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LANDMARKS PRESERVATION
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**ADDENDUM
STAGE 1A ARCHAEOLOGICAL ASSESSMENT
MTA/LONG ISLAND RAIL ROAD EAST SIDE ACCESS PROJECT**

July, 2005

Re: Woodside Interlocking APE, Addition to Chapter 3.0, Sunnyside Yard and Yard A Archaeological Resource Evaluation

This addendum refers to the following sections: 3.3 EXISTING CONDITIONS (pages AR3-17, AR3-18); *3.3.1 Prehistoric Archaeological Potential* page AR3-65 to -67; and *3.7.1 Block Histories* (pages AR3-APX2 to -APX7). These additions are necessary because of the addition of a new APE to the Queens study area.

A new Battery Hut and Central Instrument Location (CIL), a Signal Hut, a series of signal/electrical poles, as well as new retaining walls have been proposed for the Woodside Interlocking APE, in the trackbed and along the right-of-way north of the tracks, east of the present Woodside LIRR station. These two locations are currently designated as parts of Blocks 1294 and 1342. (Figure 1)

3.3 EXISTING CONDITIONS

Block 1294 – Battery Hut and CIL

The APE on Block 1294 is bounded by Trimble Road and part of Block 1232 on the north, the current Woodside station platform and trackbed to the west, and the Woodside Avenue overpass and 64th Street to the east and south. Irregular in shape, it is approximately 340 feet long from the station platform to 64th Street, and varies from approximately 25 feet to 40 feet wide between the trackbed and Trimble Road. (Figure 2)

Prior to the construction of the below-grade track crossings and the Woodside Avenue and 63rd Street overpasses in 1915 (Seyfried and Asadorian 1991:68), this section of the APE was at the summit of a large hill centered on Woodside avenue, sloping gradually downward toward the northwest. The topographic maps of 1891 (Figure 4) and 1903 (Queens 1903), clearly show the hill and this section of the APE with elevations between 80 and 89 feet.

According to the current U.S.G.S. map (Figure 1), elevations range from 80 to below 90 feet (above mean low water) in the southeast corner this part of the APE, adjacent to the Trimble Road/64th Street intersection (according to real estate atlases, this intersection has an elevation of 85.0 feet). They decline to between 60 and 70 feet to the northwest along Trimble Road and

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adjacent to the station platform. To the south and west, as the LIRR trackbed is approached, elevations decline precipitously, dropping to between 60 and 70 feet along the tracks.

A comparison of these figures indicates a regrading/soil removal decline from pre-1915 elevations of between zero (near the Trimble Road/64th Street intersection) to as much as 20 feet. The depth of this subsurface disturbance increases to the south and west, i.e. as the LIRR platform and trackbed is approached.

No potential historical archaeological resources were identified for this area of the APE.

Block 1342 – Signal Hut and Signal Poles

The Block 1342 section of the APE begins along the east side of the 65th Street overpass, from approximately 87 to 247 feet south of Woodside Avenue, and extends to the west side of the 65th Place overpass, between approximately 210 and 400 feet south of Woodside Avenue. The APE includes the present trackbed and the section of the right-of-way north of the tracks. (Figure 3)

Prior to the construction of the below-grade track crossings and the 65th Street and 65th Place overpasses in 1915, this section of the APE was along the south slopes of a large hill centered on Woodside Avenue. The topographic maps of 1891 (Figure 4) and 1903 (Queens 1903), show this section of the APE with elevations between 75 and 85 feet, sloping downward toward the south.

According to the current U.S.G.S. map, elevations range from 80 to below 90 feet (above mean low water) along the north side of this section of the APE (adjacent to the Woodside Avenue homelots), and drops precipitously down to between 60 and 70 feet in the LIRR trackbed.

Before the excavation and construction of the LIRR below-grade track segments in this part of the APE in 1915, five homelots with their associated dwellings and outbuildings (Block 1342 former Lots 57/58, 59, 60, 62 and 66), established in the period between 1873 and 1891, were within, or partly within the subject parcel (Wolverton 1891; Beers 1873). (Figure 5)

Based on the disturbance caused by the 1915 excavation and regrading for LIRR below-grade track construction, some of these former lots can be eliminated from further consideration, while others must be considered sensitive for domestic archaeological deposits:

Former Lot 66 was on the southern edge of the present trackbed, and was formerly at and above the 75-foot contour line. This area now has a recorded elevation of between 60 and 70 feet, indicating that from 5 to as much as 15 feet of the pre-LIRR surface has been removed. Because trackbed preparation would have caused several additional feet of subsurface disturbance in these areas, even deeply-buried historical period resources, such as privies, would not have survived.

Former Lot 62 straddled the northern edge of the present trackbed and the base of the embankment, which prior to LIRR construction, had elevations between 75 and 80 feet. This

location now has elevations between 60 and 70 feet, indicating that between 5 and 20 feet of the original pre-LIRR surface has been removed. Because trackbed preparation would have caused several additional feet of subsurface disturbance in these areas, even shaft features, such as privies, would not have survived.

Former Lot 60 was located at what is now the southern edge of the embankment to the north of the tracks. Prior to LIRR construction, this location had elevations between 80 and 85 feet. At present, elevations are between 70 and 80 feet, indicating the removal of between zero and 15 feet of the pre-LIRR surface. Subsurface impact was the greatest, approximately 7 to 15 feet, in the southern 20 feet of the lot, which would have destroyed even deeply-buried historical period resources, such as privies.

The northern 20 feet of former Lot 60, would have only experienced between zero and 7 feet of subsurface disturbance, and it is possible that deeply-buried historical period domestic shaft features may have survived in this section of the APE.

Former Lots 59 and 57/58 were at the top of the embankment along the north side of the LIRR tracks. Before LIRR construction, this location had elevations between 85 and below 90 feet. At present, elevations are between 80 and below 90 feet, indicating the removal of between 0 and 5 feet of the pre-LIRR surface. It is possible that deeply-buried historical resources, such as domestic shaft features, could have survived in this section of the APE.

For recommendations and mitigation measures see Section **3.5 Mitigation Recommendations**, in this memo.

3.3.1 Prehistoric Archaeological Potential

An assessment of the archaeological literature regarding recorded and inventoried prehistoric sites and toponyms results in the addition of only one inventoried site to those discussed in the original report (AR3-7 to AR3-9). This is identified as NYSM #5472, OPRHP #A081-01-0109, "traces of occupation," 1.3 miles north¹ of the Woodside Interlocking APE. It is the closest inventoried site to the APE in the New York State Museum (NYSM) and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) files. From an evaluation of pre-development topography based on the comparison of historical maps (Walling 1859; Conner 1852; USC&GS 1844-45; USGS 1874, et al.), the Woodside Interlocking APE once possessed a few characteristics which would have been valued by prehistoric Americans for their camp, village and processing sites, namely, that it was a dry, elevated location. From our knowledge of prehistoric settlement patterns, however, these assets do not stand alone. Even more important is proximity to a marsh environment, and a source of fresh water. In fact, as noted in the original report, prehistoric archaeological potential declines as the distance to fresh water increases (AR3-66).

Historical maps record two creeks, 2,200 feet to the north (Trains Meadow), and 2,200 feet to the

¹The site, "traces of occupation," and a potential burial, is in St. Michael's Cemetery, near the Brooklyn-Queens Expressway.

south (USGS 1891), as the closest water sources. (Figure 4) The creeks were associated with marshes as well. Based on the criterion laid out in the original report (for further discussion, see pages AR3-65 to -67), the Woodside Interlocking APE would receive a LOW potential rating for prehistoric sensitivity. Locations with low ratings are not considered to have archaeological potential to be impacted, and no further research or testing for prehistoric archaeological remains is recommended.

3.3.2 Historical Archaeological Potential

The locations of potential historical archaeological sensitivity are mapped on Figures 5 and 6. Three dwellings were constructed on Former Lots 57/58, 59 and 60 prior to 1891 (Wolverton 1891). Because the earliest recorded date for the availability of municipal water and sewer service in this location dates to no earlier than 1903 (Figure 5) the rear yards of these homelots would be characterized by deep shaft features, such as privies.

The following area is an addition to the list of areas determined to possess historical archaeological potential as discussed on page AR3-69 in the original report (for location, see Figure 6):

- Woodside Interlocking APE

Location #15: Block 1342 Former Lots 57/58, 59 and the northern 20 feet of former Lot 60. Rear yards of 3 homelots where dwellings were first constructed between 1873 and 1891.

3.5 Mitigation Recommendations

Because the area potentially sensitive for domestic shaft features in the Block 1342 section of the Woodside Interlocking APE lies approximately 10 feet north of the proposed limits of excavation for the proposed Signal Hut and retaining wall (MTA 2005a; 2005b), it is possible that the potentially sensitive locations can be avoided. (Figure 6) This would mean that no construction involving subsurface excavation or disturbance would occur in this location.

If avoidance is not possible, then it is our recommendation that this area be added to the Stage 1B Archaeological Field Testing Protocol found within Appendix D of the *Long Island Rail Road East Side Access Construction Protection Plan*, prepared for the East Side Access Project and approved by SHPO in April 2004.

3.7 Appendix

3.7.1 Block Histories

Until the late 19th century, Woodside was a collection of scattered farmhouses dotting a rural landscape. In 1867, Benjamin Hitchcock purchased the Kelly family farm, filed a plan for a village he called Woodside, and began selling off lots. A train station was built at the center of the settlement, at 58th Street and 38th Avenue, about 1,600 feet northwest of the APE. Historical maps of the 1890s show the Woodside Interlocking APE lying just beyond the edge of the

developed part of the Village of Woodside (Seyfried and Asadorian 1991:66-69; Beers 1873; Wolverton 1891). (Figure 4)

Block 1294

The APE on Block 1294 is bounded by Trimble Road and part of Block 1232 on the north, the current Woodside station platform and trackbed to the west, and the Woodside Avenue overpass and 64th Street to the east and south. Irregular in shape, it is approximately 340 feet long from the station platform to 64th Street, and varies from approximately 25 feet to 40 feet wide between the trackbed and Trimble Road

Prior to the extension of the streetgrid and the construction of the LIRR Woodside Station in 1915, the Block 1294 section of the APE was along the northern slopes of a large hill centered on Woodside Avenue, with elevations declining to the north and west.

The property was owned by "J. Rice" in 1873 (Beers 1873), and in 1891 by Joel W. Sherwood (Wolverton 1891). No structures are recorded on the block, but a large 2-story dwelling, most likely the Rice/Shields house, then along Trains Meadow Road, was approximately 50 feet northeast of the APE's northeast corner, where 64th Street is today. A number of related outbuildings lie to the north and east, also outside the APE (Sanborn 1902; Hyde 1903). Although the Rice/Shields dwelling was erected at that location sometime between 1844 and the 1860s (USC&GS 1844-45; 1866), it is highly unlikely that any domestic remains, such as shaft features would have been deposited in this section of the APE, which was at the front of the homelot along Woodside Avenue and Trains Meadow Road, whereas shaft features would have been located closer to, and behind the dwelling. These buildings were removed prior to the construction of the 1915 station (Hyde 1915).

Construction on the new Woodside Station and the new below-grade trackbeds created the present steeply-sloping embankment present today. A series of stone retaining walls support the embankment. A single, still-existing hut, constructed prior to 1932 (Sanborn 1932) stands immediately adjacent to the station platform.

Block 1342 Former Lots

The Block 1342 section of the APE begins along the east side of the 65th Street overpass, from approximately 87 to 247 feet south of Woodside Avenue, and extends to the west side of the 65th Place overpass, between approximately 210 and 400 feet south of Woodside Avenue. The APE includes the present trackbed and the section of the right-of-way north of the tracks.

Prior to the construction of the below-grade track crossings and the 65th Street and 65th Place overpasses in 1915, this section of the APE was along the south slopes of a large hill centered on Woodside Avenue. (Figure 4) It was part of a much larger property owned by C. Hyatt, whose residence was along present Queens Boulevard, some 800 feet to the southwest (Beers 1873). Between 1873 and 1891 the present streetgrid was laid out, and Block 1342 was lotted, and the first dwellings were erected in the APE on the western half (100 feet) of the block, along the east

side of 65th Street, the former Bowne Avenue (Wolverton 1891). Their size and locations are more clearly shown in the 1903 atlas, Figure 5.

Former Lot 57/58 was a 40' by 100' lot, between approximately 87' and 127' south of the Woodside Avenue/65th Street intersection, and extending 100 feet east of 65th Street. A 2-story woodframe house was built there prior to 1891, with a stable and a 1½-story outbuilding (labelled as storage in Sanborn 1902) along the rear (eastern) lot line. The structure was demolished for LIRR construction prior to 1915.

Former Lot 59 was a 20' by 100' lot, between approximately 127' and 147' south of the Woodside Avenue/65th Street intersection, and extending 100 feet east of 65th Street. A 2-story woodframe house was built there prior to 1891, with a stable along the rear (eastern) lot line. The structure was demolished for LIRR construction prior to 1915.

Former Lot 60 was a 40' by 100' lot, between approximately 147' and 187' south of the Woodside Avenue/65th Street intersection, and extending 100 feet east of 65th Street. A 2- and 1-story brick house was built there prior to 1891, with a stable along the rear (eastern) lot line. The structure was demolished for LIRR construction prior to 1915.

Former Lot 62 was a 40' by 100' lot, between approximately 187' and 227' south of the Woodside Avenue/65th Street intersection, and extending 100 feet east of 65th Street. A 2- and 1-story woodframe house was built there prior to 1891 (Wolverton 1891). The structure was demolished for LIRR construction prior to 1915.

Former Lot 66 was a 40' by 100' lot, between approximately 277' and 317' south of the Woodside Avenue/65th Street intersection, and extending 100 feet east of 65th Street. A 2½-story woodframe house was built there prior to 1891 (Wolverton 1891). A 1-story outbuilding is shown along the rear (eastern) lot line in 1902 (Sanborn 1902). The structure was demolished for LIRR construction prior to 1915.

Construction of the new below-grade trackbeds, and the 65th Street and Place overpasses created the present steeply-sloping embankment present in the APE today. No structures are presently recorded in this section of the APE.

9.0 Additional Bibliography

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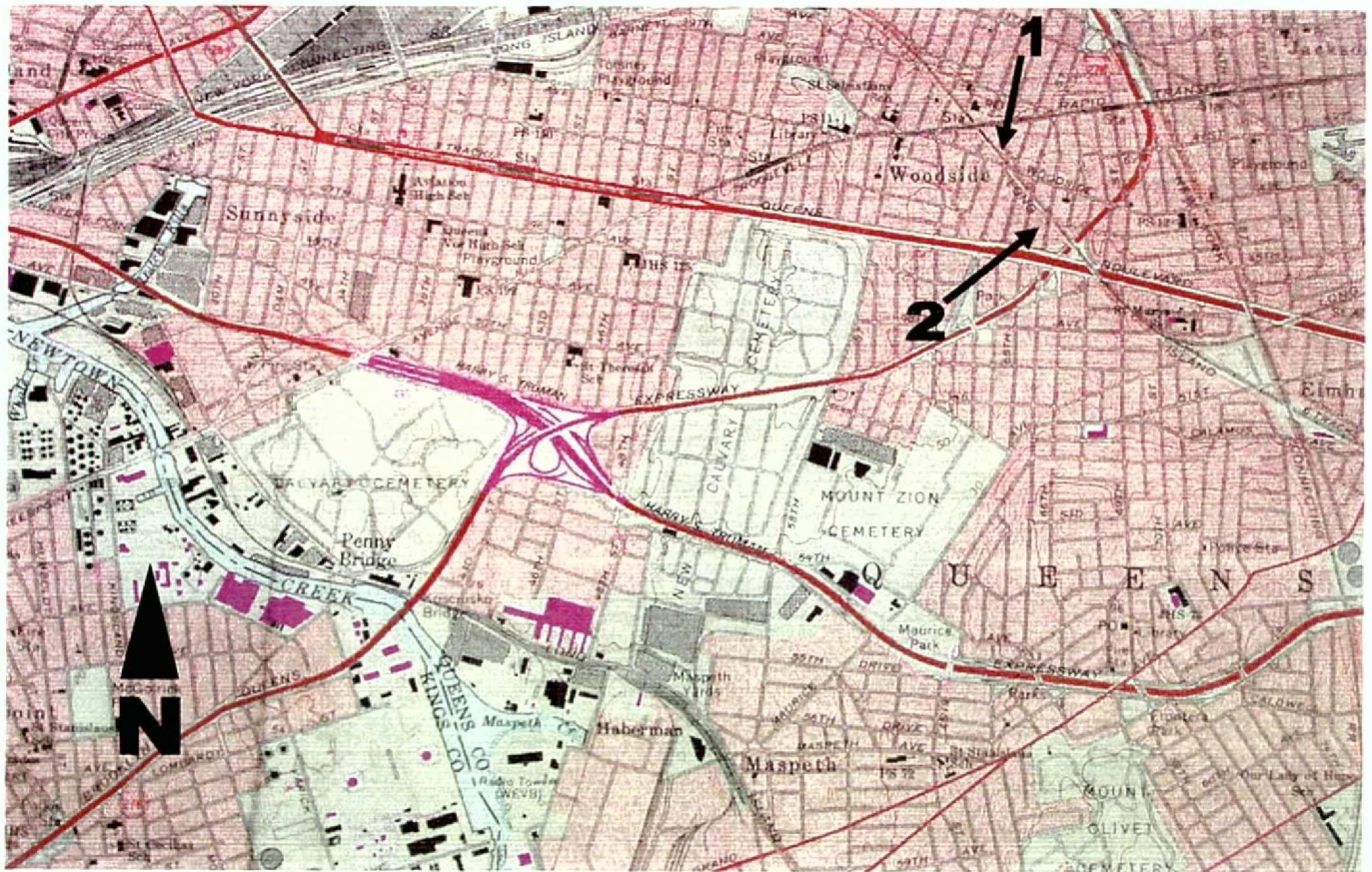


Figure 1. Woodside Interlocking APE Location – Current U.S.G.S. Topographic Map, Brooklyn, N.Y., 1979

Arrows indicate the two sections of the APE:

1. Block 1294
2. Block 1342

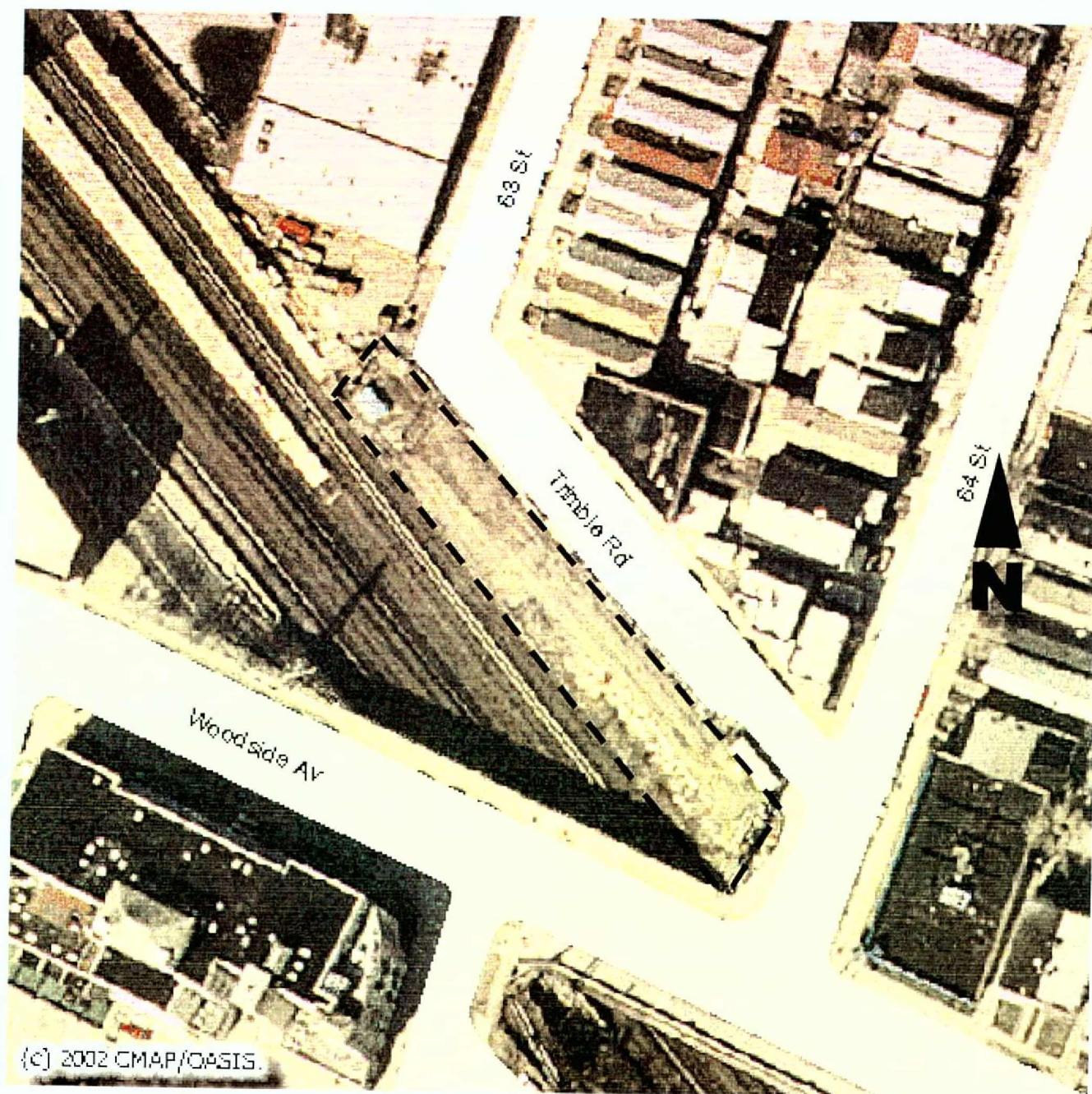


Figure 2. Aerial Photo, 1996 – Woodside Interlocking APE, Block 1294,

— — — APE Boundaries



Figure 3. Aerial Photo, 1996 – Woodside Interlocking APE, Block 1342,

--- APE Boundaries

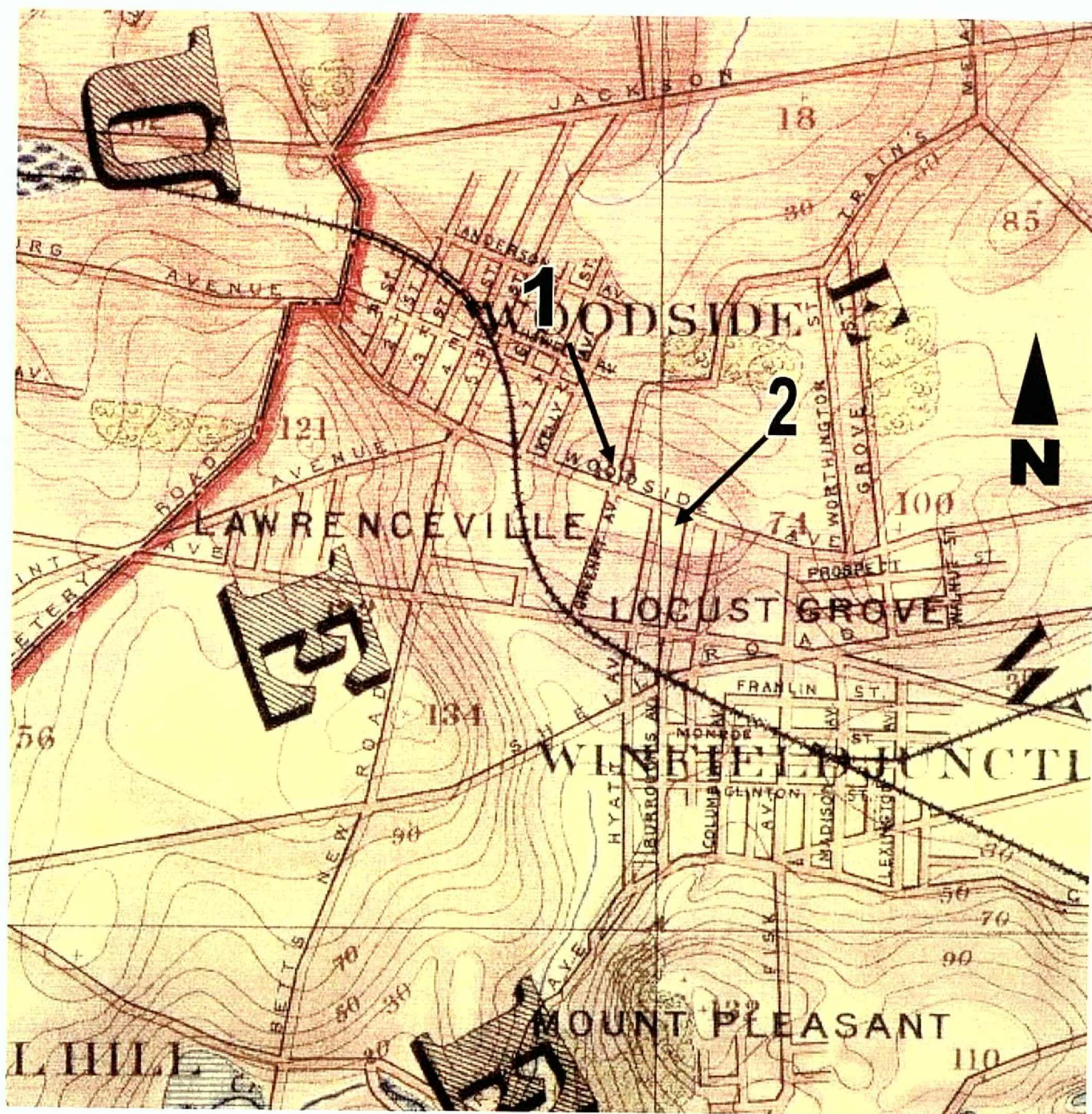


Figure 4. Bien and Vermeule, City and County of New York, in Atlas of the Metropolitan District, 1891

Arrows indicate the sections of the Woodside Interlocking APE

1. Block 1294

2. Block 1342

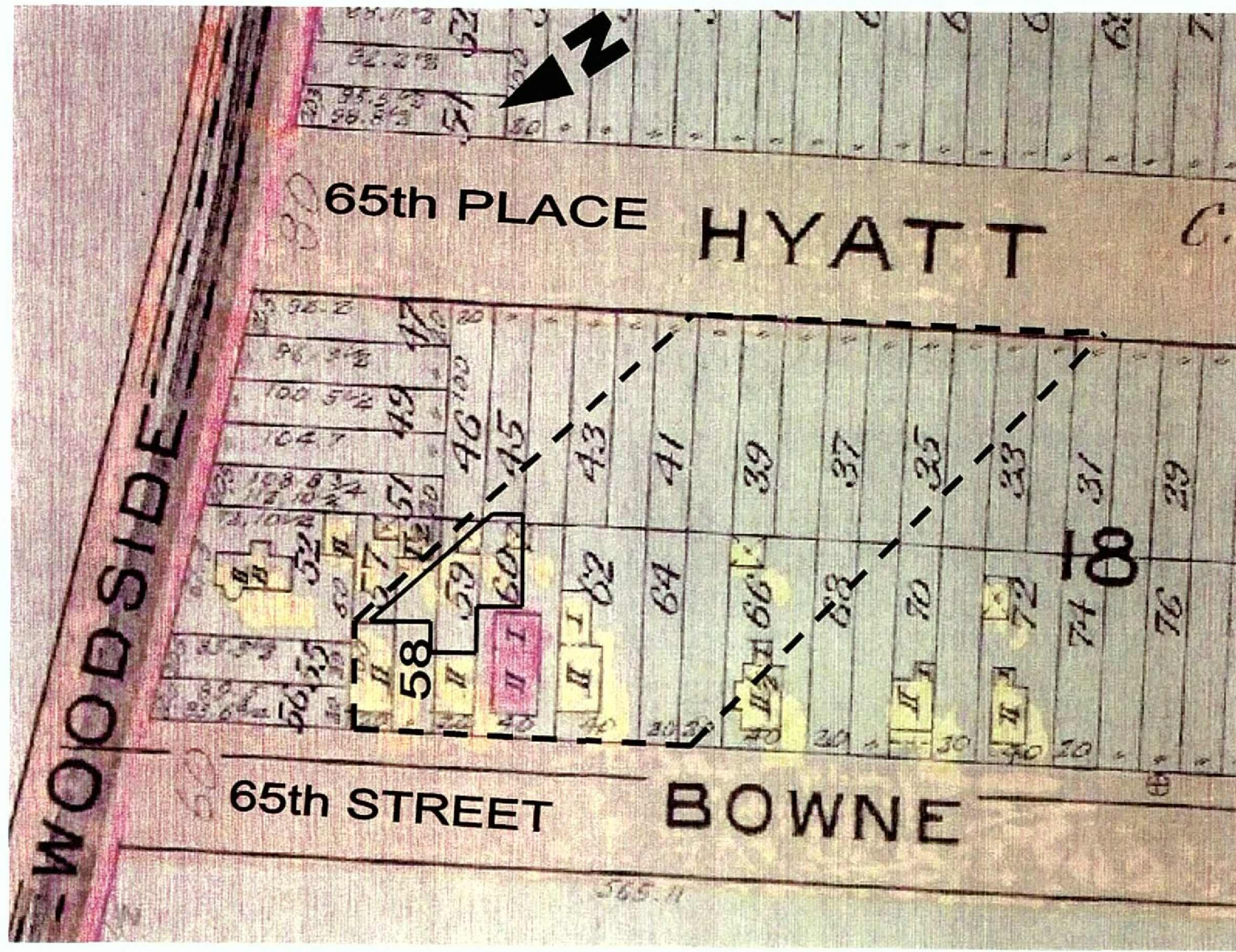


Figure 5. Hyde, Atlas of the Borough of Queens, 1903

--- APE Boundaries on Block 1342

— Area of Potential Historical Archaeological Sensitivity

