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United States Department of the Interior  
National Park Service

### National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

#### 1. Name of Property

historic name Port Morris Ferry Bridges

other names/site number 134<sup>th</sup> Street Ferry Bridges

#### 2. Location

street & number 106 Locust Avenue [ ] not for publication

city or town Bronx [ ] vicinity

state New York code NY county Bronx code 005 zip code 10454

#### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements as set forth in 36 CFR Part 60. In my opinion, the property  meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide  locally. ([ ] see continuation sheet for additional comments.)

Ruth A. Purpont DBHPO

12/12/13

Signature of certifying official/Title

Date

New York State Office of Parks, Recreation & Historic Preservation  
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] see continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

#### 4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register  
[ ] see continuation sheet
- [ ] determined eligible for the National Register  
[ ] see continuation sheet
- [ ] determined not eligible for the National Register
- [ ] removed from the National Register
- [ ] other (explain) \_\_\_\_\_

for Alyssa Abernethy

Signature of the Keeper

date of action

2/5/14

**5. Classification**

**Ownership of Property**  
(check as many boxes as apply)

**Category of Property**  
(Check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in the count)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structures
- object

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
2	_____	structures
_____	_____	objects
<b>2</b>	<b>0</b>	<b>TOTAL</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

**Number of contributing resources previously listed in the National Register**

\_\_\_\_\_ N/A \_\_\_\_\_

\_\_\_\_\_ N/A \_\_\_\_\_

**6. Function or Use**

**Historic Functions**  
(enter categories from instructions)

**Current Functions**  
(Enter categories from instructions)

\_\_\_\_\_ TRANSPORTATION/ \_\_\_\_\_

\_\_\_\_\_ NOT IN USE \_\_\_\_\_

\_\_\_\_\_ Water-related \_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

\_\_\_\_\_ No Style \_\_\_\_\_

foundation \_\_\_\_\_ Wood \_\_\_\_\_

walls \_\_\_\_\_

roof \_\_\_\_\_

other \_\_\_\_\_ Steel, Copper \_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets)

**Port Morris Ferry Bridges**

Name of Property

**Bronx County, New York**

County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or that represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location
- C** a birthplace or grave
- D** a cemetery
- E** a reconstructed building, object, or structure
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by historic American Building Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal Agency
- Local Government
- University
- Other repository: \_\_\_\_\_

**Areas of Significance:**

(Enter categories from instructions)

Transportation

Engineering

Maritime

**Period of Significance:**

1948-1966

**Significant Dates:**

1948

**Significant Person:**

N/A

**Cultural Affiliation:**

N/A

**Architect/Builder:**

N/A

Port Morris Ferry Bridges  
Name of Property

Bronx County, New York  
County and State

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**10. Geographical Data**

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**Acreage of Property** .39

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 18 | 592094 | 4517055  
Zone Easting Northing

3 18 | | | | | | | | | | | | | | | |  
Zone Easting Northing

2 18 | | | | | | | | | | | | | | | |

4 18 | | | | | | | | | | | | | | | |

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

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**11. Form Prepared By**

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name/title Jinny Khanduja

organization Columbia University date May, 2013

street & number 214 E. 96<sup>th</sup> Strret, 6F telephone \_\_\_\_\_

city or town New York state NY zip code 10025

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**Additional Documentation**

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Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with SHPO or FPO for any additional items)

**Property Owner** (Complete this item at the request of the SHPO or FPO)

name Citywide Administrative Services

street & number 1 Centre Street, 17<sup>th</sup> Floor telephone 212-386-0286

city or town New York state NY zip code 10007

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**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Port Morris Ferry Bridges  
Name of Property  
Bronx County, New York  
County and State

Section 7 Page 1

Narrative Description of Property

Summary

The Port Morris Ferry Bridges, sometimes colloquially referred to as the “Port Morris Gantries,” are a pair of ferry bridges located in Port Morris, a neighborhood that lies in the southeast Bronx. This neighborhood is an Industrial Business Zone, consisting mostly of manufacturing and warehousing properties. The Port Morris Ferry Bridges occupy a portion of a fenced-off city-owned lot immediately adjacent to the East River. The structures are each four to five stories in height, and are made of steel and copper in industrial-style truss construction. They are also covered in corrugated sheet metal (now wearing away). The structures are currently a deep bronze or copper in color due to rusting. They also contain wire rope pulley systems (still intact), sheaves in a mounted frame, wooden gangways (in a state of deterioration), and pontoons. The method of construction and elements incorporated into the ferry bridges are reflective of industrial and bridge-related construction and engineering of the time period. The scale and certain elements of these ferry bridges are different from earlier bridges of a similar character because these, in particular, were built to accommodate automobiles in addition to passengers.

The Port Morris Ferry Bridges

The ferry bridges occupy a site owned by the New York Department of Citywide Administrative Services between 134th and 135th Streets on Locust Avenue. The site is located in a primarily industrial district with large and medium scale buildings dating from the middle of the nineteenth century to the early twentieth century. This area is now encompassed within the Port Morris Industrial Business Zone (established in 2005), which is bounded by the shoreline of the Harlem River and East River between 149th Street and Bruckner Boulevard to East 150th Street. This zone includes mostly manufacturing and industrial properties, and is now home to approximately 400 businesses, such as plastics, paper products, metal working, and furniture firms. (1)

The Port Morris Ferry Bridges occupy a portion of a fenced-off city-owned lot immediately adjacent to the East River. The two ferry bridges are constructed of steel and copper in a truss (likely a pony truss, in the early stages of its use for such bridges). Both structures were entirely covered in corrugated sheet metal as a means of protecting the beams of the bridge against weathering, which appears to be unusual for a bridge of this nature. (2) For example, the transfer bridges in Long Island City, Governor’s Island, and the 69th Street Transfer Bridge on the west side of Manhattan only featured sheet metal covering at the top of the structures. (3) At Port Morris, corrugated steel also covered the supporting truss columns of the ferry bridges. These columns, in contrast to those on other ferry bridges or gantry cranes, featured one or two fixed metal windows with nine panes of glass (3x3) on each face. The horizontal hood at the top of each structure features four of the same windows (oriented 2x3) at the top of each face. One of the ferry bridges no longer displays windows, however, because the metal sheet covering the truss has fallen off. Most of the windows on the supporting beams are intact where the metal covering remains. Though the corrugated steel sheets have begun to deteriorate and fall away, the inner framework of beams of both bridges are sturdy. (4) The structures have faced a great deal of rusting, and are currently a deep bronze or copper in color. The wire rope pulley systems on the ferry bridges remain intact, though rusted.

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

**National Register of Historic Places  
Continuation Sheet**

Section   7   Page   2  

Port Morris Ferry Bridges  
Name of Property  
Bronx County, New York  
County and State

---

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The gangway, now in a state of deterioration, is a bridge that makes use of wooden trusses to support the gangway deck. The ferry bridge is supported at its outer end by a pontoon, which, during use, provided buoyancy at the inner end by a hinge or rollers. (5) To adjust the height of the gangway, counterweights (some of which still exist on the structures) were employed. They are fastened to the bridge with chain or wire cables carried over wheels (or sheaves) mounted in an overhead frame. These are visible today at the top of the ferry bridges.

Use of a gallows-like arrangement to raise and lower a gangway using cables and pulleys goes back to the early days of ferry operations in New York. This arrangement allowed the gangway deck to be aligned with the deck of the ferry. The gangways at Port Morris, in addition to accommodating the rise and fall of the ferry as it floated in the water, were designed to absorb some of the impact of large ferries coming to rest in the slip. (6) Ferry slips were also framed with timber pilings driven into the river bottom and lined with flexible vertical planks, called racks, to absorb the impact of the boats entering the slips. Besides their weathered wooden features, the Port Morris Ferry Bridges and slips follow the pattern of these essential design features.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Port Morris Ferry Bridges

Name of Property

Bronx County, New York

County and State

Section 8 Page 1

**Statement of Significance:**

The Port Morris Ferry Bridges in the Port Morris section of the South Bronx are a significant pair of maritime structures symbolizing the rich nautical heritage of New York City. Nearly five stories in height, they stand tall on the shoreline, one of the few remaining waterfront symbols that allow us to reflect on the legacy of New York's nineteenth- and twentieth-century waterway system and its crucial role in the city's modes of transportation and industrial activity. The ferry bridges are eligible for listing in the National Register of Historic Places under criteria A, for their significance in the history of ferryboats and passenger waterway transportation in New York City. They are also eligible under criteria C for their distinctive industrial design, emblematic of mid-twentieth century ferry bridges (of which there are few remaining examples in New York City), and in particular their method of construction and reflection of the type of ferry bridges of this period, which were larger in scale and necessitated by the widespread use of the automobile in New York City.

**Site**

In 1889, the Port Morris waterfront was considered a potential site for World's Fair events, due to its proximity by ferry to much of New York City. Due to the advent of the ferry, which linked to railroad infrastructure at the intersection of 134th Street and Brook Avenue, Port Morris was described as a site "nearer (in point of time) to more people than any other outside of Central Park." (7)

The Port Morris Ferry Bridges are one site of only a few remaining transportation structures of their kind in the area, and represent an engineering feat that sought to maximize and democratize the use of New York City's waterways. The two four-story structures were used to hoist the bases of ferry boats in and out of the river as they came into the dock, and featured ferry slips upon which passengers stood to embark and disembark the boats. (8) The ferry bridges were constructed in 1948 at the 134th street ferry terminal, formerly established by the New York and College Point Ferry Company, which ran routes to Long Island and Queens for recreational purposes. From 1924 to 1966, the city operated routes that primarily served the institutional populations of Rikers Island and North Brother Island, which housed a jail and a hospital, respectively. The ferry bridges were constructed in 1948 during a significant period of this institutional history: the end of World War II and the creation of the Riverside Emergency Housing on North Brother Island. These bridges were larger and more elaborate than the ferry slip and gangway that preceded them, with the capacity to support larger ferries of the time, which were built to carry automobiles and were utilized on the city's institutional routes.

During the first two decades of the twentieth century, the ferry station at 134th Street served as a key connection to the railroad, and enhanced the industrial growth and development of Port Morris and the Bronx overall. After privately operated ferry service proved to be unprofitable, the ferry station began to serve a municipal purpose. Passengers in this era consisted of city employees, institutionalized citizens, visitors, veterans, and students. The Port Morris Ferry Bridges were constructed during this later history of the ferry station. Along with their counterparts on North Brother Island, they are the only known ferry bridges in New York that were erected during this time period and that were built primarily for the city's institutional uses. The ferry bridges serve as a reminder of the history and diversity of maritime transportation in New York City. They also tell a comprehensive story about the continued importance of ferry operations after World War II and into the 1960s, well after many municipally operated ferry services were terminated.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Port Morris Ferry Bridges

Name of Property

Bronx County, New York

County and State

Section 8 Page 2

History of Port Morris

Port Morris was once part of the South Bronx neighborhood of Morrisania, and was developed as a seaport in 1842 by Gouverneur Morris II, who promoted it as an ideal site for industrial enterprises through the Civil War. Morris built a two mile railroad from an existing train line in Melrose to his family's holdings on the waterfront. (9) The first factories began to appear in the 1850s, and the area was annexed by New York City in 1874. (10) Port Morris soon became known as a home to piano and furniture factories, as well as stone works. By the late nineteenth century, the area had become the capital of piano manufacturing in the United States, as the industry was drawn to the area by cheap land, convenient rail access to both markets and raw materials, the potential to build sizeable facilities, and a supply of skilled German craftsmen living nearby. (11) The De Lavergne Refrigerating Machine Co., covering at least three blocks between 137th and 138th from Willow Street to the waterfront, was established in Port Morris in 1889. Workers for the initial factories generally lived within walking distance of their jobs, and the increase in industry led to the development of apartment houses and commercial strips to serve residents. As John De Lavergne stated, "workingmen can live near their place of work." (12) Morris also encouraged the development of neighboring Morrisania as a residential area for skilled labor that would work in the factories of the area.

Ferry Service to Port Morris

Prior to the construction of New York City's many bridges, ferries were the only means to cross the numerous waterways that separate the islands of the metropolis. The New York and College Point Ferry Company was created as early as 1886 or 1887. The company originally operated a ferry that ran from Manhattan to Queens across the East River. It was said to have begun with one single-deck boat and two primitive ferry slips at each terminal, one at the foot of East 99th Street and the other at Third Avenue in College Point, Long Island.

The year 1898 saw the consolidation of New York City into five boroughs, the Bronx among them. Recognizing the important role that the Bronx might play due to its proximity to the East Side of New York, the New York and College Point Ferry Company established a new ferry at 134th Street to the popular summer resort of North Beach in northwestern Queens, building an attractive ferry terminal at the site.

In 1890, Harlem Market was established on First Avenue between 103rd and 104th Streets. The market served as a venue for Long Island and Westchester County farmers to sell their produce and livestock without having to travel downtown. When the market was announced, George Ehret, a German immigrant who had become a well-established brewer on 94th Street and Park Avenue, a part owner of the New York and College Point Ferry Company, helped to establish a ferry to various points in Long Island to reduce trucking traffic and transport produce and passengers. The ferry company, recognizing this captive market, invested in improvements to ferry service, including double-decker boats. The company also added an intermediate stop at North Beach on most routes. By 1904, thirty to forty wagonloads a day of produce were being transported to the market, and by 1906, the company was operating five large double-decker ferryboats on two routes.

As a part of this increased system of waterway transit and the impending extension of the railroad to this part of the Bronx, construction began on a ferry station in Port Morris in 1902. In 1906, upon the official opening of the

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Port Morris Ferry Bridges

Name of Property

Bronx County, New York

County and State

Section 8 Page 3

134th Street terminal, Randall Comfort described the opening of the ferry station in his book, *History of the Bronx Borough, City of New York*: “The beautiful, tastefully, and practically arranged ferry station became the talk of the whole Borough of the Bronx, and now especially on a fine summer day, it is a great sight to see the throngs go over the ferry to North Beach.” (13) A *New York Times* article from 1906 references “a crowd of pleasure seekers” from the city attempting to gain access to the region’s many beaches, and states that the Port Morris ferry was well patronized. (14)

Also in 1906, construction of the New York, New Haven and Hartford Railroad yards occurred on the Bronx Kills west of Cypress Avenue between 130th and 131st Streets (to the south and west of the ferry site). The New Haven freight yard improved transportation of raw materials and finished goods for the nearby manufacturers. (15) Industry was quite successful during this time period, and the existence of the ferry helped to bring labor, supplies and resources, and customers to the neighborhood.

However, the heyday of private ferry service in New York was brief. Many private operators were driven out of business by expansions in infrastructure that supported automobiles and subways, especially new construction of bridges and tunnels over the Hudson and East Rivers. Beginning in 1905, New York City had begun taking over operations of private ferry routes. The New York and College Point Ferry Company, due to a comparatively high demand, remained in business until 1918. By this time, there had been a decrease in attendance at the resorts near its Queens terminals.

A New Era in Ferry Operations

By 1924, New York City's Commissioner of Plant and Structures instigated condemnation proceedings against the abandoned 134th Street ferry property. After three years of litigation, the city was forced to award \$286,384 to George Ehret. (16) The valuation was based on the site’s use for ferry purposes. Once the decision was announced, the city said that part of the property would be used for ferries to Rikers Island and North Brother Island to accommodate those heading to the institutions located there (a jail and hospital, respectively). During this time, ferries were operated by the Department of Marine and Aviation. (17)

The city’s newly constructed ferryboats, the *Williamsburg* (1925), the *Greenwich Village* (1927) and the *Mott Haven* (1927) were the first diesel-powered vessels in the city's fleet of ferries, and at 245 gross tons each, were designed specifically for the institutional routes. (18) These new ferryboats made trips from the 134th Street terminal in Port Morris. Ferryboats carried workers and visitors to the institutions on neighboring islands and brought patients and former inmates home.

The route from 134th Street to Rikers Island was added to three other existing ferry lines serving the Bronx: City Island (from the foot of Fordham Avenue) to Hart Island; Clason's Point to Whitestone Landing, Long Island, and College Point; and the foot of East 132nd Street to North Brother Island. The city continued to operate ferry service to its East River institutions from 134th Street throughout the remainder of the 1920s and 1930s. (19) However, elsewhere in the city, ferry use dropped off dramatically with the Depression and even more so due to the continued development of tunnels and bridges for automobiles.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Port Morris Ferry Bridges

Name of Property

Bronx County, New York

County and State

Section 8 Page 4

The uses of the island institutions were changing as well. Riverside Hospital, the city's infectious disease treatment facility and quarantine site, had operated on North Brother Island since 1886, after the Sisters of Charity tuberculosis hospital closed. New York City's Department of Hospitals closed the facility after decades of financial strain in 1944. A proposal to use the old hospital facility to house returning veterans was pitched by the New York County American Legion after the end of World War II. Thousands of returning veterans were enrolling in New York colleges and universities under the G.I. Bill, causing a crisis in affordable housing. The State Division of Housing took the Legion's proposal seriously and examined the potential to rehabilitate the former hospital buildings to use as housing for student veterans and their families.

As the proposal was mulled over, it was noted that the existing ferry to Rikers Island, which left the ferry bridges at 134th Street, might also serve North Brother Island. (20) Riverside Emergency Housing opened in 1948, accommodating 1,500 veterans and their families. (21) With so many new residents to be transported back and forth to North Brother Island, the city upgraded the existing ferry facilities at East 134th Street this year.

Construction of the Port Morris Ferry Bridges

It was during this turbulent history that the Department of Marine and Aviation invested in the construction of the Port Morris Ferry Bridges in 1948. "Ferry transfer bridges" or simply "ferry bridges" were used to refer to the gangways used at ferry landings to load passengers and vehicles on ferry vessels. Supported by an overhead metal frame, the ferry bridges each featured a platform or gangway connected to a pontoon, upon which the base of the ferry rested. Rollers on this platform were connected by cables and pulleys to wheels (or sheaves) on the overhead frame. Counterweights balanced these cables while they were in operation. When a ferry was approaching shore, motors inside the overheard frame lifted and lowered the gangways using this system of cables to align them with the loading dock of the ferries. The positioning of both depended on whether it was high or low tide and the weight of the ferries considering the passenger load they carried. The structures are built upon standard engineering practices for transfer bridges, but their robustness and scale reflected the need to accommodate increasingly larger ferries with many automobiles, as well as to provide faster turnaround service for a daily ridership that was typically larger than that served by recreational ferries.

After the creation of the ferry bridges, service from the 134th Street terminal was quite frequent, departing every thirty minutes from 5:30 am to 2:30 am daily. The ferry bridges greatly facilitated this faster and more frequent service, and enhanced easy transfer of passengers, many of whom did not pay a fee for transit. During the 1950s, the Department of Marine and Aviation, which continued to operate the city's ferries, claimed that the annual deficit in municipal ferry operations was due to the free transport of patients, prisoners and corpses on the institutional runs to North Brother, Rikers, and Hart Islands. (22) The Staten Island ferries did not lose money.

As the pressures that had necessitated the use of North Brother Island as housing diminished, the student-veteran housing program was discontinued in 1952. The ferry bridges at Port Morris, however, were still utilized to aid in docking ferries traveling to the former hospital facilities. By 1955, the institutional ferry routes were the only remaining municipally-operated routes outside of the Whitehall Street-Saint George line to Staten Island. The former hospital on North Brother Island was reused as a treatment center for juvenile drug addicts until 1963. North Brother Island has remained abandoned since, in spite of sporadic proposals to put it use

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 8 Page 5

Port Morris Ferry Bridges

Name of Property

Bronx County, New York

County and State

again, including an attempt in 1970 to sell it. In 2001, New York City placed it under the jurisdiction of the Department of Parks and Recreation. The island is protected today as a bird sanctuary under the city's Forever Wild program, which protects the most ecologically valuable lands within the five boroughs. (23)

Ferry services to Rikers Island continued until 1966, when the Rikers Island Bridge opened between the island and the Steinway neighborhood of Queens. (24) The Port Morris ferry bridges were used until that year, which marked the very end of municipal ferry service to Rikers Island and North Brother Island.

*Legacy of the 134th Street Terminal and Port Morris Ferry Bridges*

Since ferry service was discontinued at the East 134th Street terminal, the city has retained ownership of the property surrounding the ferry bridges. The site was used as a marina by the New York City Police Department in the 1970s, when a non-contributing, one-story brick structure was built on the site as a headquarters for the Harbor Unit. (25) This may have been when the turn-of-the-century ferry building was demolished. The site has been mostly unused in recent memory. The overhead steel frames of the ferry bridges now carry a mature patina of rust and much of the sheet metal sheathing has succumbed to gravity or entrepreneurial salvagers.

The successful preservation of similar structures shows how such historic icons can inspire new uses of the waterfront. The New York Central Railroad's 69th Street Transfer Bridge (1911, National Register) in Manhattan's Riverside Park South, is currently undergoing restoration and provides a dramatic backdrop to the nearby bikeway and busy Pier I Cafe. The well-known 1925 transfer bridges built by the Long Island Rail Road in Long Island City now constitute the centerpiece of Gantry Plaza State Park. Recently, the Friends of Brook Park, an advocacy organization in the South Bronx, has undertaken a campaign to promote the preservation of the Port Morris Ferry Bridges and the transformation of the site into an environmentally sensitive park for community use.

Although the Port Morris Ferry Bridges are similar in form to earlier industrial waterfront bridges in New York, the previously mentioned structures were built primarily as transfer bridges by railroads for freight operations at the turn of the twentieth. In contrast, the 134th Street Ferry Bridges were constructed exclusively for ferry operations and institutional uses. They were built at a key time in history, after World War II and during the era of the automobile. At the time, the increasing institutional, worker, and veteran populations on Rikers and North Brother Islands relied solely on ferry services to connect them to the rest of the city. Thus, the newer and more robust Port Morris ferry bridges were necessary in order to accommodate large ferries transporting automobiles before the arrival of automobile bridges to these islands. Their preservation provides a more comprehensive understanding of maritime transportation throughout twentieth century New York City.

Endnotes

1 "Port Morris Industrial Business Zone." New York Public Library Online. <http://www.nypl.org>. Accessed February 2013.

2 Kensinger, Nathan. "Port Morris – Iron, Steel, and Rust." Nathan Kensinger Photography. February 17, 2009.

3 "History of Long Island City." *Queens West Villager*. Accessed February 2013.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Port Morris Ferry Bridges

Name of Property

Bronx County, New York

County and State

Section 8 Page 6

4 Patrick Wall. "Group Hopes to Transform Port Morris Gantries Into Riverfront Park." *DNAinfo*, January 18th, 2012.

5 *American Civil Engineers' Pocket Book*, edited by Mansfield Merriman (New York: John Wiley & Sons, 1916).

6 Brian Cudahy. *Over and Back: The History of Ferryboats in New York Harbor* (New York: Fordham University Press, 1990).

7 "More Places for the Fair: Hints Offered to the Site Committee," *The New York Times*. September 7, 1889.

8 *Annual Report of the Department of Docks and Ferries, Volume 33*. New York Department of Docks and Ferries (New York, 1903).

Molly Cotter. "Groups Push to Revamp Historic Port Morris Gantries Into Waterfront Park for the South Bronx." *Inhabitat*. January 25, 2012.

9 Evelyn Gonzalez. *The Bronx*. (New York: Columbia University Press, 2004), pg. 26.

10 Evelyn Gonzalez. *The Bronx*. (New York: Columbia University Press, 2004), pg. 23.

11 Bacon, William. "Piano Factories Crowd the Bronx." *The New York Times*. May 17, 1908.

12 Evelyn Gonzalez. *The Bronx*. (New York: Columbia University Press, 2004), pg. 62.

13 Comfort, Randall. *History of Bronx Borough, City of New York* (New York: North Side News, 1906),

14 "Fine Day Crowd Beaches." *The New York Times*. June 4, 1906.

15 "New Markets in the Bronx." *The New York Times*. March 4, 1906.

16 "Says City Must Pay for Old Ferry Site," *The New York Times* (18 August 1927).

17 "For Whom Did Rikers Island Bell Toll?" *Correction History*. Accessed February 2013.

18 Brian Cudahy. *Over and Back: The History of Ferryboats in New York Harbor* (New York: Fordham University Press, 1990).

Bill Twomey. *The Bronx: In Bits and Pieces*. (Bloomington, IN: Rooftop Publishing, 2007).

19 "Scores Battle for Lives in Water." *Brooklyn Daily Eagle*. September 9, 1932.

20 "Closed Hospital on North Brother Island Studied as Housing for Students." *The New York Times*. January 29, 1946.

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National Park Service

National Register of Historic Places  
Continuation Sheet

Port Morris Ferry Bridges

Name of Property

County, New York

County and State

Section 9 Page 1

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Continuation Sheet

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Name of Property

County, New York

County and State

Section 9 Page 2

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Continuation Sheet

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County and State

Section 9 Page 3

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National Park Service

National Register of Historic Places  
Continuation Sheet

Port Morris Ferry Bridges

Name of Property

County, New York

County and State

Section 9 Page 4

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

**National Register of Historic Places  
Continuation Sheet**

Section 10 Page 1

Port Morris Ferry Bridges

Name of Property

Bronx County, New York

County and State

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Verbal Boundary Description

The Port Morris Ferry Bridges are located on the East River in the New York City borough of the Bronx. The boundary is irregular and takes in just the Ferry Bridges.

Boundary Justification

The boundary has been drawn to coincide with the Ferry Bridge's period of significance and is indicated by the heavy line on the attached mapping

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Port Morris Ferry Bridges

Name of Property

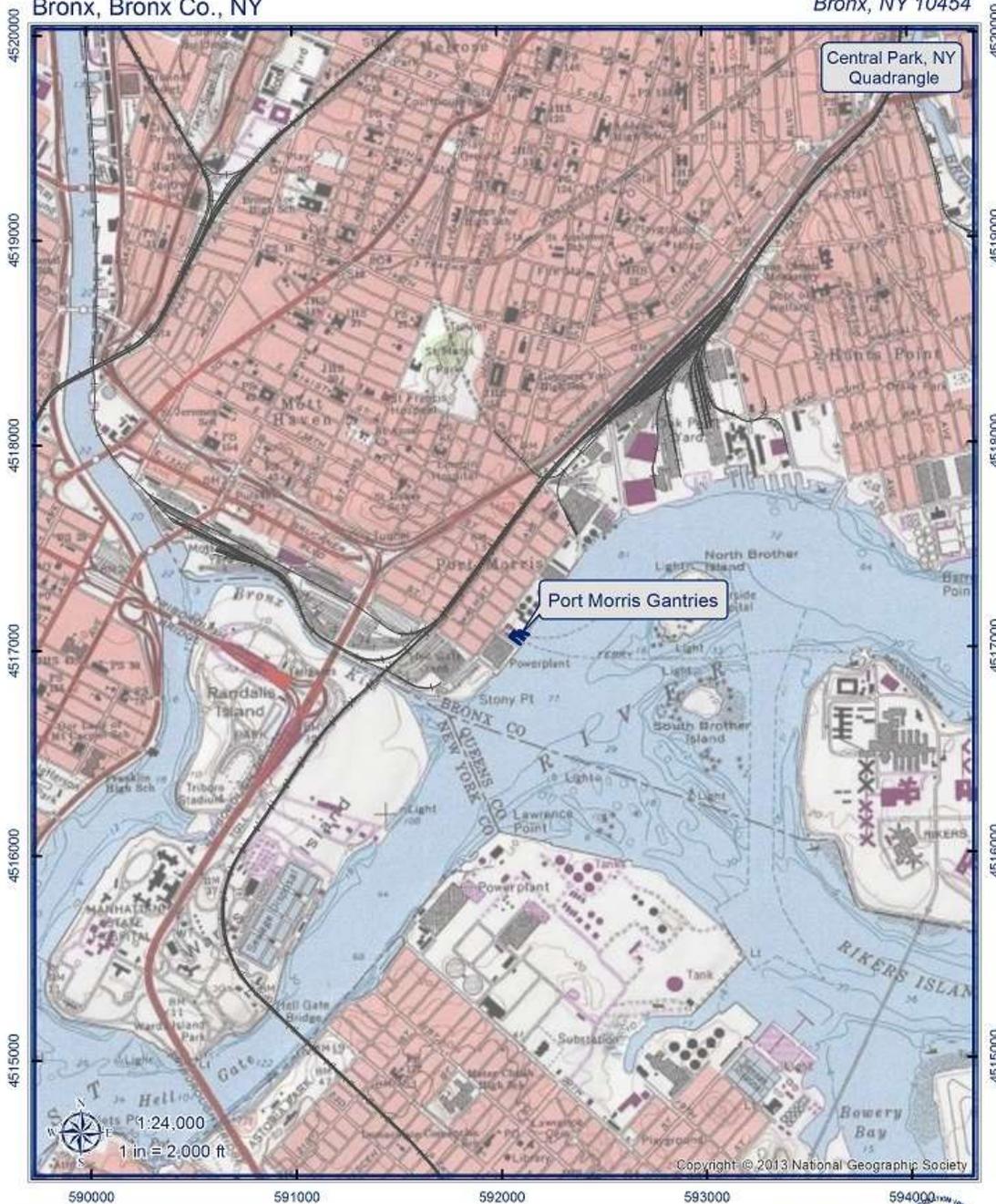
Bronx County, New York

County and State

Section 10 Page 2

Port Morris Gantries  
Bronx, Bronx Co., NY

106 Locust Avenue  
Bronx, NY 10454



Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter



Port Morris Gantries

Tax Parcel Data:  
NYC PLUTO  
<http://www.nyc.gov/>



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 10 Page 3

Port Morris Ferry Bridges

Name of Property

Bronx County, New York

County and State

Port Morris Gantries  
Bronx, Bronx Co., NY

106 Locust Avenue  
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Coordinate System: NAD 1983 UTM Zone 18N  
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Port Morris Gantries

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

**National Register of Historic Places  
Continuation Sheet**

**Port Morris Ferry Bridges**

**Name of Property**

**Bronx, New York**

**County and State**

Section 11 Page 1

Additional Information

**Photographs**

Name of Property: Port Morris Ferry Bridges

City or Vicinity: New York City

County: Bronx State: NY

1. Southern ferry bridge, facing northeast from 134<sup>th</sup> Street and Harlem River

Photographer: Friends of Brook Park

Date Photographed: January 2012

2. Two ferry bridges, facing east from the block between 134<sup>th</sup> and 135<sup>th</sup> Street, and Locust Avenue and the Harlem River

Photographer: Jason Eppnick

Date Photographed: March 2009

3. Southern ferry bridge, facing southeast from 135<sup>th</sup> and Harlem River

Photographer: Jason Eppnick

Date Photographed: March 2009

4. Northern ferry bridge, facing east from the block between 134<sup>th</sup> and 135<sup>th</sup> Street, and Locust Avenue and the Harlem River

Photographer: Barbara Zay

Date Photographed: February 2013

5. Northern ferry bridge, facing northeast from mid-block

Photographer: Barbara Zay

Date Photographed: February 2013

6. Southern ferry bridge, facing southeast from mid-block

Photographer: Barbara Zay

Date Photographed: February 2013

7. Northern ferry bridge landing, facing northeast

Photographer: Barbara Zay

Date Photographed: February 2013













