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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

H. Tittmann
Superintendent.

State: N. Y. & N. J.

DESCRIPTIVE REPORT.

Charts and sheets *Sheet Nos* 1-6

LOCALITY:

Hudson River

*1901*1

CHIEF OF PARTY:

N. H. Heck, Assistant

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Descriptive Report for sheets of Hudson River neeth

Ft. Washington to Yonkers, N. Y.

Important changes .

The New York Central R. R. has extended its outer line by filling for a width of 50 to 150 feet where it follows the river. This applies not only to this area but to a point near Croton on Hudson.

The Glenwood Poerhouse extends out into the river and its two stacks are very prominent from both directions.

The fill shown between Glenwood and Yonkers was constructed for use as a yard and freight station.

The changes in the wharves are shown .

A city map of Yonkers is shown which gives the streets. An attempt was made to secure a map of the Bronx, but it has not yet been received. I understand that Mr. Ritter has secured such a map.

From Spuyten Duyvil to Fort Washington the principal streets adjoining the wter front as obtained from N. Y. City Dock Dept. map is shown . Where practicable this was checked by observations.

On the western shore there are practically no changes except for a filled area nearly opposite Ft. Washington. In some cases as indicated portions of the old wharves have been removed or the wharves have been destroyed. The area between the Palisades and the shore is included in the New York- New Jersey Interstate Park and is likely to remain practically unchanged hereafter.

Descriptive Report Chart 369-8

Chart revision by N. H. Heck, Assistant, Jan. March, 1911

This includes the revision of the western sore of the Hudson River and of the eastern shore north of 130th St., the portion south of this being included in Mr. Ritters work. (Assistant H. B. Ritter)

On the eastern side the changes in the immediate vicinity of the shore line have been very few but the general appearance of the City from the river has undoubtedly greatly changed as numerous large apartment houses averaging 15 stories have been built along the entire extent of Riverside drive, The portion of Riverside Drive not shown on the chart previously has been added , also the streets north of 130th not previously shown. These have been taken from city maps with points checked by observation where practicable.

It was necessary to determine a number of prominent objects on this chart by triangulation, in order to locate changes, first because old points have become inaccessible owing to changes, and the removal of old buildings , etc. used as points, and second because the high apartment houses above referred to rendered invisible points formerly used . Only threepoints previously used were found to be available and from these sufficient new points were determined to carry on the revision.

The western shore was found to be unchanged north of Fort Lee. No maps of the town of Fort Lee were available except by purchase and these were not recent. As the only streets near the water frontare already charted no additional work was done.

South of Fort Lee to Weehawken changes are very extensive. The towns of Edgewater and Shadyside have become important manufacturing points as the comparative cheapness of the land in the Immediate vicinity of New York has attracted a number of large companies. At Shadyside about three fouths of the land shown as swamp has been filled. Through the kindness of the Tax Assessor of the City of Edgewater I was permitted to make copies of thier city map recently

completed on a scale of 50 ft. to the inch by a competent New York Engineer. From transit or sextant observations points were determined on every wharf and then each wharf was visited, the correctness of the city map was checked by frequent measurements ~~by~~ with tape line.

The new wharves at Gut'enberg principally belonging to the West Shore R. R were determined some of the details were taken from a blue print furnished by that company. Their charted wharves were found to be correct and unchanged. The Hudson Boulevard, a roadway similar to the Riverside Drive was determined from Weehawken to a point above Shadyside where it leaves the shore. It follows close to the edge of the Palisades throughout the spa extent mentioned. No town maps were obtainable for the area back from this Boulevard;

An attempt was made to ascertain the depths at the various wharves. It was found that especially along the waterfront of Edgewater and Shadyside whereever dredging is necessary to maintain a depth of 10 ft. that the depth is constantly changing and dredging is necessary very frequently. It was stated that at each wharf an attempt was made to have a least depth of 12 feet, dredging to 15 to have a margin. In some cases an attempt is made to permit large vessels to land come to the wharf but with drafts greater than 15 feet great difficulty is encountered.

Attention is called to detailed changes as follows:

Ft. Lee south pier buildings gone

Note the changes in the main street opposite the railroad terminals at Shadyside. This was made so that the tracks could be crossed by a bridge near the tunnel .

All the original marsh land is filled except between the railroad south wharf and the New York Edison coal storage dock and a section near Bulls Ferry as indicated on the chart.

Many details of the West Shore terminals are omitted as not essential to the cha

Descriptive Report Chart 369-4
Submitted by
N. H. Heck, Assistant

The West shore and Erie R. R. Docks were found to be unchanged.

The section from the Erie Docks to 14th St. Ferry Hoboken was the last work done and when the notes were examined in Washington a few discrepancies were found due to the conditions in Weehawken cove. As these could not be settled without return to the locality I have referred this section to Mr. H. P. Ritter who is working on the Eastern side of the Hudson River. The most prominent buildings and the covered wharfs and all changes are shown oj the chart as far as the D. L. &W. R. R. Co. terminal .

The changes of the various R. R. terminals are shownon the chart. Additional details may be obtained from blue prints furnished by all of the roads except the Erie and which accompany the sheet.

Note that some of the streets shown on the charts north of the P. R. Sta. are no longer in existence the whole area being covered by tracks.

The dpths as furnished in a blue print specially made by the Chief Engineer of the Central R. R. of N. J. shows the conditions at their terminal .

The work was carried to the sharp bend above Clearmont and Mr. Ritter has been so. informed.

Objects of importance to Navigators and of use in setting buoys etc.

Hudson River-- Yonkers to Jersey City.

See attached list of Geographic Positions determined by triangulation. All objects in black except those underscored, should be shown on the chart. A descriptive name for use on the chart is given in red ink . or underscored in red .

In addition the following are determined by plane table methods.

Object	Latitude			Longitude			Description
Inner stack, Glenwood power ho.	40	57	142	73	53	1374	Tall yellow stack
Riverdale flagstaff	40	54	460	73	54	1240	Tall pole
Brick chimney	40	52	940	73	57	106	highest chy. large ho. on edge Palisades
Red cupola	40	51	343	73	56	610	on white house near Ft. Washington
Red Tower on edge Riverside Drive	40	49	1653	73	57	1330	Circular white tower with red cupola
Outer stack, Shadyside	40	48	948	73	59	393	Tall yellow stacks
Inner stack "	40	48	980 (est)	73	59	480	
Black stack Guttenberg	40	47	666	73	59	1347	
Weehawken stack							
D. L. & W. Clock Tower Hoboken	40	44	180	74	01	930	On Ferry house, high square black tower
C. R. R. of N. J. Clock Tower, Jersey City	40	42	795	74	02	159	Black tower on ferry house.

✓ ✓ Blueprints #13718-28 inclusive

List of Maps, blue prints furnished in connection with chart revision of Hudson River.

✓ 1. City map of Yonkers. A red line shows the limit of built up City blocks.

✓ 2. & 3. Blue prints showing N. Y. Central from Spuyten Duyvil to Yonkers.

✓ 4. &5. N. Y. City Dock Dept. maps from Spuyten Duyvil to Grant's Tomb.

✓ 5. D. L. &W. Railroad terminals, Hoboken, N. J.

✓ 6. Pa. R. R. Co's Terminals Jersey City, N. J.

✓ 7. Lehigh Valley R. R. " " " "

✓ 8. Central R. R. of. N. J. 's " " " "

✓ 9. N. Y. West Shore & Buffalo " Weehawken, N. J.

The results of the season work appear on:

✓ 1.-3 ✓ Bromide copies of original Topographic sheets.

✓ 4. copy of chart 281, showing objects of importance to Navigators.

✓ 5. " " " 369-8

✓ 6. " " " 369-4

C. & G. SURVEY,
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See Acc. No. 70674 for adjusted positions

Department of Commerce and Labor
COAST AND GEODETIC SURVEY
Form 28 a.

GEOGRAPHIC

Locality Hudson River Datum.

11-676

STATIONS.	LATITUDE. °	′	″	Seconds in Meters.	LONGITUDE. °	′	″	Seconds in Meters.
St. Vincent computed	40	54	49.30	1520.8	73	54	33.61	786.5
Pole, Closter's Landing	40	56	50.17	1547.6	73	55	07.38	172.6
Stone water Tower, Yokers	40	55	51.57	1590.9	73	53	06.71	157.0
Twin, outer stack Glenwood power house	40	57	04.82	148.7	73	54	00.17	3.7
Glenwood stacks								
Otis, Otis Elevator Cos. stack Yonkers	40	56	12.77	394.0	73	54	02.28	53.4
Otis stack								
City, Yokers City Hall Tower	40	55	55.69	1718.0	73	53	54.06	1246.8
Palisades computed	40	51	08.50	262.2	73	57	40.20	9414
White shaft, near Spuyten Duyvil	40	52	56.53	~~1744.0~~ 1743.0	73	55	07.~~37~~ 506	~~214.7~~ 175.7
Cupola, Inwood	40	51	41.74	1287.3	73	56	02.34	54
Flagstaff near cupola	40	51	43.67	1316.3	73	55	59.83	

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POSITIONS.

State New York & New Jersey

AZIMUTH. ° ′ ″	BACK AZIMUTH. ° ′ ″	TO STATIONS.	DISTANCE. Meters.	LOGARITHMS.
202 23 33.5	22 24 17.8	Oak Hill water T.	4156.0	3.618679
18 49 44.4	198 49 00.7	Inwood Church	4738.5	3.675638
267 14 30.7	87 15 37.2	Oak Hill W. T.	2375.8	3.375814
348 01 58.0	168 02 20.1	St. Vincent	3811.3	3.581079
18 45 30.1	198 43 50.1	Palisades	11129.9	4.022858
46 38 19.2	226 37 22.3	Oak Hill W. T.	2797.2	3.446723
166 50 30.7	346 50 18.1	St. Vincent	1973.4	3.295815
10 36 04	190 35 48	St. Vincent	4252.8	3.628678
331 03 44	151 03 19	Stone W. T.	2583.5	3.412177
15 53 24	195 53 04	St. Vincent	2677.0	3. 427645
127 09 40	307 08 57	Pole, Cloisters LDG.	1910.4	3.281120
24 19 28	204 19 02	St. Vincent	2247.4	3.351960
276 33 04	96 32 35	Stone W. T.	1115.0	3.047266
27 25 32.3	207 23 20.4	Highwood 2	10279.2	4.011960
198 43 50.1	18 45 30.1	Pole, Cloisters Ldg.	11129.9	4.046491
230 40 31.2	50 41 50.6	Inwood Church		3.564807
294 38 20.5	114 39 26.8	Highbridge	2611.9	3.416957
15 16 37	195 16 03	Highbridge	4585.5	3.661386
47 03 24	227 01 44	Palisades	4890.4	3.689342
65 54 33	245 58 29	Palisades	2510.6	3.399783
357 47 30	177 47 32	Highbridge	2116.1	3.325540
65 51 33	245 50 27	Palisades	2575.4	3.4108
359 23 37	179 23 38	Highbridge	2143.4	3.331

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* See Acc. No. 70674 for adjusted positions

Department of Commerce and Labor
COAST AND GEODETIC SURVEY
Form 28 a.

GEOGRAPHIC

Locality — Hudson River — *Datum.*

11-676

STATIONS.	LATITUDE. °	′	″	Seconds in Meters.	LONGITUDE. °	′	″	Seconds in Meters.
Tank *	40	49	10.30	317.6	73	57	32.33	757.7
Metropolitan Life Bldg. (comp.) (See N. Y. City Triangulation)	40	444	28.59	881.9	73	59	15.90	373.1
Grants Tomb	40	48	48.73	1502.8	73	57	48.21	1129.8
Concrete Stack, Warner Sugar Co. *	40	49	26.19	807.9	73	58	31.19	731.0
Soldiers and Sailors Monument *	40	47	31.71	978.1	73	58	45.31	1064.5
Five, westermmost of five stacks	40	46	18.92	583.6	73	59	34.30	804.4
Times Bldg. Flag staff	40	45	21.96	677.3	73	59	12.83	301.0

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* no check

The failure to check all of those points and to strengthen the last two positions (weak figures) was due to inability to occupy Castle Stevens which was closed

POSITIONS.

*State*s—New York and New Jersey

AZIMUTH. ° ′ ″	BACK AZIMUTH. ° ′ ″	TO STATIONS.	DISTANCE. Meters.	LOGARITHMS.
177 06 27	357 06 22	Palisades	3650.9	3.562396
220 34 28	40 35 20	Highbridge	3367.0	3.527243
142 13 14.8	322 11 05.5	Highwood 2	4063.5	3.608877
202 18 45.0	22 20 53.7	Highbridge	12158.4	4.084879
182 29 27	2 29 32	Palisades	4315.6	3.635044
218 28 23	38 29 34	Highbridge	4117.6	3.614642
200 43 45	20 44 18	Palisades	3374.7	3.528237
239 54 45	59 56 25	Highbridge	4124.5	3.615368
52 46 11	232 44 42	Highwood 2	4028.7	3.605163
192 50 45	12 51 28	Palisades	6859.1	3.836271
84 39 19	264 38 22	Highwood 2	2067.6	3.315457
196 39 26	16 40 41	Palisades	9324.9	3.969341
121 24 53	301 23 42	Highwood 2	3002.4	3.477477
191 28 19	11 29 20	Palisades	10908.0	4.037754

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