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ENVIRONMENTAL REVIEW

LANDMARKS PRESERVATION
COMMISSION

ARCHIVAL DOCUMENTATION
of a
PHASE IA
CULTURAL RESOURCE SURVEY

for the
HARLEM RIVER YARD
OAK PT. LINK STUDY - FULL FREIGHT ACCESS PROGRAM

in
the Bronx, N.Y.

for
Energy & Environmental Analysts, Inc.
55 Hilton Ave.
Garden City, N.Y. 11530

Prepared by:

Edward J. Johannemann
Laurie Schroeder
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PART I: INTRODUCTION

The Harlem River Yard is part of the proposed Shore Route alternate of the Oak Pt. Link - Full Freight Access Program in the South Bronx. (Figure 1) This particular railroad yard is bounded by E. 132nd St. on the north, the Harlem River and Bronx Kill on the south and Lincoln Ave. on the west; its easterly boundary lies between Walnut and Locust Aves.

(U.S.C.G. and N.Y.S.D.O.T. 1982: Project Location Map)

Archival documentation was initially sought (as part of the phase IA cultural resource survey) in order to determine the existence or non-existence of aboriginal and historic sites within the project area. This report summarizes and interprets the archival data based on historic documentation, contemporary land use and proposed construction activities.

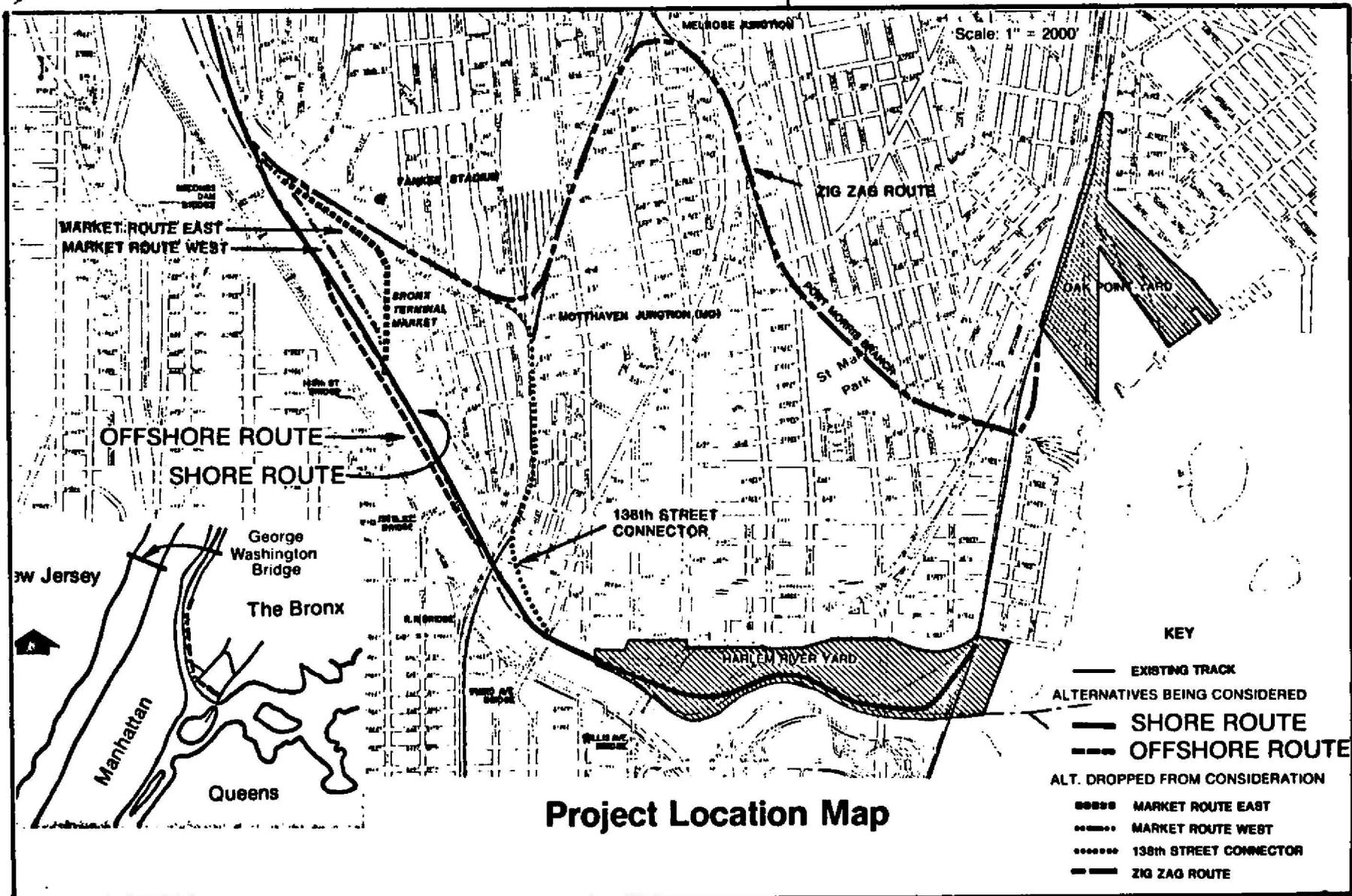


Figure 1. Harlem River Yard indicated by cross-hatching. (USCG & NYSDOT 1982)

PART II: ARCHIVAL DOCUMENTATION

Introduction

Federal, state, county, municipal and private institutions were consulted for archival documentation relative to the Harlem River Yard and its potential cultural resources. (See Appendix A: Acknowledgements) Our research strategy emphasized the perusal of historic maps and atlases with supporting documentation from literary sources.

Aboriginal Cultural Resources

The majority of references to aboriginal sites was derived from various publications of Reginald Pelham Bolton who undertook many archaeological explorations within the metropolitan area during the first half of the twentieth century. He summarized "Ranachqua" or "Morrisania" (within which the railroad yard exists) thus:

"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." (Bolton 1922:104-5)

The "Ranachqua" site is mentioned by Bolton in publications of 1920, 1922 and 1934. Bolton himself, in association with William Louis Calver (1920:303 and 1922:106), investigated this site. Within the various publications, he mentioned the following types of site features: fireplaces, shell-pits with pottery (1920:303), fire-pits, native interments, shell

beds (1922:106), food pits and Indian implements (1934:137).

A map showing the general location of this aboriginal site was provided within his 1922 publication (Map VIIC, #6). It appears to straddle E. 131st St. but extends east and west of Cypress Ave. (Figure 2) Written descriptions of the location included:

"around the knoll on which the mansion of Gouverneur Morris stood at 132nd St., near Cypress Ave." (1922:106),

"132nd St. near Cypress Ave." (1922:106),

"131st St. and Cypress Ave." (1922:222) and

"at Cypress Ave. near 131st St." (1934:137)

Unfortunately, both the map and literary references hardly pinpoint the site location.

Attempts were made to locate the site manuscripts of Bolton and Calver at the New York Historical Society, the Museum of the American Indian - Heye Foundation and the Bronx Co. Historical Society. In all three instances, however, the research librarians knew of no such documents within their collections.

One other source of early 20th century archaeological documentation was checked: Parker 1920:Plate 147. No aboriginal sites were noted within the project area. (Figure 3)

Historic Cultural Resources

The Jonas Bronck Farmlands

In 1639, Jonas Bronck purchased 500 acres from Ranachqua, or Ranaque, and Taekamuck (Indian chiefs of the Reckgawawanc)

lying between the Great Kill (the Harlem River) and the Ahquahung (the Bronx Kill). (Scharf, Vol. I 1886:769 and Bolton 1920:303) According to Jenkins, "the bounds of Brouncksland are hard to determine. The northern line probably did not extend beyond 150th St. To the east, the land extended to Bungay Creek; and to the south, to the Harlem River and Bronx Kills." (1912:29: Figure 4)

Within this parcel, Bronck established "Emmaus", a farming complex consisting of a tile-roofed stone house, a barn, a tobacco house and two barracks. (Scharf, Vol. I 1886:769 and Wilson, Vol. I 1892:225) Comfort explains that "Bronck may have imported bricks from Holland with which to build his home...as the Dutch word for stone - steen - is always ambiguous unless accompanied by some words of description." (1906:6) He adds that the tile roof may have been used as a "safeguard against the flaming arrows of the Indians." (Ibid.) In fact, according to The Bronx and Its People, A History, 1609-1927, "Bronck had barely taken up his residence at Emmaus before the Indian Wars broke out, which lasted with intervals for three years, during which the Weckquaesgeeks destroyed all the bouweries and houses in that section as well as in others." (1927, Vol. I:97) This same source purports that Bronck's house was burned during these wars (Ibid.:126), but Comfort relates that "in that year 1642 Jonas Bronck's house was chosen as the place for the signing of the treaty of peace with the Indians, which unfortunately did not last long..." (1906:7)

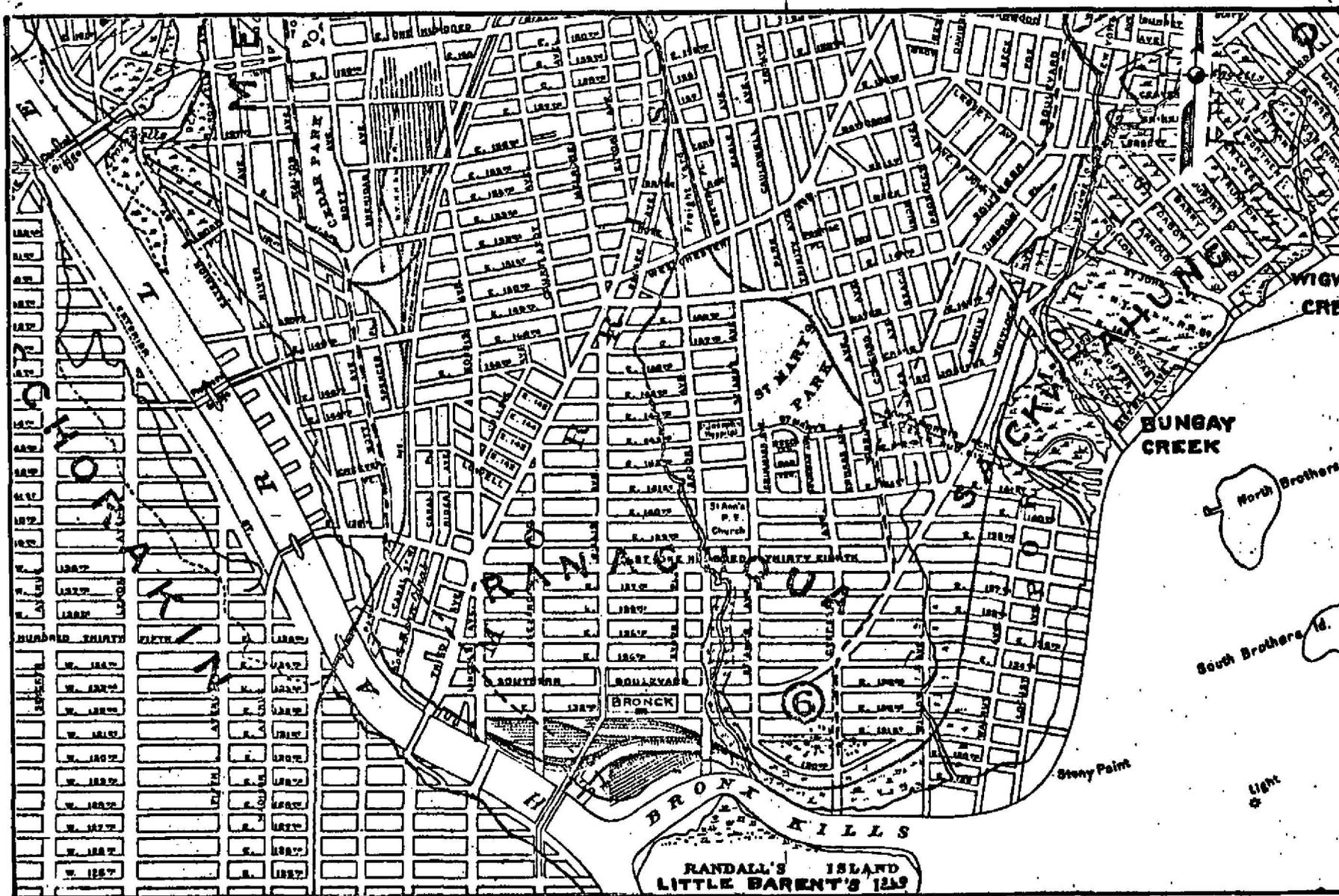


Figure 2. The "Ranachqua" site is indicated by the #6 and a pattern of dots. (Bolton 1922: Map VIIC)



Figure 3. Aboriginal sites within Bronx Co. (Parker 1920: Plate 147)

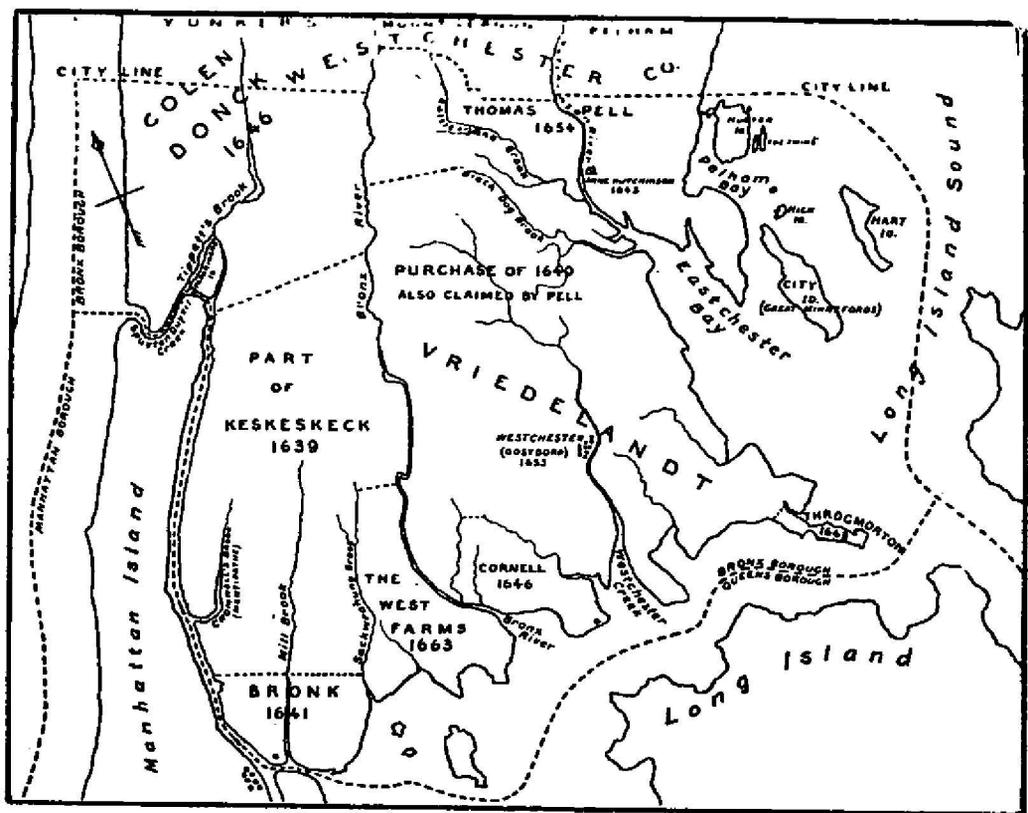


Figure 4. "The Bronx at the end of the Dutch Period."
(Jenkins 1912:44)

The location of the Bronck house west of Mill Creek is shown on various early maps:

- the 1639 Dutch Manatus Map (Condit 1980:11),
- the Bronx at the end of the Dutch period (Jenkins 1912:44), and
- the Map of Brouncksland (Jenkins 1912:64) on file at the Office of the Secretary of State at Albany, (Scharf, Vol. I 1886:769; Figure 5)

Jenkins (1912:28) speculated that it was "situated not far from the present Harlem River station of the N.Y., New Haven, and Hartford Railroad, at Lincoln Ave. and E. 132nd St."

Reginald Pelham Bolton, with William Louis Calver, believed that Bronck's house was located just east of the Willis Ave. Bridge, an area now covered by the N.Y., New Haven & Hartford Railroad Yard, "the situation of which was disclosed in the discovery...of a stone vault containing much household debris of very early character." (Bolton 1922:108) The extraction of artifacts is confirmed by Calver (1950:256-257):

"At the Bronck house site in Morrisania, a very pretty design was found on a fragment of cream-colored Queensware. It has a waved edge, partly crinkled, alternating with a conventional double leaf moulding. At the same home site many parts of the same ware were found in the form of bowls, dishes, soup and dinner plates, all being without any color. Several good plates have been reconstructed out of the debris, showing the conventional leaf moulding on the edge, and interesting variations in glaze and color."

The Morris Manorlands

"Broncksland" was conveyed to Richard Morris (merchant of New York) and Lewis Morris (merchant of Barbados) on August 10, 1670. (Jenkins 1912:63) However, only Richard (with his wife) took up residence there. Lewis did not arrive until

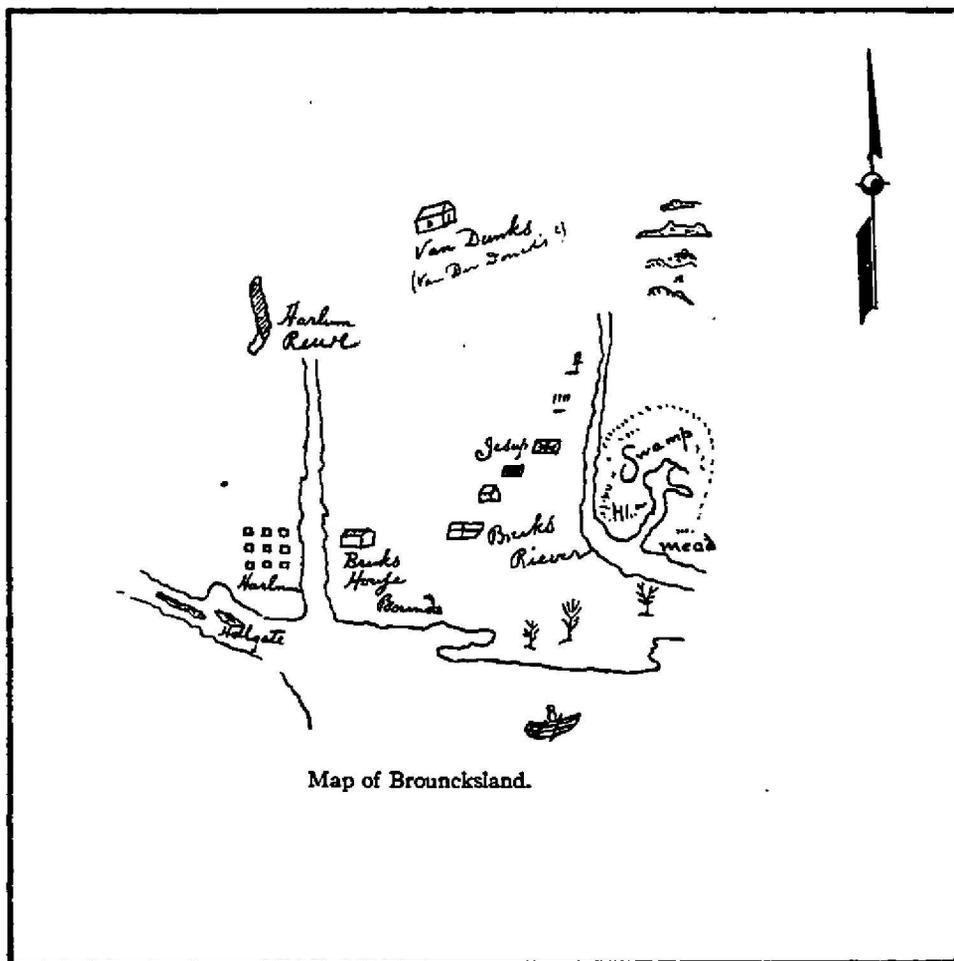


Figure 5. (Jenkins 1912:64)

1673 (one year after the death of Richard and his wife) at a time when the Dutch had reoccupied New York. (Jenkins 1912:64) (The 1675 boundaries of the Lewis Morris patent are shown in Figure 6).

According to Jenkins (1912:29), "the site of Bronk's house became that of Colonel Lewis Morris..." The existence of houses, barns and mills is attested by Morris's will of February 7, 1690. (Jenkins 1912:105)

Morris's estate passed to his nephew Lewis c. 1691 (Jenkins 1912:73) but a patent wasn't issued to his nephew for the Manor of Morrisania until May 8, 1697. (Jenkins 1912:74-75) (The 1697 boundaries of this patent are shown in Figure 7).

Upon Lewis's (his nephew's) death in 1746 (Scharf, Vol. I 1886:826), the manorlands east of Mill Brook passed to his son, Lewis, while the remainder of the estate (lying west of Mill Brook) passed to his wife, Isabelle Graham. (Jenkins 1912:358) Upon his wife's death, however, the whole of the estate passed to their son, making him lord over all the Morris manorlands. (Jenkins 1912:358)

Upon this Lewis's death in 1762, his son (also Lewis) was willed that part of the estate east of Mill Brook while his wife, Catherine (Dutchess of Gordon) received "the land upon which my house stands west of the mill brook." His other sons, Richard and Gouverneur Morris, were also willed portions of the estate. (Jenkins 1912:359) (See Appendix B: Inheritance Sequence of Morris Manorlands)

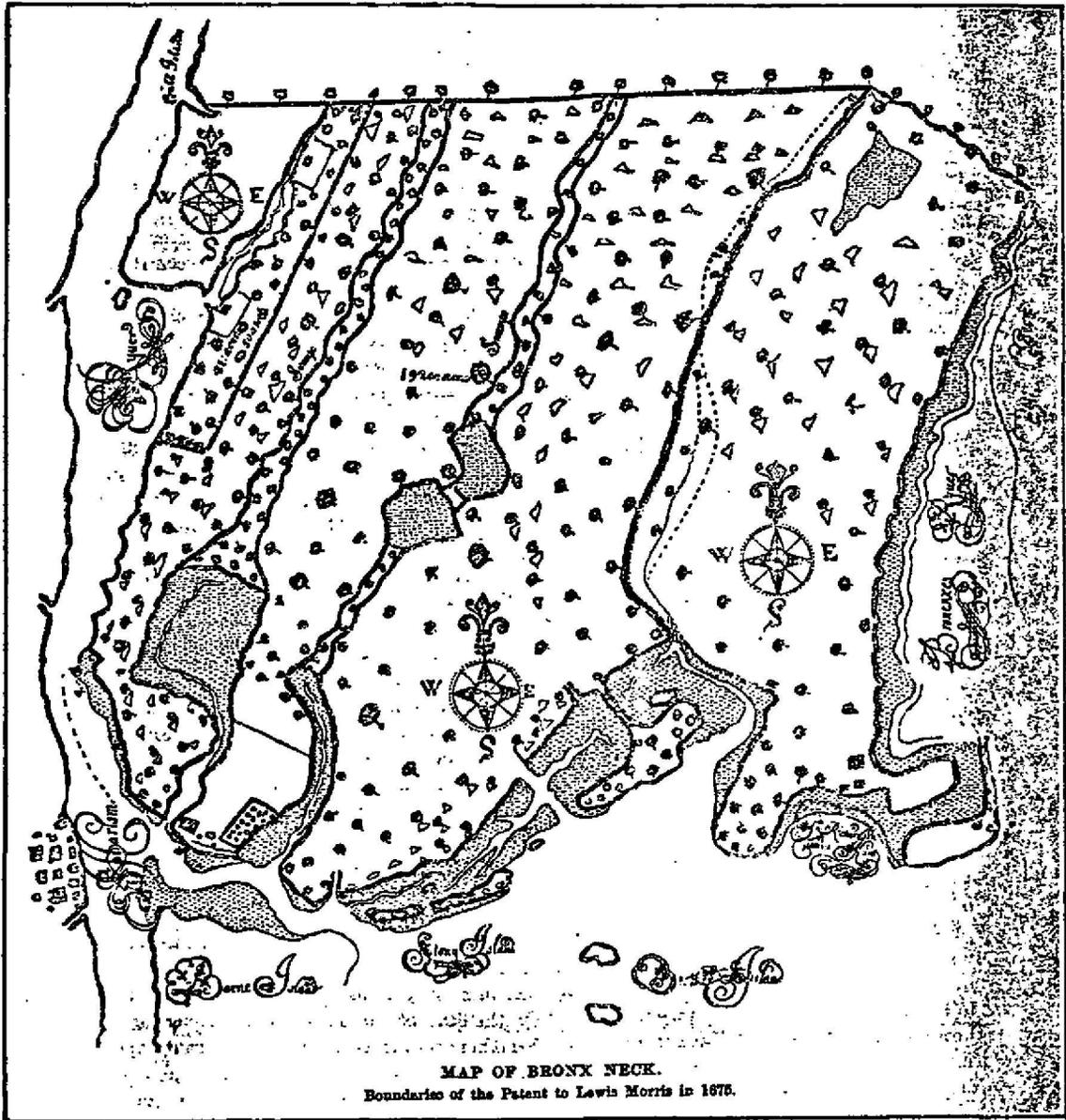


Figure 6. (Scharf, Vol. I 1886)

That the Morris manorlands were utilized by both armies during the Revolution is well-documented:

"In Revolutionary days, the pickets of the two armies used to fire upon each other across the strait ...while the manor-house of Lewis Morris was at first occupied by an American outpost, and later, by a British one." (Jenkins 1912:365)

Evidently, changes in occupation were characteristic for the area, as explained in Historic New York (Vol. II, 1897:409):

"During the war of the Revolution, the county of Westchester, and particularly the lower towns (now forming the Borough of Bronx of Bronck's), was the prey of the foraging parties of both armies, as it lay directly between them and was permanently occupied by neither. Being common property to both parties, it was, therefore, called the "neutral ground."

A letter from Gouverneur Morris details one particular encampment upon the manorlands:

"Prior to the evacuation, indeed, ever since the preliminary articles of peace were signed, the Americans had been allowed access to the city, and many of the banished residents had presented claims to the British authorities for depredations upon their propertyFor instance, de Lancey's regiment had been stationed nearly two years upon the Morris estate, at Morrisania, which was within the British lines; seventy huts had been erected, the soil cultivated, timber had been cut from 470 acres of woodland for various purposes, and cattle and provisions had been taken whenever desired." (Lamb, Vol. II 1877:280)

Scharf (Vol. I, 1886:520) added this:

"It was the scene during the Revolution, of many daring exploits of Enoch Crosby, the noted spy."

The only clue to the location of the Lewis Morris manor house comes from William Louis Calver and Reginald Pelham Bolton (1950:241):

"The broken debris around old residences affords some indication of the taste, and perhaps of the means of their occupants....The wasteful or negligent habits of some families, or the recklessness of soldiers quartered in their homes were illustrated in the discovery of two stone vaults near Willis Ave., the Bronx, into which had been cast the debris of the one-time homes of Jonas Bronck and of Lewis Morris, including whole bottles, cups and other vessels, some only slightly injured, and of a variety ranging from crude earthenware to high-priced black basalt of Wedgwood's manufacture. Those two dwellings are supposed to have been occupied by the contending forces...and confirmation of that occurrence is derived from the colonial character of all the wares that had been cast into their respective cesspits."

A clue to the outbuildings which existed on the Lewis Morris estate may lie in an 1816 survey done of the "Gouverneur Morris" lands. (Randel, Figure 8) Besides the mansion house, it shows a barn, dairy, spring house, garden house and (burial) vault; enclosed areas included a sheep pen, pig pen, garden and nursery; stone fences meandered throughout the property.

It is believed that this map actually represented the former structures of the Lewis Morris estate because the mansion house lies west of Mill Creek and the outbuildings north of the mansion house. Gouverneur Morris's mansion plots east of Mill Creek (as drawn on numerous 19th century atlases) and his outbuildings were located almost due west of his mansion. Perhaps when the manorlands west of Mill Creek were inherited by Gouverneur, he had the existing mansion and outbuildings plotted, and the surveyor, William Randel, referred to them as "belonging to the Honorable Gouverneur Morris."

Gouverneur Morris constructed his own residence on the east side of Mill Creek. However, its date of construction

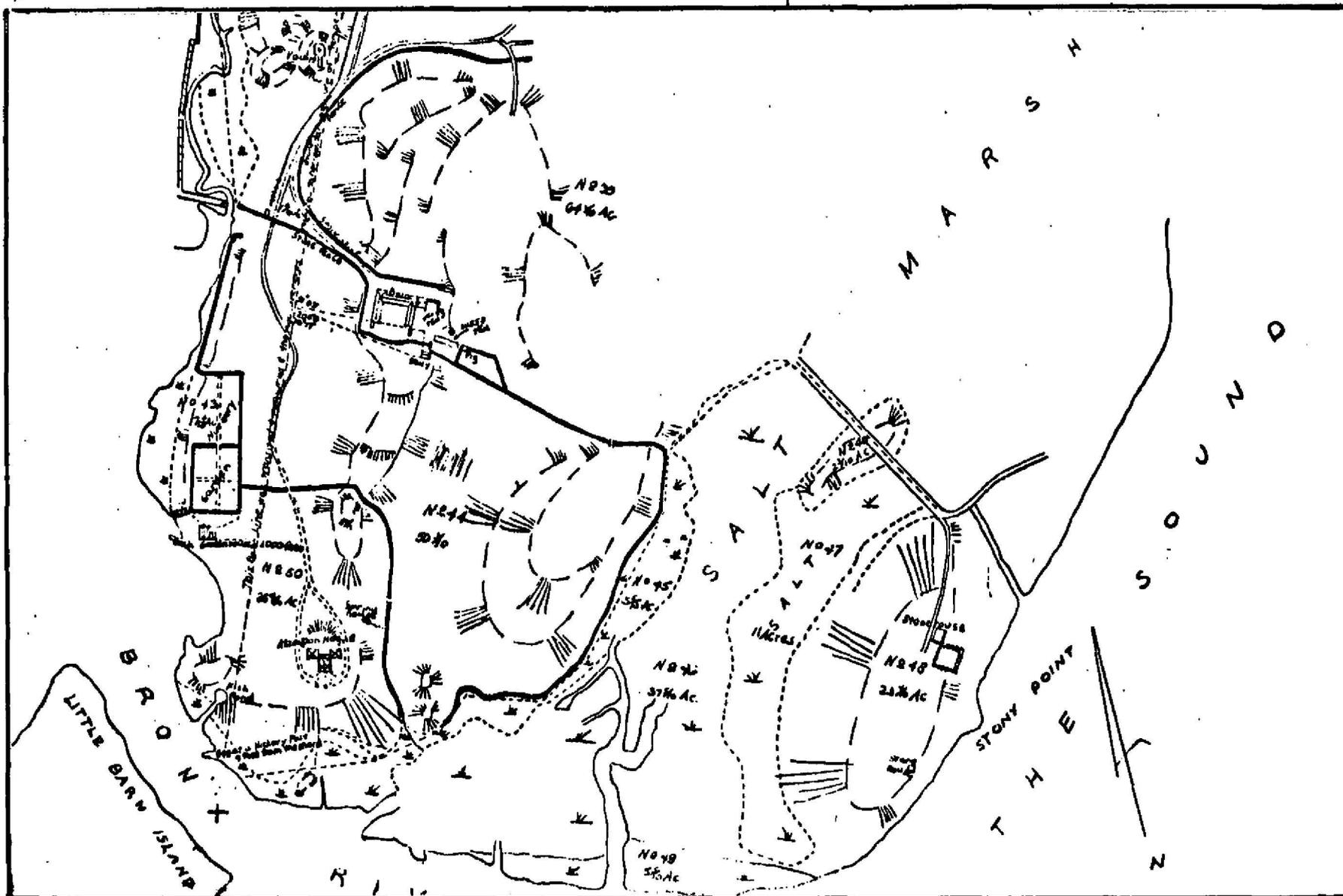


Figure 8. 1816 Randel survey map of land "belonging to the Honorable Gouverneur Morris." (64% reduction of 1"=400' scale)

varies: 1789 (Comfort 1906:33), 1798 (Comfort 1901:4 and Jenkins 1912:363) and 1800 (Lamb, Vol. II 1877:280). It should be noted that the earliest map (Sidney and Neff 1851) showing the Gouverneur Morris mansion and its (four) associated outbuildings also shows the "Col. Morris Mansion" and the probable "Col. Morris" barn west of Mill Creek.

Gouverneur Morris's mansion stood on a knoll (Jenkins 1912:106) and was modelled after a celebrated French chateau. Comfort 1901:4, Ibid. 1906:33, Lamb, Vol. II 1877:280) "The rooms were large and lofty and upon the floors were the marks made by Morris's wooden leg." (Jenkins 1912:364) Indeed, "it has been aptly stated that in every one of the thirty-two rooms you can swing a cat without injuring in the least either the walls or the cat." (Comfort 1906:33) Comfort described the halls as spacious and the staircases as massive, while the walls of the mansion were two feet thick! And in a letter written by Gouverneur Morris himself, he describes the terraced roof as being 130" long! (However, none of the historic maps indicate a structure of this dimension.)

Jenkins (1912:364) says that many additions were made by Gouverneur's successors.

Eight atlases showed the location of the manor house between E. 130th and E. 131st Sts. between St. Ann's Ave. and Cypress Ave. (sometimes labeled Trinity Ave.). According to the map keys, it was constructed of brick or stone.

Construction for the Harlem River Branch of the New York,

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New Haven and Hartford Railroad began in the spring of 1872 "by filling in the bulkhead at the Harlem River...Blasting had to be done on the Morris Estate where rock of lava-like appearance was found, and seams and colors of the same in fine curves, angles, etc." (Scharf, Vol. I 1886:480) Subsequently, Comfort described the area thus:

"The dusty noisy New Haven railroad cuts directly between the old mansion and the river, while the ever busy elevated railroad thunders close by." (1901:4)

About 1891, however, the mansion "was demolished by the New York, New Haven and Hartford Railroad in making improvements for the Suburban branch along the Harlem River and Bronx Kills." (Jenkins 1912:360) According to Jenkins, "some weak efforts were made at one time to preserve the house as a museum and the grounds in which it was situated as a public park." (1912:364)

Christ's Park and Hotel

In 1872, this complex included an amusement park, picnic grove and dance pavilion. (McNamara 1978:306) On the Perris and Browne 1873 map, "Christ's Park and Hotel" consisted of a hotel, rifle alley, platform and five other unidentified buildings. On the 1882 Bromley and Co. map, only an unnamed hotel remained. Both the 1873 and 1882 maps show the hotel between E. 131st and E. 132nd Sts. between Willis and Brown Aves.

According to McNamara (1978:306) and Jenkins (1912:360),

the hotel was the old Lewis Morris manor house. This theory is supported by the 1866 E. Robinson map which labeled the structure "The Old Mansion".

McNamara believes that the hotel operated between 1870 and 1890 (1978:306). However, on the 1887 E. Robinson and R. H. Pidgeon map, it is shown as "Baur's Union Park". In the 1890's it was known as Brommer's Park; during the first quarter of the 20th century, it was called Harvey's Hill or Scratch Park (for the derelicts that "lounged" there); and in 1978, it became Pulaski Park. (1978:367)

The Harlem River Depot or Station

This frame building was located south of E. 132nd St. between Lincoln and Alexander Aves. on the 1882 G. W. Bromley and Co. map and the 1887 E. Robinson and R. H. Pidgeon map. It is similarly located on the 1893 George W. and Walter S. Bromley map but is unlabelled. And, according to the 1900 George W. and Walter S. Bromley map, this building was converted into a "freight house".

On the 1893 Bromley map, the relocated "Harlem River Station" appears between E. 131st and E. 132nd Sts. between Willis and Brown Aves. This newer location is also indicated on the 1900 Bromley map on which the old building was relabelled "freight house".

The Harlem River Round or Engine House

This semi-circular, brick building is shown south of E. 132nd St. between Alexander and Willis Aves. on the 1882 G. W.

Bromley and Co. map and the 1887 E. Robinson and R. H. Pidgeon maps. However, no such structure is indicated within this block on the 1893 George W. and Walter S. Bromley map. A circular building of brick does, however, appear between E. 131st and E. 132nd Sts. between Brook and Gouverneur (St. Ann's) Aves. A change in location was probable since the Harlem River Station also changed locations, as indicated on this same map.

The 1900 Bromley map also shows a circular brick structure at this new location. However, the 1923 Bromley map only shows one-fourth of the circular building (or what would appear to be the northeast portion). It is, however, still labelled "Engine House".

Willis Ave. Bridge

Bridge construction began on December 4th, 1897 and the bridge was opened to traffic on August 22nd, 1901. (Jenkins 1912:206)

Railway Express Agency Inc.

This brick building was located between E. 130th St. and E. 132nd St. between St. Ann's and Cypress Aves. as shown on the 1942 Atlas of the City of New York, Borough of the Bronx. The Railway Express Agency Inc. transported packages and light mixed freight via passenger-type trains. (Condit 1980:301)

TABLE I: HISTORIC STRUCTURE LOCATIONS

Use this table in conjunction with Figures 9-18.

Ref.#: Indicates the map reference from which the structure was plotted (see Bibliography) and the plotting sequence.

Date: Map reference.

Identity: Name or use taken from map or map key.

Type: Structural material and/or type taken from map key.

Figure #: Refers to Figures 9-18.

Comments: Additional data.

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Ref. #	Date	Identity	Type	Figure #	Comments
3-1	1868	none	not noted	12	G. Morris outbuilding
3-2	1868	"Gouverneur Morris Res."	not noted	13	
3-3	1868	none	not noted	13	G. Morris outbuilding
3-4	1868	none	not noted	13,14	G. Morris outbuilding
3-5	1868	none	not noted	14	G. Morris outbuilding
3-6	1868	none	not noted	13	G. Morris outbuilding
3-7	1868	none	not noted	13	G. Morris outbuilding
11-1	1900	G. Morris mansion	brick	13	G. Morris outbuilding
11-2	1900	stable or shed	wood	13	G. Morris outbuilding
11-3	1900	stable or shed	wood	13	G. Morris outbuilding
11-4	1900	none	wood	13	G. Morris outbuilding
11-5	1900	engine house		17	
11-6	1900	"Harlem River Station"	brick	9	
11-7	1900	"Freight House"		15	
39-1	1873	none		10	Part of Christ's Park
39-2	1873	none		10	Part of Christ's Park
39-3	1873	"Hotel"		10	Park of Christ's Park
39-4	1873	none		10	& adjacent to "Platform"
39-5	1873	"Rifle Alley		10	Part of Christ's Park
39-6	1873	none	brick or stone w/frame extensions	11	
39-7	1873	none	frame	11	
39-8	1873	G. Morris mansion	brick or stone w/frame extensions	13	
39-9	1873	none	brick or stone & frame	13	G. Morris outbuilding
39-10	1873	"Carriage House"	frame	13	G. Morris outbuilding
39-11	1873	none	frame	13	G. Morris outbuilding
39-12	1873	none		13	G. Morris outbuilding
39-13	1873	none	frame	13	G. Morris outbuilding
40-1	1882	"Mary F. Davenport"	brick or stone	13	Previously, G. Morris mansion
40-2	1882	"Margaret R. Morris"	frame	13	Previously, G. Morris outbuilding
40-3	1882	"Hotel"	frame	10	Previously, L. Morris Mansion
40-4	1882	"Harlem River Depot"	frame	15	
40-5	1882	"Round House"	brick	16	

Ref. #	Date	Identity	Type	Figure #	Comments
41-1	1893	"Harlem River Station"	brick	9	
41-2	1893	"Offices"		9	
41-3	1893	G. Morris mansion	brick	13	
41-4	1893	stable or shed		13	G. Morris outbuilding
41-5	1893	stable or shed		13	G. Morris outbuilding
41-6	1893	none		15	Previously, Harlem River Station
41-7	1893	Engine/Round House	brick	17	
43-1	1887	G. Morris mansion	brick or stone	13	
43-2	1887	stable or shed		13	G. Morris outbuilding
43-3	1887	stable or shed		13	G. Morris outbuilding
43-4	1887	"Baur's Union Park"		10	Formerly part of Christ's Park
43-5	1887	"Harlem River Station"		15	
43-6	1887	"Engine House"	brick	16	
44-1	1866	"The Old Mansion"		10	i.e. L. Morris
45-1	1905	G. Morris mansion	brick	13	
45-2	1905	stable or shed	frame	13	G. Morris outbuilding
45-3	1905	stable or shed	frame	13	G. Morris outbuilding
45-4	1905	stable or shed	frame	13	G. Morris outbuilding
46-1	1900	G. Morris mansion		13	
46-2	1900	none	brick	13	G. Morris outbuilding
46-3	1900	stable or shed	frame	13	G. Morris outbuilding
46-4	1900	stable or shed	frame	13	G. Morris outbuilding
46-5	1900	"Hartford R.R. Depot"		9	
49-1	1942	"Railway Express Agency Inc."	brick	18	
49-2	1942	"Freight House"	brick	15	
50-1	1923	"Engine House"	brick	17	

PART III: INTERPRETATION

Introduction to Past Impacts

There are three basic topographical features of consideration within the project area:

- 1) terrain that was altered for the purpose of grading the railroad yard and which provided fill material for the low areas,
- 2) terrain that lies at the base of the fill material outside of the cut areas, and
- 3) terra firma that existed within minus elevation areas.

The methods used in leveling and regrading the Harlem River Railroad Yard are not included in the historic record. The equipment used and procedures followed in some aspects of construction are often at the discretion of the contractor. This latitude in performance tends to create unpredictable effects or impacts on underlying and adjacent areas.

The unaltered terrain of the project area was described by Jasper Danckaerts who visited this region of the New World in 1679/80:

"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." (1912:65)

Indeed, the borough did develop as a farming community implying fertility of the uppermost layer of soil:

"...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 1912:113)

This humus or topsoil layer may also have been removed prior to the railroad yard construction compounding the impact on the area.

A topographical map prepared in 1873 (N.Y.C. Parks Dept.) provided a detailed description of the land formation prior to major reshaping. The contours shown on this map have been superimposed on the contemporary topographic maps (Enclosures A, B & C) provided by Andrews and Clark, Inc., dated March 24th, 1982. The 1873 map also provided the information necessary to plot the mean high water shoreline and the marsh areas.

Aboriginal Site Potential

Unlike the ribbon of man-made land at the bulkhead line which runs north of the railroad yard along the Harlem River, there existed more potentially sensitive areas within the yard. Both sides of Mill Brook would appear to have been environmentally attractive to aboriginal people. However, Bolton only related evidence on the east side and did not mention if, in fact, his testing included the area west of the brook.

The location of the Ranachqua aboriginal site is indicated, by Bolton, as a clustering of dots in the vicinity of E. 131st St. and Cypress Ave. (Figure 2) The site area appears to

extend easterly from Cypress Ave. for several hundred feet, westerly for 600', northerly (from E. 131st St.) for about 100' and southerly for about the same distance.

The "Ranachqua" site is also described by Bolton as lying "around the knoll on which the mansion of Gouverneur Morris stood at E. 132nd St. near Cypress Ave." (1922:106) The mansion, however, stood at E. 131st St. according to historic maps. He later, in the same publication, placed the aboriginal site at E. 131st St. (1922:222)

Nevertheless, not only does "the knoll" no longer exist, but this area has been significantly impacted by construction activities.

Based on the 1873 (N.Y.C. Parks Dept.) topographic map which was superimposed on the contemporary (Andrews & Clark, Inc. 1982) topographic map, we were able to establish some of the more evident consequences of terrain alteration. The area of the removed knoll (Figures 19 and 21) amounted to 7.4 acres with about 80,800 cubic yards of earthen material displaced for the purpose of filling low areas. The area of the aboriginal site that extended beyond the cut area was also superimposed on the contemporary topographic map (Enclosure A).

In addition, the Triborough Bridge construction included the removal of unsuitable material, as noted in the test boring profile. (Figure 23) This activity would have impacted the easterly section of the site.

Compounding the impact of the above-noted activities

are the networks of subsurface public utilities that interlace the area. Fire hydrants and valve boxes attest to a water main system throughout the project area. A sanitary sewer system is indicated on the 1900 Atlas of the Borough of the Bronx, City of N.Y. and the contemporary map.

All of the above-noted construction activities contributed to a diminishing of the integrity of any prehistoric (or historic) evidence of human activity that existed in this area.

We recommend that confirmation of the existing subsurface strata of soils should accompany the specifications for construction projects that, according to Leonard Schneidt and Victor Teglassi, are slated for the late 20th century.

Historic Site Potential

Methodology

The map research was conducted for the purpose of transferring historic structure locations onto the project topographical map. In addition to structures, physical features (i.e., shore and marsh lines) were transferred onto the project map. Streets which appeared on the historic maps, but do not exist in the field, were also superimposed on the project work sheet; these streets were used for plotting purposes.

The contours which appear on the maps presented in this report were excerpted from the 1873 N.Y.C. Parks Dept. topographic map.

Each structure appearing on an historic map within the project area was assigned an identification number. The prefix of the identification number is the research number assigned, by us, to each resource utilized. (See Appendix C: Bibliography)

Individual maps prepared, by us, and which appear in this report are 64% reductions of the 1"=50" scale Andrews and Clark "Harlem River Topographical Map" (1982). In some instances, where the same feature appears on more than one map but in an altered position, both locations were plotted. For the most part, the locations were substantiated by this method of multiple plotting.

Jonas Bronck House, Col. Lewis Morris Manor House and Christ's Hotel

The Bronck house was located on the west side of Mill Brook according to various historic maps. (See the "Jonas Bronck Farmlands" section of this report.) Jenkins (1912:28) places it in the vicinity of the "present Harlem River station... at Lincoln Ave. and E. 132nd St." However, the station was located between E. 131st St. and E. 132nd Sts. between Willis and Brown Aves. in 1912. In addition, the latter location places the Bronck house east of Willis Ave. where Bolton recovered artifacts from a stone vault. (1922:108)

Bronck's land became the property of Richard Morris and Lewis Morris in 1670 and we can only speculate whether the Bronck residence was utilized: Jenkins (1912:29) only notes

that the site of the Bronck house became that of Col. Lewis Morris.

Several historic maps clearly indicate structures of similar configuration and location on the south side of E. 132nd St. about 300' westerly from Brown Ave. Figure 10 is a composite drawing of the Lewis Morris mansion and its associated support or secondary structures. The complex of buildings, with the exception of sites 41-1 and 43-4, are in association with an amusement park which flourished there in 1872 and was known as "Christ's Park and Hotel." The hotel (sites 39-3, 40-3, and 44-1) was, more than likely, the Lewis Morris mansion. (Robinson 1866, Jenkins 1912:360 & McNamara 1978:306)

The mansion, along with its ancillary structures, was positioned on a hill, as is borne out by the contours of the 1873 N.Y.C. Parks Dept. topographical map. This hill, like its counterpart to the east, was exploited for the purpose of providing a functional gradient for the railroad yard. The removed earthen material amounted to a volume of 145,000 cubic yards, thereby leaving a surface scar of 8.2 acres. The severity of the alteration (a cut of 14.5' at the high point) is indicated in profiles "B"- "B" and "D"- "D". (Figures 20 & 22)

Again, moving this amount of loam, sand, gravel and rock with heavy equipment would have had an effect on the surrounding mantle of soil. The sheer weight of the earth (1.3 to 1.5 tons per cubic yard) would also have displaced

the adjacent marsh material forcing it, in mud-wave action, into the river. This reaction to the placement of large volumes of fill is evident in borings #15 and #17 (Figure 23) where even lighter (.608 tons per cubic yard) material (cinders) was used.

? cinders
for this

As pointed out in the "Aboriginal Site Potential" section of this report, the installation of subsurface utilities (i.e. water mains, sanitary sewers, drainage) have, undoubtedly, contributed negative impact on past cultural resources.

Finally, these sites lie outside of the present project area (Andrews & Clark, 1981) and should not be impacted by construction within the railroad yard. However, if this parcel is acquired in the future and slated for construction, cultural resources (i.e., well bottoms and cisterns) that might exist in the fill area should be addressed.

NB

The Gouverneur Morris Mansion

The Gouverneur Morris mansion was situated on the east side of Mill Brook. (Sidney & Neff 1851) A series of maps (Bromley 1882, Robinson & Pidgeon 1887, Bromley 1893, 1900, 1905 & Atlas of the City of N.Y., Borough of the Bronx 1942), together with the literature, corroborates its location between E. 131st and E. 130th Sts. about 160' westerly from Cypress Ave. (Figure 13)

This building, along with some of its ancillary structures, was also positioned on a knoll. Like its counterpart on the west side of Mill Brook. The knoll, along with other features,

fell victim to the grading operation described in conjunction with the aboriginal site potential (the Ranachqua site). The mansion was demolished in 1891 by "the N.Y., New Haven and Hartford Railroad in making improvements for the Suburban branch along the Harlem River and Bronks Kills." (Jenkins 1912:360)

In the area of the main building, about 10' of land was cut away and used for fill. (Figures 19 & 21) Sites 3-3, 3-7, 11-4 (45-4), 39-9 (43-2), 39-11, 39-13, 40-2 (46-4), 41-4, 41-5, 46-2 & 46-3 fell within the limits of an extant two-story brick building (Andrews & Clark, Inc. 1982), the construction of which probably destroyed the site areas. Sites 11-3, 11-4, 39-11, 39-12, 45-3 and 45-4 appear to lie within a fill area. Some evidence of their foundations and associated cultural material may still exist at the base of the fill. However, since they lie within an area of the yard not part of the initial phase of construction (Leonard Schneidt & Victor Teglassi, personal communication), no subsurface testing is proposed at this time. A re-review of their status should occur, though, in the event that development plans for this area are submitted.

The Harlem River Depot or Station

The original station had been constructed south of E. 132nd St. between Lincoln and Alexander Aves. (Figure 15) Within the last decade of the 19th century, however, this building was converted into a freight house (Bromley 1900)

and another station constructed between E. 131st and E. 132nd Sts. between Willis and Brown Aves. (Figure 9) The old location is presently situated within an out-parcel north of the project area owned by the Gerosa Co. (Andrews & Clark, Inc. 1981)

The newer station is an extant, 4-story brick building owned by the Stacey Manufacturing Co., Inc., also located within an out-parcel north of the project area. (Andrews & Clark, Inc., 1981)

The Harlem River Round or Engine House

This railroad structure was originally built south of E. 132nd St. between Alexander and Willis Aves. (Figure 16) Like the Harlem River Station, a newer engine house was constructed during the last decade of the 19th century. (No building was noted at this location on the Bromley 1893 map.) The contemporary Andrews & Clark, Inc. (1982) map shows railroad track and the Willis Ave. bridge approach at the old location.

The newer engine house, constructed between E. 131st and E. 132nd Sts. between Brook and St. Ann's Aves. (Figure 17), is no longer extant and the out-parcel contains the buildings of Capitol Fireproof Steel and Photo Marker Corp. (Andrews & Clark, Inc., 1981)

The Willis Ave. Bridge

The New York State Historic Preservation Office is determining potential impact on the bridges within the Oak Pt. Link project area.

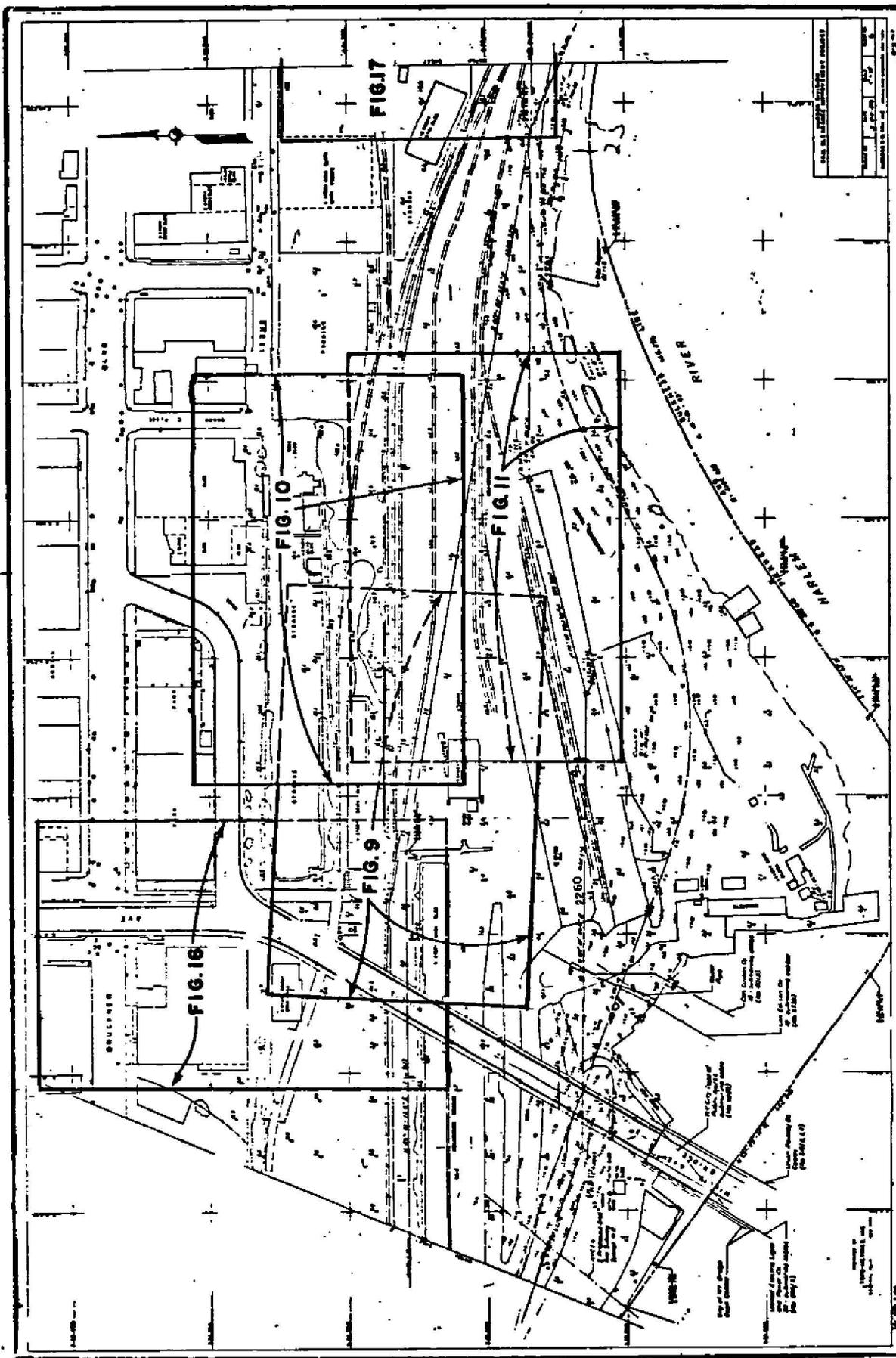
The Railway Express Agency, Inc.

This brick structure was located north of the Gouverneur Morris mansion and outbuildings (between E. 130th & E. 132nd Sts. between St. Ann's & Cypress Aves.). (Figure 18) The 1982 Andrews & Clark, Inc. map indicates that this is an area "under demolition".

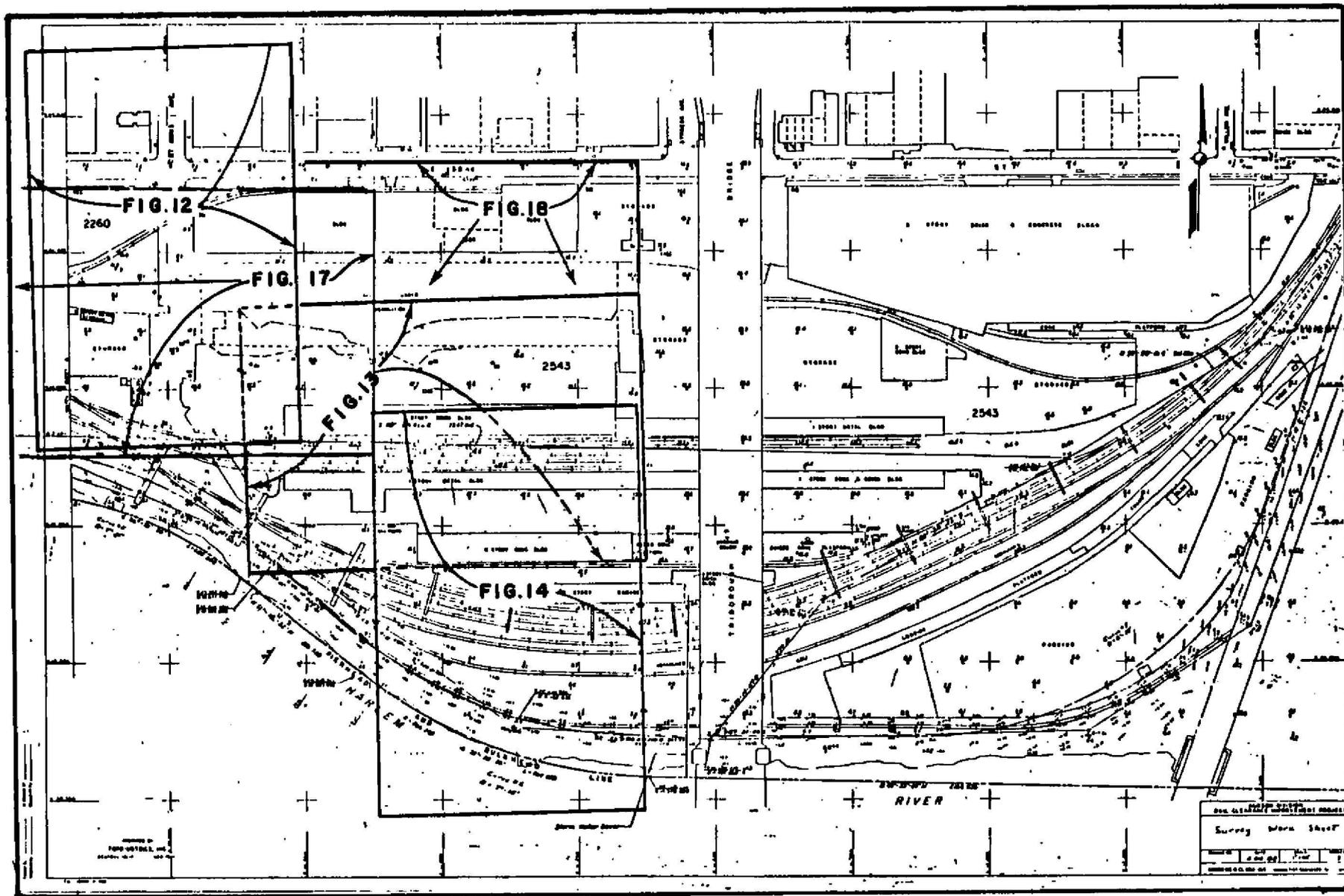
Fill

The Bronx Kills shoreline has been realigned and the marsh, which bordered much of the shore, has been eliminated by filling. Huge quantities of earthen fill were used to raise the elevation of the marshes and adjacent low areas in order to expand the railroad yard.

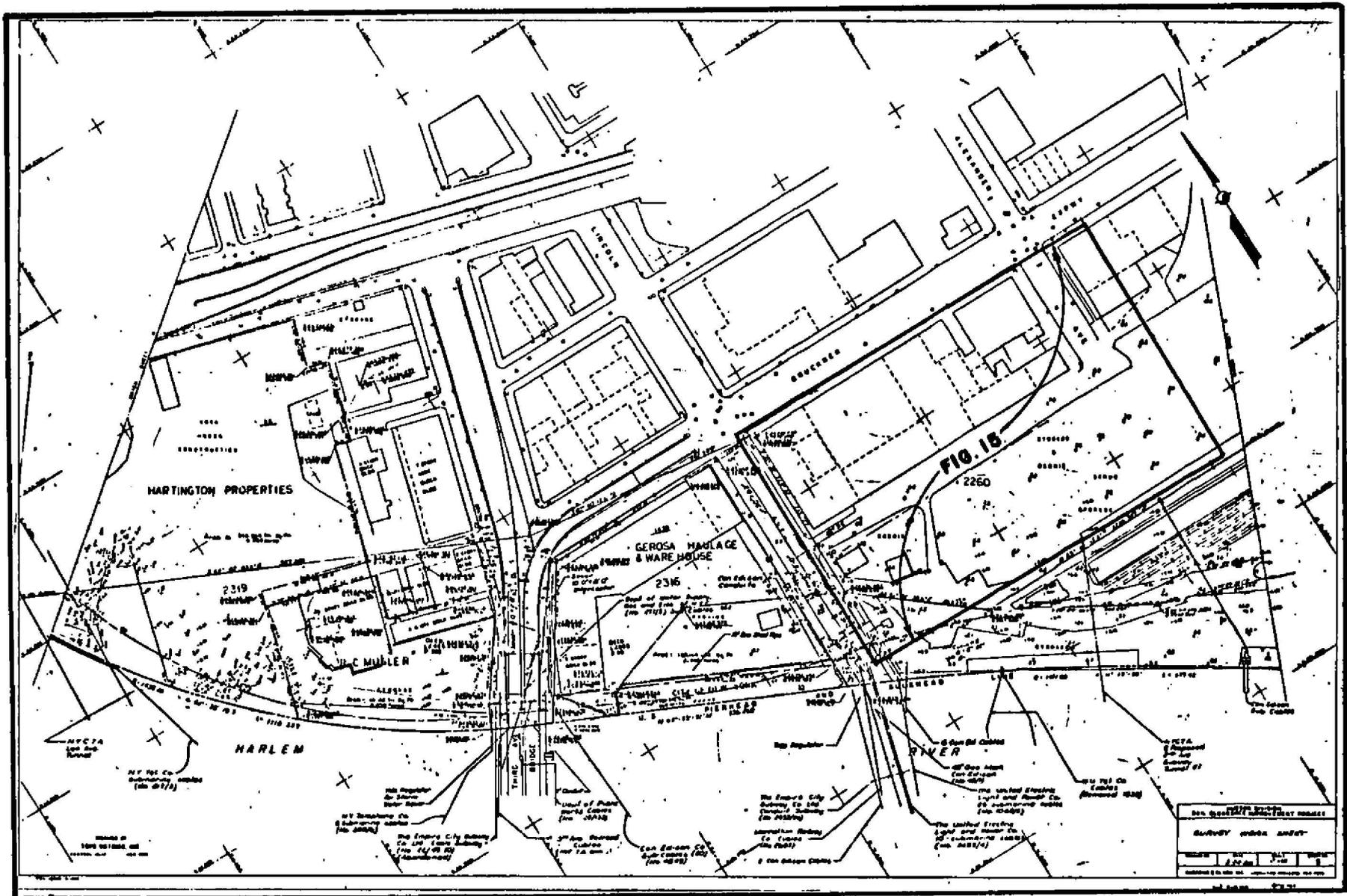
Using the 1873 N.Y.C. Parks Dept. topographical map in conjunction with a contemporary topographic map (Andrews & Clark, Inc. 1982), the required volume of fill in two areas has been computed. In the area from contour 10 west of Brook St. to elevation 10 east of St. Ann's Ave., 124,000 cubic yards of fill were required. In the marsh area alone (east of the Triborough Bridge approach to about Willis Ave.), 460,000 cubic yards were required. The two sources exploited for fill, no doubt, were the river bed and on-site material, i.e., the two knolls on which the Morris mansions were situated. Cinders also were a major source of fill material as noted in Boring's "15 & 17" of the Triborough Bridge study.



Key Map 1.



Key Map 2.



Key Map 3.

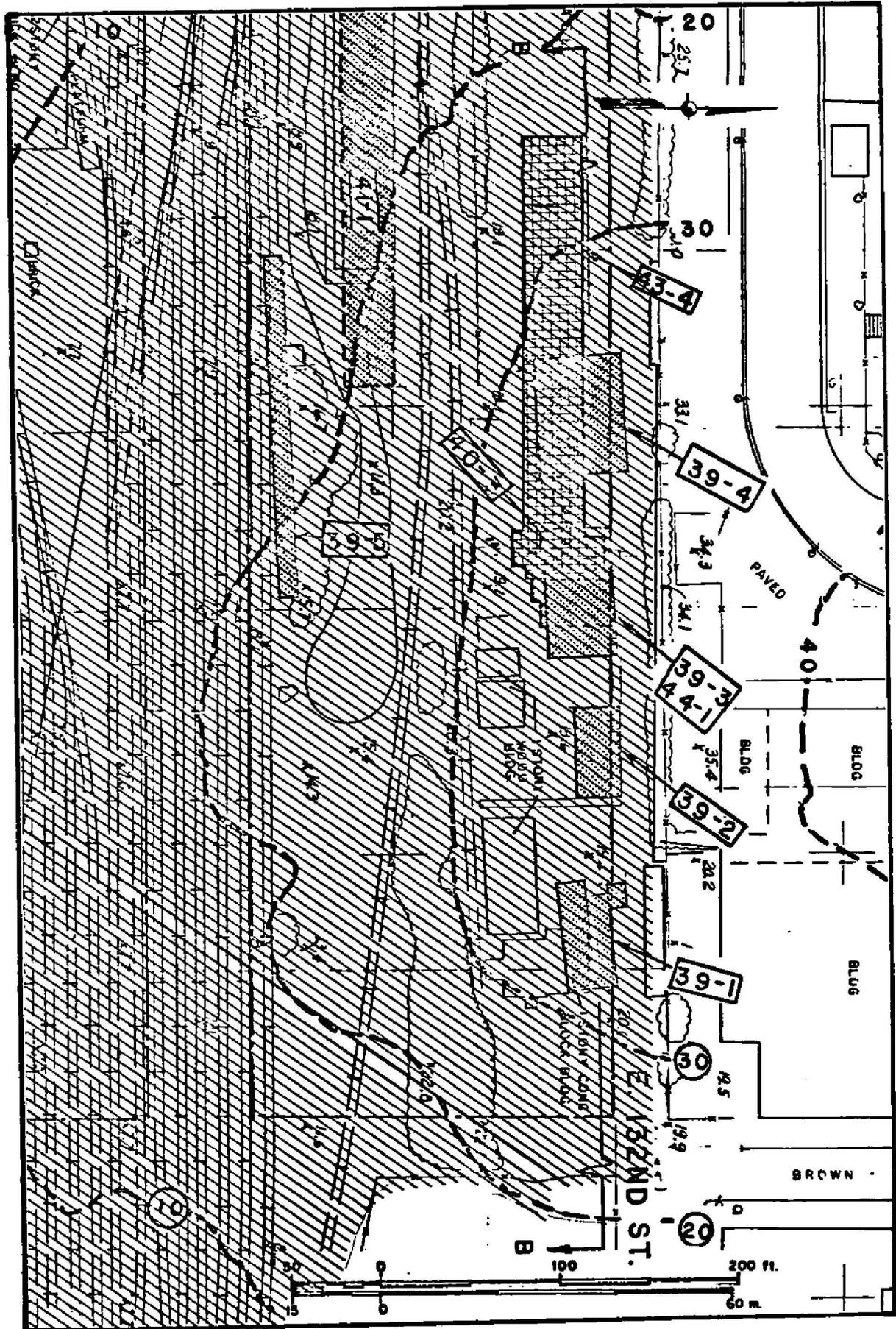
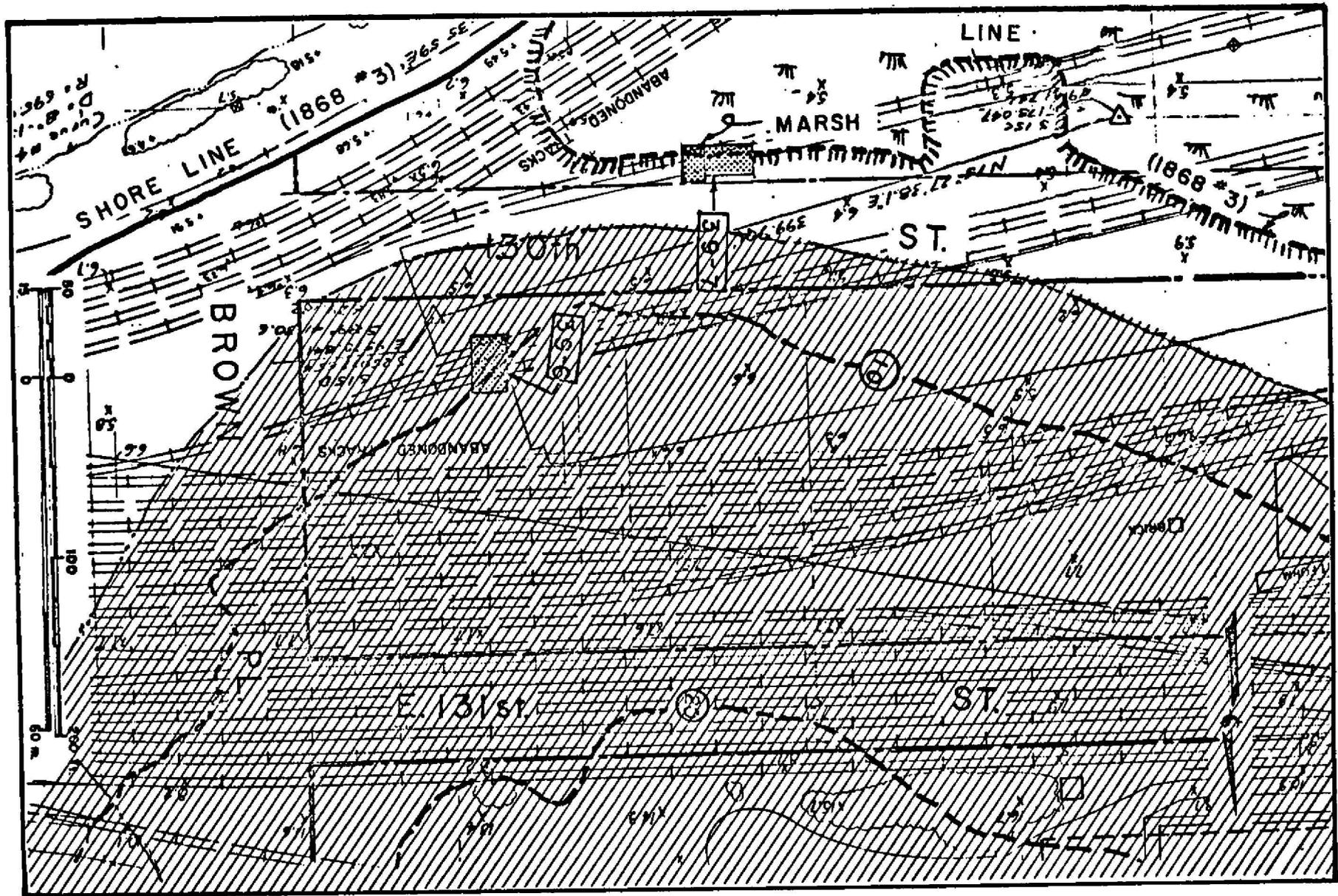


Figure 10.

Figure 11.



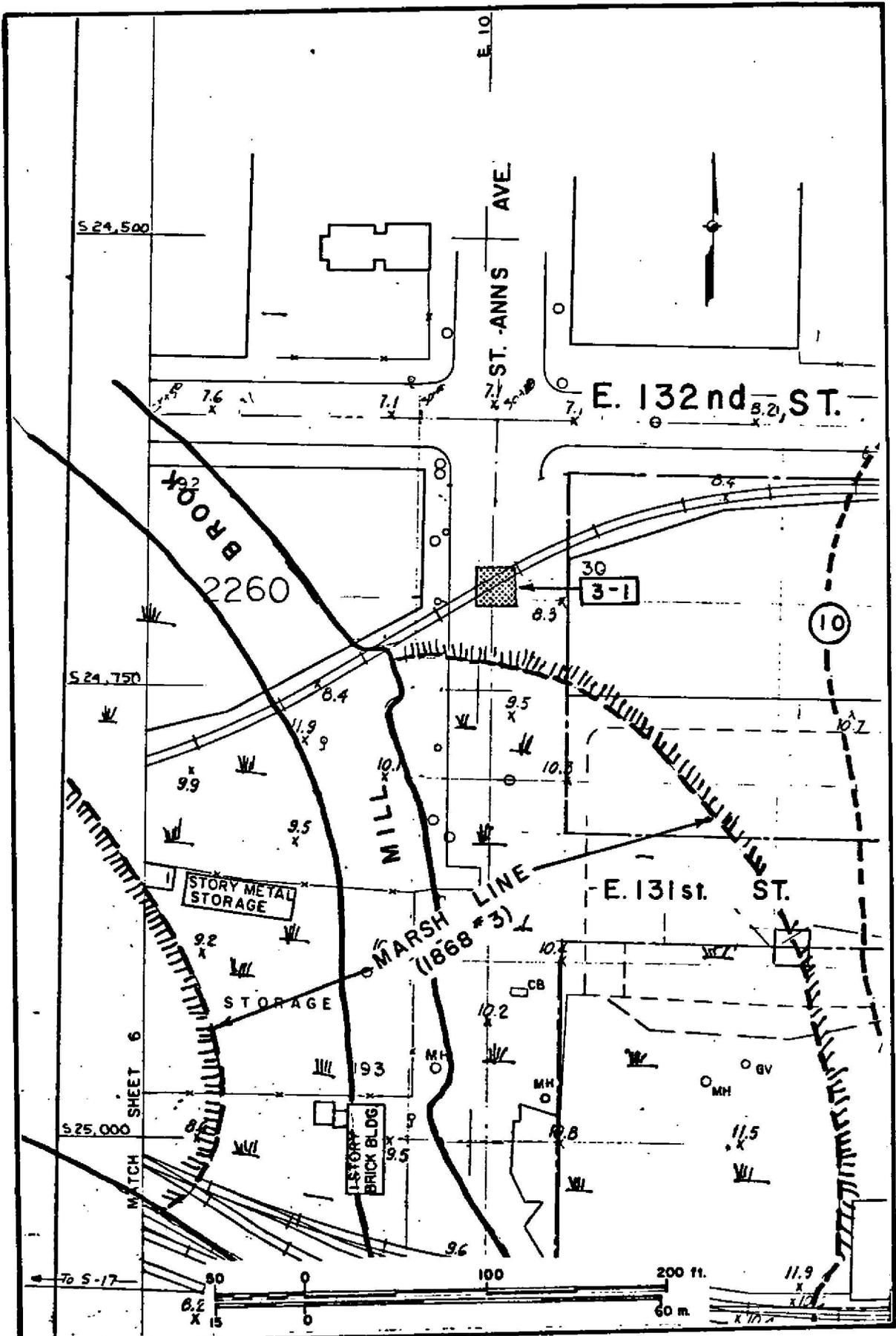
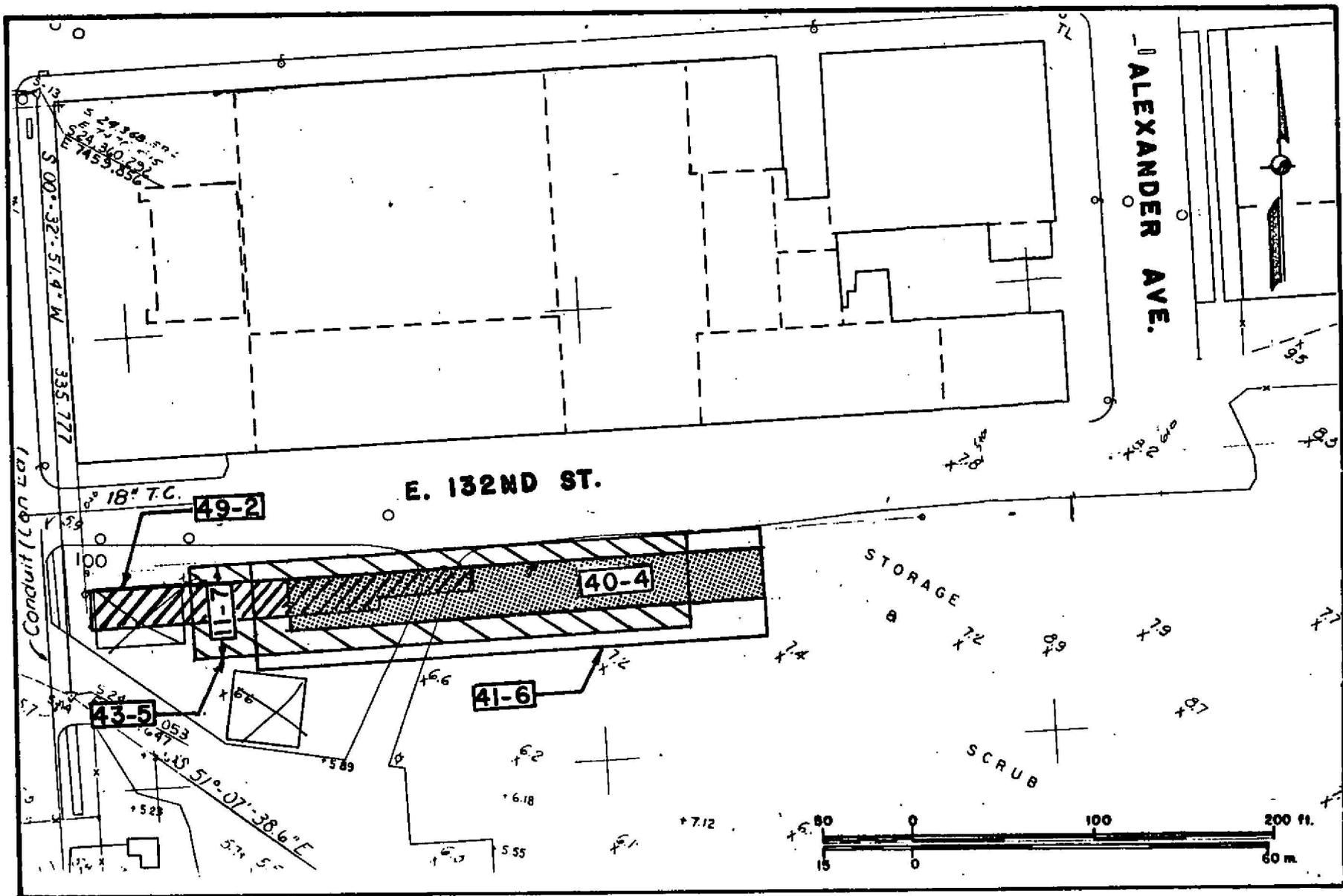


Figure 12.

Figure 15



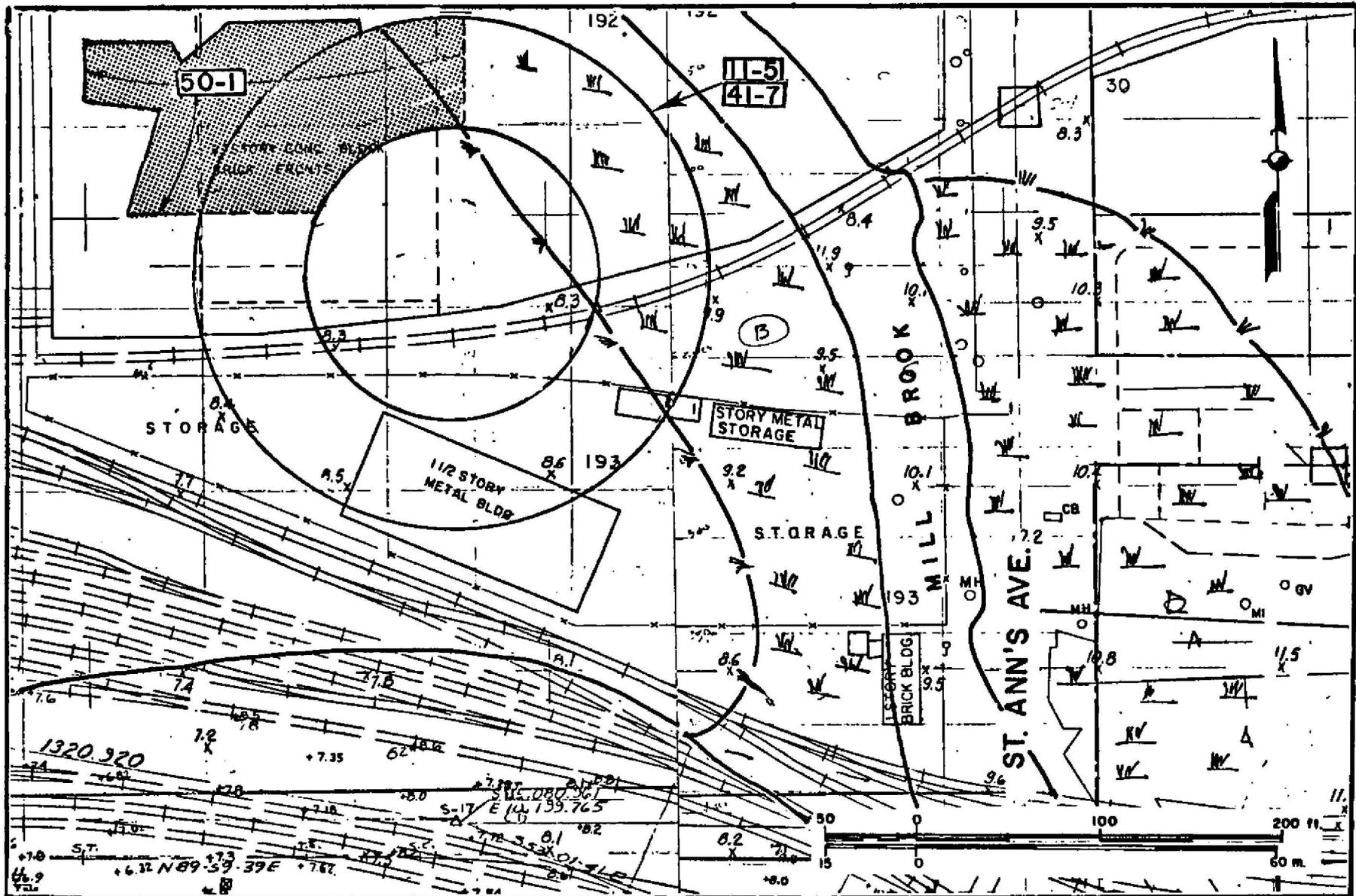


Figure 17

TEXTURE KEY

EXCAVATED TERRAIN -----



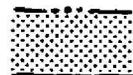
FILL MATERIAL (PROFILES) -----



ORIGINAL SOILS -----



RANACHOUA SITE (ENCLOSURE A) -----

LAND OUTSIDE OF EXCATED ZONES
(ENCLOSURES A & B) -----

MARSH (HISTORIC ERA) -----



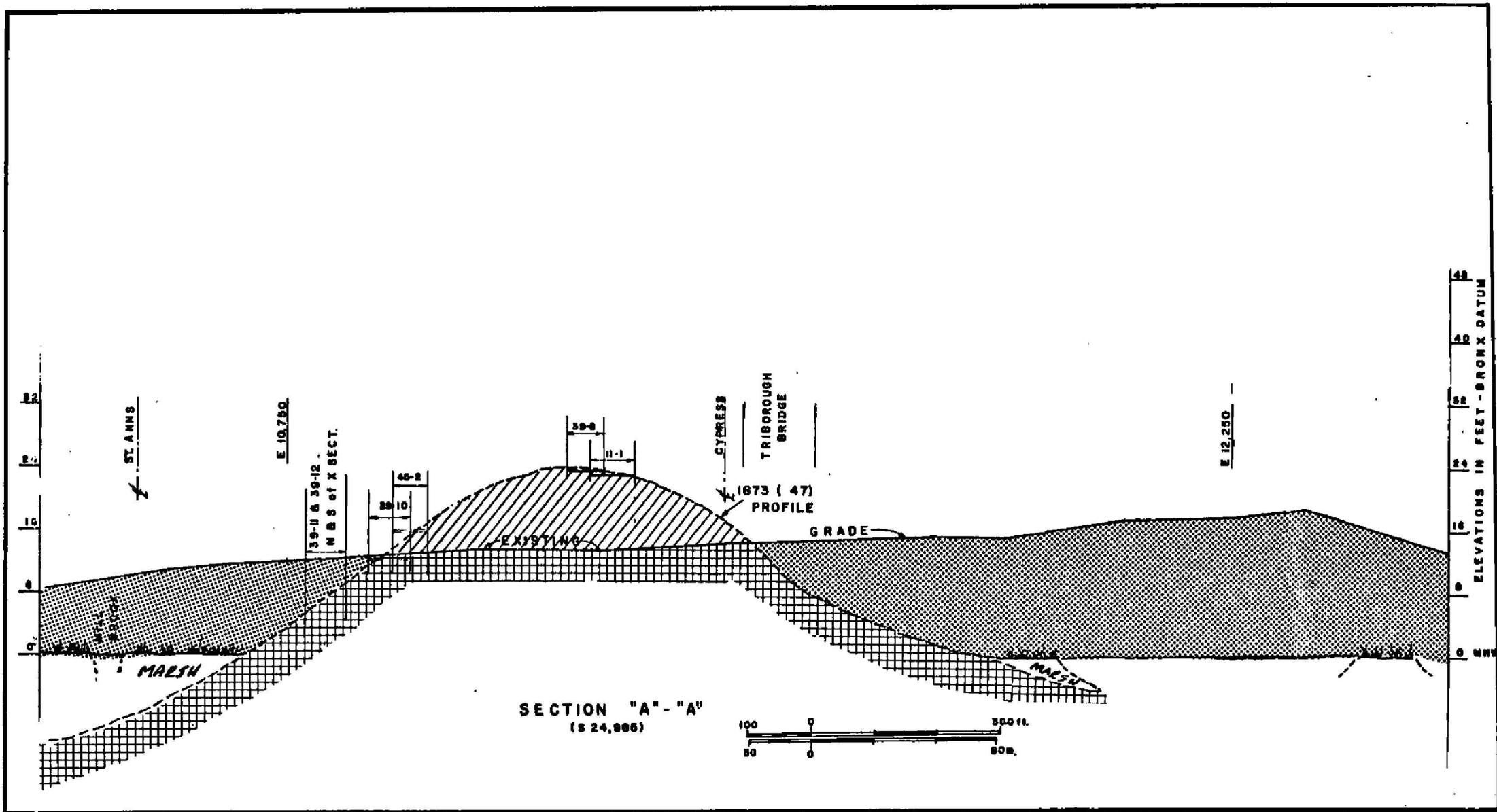


Figure 19

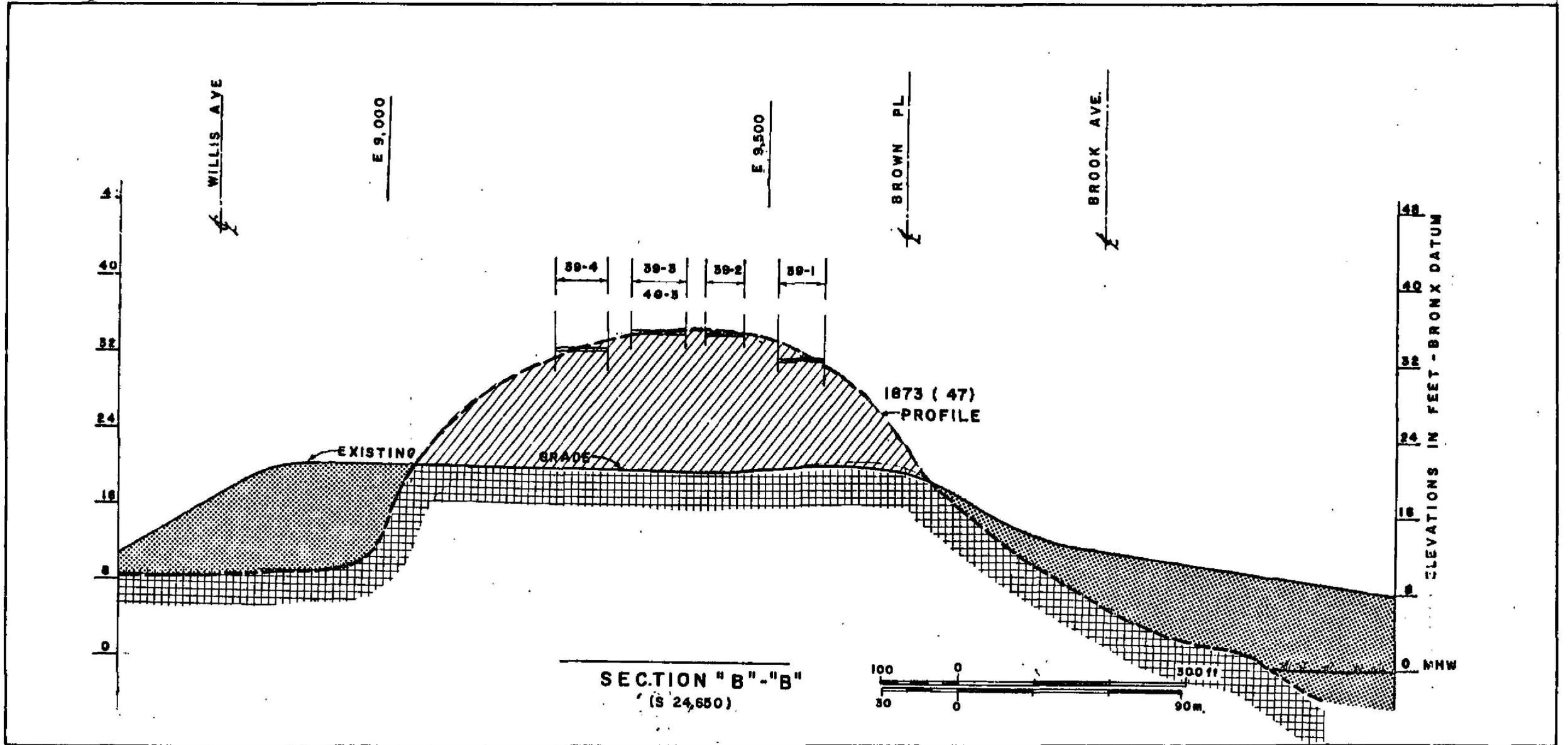


Figure 20

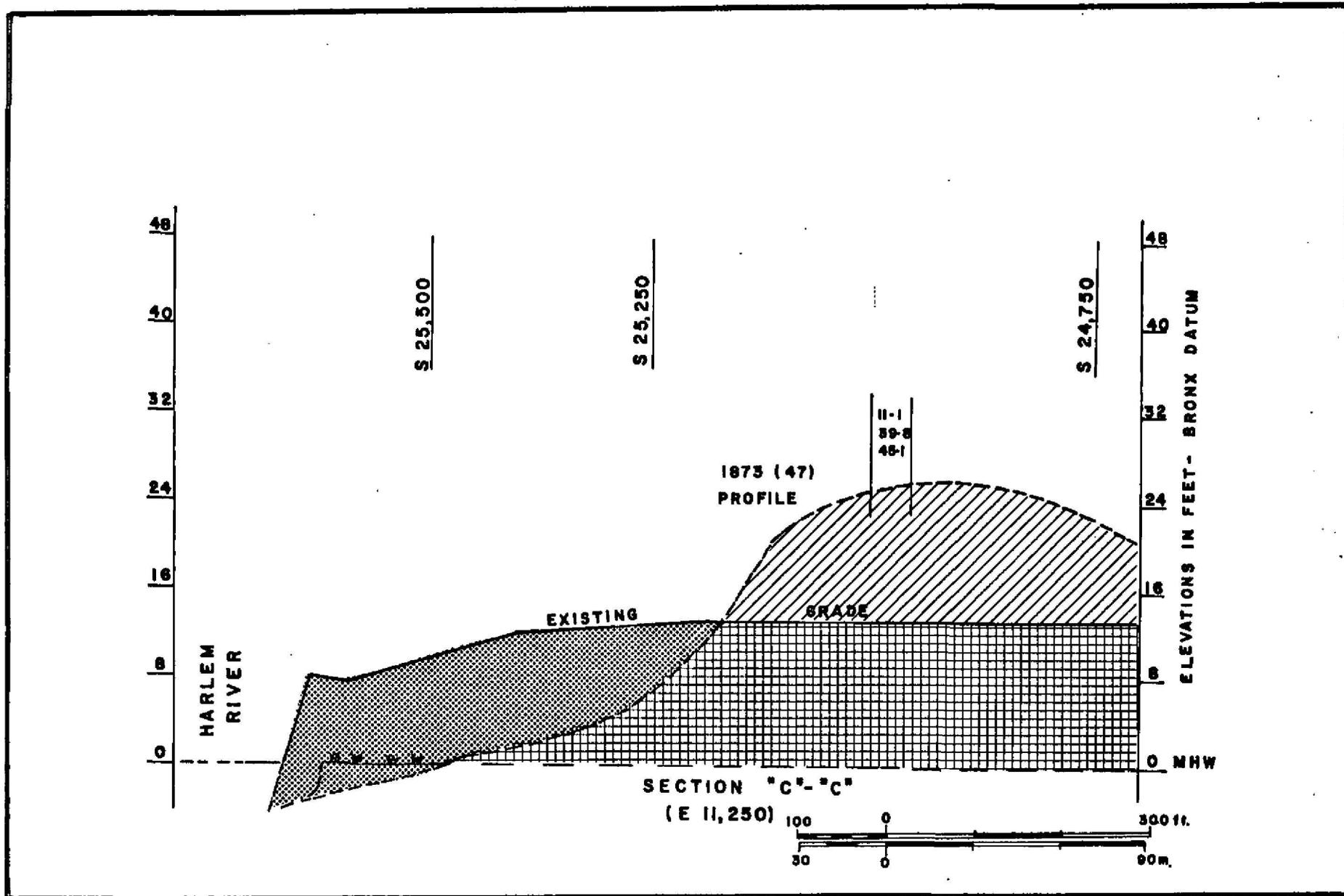


Figure 21

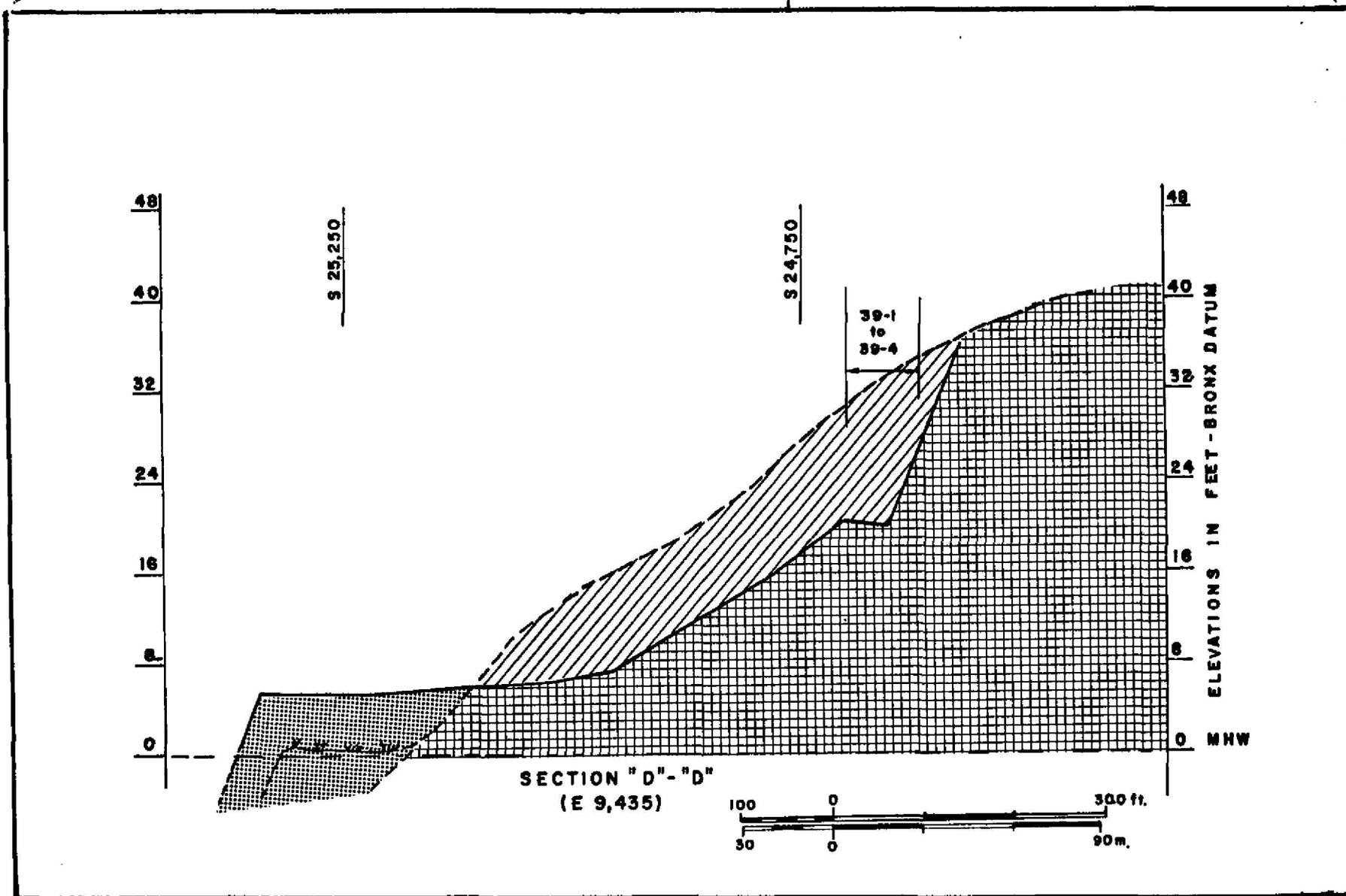


Figure 22

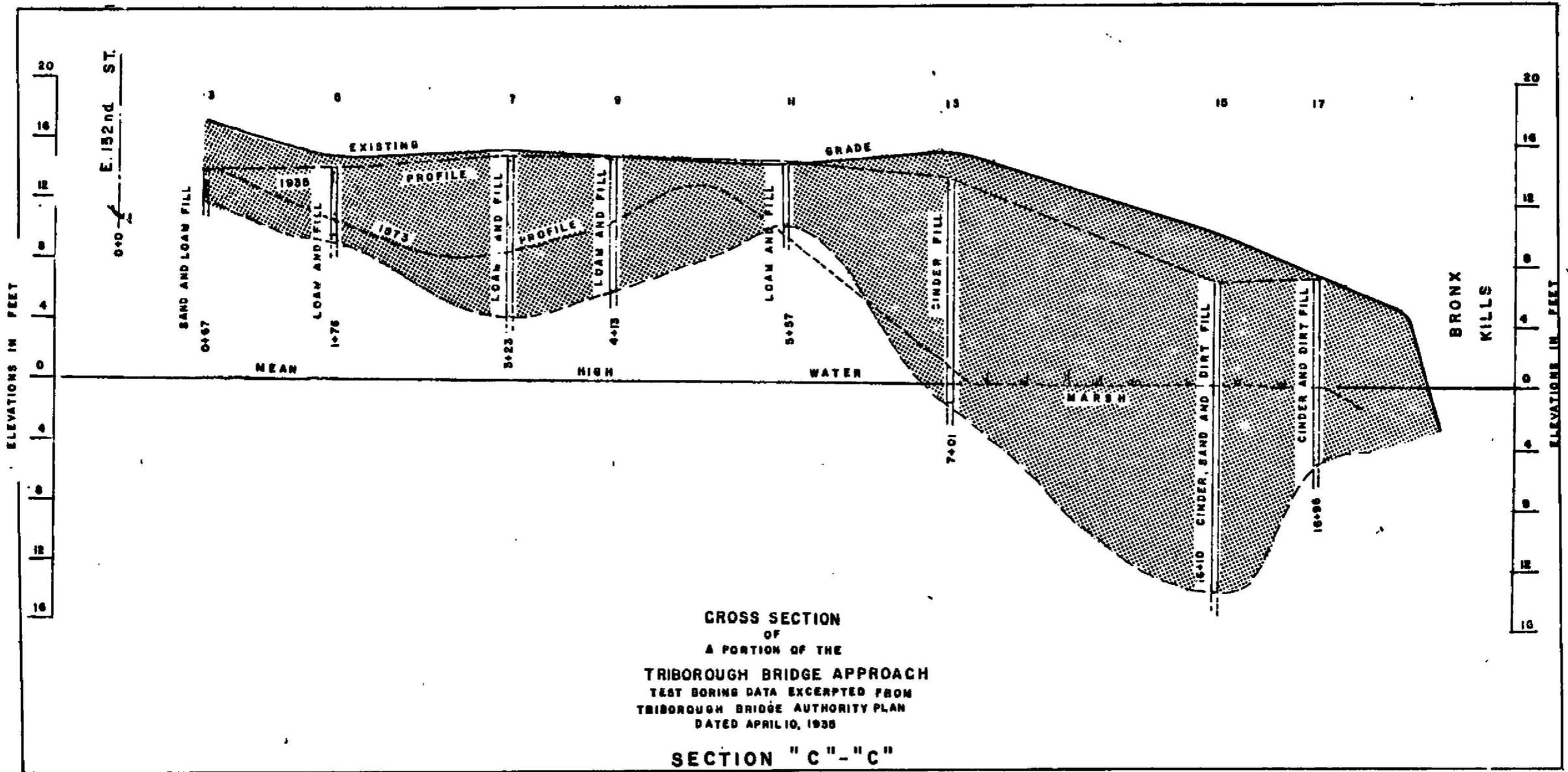


Figure 23

APPENDIX A: ACKNOWLEDGEMENTS

Elizabeth Fuller
Westchester Co. Historical Society
Westchester Community College
Grasslands Rd.
Valhalla, N.Y.
914-592-4338

Nancy Henry
Museum of the American Indian - Heye Foundation
Library
9 Westchester Square
Bronx, N.Y.
212-283-2420

New York Historical Society - Staff
170 Central Park West
New York, N.Y.
212-873-3400

New York Public Library - Staff
Periodical and Map Rooms
42nd St. & 5th Aves.
New York, N.Y.
212-930-0587

Celia Orgel
Planning Division
U.S. Army Corps of Engineers (NANTL-E)
26 Federal Plaza
New York, N.Y. 10278
212-264-4662,3

Leonard Schneidt
Andrews & Clark, Inc.
49 West 37th St.
New York, N.Y.
212-869-7800

Main Library
S.U.N.Y. Stony Brook
Stony Brook, N.Y. 11794
516-246-5975

Victor Teglassi
N.Y.S. Dept. of Transportation
212-488-5911

Laura Tosi
Bronx Co. Historical Society
3309 Bainbridge Ave.
Bronx, N.Y. 10467
212-881-8900

APPENDIX B: INHERITANCE SEQUENCE OF MORRIS MANORLANDS

Colonel Lewis Morris (died c. 1691)



(Nephew) Lewis Morris (died 1746)



(Son) Lewis Morris (died 1762)



Richard Morris

(Son) Lewis Morris

Gouverneur Morris

Isabelle Graham Morris

Catherine (Dutchess of Gordon) Morris

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ARCHIVAL RESEARCH DRAFT

of a

PHASE IA

CULTURAL RESOURCE SURVEY

for the

HARLEM RIVER YARD

OAK PT. LINK STUDY - FULL FREIGHT ACCESS PROGRAM

in

the Bronx, N.Y.

for

Energy & Environmental Analysts, Inc.
55 Hilton Ave.
Garden City, N.Y. 11530

Prepared by:

Edward J. Johannemann
Laurie Schroeder

October 1982

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PART I: INTRODUCTION

The Harlem River Yard is part of the proposed Shore Route alternate of the Oak Pt. Link Full Freight Access Program, the South Bronx. (Figure 1) This particular railroad yard is bounded by E. 132nd St. on the north, the Harlem River and Bronx Kill on the south and Lincoln Ave. on the west; its easterly boundary lies between Walnut and Locust Aves. (U.S.C.G. and N.Y.S.D.O.T. 1982: Project Location Map)

A Phase IA cultural resource survey is being performed for this area in order to determine the existence or non-existence of aboriginal and historic sites through archival research, an in-field reconnaissance and, possibly, subsurface testing. This document is an in-progress summary of the data so far collected during the documentary research.

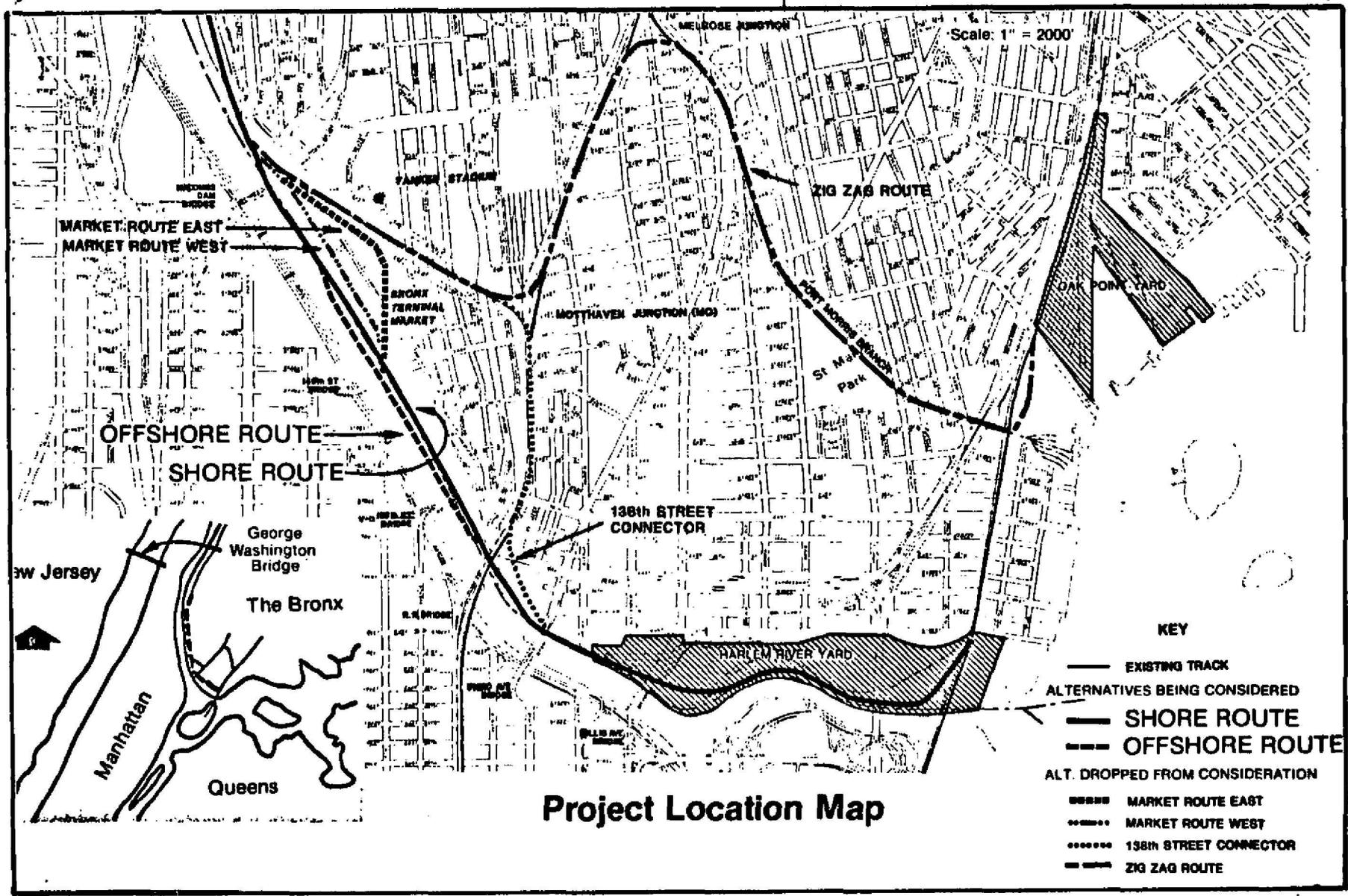


Figure 1. Harlem River Yard indicated by cross-hatching. (USCG & NYSDOT 1982)

PART II: ARCHIVAL DOCUMENTATION

Introduction

Federal, state, county, municipal and private institutions were consulted for archival documentation relative to the Harlem River Yard and its potential cultural resources. (See Appendix A: Acknowledgements) Our research strategy emphasized the perusal of historic maps and atlases with support documentation from literary sources.

Aboriginal Cultural Resources

The majority of references to aboriginal sites derived from various publications of Reginald Pelham Bolton who undertook many archaeological explorations within the metropolitan area during the first half of the twentieth century. He summarized "Ranachqua" or "Morrisania" (within which the railroad yard exists) thus:

"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." (Bolton 1922:104-5)

The "Ranachqua" site is mentioned by Bolton in various publications of 1920, 1922 and 1934. Bolton himself, in association with William Louis Calver (1920:303 and 1922:106), investigated this site. Within his varied publications, he mentioned the following types of features: fireplaces, shell-pits with pottery (1920:303), fire-pits, native interments, shell beds (1922:106), food pits and Indian implements (1934:137).

A map showing the general area of the aboriginal site was provided within his 1922 publication (Map VIIC, #6). It appears to straddle E. 131st St. extending east and west of Cypress Ave. (Figure 2) Verbal descriptions of the location included:

"around the knoll on which the mansion of Gouverneur Morris stood at 132nd St., near Cypress Ave." (1922:106),

"132nd St. near Cypress Ave." (1922:106),

"131st St. and Cypress Ave." (1922:222) and

"at Cypress Ave. near 131st St." (1934:137)

Unfortunately, both the map and literary references hardly pinpoint the site location.

Attempts were made to locate site manuscripts of Bolton and Calver at the New York Historical Society, the Museum of the American Indian, Heye Foundation and the Bronx Co. Historical Society. In all three instances, however, the research librarians knew of no such documents within their collections.

One other source of early 20th century archaeological documentation was checked: Parker 1920:Plate 147. No aboriginal sites were noted within the project area. (Figure 3)

Historic Cultural Resources

The Jonas Bronck Farmlands

In 1639, Jonas Bronck purchased 500 acres from Kanachqua, or Ranaque, and Taekamuck (Indian chiefs of the Reckgawawanc) lying between the Great Kill (the Harlem River) and the Ahquahung (the Bronx Kill). (Scharf, Vol. I 1886:769 and Bolton

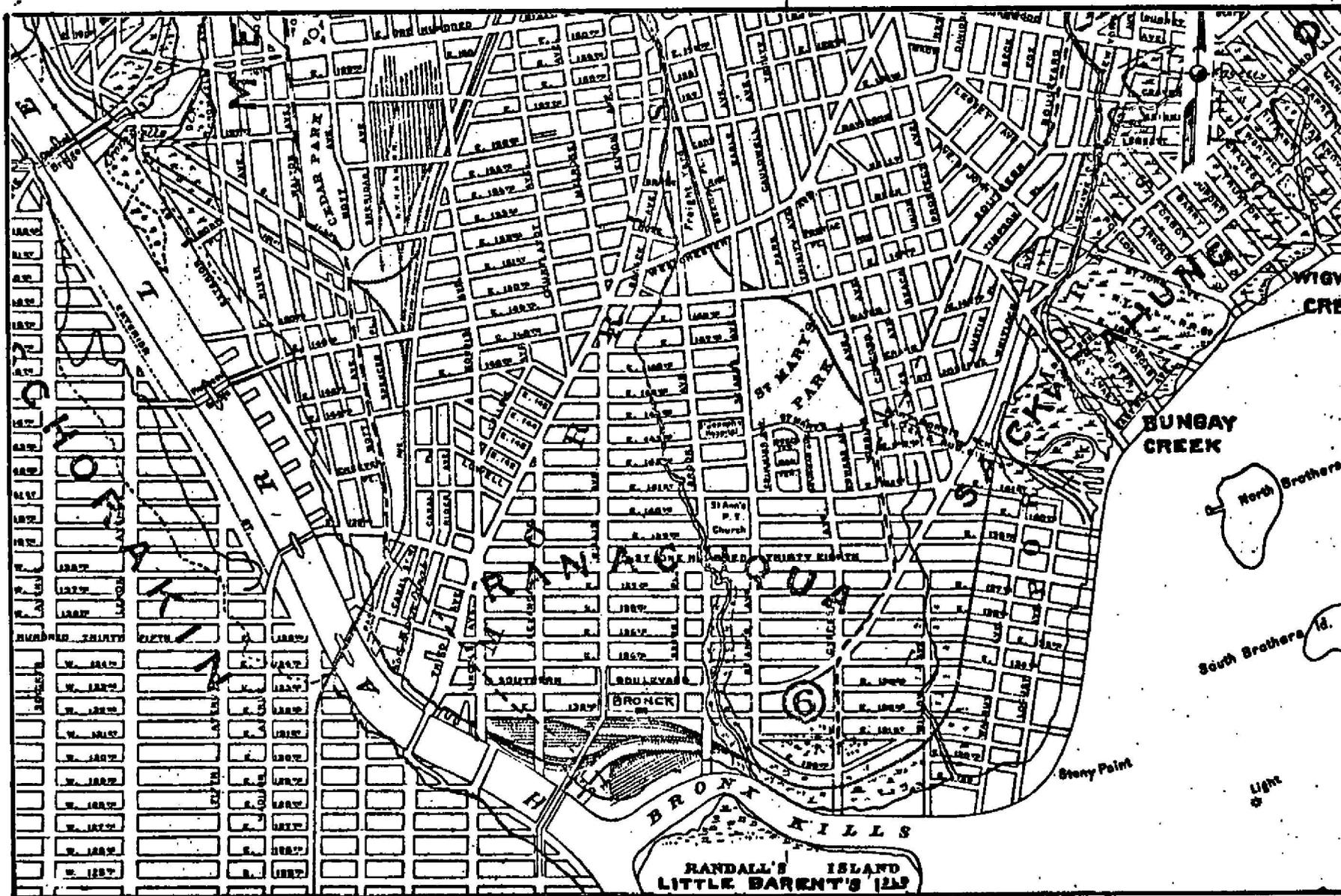


Figure 2. The "Ranachqua" site is indicated by the #6 and a pattern of dots. (Bolton 1922: Map VIIC)



Figure 3. Aboriginal sites within Bronx Co. (Parker 1920; Plate 147)

1920:303) According to Jenkins, "the bounds of Brouncksland are hard to determine. The northern line probably did not extend beyond 150th St. To the east, the land extended to Bunday Creek; and to the south, to the Harlem River and Bronx Kills." (1912:29; Figure 4)

Within this parcel, Bronck established "Emmaus", a farming complex consisting of a tile-roofed stone house, a barn, a tobacco house and two barracks. (Scharf, Vol. I 1886:769 and Wilson, Vol. I 1892:225) Comfort explains that "Bronck may have imported bricks from Holland with which to build his home...as the Dutch word for stone - steen - is always ambiguous unless accompanied by some words of description." (1906:6) He adds that the tile roof may have been used as a "safeguard against the flaming arrows of the Indians." (Ibid.)

In fact, according to The Bronx and Its People, A History, 1609-1927, "Bronck had barely taken up his residence at Emmaus before the Indian Wars broke out, which lasted with intervals for three years, during which the Weckquaesgeeks destroyed all the bouweries and houses in that section as well as in others." (1927, Vol. I:97) This same source purports that Bronck's house was burnt during these wars (Ibid.:126), but Comfort relates that "in the year 1642 Jonas Bronck's house was chosen as the place for the signing of the treaty of peace with the Indians, which unfortunately did not last long..." (1906:7)

The location of the Bronck house west of Mill Creek is shown on various early maps:

-the 1639 Dutch Manus Map (Condit 1980:11),

-the Bronx at the end of the Dutch period (Jenkins 1912:44), and

-the Map of Brounckslan (Jenkins 1912:64) on file at the Office of the Secretary of State at Albany. (Scharf, Vol. I 1886:769; Figure 5)

Jenkins (1912:28) speculated that it was "situated not far from the present Harlem River station of the N.Y., New Haven, and Hartford Railroad, at Lincoln Ave. and E. 132nd St."

Reginald Pelham Bolton, with William Louis Calver, believed that Bronck's house was located just east of the Willis Ave. Bridge, an area now covered by the N.Y., New Haven & Hartford Railroad Yard, "the situation of which was disclosed in the discovery...of a stone vault containing much household debris of very early character." (Bolton 1922:108) The extraction of artifacts is confirmed by Calver (1950:256-257):

"At the Bronck house site in Morrisania, a very pretty design was found on a fragment of cream-colored Queensware. It has a waved edge, partly crinkled, alternating with a conventional double leaf moulding. At the same home site many parts of the same ware were found in the form of bowls, dishes, soup and dinner plates, all being without any color. Several good plates have been reconstructed out of the debris, showing the conventional leaf moulding on the edge, and interesting variations in glaze and color."

The Morris Manorlands

"Bronckslan" was conveyed to Richard Morris (merchant of New York) and Lewis Morris (merchant of Barbados) on August 10, 1670. (Jenkins 1912:63) However, only Richard (with his wife) took up residence there. Lewis did not arrive until 1673 (one year after the death of Richard and his wife) at a time when the Dutch had reoccupied New York. (Jenkins 1912:64)

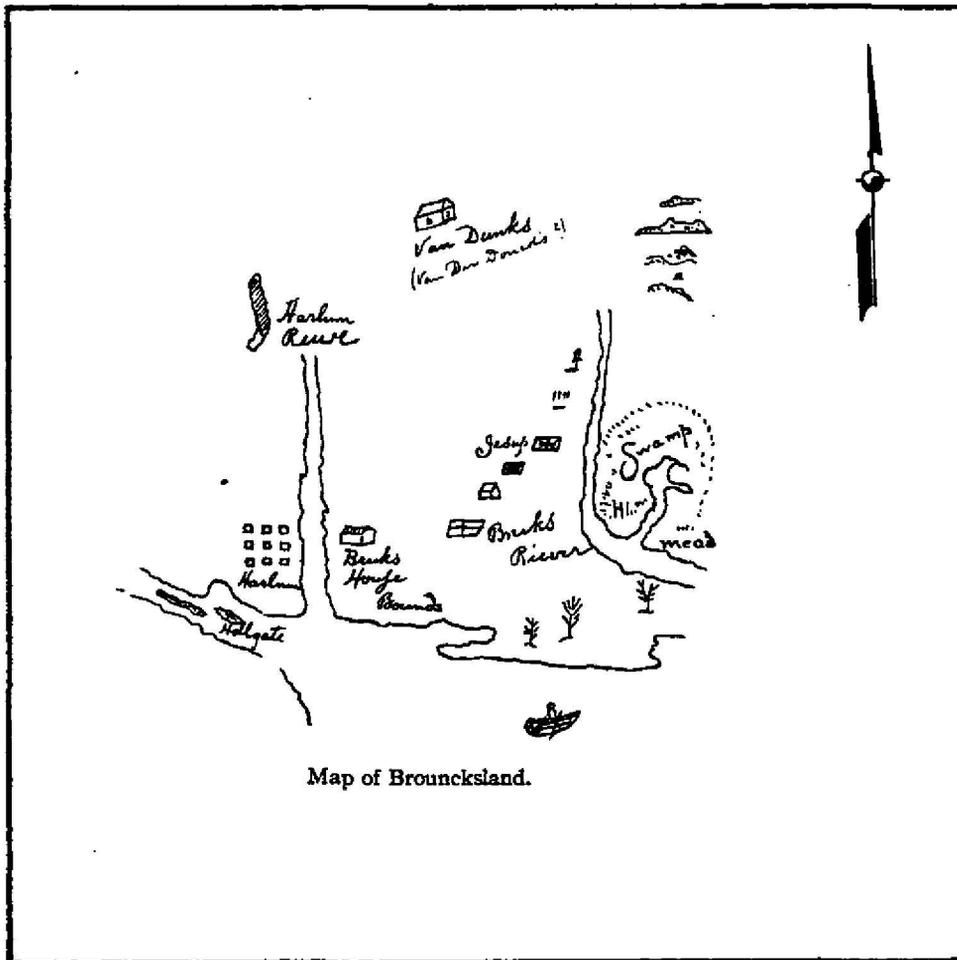


Figure 5. (Jenkins 1912:64)

(The 1675 boundaries of the Lewis Morris patent are shown in Figure 6).

According to Jenkins (1912:29), "the site of Bronk's house became that of Colonel Lewis Morris..." The existence of houses, barns and mills is attested by Morris's will of February 7, 1690. (Jenkins 1912:105)

Morris's estate passed to his nephew Lewis c. 1691 (Jenkins 1912:73) but another patent wasn't issued to his nephew for the Manor of Morrisania until May 8, 1697. (Jenkins 1912:74-75) (The 1697 boundaries of this patent are shown in Figure 7).

Upon Lewis's death in 1746 (Scharf, Vol. I 1886:826), the manorlands east of Mill Brook passed to his own son, Lewis, while the remainder of the estate (lying west of Mill Brook) passed to his wife, Isabelle Graham. (Jenkins 1912:358) Upon his wife's death, however, the whole of the estate passed to their son, making him lord over all the Morris manor. (Jenkins 1912:358)

Upon this Lewis's death in 1762, his son (Lewis) was willed that part of the estate east of Mill Brook while his own wife, Catherine (Dutchess of Gordon) received "the land upon which my house stands west of the mill brook." His other sons, Richard and Gouverneur Morris, were also willed portions of the estate. (Jenkins 1912:359)

That the Morris manorlands were utilized by both armies during the Revolution is well-documented:

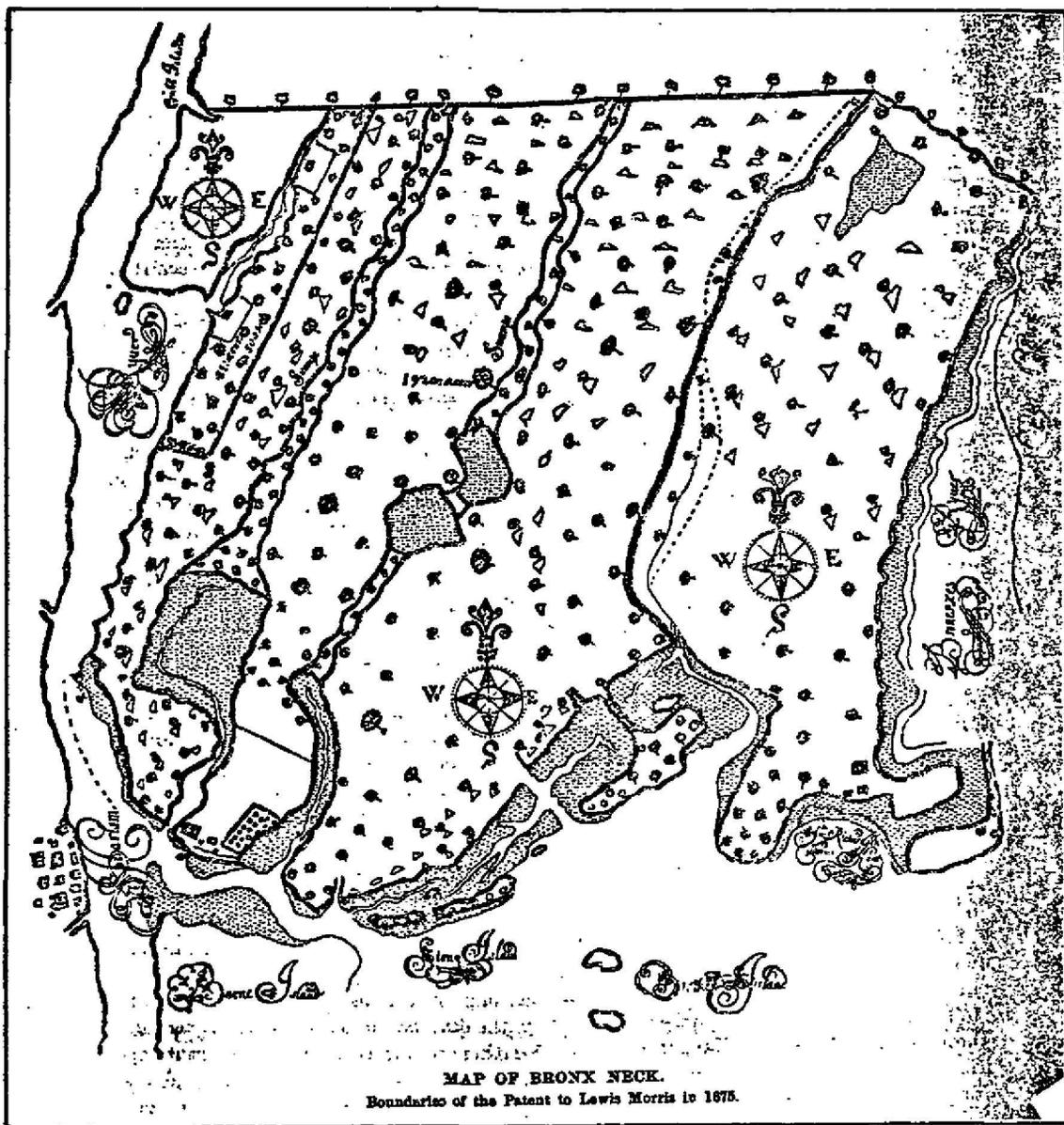


Figure 6. (Scharf, Vol. I 1886)

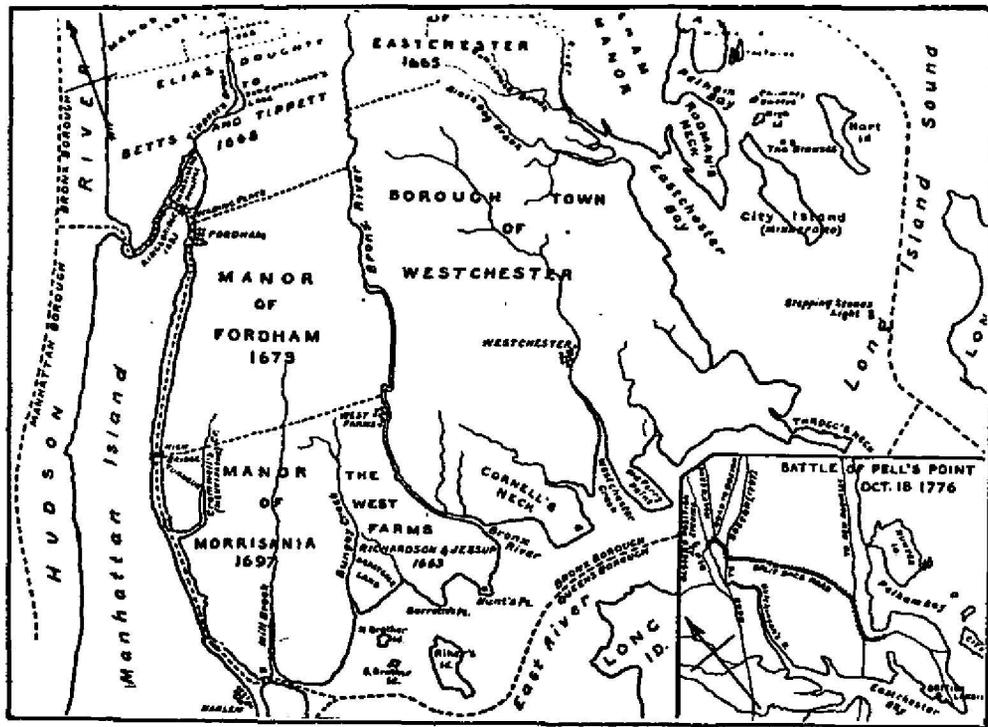


Figure 7. "At the end of the English Period." (Jenkins 1912:82)

"In Revolutionary days, the pickets of the two armies used to fire upon each other across the strait ...while the manor-house of Lewis Morris was at first occupied by an American outpost, and later, by a British one." (Jenkins 1912:365)

Evidently, changes in occupation were characteristic for the area, as explained in Historic New York (Vol. II, 1897:409):

"During the war of the Revolution, the county of Westchester, and particularly the lower towns (now forming the Borough of Bronx or Bronck's), was the prey of the foraging parties of both armies, as it lay directly between them and was permanently occupied by neither. Being common property to both parties, it was, therefore, called the "neutral ground."

A letter from Gouverneur Morris details one particular encampment upon the manorlands:

"Prior to the evacuation, indeed, ever since the preliminary articles of peace were signed, the Americans had been allowed access to the city, and many of the banished residents had presented claims to the British authorities for depredations upon their propertyFor instance, de Lancey's regiment had been stationed nearly two years upon the Morris estate, at Morrisania, which was within the British lines; seventy huts had been erected, the soil cultivated, timber had been cut from 470 acres of woodland for various purposes, and cattle and provisions had been taken whenever desired." (Lamb, Vol. II 1877:280)

Scharf (Vol. I, 1886:520) had this to add:

"It was the scene during the Revolution, of many daring exploits of Enoch Crosby, the noted spy."

The only clue to the location of the Lewis Morris manor house comes from William Louis Calver and Reginald Pelham Bolton (1950:241):

"The broken debris around old residences affords some indication of the taste, and perhaps of the means of their occupants....The wasteful or negligent habits of some families, or the recklessness of soldiers quartered in their homes were illustrated in the discovery of two stone vaults near Willis Ave., the Bronx, into which had been cast the debris of the one-time

homes of Jonas Bronck and of Lewis Morris, including whole bottles, cups and other vessels, some only slightly injured, and of a variety ranging from crude earthenware to high-priced black basalt of Wedgwood's manufacture. Those two dwellings are supposed to have been occupied by the contending forces...and confirmation of that occurrence is derived from the colonial character of all the wares that had been cast into their respective cesspits."

A clue to the outbuildings which existed on the Lewis Morris estate may lie in an 1816 survey done of the "Gouverneur Morris" lands. (Randel, Figure 8) Besides the mansion house, it shows a barn, dairy, spring house, garden house and vault; enclosed areas included a sheep pen, pig pen, garden and nursery; stone fences meandered throughout the property.

It is believed that this map actually represented the former structures of the Lewis Morris estate because the mansion house lies west of Mill Creek and the outbuildings north of the mansion house. Gouverneur Morris's mansion plots east of Mill Creek (as drawn on numerous 19th century atlases) and his outbuildings were located almost due west of his mansion. Perhaps when the manorlands west of Mill Creek were inherited by Gouverneur, he had the existing mansion and outbuildings plotted, and the surveyor, William Randel, referred to them as "belonging to the Honorable Gouverneur Morris".

Gouverneur Morris constructed his own residence on the east side of Mill Creek. However, its date of construction varies: 1789 (Comfort 1906:33), 1798 (Comfort 1901:4 and Jenkins 1912:363) and 1800 (Lamb, Vol. II 1877:280) It should be noted that the earliest map (Sidney and Neff 1851) showing the Gouverneur Morris mansion and (four) outbuildings also

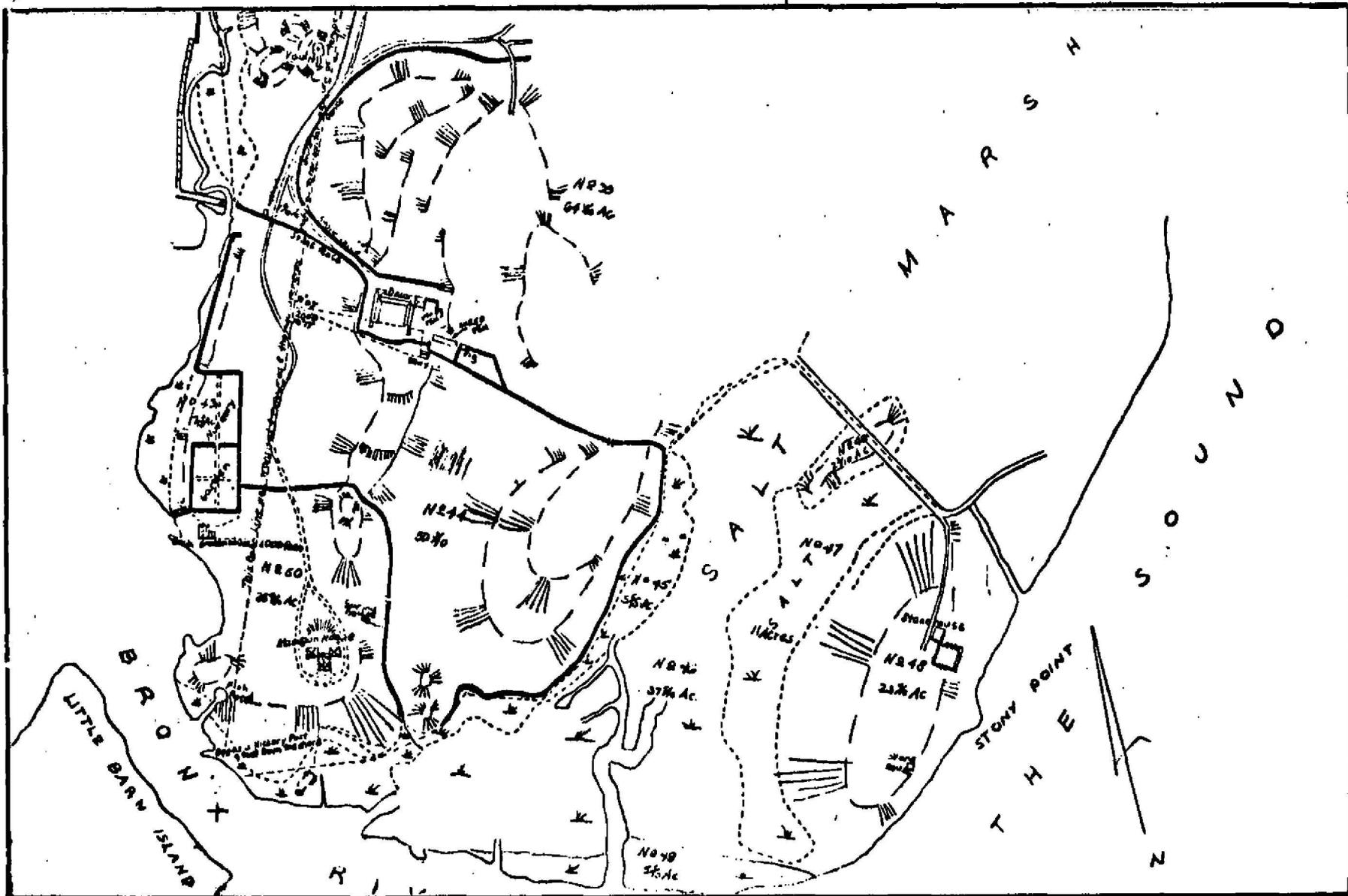


Figure 8. 1816 Randel survey map of land "belonging to the Honorable Gouverneur Morris." (64% reduction of 1"=400' scale)

shows one "Col. Morris Mansion" and the probable "Col. Morris" barn on the west side of Mill Creek.

Gouverneur Morris's mansion stood on a knoll (Jenkins 1912:106) and was modelled after a celebrated French chateau. (Comfort 1901:4, Ibid. 1906:33, Lamb, Vol. II 1877:280) "The rooms were large and lofty and upon the floors were the marks made by Morris's wooden leg." (Jenkins 1912:364) Indeed, "it has been aptly stated that in every one of the thirty-two rooms you can swing a cat without injuring in the least either the walls or the cat." (Comfort 1906:33) Comfort described the halls as spacious and the staircases as massive, while the walls of the mansion were two feet thick! And in a letter written by Gouverneur Morris himself, he describes the terraced roof as being 130" long! (However, none of the historic maps indicate a structure of this dimension).

Jenkins (1912:364) says that many additions were made by Gouverneur's successors.

Eight atlases showed the location of the manor house between E. 130th and E. 131st Sts. between St. Ann's Ave. and Cypress Ave. (sometimes labeled Trinity Ave.). According to the map keys, it was constructed of brick or stone.

Construction for the Harlem River Branch of the New York, New Haven and Hartford Railroad began in the spring of 1872 "by filling in the bulkhead at the Harlem River...Blasting had to be done on the Morris Estate where rock of lava-like appearance was found, and seams and colors of the same in fine curves, angles, etc." (Scharf, Vol. I 1886:480) Consequently,

Comfort described the area thus:

"The dusty noisy New Haven railroad cuts directly between the old mansion and the river, while the ever busy elevated railroad thunders close by." (1901: 4)

About 1891, however, the mansion "was demolished by the New York, New Haven and Hartford Railroad in making improvements for the Suburban branch along the Harlem River and Bronx Kills." (Jenkins 1912:360) According to Jenkins, "some weak efforts were made at one time to preserve the house as a museum and the grounds in which it was situated as a public park." (1912: 364)

Christ's Park and Hotel

In 1872, this complex included an amusement park, picnic grove and dance pavilion. (McNamara 1978:306) On the Ferris and Browne 1873 map, "Christ's Park and Hotel" consisted of a hotel, rifle alley, platform and five other unidentified buildings. On the 1882 Bromley and Co. map, only an unnamed hotel remains. Both the 1873 and 1882 maps show the hotel between E. 131st and E. 132nd Sts. between Willis and Brown Aves.

According to McNamara (1978:306) and Jenkins (1912:360), the hotel was the old Lewis manor house. This theory is supported by the 1866 E. Robinson map which labeled the structure "The Old Mansion".

McNamara believes that the hotel was run between 1870 and 1890 (1978:306). However, on the 1887 E. Robinson and R.H. Pidgeon map, it is shown as "Baur's Union Park". In the 1890's it was known as Brommer's Park; during the first quarter of the 20th century, it was called Harvey's Hill or Scratch Park (for the derelicts that "lounged" there); in 1978, it became

Pulaski Park. (1978:367)

The Harlem River Depot or Station

This frame building was located south of E. 132nd St. between Lincoln and Alexander Aves. on the 1882 G.W. Bromley and Co. map and the 1887 E. Robinson and R.H. Pidgeon map. It is similarly located on the 1893 George W. and Walter S. Bromley map but is unlabeled. And, according to the 1900 George W. and Walter S. Bromley map, this building was converted into a "freight house".

On the 1893 Bromley map, the "Harlem River Station" appears between E. 131st and E. 132nd Sts. between Willis and Brown Aves. A similar location for the station is also indicated on the 1900 Bromley map on which the old building was relabeled "freight house".

The Harlem River Round or Engine House

This semi-circular, brick building is shown south of E. 132nd St. between Alexander and Willis Aves. on the 1882 G.W. Bromley and Co. map and the 1887 E. Robinson and R.H. Pidgeon maps. However, no such structure is indicated within this block on the 1893 George W. and Walter S. Bromley map. A circular building of brick does, however, appear between E. 131st and E. 132nd Sts. between Brook and Gouverneur (St. Ann's) Aves. A change in location is possible since the Harlem River Station also changed locations as indicated on this same map.

The 1900 Bromley map also shows a circular brick structure at this new location. However, the 1923 Bromley map only shows

one-fourth of the circular building (or what would appear to be the northeast portion). It is, however, still labeled "Engine House".

Willis Ave. Bridge

Bridge construction began on December 4th, 1897 and the bridge was opened to traffic on August 22nd, 1901. (Jenkins 1912:206)

Railway Express Agency Inc.

This brick building was located between E. 130th St. and E. 132nd St. between St. Ann's and Cypress Aves. as shown on the 1942 Atlas of the City of New York, Borough of the Bronx. The Railway Express Agency transported packages and light mixed freight via passenger-type trains. (Condit 1980:301)

TABLE I: HISTORIC STRUCTURE LOCATIONS

Use this table in conjunction with Figures 9-14.

Ref.#: Indicates the map reference from which the structure was plotted (see Bibliography) and the plotting sequence.

Date: Map reference.

Identity: Name or use taken from map or map key.

Type: Structural material and/or type taken from map key.

Plotted: Some structures were not plotted due to a shortage of time; all structures will, however, be eventually plotted.

Comments: Additional data.

(turn page)

<u>Ref. #</u>	<u>Date</u>	<u>Identity</u>	<u>Type</u>	<u>Plotted</u>	<u>Comments</u>
3-1	1868	none	not noted	yes	G. Morris outbuilding
3-2	1868	"Gouverneur Morris Res."	not noted	yes	
3-3	1868	none	not noted	yes	G. Morris outbuilding
3-4	1868	none	not noted	yes	G. Morris outbuilding
3-5	1868	none	not noted	yes	G. Morris outbuilding
3-6	1868	none	not noted	yes	G. Morris outbuilding
3-7	1868	none	not noted	yes	G. Morris outbuilding
11-1	1900	G. Morris mansion	brick	yes	
11-2	1900	stable or shed	wood	no	G. Morris outbuilding
11-3	1900	stable or shed	wood	no	G. Morris outbuilding
11-4	1900	none	wood	no	G. Morris outbuilding
11-5	1900	engine house		no	
11-6	1900	"Harlem River Station"	brick	no	
11-7	1900	"Freight House"		no	
39-1	1873	none		yes	Part of Christ's Park
39-2	1873	none		yes	Part of Christ's Park
39-3	1873	"Hotel"		yes	Part of Christ's Park
39-4	1873	none		yes	Part of Christ's Park & adjacent to "Platform"
39-5	1873	"Rifle Alley"		yes	Part of Christ's Park
39-6	1873	none	brick or stone w/frame extensions	yes	
39-7	1873	none	frame	yes	
39-8	1873	G. Morris mansion	brick or stone w/frame extensions	yes	
39-9	1873	none	brick or stone & frame	yes	G. Morris outbuilding
39-10	1873	"Carriage House"	frame	yes	G. Morris outbuilding
39-11	1873	none	frame	yes	G. Morris outbuilding
39-12	1873	none		yes	G. Morris outbuilding
39-13	1873	none	frame	no	G. Morris outbuilding
40-1	1882	"Mary F. Davenport"	brick or stone	yes	Previously, G. Morris mansion
40-2	1882	"Margaret R. Morris"	frame	yes	Previously, G. Morris outbuilding
40-3	1882	"Hotel"	frame	yes	Previously, L. Morris mansion
40-4	1882	"Harlem River Depot"	frame	no	
40-5	1882	"Round House"	brick	no	

<u>Ref. #</u>	<u>Date</u>	<u>Identity</u>	<u>Type</u>	<u>Plotted</u>	<u>Comments</u>
41-1	1893	"Harlem River Station"	brick	yes	
41-2	1893	"Offices"		yes	
41-3	1893	none		no	Previously, Harlem River Station
41-4	1893	G. Morris mansion	brick	yes	
41-5	1893	stable or shed		yes	G. Morris outbuilding
41-6	1893	stable or shed		no	G. Morris outbuilding
43-1	1887	G. Morris mansion	brick or stone	yes	
43-2	1887	stable or shed		yes	G. Morris outbuilding
43-3	1887	stable or shed		yes	G. Morris outbuilding
43-4	1887	"Baur's Union Park"		no	Formerly part of Christ's Park
43-5	1887	"Harlem River Station"		no	
43-6	1887	"Engine House"	brick	no	
44-1	1866	"The Old Mansion"		yes	ie. L. Morris
45-1	1905	G. Morris mansion	brick	yes	
45-2	1905	stable or shed	frame	yes	G. Morris outbuilding
45-3	1905	stable or shed	frame	yes	G. Morris outbuilding
45-4	1905	stable or shed	frame	yes	G. Morris outbuilding
46-1	1900	G. Morris mansion		no	
46-2	1900	none	brick	no	G. Morris outbuilding
46-3	1900	stable or shed	frame	no	G. Morris outbuilding
46-4	1900	stable or shed	frame	no	G. Morris outbuilding
46-5	1900	"Hartford R.R. Depot"		no	
49-1	1942	"Railway Express Agency Inc."	brick	no	
49-2	1942	"Freight House"	brick	no	
50-1	1923	"Engine House"	brick	no	

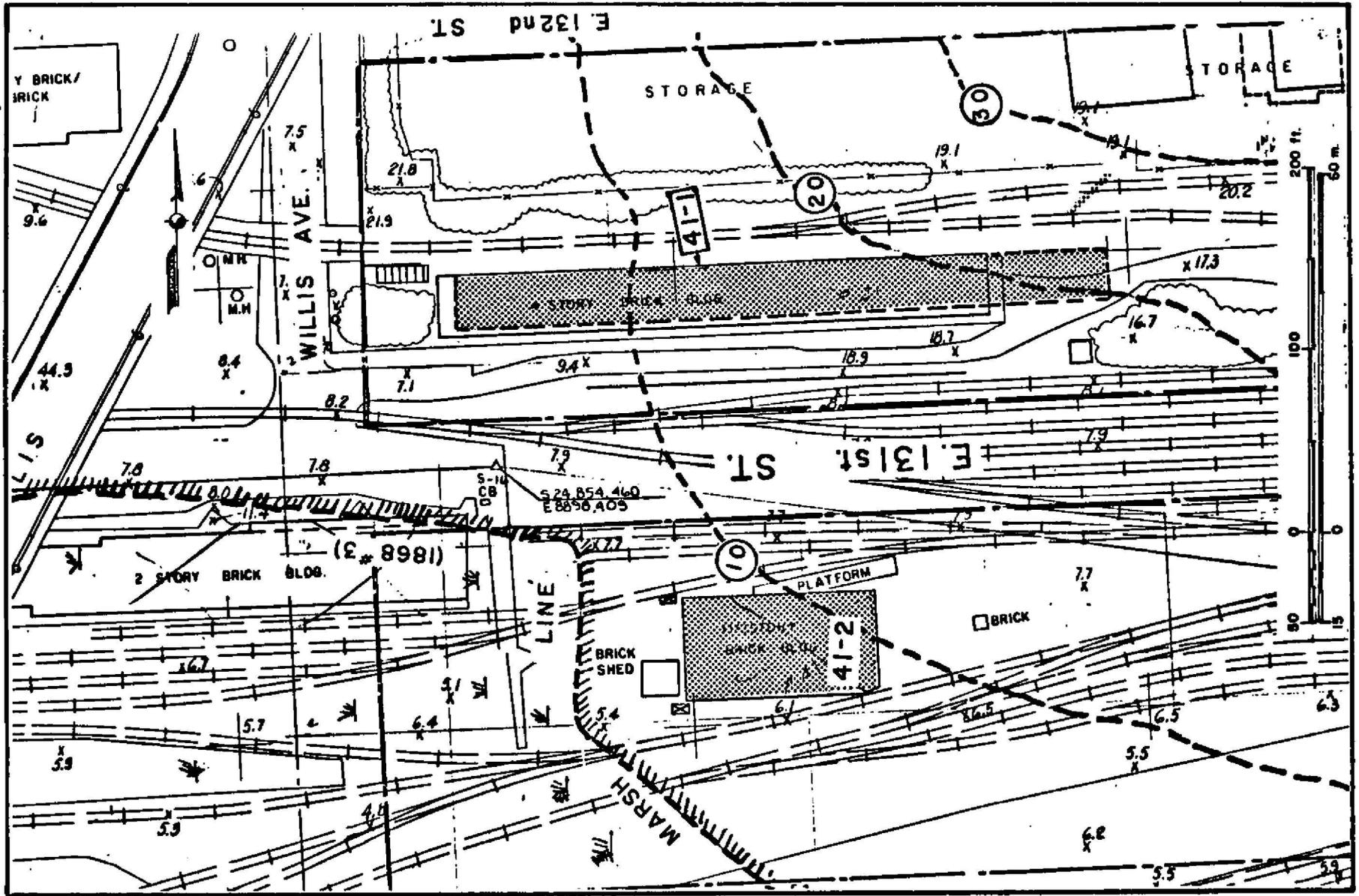


Figure 9.

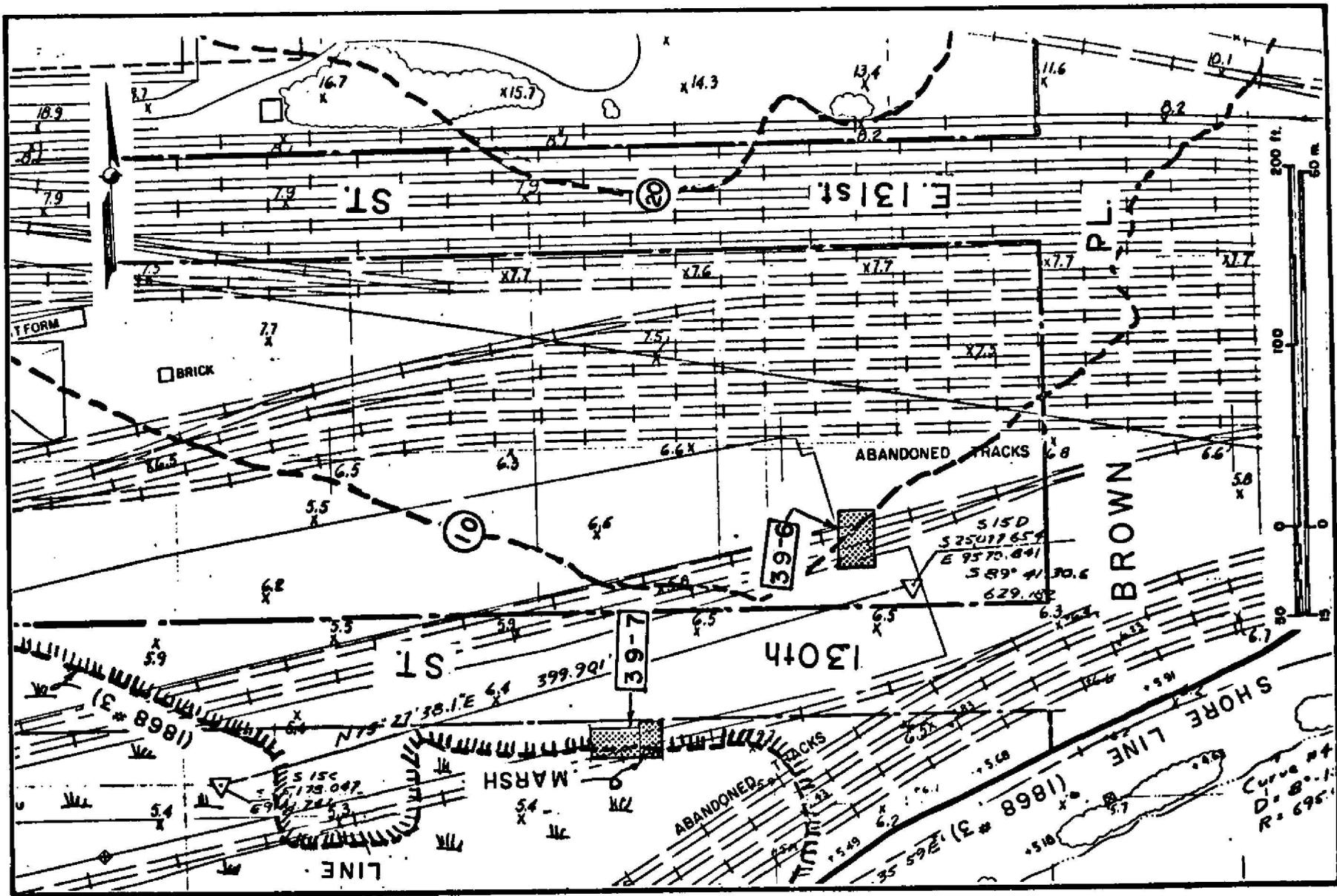


Figure 11.

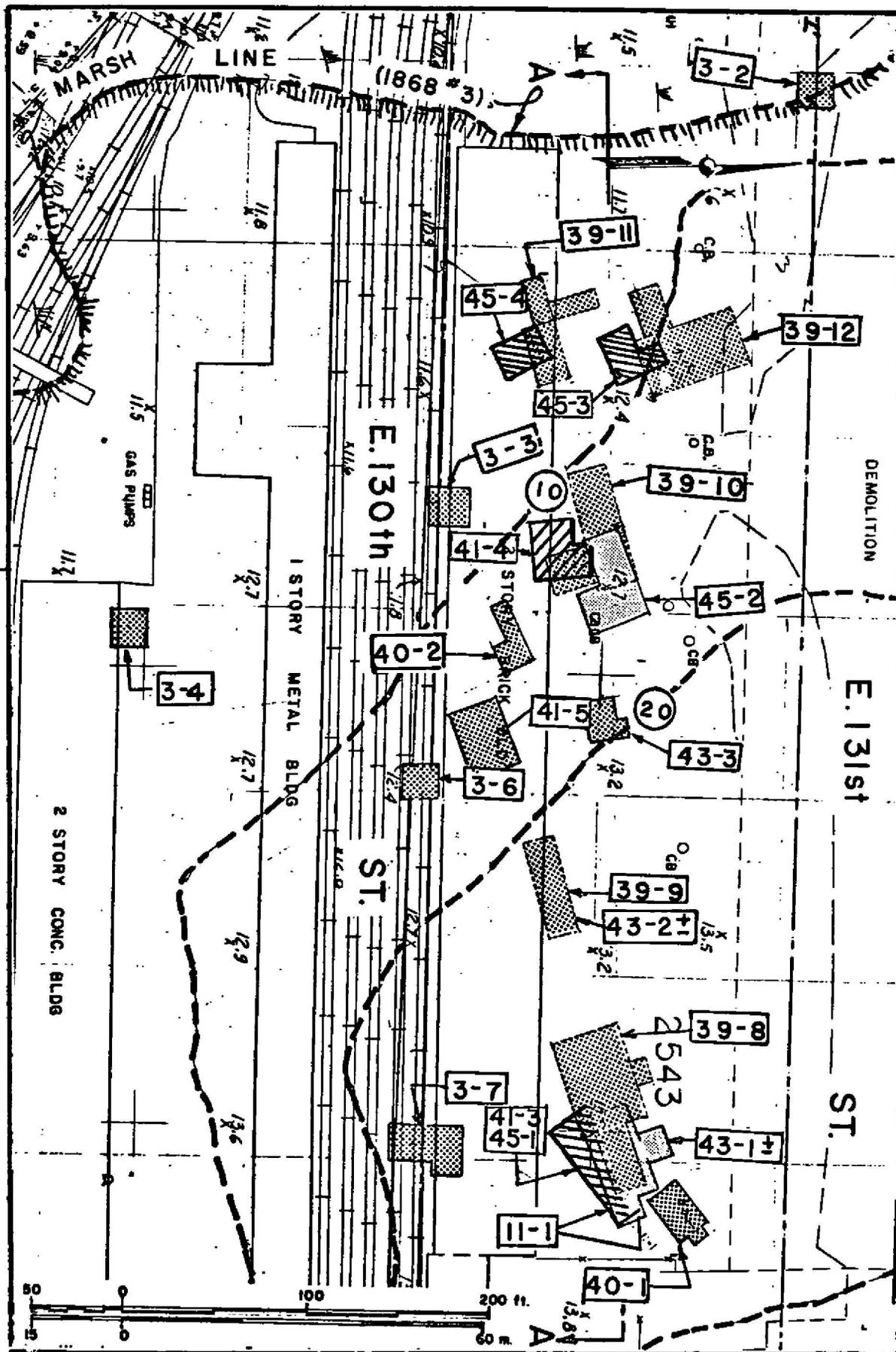
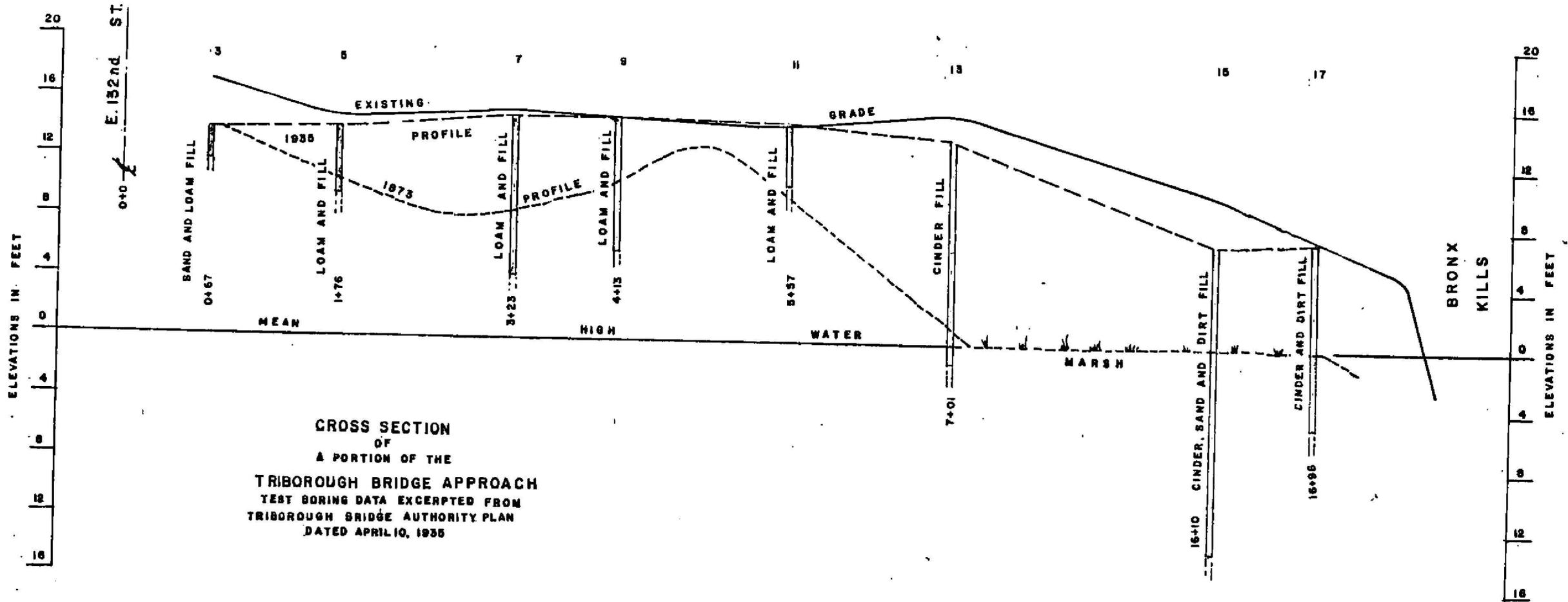


Figure 13.



CROSS SECTION
 OF
 A PORTION OF THE
TRIBOROUGH BRIDGE APPROACH
 TEST BORING DATA EXCERPTED FROM
 TRIBOROUGH BRIDGE AUTHORITY PLAN
 DATED APRIL 10, 1935

PART III: INTERPRETATION

Contour Alteration

The entire surface and subsurface of the project area has undergone significant alterations. The shore line has been realigned and the marsh, which bordered much of the shore, has been eliminated by filling. Huge quantities of earth fill were used to raise the elevation of the marshes and adjacent low areas in order to expand the railroad yard. Using the 1873 N.Y.C. Parks Dept. topographical map in conjunction with the contemporary topographic map, the required volume of fill in two areas has been computed. In the area from contour 10, west of Brook St., to elevation 10 east of St. Ann's Ave., 124,000 cubic yards of fill were required. In the marsh area alone, east of the Triborough Bridge approach to about Willow Ave., 460,000 cubic yards were required. The two sources which were, without doubt, exploited for fill were the river bed and on-site material, ie. the two knolls on which the Morris mansions were situated.

Methodology

The map research was conducted for the purpose of transferring historic structure locations onto the project topographical map. In addition to structures, physical features (ie. shore and marsh lines) were also transferred onto the project map. Streets which appeared on the historic maps, but do not exist in the field, were also superimposed on the project work sheet. These streets were used for plotting purposes.

The contours which appear on the maps presented in this report were excerpted from the 1873 N.Y.C. Parks Dept. topographic map.

Each structure appearing on an historic map within the project area was assigned an identification number. The prefix of the identification number is the research number assigned, by us, to each resource utilized. (See Appendix B: Bibliography)

Individual maps prepared, by us, and which appear in this report are 64% reductions of the 1"=50' scale Andrews and Clark "Harlem River Topographical Map". In some instances, where the same feature appears on more than one map but in an altered position, both locations were plotted. For the most part, the locations were, to some degree, substantiated by this method of multiple plotting.

Aboriginal Potential

Unlike the ribbon of man-made land at the bulkhead line to the north along the Harlem River, that underwent significant alterations in dredging and construction, there are potentially sensitive areas in the railroad yard. These areas of sensitivity lie at the base of the fill material.

Bolton's excavations and location of the aboriginal sites are indicated by a clustering of dots on a map of the Bronx in the vicinity of E. 131st St. and Cypress Ave. (Figure 2) It appears that the site area extends easterly from Cypress Ave. for several hundred feet, westerly for about 600', northerly from E. 131st St. for about 100' and southerly for about

the same distance. The "Ranachqua" site, as referred to by Bolton, describes the area as lying "around the knoll on which the mansion of Gouverneur Morris stood at E. 132nd St. near Cypress Ave." (1922:106) The mansion, however, stood at 131st St. according to the historic maps researched for this project. He later, in the same publication, changes the location to E. 131st St. (1922:222) Nevertheless, the knoll no longer exists. Several buildings and the Triborough Bridge approach occupy much of the area that does not lie within the cut zone. Where the existing elevations indicate fill rather than a cut, excluding construction features, some evidence may remain of what appears to have been a Woodland site. This time period is based on the mention of ceramics in Bolton's artifact description. (1920:303)

The land to the west of the above-noted site would also, under normal conditions, be considered attractive to aboriginal peoples. Mill Brook or Creek, in its pristine state, was, no doubt, the resource which attracted the people of the "Ranachqua" site. Unfortunately, Bolton's notes regarding his testing activities, if he in fact conducted any along the shores of Mill Brook, are unavailable. Therefore, we will consider this a zone of potential aboriginal sensitivity.

Historical Potential

Jonas Bronck House

The Bronck house was located on the west side of Mill

Brook according to various historic maps. (See the "Jonas Bronck Farmlands" section of this report). Jenkins (1912:28) places it in the vicinity of the Harlem River Station (site 41-1, Figure 9). This places it east of Willis Ave. which was the location that Bolton assigned on the basis of recovered artifacts. (1922:108) Bronck's land became the property of Richard Morris and Lewis Morris in 1670 and we can only speculate whether the Bronck residence was utilized. Jenkins (1912:29) notes that the site of the Bronck house became that of Col. Lewis Morris.

Several historic maps clearly indicate a structure of similar configuration and location on the south side of E. 132nd St. about 300' westerly from Brown Ave. Figure 10 is a composite drawing of the mansion and associated support or secondary structures. The complex of buildings, with the exception of site 41-1, are in association with an amusement park which flourished there in 1872 and was known as "Christ's Park and Hotel". The hotel (site 39-3) was more than likely the Lewis Morris mansion (site 39-3).

The mansion, along with its ancillary structures, was positioned on a promontory as is borne out by the contours of the 1873 N.Y.C. Parks Dept. topographical map. In the course of grading the railroad yard, the high ground was evidently utilized as fill in the marsh areas and the site was obliterated. The profile (Figure 15) prepared from archival and contemporary resources indicates a cut of about 15' in that area.

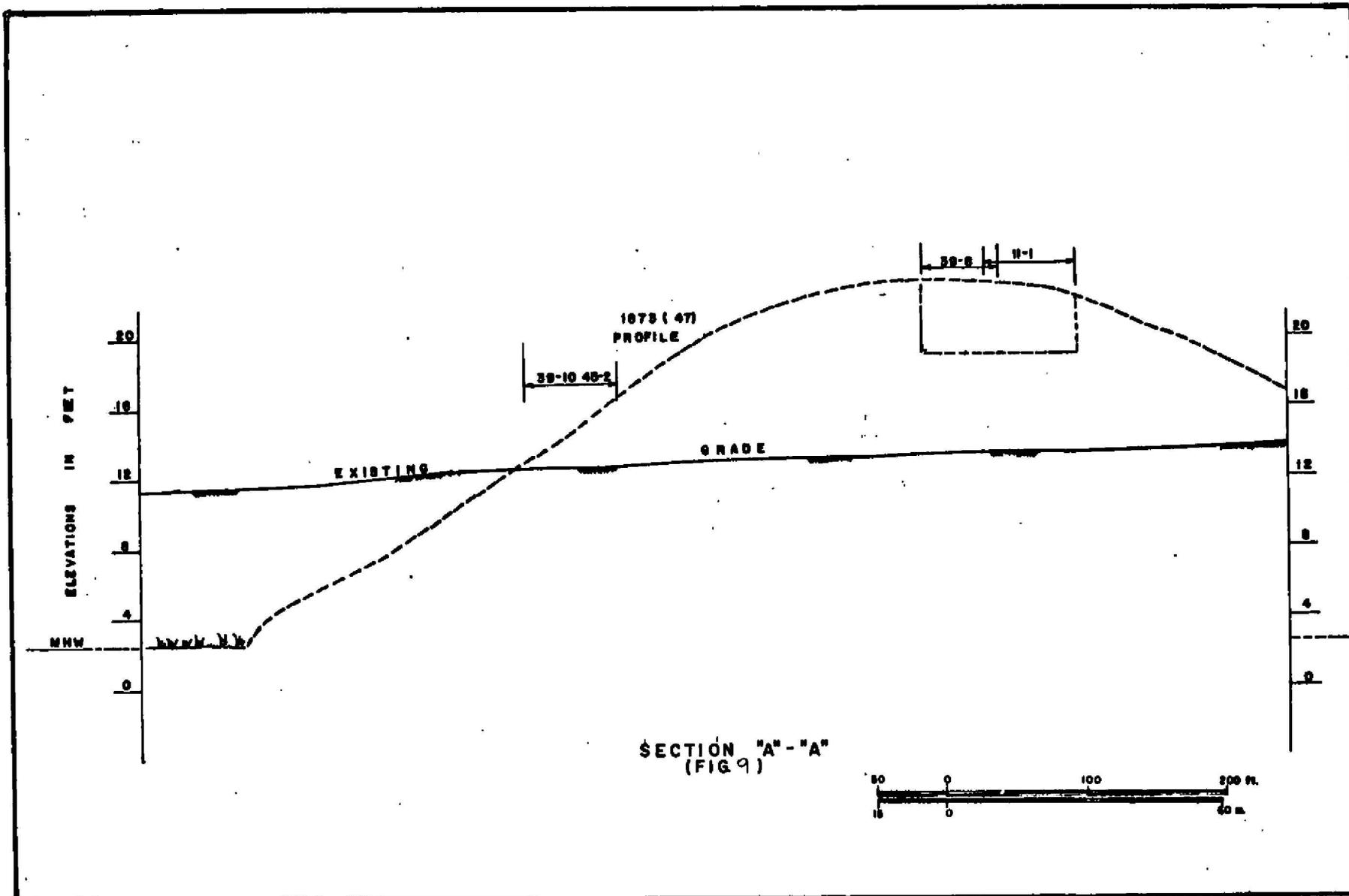


Figure 15.

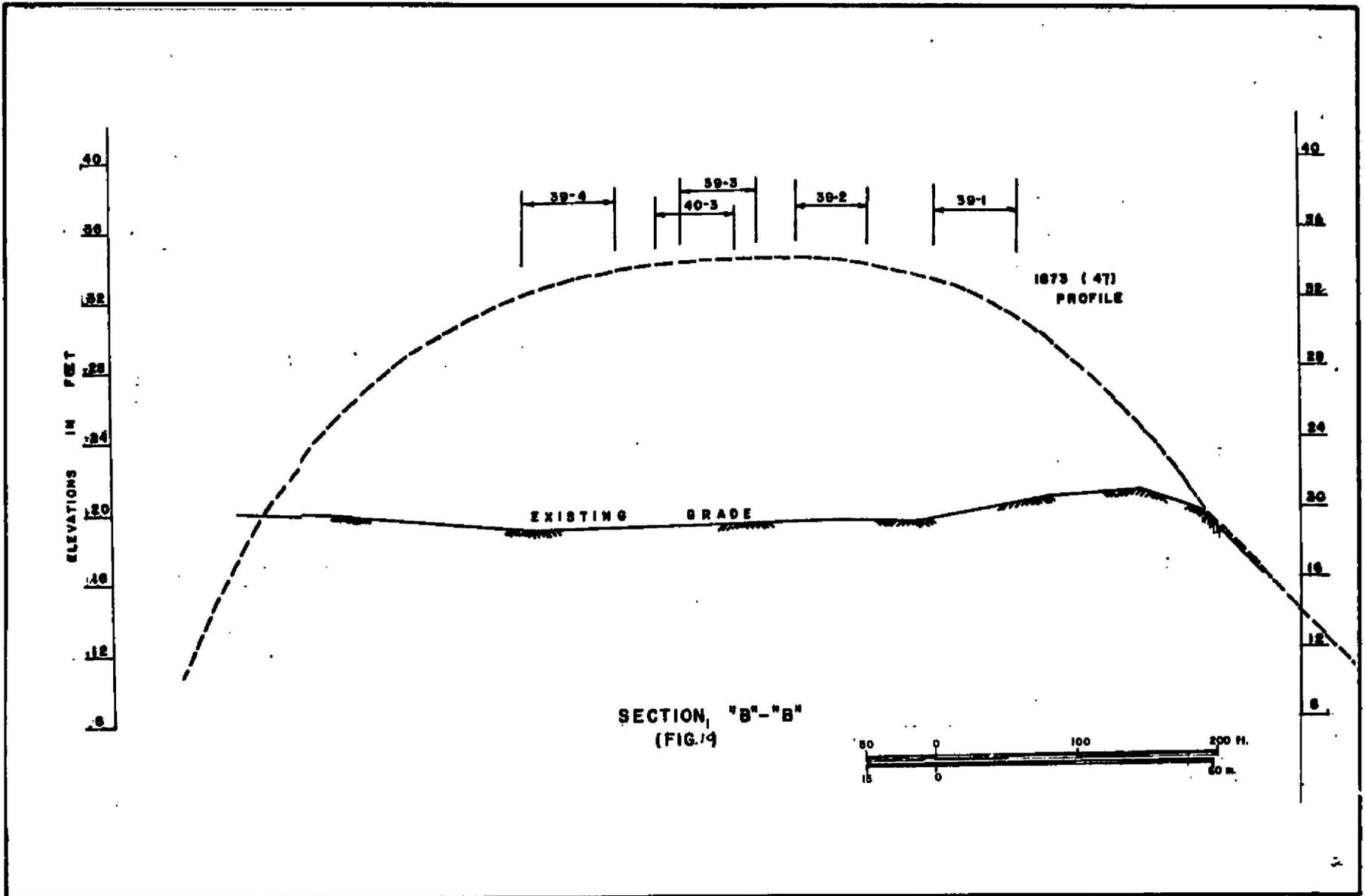


Figure 16.

Gouverneur Morris Mansion

The Gouverneur Morris mansion was situated on the east side of the Mill Brook. A series of maps (#11, 45, 41, 40, 43, 49), together with the literature, agrees with its location between E. 131st. and E. 130th Sts. about 160' westerly from Cypress Ave.

This building, along with some of its ancillary structures, was positioned on a knoll. Like its counterpart on the west side of the Mill Brook, it, along with other features, fell victim to the grading operation that formed the railroad yard. In the area of the main building, about 10' of land was cut away and used for fill. The outbuildings west of site 39-10 fell within a fill area. However, site 49-4 and 39-11 fell within the limits of an extant two-story brick building, thereby destroying the integrity of the site area. Features 39-12 and 45-3 appear to lie within a fill area. Some evidence of their foundations and associated materials may still exist at the base of the fill.

Railroad Structures

An interpretation of the railroad structures, which fall within the historic category, will be presented in the final phase of this report following the in-field reconnaissance.

APPENDIX A: ACKNOWLEDGEMENTS

Elizabeth Fuller
Westchester Co. Historical Society
Westchester Community College
Grasslands Rd.
Valhalla, N.Y.
914-592-4338

Nancy Henry
Museum of the American Indian - Heye Foundation
Library
9 Westchester Square
Bronx, N.Y.
212-283-2420

New York Historical Society - Staff
170 Central Park West
New York, N.Y.
212-873-3400

New York Public Library - Staff
Periodical and Map Rooms
42nd St. & 5th Aves.
New York, N.Y.
212-930-0587

Celia Orgel
Planning Division
U.S. Army Corps of Engineers (NANTL-E)
26 Federal Plaza
New York, N.Y. 10278
212-264-4662,3

Main Library
S.U.N.Y. Stony Brook
Stony Brook, N.Y. 11794
516-246-5975

Laura Tbsi
Bronx Co. Historical Society
3309 Bainbridge Ave.
Bronx, N.Y. 10467
212-881-8900

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