

Yonkers.<sup>132</sup> It was described in 1903 as being filthy in the summertime, filled with refuse and vegetation on top, and an ooze two to three feet deep on the bottom. The lake, with its clay foundation, had not been cleaned, according to a Park Department Annual Report, for at least 150 years, since the 1750's. The Department described it in 1903 as more of a "semi-bog".<sup>133</sup> A map of the park prepared by Corporal Charles L. Schaetter in 1912 shows the lake and wetlands in approximately the same configurations as they are today. The 1912 shoreline contrasts sharply with the lake in 1877 indicating significant amounts of sedimentation. This infilling of the lake and Tibbetts Brook was exacerbated by the construction of Van Cortlandt Golf Course which altered the streambed and caused extensive erosion. This sediment was deposited in Van Cortlandt Lake particularly north of the second railroad bridge where wetlands subsequently emerged.

In 1903 the first work to clean the lake began. The old dam was torn down, the water let out, and the lake cleaned and renovated. A new dam was then built, along with a cast iron drainage pipe, to make future cleaning possible without having to tear down the dam. Approximately 30,000 cubic yards of deposits were removed from the lake bottom, a 2,270-foot retaining wall with 1,000 cubic yards of dry masonry was built from the railroad bridge along the easterly shore to a point near the upper end of the lake. This lake cleaning project, however, was only half completed in 1903, and it took until 1911 to 1912 until a drain was constructed to take the overflow to the Broadway sewer. The work of dredging appears to have been

completed in 1911. Afterward, there is no further mention of, nor any funds appropriated for, cleaning and dredging until the 1930's.<sup>134</sup>

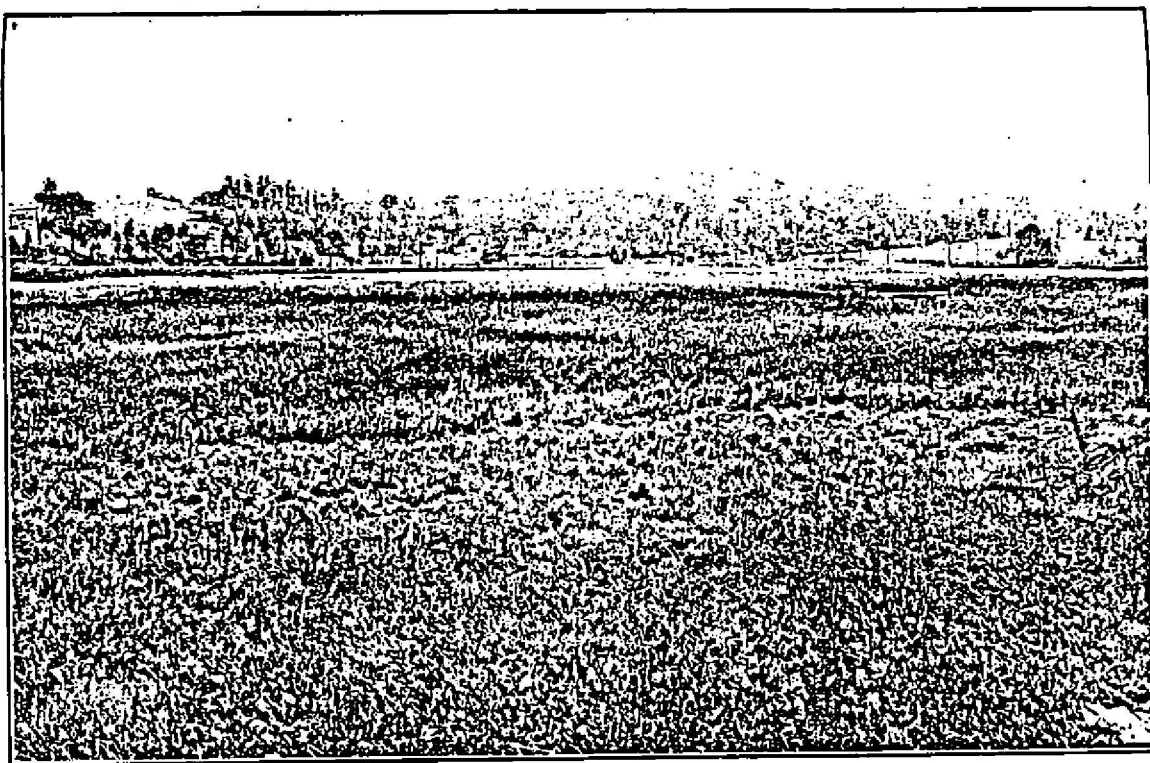
As early as 1896, the large area of marshland below the lake in the southwest corner of the park was considered a major problem. Residents of the surrounding area considered it a breeder of malaria, and in 1896 it was proposed for the first time to fill it in.<sup>135</sup> In 1899 the Board of Estimate and Apportionment appropriated the funds to eliminate the swamplands.<sup>136</sup>

In 1904 with residents still complaining, filling in the land became a top priority. There was a dispute, however, about the best way to proceed.<sup>137</sup> In 1905 the Park Department proposed the dredging of the swamp and the creation of a new lake there. This would also have the effect of elevating the surrounding areas.<sup>138</sup> In 1906 money for this purpose was appropriated, but work was not begun because the Department's landscape architect felt that it was not feasible to drain the proposed lake into the Broadway sewer.<sup>139</sup> Instead, in 1912 a brick drain was completed, but it is unknown what effect it had.<sup>140</sup>

In 1904 Thomas Whittle, the Bronx Park Commissioner, authorized a new plan to fill in the swamplands in the southwest portion of the park. A plan was unveiled in 1916 to replace much of the swamp with an athletic field. However, in 1917, the Department rejected all bids to fill in the swamplands.<sup>141</sup>

By 1922 there were still 23 acres of parkland bounded by West 240th Street, Broadway, West 242nd Street and the Putnam Division of the New York Central which were still swamp and marsh.<sup>142</sup> In the winter the area was covered with water and never had any practical

use for park purposes in the Department's estimation. The Parks Department still hoped to set aside six acres in the future for athletic games, ball fields or playgrounds, and claimed that negotiations were underway with the New York Central to raise and widen the railroad bridge. This had to be done before the other 23 acres could be used.<sup>143</sup> However, there is no record of this having been done.



SWAMP LANDS SOUTH OF COLONIAL GARDEN, 1908

## Chapter 4.

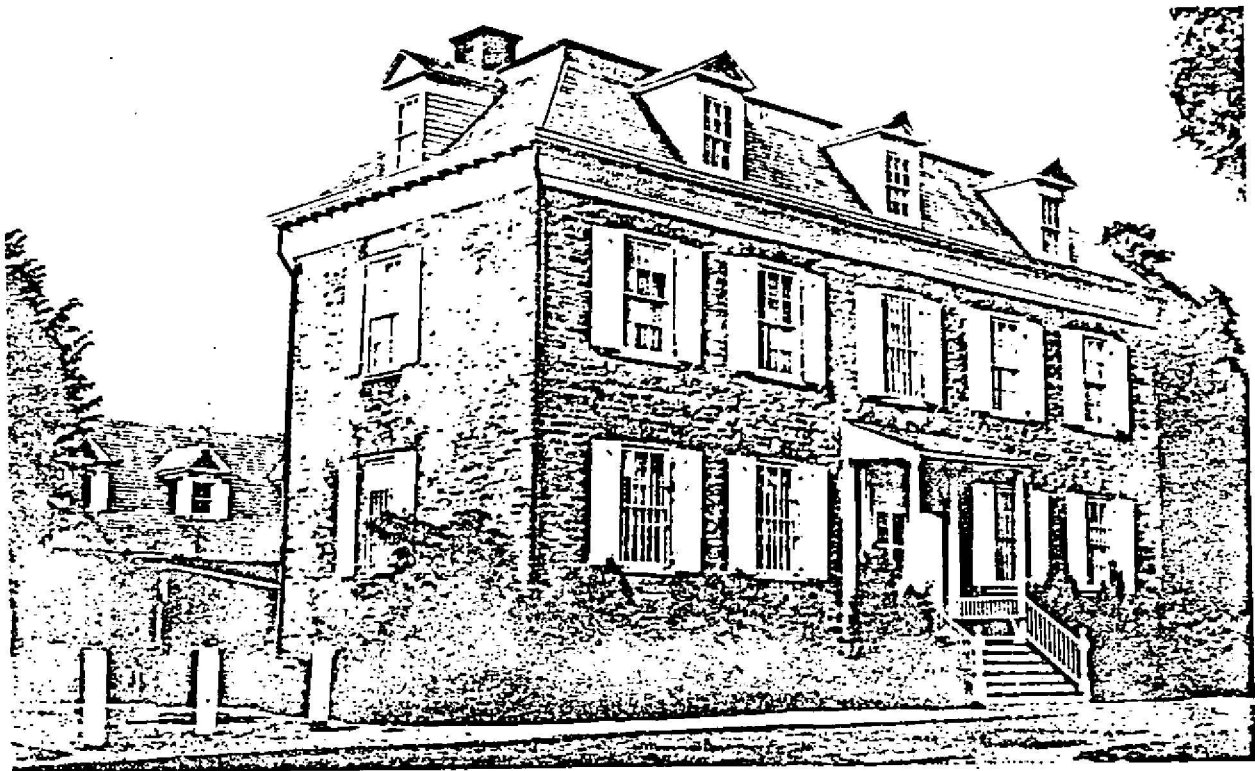
### 5. The Robert Moses Era 1934-1960

Character of the Era. In 1934 a unified city Parks Department was created, and Robert Moses was named the first commissioner. An extraordinary man, he was already chairman of the Long Island Parkway Commission and the Triborough Bridge Authority. Mr. Moses had made a reputation for creating parks by slicing through red tape, obtaining funding and completing projects, sometimes in the face of vehement opposition. He utilized this capacity several times in relation to Van Cortlandt Park. In the relatively short space of 16 years, Moses had built or altered almost every man-made feature which now exists in Van Cortlandt Park and eclipsed the 44 years of park development preceding his arrival.

Certainly Moses faced a situation far different from the earlier era. For one thing, the population around the park grew between 1934 and 1960. Already by 1927, the Amalgamated Houses, the first co-operative housing in the state, had been built near the southern border of the park attracting thousands of people. In the late 1930s, private developers built five- and six-story apartment houses in the Gun Hill Road vicinity, again increasing the neighboring population. Following World War II, the southern part of the Riverdale neighborhood experienced explosive growth with new apartment houses attracting the well-to-do. The recreational needs of these neighbors had to be addressed.

At the same time Moses had to pay attention to the thousands of park users who came by train and increasingly by automobiles to enjoy the recreational facilities and the natural beauty of Van Cortlandt Park. Reconciling the interests of all groups resulted in compromises, with which not everyone was always happy.

Van Cortlandt House. Moses continued the policy of allowing the National Society of Colonial Dames in the State of New York to administer the park's historic house as a museum. The Society continued to be interested in the adjacent grounds as well.



VAN CORTLANDT HOUSE AND CARETAKER'S  
RESIDENCE, 1937

In November 1934, the fifteenth milestone, erected in the 18th century on the Old Albany Post Road, was reset on a granite block near the house about 300 yards from its original site. It was unveiled in a ceremony sponsored by the Washington Heights Chapter of the Daughters of the American Revolution and the Park Department.<sup>144</sup>

In February 1938, when the city received a 4½ foot walnut tree as a gift from officials of the Golden Gate International Exposition in San Francisco, the sapling was transported to Van Cortlandt Park that same afternoon. There it was planted in front of the house to replace a similar tree which had died.<sup>145</sup> Today, it is not known which of the trees on the ground is this tree.

In 1953 decorative iron fencing, salvaged from the center plots in Delancey Street in Manhattan was placed around the house to provide protection.<sup>146</sup>

The Railroad. In the years from 1934 to 1960, the railroad experienced a period of steady decline. By 1942 only 600 riders per day were using its Yonkers branch, a decrease of 2,000 per day from 1926. Only 13 northernbound trains from this branch stopped at the Van Cortlandt station on weekdays, while 15 did so on Saturdays, and none on Sundays. Consequently, the New York Central filed for its abandonment, which was approved by the Interstate Commerce Commission on November 12, 1942. Passengers appealed all the way to the United States Supreme Court, which, on June 21, 1943 agreed to hear the case, but which also refused to bar the shutdown of service. Consequently, all service on the branch stopped on June 30, 1943. When the Supreme Court denied the plea for rehearing the case to

reopen the line, dismantling began December 21, 1944. Presumably, the metal was used for the war effort.<sup>147</sup>

A similar passenger decline affected the Division's main line, despite the conversion of the locomotives from steam to diesel power which began on July 2, 1951. The State Public Service Commission, on March 8, 1958, ruled to discontinue passenger service there. By then, the line was servicing only 400 to 500 commuters a day. Thus, passenger service ceased after June 1, 1958.<sup>148</sup> Freight service continued to keep the line running, but there was no need to maintain the Van Cortlandt station, which serviced only the park.

The Aqueduct. The route of the Old Croton Aqueduct provided a pleasant walkway for hikers. In 1939 the New York Walk Book, a popular guide for hikers, noted the walkway's Old World charm, providing maximum rewards for minimum exertion. They noted that about half a mile from the northern edge of the park, the simple stone gatehouse still stood. However, the only reminder of the superintendent's or gatekeeper's house nearby were fruit trees, a stile in the wall, and an outline of the cellar wall.<sup>149</sup>

Despite its popularity with hikers, the walkway began another use, although not authorized. Bicyclists discovered the walkway and used it as a bicycle path, much to the annoyance of Harry Spiegler, who enjoyed ambling there every Sunday to look at the natural foliage. Spiegler also complained that the walkway needed repair.<sup>150</sup>

Bicyclists so enjoyed the walkway that a serious proposal was made to develop it as part of a bicycle path. It was envisioned that the path would start at the city line on the aqueduct. Bicycle riders would then proceed southward, tie into the Mosholu Parkway and

then went their way to the Bronx River Parkway and Pelham Parkway to the Hutchinson River Parkway northward to the city line, a distance of 9 miles. Of course, connections from the starting point in Van Cortlandt Park to the major points of access would have had to have been provided.<sup>151</sup> Nothing came of this proposal. However, in the mid-1970s, a bicycle path was built from Jerome Avenue along Mosholu Parkway to the Bronx River Parkway and Pelham Parkway to Pelham Bay Park.

The Highways. While the Van Cortlandt House, the railroad and the aqueduct, along with the Colonial Garden and the nursery, remained relatively untouched physically in this era, almost no other other area of the park was left unchanged. Unquestionably, the single greatest factor affecting almost all of the park's facilities was the construction of highways.

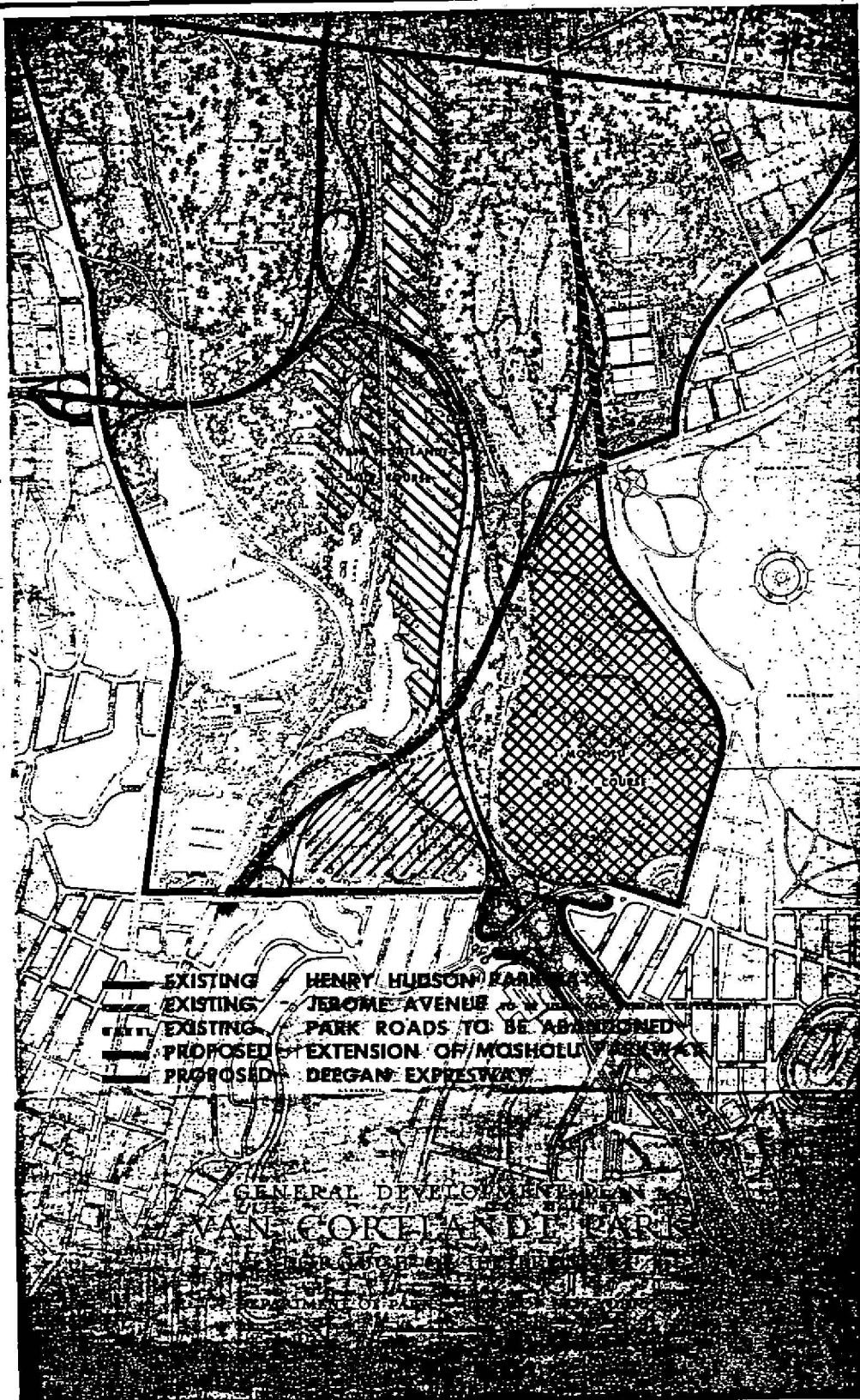
The forerunner of these, the Grand Concourse Extension, was already under construction when Robert Moses became Park Commissioner. In January 1934, the Bronx Home News reported that shifts of workers of the Civil Works Administration, a temporary New Deal agency, were rushing to complete the roadway, lifting the grade to prepare it for paving.<sup>152</sup> Later, this roadway would be renamed the Mosholu Parkway Extension.

Meanwhile, Moses began planning the construction of the Henry Hudson Parkway. This idea derived from an old plan to extend Riverside Drive northward to the Bronx. At first, land taking in Van Cortlandt Park was minimal since the original plan envisioned the roadway to appropriate the border of the park at the northwest quadrant before it connected with the Saw Mill River Parkway.

However, to save the cost of land condemnation, Moses decided to extend the roadway into the park itself. Although the plan became known to the general public late in 1934, little opposition emerged, unlike the proposal to extend the Grand Concourse in 1929. In fact, the project as a whole was considered to be a valuable improvement for which people in the Riverdale area had been waiting thirty years to see. The first section bid upon was the bridge over Broadway between West 253rd and West 254th Streets, with work commencing on April 1, 1935.<sup>153</sup>

In conjunction with this project was the completion of the Mosholu Parkway Extension and a change of route for Mosholu Avenue within the park. From the beginning, Mosholu Avenue north and west of the Henry Hudson Parkway inside the park was to be discontinued as a through road. However, in 1940 a concrete bridge was built over the Putnam Division's tracks, and, in 1941 a traffic relief road connecting the 30-foot wide Mosholu Avenue to the new parkway in two branches was completed. This had the effect of eliminating the Avenue's narrow curving detour to the north. The Mosholu Parkway Extension was also envisioned from the beginning to connect with the Henry Hudson Parkway. This was done by constructing one loop of what would later become a cloverleaf pattern.<sup>154</sup>

Highway construction was suspended during World War II. Moses became the city's Construction Co-ordinator after the war, and, in 1947, he proposed the construction of the Major Deegan Expressway taking land in Van Cortlandt Park as a one mile section. This project encountered vigorous opposition led by Manhattan Councilman Stanley Isaacs, who represented the United Neighborhood Houses, and



GENERAL DEVELOPMENT PLAN-1934  
 (PROP. HIGHWAY NETWORK SUPERIMPOSED)

NO SCALE

by George H. Hallett, Jr. of the Citizens Union. As in the case of the Henry Hudson Parkway, the chosen route bisected the park instead of skirting it as an earlier plan had proposed. Isaacs and Hallett, joined by Mrs. Arthur Hays Sulzberger of the Park Association of New York City, objected to allowing heavy truck traffic on a highway through parkland. They contended that it would destroy the wild character of Van Cortlandt Park and set a bad precedent for future park planning.

Supporters of the highway plan cited the fact that the park route would avoid the destruction of homes in a period of short housing supply, provide the most direct route, and cost the least. It was promised that the completed highway project would be landscaped to blend in with the park. This plan was fully supported by Arthur V. Sheridan, Bronx Works Commissioner, and George F. Mand, president of the Bronx Chamber of Commerce. Oddly, Bronx Councilman Michael J. Quill, who had often opposed Moses in the past, now fully agreed with him on this matter, and the argument convinced Mrs. Sulzberger of the Park Association not to oppose the plan.

The idea of a highway had broad support but many vocal politicians suggested possible alternative routes. Councilman Isaacs, George H. Hallett, Jr., Councilman Ira Palestin, and Gustavus T. Kirby, president of the Westchester County Planning Commission, all suggested using the Putnam Division's railroad right-of-way. However, the New York City Planning Commission, after examining five possible alternative routes for the highway, unanimously chose the one submitted by Moses as the best. They considered this route the one which would have the least impact on

the park and surrounding areas. In August 1947, the Board of Estimates ratified the decision without discussion.<sup>155</sup> When built, the highway ran from Putnam Avenue West at the northeastern quadrant, effectively eliminating both the old Grand Avenue and Mosholu Avenue.

The Lake and Marshland. The lake continued to be a major attraction in the park. In the wintertime, skaters flocked to it even after school and business hours. In 1935 it was estimated that 20,000 skaters per day used the lake in clear weather. In 1936 the Department staged an ice carnival in the park featuring a hockey game on the lake between teams from the Mullaly and DeVoe Playgrounds in the Bronx.<sup>156</sup>

The nearby marshland also had its attractions. In May 1937, it was noted that the patch at the edge of Van Cortlandt Park teemed with wildlife. These included red winged blackbirds, robins, grackles, Maryland yellowthroats, green bottle flies, beetles, dragon flies, tadpoles, herons, kingfishers, and ospreys. Also, there were such marsh plants as cattail, skunk cabbage, and moss. Nearby, noise from the parkway traffic, golfers, and bridle path intruded.<sup>157</sup>



VAN CORTLANDT LAKE, 1937

The Golf Courses. Golf continued to be a popular attraction in the park. A 1939 survey by James Best for the Work Progress Administration noted that both courses in the park were heavily patronized. The Van Cortlandt Links still retained its clubhouse, and the Mosholu Links had its clubhouse near the Woodlawn subway station at the eastern end of the park. Restaurants were located near each clubhouse, and, on the Van Cortlandt course, golf professional Frank Eastman still resided in his cottage, having successfully fought an attempt in 1936 by Moses to evict him. Eastman claimed that the Van Cortlandts had bequeathed the cottage to his ancestors.<sup>158</sup>

With the construction of the partial cloverleaf to the Henry Hudson Parkway, six holes of the Van Cortlandt links in the north central section of the park had to be reconstructed. Similarly, the plan for the Major Deegan Expressway envisioned cutting off four holes of the two 18 hole courses. To rectify this, it was first thought to replace them with holes built on the filled-in swamp. However, when complaints against the filling-in operations poured in, it was decided to move the golf greens to the upland. Nevertheless, two of the greens were slated to be located on the former marsh.<sup>159</sup>

The Parade Ground. Use of the Parade Ground changed. No longer was it utilized by the National Guard for training and encampment.

By 1939 the Department was referring to the area as "the old Parade Ground". Acreage adjacent to Broadway became known as the Van Cortlandt Recreation Field, containing 17 baseball fields convertible to football or soccer in season, and two cricket pitches.<sup>160</sup>

The Stadium Area. At the southwestern corner of the park, about 500 feet north of Van Cortlandt Park South near Broadway, a field house and bleachers were erected in 1938 and 1939 on swamp land south of the Colonial Garden. The concrete bleachers accommodated 3,000 spectators and faced a cinder surface quarter mile running track with a football field in the center. Under the stands were lockers, showers and storerooms. Nearby were two additional football fields, three baseball diamonds, a bowling green, three horseshoe courts, 18 tennis courts, six handball courts, five basketball courts, and two children's playgrounds.<sup>161</sup>

The Bridle Path. In 1936 workers hired by the National Youth Administration built the current bridle path in Van Cortlandt Park. In doing so, Rockwood Drive was eliminated. William H. Matthews, Jr., of Yonkers protested this development, noting that the vegetation was destroyed and erosion caused during construction. Moses replied that the work was being done under the direction of competent landscape architects and that erosion was bound to occur during construction until the steep banks of the paths were properly developed.<sup>162</sup>

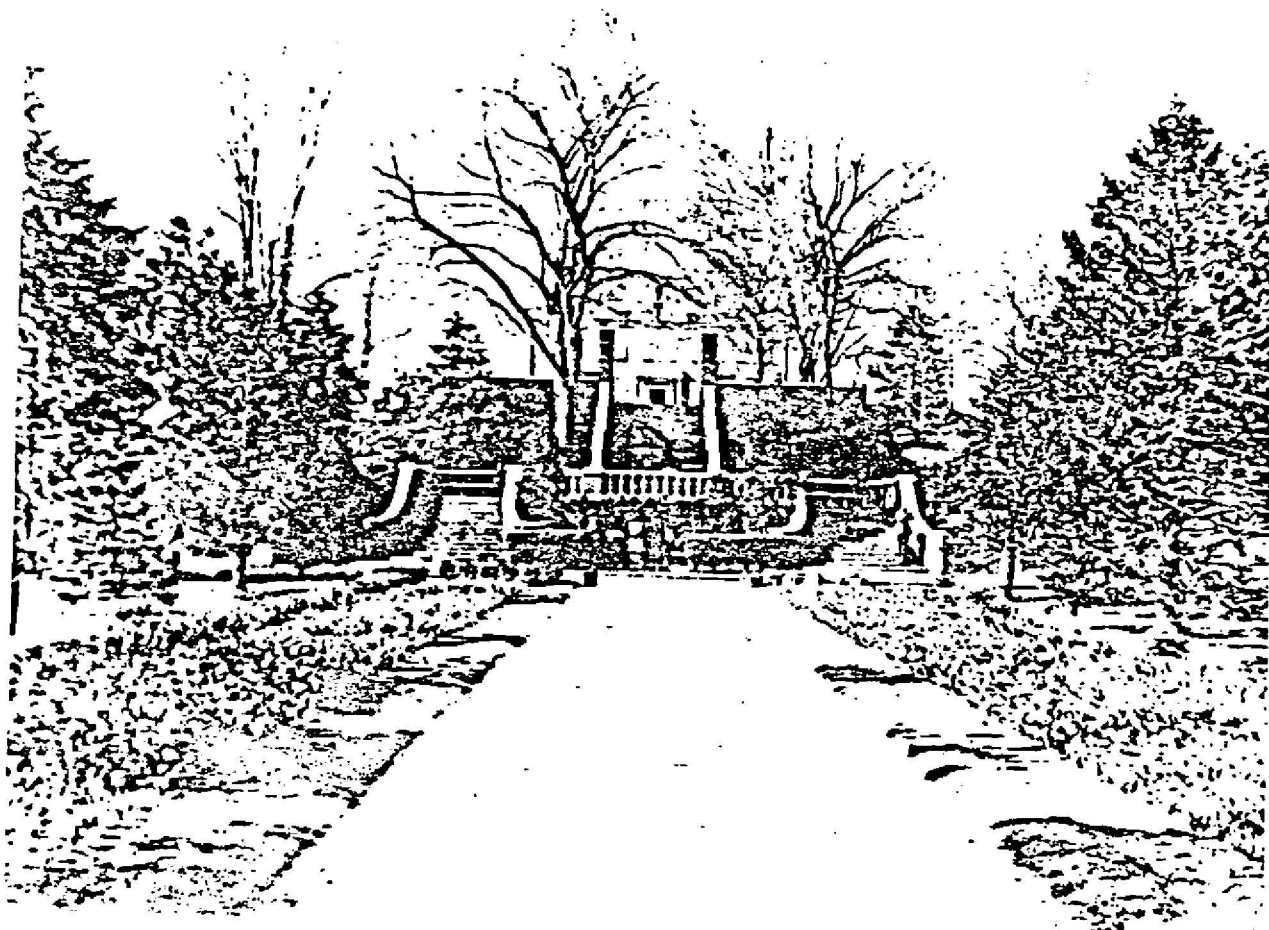
The Park's Borders. In addition to the Stadium area and the Woodlawn Recreation Area, both of which were sited at the edge of the park, Moses took steps to develop other park border areas where patronage from the neighborhoods was likely. In 1938 the border at Jerome Avenue between Gun Hill Road and the Woodlawn subway station was subject to landscaping and sidewalk paving. Excavations for

curbs, walks and benches were made with the material used to fill the joints of the granite blocks used for paving. Pits were excavated for the planting of 40 trees and 120 park benches were installed. The existing retaining wall in this area was also extended in height.<sup>163</sup> In 1939 the area along Broadway from West 240th Street to West 263rd Street was given similar treatment.

The Memorial Grove. Following World War II, local citizens decided to erect a memorial to those soldiers from the area who died in the conflict. A small site near Broadway south of the road leading to the Van Cortlandt House was set aside for the planting of a series of trees, one for each soldier, each appropriately marked with a small bronze tablet.<sup>164</sup> The site, constructed in 1949, was named the Memorial Grove.

General Uses. Under the commissionership of Robert Moses, recreational facilities were improved at the park's perimeter. Seating areas, ballfields and playgrounds were built on park property adjacent to dense residential neighborhoods. Golf, hiking, nature study, boating and skiing, which all took place in the park's interior, drew visitors from a broader geographic area. By 1939 almost every outdoor sport was played in the park, and there were favorite hiking and picnic spots.<sup>165</sup> Occasionally, the Department would organize an event, as with the winter carnival. The Department officially opened a field for Irish hurling on May 6, 1936 for a game between teams from Tipperary and Galway.<sup>166</sup>

Patriotic ceremonies were not confined to the Van Cortlandt House. In July 1937, the Patriotic Society of Van Cortlandt Park organized a sunrise flag raising ceremony at Indian Field. It was attended by 100 Boy and Girl Scouts and by Alderman Lambert Fairchild.<sup>167</sup>



VAN CORTLANDT HOUSE AND GARDEN, 1937

Moses was determined to keep a well-maintained park. In 1942 summonses were issued to six mothers to appear in Bronx Magistrate's Court for allowing their babies to dig in a park lawn. After a severe scolding, sentences were suspended in each case.<sup>168</sup> In 1947 two single engine airplanes, one in January and the other in May, used the Parade Ground as an unauthorized landing field. Both were charged with violating an ordinance against such landings.<sup>169</sup>

During the Depression, Van Cortlandt Park construction projects provided employment. The National Youth Administration built the bridle path, and the Work Progress Administration aided in the nursery, the Stadium and the park's borders.

The Landscape. The construction of highways in Van Cortlandt Park dramatically altered its character, both visibly and physically. Mullaly's original vision of the park as a rural oasis became less of a reality when highways encroached on the lake and the Northwest Woods. Major road construction made passage from one park facility to another difficult and in some cases impossible. In years prior to the construction of the highways natural park features such as the forested ridge and stream valley defined the park. The new highway system placed a rigid structure on the park and divided it into sections which had no relationship to park function or the ecology of the region. The construction of the highways resulted in the loss of some forest and wetland areas. It also affected drainage patterns in the park which altered Van Cortlandt Lake and the upstream wetlands.

Highway construction had the effect of destroying much of the marshland. Construction of the partial cloverleaf connecting the

Mosholu Parkway Extension with the Henry Hudson Parkway was near the only freshwater marsh of any size in the city. When biology teachers protested against the destruction of any part of the marsh, one of Moses's aides disclosed that the spot would be beautified and landscaped by dredging it to create a series of lagoons with formal shrubbery along the edges.<sup>170</sup>

The survival of the marshland received greater publicity with the construction of the Major Deegan Expressway. Because the highway route cut across the Van Cortlandt Golf Course, marshland had to be filled to reconstruct part of the links. The original plan called for the elimination of the entire marsh, but protests by naturalists and biology students in 1948 led to a compromise whereby only seven acres of the 32 acre marshland would be touched. This outraged ten organizations of nature lovers and wildlife conservationists who banded together in January 1949 to form the Greater New York Conservation Council to seek an injunction to halt the filling-in of the seven acres, a process which had already begun. The Council questioned the right of the Parks Department to divert the area from its original purpose and feared that it would set a precedent for similar areas elsewhere. Moreover, they wanted to protect the remaining marshland in the park. They also stated that the seven acres to be taken was the only part suitable for nature study and observation of wildlife, the remaining acreage being under water and useless for such purposes. Conservationists admitted that areas in other parks in the Bronx, Queens and Staten Island could be used for such educational purposes.<sup>171</sup>

Van Cortlandt Lake continued to fill with sedimentation from upstream. A second attempt to clean the lake was made in 1935.<sup>172</sup> The lake was drained and the silt removed. No record has been found of the amount of material removed or how it was disposed of.

In 1936, the wetland in the Southwest corner below the lake was filled to alleviate the stagnant swamp which neighboring residents had complained about since 1896. A stadium and track, ballfields and playground areas were constructed on raised ground. In addition, a lighted walkway system was constructed and planted with shade trees to provide pedestrian passage from Broadway and Van Cortlandt Park South to the railroad underpass which led to the lake edge and golf course.

The construction of these paved pathways were the first designated walkways designed and constructed to bring pedestrians into Van Cortlandt Park from its perimeter. Formal walkways were also constructed at this time along the Van Cortlandt Park South edge east of the Major Deegan Expressway as well as from the intersection of Jerome Avenue and East 233rd Street into the picnic areas at Holly Lane.

## Chapter 5.

### 6. The Modern Era - Since 1960.

Character of the Era. After the resignation of Robert Moses as Park Commissioner in 1960, Van Cortlandt Park entered a period of difficulties. The increasing demand for city services in a time of sweeping social and economic change drained funds from the Parks Department which would have been used for improvements and park maintenance. The growth of neighborhoods adjacent to the park, marked especially by the erection of high rise apartment houses in Riverdale to the west, meant increasing use of the facilities by local residents. Increased use of the automobile, in addition to mass transit, brought visitors from outside the Bronx. In many cases, this led to the overuse of popular areas of the park, leaving park facilities in a run-down condition. Because of a lack of funds to provide adequate supervision, areas of the park became sites for such illegal activity as peddling, abandonment of cars, barbecuing and littering. In spite of such problems, Van Cortlandt Park retained its popularity. The one major new facility built at this time, the pool, attracted still more people.

By the mid-1970s it was clear that the park was in serious trouble ecologically. An increasing public awareness of the hazards of air and water pollution and the need to preserve the natural environment led to renewed pressures for park protection and rehabilitation. This prompted concerned individuals to draw attention to the park's problems, to campaign for the park's rehabilitation, and to vocalize the need for a master plan.

Van Cortlandt House. As in the past, the Van Cortlandt House continued to be operated as a museum. In the 1970s, activities began to occur in and around the structure which enlarged its cultural role. For instance, the Bronx Art Ensemble used the herb cellar as a site for chamber music concerts, and the grounds were used for demonstrating life during the 18th century, especially during the American Revolution.<sup>173</sup>

The single controversy affecting the house involved a plan to install new high intensity lighting to illuminate the house and road at night. The proposition was approved in the 1960s, but execution of the contract was delayed by the city's fiscal crisis in 1975. When it was discovered that light stands were being installed in August 1980, the Friends of Van Cortlandt Park, a neighborhood group formed to foster the park's rehabilitation, were dismayed. They believed the lights would attract vandals and drug users and would lead to increased use of overused areas. Moreover, they felt that the ultramodern design of the lights was out of place in the park, especially in the vicinity of the house, and advocated that the older sculpted light stands be repaired for reuse. This view was seconded by Assemblyman G. Oliver Koppell, and the offending lights were removed.<sup>174</sup>

The Railroad. On the Putnam Division of the New York Central, freight service was following passenger service into decline. The line was merged into the Penn Central Railroad in 1968, and subsequent bankruptcy led to the formation of Conrail, which began operating the freight service on April 1, 1976. By 1979 Conrail was

running trains only twice a day on the Putnam Division. In fact, trains were so rare that park visitors had no qualms using the tracks as a trail for hiking or for finding a good spot for fishing on the lake.<sup>175</sup>

Vault Hill. Signs of neglect were park wide, including Vault Hill. As early as 1962 a complaint was registered in the form of a letter to The New York Times complaining about filth and vandalism of the gravesite. Bottles and beer cans abounded, a decorative urn was toppled from a pillar, and weeds were growing. A reply came from Catherine Van Cortlandt, who noted that the plot had been entailed in perpetuity to the Van Cortlandt family at the time of the park's sale to the city. Thus, the city was not responsible for its upkeep. She noted that several thousands of dollars had been spent on restoration work, but that vandals had constantly broken in. She stated that her appeals for police protection were never answered, and had reluctantly concluded that it was useless to maintain the site.<sup>176</sup>

The Colonial Garden and Pool. The Colonial Garden was subject to similar neglect. Reduced park staff was unable to maintain the elaborate planting beds. In the summer of 1964, Frances J. Chimenti, who lived at the park's border, noted that the tiles and plaster of the fountain had been broken away and no attempt was being made to repair it. She noted that the ground was marshy and that standing water appeared after a heavy rain. It was she who first suggested that this would be the ideal site for a large public pool. However, this idea was vehemently opposed by Alan W. Rigerman, citing the glories of the abundant wildlife in a park only a half an hour ride

from Times Square. He noted that some of the animals which had been abundant only a few years earlier were becoming scarcer, citing the increasing use of the grounds by picnickers who left litter in the area. He feared that a pool would bring more of the same and pleaded for the preservation of what was left of the park.<sup>177</sup>

Nevertheless, by the end of the decade, the city chose that site to build one of a series of system-designed, system-built pools, partly as an experiment to see if the slow pace of city-financed construction could be increased. The pool in Van Cortlandt Park, designed by the firm of Heery and Heery, was the largest of the series. Although \$1.5 million was appropriated and construction began in early 1969, it was not completed until 1970.<sup>178</sup> The pool complex was built on portions of the Colonial Garden.

The pool complex was heavily patronized in spite of structural problems which began to appear. Because the complex had been built on swampy ground, settling occurred and cracking resulted. The swimming and the wading pool remained in use. The diving pool was closed in 1979. The lack of adequate supervision in the locker rooms was blamed for vandalism and malicious acts there. Increasingly, fault was found with the pool's architectural design, some calling it "an architectural disgrace," out of scale with its surroundings and boldly intruding a modern facility into the area near the colonial elegance of the Van Cortlandt House.<sup>179</sup>

The Cross Country Track. Lack of annual maintenance caused the cross country track to deteriorate. After two decades of use, erosion had caused dangerous ruts, trenches and rock outcroppings to appear, and underbrush overgrew on the course. In September 1978 the

Friends of Van Cortlandt Park, with the help of some schools who used the track and the Parks Department, spread four truckloads of sandstone on the track. This effort, however, was not enough to prevent the ICAA and the Metropolitan Intercollegiate Championships from moving their meets to Sunken Meadow State Park in Long Island in 1979. The departure of this prestigious event prompted the Parks Department to make an all-out effort to rehabilitate the track starting in late October of that year.<sup>180</sup> The ruts and ravines were filled in, stones removed, and underbrush cut back. A five-man crew was assigned to maintain the course during the heaviest months of its use in the spring. In 1980, the two championship meets returned to Van Cortlandt Park.<sup>181</sup>

The Bridle Path. A similar affliction beset the bridle path. As late as 1977 some people were still thinking about extending and repairing the stable area because of the popularity of equestrian activity. However, two years later, the lessees of the riding academy prohibited the use of the path when one of the horses broke a leg. They confined lessons and rentals to the academy's ring near Broadway. Severe erosion created gullies and exposed large rocks, making the path impassible. The section called "Around the Horn", extending east across the Saw Mill River Parkway ceased to exist. Faulty drainage and back up pipelines from the Major Deegan Expressway caused severe erosion on a second section extending eastward across the Mosholu Parkway Extension paralleling the Expressway. By the end of 1979, the Parks Department began reclamation work on the bridle path using fill and topsoil donated by the Yonkers Contracting Company, which was reconstructing the Henry

Hudson Parkway through Riverdale at the time. By the end of February 1980, the work had been only half done. The Department promised to resume the work by August and to complete it by November of that year.<sup>182</sup>

The Parade Ground. Of all the areas in the park, the Parade Ground attracted the most intensive use. In addition to athletic games which had been played on its fields for decades, the Parade Ground became a focal point for all sorts of public and cultural events. Performances by the New York Philharmonic Orchestra and the Metropolitan Opera were held there in the summertime.<sup>183</sup>

In 1978 the Perrier Company offered to donate a parcourse, 18 exercise stations to be built along the jogging track around the Parade Ground. This was initially opposed by the Friends of Van Cortlandt Park as unnecessary and unmaintainable, and as likely to attract more people to the overused area. Proponents stated it would make exercise attractive and encourage jogging. The Parks Committee of the local Community Planning Board approved the idea by a five to four vote. They insisted that the first six stations, slated to be located from the Memorial Grove to the Van Cortlandt House, be eliminated, thus reducing the number of stations to 12. The Bronx Borough Board unanimously agreed with the idea after the full Community Board had endorsed it by a 19 to four vote. The Parks Department promised to assign a maintenance worker to handle the additional chores posed by the parcourse.<sup>184</sup>

A small addition to the Parade Ground was also made in 1978 when, at the urging of elderly residents, two shuffleboard courts were built near West 252nd Street and Broadway. The completed

facility was never used because no equipment was available.<sup>197</sup>

The condition of the Parade Ground deteriorated due to heavy visitor use. As early as the summer of 1979 it was noted that erosion was occurring on the hillside where Broadway bordered the area, and that sidewalks were collapsing and benches buckling. Large areas of grass were worn away due to the constant use of the ballfields. When it rained, the Parade Ground became a swamp, and when the weather was dry, it was a dustbowl.<sup>185</sup>

The Golf Courses. Both golf courses in the park retained their popularity. In 1979 one user noted that the Van Cortlandt Golf Course was well maintained. However, he did note that the 10th hole, located between the marshland and the railroad tracks, was often muddy.<sup>186</sup>

In 1961 a portion of the Van Cortlandt Golf Course was turned into a ski area in winter. Three slopes were opened for use, and up to 5,000 people used the facility on weekends. By 1964 a rope tow, lessons and ski rentals were provided, and snow sprayers made man-made snow on warm days. A grandstand for viewers was also built. About 40% of the people who used the slopes had never skied before, and about 80% rented their equipment.<sup>187</sup>

The ski area ceased to operate after the mid-sixties when winter play was permitted at Van Cortlandt Golf Course. Previously, golf was played in winter at the Mosholu course, but when the boiler in the clubhouse broke down, play was shifted to the Van Cortlandt links. With the change, attendance figures in winter grew. In 1979 wishing to give the course a rest, the Park Department planned to

shift the activity back to Mosholu. This was stopped by a vigorous petition campaign that successfully kept the Van Cortlandt links open in winter.<sup>188</sup>

The Allen Shandler Recreation Area. An expanded picnic facility was created with the reconstruction of what was originally the Holly Park Recreation Area adjacent to the Mosholu Golf Course. The movement to build it originated with Allen Shandler, a teenager, and his father, residents of the Woodlawn neighborhood at Van Cortlandt Park's eastern border. After the City appropriated \$300,000, it appears that two baseball fields were the first facilities laid out in the area east of the Major Deegan Expressway, north of the Mosholu Golf Links and south of East 233rd Street. Allen Shandler, who died from a brain tumor on August 9, 1966, at the age of 15, had been recognized as an exceptional boy by his Woodlawn neighbors. He actively campaigned to have the new facility built. Consequently, in May, 1967, Councilman Mario Merola, himself a Woodlawn resident, along with Councilwoman-at-Large Aileen B. Ryan, introduced a bill to amend section B4-10 of the city's administrative code to designate the ballfields as Allen Shandler Park, and it became law in September of the same year. The facility contains 275 picnic tables, 550 benches, and 110 grill slabs, in addition to two baseball diamonds.<sup>189</sup>

The Aqueduct. In 1970, the city's plan for building a third aqueduct was nearing completion. This, like both previous aqueducts, would run through Van Cortlandt Park. The Board of Water Supply had requested the use of nine acres in the park as a construction site, some of which would be used for worker's parking. Parks Commissioner

August Heckscher objected. He thought the acreage too high, despite the assurances from the Board that the land would be protected and returned to the Department in better condition. He refused to issue a permit for the use of the land.<sup>190</sup> Eventually, the work was confined to a relatively small area in the northeastern quadrant of the park at the border of Yonkers and Van Cortlandt Park East.

General Uses. During this era, Van Cortlandt Park was the scene of a wide variety of activities in all sections. On a typical day at the end of February 1971, the elderly were sitting on the benches on Van Cortlandt Park South and Mosholu Parkway, the playground south of the Stadium had its basketball, handball and paddleball courts filled, baseball was being played on the Parade Ground, and golfers walked the links. Nearer Yonkers, the equestrians were horseback riding, and others were flying kites. In addition to baseball, Irish hurling, soccer and cricket were being played on the Parade Ground, while joggers threaded their way through them. The southern end of the park had earlier been noted for illegal narcotic sales, but police efforts had abated, but not ended, the practice. Northward, two boys near the city line were in the woods squatting on some boards, throwing dirt. In the woods near the Major Deegan Expressway, a teenager was shooting bottles on a stump with an air pistol.<sup>191</sup>

On Sunday May 14, 1974, between noon and 7 P.M., The Bronx County Historical Society held an outdoor festival event part of the Bronx Week festivities and as the first Bicentennial celebration in the city. The Stadium was used to stage a five mile road race in the morning and for popular music by different bands in the afternoon.

In the playground to the south, the Parks Department set up its skatemobile, puppetmobile and arts and craftsmobile. Other popular music concerts were staged at the north end of the Parade Ground at West 252nd Street and Broadway, and at the Van Cortlandt Golf clubhouse. A Drum and Bugle Corps marched in the center of the Parade Ground, and the Van Cortlandt House was the scene of a colonial crafts show, an 18th century British encampment and an art exhibition.<sup>192</sup> The Bronx County Historical Society recreated the Stockbridge Indian Massacre where it happened on Indian Field.<sup>193</sup>

As the 1970s progressed, some illegal activity was noted in the park. In the fall of 1973, elderly George Peter Simon was discovered by a bicycle rider in an acre clearing in the woods he had made along a rocky, pitted path. He was raising a vegetable garden and keeping his tools in a wooden shack he had built. He had done this for at least four years without permit, with the knowledge and without molestation from the Police and Parks Departments. Vandals, however, destroyed his crop every year.<sup>194</sup>

More annoying were illegal barbecues and picnics outside of designated areas, cock fights, gambling, illegal sale of food and liquor, cars parked on the Parade Ground, and abandoned automobiles. These directly affected the park's users. The Allen Shandler picnic area was being used in 1979 as a dumping ground for garbage, abandoned cars and broken appliances.<sup>195</sup>

In 1979 steps were begun to rectify this problem. The Department assigned increased manpower to the park, including 18 of the new Urban Park Rangers and patrols paid under the Comprehensive Employment Training Act. Illegal parkers were towed away. By the following



year, the Rangers began to have a beneficial effect on activity in the park by leading tree identification courses and giving tours of the railroad, aqueduct and marsh. The Department sponsored a winter carnival featuring sled and toboggan races on the old ski slope, snow modeling events and photography in the Stadium. The Department also placed more trash baskets on the Parade Ground, which were emptied more regularly. The Rangers' presence had reduced vandalism. An effort was also made to remove abandoned cars from the woods, and barriers were erected at access points to bar cars from park facilities.<sup>196</sup>

The Landscape. It was the lake which called attention to ecological disaster facing the park. In May 1961, thousands of dead and dying fish, including bass, pickerel, catfish, perch and carp, were discovered at the edge of the lake. Initial tests blamed the deaths on silt caused by heavy showers. The same phenomenon recurred in subsequent years. In 1964 silt causing a lack of oxygen was still blamed. Department personnel tried to solve the problem by opening up a valve to let fresh water into the lake. Dr. Ross Nigrelli of the New York Aquarium blamed the growth of algae which depleted the water of oxygen. Tests were conducted for temperature, odor, conductivity of acidity or alkalinity, dissolved oxygen, carbon dioxide, bacteria and toxicity. Fungicide used as a weed control on the golf course leached into Tibbetts Brook and contributed to lake pollution. By 1976 the siltation had become so great that boating ceased on the lake.<sup>197</sup>

This did not stop other recreational activity there. In wintertime, ice skating continued. In February 1977 an ice skating

contest was held for the first time in 28 years. The State stocked the lake with fish in 1978 and 1979, and fishing classes and contests were held.<sup>198</sup>

By 1978 the Parks Department, Environmental Protection Agency, Board of Health, and Department of Water Resources were all investigating the lake. The Friends of Van Cortlandt Park claimed that the lake was being polluted by cars and trucks on the Major Deegan Expressway illegally dumping oil from their engines, and they began to check reports of industrial waste emanating from a Yonkers factory. The Friends insisted that the runoff from the highway deposited oil in the water. Lack of clear identification of the agency responsible to clean up the oil from the highway runoff was also a problem.<sup>199</sup>

The following year, an investigation by the State Department of Environmental Conservation placed the blame on four illegal connections to Yonkers storm sewers on Midland Avenue which allowed raw sewage to enter Tibbetts Brook. It was noted in 1971 that the lake had been declared safe for bathing since it had a bacteria count of 110, well below the danger level of 2,400. Later, it was disclosed that the Park Department was using Cad-Trete fungicide, which contains cadmium, on the Van Cortlandt Golf Course. The State continued to stock the lake, although the Environmental Protection Agency wanted the fishing program stopped, and the Parks Department continued to use Cad-Trete, insisting that the levels of cadmium in the lake were not high.<sup>200</sup>

An independent survey conducted by the office of Councilwoman June Eisland in the same year noted that weeds and silt were building up on the lake and that the Major Deegan Expressway's drainage entered into the lake in four 24 inch pipes. The pollutants fed the algae and the weeds, causing rapid marsh growth that reduced the lake's size. In addition, inadequate catch basins on the Moshulu Parkway Extension caused erosion which added to the silt, Conrail was using a soil sterilant on its tracks which harmed good plants as well as bad, and the Parks Department was still using Cad-Trete with its 8.5% cadmium on the golf course.<sup>201</sup>

In 1980 the landscaping firm of Kane and Carruth studied the lake, saying it was becoming a sewer with silt, oil and sand flowing into it from the Expressway. It was noted that the lake, once 15 feet deep, now could not float a boat. In the study, it was estimated that it would cost four to seven million dollars to rehabilitate it.<sup>202</sup> In 1979 catfish were the only fish which were stocked because they could survive in the lake's polluted water.<sup>203</sup> Later that year, Yonkers officials stated that they had found the source of the pollution in a faulty sewer connection on Lawton Street which allowed household waste to flow into the storm sewer system.<sup>204</sup>

Movement for a Master Plan. Van Cortlandt Park's troubles and increased public interest in the welfare of the park led to a movement to try to plan its development for the first time. The idea had its origins with a political move by Mayor Abraham Beame in 1974 to divert some funds for the rehabilitation of Central Park and selected parks in other boroughs, including Van Cortlandt. The New York Times opposed this move, in part because a master plan existed for the Manhattan park, but not for the others.<sup>205</sup>

It was not until three years later, in 1977, that the second move toward planning was made. At the suggestion of Councilman Stanley Simon, the Bronx Borough Board approved the creation of a special Committee on Van Cortlandt Park. Simon felt that the reason that Riverdale's local Community Planning Board was not successful in obtaining the necessary improvements in the park was because Van Cortlandt was a borough-wide park and needed attention at that level. One purpose of the committee, which he chaired, was to develop improvement plans.<sup>206</sup>

The following year, the Friends of Van Cortlandt Park catalogued the troubles they observed and made planning suggestions. They wanted a police substation in the park with officers from all Bronx precincts since the facility was a borough park. They also wanted summonses issued for illegal parking and increased garbage pickup.<sup>207</sup>

The attempt to coordinate planning efforts was taken another step when the parcourse was approved for the Parade Ground. At that time, the Park Department pledged to consult with the Borough Board about any future major changes in Van Cortlandt Park.<sup>208</sup>

The impetus for a master plan was given a great boost in 1979 when Councilwoman June Eisland, who had taken Simon's seat when Simon had become Bronx Borough President, released a plan based on a study by Laura Spalter, an intern on her staff. The Eisland plan cited flooding, erosion and a lack of planning as Van Cortlandts Park's chief problems. It suggested that the lake be cleaned and dredged and the Department's use of Cad-Trete on the golf course should be prohibited. It was recommended that signs be posted near the lake

warning fishermen not to eat the fish caught there. The plan also suggested reseeding or resodding the Parade Ground, letting it lie fallow on a rotational basis, repairing the sports facilities, and denying future permits to teams that litter. Rehabilitation of the bridle path was also addressed. The report suggested increasing the number of court games (both tennis and paddleball) at the Stadium, installing vandal proof lighting, and repairing the women's rest room. The report also recommended cleaning up of the Allen Shandler picnic area and stationing a park attendant there. Noting that the Rockwood Drive picnic area in the northwestern end of the park was underutilized while picnickers crowded near the pool and Parade Ground, the report recommended either enforcing the no picnic rule or establishing another picnic area where picnickers already gathered. In addition, the Broadway sidewalk needed repair and the bank erosion needed to be stopped. Increased security at the pool and in the locker areas was also recommended. Long range suggestions included adapting the cross country track for cross country skiing in winter. Pronouncing the Urban Park Ranger program a success, it was also recommended that the program be expanded for greater security and manpower.<sup>209</sup>

In 1980 the Park Department announced its intention to develop a comprehensive plan for the park after collaboration with Eisland and the Friends of Van Cortlandt Park, based upon a task force of maintenance, design-construction and staff people. To facilitate the plan, the position of Park Co-ordinator was created.<sup>210</sup>

By 1981 the Department had developed the Van Cortlandt Park Analysis and Development Plan, which evaluated the park as a whole. Erosion control was set as the highest priority, with the aqueduct, old Colonial Garden, Van Cortlandt Golf Course, Allen Shandler Recreation Areas, Woodlawn and Mosholu Golf Course as trouble spots. The second highest priority was the pool complex, with rehabilitation of the foundation or screening the pool with plants offered as solutions. The Van Cortlandt House and the aqueduct trail were sought as special project areas, and the need for a topographical survey of the park was cited. Unfortunately, this plan was developed with little local coordination, and the Riverdale area's Community Planning Board had different priorities. The Community Board gave priority to rehabilitation of baseball diamonds, Stadium, Broadway sidewalk and playground south of the Stadium. The Board also wished to refurbish lawns and shrub, planting, to replace benches and picnic tables throughout the park, and to resurface the parking lot at the Rockwood Drive picnic area. Rehabilitation of the comfort station near the Van Cortlandt House and construction of a new comfort station at the north end of the Parade Ground was also urged.<sup>211</sup>

When the Capital Budget passed that year, funds were earmarked for a five to ten year program to rehabilitate playgrounds, upgrade the bridle path, clean the lake, and for soil and tree conservation. In addition, a federal grant to study methods of rehabilitating the lake was announced. The final Development Plan, when released, included rehabilitation of the athletic fields, more security at the

pool complex, repairs of the pool's cracks, cleanup and landscaping of the aqueduct trail, improved drainage of the old Colonial Garden, expansion of picnic facilities, and rehabilitation of the playgrounds.<sup>212</sup>

For the first time, Van Cortlandt Park is undergoing comprehensive planning and rehabilitation. These efforts mark the beginning of a new park era in which environmentalists, concerned citizens, and city officials will work together to insure Van Cortlandt Park's future.

7. Notes

I wish to acknowledge the fine aid and co-operation of The Bronx County Historical Society, whose magnificent collection contained most of the material which enabled this, the first history of Van Cortlandt Park, to be written. I also wish to thank my research assistants, Jay Filan and Gerald Adler.

1. Reginald Pelham Bolton, Indian Paths in the Great Metropolis, Indian Notes and Monographs ed. F.W. Hodge (New York: 1922) pp. 91-94, Map VI; Reginald Pelham Bolton, Indian Life of Long Ago in the City of New York (New York: 1972), pp. 136, 141. John McNamara, History in Asphalt: The Origin of Bronx Street and Place Names (Harrison, N.Y.: 1978) identifies the origin of Mosholu on pp. 164-165, 419.

2. Adriaen Van der Donck, A Description of New Netherlands, ed. Thomas F. O'Donnell (Syracuse, N.Y.: 1968), pp. xxv-xxvi.

3. E.B. O'Callaghan, History of New Netherland; or New York Under the Dutch (New York: 1846-1848) I, 382-383; Robert Bolton, The History of the Several Towns Manors and Patents of the County of Westchester (New York: 1881) II, 581.

4. Documents Relative to the Colonial History of the State of New York, eds. E.B. O'Callahan and B. Fernow (Albany: 1856-1883) XIII, 5-6; Bolton, History of Westchester, II, 581.

5. William A. Tieck, Riverdale, Kingsbridge, Spuyten Duyvil: New York City (Old Tappan, N.J.: 1968), pp. 3-4; Katherine M. Beekman and Norman Morrison Isham, The Story of Van Cortlandt (New York: 1917), pp. 4-5.

6. T. Ashley Atkins, Adriaen Van Der Donck: An Address Delivered Before the Westchester County Historical Society (Yonkers: 1888), p. 25; Frank L. Walton, Pillars of Yonkers (New York: 1951), p. 54.

7. Colonial Charters Patents and Grants to the Communities Comprising the City of New York, ed. Jerrold Seymann (New York: 1939), pp. 49-50, 432-433.

8. McNamara, History in Asphalt, p. 226.

9. Bolton, History of Westchester, II, 464-467.

10. McNamara, History in Asphalt, p. 234.

11. Tieck, Riverdale, Kingsbridge, Spuyten Duyvil, p. 25; Bolton, Indian Paths, p. 93; Bolton, History of Westchester, II, 587; Mrs. Morris Patterson Ferris, van Cortlandt Mansion (New York: 18970, pp. x, xxi; Beekman and Isham, The Story of Van Cortlandt, p. 8.

12. Third Annual Report of the State Historian of the State of New York, 1897 (New York and Albany: 1898), p. 168.

13. Ferris, van Cortlandt Mansion, p. xx.

14. Bolton, History of Westchester, II, 617.

15. Collections of the New York Historical Society for the Year 1895 (New York: 1896), pp. 375-376.

16. Ferris, van Cortlandt Mansion, pp. x-xi; Cultural Assistance Center, Inc., A Guide to New York City Museums (New York: 1981), pp. 119-120.

17. Ferris, van Cortlandt Mansion, p. xi.

18. Rivington's Gazetteer; or the Connecticut, Hudson's River, New Jersey, and Quebec Weekly Advertiser, May 11, 1775; American Archives, ed. Peter Force, 4th Ser., II, 832; Naval Documents of the American Revolution, ed. William Bell Clark (Washington: 1964) I, 572.

19. American Archives, 4th Ser., III, 645-646, 880; Bolton, History of Westchester, II, 618.

20. American Archives, 4th Ser., VI, 1152.

21. Augustus Van Cortlandt to John Jay, August 7, 1776, Jay Collection, Columbia University.

22. Entries of August 13, 17, 18, 1776, Orderly Book of Captain Bernardus Swartwout's Company of Lieutenant Jacobus Swartwout's Regiment August 1776 - February 1777, New-York Historical Society.

23. Mable Lorenz Ives, Frederick Van Cortlandt Mansion (Upper Montclair, N.J.: 1932), pp. 1, 6.

24. Collections of the New-York Historical Society for the Year 1883 (New York: 1884), pp. 99, 405-407.

25. The two best contemporary accounts of the engagement are by John Graves Simcoe, A History of the Operations of a Partisan Corps, called the Queens Rangers (New York: 1884), pp. 80-86 and Captain Johann Ewald, Diary of the American War: A Hessian Journal, tr. and ed. Joseph P. Tustin, pp. 143-148. The whole is conveniently summarized in Gary Zaboly, "The Indian Field Massacre," The Bronx County Historical Society Journal XIV (Fall, 1977), 63-68.

26. Ferris, van Cortlandt Mansion, p. xiii. The expedition is summarized in Otto Hufeland, Westchester County During the American Revolution: 1775-1783 (White Plains: 1926), pp. 396-401. See Thomas Jones, History of New York during the Revolutionary War, ed. Edward F. DeLancey (New York: 1879), I, 204.
27. Bolton, History of Westchester, II, 620.
28. Ferris, van Cortlandt Mansion, pp. xiii-xiv.
29. Hufeland, Westchester County During the American Revolution, p. 439; Ives, Frederick Van Cortlandt Mansion, p. 13.
30. John B. Jervis, The Reminiscences of John B. Jervis: Engineer of the Old Croton, ed. Neal Fitzsimmons (Syracuse, N.Y.: 1971), pp. 119-120; Charles H. Weidner, Water for a City: A History of New York City's Problem from the Beginning to the Delaware River System (New Brunswick, N.H.: 1974), pp. 38-39.
31. Jervis, Reminiscences, pp. 120-121; Weidner, Water for a City, pp. 39-40.
32. Jervis, Reminiscences, pp. 121-123; Weidner, Water for a City, pp. 38, 41, 45, 57; Mary Josephine D'Alvia, The History of the New Croton Dam (N.p.: 1976), p. 26.
33. James Reuel Smith, Springs and Wells of Manhattan and The Bronx New York City at the End of the Nineteenth Century (New York: 1938), p. 229.
34. D'Alvia, New Croton Dam, pp. 59-60; Weidner, Water for a city, pp. 72-, 76-77.
35. Daniel R. Gallo and Frederick A. Kramer, The Putnam Division: New York Central's Bygone Route through Westchester County (New York: 1981), pp. 6-8.

36. Ibid., pp. 10-11.
37. Ibid., pp. 11-12, 55.
38. Ibid., pp. 13-14.
39. Ibid., pp. 13, 18.
40. Christopher J. Schuberth, The Geology of New York City and Environs (Garden City: 1968), pp. 43, 59, 61-65, 75, 82-84, 96-97; Elizabeth Barlow, The Forests and Wetlands in New York City (Boston: 1971), pp. 16, 18.
41. John Mullaly, New Parks Beyond the Harlem (New York: 1887), pp. 107, 111.
42. Ibid., pp. 111-112, 115.
43. Ibid., pp. 115-117.
44. Ibid., pp. 117-138.
45. Stenographer;s Minutes of Meeting at Chickering Hall on behalf bill to amend Chapter 522 Laws of 1884, March 23, 1885; Hearing before Joint Committee on cities Senate and Assembly on the New York Park Bill, March 25, 1885, Document No. 22, Parks Department 1885, Correspondence of Mayor Grace, New York City Municipal Archives.
46. Mullaly, New Parks Beyond the Harlem, pp. 131, 138-161 passim.
47. Ibid, pp. 50, 53.
48. Ibid, pp. 50, 53-54, 57-60.
49. Ibid, p. 47.
50. Gallo and Kramer, The Putnam Division, pp. 21-22.
51. "Vannie's Mystery Monoliths: Detective Finds Vanderbilt Is Central to Their Meaning," Riverdale Press, March 22, 1979, p. 15.

52. Gallo and Kramer, The Putnam Division, pp. 22, 33, 44.
53. Ibid., p. 27.
54. Ibid, pp. 25, 29.
55. Beekman and Isham, The Story of Van Cortlandt, pp. 18-19; Ferris, van Cortlandt Mansion, p. iii.
56. Ferris, van Cortlandt Mansion, pp. xi-xviii; Beekman and Isham, The Story of Van Cortlandt, pp. 23-30; Frederic Taber cooper, Rider's New York City: A Guide Book for Travelers, ed. Fremont Rider (New York: 1924), pp. 514-515.
57. Index to the Proceedings of the Board of Estimate and Apportionment 1889, p. 177; Mullaly, New Parks Beyond the Harlem, map.
58. Proceedings, p. 177; Minutes of the Department of Public Parks, May 1889-April 1890, pp. 113, 140. Hereafter, volumes in this series will be referred to as Parks, Minutes.
59. "Editorial," The New York Times, May 13, 1889, p. 4; Parks, Minutes, May 1893-1894, pp. 90, 106; Parks, Minutes Ending April 30, 1895, p. 310.
60. Annual Report, Department of Parks, City of New York For the Year Ending December 31, 1902, pp. 74-75. Herafter, volumes in this series will be referred to as Annual Report.
61. Joseph Hennessy to Mayor Gaynor, May 27, 1912, Departmental Correspondence Received, Parks Department, Papers of William J. Gaynor, 1910-1913, New York City Municipal Archives; Annual Report 1899, pp. 24, 26.
62. Joseph Hennessy to Mayor Walker, March 19, 1926, Departmental Correspondence Received, Parks Department, 1926, Papers

of James J. Walker, New York City Municipal Archives; L. O'Brien to Mayor Walker, March 14, 1926, Departmental Correspondence Received, Parks Department, 1926, Papers of James J. Walker, New York City Municipal Archives.

63. Annual Report, 1902, p. 74; Corporal Chas. L. Schuettler, Map of Van Cortlandt Park New York City from a Reconnaissance, 1912.

64. Annual Report, 1899, p. 23; Annual Report, 1901, p. 66; Annual Report, 1900, p. 20; Bronx Park Commissioner Higgins to Mayor Gaynor, March 13, 1912, Departmental Correspondence Received, Parks Department, 1910-1913, Papers of William J. Gaynor, New York City Municipal Archives.

65. "Skaters Chased Off Van Cortlandt Park Lakes," New York Sun, January 10, 1916, p. 12.

66. Caceci, Michael, "A Riverdalian's Guide to Golf," Riverdale Press, August 13, 1979, p. 13.

67. Parks, Minutes for the year ending April 30, 1897, p. 175; Parks, Minutes for the year ending April 30, 1898, p. 175; Parks, Minutes for the year ending April 30, 1895, p. 59.

68. Annual Report, 1899, p. 24.

69. Annual Report, 1899, p. 29.

70. Annual Report, 1900, p. 24.

71. Annual Report, 1903, p. 74.

72. Annual Report, 1903, p. 74.

73. Annual Report, 1906, p. 94.

74. Annual Report, 1914, p. 212.

75. Annual Report, 1916, p. 249.

76. "Van Cortlandt Golf Links Now Used by 5,000 Players Each Week; Story in Every Hole," Bronx Home News, October 5, 1920, p. 7.
77. Idem.; Annual Report, 1899, p. 24; Annual Report, 1901, p. 67; Private Secretary to the Department of Parks Commissioner for the Borough of The Bronx to E. Daniels, June 12, 1913, Correspondence Received, Parks Department, Papers of William J. Gaynor, New York City Municipal Archives.
78. Annual Report, 1899, p. 35.
79. Annual Report, 1908, pp. 271-172.
80. Annual Report, 1907, p. 90.
81. Parks, Minutes, 1897, p. 25; Annual Report, 1902, p. 76; Annual Report, 1903, p. 71.
82. Annual Report, 1904, p. 105; Park Commissioner Schrader to Mayor McClellan, June 21, 1905, Departmental Correspondence Received, Parks Department, 1905, Papers of George B. McClellan, New York City Municipal Archives.
83. Mary Haldine to Samuel Parsons, May 11, 1906, Office of Landscape Architect Letters Sent 1902-1918, Incomplete 5 volumes, Department of Parks , New York City Municipal Archives.
84. Idem.
85. Annual Report, 1909, p. 50; Annual Report, 1911, p. 126.
86. Annual Report, 1914, p. 212; Cooper, Rider's New York City, p. 516.
87. Cooper, Rider's New York City, p. 516.
88. Thomas J. Donlan to John P. O'Brien, January 16, 1933, Departmental Correspondence Received, Parks, Bronx, Papers of John P. O'Brien, New York City Municipal Archives.

89. "Van Cortlandt Park is Selected for Cross Country Championship," North Side News, November 9, 1915, p. 4.
90. Idem.
91. "Cross Country Championship", Park Department Bulletin, Borough of The Bronx, I (December, 1926), 1.
92. Annual Report, 1921, pp. 17, 18.
93. Parks, Minutes 1893, p. 128.
94. Parks, Minutes 1894, pp. 318, 357.
95. Annual Report, 1902, pp. 77-78.
96. Ibid., p. 77.
97. Annual Report, 1903, pp. 70-71.
98. Annual Report, 1903, p. 71.
99. Annual Report, 1906, p. 93.
100. Proposed Improvements For the Year 1907, For Which Bonds Should Be Issued, Departmental Correspondence Received, Parks Department 1907, Papers of George B. McClellan, New York City Municipal Archives; Office of the Commissioner for the Borough of The Bronx to George B. McClellan, January 12, 1907, Department Correspondence Received, Parks Department, 1907, Papers of George B. McClellan, New York City Municipal Archives; Improvements in Progress, And Proposed, For the year 1904, Departmental Correspondence Received, Parks Department, 1904, Papers of George B. McClellan, New York City Municipal Archives.
101. Annual Report, 1907, p. 89.

102. Proposed Improvements For the Year 1907, op. cit., New York City Municipal Archives; Joseph I Berry to George B. McClellan, April 10, 1907, Departmental Correspondence Received, 1907, Parks Department, Papers of George B. McClellan, New York City Municipal Archives.

103. "For New Auto Highway", Bronx Home News, September 30, 1909, p. 1.

104. Annual Report, 1912, pp. 140-144.

105. "City Delays Approval of Concourse Extension Pending Legislative Move", Bronx Home News, March 1, 1929; "Bill Providing Use of Park Land in Plan To Extend Concourse South Wins Official Favor," Bronx Home News, March 8, 1929, p. 1; "Former Senator Straus Terms Extension of Concourse Through Park 'Ill-Considered' "Bronx Home News, March 17, 1929, p. 4; "Against Concourse Plan," The New York Times, March 17, 1929, p. 19; "Civic and Art Bodies Protest Use of Park Land for Concourse Extension", Bronx Home News, March 20, 1929, p. 1; "To Maintain Park Primacy," Bronx Home News, March 15, 1929, p. 4; "Despoiling Van Cortlandt Park," The New York Times, March 29, 1928, p. 22; "Protest Extension of Street in Park", The New York Times, March 29, 1929, p. 14; "Bruckner Defends Concourse Project," The New York Times, March 30, 1929, p. 8; "Straus Urges Veto of Concourse Bill," The New York Times, March 31, 1929, I, 1; "Governor Kills Measure for Extension of Concourse Through Van Cortlandt Park", Bronx Home News, April 17, 1929, p. 1.

106. "Concourse 'Ill Considered', "Bronx Home News, March 17, 1929, p. 4; "Civic and Art Bodies Protest," Bronx Home News, March 20, 1929, p. 4; "Straus Urges Veto", The New York Times, March 31, 1929, I., 1.

107. "Bruckner Visions 'Finest Driveway'", The New York Times, March 31, 1929, XI, 2.
108. "Protest Extension", The New York Times, March 29, 1929, p. 14.
109. "Regional Plan Hits Van Cortlandt Cut", The New York Times, April 1, 1929, p. 23.
110. "Despoiling Van Cortlandt Park", The New York Times, March 29, 1929, p. 22.
111. "Harmony of the Concourse Extension?", Bronx Home News, April 11, 1929, p. 4; "No Highways in the Parks?", Bronx Home News, April 17, 1929, p. 4.
112. "The Van Cortlandt Park Road," The New York Times, April 4, 1929, p. 26.
113. "Governor Kills Measure", Bronx Home News, April 17, 1929, p. 1.
114. Idem.
115. Thomas J. Donlan to John P. O'Brien, January 16, 1933, Departmental Correspondence Received, Parks, Bronx, Papers of John P. O'Brien, New York City Municipal Archives.
116. Annual Report, 1899, p. 23; Annual Report, 1911, p. 122.
117. "Arranging Program for Park Concerts an Art For Its Character Depends On the Audience," Bronx Home News, August 15, 1920, p. 9.
118. Idem.
119. Annual Report, 1899, p. 24.
120. Annual Report, 1914, p. 212.

121. Annual Report, 1921, pp. 17-18.

122. Annual Report, 1913, p. 197; Sussex Cricket and Social Club to Mayor Hylan, June 26, 1924, Departmental Correspondence Received, Parks Department, 1924, Papers of John F. Hylan, New York City Municipal Archives; Bronx Park Commissioner Hennessy to Mayor Hylan, July 1, 1924, Departmental Correspondence Received, Parks Department, 1924, Papers of John F. Hylan, New York City Municipal Archives.

123. Annual Report, 1919, p. 19; "Annual Paper Chase at Van Cortlandt Park," Bronx Home News, July 1, 1915, p. 6.

124. "Trap Shooters Want Two Acres in Van Cortlandt," North Side News, October 24, 1915, p. 1.

125. "The Policing of Bronx Parks," Bronx Home News, July 18, 1915, p. 10; "Better Police Conditions Badly Needed in Our Parks", Bronx Home News, August 16, 1915, p. 6.

126. Annual Report, 1918, p. 16.

127. "Van Cortlandt Park Being Desecrated," Bronx Home News, June 9, 1910, p. 4.

128. James Simpson to Joseph P. Hennessy, June 28, 1926, Departmental Correspondence Received, Parks Department, January 6-July 30, 1925, Papers of James J. Walker, New York City Municipal Archives.

129. James J. Walker to Joseph P. Hennessy, March 9, 1929, Permit for 101 Ranch Show, March 8, 1928, Mrs. William Randolph Hearst to Joseph P. Hennessy, May 23, 1929, Joseph P. Hennessy to Mrs. William Randolph Hearst, May 27, 1929, Joseph P. Hennessy to

James J. Walker, May 28, 1929, Departmental Correspondence Received, Parks Department, Walker, 1929, Papers of James J. Walker, New York City Municipal Archives.

130. "Recent Snowfall That Whitened the Hillside in Van Cortlandt Park Offered Fine Skiing," Bronx Home News, March 5, 1929, p. 4.

131. "Misdirected Zeal", The New York Times, March 14, 1932, p. 16.

132. Department of Parks, Minutes, May 1892 to April, 1893, p. 337.

133. Annual Report, 1903, p. 72; Corporal Chas. L. Schuettler, Map of Van Cortlandt Park New York City from a Reconnaissance, 1912.

134. Annual Report, 1903, p. 72; Improvements in Progress, and Proposed, For the year 1904, Departmental Correspondence Received, Parks Department 1904-1909, Papers of George G. McClellan, New York City Municipal Archives; Annual Report, 1906, p. 88; Correspondence Received, Parks Department, 1904-1909, Papers of George G. McClellan, New York City Municipal Archives; Annual Report, 1911, p. 126; Annual Report, 1912, p. 140.

135. "Taxpayers Association Meeting", New York Advance and Westchester Gazette, December 26, 1896, p. 1

136. Annual Report, 1899, p. 26

137. Annual Report, 1904, p. 1.

138. Henry C. Schrader to George B. McClellan, June 25, 1905, Departmental Correspondence Received, Parks Department, 1905, Papers of George B. McClellan, New York City Municipal Archives.

139. Annual Report, 1906, pp. 87-88.
140. Annual Report, 1912, p. 140.
141. "Big Athletic Field to Replace Swamp", New York Sun, December 3, 1916, p. 5; Parks, Minutes for the year ending December 31, 1917, pp. 5, 8.
142. Annual Report, 1922, pp. 16-17.
143. Idem.
144. "Milestone is Revealed: Old Albany Post Road Marker Reset at Van Cortlandt Park," The New York Times, November 19, 1934.
145. "Walnut Tree Given to City", The New York Times, February 22, 1938, p. 14.
146. "City Shifting Iron Fence: Van Cortlandt Mansion in Park to Get Added Protection," The New York Times, March 1, 1953, p. 51.
147. Gallo and Kramer, The Putnam Division, pp. 29, 34, 51.
148. Ibid., pp. 34, 36.
149. Raymond H. Torrey, Frank Place, and Robert L. Dickinson, New York Walk Book, (New York: 1939), pp. 31-21, 35.
150. "Pedestrian Pleads," The New York Times, August 26, 1940, p. 14.
151. A pamphlet containing this proposal, as well as others for bicyclists, can be found in Box 2639, Parks - 1937-1938-1939-1941, LaGuardia-Personnel Papers, New York City Municipal Archives.
152. "New Bronx and Westchester Traffic Link", Bronx Home News, January 22, 1934, p. 1.
153. "Senate Passes Bill for Construction of Henry Hudson Memorial Bridge," Bronx Home News, March 27, 1934, p. 3; "An Ancient Dream Come True," Bronx Home News, March 29, 1934, p. 6; "Civic Group

Urge Estimate Board to Buy Land for Link to Hudson Span," Bronx Home News, October 5, 1934, p. 3; "Board of Estimate Votes Extension of Saw Mill River Parkway Into City," Bronx Home News, August 24, 1934, p. 3; "Express Highway Plan Gains Ground With Call for Bids on Bridge in Bronx," Bronx Home News, February 11, 1935, p. 3; "Bridge Over Broadway Will Link Parkway System," Bronx Home News, February 11, 1935, p. 4; "Work on Saw Mill Riber Parkway Bridge Extension Over Broadway to Begin Monday," Bronx Home News, March 30, 1935, p. 1; Robert A. Caro, The Power Broker: Robert Moses and the Fall of New York, (New York: 1974), pp. 534, 537-538, 543-544.

154. "Traffic Link Finished: Road Connects Mosholu Avenue and Henry Hudson Parkway," The New York Times, October 21, 1941, p. 25' General Plan Henry Hudson Parkway in the Boroughs of Manhattan and The Bronx, Map in Box 669-670, Parks Department of LaGuardia Folder 2, 1935 August-December, Department Correspondence Received, Papers of Fiorello La Guardia, New York City Municipal Archives; Caro, The Power Broker, p. 54.

155. "Highway Proposed for Van Cortlandt," The New York Times, June 12, 1947, p. 27; "Hearing is Urged on Road in Park," The New York Times, June 27, 1947, p. 23; "Truckway in Park will be Debated," The New York Times, July 1, 1947, p. 17; "Roadway in Park Assailed, Backed," The New York Times, July 3, 1947, p. 23; "City Backs Park Road," The New York Times, July 17, 1947, p. 21; "Aquarium Razing Stayed for Year As City Waits for U.S. to Rebuild It," The New York Times, August 29, 1947, p. 19.

156. "A Perfect Setting for the 'Sport of Kings', "Bronx Home News, February 7, 34, p. 1; " Lake Is Overhauled for Skating Fans," Bronx Home News, November 5, 1935, p. 1; "Crowd Watching Ice Carnival at Van Cortlandt," Bronx Home News, p. 12.

157. Lorine Letcher Butler, "Spring Life of a Marsh: Birds and Flowers of Park Swamp Are Observed By the Hiker," The New York Times, May 16, 1937, XI, 6.

158. History of Sports - Bronx, Box 3574 WPA Records Survey, New York City Municipal Archives.

159. "Traffic Link Finished," The New York Times, October 21, 1941, p. 24; "City Wildlife Safe in Old Homestead," The New York Times, December 11, 1948, p. 17; "Nature Clubs Gird for Swamp Battle," The New York Times, January 6, 1949, p. 8; Michael Caceci, "A Riverdalian's Guide to Golf: Van Cortlandt Course: 'Like Seeing An Old Friend,'" Riverdale Press, August 16, 1979, p. 13.

160. History of Sports, op. cit., New York City Municipal Archives.

161. Idem.; WPA-Division of Operations, Project Folders OP 665-97-2-438 WP-18 Parks Bronx, microfilm reel 8431, National Archives; "Plans for Buildings Filed by Architects," The New York Times, June 11, 1938, p. 28.

162. "Works of Destruction", The New York Times, September 15, 1936, p. 28; "Commissioner Moses Explains," The New York Times, September 26, 1936, p. 14.

163. WPA-Division of Operations, Project Folder OP Number 465-97-2-41 WP umber X-P-28, microfilm reel 8418, National Archives.

164. "Memorial Grove Tablets (21)", items BM, BN, file 1501, Municipal Art Commission.

165. History of Sports, op. cit., New York City Municipal Archives.

166. "Hurling Field Will Open," The New York Times, May 6, 1936, p. 25.

167. "Fairchild Takes Dig at LaGuardia," The New York Times, July 6, 1937, p. 21.

168. "Six Mothers Spared Jail," The New York Times, May 23, 1942, p. 15.

169. "Plane in Park Costs \$50," The New York Times, January 30, 1947, p. 14; "Aircraft Lands in Park," The New York Times, May 20, 1947, p. 27.

170. Caro, The Power Broker, pp. 544, 565.

171. "City Wildlife Safe in Old Homestead," The New York Times, December 11, 1948, p. 17; "City Plans to Fill Marsh is Opposed," The New York Times, December 14, 1948, p. 31; "Mayor's Aid Sought to Save Sanctuary," The New York Times, December 17, 1948, p. 32; "Nature Lovers Set to End Park Flight," The New York Times, December 23, 1948, p. 20; "Nature Clubs Gird for Swamp Battle," The New York Times, January 6, 1949, p. 8; Caro, The Power Broker, p. 846.

172. "Lake Is Overhauled for Skating Fans," Bronx Home News, November 5, 1935, p. 1.

173. "Van Cortlandt Hosts Concert," The Parkway News, February 8, 1979, p. 41; "Going Out Guide: Franklin in The Bronx?" The New York Times, February 8, 1980, p. C23; "Sat., May 9," Riverdale Press, May 7, 1981, p. 20.

174. "New Van Cortlandt lights kindle fear of its problems," Riverdale Press, August 14, 1980. p. 9; Be "Powerful ally joins crusade to restore lake but Van controversy grows," Riverdale Press, August 28, 1980

175. Gallo and Kramer, The Putname Division, p. photograph in the Riverdale Press, July 27, 1978, p. 1; "Van Cortlandt Park's Future: The Eisland Plan," Riverdale Press, November 29, 1979, p. 28.

176. "Van Cortlandt Plot's Neglect," The New York Times, October 1, 1962, p. 30; "Care of Van Cortlandt Plot," The New York Times, October 8, 1962, p. 22.

177. "Pool Near Park Suggested," The New York Times, August 7, 1964, p. 28; "Against Pool in Park," The New York Times, September 9, 1964, p. 42.

178. New York Chapter, American Institute of Architects, AIA Guide to New York City eds. Norval White and Elliot Willensky (New York: 1978), p. 341; New York City Planning Commission, Plan for New York City 1969: A Proposal, II, The Bronx (New York: 1969) pp. 86-87, 147.

179. "Eisland report calls for Vannies preservation," Riverdale Press, December 6, 1979, p. 11; March Broitman, "City plans to revive 'Vannie'," Riverdale Press, July 10, 1980, p. 1.

180. "Editorial Comment: Hope for Van Cortlandt Park," Riverdale Press, September 21, 1979, p. 9; "Van Cortlandt Gains Footing," The New York Times, October 26, 1979, p. A24; Bernard L. Stein, "Renewed cross-country course will welcome big meets back," Riverdale

Press, November 1, 1979, p. 1; Bernard L. Stein, "Powerful ally joins crusade to restore lake but Van Cortlandt light controversy grows," Riverdale Press, October 28, 1980, p. 1.

181. See the photograph in the Riverdale Press, October 19, 1978, p. 1. and in the Riverdale Press, September 27, 1979, p. 9.

182. Donna Smith, "Battle of the Stables To Be Fought in Court," Riverdale Press, December 6, 1979, p. 11; "Reclamation of bridle path at VC begins," Riverdale Press, December 20, 1979, p. 2; "Van Cortlandt bridle path remains closed to riders," Riverdale Press, February 28, 1980, p. 9.

183. See e.g. C. Gerald Fraser, "Yanks Shut Out the Met; 'Butterfly Moves to Park," The New York Times, June 21, 1976, p. 44; "Met brings Rigoletto to Vannie," Riverdale Press, June 19, 1980, p. 15; Edward Baum, "Symphony in tune for park concert," Riverdale Press, August 14, 1980, p. 16.

184. "Parcourse Faces Last Hurdle," Riverdale Press, October 12, 1978, p. 1; "Joggers Get 'Parcourse'," Riverdale Press, October 26, 1978, p. 1.

185. See the photograph in the Riverdale Press, October 23, 1979, p. 1; "Eisland report calls for Vannie's preservation," Riverdale Press, December 16, 1979, p. 11.

186. Micael Caceci, "A Riverdalian's Guide to Golf," Riverdale Press, August 16, 1979, p. 13.

187. "Sprayed-On Snow Enables the Van Cortlandt Park Ski Area to Open," The New York Times, December 12, 1964, p. 37.

188. "Drive wins winter golf restoration," Riverdale Press, November 8, 1979, p. 1.

189. John McNamara, History in Asphalt: The Origins of Bronx Street and Place Names (Harrison, N.Y., 1978), p. 12; Proceedings of the Council of the City of New York from April 18 to June 22, 1967, volume B, p. 1371; Woodlawn Heights Taxpayers & Community Association, Welcome to Woodlawn Heights (Bronx, N.Y., 1970), p.2.

190. "Water Tunnel Held Up By Heckscher," The New York Times, March 13, 1970, p. 12.

191. Paul L. Montgomery, "Busy Day in Van Cortlandt Park," The New York Times, March 1 1971, p. 36.

192. Van Cortlandt Park Bronx Week Outdoor Festival, May 19, 1974, broadside in the Van Cortlandt Park Vertical File, Bronx County Historical Society Research Library.

193. "Stockbridge Indians Defeated in 1778 To Be Honored in Van Cortlandt Park," Bronx Press-Review, August 4, 1977, p. 9.

194. Jack Luria, "The farmer in the park," New York Sunday News Magazine, September 9, 1976, pp. 26, 35, 47.

195. "City Plans Improvements for Van Cortlandt Park," The New York Times, April 10, 1976, I, 29; "Problems at the Park," Riverdale Press, June 8, 1978, p. 9; "Requiem for Van Cortlandt Park," Riverdale Press, June 7, 1978, p. 9; "Eisland report calls for Vannie's preservation," Riverdale Press, December 6, 1979, p. 11.

196. Mary Beth Kelso, "New Battle Begins to Combat Vannie's Summer Troubles," Riverdale Press, April 5, 1979; "Urban Park Rangers lead tree identification course," Riverdale Press, October 10, 1980, p. 4; James Feron, "A Nighttime Tour of Van Cortlandt Park With the

Urban Rangers," The New York Times, October 10, 1980, p. C36; "Winter Carnival events to keep Van Cortlandt Park humming," Riverdale Press, December 11, 1980, p. 9; "Van Cortlandt Friends find reason to cheer about park," Riverdale Press, January 29, 1981, p. 9.

197. John C. Devlin, "Mystery Ailment Kills Bronx Fish", The New York Times, May 8, 1961, p. 43; "Silt from Heavy Rains Blamed for Fish Deaths,:" The New York Times, May 10, 1961, p. 47; McCandlish Phillips, "Fish Suffocating in Van Cortlandt," The New York Times, May 19, 1964, p. 39; McCandlish Phillips, "City Sleuths Seek Cause of Fish Kill," The New York Times, May 20, 1964, p. 45; "Van Cortlandt Park's Future: The Eisland Plan," Riverdale Press, November 29, 1979, p. 28.

198. "Early Thaw at Vannie Keeps Rescuers on Alert," Riverdale Press, February 26, 1976; "Silver Blades Cut the Ice," Riverdale Press, February 17, 1977, p. 1; Robert L. Lakin, "Oil Pollution Poses Peril to Park Lake," Riverdale Press, June 29, 1978, p. 1.

199. "Oil Pollution Poses Threat to Park Lake," Riverdale Press, June 29, 1978, p.1.

200. Susan G. Sawyer, "Pollution Traced to Sewerage", Riverdale Press, February 15, 1979, p. 1; Bernard L. Stein, "Spraying to Continue Despite Peril to Lake," Riverdale Press, September 13, 1979, p. 1.

201. "Van Cortlandt Park's Future: The Eisland Plan," Riverdale Press, November 29, 1979, p. 28.

202. "City seeks liquid assets to restore Vannie Lake," Riverdale Press, March 6, 1980, p. 13.

203. Mark Broitman, "Help for park lake: so near and yet so far," Riverdale Press, July 31, 1980, p. 1, see especially the accompanying photograph.

204. Bernard L. Stein, "Powerful ally joins crusade to restore lake-but Van Cortlandt light controversy grows," Riverdale Press, August 8, 1980, p. 1.

205. Maurice Carroll, "Beame Offers 1.7 Billion Capital Budget," The New York Times, February 1, 1974, p. 1; "Capital Revisions," The New York Times, February 4, 1974, p. 28.

206. "Van Cortlandt Park Committee Formed," Bronx Press-Review, November 3, 1977, p. 10; "Boro-Wide Committee Launches Drive to 'Save Van Cortlandt'," Riverdale Press, November 3, 1977, p. 5.

207. Tom Pedulla, "Friends of Van Cortlandt Charge: 'Troubled Park Getting Worse Each Weekend'," Riverdale Press, July 6, 1978, p. 1.

208. "Joggers Get 'Parcourse'," Riverdale Press, October 26, 1976, p. 1.

209. "Eisland issues plan to save 'dying' Vannie," Riverdale Press, November 29, 1979, p. 1; "Van Cortlandt Park's future: the Eisland Plan," Riverdale Press, November 29, 1979, p. 28; "Eisland Report calls for Vannie's preservation," Riverdale Press, December 6, 1979, p. 11.

210. Mark Broitman, "City plans to revive 'Vannie'," Riverdale Press, July 10, 1980, p. 1.

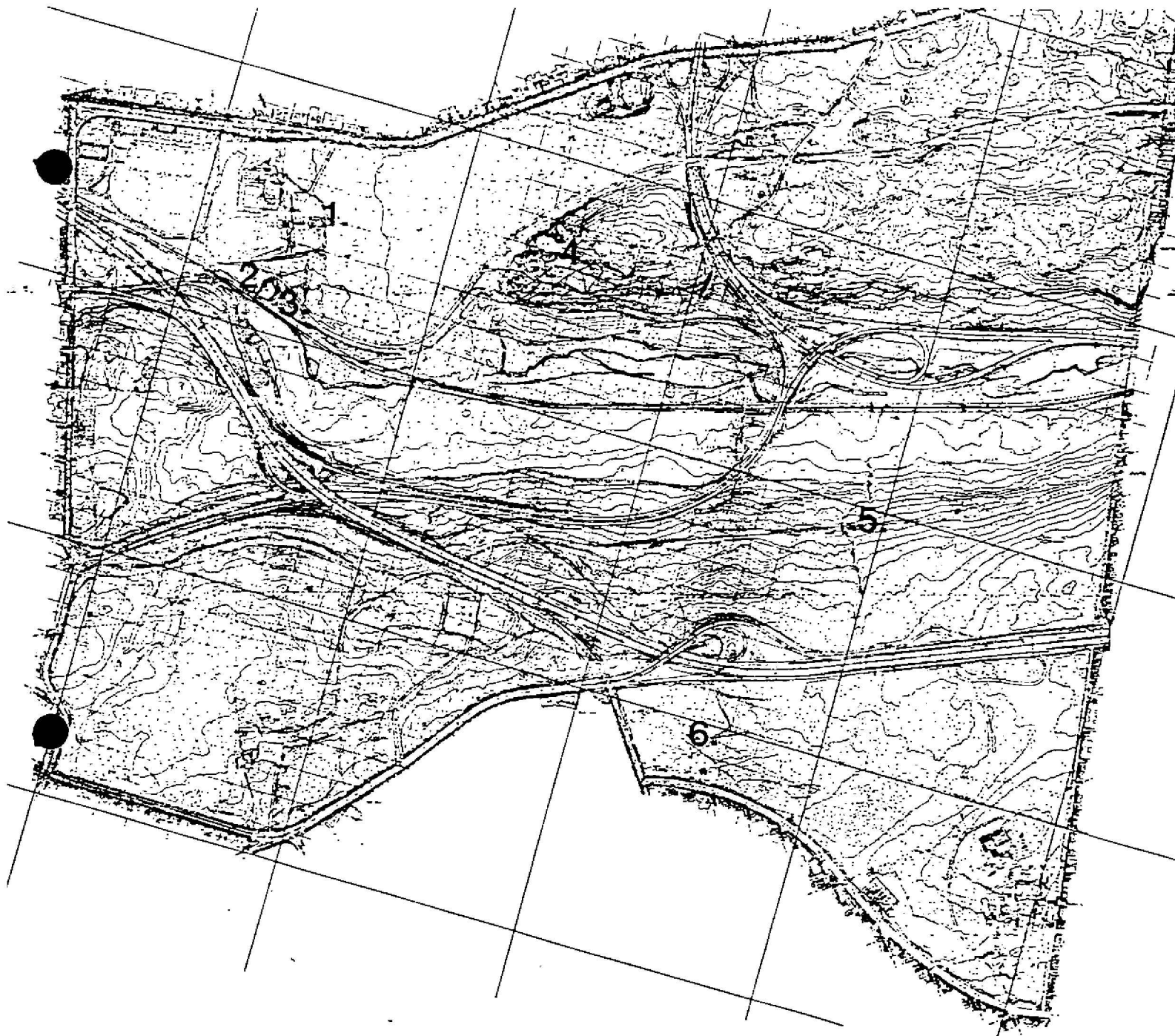
211. Eve Rosenzweig, "New Van Cortlandt Park report commits City to reverse neglect," Riverdale Press, March 15, 1981, p. 1.

212. David Medina, "Van Cortlandt Park to get \$25M to have face lifted," New York Daily News, April 1, 1981, p. Bx1; "City Plans Major Renovation of Van Cortlandt Park," The New York Times, April 2, 1981, p. B4.

8. List of Photograph Sources

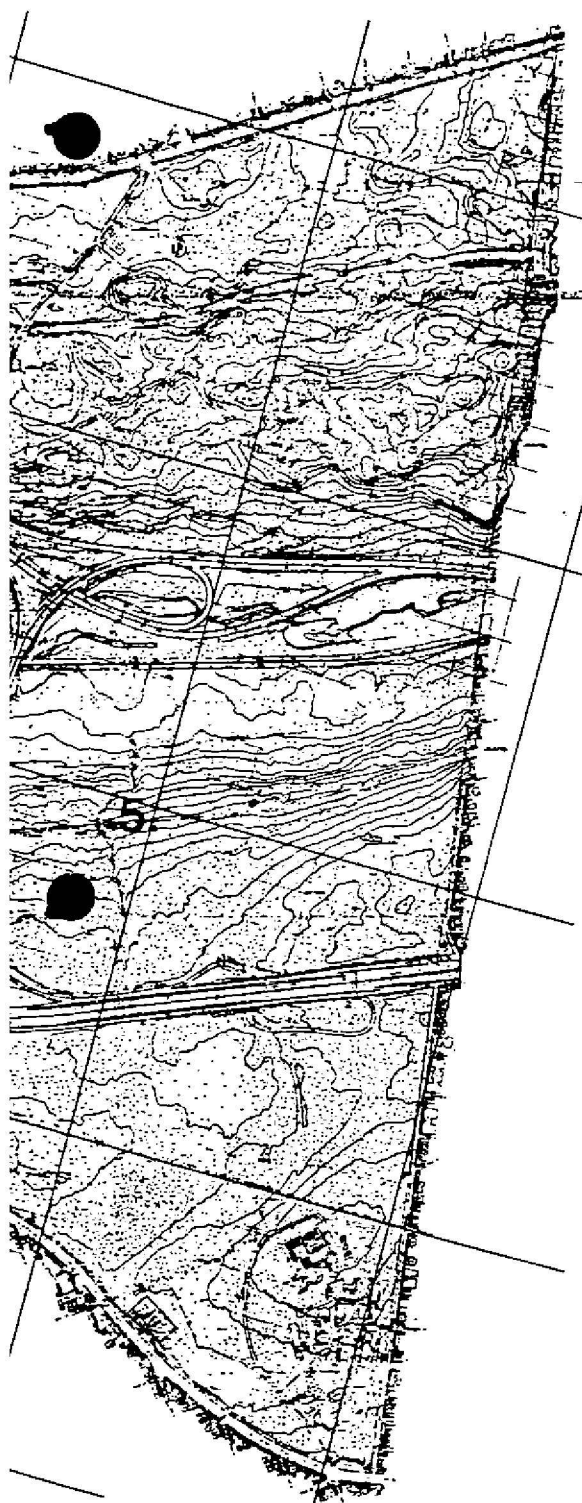
The illustrations in this report are from the following sources:

1. Annual Report of the Department of Parks of the City of New York for the Year 1908 (New York, 1909)
2. The City of New York, Department of Parks, Annual Report 1914 (New York, 1915)
3. The City of New York, Department of Parks, Report of the Year 1906, (New York, 1907)
4. John Mullaly, The New Parks Beyond the Harlem (New York, 1887)
5. William A. Tieck, Riverdale, Kingsbridge, Spuyten Duyvil, New York City (Old Tappan, N.J., 1968)
6. Lloyd Ultan, The Beautiful Bronx (1920 - 1950) (New Rochelle, 1979)
7. Woodlawn Heights Taxpayers & Community Association, Welcome to Woodlawn Heights, New York (Bronx, N.Y., 1970)



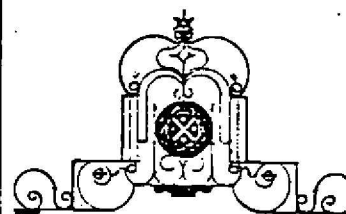
Storch Associates - Baystate Environmental Consultants, Inc. - Enviromed Associates - Cornish and Silva, Inc. - Lloyd Ultan





# LEGEND

1. VAN CORTLANDT MANSION
2. OLD MILL SITE
3. SERVANTS CEMETERY
4. VAULT HILL  
VAN CORTLANDT FAMILY  
BURIAL GROUNDS
5. OLD CROTON  
AQUEDUCT GATE HOUSE
6. INDIAN FIELDS  
MASSACRE SITE



City of New York  
Department of Parks and Recreation

Plan & Circulation Study  
Lake-Related Water Bodies & Watershed Study  
For The Restoration Of

Van Cortlandt Park  
Borough of the Bronx  
Contract Nos. XRE-92-00 XRE-92-101

## HISTORIC SITES