

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination FormSee instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

For NPS use only

received

AUG 25 1983

date entered SEP 22 1983

## 1. Name

historic Washington Bridge

and or common

## 2. Location

Between Amsterdam and Undercliff Aves.  
Harlem River, between West 181st Street, Manhattan and  
street & number University Avenue, The Bronx not for publication

city, town New York/Bronx vicinity of

state New York code 036 county Bronx/New York Counties code 61/05

## 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> NA being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

## 4. Owner of Property

name Gregory Johnson, Deputy Commissioner; Division of Public Structures

street &amp; number 16th Floor, Municipal Building

city, town New York vicinity of state New York 10007

## 5. Location of Legal Description

New York County Register's Office;  
courthouse, registry of deeds, etc. Bronx County Register's Office

street &amp; number 31 Chambers Street; 1960 Benedict Avenue

city, town New York; Bronx state 10007; 10462

## 6. Representation in Existing Surveys

(LP-1222)  
title Landmarks Preservation Commission has this property been determined eligible? ☐ yes ☒ nodate September 14, 1982 ☐ federal ☐ state ☐ county ☒ local

depository for survey records New York City Landmarks Preservation Commission

city, town 20 Vesey Street  
New York state N. Y. 10007

## 7. Description

### Condition

☒ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved date NA

### Describe the present and original (if known) physical appearance

Washington Bridge, a steel and cast- and wrought-iron arch bridge with arched masonry approaches, spans the Harlem River between West 181st Street in Manhattan and University Avenue in the Bronx.

The design of the Washington Bridge is asymmetrical due to site conditions along the Harlem River; the Manhattan side has steeper, more abrupt bluffs, while the Bronx side has a longer and more gradual slope. Thus the approaches to the bridge are different; the Manhattan approach consists of three semi-circular masonry arches, while the Bronx approach consists of three semi-circular arches and one seven-centered masonry arch. These masonry arches, constructed of concrete faced with coursed Maine and Connecticut granite and gneiss ashlar, have voussoirs with keystones. The overall structures of the approaches have bracketed granite cornices which are capped by granite balustrades cut in a circular pattern. Originally, bronze fleur-de-lis ornaments were placed within these circles. The Bronx approach originally had a granite stairway with bluestone steps, as well as a median island in the roadway. Each approach abuts one of the outer piers; a large central pier is located on the Bronx shore of the Harlem River. The three piers are constructed of concrete faced with the same granite and gneiss ashlar as the approaches and have bracketed granite cornices. The piers are set on ashlar bases and accented by rock-faced quoins. The solid granite balustrade above the piers originally enclosed seating areas with bronze gas and electric lamp posts.

The piers support the two 510-foot steel arches, the western one spanning the river and the eastern one spanning railroad tracks. Each arch span is constructed of six enormous arched girders that are composed of a series of steel plates riveted together. This was the first use in the U. S. of plate girders for arch ribs.<sup>1</sup> Each arch rib has its own set of skewbacks (from which the arches spring) which are hinged by means of a pivotal bearing. The Washington Bridge is an example of the "two-hinged arch" type of bridge, described by Condit: "in this form the arch is rigid throughout its length but hinged at the abutments or springlines; as a consequence, the maximum bending stress is at the crown, from which it decreases to a theoretical zero at the hinges."<sup>2</sup> This type was a technological advance in steel arch construction. Condit also described the construction of the Washington Bridge above the arches: "the deck of the bridge rests on the usual spandrel posts, but the curious feature is that there is no diagonal bracing whatever, the stiffening members consisting entirely of horizontal struts running both transversely and longitudinally."<sup>3</sup> These vertical posts and struts, along with the floor beams, are made of wrought iron. Additional horizontal bracing was added at a later date. The spans are surmounted by a classically ornamented cornice and balustrade of cast iron over wrought-iron plate. The denticulated and modillioned cornice is set above a frieze containing a motif of shield and branches. Above each shield rises a balustrade post, ornamented by a seahorse and shell motif and decorative cap. Between the posts, the balustrade features stylized Ionic columns alternating with medallions originally having a torch and scroll motif. The top rail of the balustrade incorporates an egg-and-dart motif. All of the metal surfaces of the bridge were painted a gray color "darker than the granite masonry, but in harmony with it."<sup>4</sup>



United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet Washington Bridge,  
New York & Bronx Counties, Item number 7 Page 2  
New York

Automobile first began to cross the Washington Bridge in 1906. That same year the New York City Interborough Railroad Company began the operation of two surface car tracks over the bridge. The increase in automobile traffic necessitated changes in the roadway. The median at the Bronx end was removed. The sidewalks were narrowed and the roadway was widened. In the later twentieth century, with the construction of the Harlem River Drive and Cross Bronx Expressway new ramps were constructed at both ends of the bridge that replace the original approach roads. In the 1930's new horizontal bracing was added to the metal structure. Today the balustrade of the Washington Bridge appears in slightly altered form. The gas and electric bronze lampposts have been removed. A chain-link safety fence and standard highway lampposts have been installed. Sections of the cast-iron and granite balustrade are missing, including such decorative elements as the bronze fleur-de-lis, post caps, the inner motif of the medallions, and sections of stone coping.

<sup>1</sup>David Plowden, Bridges: The Spans of North America (New York: Viking Press, 1974), p. 170.

<sup>2</sup>Carl W. Condit, American Building Art: The Nineteenth Century (New York: Oxford University Press, 1960), p. 193.

<sup>3</sup>Ibid, p. 194.

<sup>4</sup>William R. Hutton, The Washington Bridge Over the Harlem River (New York: Leo von Rosenberg, 1889), preface.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1886-89 **Builder/Architect** Charles C. Schneider and Wilhelm Hildenbrand modified by Union Bridge Company.

### Statement of Significance (in one paragraph)

The Washington Bridge is a steel and iron arch bridge with arched masonry approaches constructed over the Harlem River in 1886-89 to connect the Washington Heights section of Manhattan with the Bronx. The Washington Bridge is a significant structure in the history of American engineering and its construction reflects the technological advances made in American bridge engineering in the nineteenth century. The bridge is an important example of the use of the steel arch in nineteenth-century American bridges and is a significant early example of the two-hinged type of metal arch bridge. This bridge was the first American bridge to use steel plate girders for arch ribs. The design and construction of the Washington Bridge represents the collaboration of a highly distinguished group of American engineers, architects, and contractors. The masonry arches of the approaches are architecturally distinctive because of their handsome stone craftsmanship and sensitive relationship to the steel-arched bridge. The Washington Bridge is one of New York's most beautiful bridges.

As the development of upper Manhattan proceeded after the Civil War, plans were begun for a crossing over the Harlem River to the Bronx; however, it was not until two decades later that the Washington Bridge was actually built. Desiring a new Harlem River Bridge that should stand as a civic monument, the Harlem River Bridge Commission announced a formal design competition on October 16, 1885. Specifications for the design of the bridge included a clear span of at least 400 feet, an iron or steel superstructure on masonry piers, and a width of 80 feet (with 50-foot roadway and two sidewalks). This competition became one of the most interesting design competitions of the nineteenth century. Seventeen designs for the proposed Harlem River Bridge were received. Two prizes were awarded, each for a double-span, open web, parallel chord, metal arch design. The winning design was by Charles Conrad Schneider, while the second prize went to Wilhelm Hildenbrand. After the projected cost of the Schneider design came under criticism, the Union Bridge Company submitted plans for a less costly and elaborate version, incorporating the two winning designs and substituting a system of steel plate girders for ornamental rib lattice bracing. These plans were adopted by the commissioners after further modifications by chief engineer William J. McAlpine and civil engineer Theodore Cooper. The design of the metal arch spans was changed slightly after contracts for construction were signed. A decorative cornice and balustrade, designed by DeLemos & Cordes, were added after the commissioners decided during construction that a more ornamental structure was desirable.

The construction of the bridge was a significant engineering feat, employing approximately 500 men. First, three piers were built up to cornice height. The central pier, located on the east shore of the river, was built on a pneumatic caisson resting on solid rock forty feet below mean water. The masonry arch approaches were constructed next, using extensive wooden falsework to form the arches. The construction of the two iron and steel arch spans took the labor of 200 men from September 1887 to May 1888, and also used extensive falsework.

## 9. Major Bibliographical References

See Continuation Sheet

## 10. Geographical Data

Acreage of nominated property Approx. 2.5 acres

Quadrangle name Central Park, N.Y.-N.J.

Quadrangle scale 1:24,000

UTM References

A 

1	8
---	---

5	9	0	6	5	0
---	---	---	---	---	---

4	5	2	1	8	9	0
---	---	---	---	---	---	---

  
Zone Easting Northing

B 

1	8
---	---

5	9	0	1	0	0
---	---	---	---	---	---

4	5	2	2	2	2	0
---	---	---	---	---	---	---

  
Zone Easting Northing

C 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

D 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

E 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

F 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

G 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

H 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state New York code 036 county New York code 61

state New York code 036 county Bronx code 05

## 11. Form Prepared By

name/title Larry E. Gobrecht, National Register & Survey Coordinator

organization Historic Preservation Field Services Bureau date June 14, 1983

street & number Agency I E. S. P. telephone (518) 474-0479

city or town New York state New York 12238

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Commissioner

date

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the  
National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration



United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet Washington Bridge  
New York & Bronx Counties. Item number 8 Page 2  
New York

The bridge assembled an impressive force of distinguished engineers, architects, contractors, and sub-contractors including: William J. McAlpine (1812-90), originally chief engineer and later consulting engineer, who was one of the country's leading engineers; William R. Hutton (1826-1901), chief engineer, who was also a prominent engineer; Theodore Cooper (1839-1919), consulting engineer, who was a notable industrial and bridge engineer whose previous work had included assisting James Eads on the St. Louis Bridge; and Edward Hale Kendall (1842-1901), the consulting architect, who was noted for his cast-iron buildings and elevated stations.

The majority of the construction work of the Harlem River Bridge was completed by December 1888, and the bridge was opened to privileged pedestrians with special passes. In February 1889, the contractors officially turned the bridge over to the commissioners, and on Washington's Birthday the bridge was officially re-named the Washington Bridge, as a part of the national centennial celebration of George Washington's inauguration as president in New York on April 30, 1789. The proximity of the bridge to Fort Washington and Washington Heights was another factor prompting the change of name.

The Washington Bridge was praised at the time of its construction and has been praised by subsequent critics. In 1888 Scientific American remarked that the bridge "with its two immense archways and general boldness of design,... will for many years be an ornament to the city."<sup>1</sup> The New York Times praised it as "one of the most imposing, beautiful and substantial to be found anywhere about the metropolis and is especially interesting as a perfect and consistent edifice in the arched style of architecture."<sup>2</sup> Noted architectural critic Montgomery Schuyler, in Century Magazine in 1900, called the Washington Bridge "an admirable and exemplary work, perhaps the most conspicuously successful monument that American engineering has produced...the bridge proper it would be difficult to overpraise. The completed work so perfectly and evidently fulfills its function and fills its place that the general scheme seems to the spectator a matter of course."<sup>3</sup> In 1929 engineer Charles Evan Fowler considered it "in many respects one of the finest pieces of bridge architecture in the world, especially in details, and the masonry is particularly notable for its solid construction, and the perfection of its design and detailing."<sup>4</sup> More recently, the eminent American engineering historian Carl Condit noted that "the two-hinged arch suddenly achieved prominence when it was selected for one of the great steel spans of the century...Washington Bridge is unquestionably an impressive work of structural art, technically and visually..."<sup>5</sup> A significant engineering feat, the Washington Bridge remains one of New York City's most beautiful bridges.

<sup>1</sup>"Erection of the Harlem River Bridge at 181st Street," Scientific American, 58 (February 18, 1888), p. 101.

<sup>2</sup>Sharon Reier, The Bridges of New York (New York: Quadrant Press, Inc., 1977), p.80.

<sup>3</sup>Montgomery Schuyler, American Architecture and Other Writings, Volume II (Cambridge, Mass.: Belknap Press, 1961), p. 357.

<sup>4</sup>Charles E. Fowler, The Ideals of Engineering Architecture (Chicago: Gillette Publishing Company, 1929), p. 195.

<sup>5</sup>Carl W. Condit, American Building Art: The Nineteenth Century (New York: Oxford University Press, 1960), p. 194.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Washington Bridge,  
Continuation sheet New York & Bronx Counties, Item number 9  
New York

Page 2

BIBLIOGRAPHY

- American Society of Civil Engineers. A Biographical Dictionary of American Civil Engineers. New York: American Society of Civil Engineers, 1972.
- Condit, Carl W. American Building Art: The Nineteenth Century. New York: Oxford University Press, 1960.
- "Erection of the New Harlem River Bridge at 181st Street." Scientific American, 58, (February 18, 1888), 101.
- Fowler, Charles Evan. The Ideals of Engineering Architecture. Chicago: Gillette Publishing Company, 1929.
- Harlem River Bridge Commissioners. The Harlem River Bridge: Specifications for its Construction. New York, 1886.
- Hutton, William R. The Washington Bridge Over the Harlem River, at 181st Street, New York City: A Description of its Construction. New York: Leo von Rosenberg, 1889.
- Jenkins, Stephen. The Story of the Bronx. New York: G. P. Putnam's Sons, 1912.
- "The New Manhattan Bridge." New York Times, July 3, 1888, p.8.
- Plowden, David. Bridges: The Spans of North America. New York: Viking Press, 1974.
- Real Estate Record Association. A History of Real Estate, Building, and Architecture in New York City During the Last Quarter of a Century. New York: Arno Press, 1967.
- Reier, Sharon. The Bridges of New York. New York: Quadrant Press, Inc., 1977.
- Schuyler, Montgomery. American Architecture and Other Writings, Volume II. Cambridge, Mass.: Belknap Press. 1961.
- Thomson, T. Kennard. "The Bridges of New York City." The Engineering Magazine, 37 (September-October, 1909), 924-25.
- Tyrell, Henry G. History of Bridge Engineering. Chicago: G. B. Williams Company, 1911.



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Washington Bridge,

Continuation sheet New York & Bronx Counties, Item number 10  
New York

Page 2

The boundary of Washington Bridge is encompassed by a line running southward parallel with the eastern curb line of Amsterdam Avenue; a line running eastward which is the extension of the southern curb line of West 181st Street to the point where it crosses Undercliff Avenue; a line running northward parallel with the eastern curb line of Undercliff Avenue; a line running westward from Undercliff Avenue which intersects with the extension of the northern curb line of West 181st Street, to the point of beginning.

The nominated property occupies Manhattan Tax Map Block 2106, Lot 1 in part; Block 2149, Lot 525 in part, consisting of those parts of these lots upon which the structure and approaches of the bridge rest. The Bronx Tax Map Block 2538, Lot 32 in part; Block 2880, Lots 1 & 250 both in part; Block 2884, Lots 2, 5, & 9 all in part, consisting of those parts of these lots upon which the structure and approaches of the bridge rest.

The nominated property is outlined on the attached maps (Manhattan Map Scale 120 feet to one inch; Bronx Map Scale 150 feet to one inch). Maps are not included for the middle section of the bridge that spans the Harlem River.



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

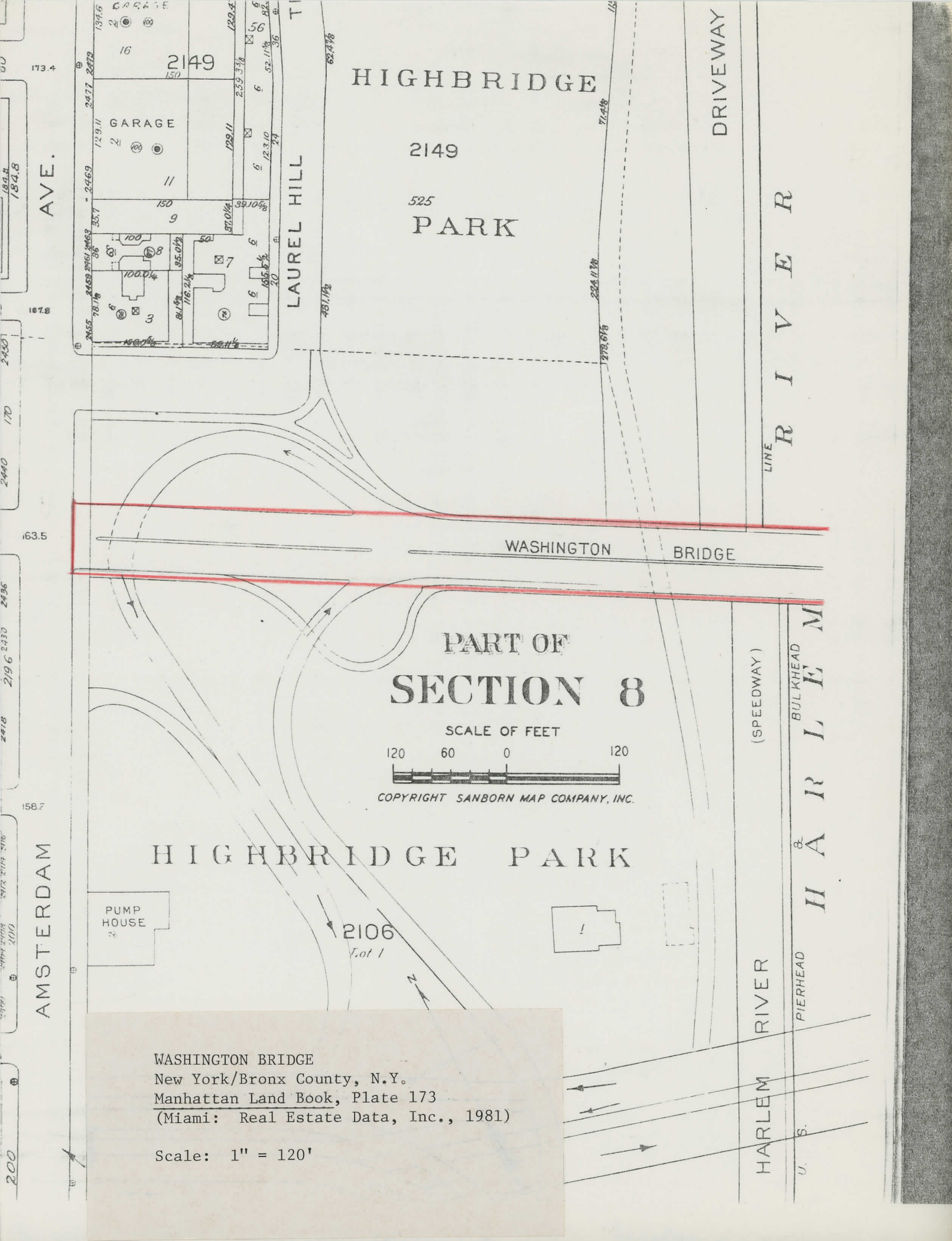
date entered

Continuation sheet Washington Bridge,  
New York & Bronx Counties Item number 11

Page 2

Form Prepared by:

Fred Wasserman  
Landmarks Preservation Commission  
20 Vesey Street  
New York, N.Y. 10007



HIGHBRIDGE

2149

525  
PARK

DRIVEWAY

LINE R I V E R

WASHINGTON BRIDGE

PART OF  
SECTION 8

SCALE OF FEET



COPYRIGHT SANBORN MAP COMPANY, INC.

HIGHBRIDGE PARK

PUMP HOUSE

2106  
Tot 1

(SPEEDWAY)

BUL KHEAD  
H A R L E M

RIVER

PIERHEAD

HARLEM

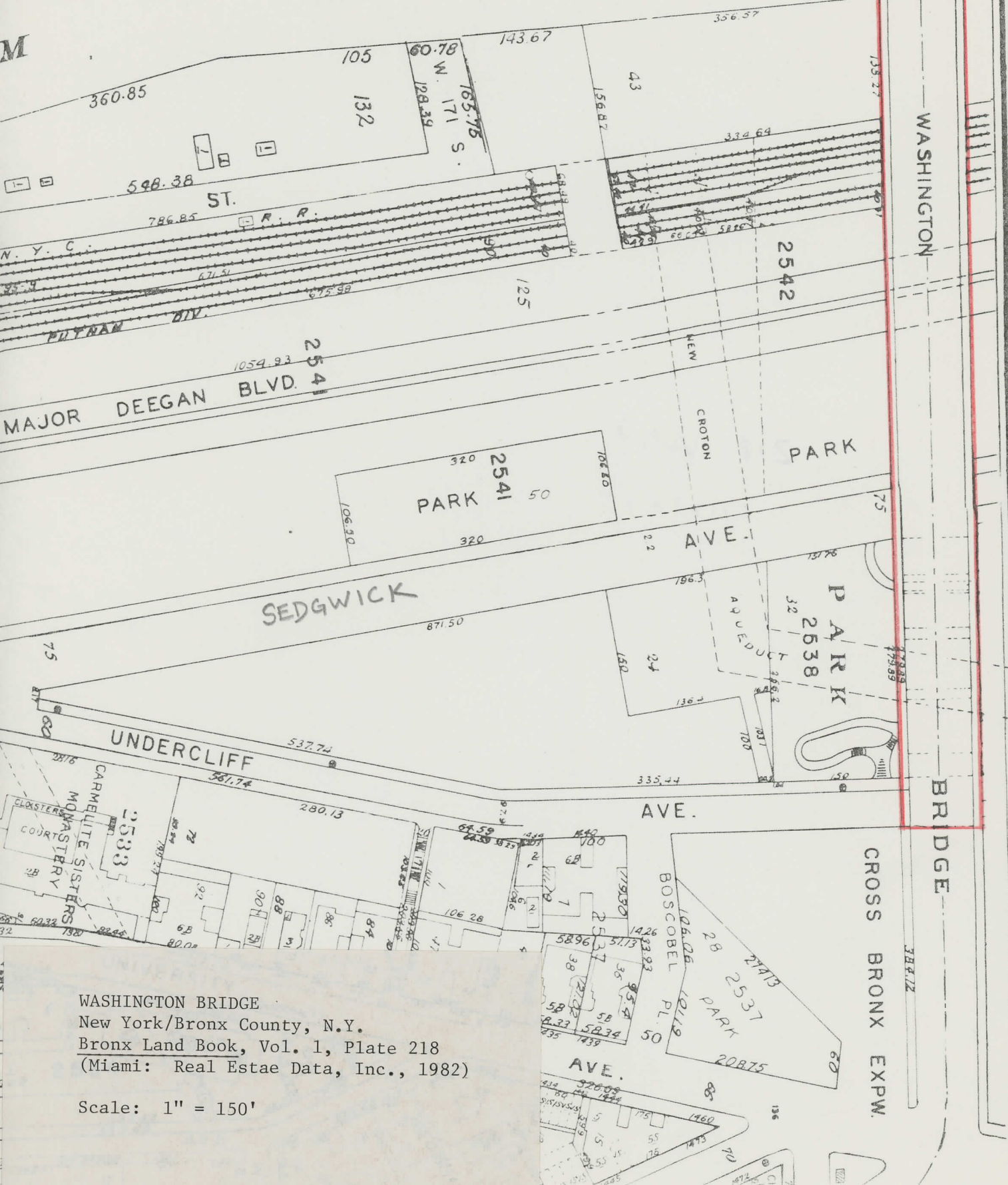
WASHINGTON BRIDGE  
New York/Bronx County, N.Y.  
Manhattan Land Book, Plate 173  
(Miami: Real Estate Data, Inc., 1981)

Scale: 1" = 120'



# R I V E R

M



WASHINGTON BRIDGE  
 New York/Bronx County, N.Y.  
 Bronx Land Book, Vol. 1, Plate 218  
 (Miami: Real Estate Data, Inc., 1982)

Scale: 1" = 150'





83001645

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Washington Bridge  
Bronx/New York Counties  
NEW YORK

Working No. AUG 25 1983  
Fed. Reg. Date: 2.7.84  
Date Due: 9/22/83 - 10/9/83  
Action: ☒ ACCEPT 9/22/83  
Entered in the RETURN  
National Register REJECT  
Federal Agency: \_\_\_\_\_

- ☐ resubmission  
☐ nomination by person or local government  
☐ owner objection  
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria \_\_\_\_\_  
Reviewer \_\_\_\_\_  
Discipline \_\_\_\_\_  
Date \_\_\_\_\_  
\_\_\_\_\_ see continuation sheet

Nomination returned for: \_\_\_\_\_ technical corrections cited below  
\_\_\_\_\_ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	<input type="checkbox"/> original site
		<input type="checkbox"/> moved date _____

Describe the present and original (if known) physical appearance

- ☐ summary paragraph  
☐ completeness  
☐ clarity  
☐ alterations/integrity  
☐ dates  
☐ boundary selection

---

## 8. Significance

Period      Areas of Significance—Check and justify below

Specific dates

Builder/Architect

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

---

## 9. Major Bibliographical References

---

### 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

UTM References \_\_\_\_\_

Verbal boundary description and justification \_\_\_\_\_

---

### 11. Form Prepared By

---

### 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

\_\_\_\_ national      \_\_\_\_ state      \_\_\_\_ local

State Historic Preservation Officer signature

title                      date

---

### 13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_ Phone: \_\_\_\_\_

*Comments for any item may be continued on an attached sheet*





1. WASHINGTON BRIDGE  
New York and Bronx Counties

Photo by: Carl Forster, 1982  
Neg. at: New York Landmarks  
Preservation Commission

View northeast.





2. WASHINGTON BRIDGE  
New York and Bronx Counties

Photo by: Carl Forster, 1982  
Neg. at: New York Landmarks  
Preservation Commission

View northeast.



3. WASHINGTON BRIDGE  
New York and Bronx Counties

Photo by: Carl Forster, 1982  
Neg.at: New York Landmarks  
Preservation Commission

Railing, view east.





4. WASHINGTON BRIDGE  
New York and Bronx Counties

Photo by: Carl Forster, 1982  
Neg. at: New York Landmarks  
Preservation Commission

Deck, view north.



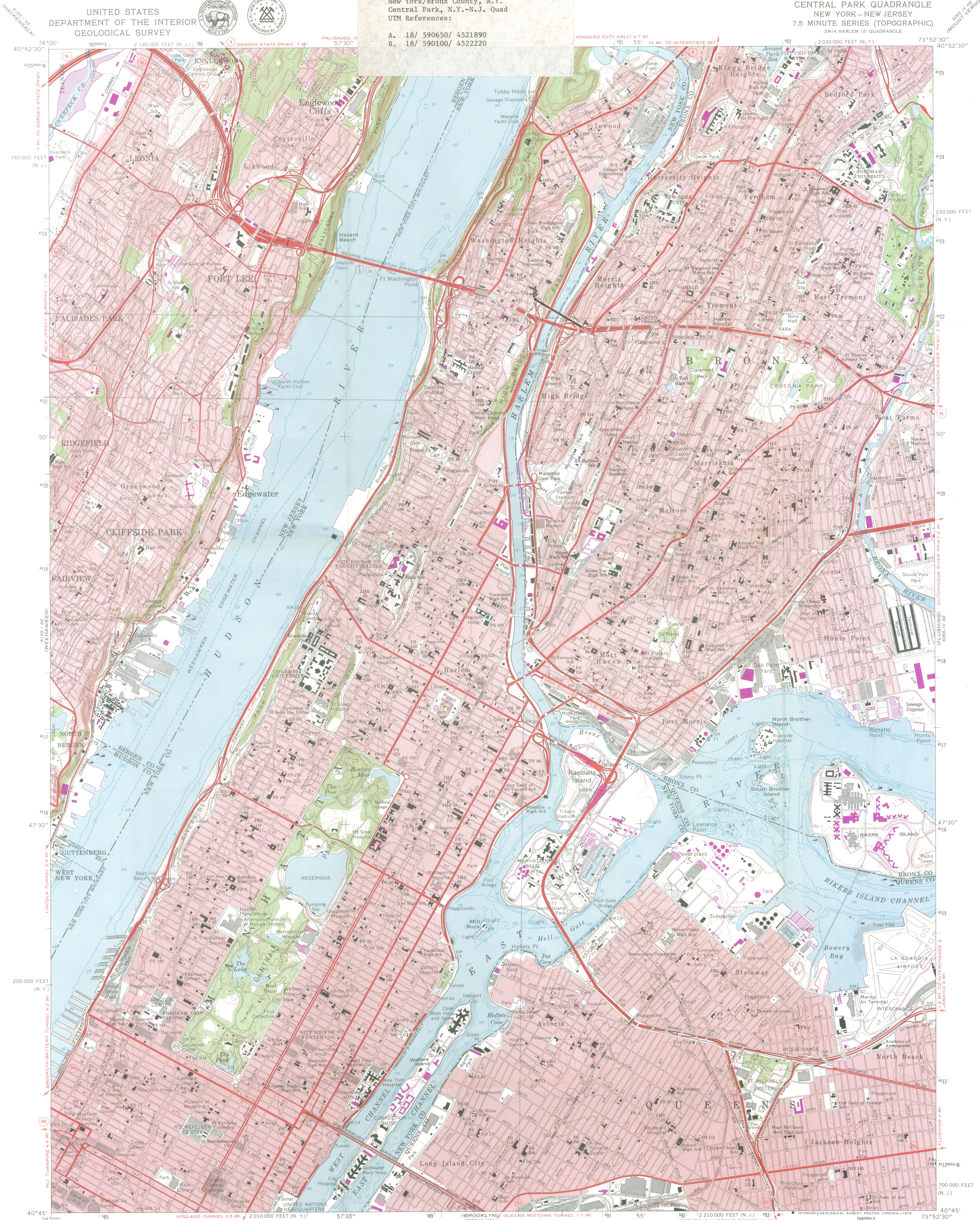
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



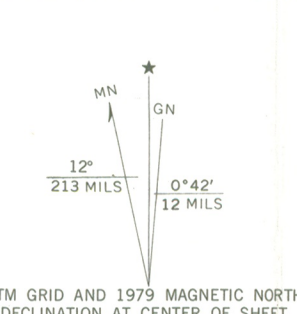
WASHINGTON BRIDGE  
New York/Bronx County, N.Y.  
Central Park, N.Y.-N.J. Quad  
UTM References:

A. 18/ 590650/ 4521890  
B. 18/ 590100/ 4522220

CENTRAL PARK QUADRANGLE  
NEW YORK-NEW JERSEY  
7.5 MINUTE SERIES (TOPOGRAPHIC)  
SW 1/4 HARLEM 15' QUADRANGLE



Mapped, edited, and published by the Geological Survey  
Revised in cooperation with New York  
Department of Transportation  
Control by USGS, USC&GS, and New Jersey Geodetic Survey  
Planimetry by photogrammetric methods and from USC&GS Charts T-4567,  
T-5089, T-5264, T-5278, T-5448, T-5449, T-5451, T-5452, T-5453, T-5458,  
and T-5778. Topography by photogrammetric methods from aerial photographs  
taken 1954 and planetable surveys 1956.  
Revised from aerial photographs taken 1966. Field checked 1966  
Selected hydrographic data compiled from USC&GS Charts 226, 744, 745,  
746, and 747 (1966). This information is not intended for navigational purposes  
Polyconic projection. 1927 North American datum  
10,000-foot grids based on New York coordinate system, Long Island zone,  
and New Jersey coordinate system  
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue  
Red tint indicates areas in which only landmark buildings are shown



SCALE 1:24000  
CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER  
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN LOW WATER  
THE AVERAGE RANGE OF TIDE IS APPROXIMATELY 2 FEET  
4 FEET IN THE HUDSON RIVER AND 5.7 FEET IN THE EAST RIVER  
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled from aerial photographs  
taken 1977 and other source data. This information  
not field checked. Map edited 1979  
There may be private inholdings within the boundaries of  
the National or State reservations shown on this map

ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
Interstate Route U.S. Route State Route

CENTRAL PARK, N.Y.-N.J.  
SW 1/4 HARLEM 15' QUADRANGLE  
N4045-W7352.5/7.5  
1966  
PHOTOREVISED 1979  
AMS 6265 IV SW-SERIES V821