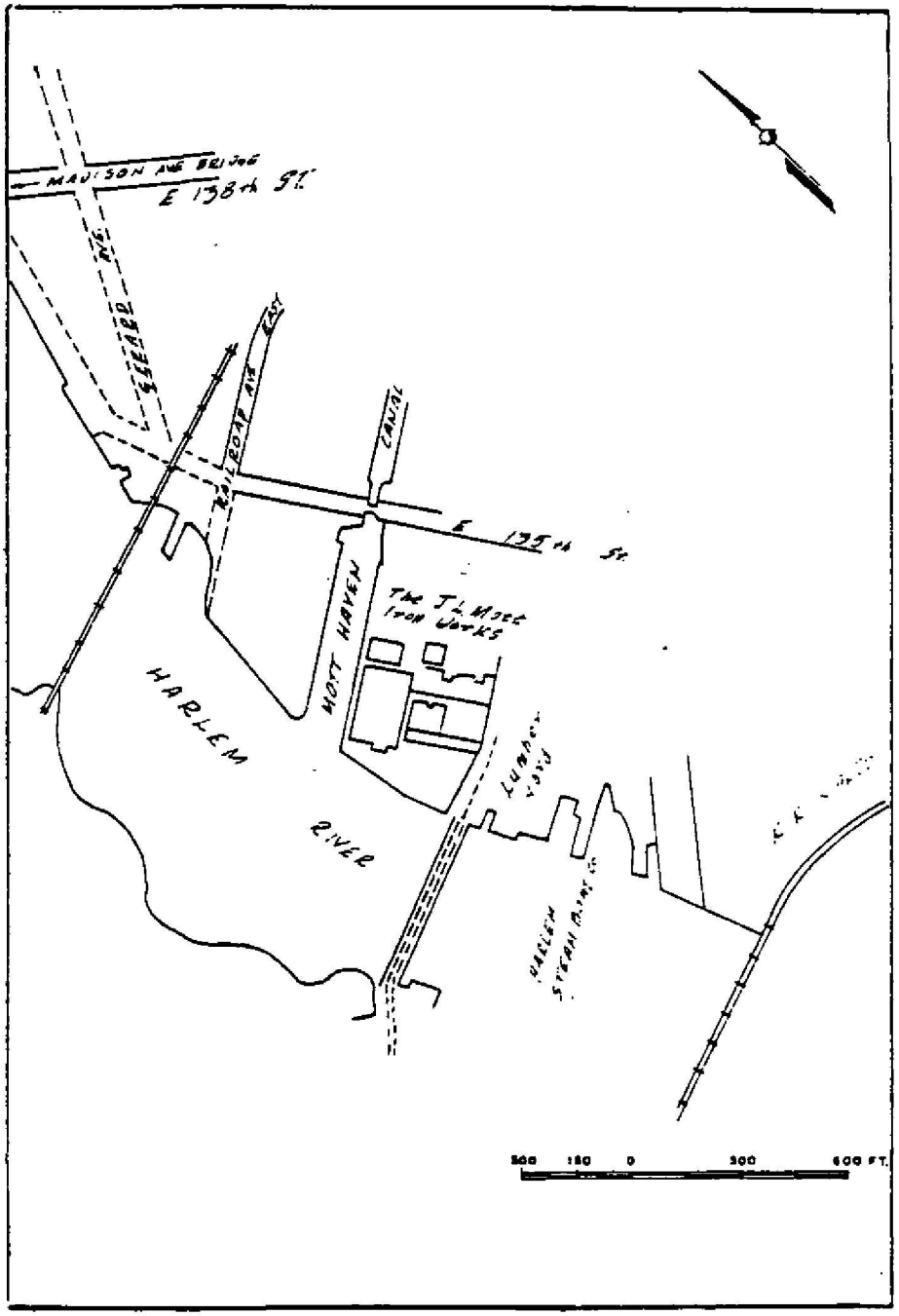

Figure 20. (Robinson & Pidgeon, 1885).

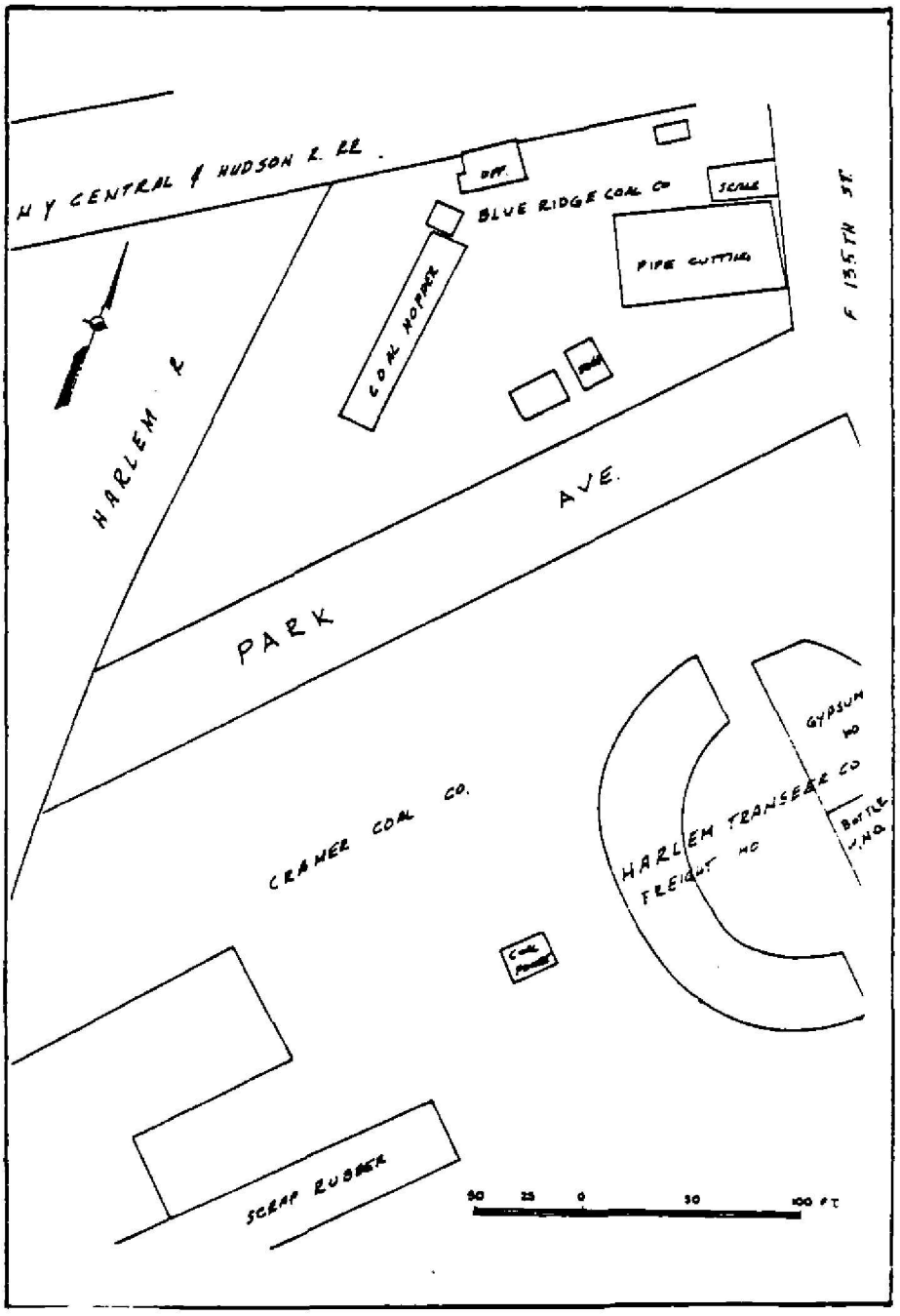

Figure 21. (Insurance Maps of the City of N.Y...., 1908)

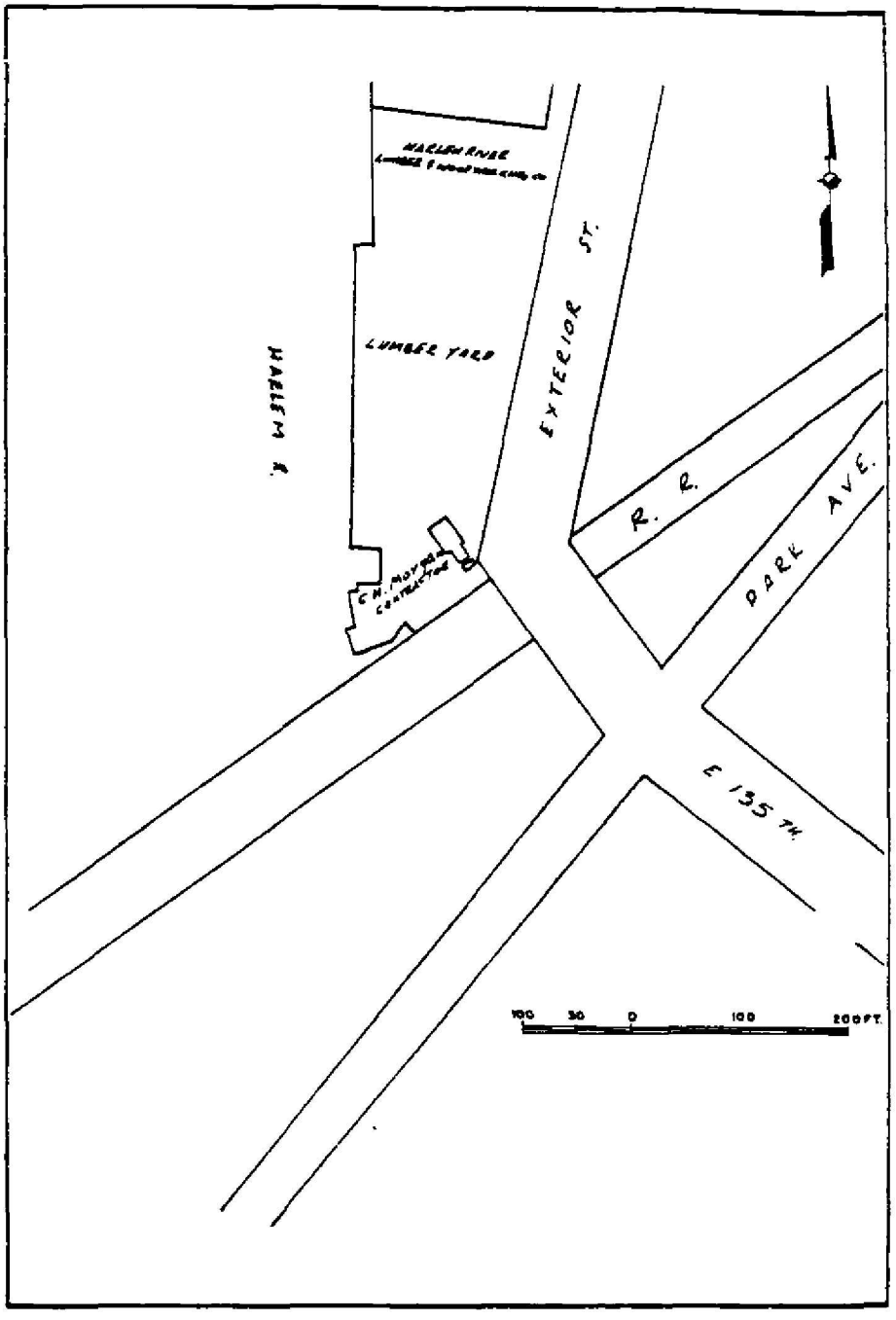

Figure 22. (Bromley, 1911).

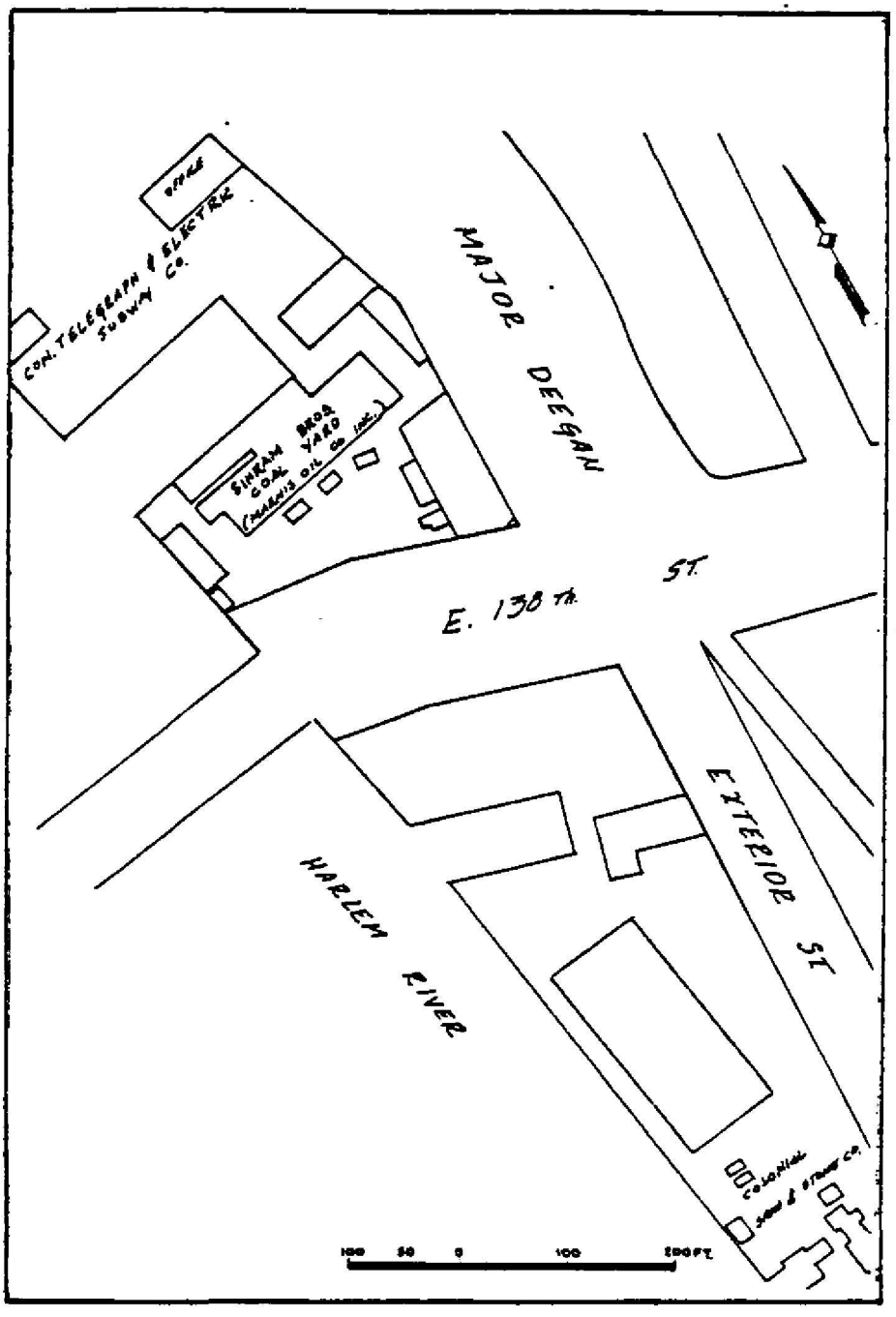

Figure 23. (Atlas of the City of N.Y...., 1942)

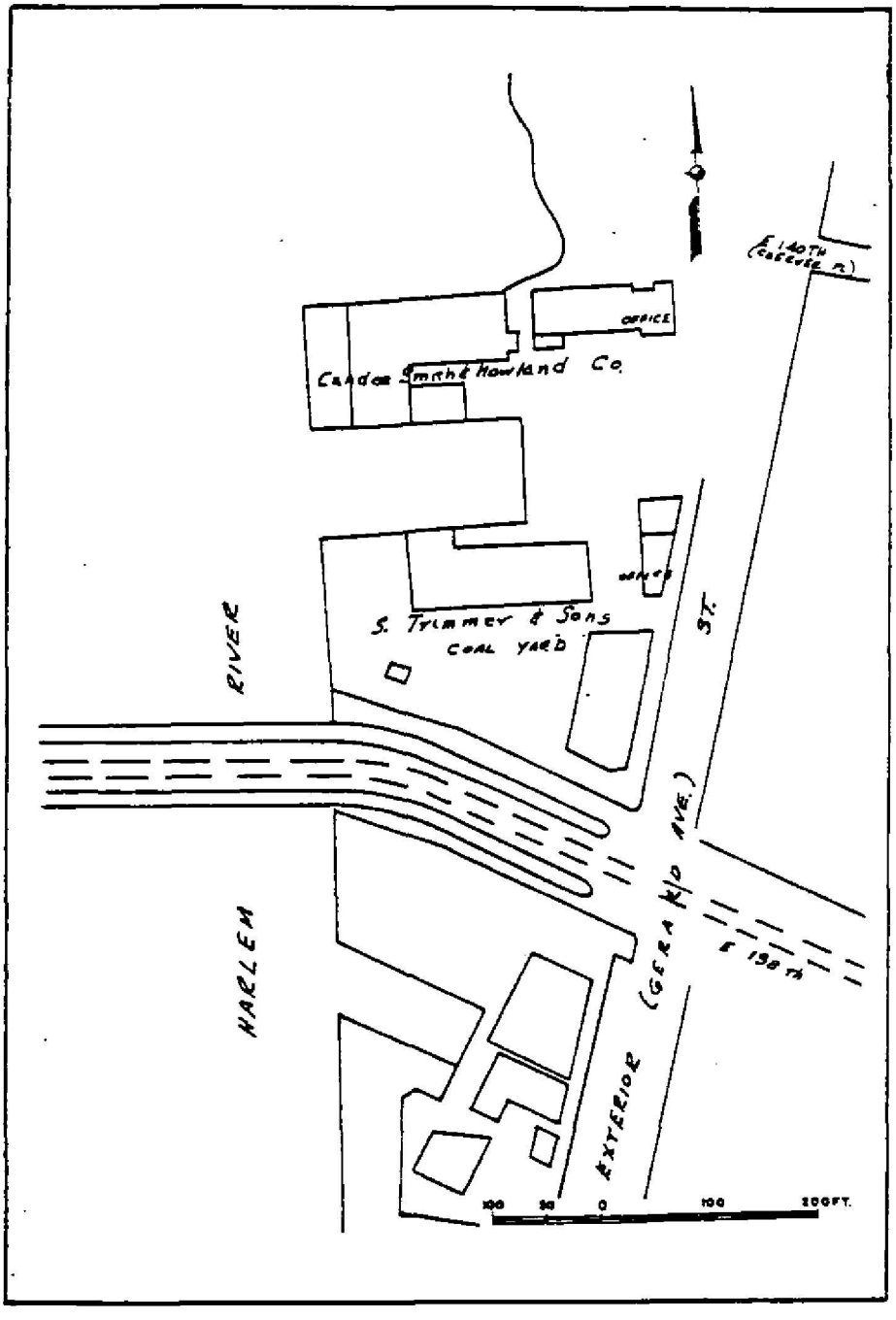

Figure 24. (Bromley, 1911).

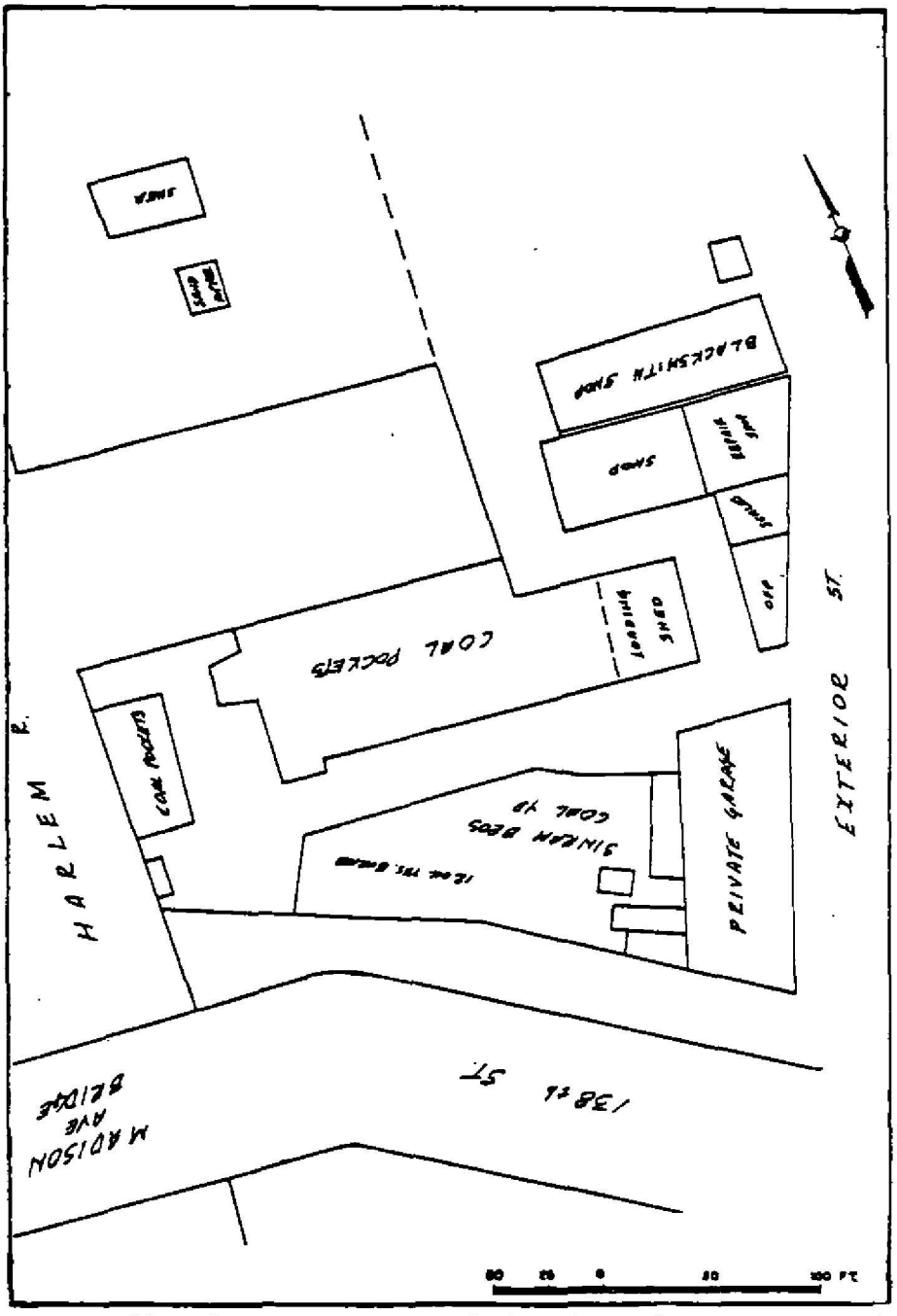

Figure 25. (Insurance Maps of the City of N.Y...., 1908)

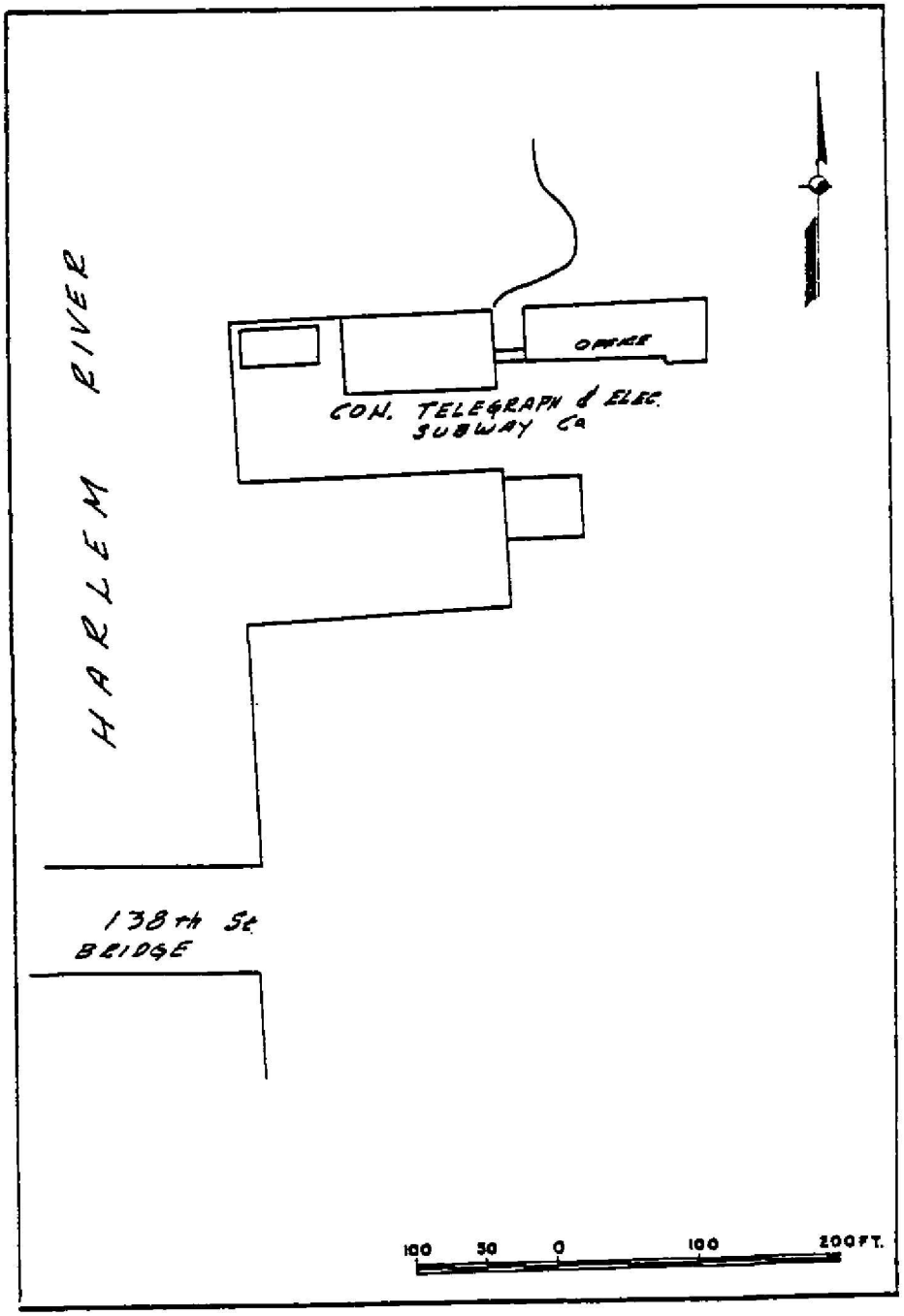

Figure 26. (Bromley, 1923).

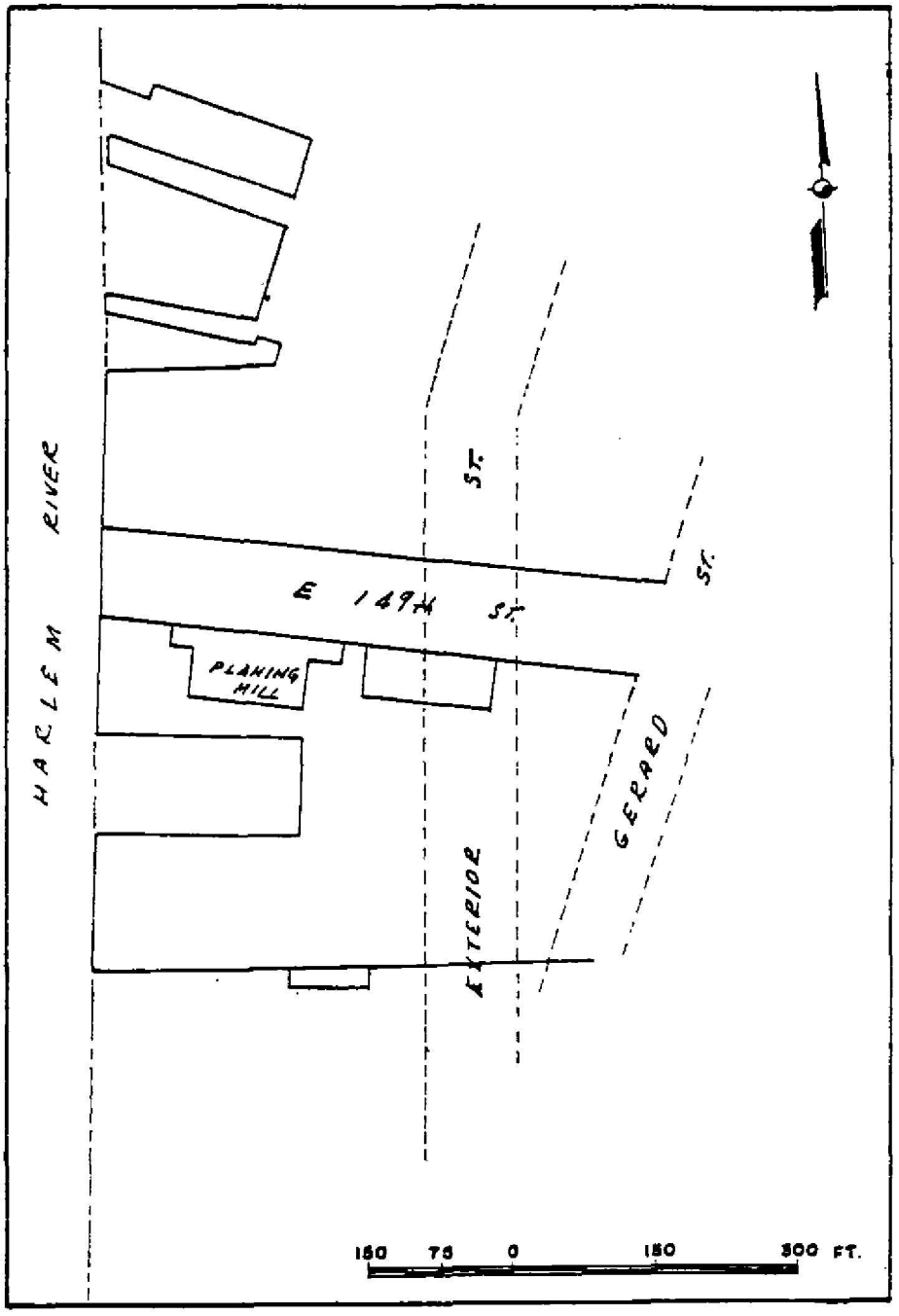

Figure 27. (Bromley, 1897).

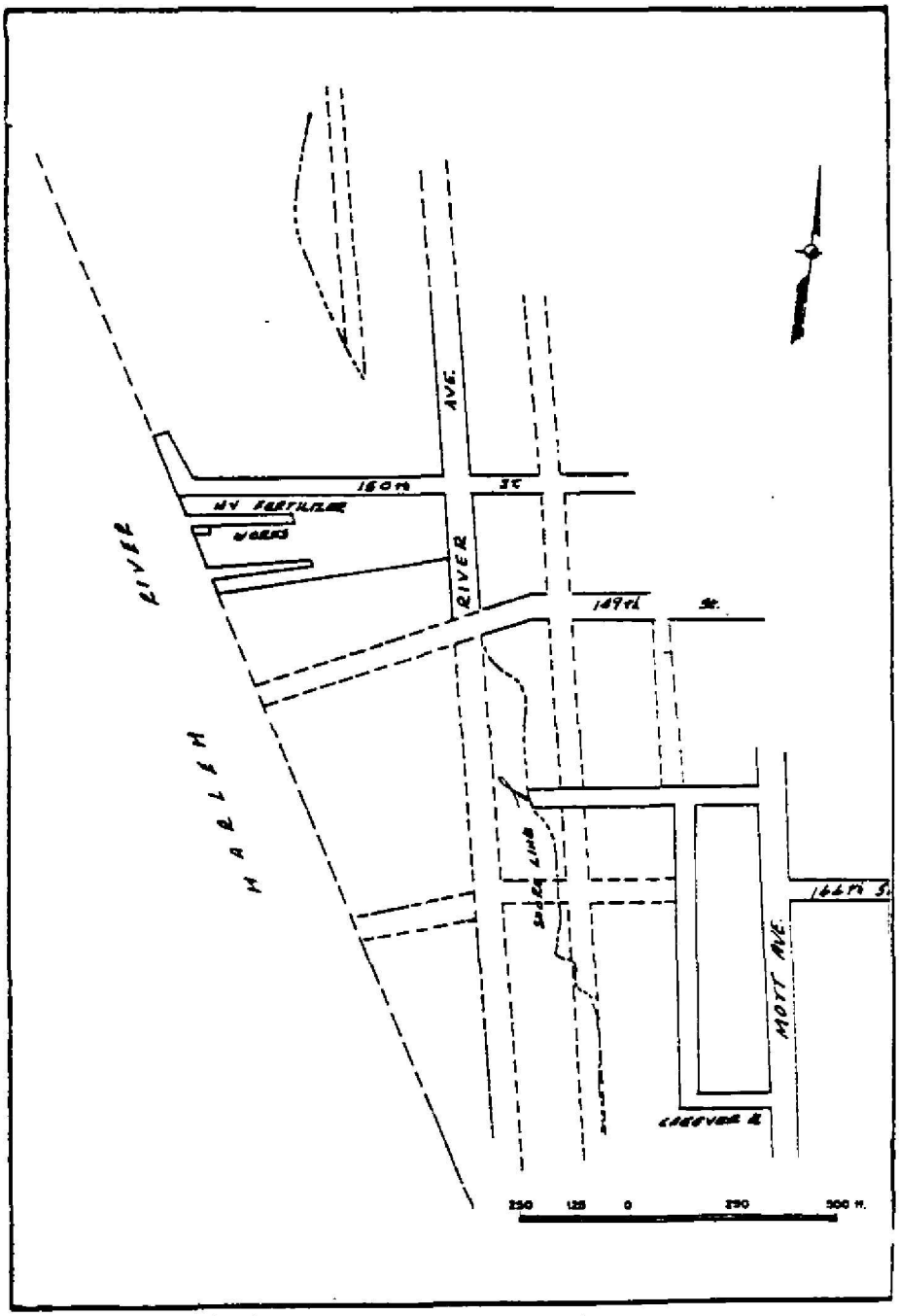

Figure 28. (Robinson & Pidgeon, 1885).

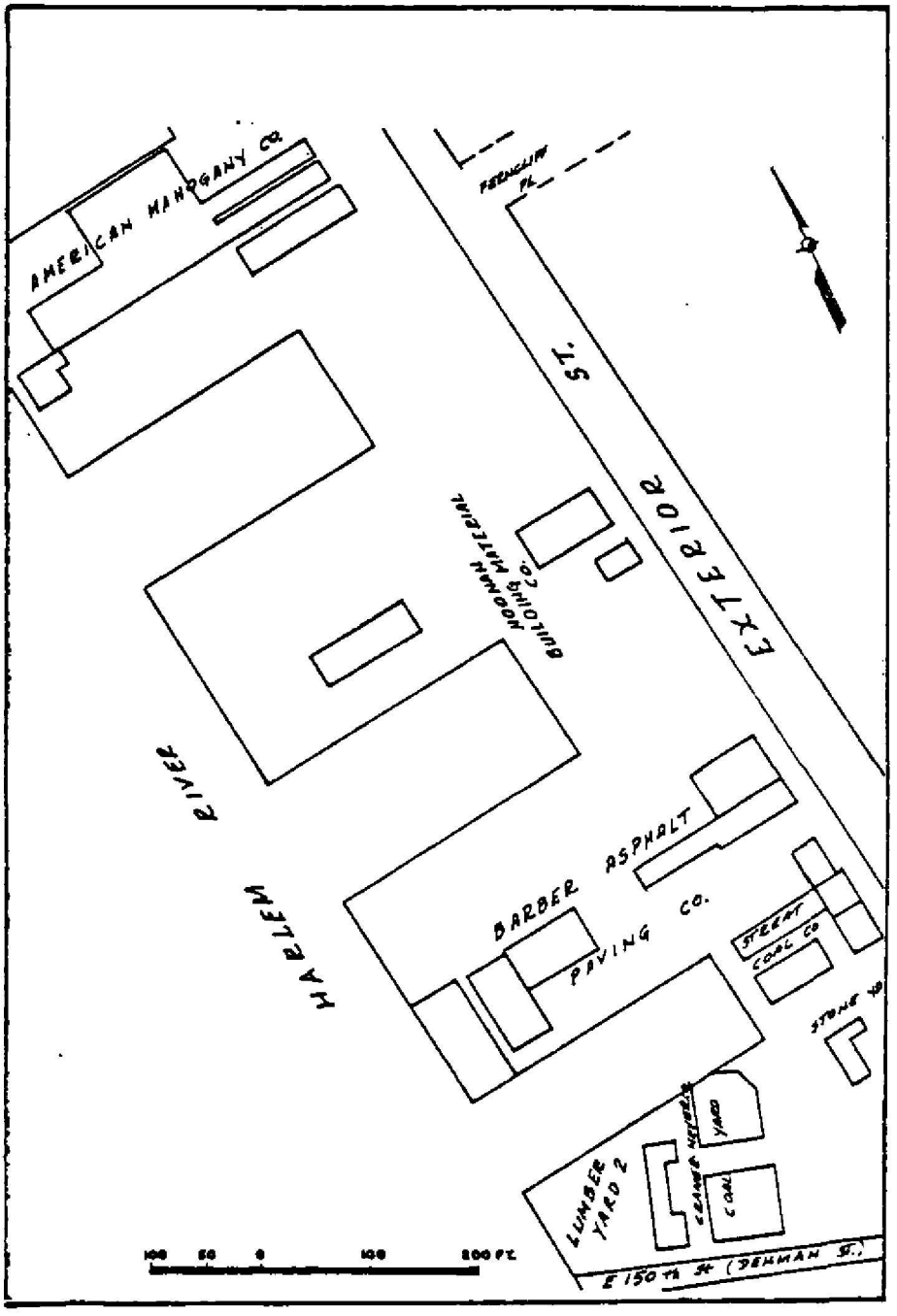

Figure 29. (Bromley, 1911).

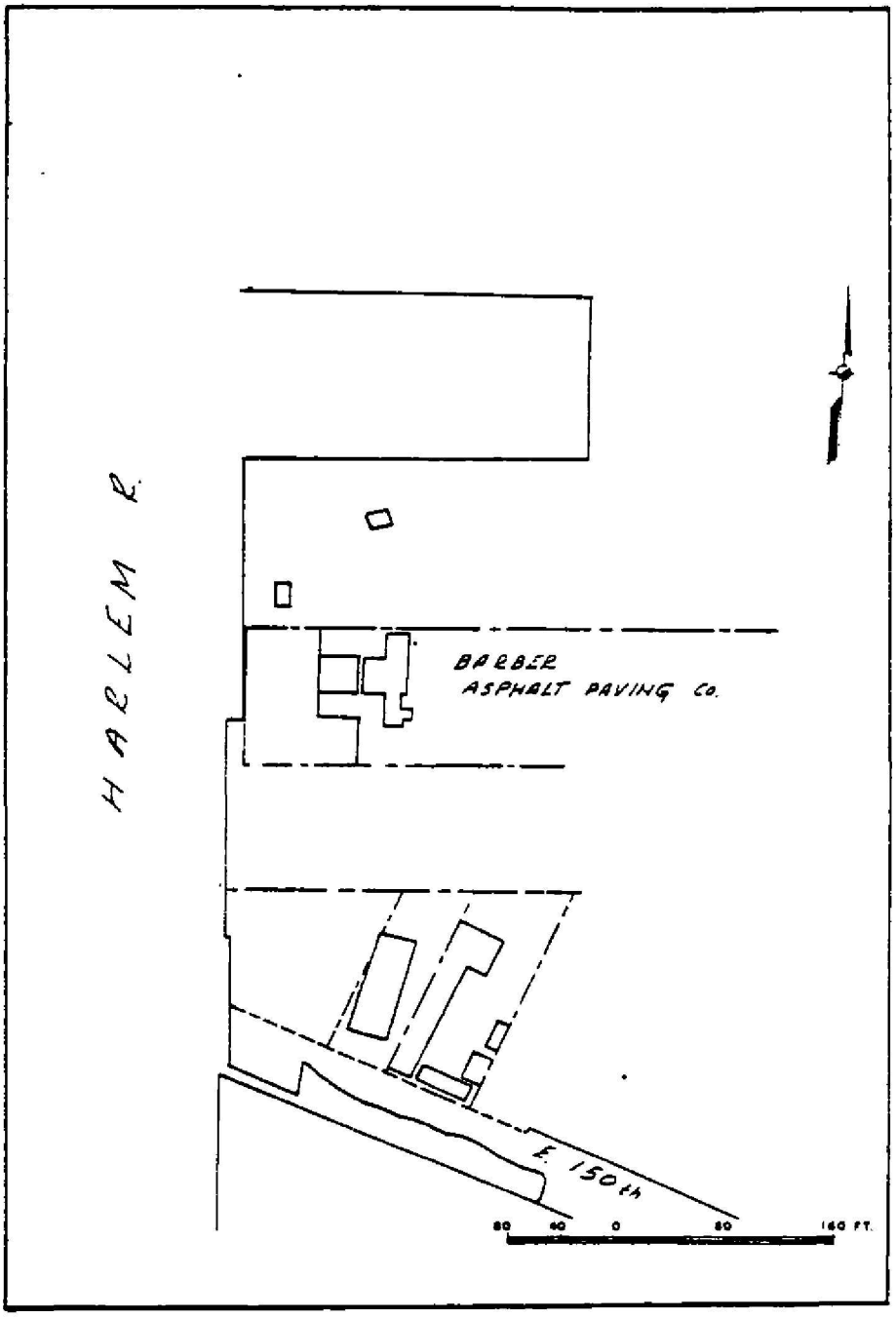

Figure 30. (Ullitz, 1900).

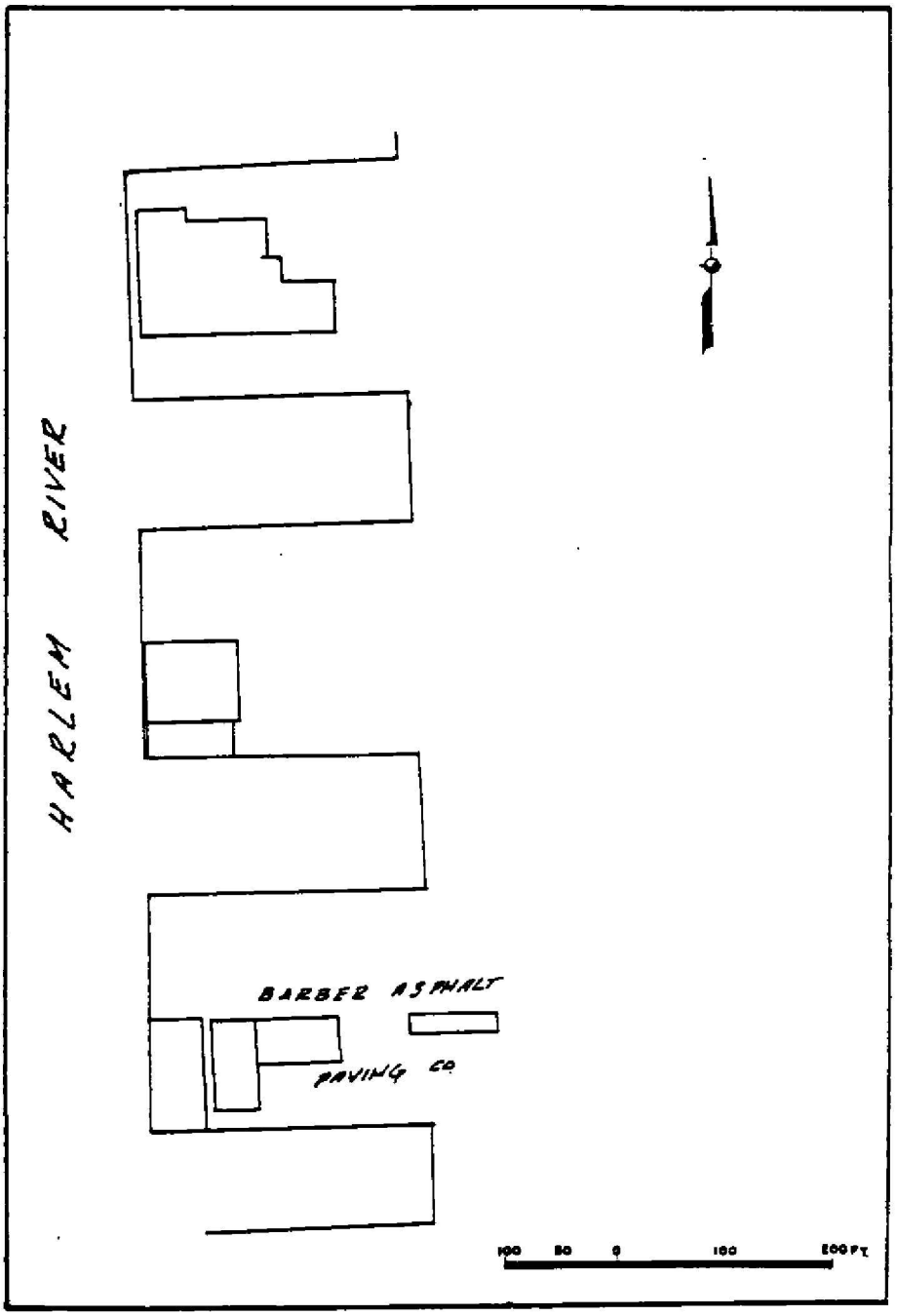

Figure 31. (Bromley, 1923).

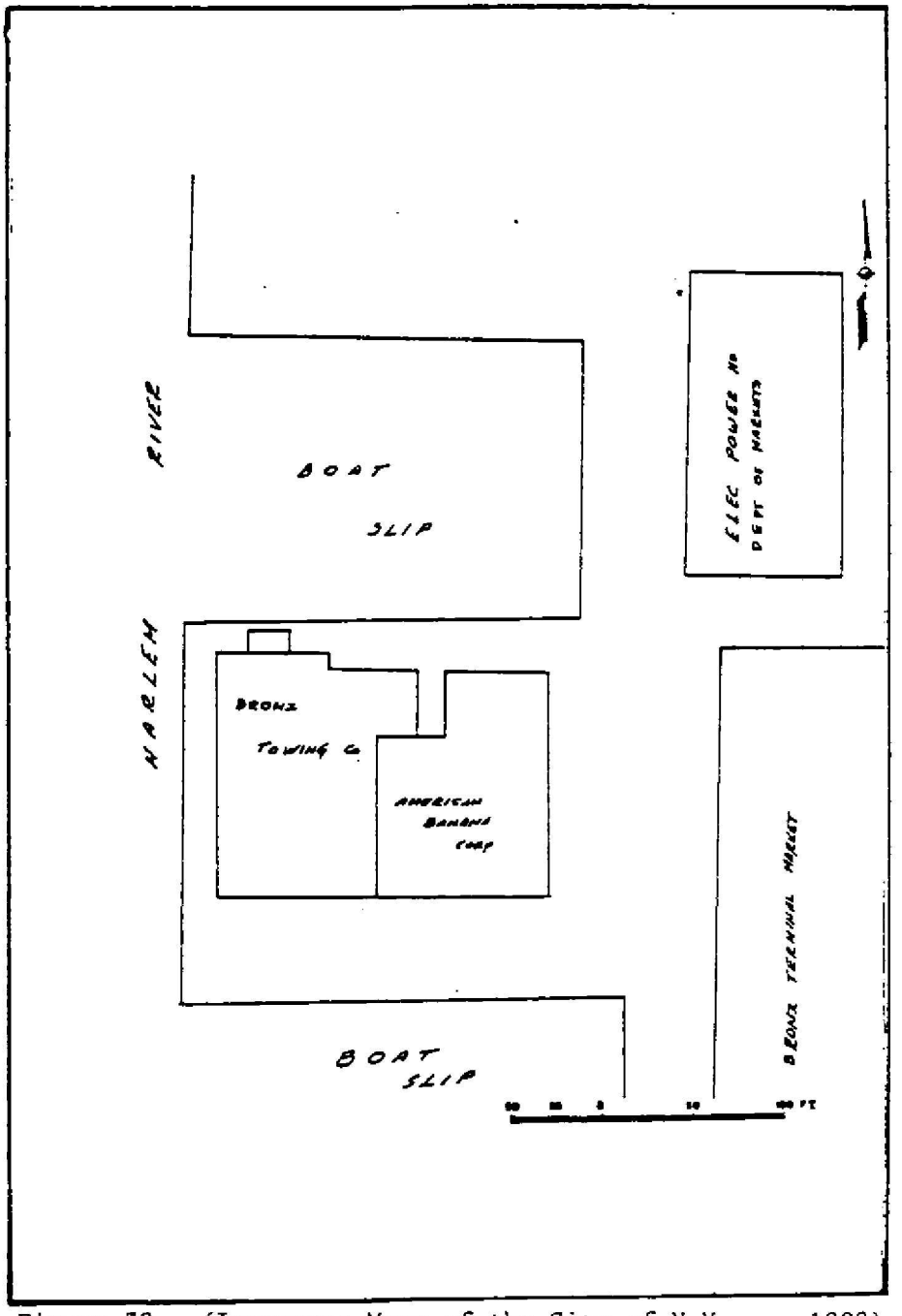

Figure 32. (Insurance Maps of the City of N.Y...., 1908).

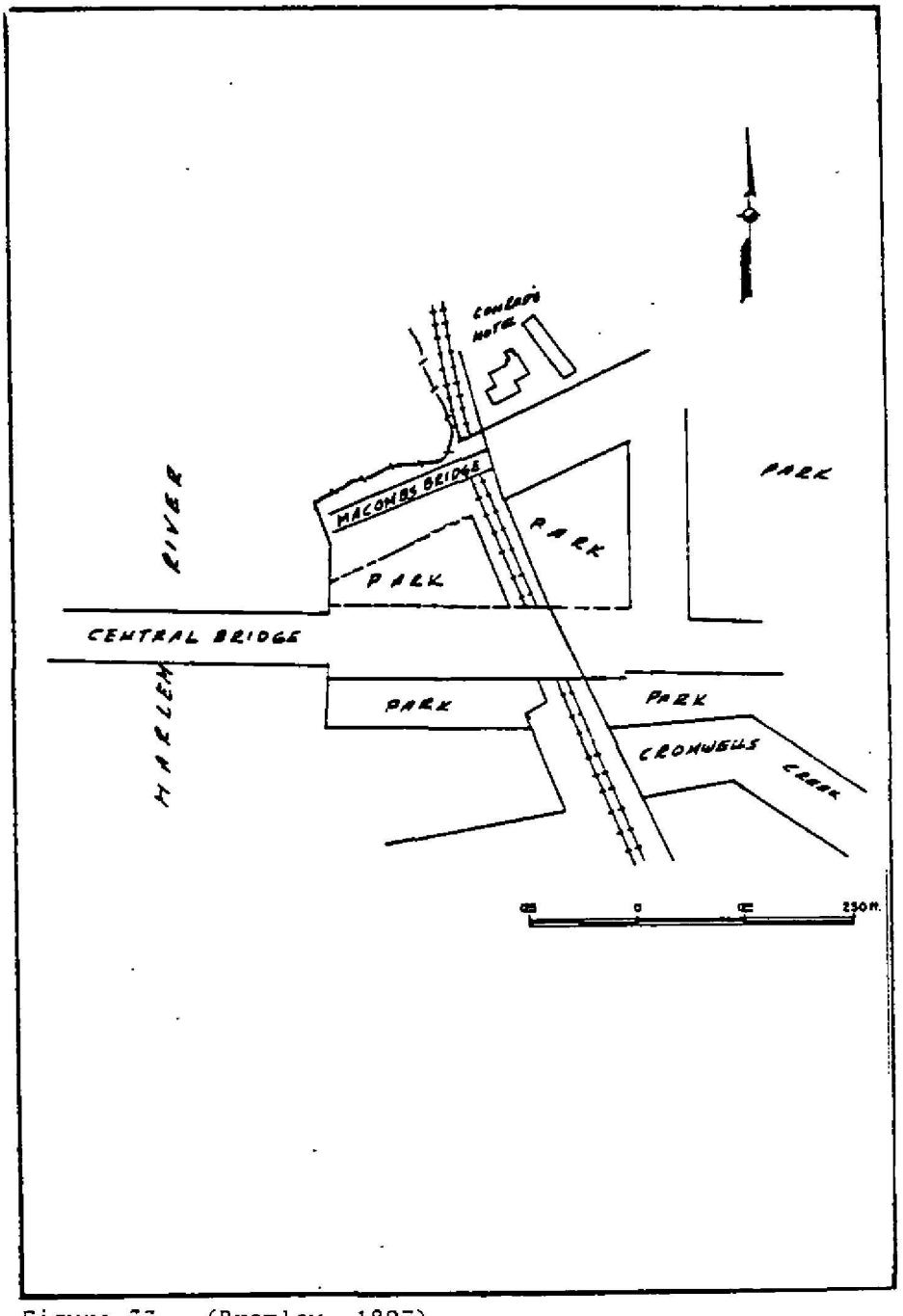

Figure 33. (Bromley, 1897).

5. *CONCLUSIONS*

Land use within, and in close proximity to, the proposed project has been studied from an evolutionary point of view for this project. The purpose of the inspection has been to determine the existence or non-existence of evidence representing activities of both prehistoric and historic man. Furthermore, the evidence of these physical resources has been evaluated for the purpose of determining the value of an expanded, Phase IB study.

In its pristine state, the Harlem River (and its environs) had a high potential for sustenance production. However, in view of the dramatic alterations to the landscape, the feasibility of discovering (through the process of sub-surface testing) American Indian dwelling and/or activity sites, is diminished.

Those sites that might have existed (during the Archiac period) along the shore, below the marsh stratum, would have been lost to the dredging process that created the river channel. Additional extensive disturbances along the shoreline would have occurred during the bulkheading process that confined the limits of the dredged river.

Woodland period sites, which one would expect to find in association with a riverine environment, would have fallen within a zone of continual contour alteration. This process of change began with the first European settlers and continued throughout the nineteenth century. American Indian camps and villages were, no doubt, established upon the most environmentally-attractive terrain; the Europeans would have established their homesteads on this already-cleared land. As population densities increased in and around the Isle of Manhattan during the nineteenth century, land increased in value, especially commercial land.

The Harlem River, although it was a barrier to communication between Manhattan and the Bronx, was a major asset for commerce. Bridging of the river evidently marked the beginning of the filling process that was to extend from the line of low water to above the high water mark (300 feet to 800 feet inland). Concomitant with the fill operation was the creation of a channel in the river that exceeded depths of 20' (Figure 34).

One result of this survey has been a summary of the commercial development along the east shore of the Harlem River. This exploitation resulted from the bulkheading that confined the dredged river channel to a constant course thereby allowing reclamation of land in back of the bulk-head. It has been established that one of the main economic activities was fuel (coal)-oriented followed by an almost complete abandonment.

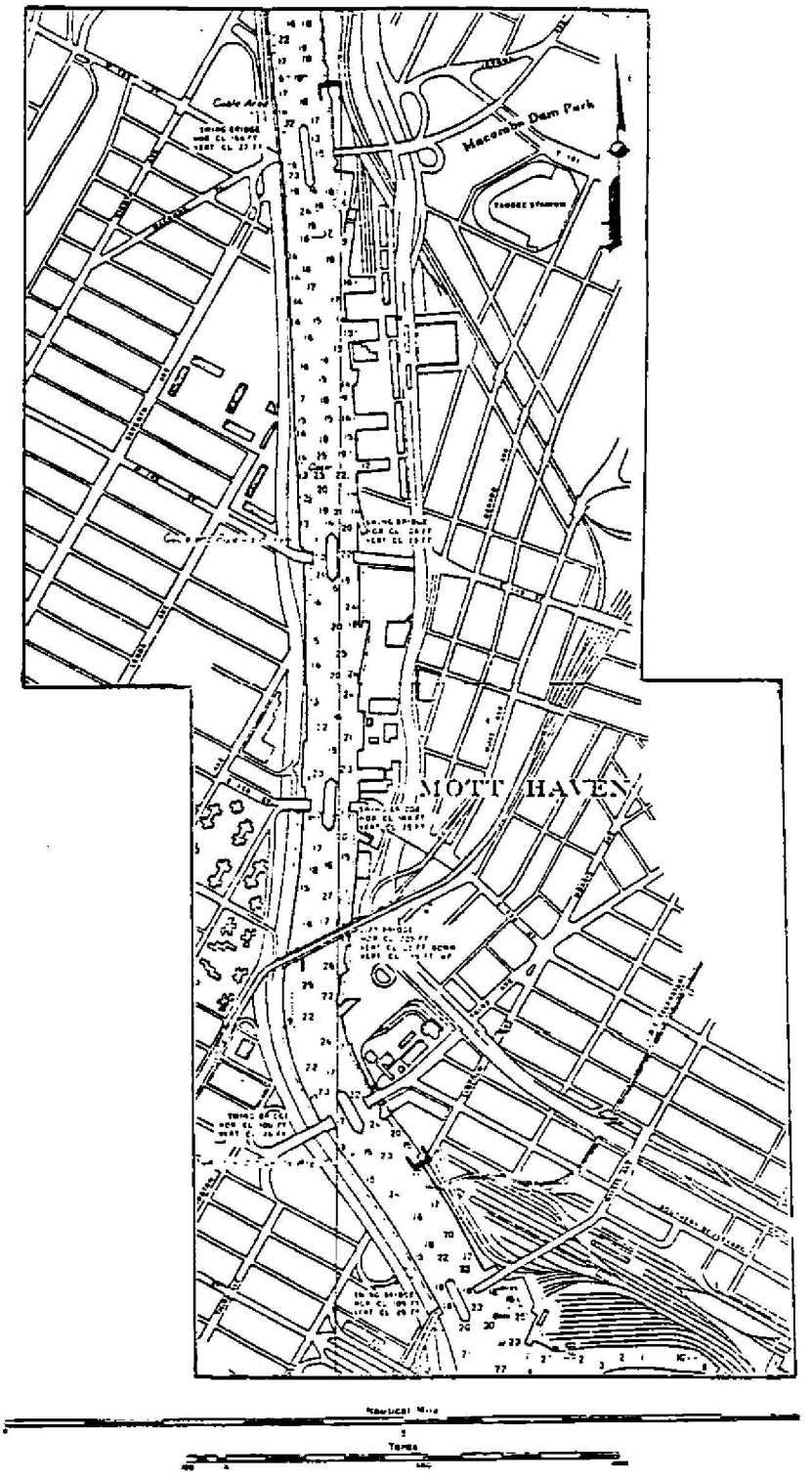

Figure 34. Depths of the Harlem River (U.S. Dept. of Commerce, 1977).

6. *RECOMMENDATIONS*

6.1 Prehistoric

In light of the extensive earth-moving, dredging, excavation, and filling along the entire proposed new construction along the Harlem River, the potential (as noted in the text) for the discovery of prehistoric occupation evidence is greatly diminished. Accordingly, the cultural resources consultants did not feel that subsurface testing would prove successful in a search for the original surface stratum or prehistoric occupation level(s).

6.2 Historic

Cultural resources of an historic nature that exist within, and in close proximity to, the impact zone are a matter for consideration. These physical resources are the evolutionary record of man's exploitation of his environment. However, preservation of this material evidence is, for the most part, impractical (i.e., bulkheading, commercial structures, boat slips, etc.). Nevertheless, construction methods and materials, structures and other physical evidence of land use are significant segments of the history of the Bronx. Therefore, the cultural resources consultants recommend that the following steps be taken in order to provide a data base of historic industrial engineering techniques for inclusion in the history of the Borough of the Bronx: "As built" record drawings (both plans and profiles) and detailed photographs of the following resources:

Sta. at Bulkhead Line	Cultural Resource
109+00±	The R.R. trestle abutment for the Third Avenue El located at the bulkhead line. (Figure 8, "C")
122+20±	The exposed timber and log construction of the bulkhead located at the north side of the Mott Haven Canal where it intersects the east side of the Harlem River (Figure 8, "D").
124+60±	The concrete pavement atop an earlier Belgian block pavement (Figure 8, "E").
124+90±	The R. R. terminus at the bulkhead line (Figure 8, "F").
129+00±	Bulkhead (Plate 10) (Figure 8, "G").
162+50±	A typical section of Belgian block pavement at 150th Street and the concrete baracade at the bulkhead line (Figure 8, "H").

Sta. at Bulkhead Line	Cultural Resource
N/A	Other typical sections of the various bulkheading techniques and materials which appear to represent an evolutionary process in construction.

"The J. L. Mott Iron Works": The two extant structures ("A" and "B") of the iron works complex, nearest the impact area, are representative of the beginning of nineteenth century commercial proliferation in the South Bronx. Although the buildings lie just outside of the actual project zone, construction vibration effects should be considered due to their age and condition. A second consideration should be the effect of rail traffic on Building "A" which, outwardly, does not give the appearance of "solidity".

Building "A", as noted in the text of this report, was constructed in two sections: A_1 and A_2. A_1 appears on the 1864 map (Figure 19) and is labelled "Office". The building (A_1 + A_2), as it stands today, appears on the 1885 map (Figure 20).

Building "B" appears on the 1864 map (which shows the demarcation between the shed portion and the one-story, brick, main section). According to this map, Building "B: housed the smelting or manufacturing part of the business.

It is recommended that an architectural historian conduct an inspection of the buildings and an in-depth report be supplied to the appropriate, historically-oriented city and state agencies.

"The Mott Haven Canal": Construction of the proposed rail bed between stations 121+40± and 122 +80± should be monitored by a qualified archaeologist for the purpose of recording evidence of the canal construction (Figure 8, "I").

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APPENDIX I: CORRESPONDENCE

NEW YORK STATE PARKS & RECREATION

XXX
3176

April 10, 1981

Ms. Laurie Schroeder
Department of Anthropology
SUNY Stony Brook
Long Island, N.Y. 11794

Dear Ms. Schroeder:

I am writing in response to your March 10 letter requesting information on cultural resources for your project, the Oak Point Link of the Full Freight Access Program in Bronx County. The following review of cultural resources is based on the assumption that the project area will not include structures other than those extending beyond the waterfront, such as piers, bridges, etc. With this proviso, a search of our log of sites listed on or determined eligible for listing on the National Register of Historic Places and of our unevaluated Statewide Inventory of Historic Resources reveals no cultural resources in your project area.

Please be aware that our inventory of cultural resources is not comprehensive in your project area. Potentially eligible historic and prehistoric archaeological as well as architectural resources that are not inventoried may exist in the project area.

Sincerely,

Charles A. Florance
Scientist (Archaeology)
Historic Preservation Field Services

mr

NEW YORK STATE PARKS & RECREATION Agency Building 1 Empire State Plaza Albany New York 12238 Information 518 474XXXX
Orin Lehman Commissioner

3176

February 24, 1981

Mr. Keith Q. Smith, Director
Environmental Analysis Bureau
New York State Department of Transportation
State Campus, Building 5, Room 524
Albany, New York

Dear Mr. Smith:

PIN S 935.53
Hudson Division Rail
Clearance Improvement
South Bronx - Oak Point Link

The State Historic Preservation Office (SHPO) has reviewed the documentation you provided for this project. Based on this review, it is the SHPO's opinion that the work proposed on the approach spans will have no effect on eligible resources. These approach spans are mid-20th century and are not eligible; however, the SHPO notes that in the future, as plans progress, DOT may need additional surveys and evaluations for other portions of the project.

Should you have any questions concerning this matter, please contact Bruce Fullem.

Sincerely,

Ann Webster Smith

Ann Webster Smith
Deputy Commissioner for
Historic Preservation

NEW YORK STATE PARKS & RECREATION Agency Building 1, Empire State Plaza, Albany, New York 12238 Informatio 474-0456
Orin Lehman, Commissioner

August 18, 1981

Mr. Keith Q. Smith
Director, Environmental Analysis
Bureau
N.Y.State Department of Transportation
State Campus, Building 5, Room 524
Albany, NY

Dear Mr. Smith:

PIN S935.53
Oak Point Link
Bronx

The State Historic Preservation Officer (SHPO) has reviewed the documentation you provided on this project. Our letter of 24 February addressed the bridges within the project area. Additional cultural resources have been identified by the Phase 1A cultural resource survey and the SHPO requests that you provide information on which, if any, of these resources are to be affected by the project. Several of them, including the J.L. Mott Ironworks, are of particular interest.

Should you have any questions regarding this matter, please contact the project review staff.

Sincerely,

Stephen J. Raiche
Director
Historic Preservation Field
Services

BF:mr

NEW YORK STATE PARKS & RECREATION Agency Building 1 Empire State Plaza, Albany, New York 12238 Information 518 474-0456
Orin Lehman, Commissioner

3176

August 31, 1981

Ms. Beverly Cofrancesco
Energy and Environmental Analysts, Inc.
255 Hammond Street
Bangor, Maine 04401

Dear Ms. Cofrancesco:

Full Freight Access Program
PIN 0935.36.101

This letter is in response to your telephone communication of August 21, 1981 wherein you requested a file search for the terminus area of the above referenced project, an area outside the project limits in Johannemann and Schroeder's Phase 1A Cultural Resource Survey (May 1981) and consequently not considered. The additional area as described by you lies south of East 132nd Street between Lincoln Avenue and Walnut Street.

A check of our log of sites that have been listed or determined eligible for listing on the National Register of Historic Places reveals no entries within the additional project area. The U.S.G.S. topographic sheet, Central Park Quadrangle, shows this area to be presently occupied by railroad yards, the Mott Haven Yard on the west and the Hell Gate Yard on the east. The May 1980 Hagstrom Atlas shows this area as a Penn-Central railroad yard. Since our structural inventory does not provide any data on architecture that may exist in the railroad yards, a report addendum should include photographs of such structures as well as the date of construction.

Our inventory of archaeological resources has two sites within or near the additional project area. The prehistoric site of Ranachqua (our unique site number A005-01-0027) was investigated by Calver and Bolton in the 1920's. This Woodland/Historic Indian Period site may have been largely or completely destroyed by construction of the Triboro Bridge. The second site in our inventory (the Bruckner site, A005-01-0031) lies north of the additional project area at the intersection of Route 87 and Bruckner Boulevard (a tunnel). Our inventory data for this site is sketchy, but indicates that it is prehistoric.

Our inventory of prehistoric and historic archaeological resources is not comprehensive in the additional project area. Potentially eligible prehistoric and historic archaeological resources may exist in the project area.

Sincerely,

Charles A. Florance
Scientist (Archaeology)
Historic Preservation Field Services

mr

APPENDIX II: PHOTOGRAPHS

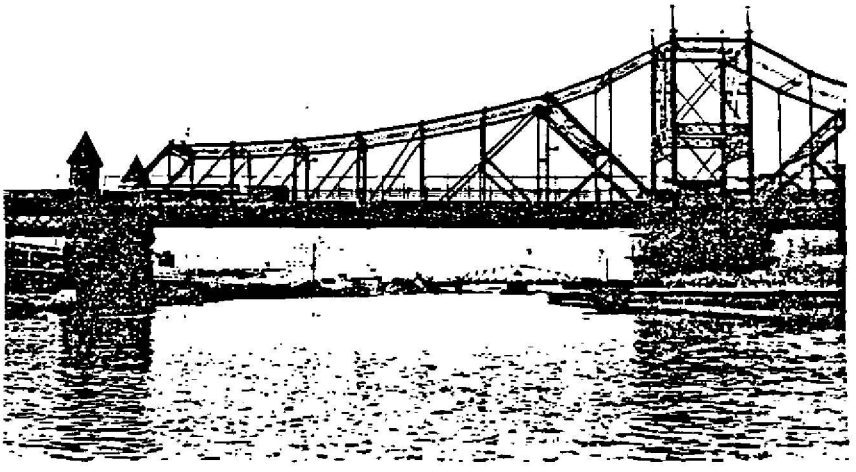

Plate 1. Macomb's Dam Bridge looking south; East 149th Street Bridge is visible down-river.

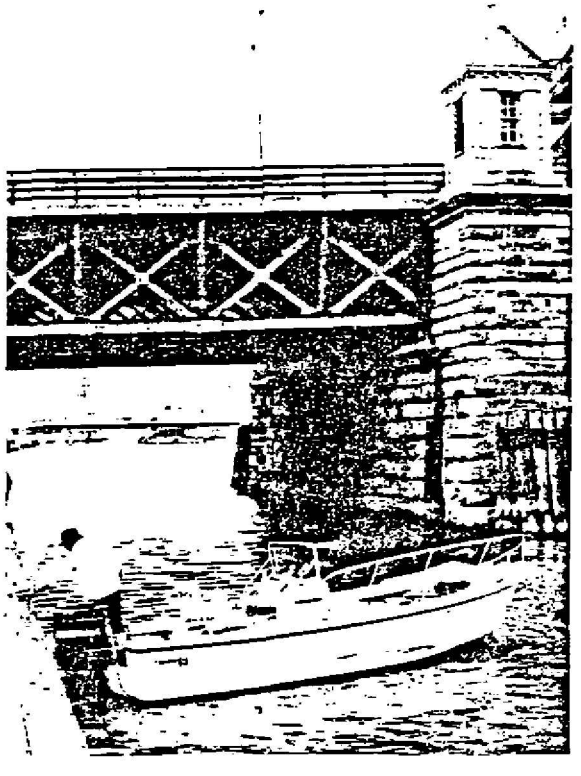

Plate 2. East 149th Street Bridge looking south; East 138th Street Bridge is visible down-river.

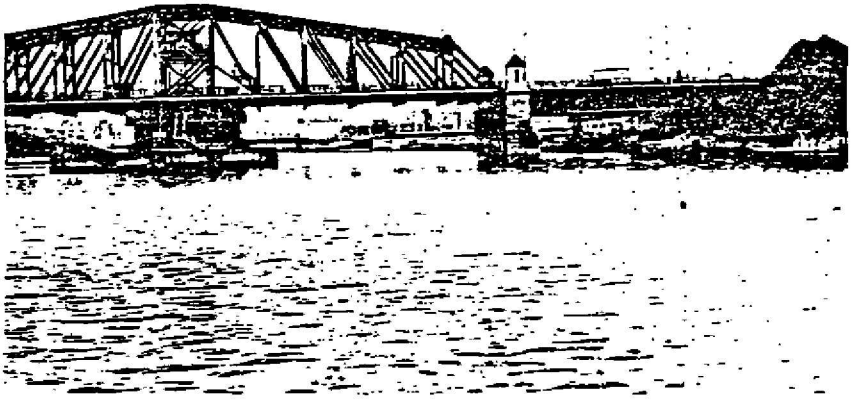

Plate 3. East 138th Street Bridge, looking north.

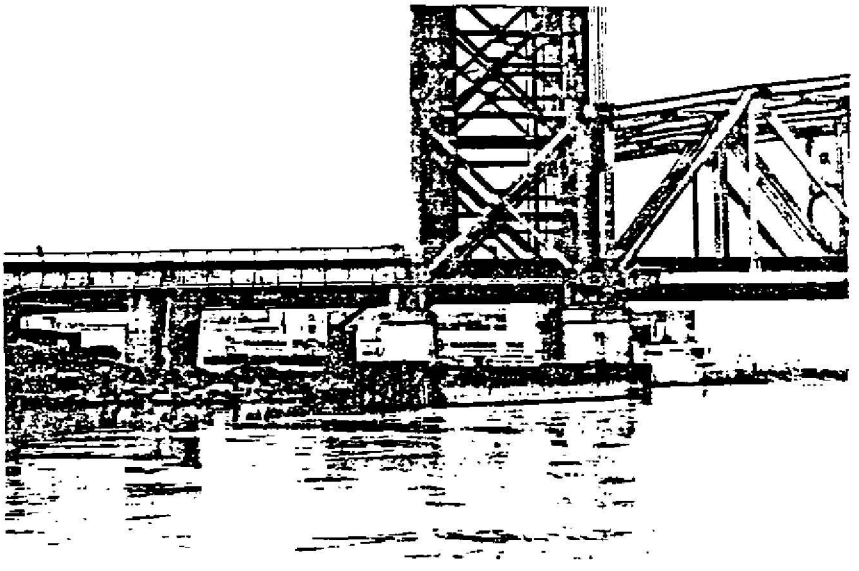

Plate 4. Shore end of Harlem River Railroad Bridge looking south.

Plate 5. Arch of brick culvert located 8'± north of Macomb's Dam Bridge.

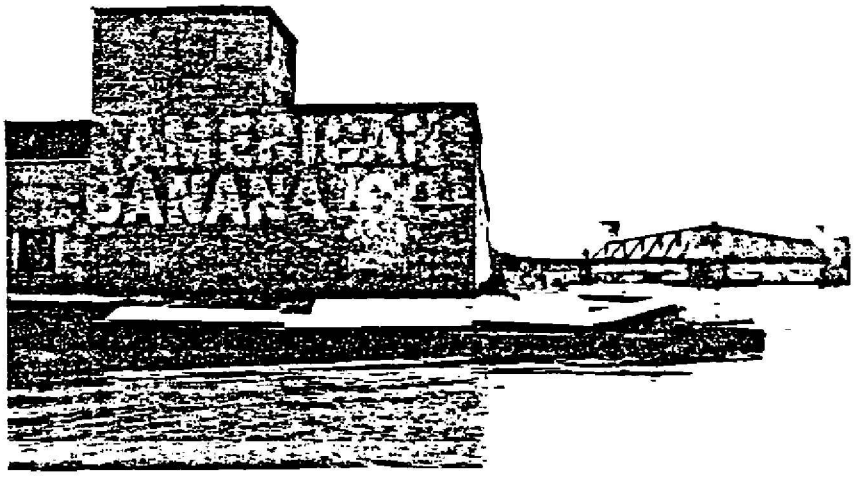

Plate 6. American Banana Co. building at station 172+00±.

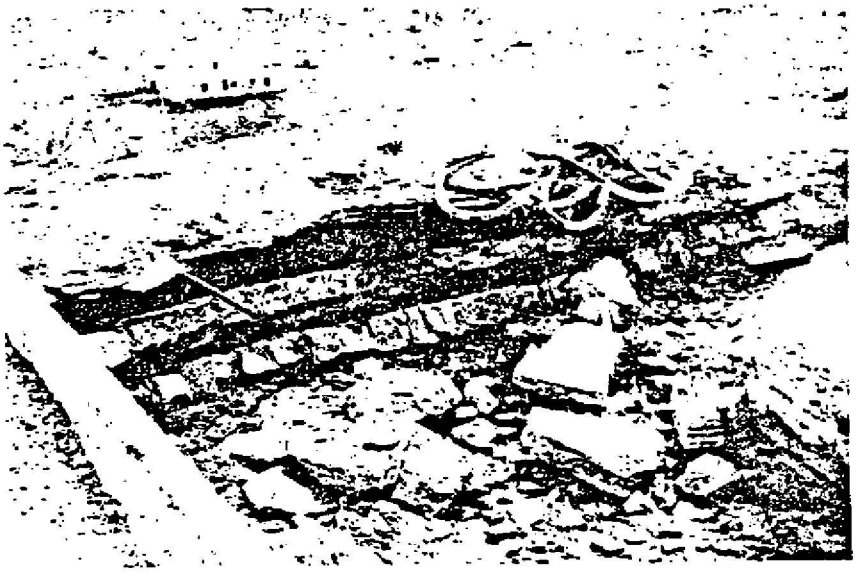

Plate 7. Stratified layers of pavement. Surface and middle layers are concrete and bottom is Belgian block. Each has a base of about 30 cm. of cinders.

Plate 8. Barge slip at Erie Railroad Freight Yard (160-00±).

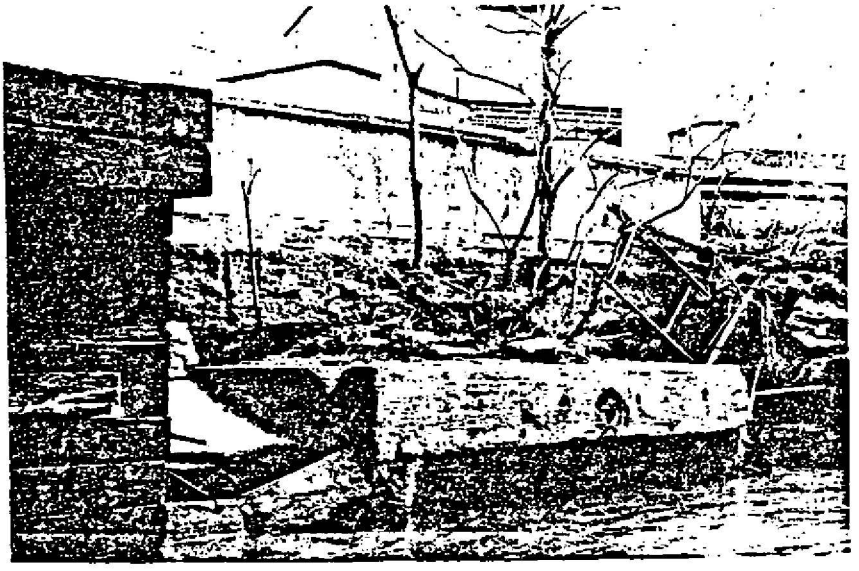

Plate 9. Box culvert emptying into river at station 129+30±.

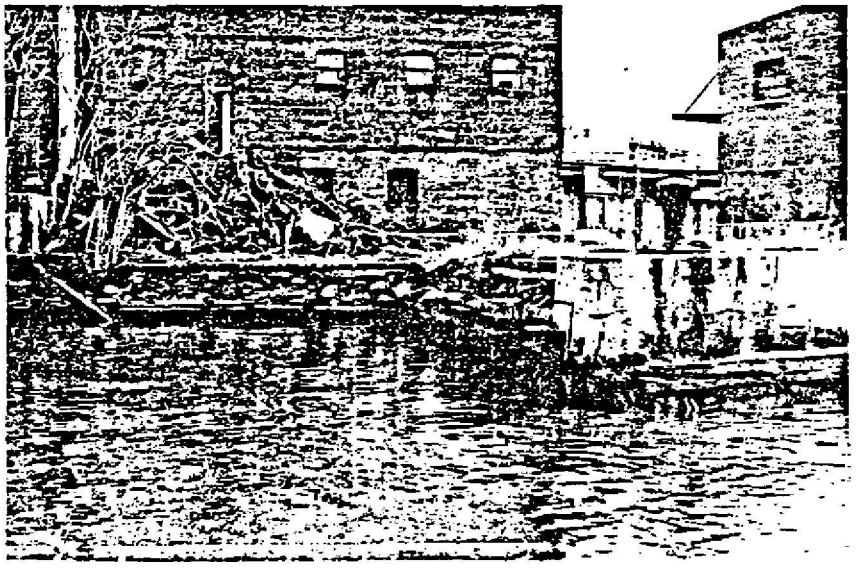

Plate 10. Nineteenth century bulkhead construction exposed by erosion.

Plate 11. Station 122+00±. Intersection of north side of Mott Haven Canal and east side of Harlem River bulkheads. Deterioration has exposed material and method of construction.

Plate 12. Another view of station 122+00. Note the logs used for cribbing and the stone ballast.

Plate 13. Station 122+00 looking south about 10 m. from the bulkhead line. The construction material (Belgian block pavement and stone curb), from abandoned Canal Place, litters the tidal-eroded section of beach. (A. Seifert of Bronx Hist. Soc. pictured).

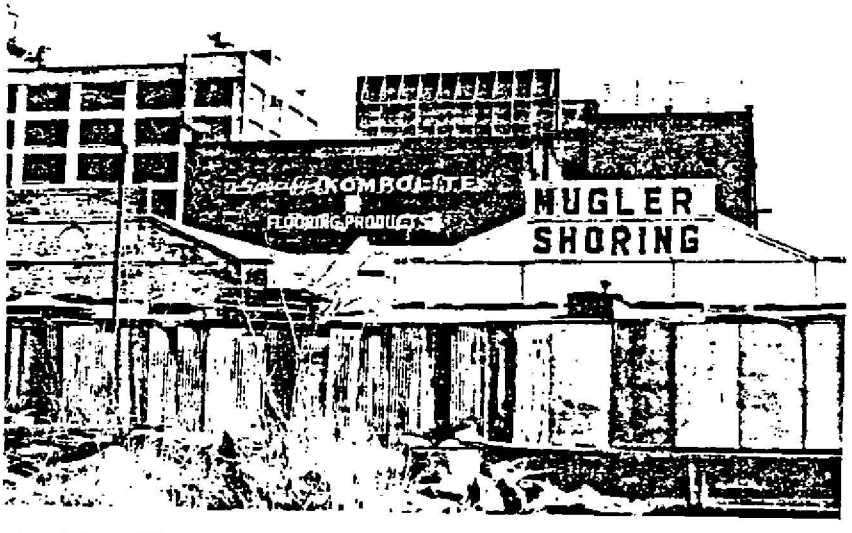

Plate 14. View to south of J. L. Mott Iron Works buildings. (Figure 8)

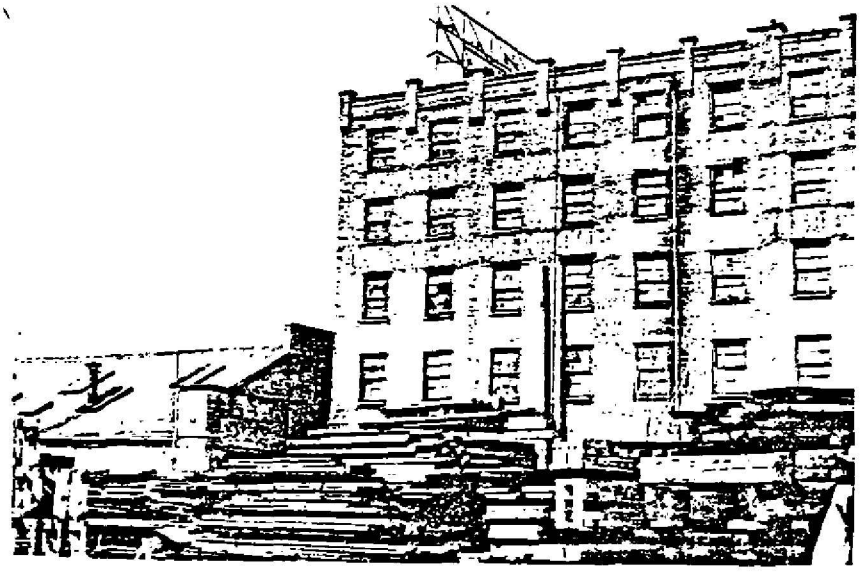

Plate 15. View to east. Building "B" on left of Building "A_1".

Plate 16. View to east. Entrance and southwest corner of Building "B".

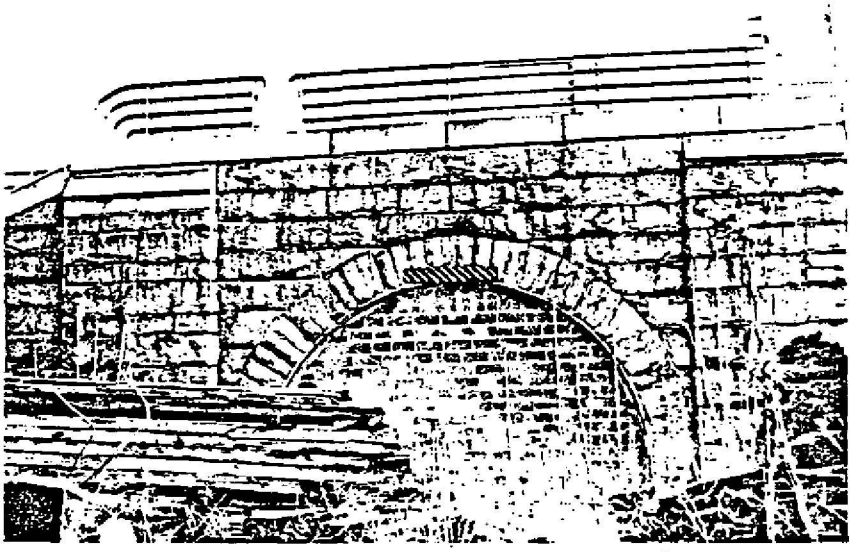

Plate 17. View to south; arch (now sealed) under Third Avenue Bridge used for railroad servicing of J.L. Mott Iron Works and later tenants.

Plate 18. View to east; building "A_1" on left, "A_2" on right. Rails for freight cars into building visible in center foreground.

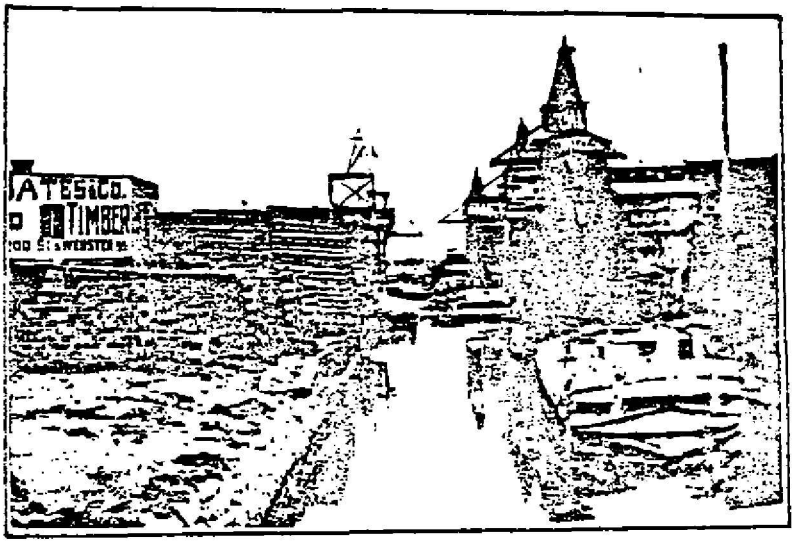

Plate 19. "The Mott Haven Canal." (Jenkins, 1912).

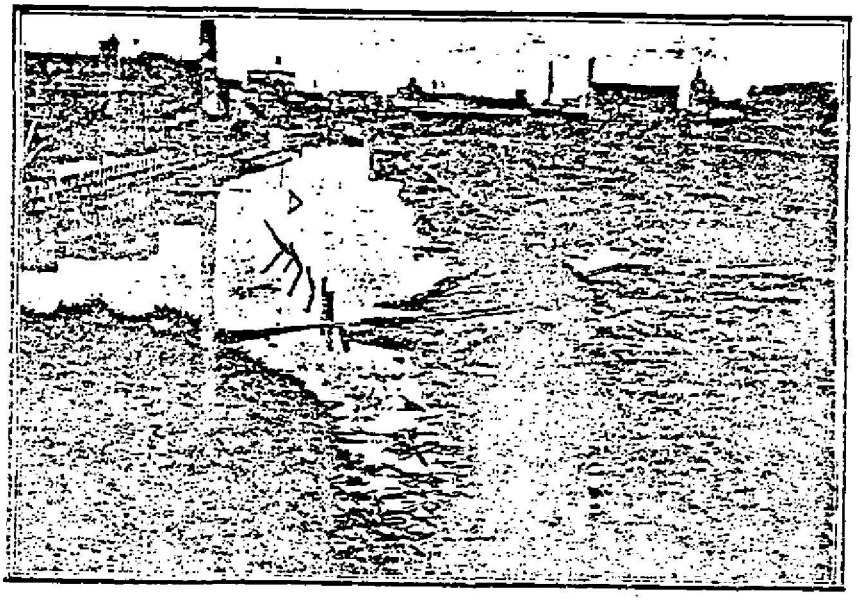

Plate 20. "Old Mott Haven Canal, looking south from 144th St." (Comfort, 1906).

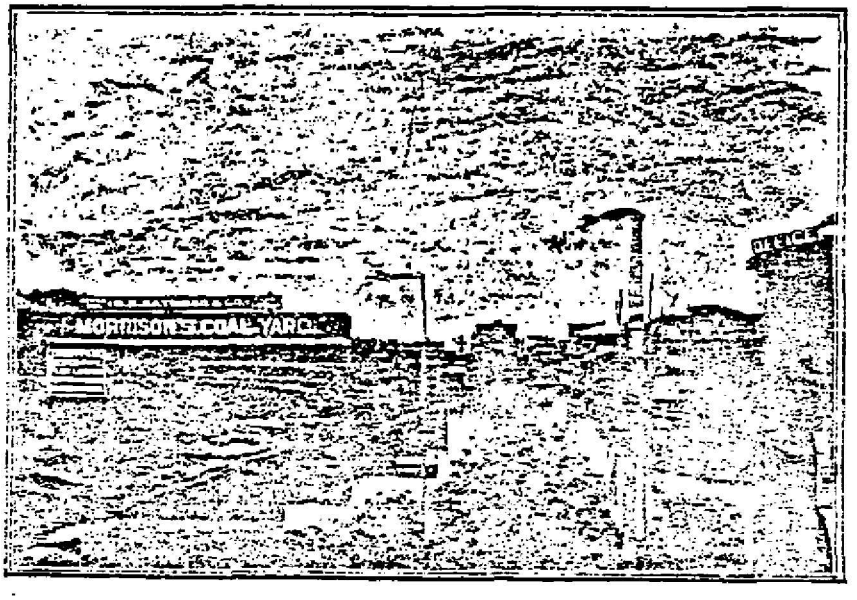

Plate 21. "Old Mott Haven Canal, looking north from 138th St." (Comfort, 1906).

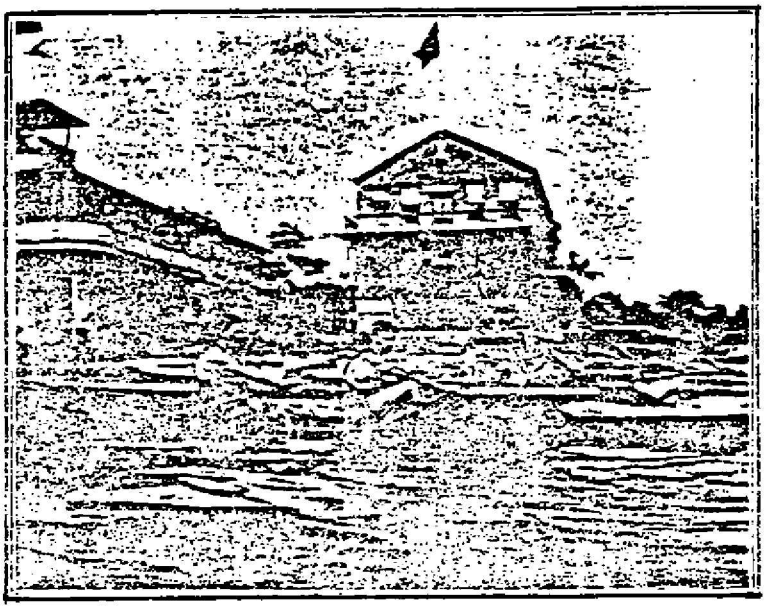

Plate 22. "A Boat Club Scene on the Harlem." (Comfort, 1906).

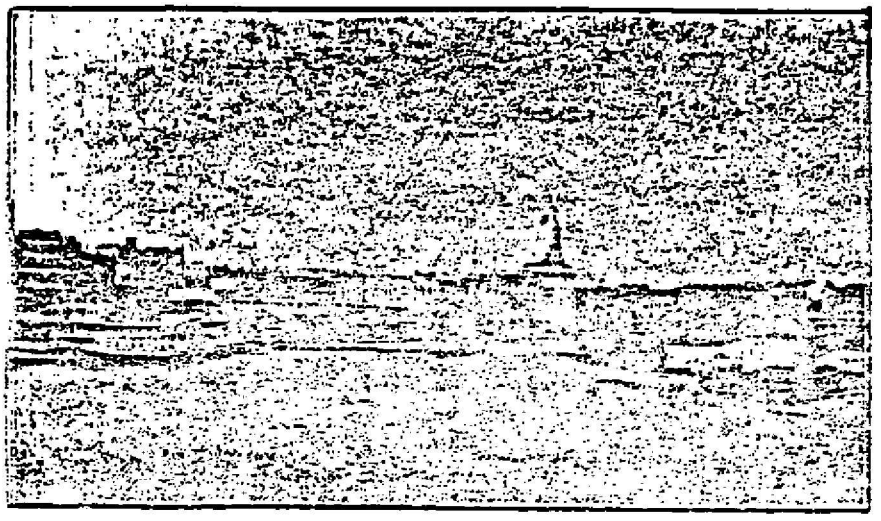

Plate 23. "Second Iron Bridge at Third Ave., Replaced by New Third Ave. Bridge." (Comfort, 1906).

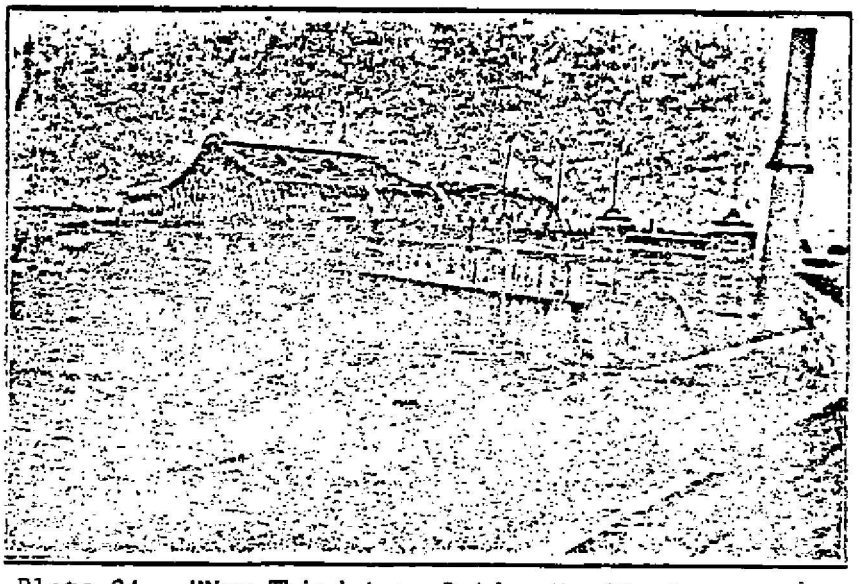

Plate 24. "New Third Ave. Bridge." (Comfort, 1906).

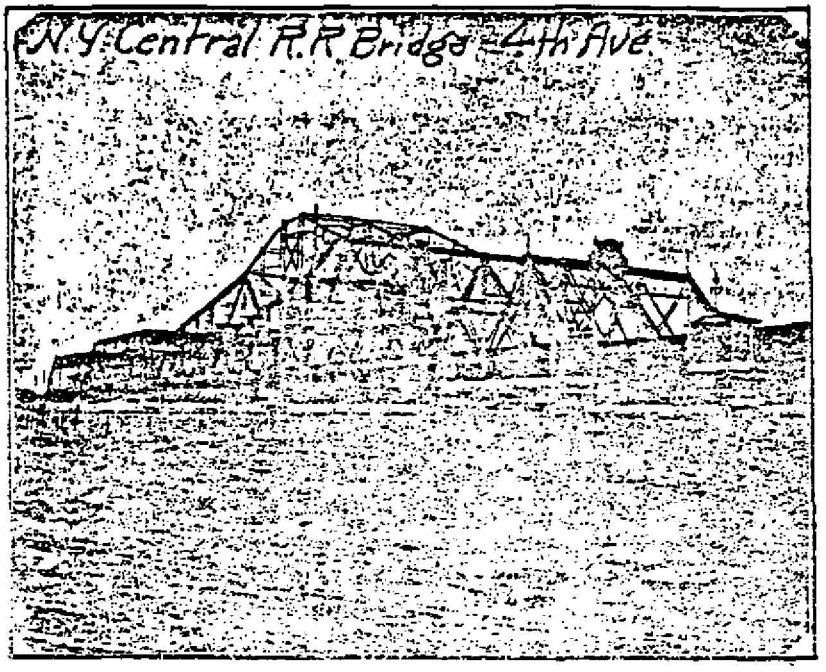

Plate 25. "N.Y. Central Bridge at Park Ave., over Harlem River." (Comfort, 1906).

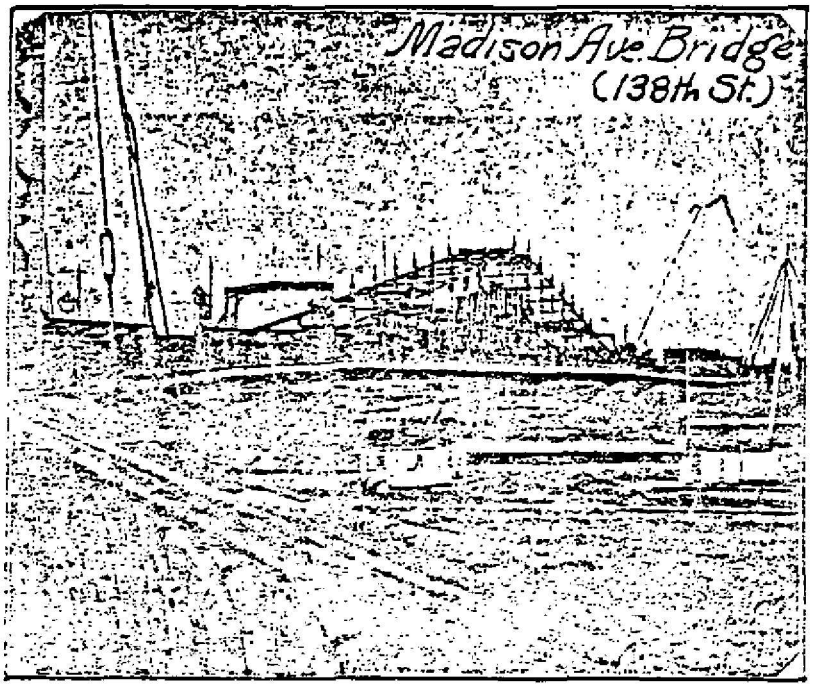

Plate 26. "Madison Ave. Bridge at 138th St., over Harlem River." (Comfort, 1906).

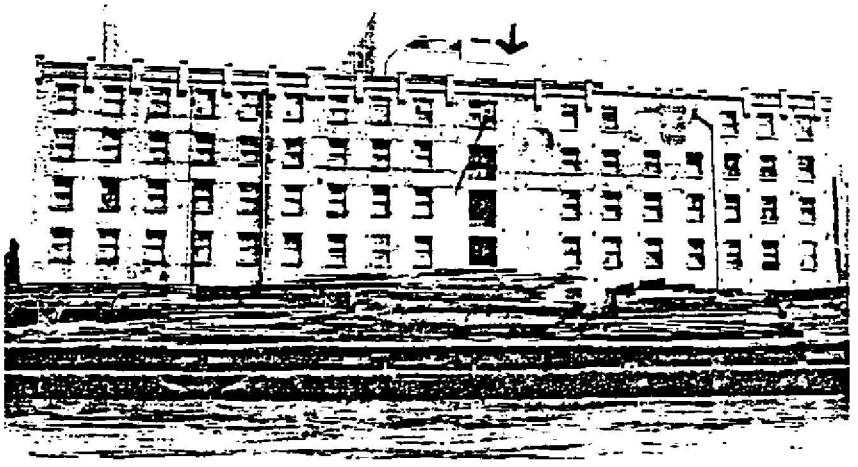

Plate 27. Building "S" of Mott Iron Works, looking east. Arrow points to division line between Building "A_1" and "A_2".

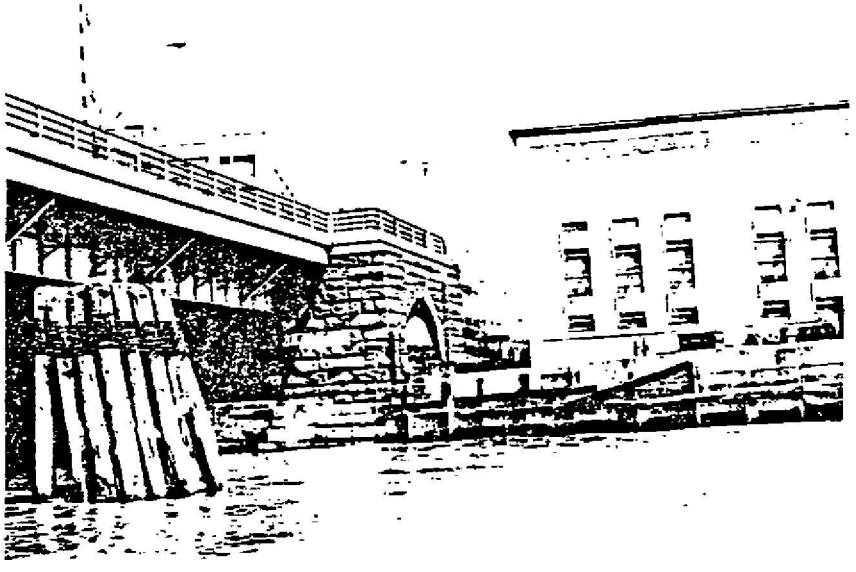

Plate 28. Contemporary "Gerosa Co." building on right. Note the sealed arch under the south side of the Third Ave. Bridge.

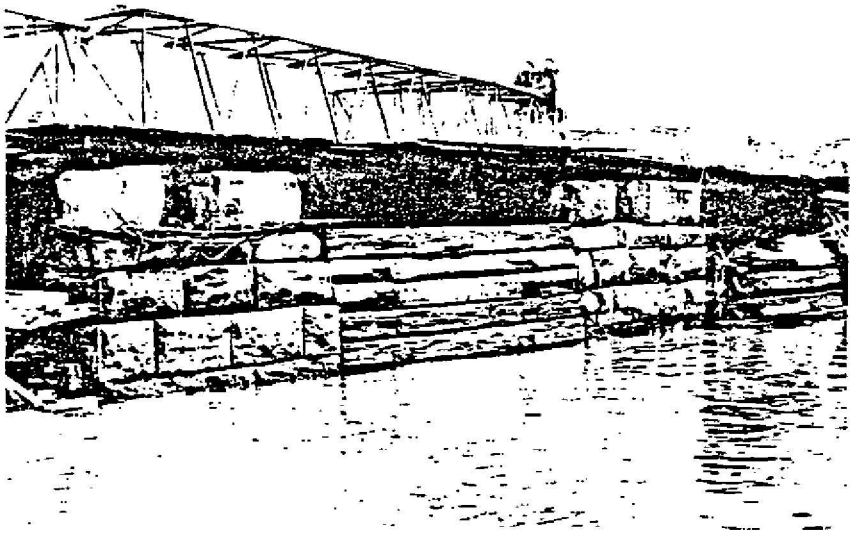

Plate 29. Abutments of the dismantled Third Ave. el., looking southeast.

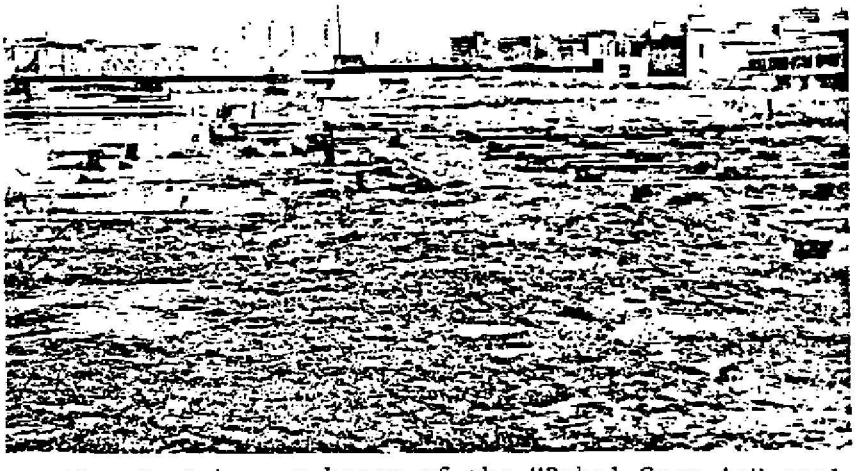

Plate 30. Coal hopper bases of the "Rubel Corp.'s" coal yard, looking north.

Plate 31. An example of the bulkheading between stations 137+50 to 138+35, looking east.

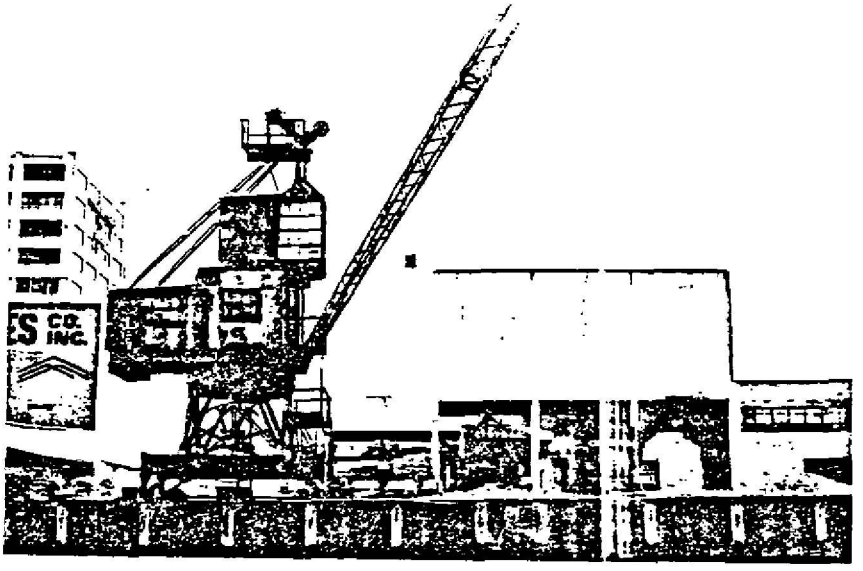

Plate 32. Bradley-Mahony Coal Corp./Central Oil & Coal Yard's crane & hoppers, looking east.

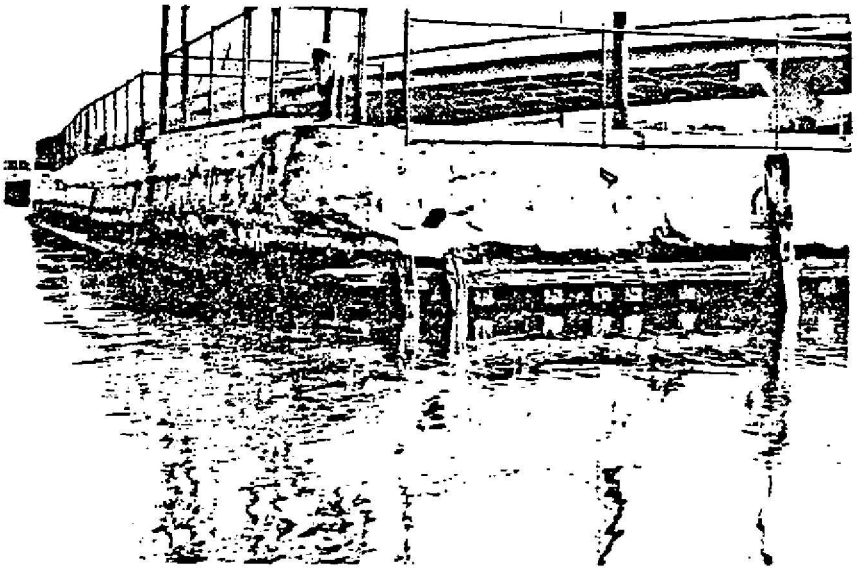

Plate 33. Bulkheading (east side of river, north side of boat slip) at station 174+50, looking north.

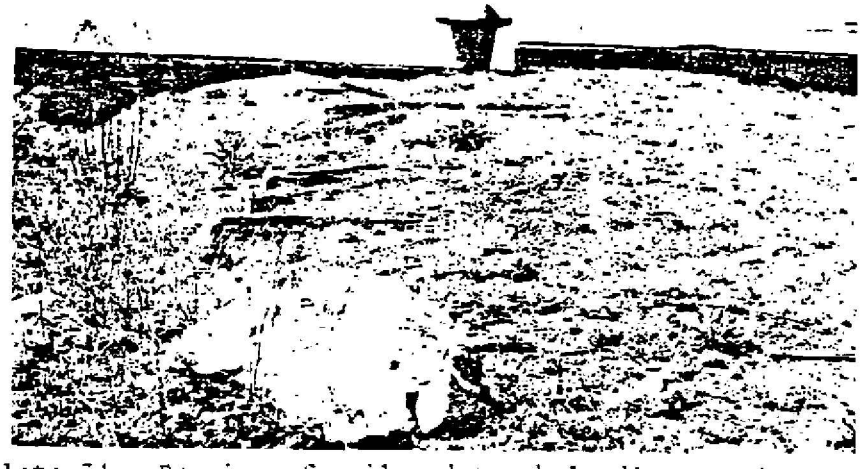

Plate 34. Remains of railroad track leading to river at station 125+00, looking west.