WAR DEPARTMENT

CORPS OF ENGINEERS U.S.A.

32-12

U.S. Mon. 2 is a bronze plug centered in a concrete and drain tile monument, capped with iron box and cover, and set at the intersection of the U.S. offsets to the E. and S. lines, respectively, of Hudson and Sussex Sts.

U.S. Monuments 4, 5 and 6 are set in line. 4 and 5 are bronze plugs set in the surface of the S.ly covered platform of Erie R.R. passenger terminal at foot of Pavonia Ave. Mon. 4 is at E. end of platform, on N. of its S. edge and 8'.33 and 11.54 respectively from the S.W. and S.E. corners of the 1st and 2nd wooden posts W. of waiting room, supporting platform roof centrally. Mon. 5 is 87.2 N. from the S. edge of platform, 5.3' from S.W. cor. and 20.82 from S.E. cor. of Subway entrance. And 10.26 S.E. from S.E. cor. of central wooden post. U.S. Mon. 6 is like Mon. 5 and is set at the intersection of the 11 offset line to the N. line of Pavonia Ave. with the S. offset line to the W. line of Provost St.

PERMITS. Revocable permits have been granted by the Secretary of War, for solid filling between the pierhead and bulkhead lines on the westerly side of the river, one, dated March 5, 1906, authorizing the D.L. & W. R.R. Co. to reconstruct its piers with concrete floors and solid filling above low water, and another, dated June 28, 1912, authorizing the C.R.R. Co. of N.J. to construct concrete piers or foundations in ferry terminal.

U.S. Monuments 7, 8 and 10 are set in the E. sidewalk of Hudson St. Hoboken, each being centered by a bronze plug set in concrete and drain tile and capped with iron box and cover. Mon. 7 is on 10' offset to E. line of Hudson St. 260' N. of the S. line of Ferry St. Mon. 9 is on 70' offset to E. line of 11th St. The monuments were set by authority of the Mayor and Council of Hoboken under resolution passed March 12, 1913.

JERSEY CITY

HOBOKEN

HUDSON RIVER

NEW YORK CITY

CENTRAL RAILROAD OF NEW JERSEY

LEHIGH VALLEY R.R.

Morris Canal Basin

PENNSYLVANIA RAILROAD

ERIE R.R.

DELAWARE LACKAWANNA AND WESTERN R.R.

APPROVED MARCH 4 1890

BULKHEAD AND PIERHEAD LINE

SECRETARY OF WAR

APPROVED MAY 18, 1897

CASTLE POINT

Modified by eliminating curve in bulkhead line

APPROVED MAY 18, 1897

CHELSEA TRANSATLANTIC PIERS

CUNARD FRENCH ATLANTIC TRANS. CO. WHITE STAR

U.S. Mon. 1 is a bronze plug centered in concrete and drain tile capped with iron box and cover and set in the town of Battery Park in line with the S. side of Pier 1, N.R. and 14' W. of the E. side of West St. prolonged. From the mon. Torch on Statue of Liberty is S. 54° 10' 40" W. Tower, main bldg. on Ellis I. – S. 85° 21' 00" W. Center C.R.R. of N.J. clock tower, N. 78° 53' 50" W. " Produce Exchange " , S. 86° 34' 45" E.

This map is based upon surveys made in 1911 and 1912 by the U.S. Engineer Office, First N.Y. District, and in 1913 under direction of the New York Harbor Line Board, with compilations from other sources.

Soundings refer to mean low water. Those in feet and tenths are from U.S.E.D. surveys; in feet only, from U.S.C. & G.S. Charts.

Bronze reference plugs to all monuments are alike, and each is centered by a raised triangle, encircled by raised letters reading "United States Harbor Line Reference Mark".

All bearings refer to one meridian, which is approximately that of Long. 74° 00' 20" W.

PERMITS-N.Y.- On March 1, 1911, the Secretary of War granted the International Mercantile Marine Co. permission to extend Piers 59 and 60 N.R. 100 feet beyond the pierhead line with a temporary pile and timber structure.

A new permit allows the City of New York to maintain the same structures for three years from June 30, 1913.

The City of New York was authorized, Mar. 16, 1914 to build and maintain a temporary extension on Pier No. 54 until June 30, 1916.

To accompany letter to the Chief of Engineers, U.S.A., dated New York City, February 19, 1914.

This map supplies monument references and new data for the location of the existing harbor lines for both shores and, when approved, is to supersede all previous maps of harbor lines for the locality shown.

The bulkhead line defines the limit for solid filling; the pierhead line, the limit to which open piled structures may be built.

W. H. Bixby
Colonel, Corps of Engineers, U.S.A.

J. W. Roessler
Colonel, Corps of Engineers, U.S.A.

Edward Burr
Colonel, Corps of Engineers, U.S.A.

WAR DEPARTMENT

OFFICE OF NEW YORK HARBOR LINE BOARD

# PIERHEAD AND BULKHEAD LINES

## HUDSON RIVER NEW YORK HARBOR

C. R. R. OF N. J. TO CASTLE POINT, N. J.

PIER 1 TO PIER 60 NEW YORK CITY

FEBRUARY 1914

SCALE 1 : 5000

500 0 500 1000 1500 FT.

U.S. Mon. 3 is like Mon. 1 and 2 is set in sidewalk at Canal and West Sts. C. off S. line of Canal St. and 10 off E. line of West St. From the mon.
SW cor. Whitehall bldg. 10th floor is S. 11° 35' 10" W.
Main flagpole Western Electric Co. building West and Bethune Sts is N. 49° 35' 57" E.
Spire, St. Alphonsus Church is S. 51° 48' 40" E.

WAR DEPARTMENT. May 18 1914.

Approved to supersede all previous maps of harbor lines for the locality shown hereon.

Henry Breckinridge
Asst. Secretary of War.

U.S. Mon. 8 is like Mon. 1 and is set in the sidewalk on N. side of Gansevoort St. 32.82 from S.W. cor of brick work above base of H.P. Fire Service pumping station and 44' from the Sly. building line of Gansevoort St.

© BULKHEAD LINES-LOWER HUDSON RIVER