

ERUV DESCRIPTION

Starting from the easternmost part of Dyckman Street the Eruv follows a fence to the seawall which runs southbound until 23rd Street. At several places along the route there are gaps in the seawall. However at these points a combination of fences running to the seawall and building walls bridge the gaps. (A video tape is being made of the seawall and all these connections in order to assure the continuity of this wall/fence/building combination in the future. Documentation of this area will be forthcoming.) At 23rd Street, there is a string which forms a tzurat hapetach over an existing support girder for the highway. The highway becomes elevated at that point. The eruv then follows the elevated highway southbound taking advantage of the tzurat hapetach formed by each section of elevated highway and its support columns. There is a string at Avenue C which is attached to a fence that is less than 10 amot from the seawall. Avenue C is also on the north end of the East River esplanade and carries the eruv to the seawall. We then follow it south to Montgomery Street (the South end of the East River esplanade) at which point the fence runs from the seawall to the front of the depot which connects to the building then to a fence which leads to the elevated highway. (Originally Rabbi Zinner had used a Lechl to connect the depot to the elevated highway. However by using the fence we have eliminated the need for the string which is constantly going to be ripped down because trucks are loading and unloading at that point.)

The elevated highway continues south until South Street and Old Slip (three blocks from Wall Street). A string then connects the highway to a fence running above the seawall southbound. This fence/seawall combination connects to a series of buildings along the southeastern tip of the island. At the beginning of Battery Park these fences connect again to the seawall which runs around to the fireboat station just South of Battery Park City. (There is a break in the seawall which is bridged by a series of fences leading to the fireboat station and then back to the seawall at the northern side of the building.) From this point north to west 52nd Street (passenger ship terminal) the eruv runs along a combination of building walls, fences and seawall. Piers are relied upon at certain points where there are breaks in the fences. Documentation of this area is being prepared. It will include a detailed explanation on which fences, building fronts and piers are used in the eruv. At 52nd Street the fence runs up to a support column from the old elevated West Side Highway which then continues to 72nd Street where it connects to a fence. This seawall/fence combination continues north until a gap of 750' between 110th and 125th streets. This gap is being bridged by the installation of five poles with strings attached to the top to form tzurat hapetach. From the north end of these strings until 125th street the seawall is intact. At 125th street a string connects the wall to the elevated highway which continues until the 140's where the highway returns to ground level. At that point a series of strings run on top of the lampposts on the western side of the highway. It should be noted the slope on the western side from the 140's to 158th street at certain places can be used as part of the eruv. This information is valuable in case some of the strings on the poles fall down.

The strings start (southern tip) at Pole #H:255.P. For a distance up to Pole #H:257.P if the strings would come down the slope is steep enough to enable us to still use the eruv.

From H:257.P northward until H:264.P the slope is not good enough, and we must rely on the strings being up.

From H:264.P northward, the slope is again steep enough until the final pole which is H:268.P, which is sitting on top of the retaining wall. The highway then becomes elevated at 158th street. From this point north to Dyckman Street the highway is either elevated or bounded by a slope steep enough to constitute a mechiza. At Dyckman Street a string connects the elevated highway to a lamppost. The eruv then turns eastward and continues along Dyckman Street on top of lampposts where it is then connected to the seawall.

(Said)

This report has been prepared by Rabbi Berman and Brander for Rabbi of the Mid Town Vaad HaRabbonim