

**Learning Places Fall 2016**  
**Archive/Library Reflection 2**  
**New York Public Library**

**Richard Lok**  
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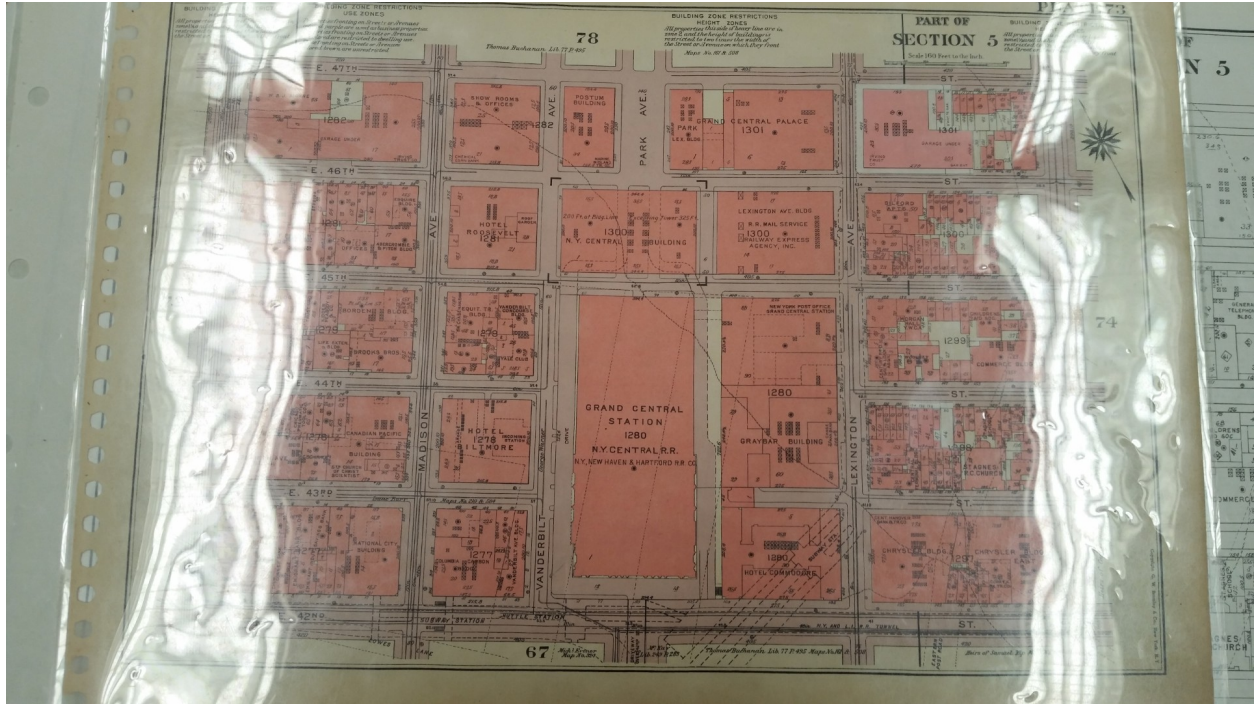
Title: Plate 16: Bounded by W. 52<sup>nd</sup> Street, E. 52<sup>nd</sup> Street, (East River) First Avenue, E. 40<sup>th</sup> Street, and Sixth Avenue

Cartographers: Elisha Robinson/Roger H. Pidgeon

Publisher: E. Robinson Co.

Date Issued: 1885

This map first caught my attention as it shows a detail section of Manhattan in 1885. More importantly when Grand Central was just a depot. I would recommend this map to anyone interested in Grand Central Depot and how maps were designed during this time. The information to form this map comes from official records, private plans, and surveys. It shows every building within the vicinity and information such as property titles, owners, identification numbers, and other official data. I see that when Grand Central was just a depot the rail yard was visible from above. Which served the New York Central and Hudson River Railroad, New York and Harlem Railroad, and the New York New Haven Hartford Railroad.



Title: Plate 73, Part of Section 5  
Publisher: G.W. Bromley & Co.  
Date Issued: 1927

This map here is showing a section of Manhattan focused on Grand Central Station. I would recommend this map to anyone specifically interested in this part of NYC and when Grand Central was a station. The map originates from a book with a collection of many maps “Land Boof of the Borough of Manhattan, City of New York”. Information about the properties include building zone restrictions and height zones. The ones colored purple are business properties. The ones not colored are restricted to dwelling use. The ones colored brown are unrestricted. Grand Central Station is known for replacing the depot into a double level station using electric locomotives.

### **Research Questions:**

How were these maps drawn just by looking at information from surveys and statistics?  
What was the availability of the maps due to technology limits?