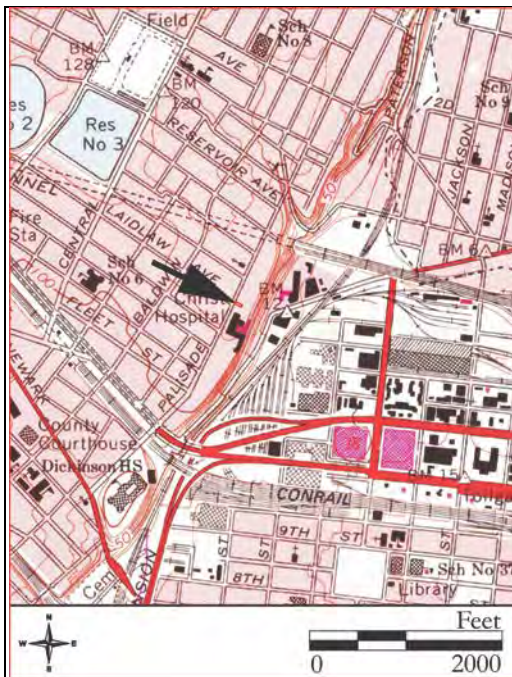


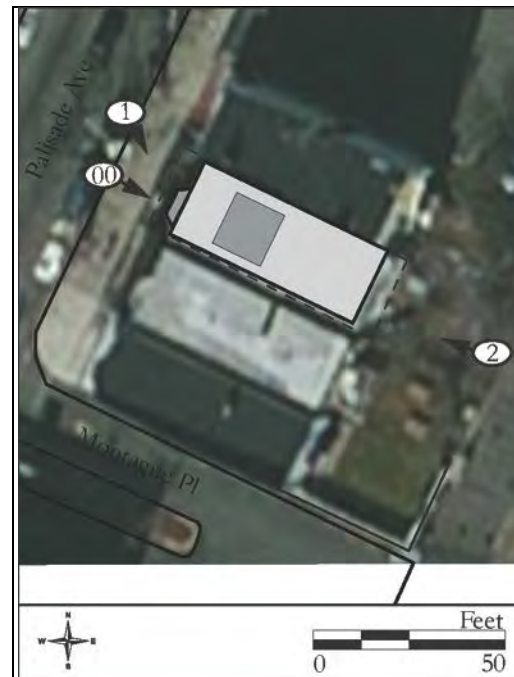
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:           

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No

(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING    ☐ STRUCTURE    ☐ OBJECT

**Common Name:** 192 Palisade Avenue

**Historic Name:** 192 Palisade Avenue

**Present Use:** Residential – permanent

**Historic Use:** Residential – permanent

**Construction Date:** Circa 1905

**Source:** Sanborn Insurance Maps 1900, G.M. Hopkins Co. 1908

**Alteration Date(s):** \_\_\_\_\_

**Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Vernacular

**Form:** Duplex?

**Stories:** 2

**Type:** Other

**Bays:** 3

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Aluminum siding, Wood shingle

### Exterior Description:

*See Base Survey*

### Interior Description:

*Not Accessible*

### Setting:

192 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 3) located on the east side of Palisade Avenue in Jersey City. The building is oriented with its primary façade facing west and is set back from the road approximately 20 feet. A large paved parking lot abuts the rear of the property, and a public sidewalk runs the length of the primary elevation. Christ Hospital is situated to the south. The dwelling is located within a row of early twentieth century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

The dwelling known as 192 Palisade Avenue first appears cartographically on the 1908 G.M. Hopkins Co. map of Hudson County (G.M. Hopkins & Co. 1908). The house is not depicted on the 1900 Sanborn Insurance Map, suggesting that it was constructed at some point between 1900 and 1908 (Sanborn Map Company 1900). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid- and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolley cars replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

### Significance:

The dwelling at 192 Palisade Avenue is an extant example of an early-twentieth century residence built during a period of development and growth within "The Heights" section of Jersey City. The building has been highly altered to reflect popular styles and the changing needs of its occupants. Modern alterations to the dwelling include the removal of the front porch, the addition of aluminum siding and a parapet wall on the primary elevation and the replacement of windows and doors.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 192 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places. It is not architecturally significant and modern alterations to the residence have denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the National Register under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: May 2016

## CONTINUATION SHEET

Historic Sites #:

### History (continued):

The footprint of 192 Palisade Avenue has remained relatively unchanged since its original construction. In 1910, 192 Palisade Avenue stood as a two-story, frame dwelling with a one-story front porch projecting from the primary elevation. The roof had a metal covering (Sanborn Map Company 1910). The building of the residence coincides with a period of intense development along the eastern most escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the rear of the property during the late nineteenth century and continued to expand throughout the 1900s (G.M. Hopkins & Co. 1873; Sanborn Map Company 1896; Muirheid 1910: 112). In 1912, the home served as the hideout for John A. Flack, a Kansas fugitive who had been running from police for over two years. Flack had fled Alibene, Kansas, along with his wife after embezzling more than \$75,000 from the Abilene State Bank. Flack's wife was the cousin of the dwelling's owner at the time, George Eyth (The Sun 1912, 1). Eyth owned and operated a dairy company and was considered a wealthy merchant throughout West Hoboken (U.S. Bureau of the Census 1920; Jersey Journal 1912, 1).

During the 1950s, the original first-story porch would be removed and awnings added over the two front doors (Sanborn Map Company 1951). Other modern alterations to the home include the addition of siding to the primary façade and the replacement of windows and doors.

### Bibliography:

G.M. Hopkins & Co.

1908 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Heritage Studies

1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Jersey City Past and Present

2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website <http://www.njcu.edu/programs/jchistory>, accessed May 15, 2016.

Jersey Journal

1912 "Absconder Lived in West Hoboken." *Jersey Journal*. Jersey City, New Jersey. 22 August 1912.

1921 "Creditors of George C. Eyth." *Jersey Journal*. Jersey City, New Jersey. 11 November 1921.

Muirheid, Walter Gregory

1910 *Jersey City of To-Day, It's History, People, Trades, Commerce, Institutions, & Industry*. Jersey City Print Co., Jersey City, New Jersey.

Sanborn Map Company

1896 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

1900 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

1951 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York

The Sun

1912 "Bank Cashier Caught as \$75,000 Embezzler." *The Sun*. New York, New York. 22 August 1912.

United States Bureau of the Census

1920 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.



## CONTINUATION SHEET

Historic Sites #:

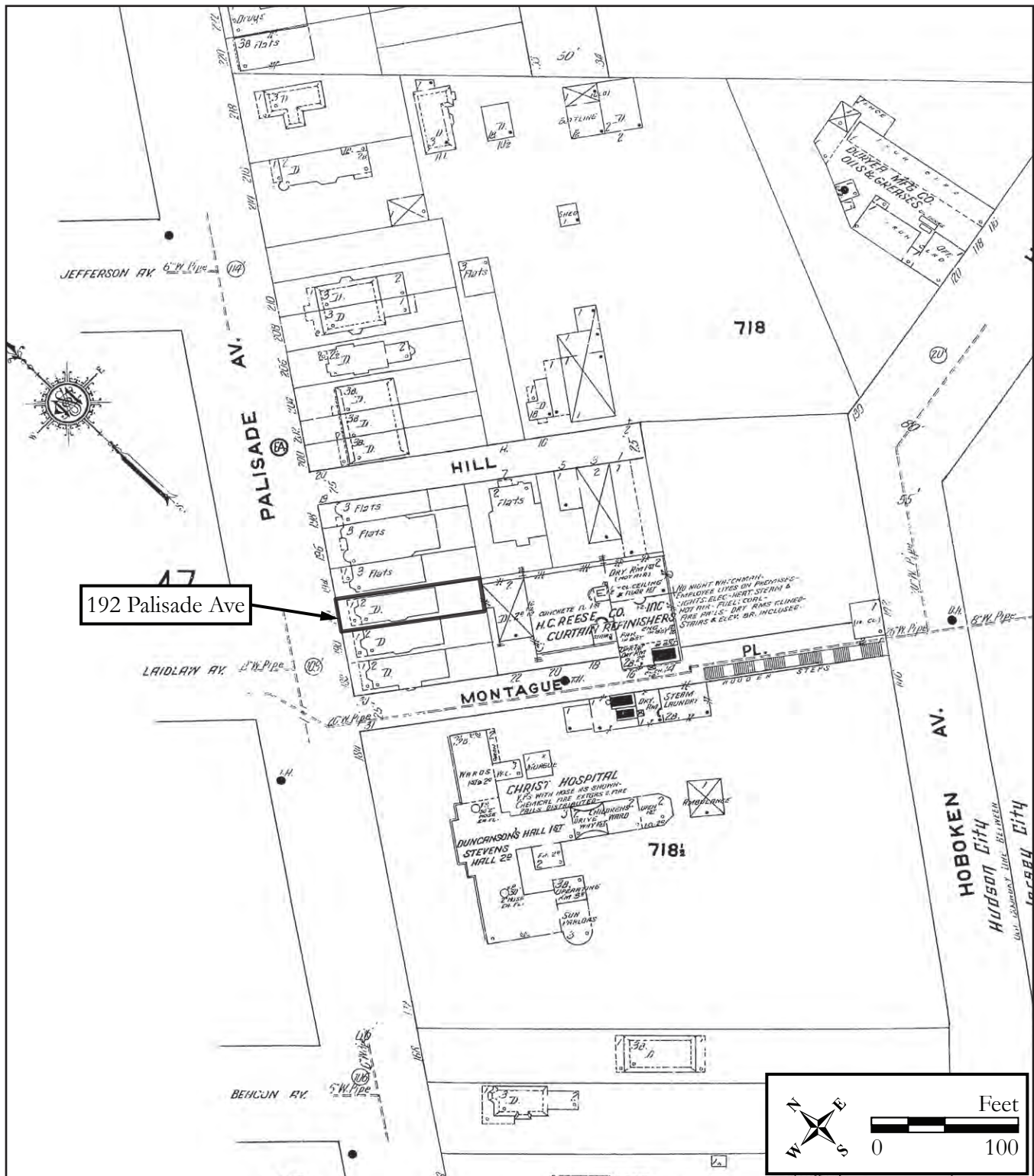


Figure 1: 1910 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

## CONTINUATION SHEET

Historic Sites #:

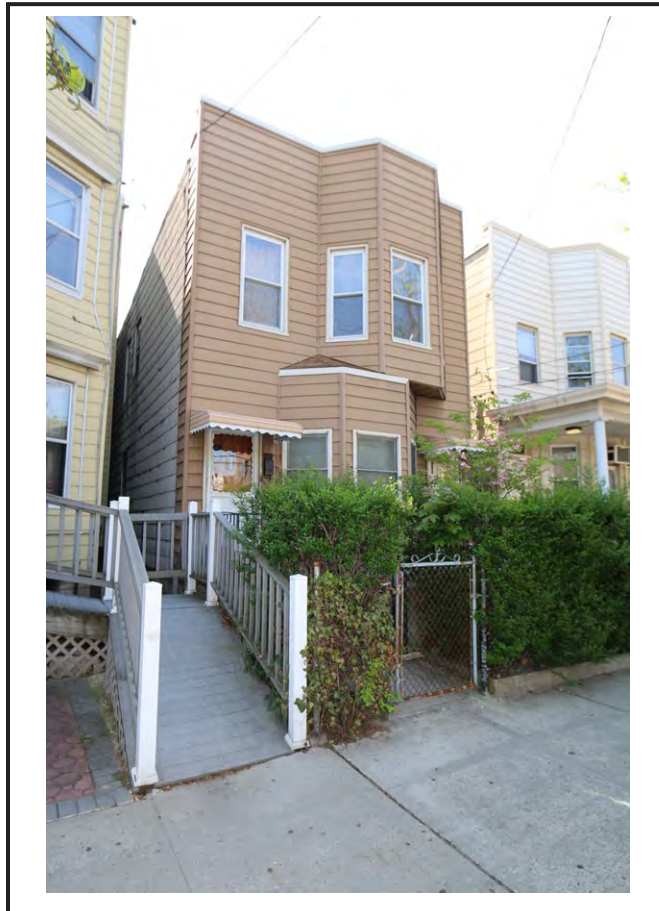


Plate: 1

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the primary façade of 192 Palisade Avenue.

## CONTINUATION SHEET

Historic Sites #:

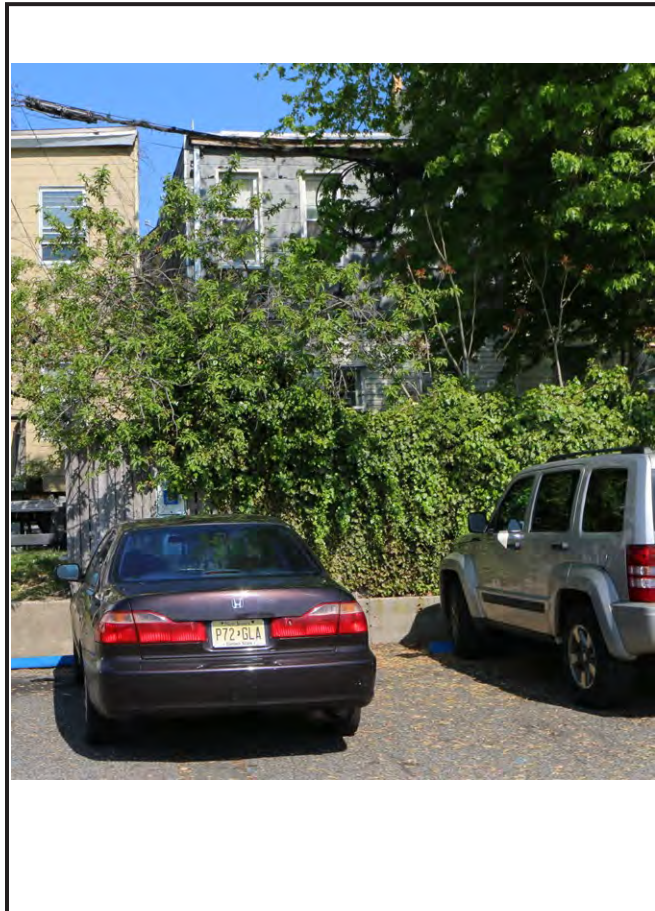


Plate: 2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear (southeast) elevation of 192  
Palisade Avenue.



## BASE SURVEY FORM

Historic Sites #:

Property Name: 194 Palisade Avenue

Street Address: Street #: 194 Apartment #: (Low) (High) (Low) (High)

Prefix: Street Name: Palisade Suffix: Type: AVE

County(s): Hudson Zip Code: 07306

Municipality(s): Jersey City Block(s): 6001

Local Place Name(s): The Heights Lot(s): 4

Ownership: Private USGS Quad(s): Jersey City

### Description:

The dwelling at 194 Palisade Avenue is a highly-altered flat constructed in the early twentieth century. The multi-unit building measures three stories tall and two bays wide. An interior brick chimney pierces the north portion of the flat roof. The cornice on the building's facade has been covered with synthetic siding, obscuring the architectural details. The primary elevation features an offset, three-story projecting bay with canted corners that terminate at a pediment. A wide, offset entry porch with front gable roof leads to modern door, allowing access to the building. The porch is supported by decorative iron posts on a masonry foundation. *See building attachment.*

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

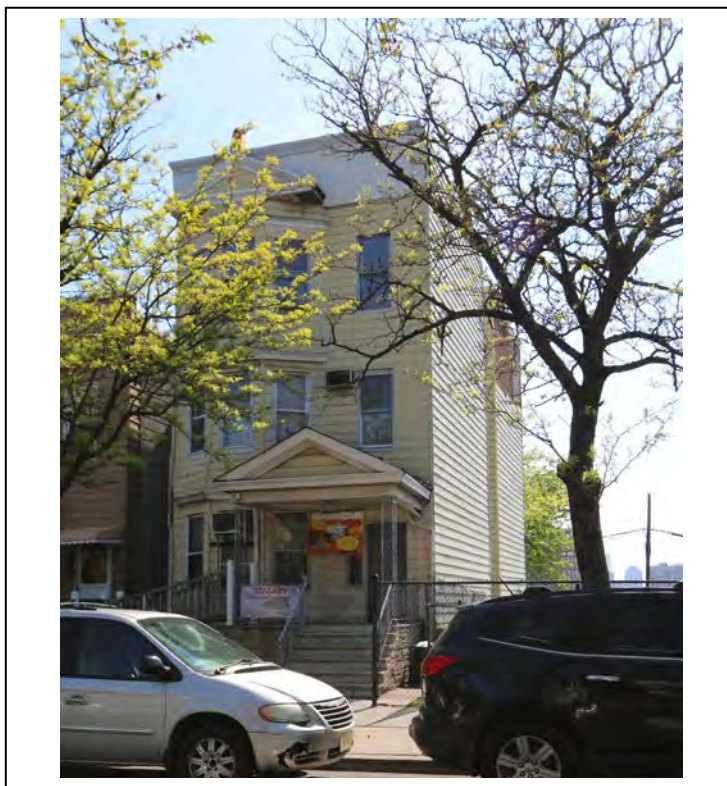
New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

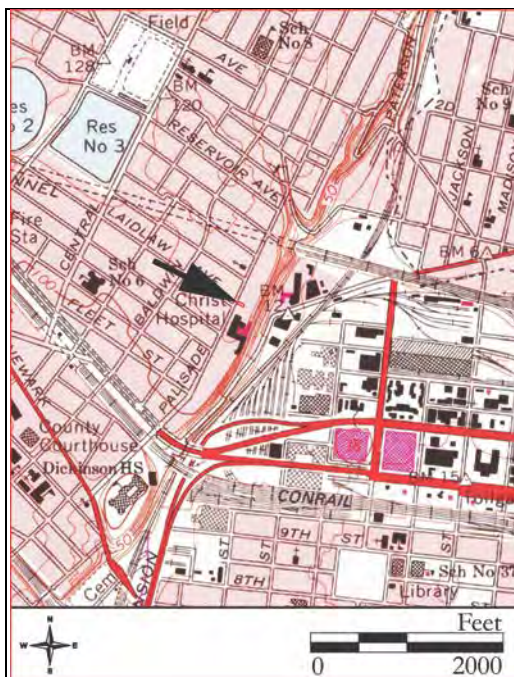
Date: May 2016

Organization: RGA, Inc.

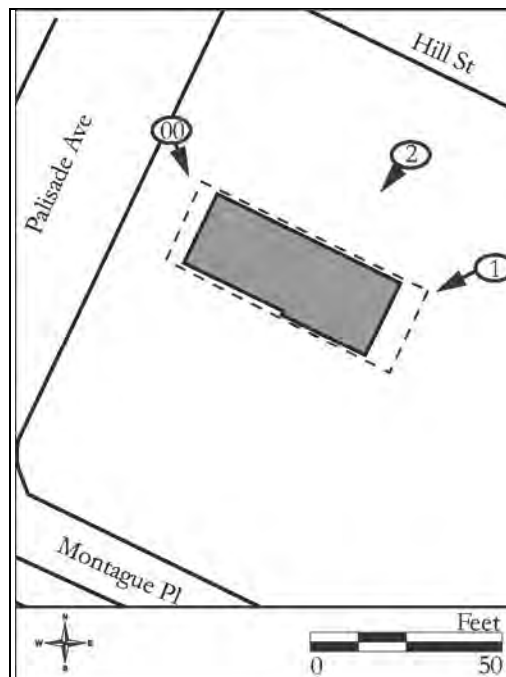
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:             
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 194 Palisade Avenue

**Historic Name:** 194 Palisade Avenue

**Present Use:** Residential – permanent

**Historic Use:** Residential – permanent

**Construction Date:** Circa 1904

**Source:** Sanborn Insurance Map 1900; G.M. Hopkins Co. 1908

**Alteration Date(s):**

**Source:**

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Vernacular

**Form:** Other

**Stories:** 3

**Type:** Other

**Bays:** 2

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Aluminum Siding

### Exterior Description:

*Continued from Base Survey Form:*

The fenestration is irregular, consisting mainly of double-hung vinyl sash and surrounds and 2/2 wood sash and surround windows. The central portion of the northern elevation is recessed where it once served as a light well. A handicapped wood ramp leads from the sidewalk on the south side of the porch, and a fire escape runs the length of the rear elevation. A small entry vestibule is situated on the rear elevation. The building is clad in synthetic siding with faux grain detail.

### Interior Description:

*Not Accessible*

### Setting:

194 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 4) located on the east corner of Palisade Avenue and Hill Street, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 20 feet. A large paved parking lot abuts the rear of the property, and a public sidewalk runs the length of the primary and northern elevations. Christ Hospital is situated to the south. The dwelling is located within a row of early twentieth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

The dwelling known as 194 Palisade Avenue first appears cartographically on the 1908 G.M. Hopkins map of Hudson County (G.M. Hopkins Co. 1908). The house is not depicted on the 1900 Sanborn Insurance Map, suggesting that it was constructed at some point between 1900 and 1908 (Sanborn Map Company 1900). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid- and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

### Significance:

The dwelling at 194 Palisade Avenue is an extant example of an early-twentieth-century, multi-unit building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century. The building has been highly altered to reflect popular styles and the changing needs of its occupants.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 194 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places. It is not architecturally significant, and modern alterations to the residence have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: May 2016



## CONTINUATION SHEET

Historic Sites #:

### History (continued):

The footprint of 194 Palisade Avenue has remained relatively unchanged since its original construction. In 1910, 194 Palisade Avenue stood as a three-story, frame-dwelling with a one-story half porch projecting from the primary elevation. The roof had a metal or slate covering (Sanborn Map Company 1910). At the time of its construction, the apartment was labeled as a multi-unit flat. The building of the residence coincides with a period of intense development along the easternmost escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the rear of the property during the late nineteenth century and continued to expand throughout the 1900s (G.M. Hopkins Co. 1873; Sanborn Map Company 1896; Muirheid 1910: 112). Christ Hospital, directly to the south, also played a significant role in the development of the area, building a multi-complex medical center across the surrounding neighborhood, including obtaining the large lot behind the block that would be made into a paved parking lot during the 1980s (National Environmental Title Research [NETR] 1979; 1987). The nature of the building and its close proximity to transportation suggest that it served as affordable housing for the rapidly growing community and labor force. During the late 1980s or early 1990s, the adjoining building to the north was demolished for the enlargement of Hill Street to allow better access to the hospital parking? lot (NETR 1987, 1994). The building currently houses the Philipino American support group, Mabuhay Inc.

### Bibliography:

G.M. Hopkins Co.

1873 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

1908 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Heritage Studies

1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Jersey City Past and Present

2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website <http://www.njcu.edu/programs/jchistory>, accessed May 15, 2016.

Muirheid, Walter Gregory

1910 *Jersey City of To-Day, It's History, People, Trades, Commerce, Institutions, & Industry*. Jersey City Print Co., Jersey City, New Jersey.

National Environmental Title Research

1979 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 15, 2016.

1987 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 15, 2016.

1994 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 15, 2016.

Sanborn Map Company

1896 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

1900 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

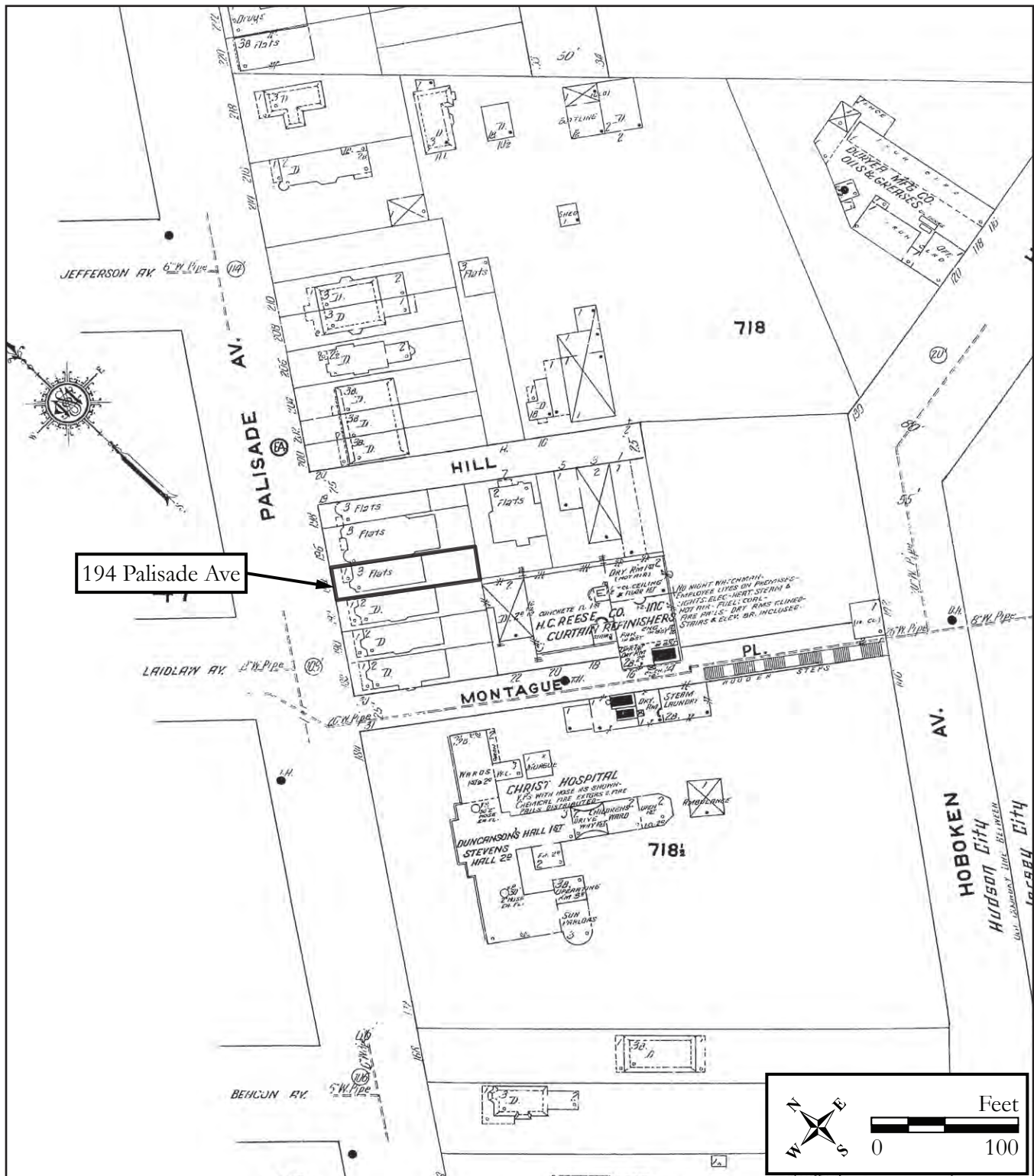
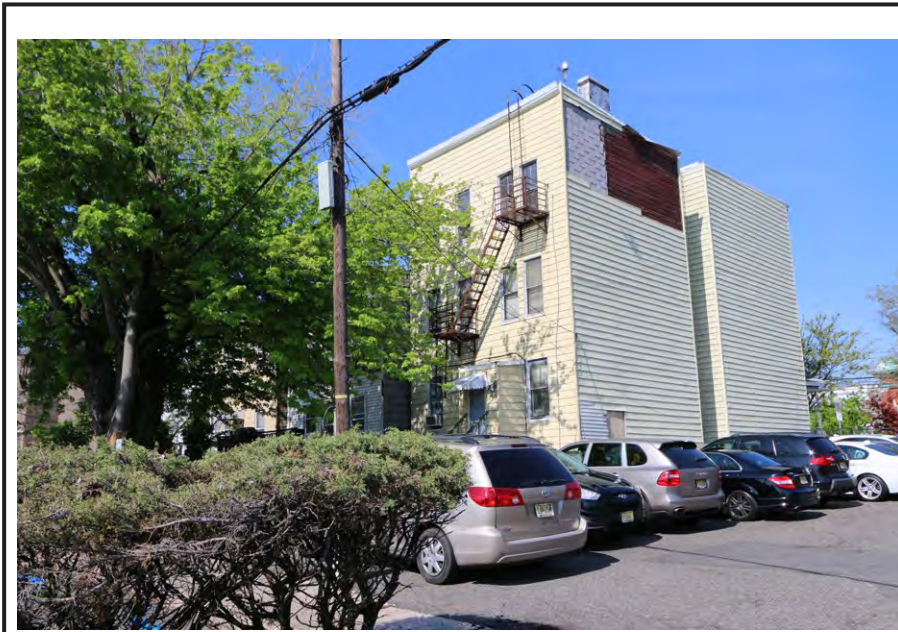


Figure 1: 1910 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

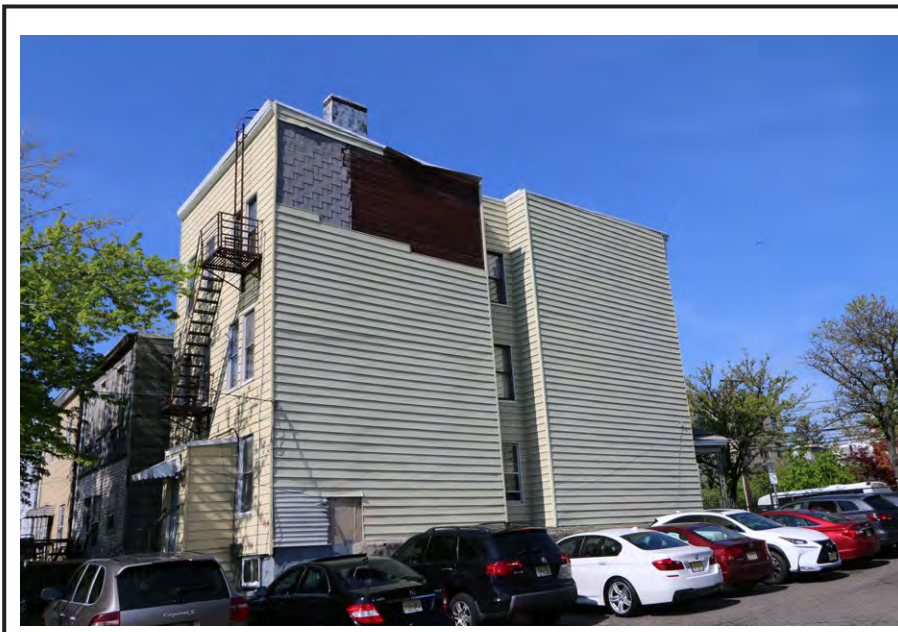
## CONTINUATION SHEET

Historic Sites #:



View of the north and southeast elevations of 194 Palisade Avenue.

Plate: 1  
Photo view:  
Northwest  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016



View of the north elevation of 194 Palisade Avenue.

Plate: 2  
Photo view:  
Southwest  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016



## BASE SURVEY FORM

Historic Sites #:

Property Name: 200 Palisade Avenue

Street Address: Street #: 200 Apartment #: \_\_\_\_\_  
(Low) (High) (Low) (High)

Prefix: \_\_\_\_\_ Street Name: Palisade Suffix: \_\_\_\_\_ Type: AVE

County(s): Hudson Zip Code: 07306

Municipality(s): Jersey City Block(s): 6001

Local Place Name(s): The Heights Lot(s): 9

Ownership: Private USGS Quad(s): Jersey City

### Description:

The dwelling at 200 Palisade Avenue is a three-story row home constructed during the late nineteenth century. The building is capped by a mansard roof. Two mansard dormer windows with drip mold cornices project from the roof's western slope. *See Continuation Sheet*

### Registration and Status Dates:

National Historic  
Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

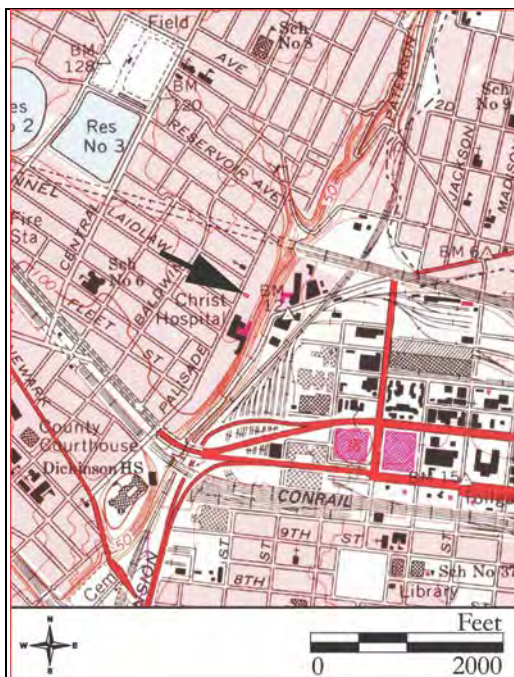
Date: May 2016

Organization: RGA, Inc.

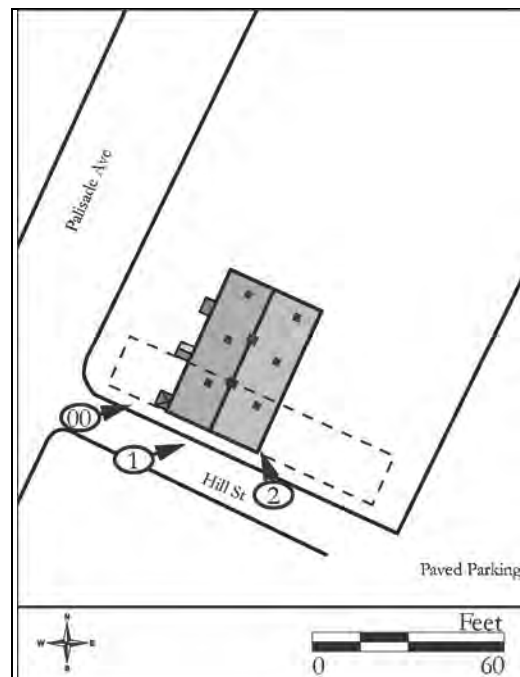
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:             
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 200 Palisade Avenue

**Historic Name:** 200 Palisade Avenue

**Present Use:** Residential – permanent

**Historic Use:** Commercial

**Construction Date:** Circa 1880

**Source:** G. M. Hopkins 1873, G. W. Bromley & Co. 1887

**Alteration Date(s):** Circa 1905

**Source:** Sanborn Insurance Map 1910

**Designer:** Unknown

**Physical Condition:** Fair

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Second Empire

**Form:** Row

**Stories:** 3

**Type:** Other

**Bays:** 3

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Brick – running bond, Stucco

### Exterior Description:

*See Base Survey*

### Interior Description:

*Not Accessible*

### Setting:

200 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 9) located on the east corner of Palisade Avenue and Hill Street, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary and southern elevations. The front yard is enclosed by a wire fence. The dwelling is located within a row of late-nineteenth century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

The dwelling at 200 Palisade Avenue is an extant example of a late nineteenth century, Second Empire building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 200 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places. Although the residence is an extant example of Second Empire architecture and retains some of its original characteristics, it is not architecturally significant, and modern alterations to the residence have denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the National Register under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: May 2016



## CONTINUATION SHEET

Historic Sites #:

### Description (continued):

The primary façade features a molded wood cornice supported by paired decorative brackets. Concrete steps lead to an offset modern door sheltered by a shed-roof portico supported on wood posts. Windows consist of the original 2/2 wood sash and surround with stone sills and embellished detailed lintels. A metal fire escape runs the length of the rear elevation. The building is clad in red brick on the primary façade and stuccoed on the southern and eastern elevations. A one-story front-gable corrugated metal garage constructed during the 1920s is located at the rear of the property.

### History:

The dwelling known as 200 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. Atlas of Jersey City (G.W. Bromley 1887). The house is not depicted on the 1873 G.M. Hopkins Map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing.

The footprint of 200 Palisade Avenue has remained relatively unchanged since its original construction. In 1896, 200 Palisade Avenue stood as a three-story, three-part brick building clad in frame siding with a frame cornice (Sanborn Map Company 1896). The building was capped with a mansard roof covered in tin and slate (Sanborn Map Company 1910). The construction of the residence coincided with a period of intense development along the eastern most escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the southeast of the property during the late 1880s and continued to expand throughout the twentieth century (G.M. Hopkins 1873; Sanborn Map Company 1896; Muirheid 1910: 112). The founder and president of the company, Herman C. Reese, resided in the dwelling along with his wife Elizabeth during the 1890s and early 1900s (New York Tribune 1898: 14; Ancestry.com). Reese passed away in 1907 (Jersey Journal 1907: 6). By 1910, the home was owned by Wenzelaus Haertinger and his family. Born of German descent, Haertinger emigrated to the United States in 1882 and settled in Minnesota before purchasing the property in Jersey City to work as a laborer in the manufacturing of yeast (U.S. Bureau of the Census 1910). It was most likely under his ownership that a full-length framed porch was added to the first story of the primary façade, although it would be removed by the mid-century (Sanborn Map Company 1910; 1951). The Haertingers along with his various renters would occupy the home until at least 1920 (U.S. Bureau of the Census 1920).

During the 1930s, the residence served as a location for the New Jersey Practical Nursing School, providing instruction for registered nurses (Jersey Journal 1936, 24). It is likely that the location was chosen due to its close proximity to Christ Hospital, located just two blocks south. Constructed in the late nineteenth century, Christ Hospital played a significant role in the development of the area, building a multi-complex medical center across the surrounding neighborhood. It was also during this period that C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (NETR 1931). The house at 200 Palisade Avenue would be occupied by various inhabitants throughout the twentieth century, including chemist Harry J. Gorman in the 1950s and Coast Guard Captain Jules Marten during the 1960s (Jersey Journal 1961, 1971).

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: May 2016

## CONTINUATION SHEET

Historic Sites #:

### Bibliography:

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1936 "Practical Nursing" *Jersey Journal*. Jersey City, New Jersey. 29 December, 1907.

1961 "Harry J. Gorman, Chemist's Aide." *Jersey Journal*. Jersey City, New Jersey, 3 June, 1961.

1971 "'Jules Martens, 82, Coast Guard Captain." *Jersey Journal*. Jersey City, New Jersey. 3/29/71.

Muirheid, Walter Gregory

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1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

1951 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

United States Bureau of the Census

1910 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

1920 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

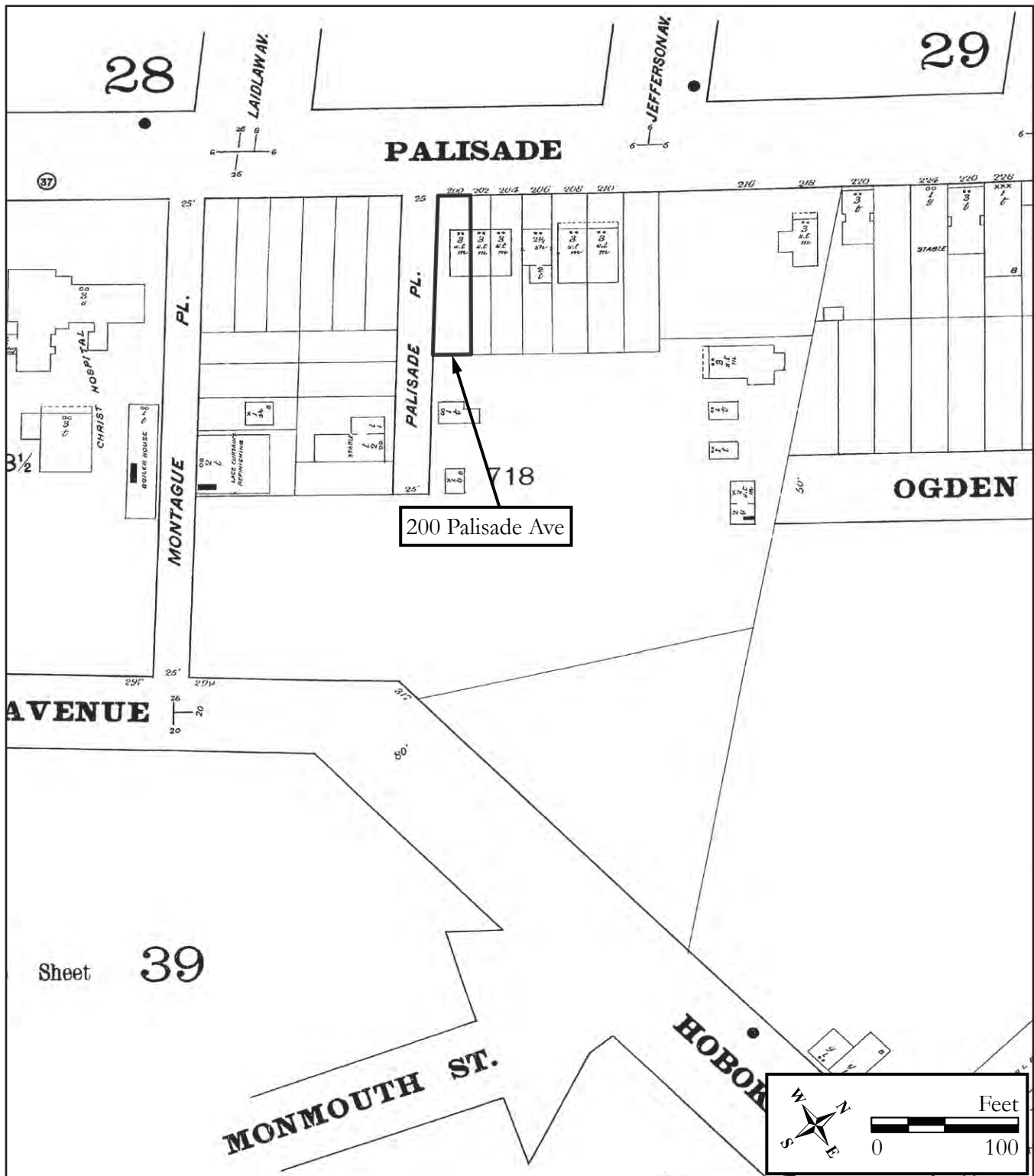


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

## CONTINUATION SHEET

Historic Sites #:



Plate: 1  
Photo view:  
Northeast  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016

Southwest and northwest elevations of 200 Palisade Avenue.

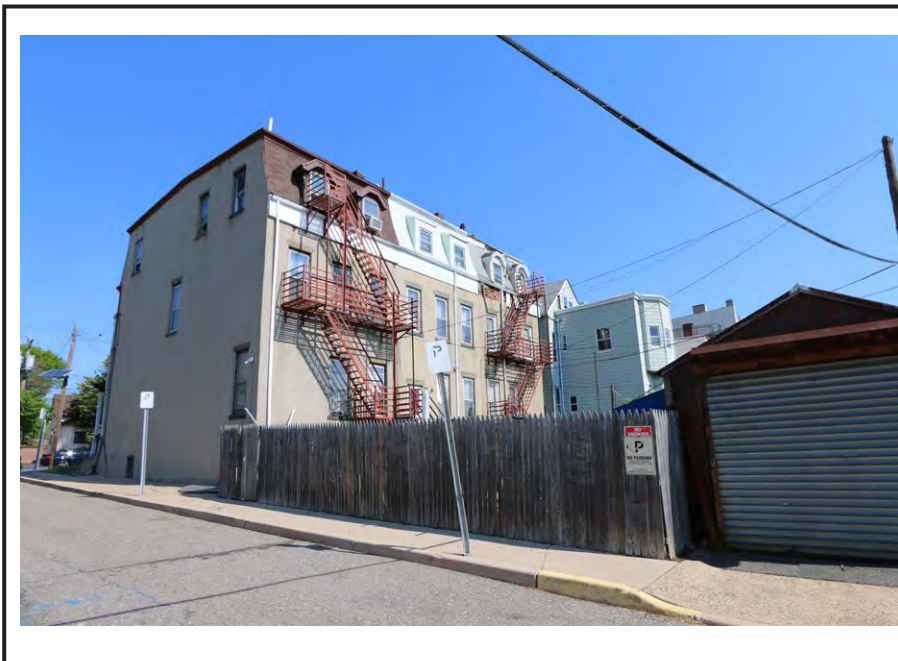


Plate: 2  
Photo view:  
Northwest  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016

View of the rear (southeast) elevation of 200 Palisade Avenue taken from rear parking lot.



## BASE SURVEY FORM

Historic Sites #:

Property Name: 202 Palisade Avenue

Street Address: Street #: 202 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Palisade Suffix: Type: AVE

County(s): Hudson Zip Code: 07306

Municipality(s): Jersey City Block(s): 6001

Local Place Name(s): The Heights Lot(s): 6

Ownership: Private USGS Quad(s): Jersey City

### Description:

The dwelling at 202 Palisade Avenue is a three-story row home constructed during the late nineteenth century. The building is capped by a mansard roof and pierced by a brick chimney. Two shed dormers containing double hung windows project from the roof's western slope, which is clad in vinyl siding. Vinyl paneling runs the length of the cornice line. The building is accessed by brick steps that lead to an offset modern door sheltered by a front gable, vinyl portico supported on iron poles. Windows consist of 4/4 wood sash and surround with stone sills and embellished detailed lintels. The building is clad in running-bond red brick on the primary façade and stuccoed on the rear elevation.

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

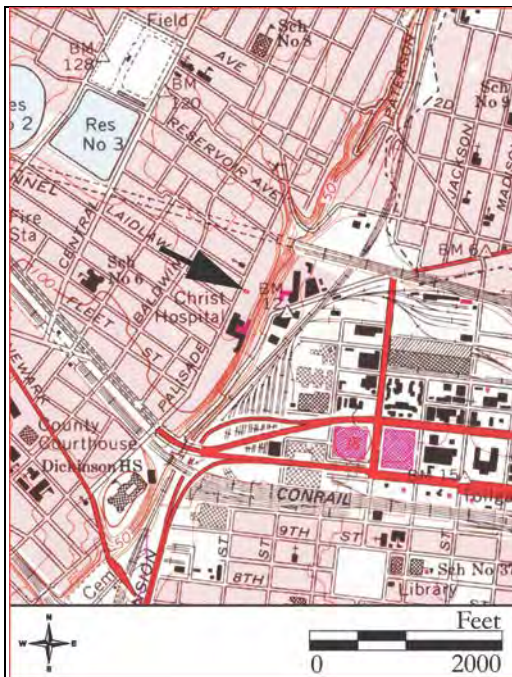
Date: May 2016

Organization: RGA, Inc.

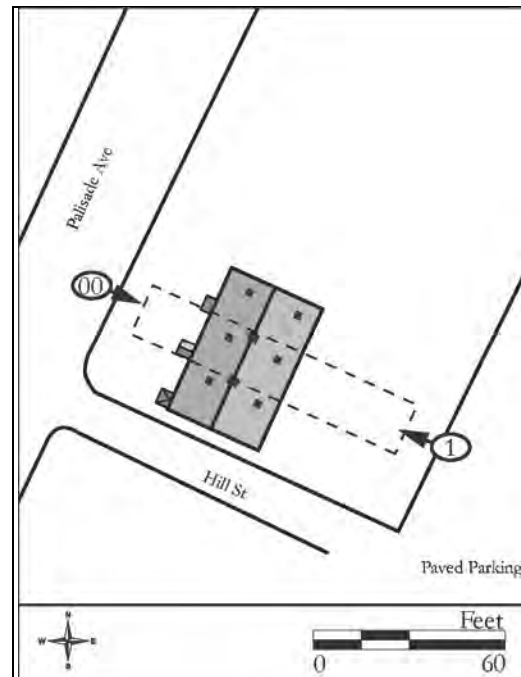
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:           

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No

(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE OBJECT

**Common Name:** 202 Palisade Avenue

**Historic Name:** 202 Palisade Avenue

**Present Use:** Residential – permanent

**Historic Use:** Residential - permanent

**Construction Date:** Circa 1880

**Source:** G.M. Hopkins Co. 1873; G.W. Bromley & Co. 1887

**Alteration Date(s):** Circa 1905

**Source:** Sanborn Insurance Map 1910

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Second Empire

**Form:** Row

**Stories:** 3

**Type:** Other

**Bays:** 3

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Brick-running bond, Stucco

### Exterior Description:

*See Base Survey*

### Interior Description:

*Not Accessible*

### Setting:

202 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 6) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. The front yard is enclosed by a wire fence. The dwelling is located within a row of late nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.



## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

The dwelling known as 202 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. *Atlas of Jersey City* (G.W. Bromley & Co. 1887). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing.

The footprint of 202 Palisade Avenue has remained relatively unchanged since its original construction. In 1896, 202 Palisade Avenue stood as a three-story, three-part brick building clad in frame siding with a frame cornice (Sanborn Map Company 1896). The building was capped with a mansard roof covered in tin and slate (Sanborn Map Company 1910). The construction of the residence coincided with a period of intense development along the eastern most escarpment of the Palisades. *See Continuation Sheet*

### Significance:

The dwelling at 200 Palisade Avenue is an extant example of a late nineteenth century, highly-altered Second Empire building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 202 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: May 2016

## CONTINUATION SHEET

Historic Sites #:

### History:

H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the southeast of the property during the late 1880s and continued to expand throughout the twentieth century (G.M. Hopkins Co. 1873; Sanborn Map Company 1896; Muirheid 1910, 112). In 1910, the home was being rented by Attilio Buchi, his wife Marie and daughter Anita. Born of Italian descent, Buchi emigrated to the United States in 1890 and worked as a language professor (U.S. Bureau of the Census 1910). It was around this time that a portico was added over the front door on the primary façade (Sanborn Map Company 1910). A decade later, the house was occupied by Charles Buchwald and his family. Buchwald served as a machinist at one of the many dry docks along the Hudson River (U.S. Bureau of the Census 1920). Later in the century, "C.B. Partners" – possibly associated with Charles Buchwald – built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins Co. 1928; NETR 1931). The buildings would later be demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). Many alterations would occur throughout the twentieth century, including the removal of the wooden cornice and the additional of vinyl siding to the third story.

### Bibliography:

G.W. Bromley & Co.

1887 *Atlas of Jersey City*. G.W. Bromley & Co. Philadelphia, Pennsylvania.

G.M. Hopkins Co.

1873 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

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Muirheid, Walter Gregory

1910 *Jersey City of To-Day, Its History, People, Trades, Commerce, Institutions, & Industry*. Jersey City Print Co., Jersey City, New Jersey.

National Environmental Title Research

1931 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 15, 2016.

1966 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 15, 2016.

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1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

1951 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

United States Bureau of the Census

1910 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

1920 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

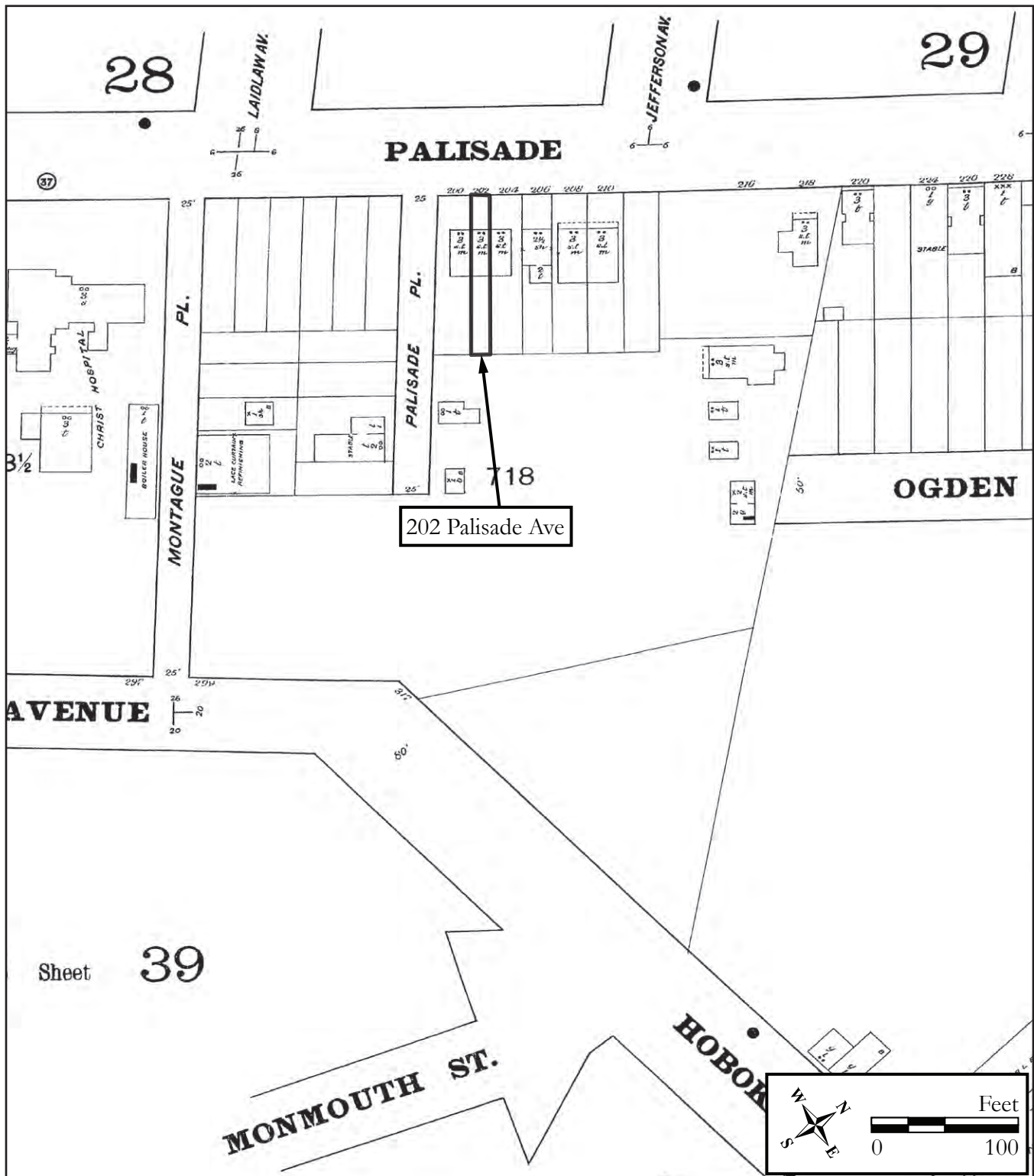


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

## CONTINUATION SHEET

Historic Sites #:



Plate: 1  
Photo view:  
Northwest  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016

View of the rear (southeast) elevation of 202 Palisade Avenue.

## BASE SURVEY FORM

Historic Sites #:

Property Name: 204 Palisade Avenue

Street Address: Street #: 204 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Suffix: Type: AVE

County(s): Hudson Zip Code: 07396

Municipality(s): Jersey City Block(s): 6001

Local Place Name(s): The Heights Lot(s): 9

Ownership: Private USGS Quad(s): Jersey City

### Description:

The dwelling at 204 Palisade Avenue is a three-story row home constructed during the late nineteenth century. The building is capped by a mansard roof and pierced by two interior brick chimneys. Two mansard dormers with drip mold cornices project from the roof's western slope. The dormers contain double-hung windows surrounded by vinyl siding. The front slope of the mansard is clad in vinyl siding, and vinyl paneling runs the length of the cornice line. The building is accessed via an offset modern door sheltered by an awning. The remnants of a later addition of permastone can be seen surrounding the entrance door. The fenestration is regular, consisting of replacement double-hung vinyl sash and surrounds, stone sills and embellished detailed lintels. The building is clad in running-bond painted brick on the primary façade and stuccoed on the eastern and northern elevation. A metal fire escape runs the length of the rear elevation.

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

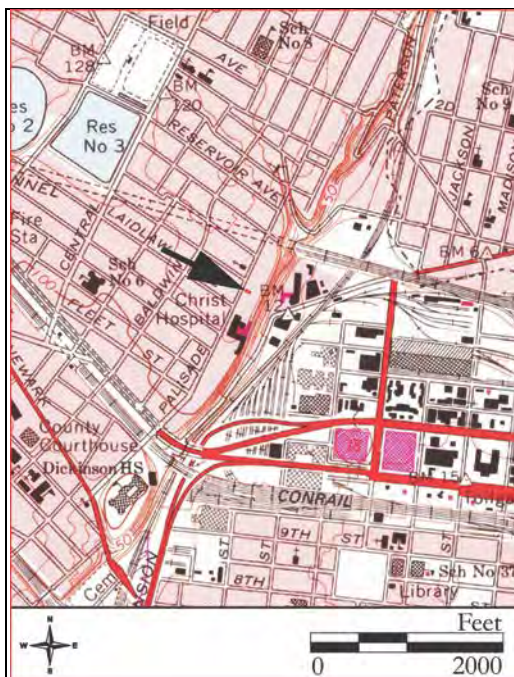
Organization: RGA, Inc.



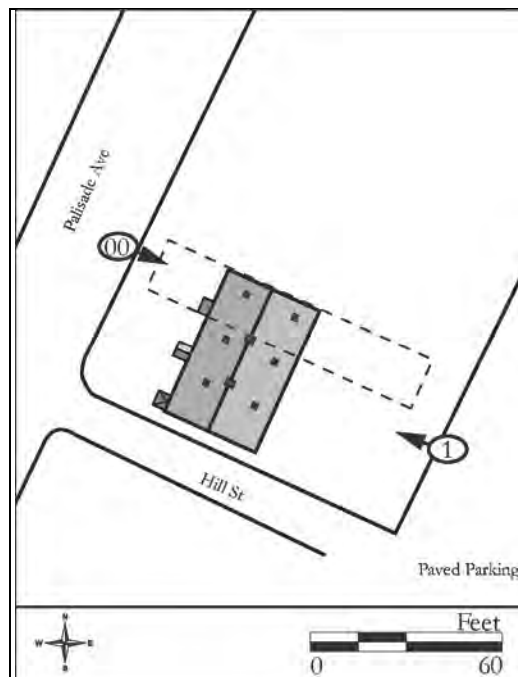
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:             
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING    ☐ STRUCTURE    ☐ OBJECT

**Common Name:** 204 Palisade Avenue

**Historic Name:** 204 Palisade Avenue

**Present Use:** Residential – permanent

**Historic Use:** Residential – permanent

**Construction Date:** Circa 1880

**Source:** G.M. Hopkins Co. 1873, G.W. Bromley & Co. 1887

**Alteration Date(s):** \_\_\_\_\_

**Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Second Empire

**Form:** Row

**Stories:** 3

**Type:** Other

**Bays:** 3

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Brick-running bond, Stucco

### Exterior Description:

*See Base Survey*

### Interior Description:

*Not Accessible*

### Setting:

204 Palisade Avenue is sited on a polygonal parcel (Block 6001, Lot 9) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. The front yard has been modified to serve as a gravel parking area. The dwelling is located within a row of late nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.



## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

The dwelling known as 204 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. *Atlas of Jersey City* (G.W. Bromley & Co. 1887). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins Co. 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing.

The footprint of 204 Palisade Avenue has remained relatively unchanged since its original construction. In 1896, 204 Palisade Avenue stood as a three-story, three-part brick building clad in frame siding with a frame cornice (Sanborn Map Company 1896). The building was capped with a mansard roof covered in tin and slate (Sanborn Map Company *See Continuation Sheet*

### Significance:

The dwelling at 200 Palisade Avenue is an extant example of a late nineteenth century, highly-altered Second Empire building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 204 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant and modern alterations to the residence have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: May 2016

## CONTINUATION SHEET

Historic Sites #:

### History (continued):

1910). The construction of the residence coincided with a period of intense development along the easternmost escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the southeast of the property during the late 1880s and continued to expand throughout the twentieth century (G.M. Hopkins 1873; Sanborn Map Company 1896; Muirheid 1910, 112). In 1910, the home was being rented by William F. Simon and his boarder Agnes G. Pfeister. Both inhabitants were of German descent and worked in the theater costume industry; Simon as a weaver and Pfeister as a forewoman (U.S. Bureau of the Census 1910). It was around this time that a portico was added over the front door on the primary façade (Sanborn Map Company 1910). In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). Many alterations occurred throughout the twentieth century, including the removal of the wooden cornice, replacing the windows and doors, and the addition of vinyl siding to the third story.

### Bibliography:

G.W. Bromley & Co.

1887 *Atlas of Jersey City*. G.W. Bromley & Co. Philadelphia, Pennsylvania.

G.M. Hopkins Co.

1873 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

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Muirheid, Walter Gregory

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Sanborn Map Company

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1951 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

United States Bureau of the Census

1910 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

1920 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

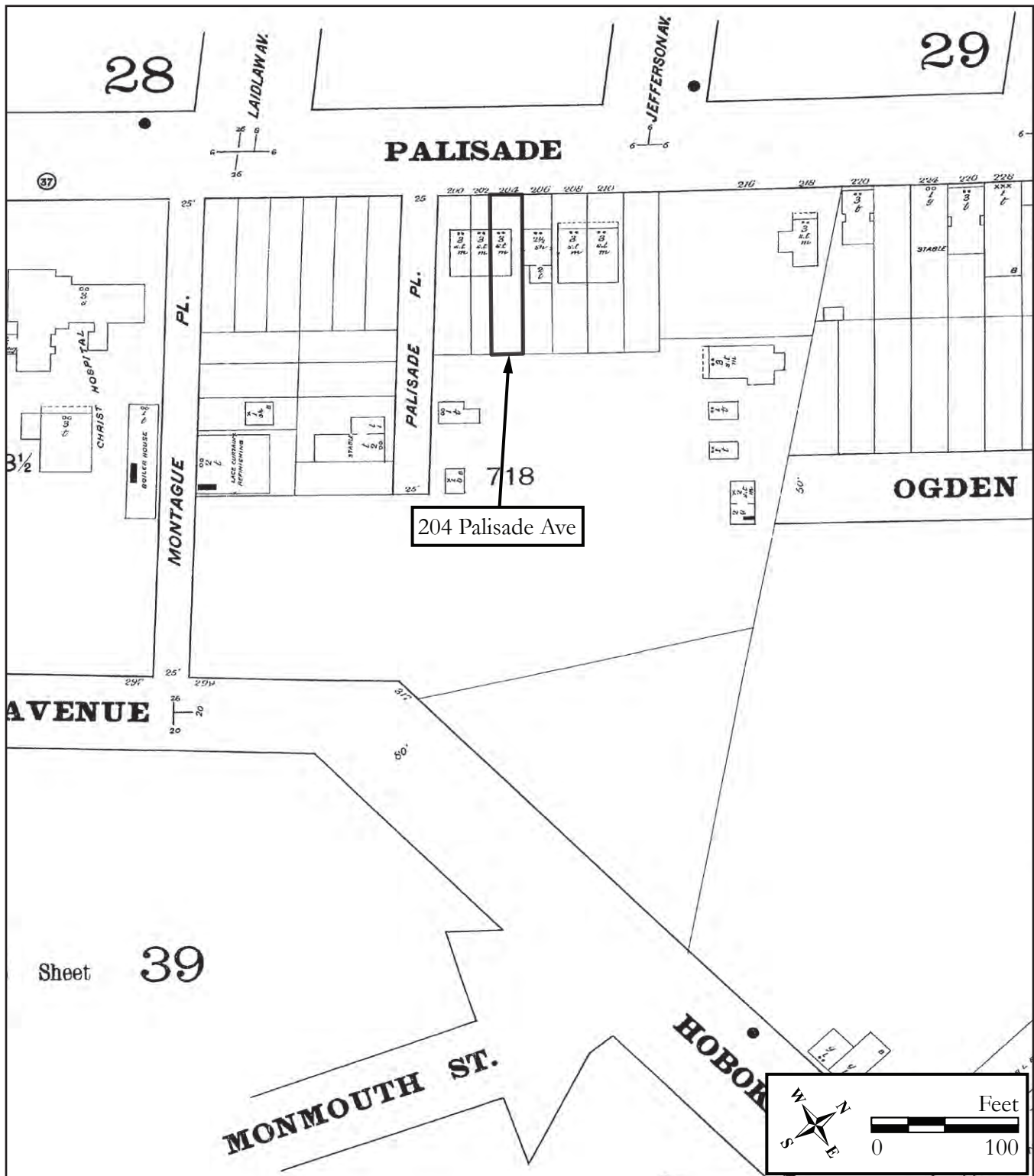


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:



Plate: 1  
Photo view:  
Northwest  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016

View of the rear (southeast) elevation of 204 Palisade Avenue.

## BASE SURVEY FORM

Historic Sites #:

Property Name: 206 Palisade Avenue

Street Address: Street #: 206 Apartment #: (Low) (High) (Low) (High)

Prefix: Street Name: Palisade Suffix: Type: AVE

County(s): Hudson Zip Code: 07306

Municipality(s): Jersey City Block(s): 6001

Local Place Name(s): The Heights Lot(s): 9

Ownership: Private USGS Quad(s): Jersey City

### Description:

The dwelling at 206 Palisade Avenue is a two-and-a-half-story, highly-altered townhouse constructed in the late nineteenth century. The residence measures two bays wide and is capped by a cross-gable, asphalt-shingle roof with overhanging eaves. A full-height, offset bay projects from the primary façade and terminates at a front-gable roof with overhanging vinyl eaves. See *Continuation Sheet*

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

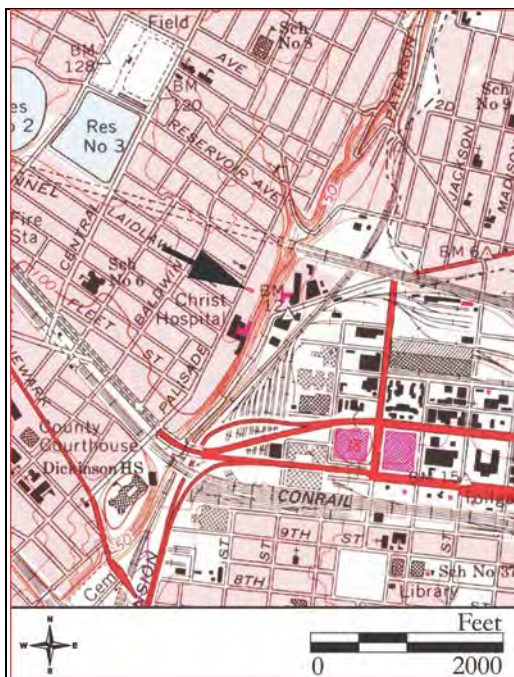
Organization: RGA, Inc.



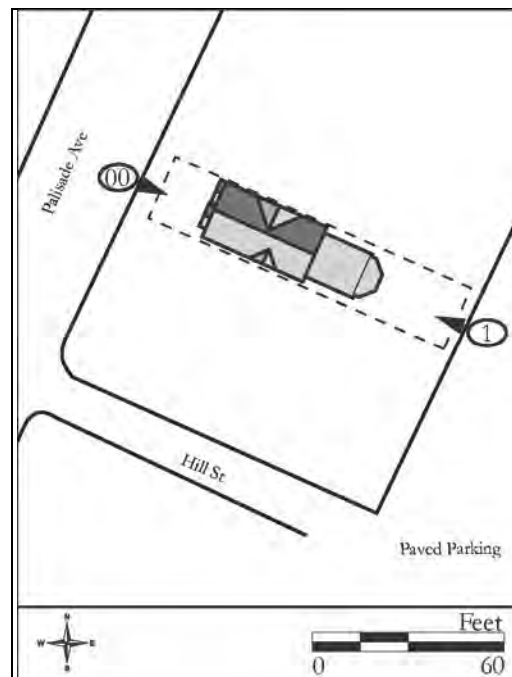
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:             
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 206 Palisade Avenue

**Historic Name:** 206 Palisade Avenue

**Present Use:** Residential – permanent

**Historic Use:** Residential - permanent

**Construction Date:** Circa 1885

**Source:** G.M. Hopkins 1873, Sanborn Insurance Map 1896

**Alteration Date(s):** \_\_\_\_\_

**Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Vernacular

**Form:** \_\_\_\_\_

**Stories:** 2.5

**Type:** Other

**Bays:** 2

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Aluminum Siding

### Exterior Description:

*See Base Survey*

### Interior Description:

*Not Accessible*

### Setting:

206 Palisade Avenue is sited on a polygonal parcel (Block 6001, Lot 9) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. The front yard is enclosed by a metal fence. The dwelling is located within a row of late-nineteenth century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

The dwelling known as 206 Palisade Avenue first appears cartographically on the 1896 Sanborn Insurance Map of Hudson County (Sanborn Map Company 1896). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid- and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

### Significance:

The dwelling at 206 Palisade Avenue is an extant example of a late nineteenth century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 206 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the residence have denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: May 2016

## CONTINUATION SHEET

Historic Sites #:

### Description (continued):

The building is accessed via an offset modern door sheltered by an asphalt-shingle, front-gable portico supported on decorative iron posts. The door is flanked by full side-lights and a large textured glass transom reaching the bottom of the portico. The fenestration is irregular, consisting of double-hung vinyl sash and surround and triple-pane sliding windows. A large bay with canted corners projects from the second story of the rear (eastern) elevation and an offset wood door leads to the backyard. The building is clad in aluminum siding.

### History (continued):

In 1896, 206 Palisade Avenue stood as a two-and-a-half story frame dwelling with a shingled roof and two side doors on the northern and southern elevations. A smaller two-story addition with tin roof extended off the rear (Sanborn Map Company 1896). Early advertisements from 1886 indicate that the building served as a multi-tenant house, describing the property as “furnished or unfurnished rooms to let on the Heights, with or without board; delightful location on the brow of the hill, bath, near new elevated road” (Evening Journal 1886). One of the home’s early residents was police captain James M’nulty (New York Tribune 1899:9). The construction of the residence coincided with a period of intense development along the eastern most escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the southeast of the property during the late 1880s and continued to expand throughout the twentieth century (G.M. Hopkins Co. 1873; Sanborn Map Company 1896; Muirheid 1910: 112). In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). Many alterations would occur throughout the twentieth century, including the construction of an entrance portico by 1910, replacement of the original windows and doors, and the addition of aluminum siding (Sanborn Map Company 1910).

### Bibliography:

Evening Journal

1886 No Title. *Evening Journal*. Jersey City, New Jersey. 11 June, 1886.

G.M. Hopkins Co.

1873 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Heritage Studies

1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Jersey City Past and Present

2007 “Hudson City – The Jersey City Heights.” Published on the Jersey City Past and Present website <http://www.njcu.edu/programs/jchistory>, accessed May 15, 2016.

National Environmental Title Research

1931 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 15, 2016.

1966 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 15, 2016.

New York Tribune

1899 “Obituary.” *New York Tribune*. New York, New York. 2 February, 1899.

Sanborn Map Company

1896 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

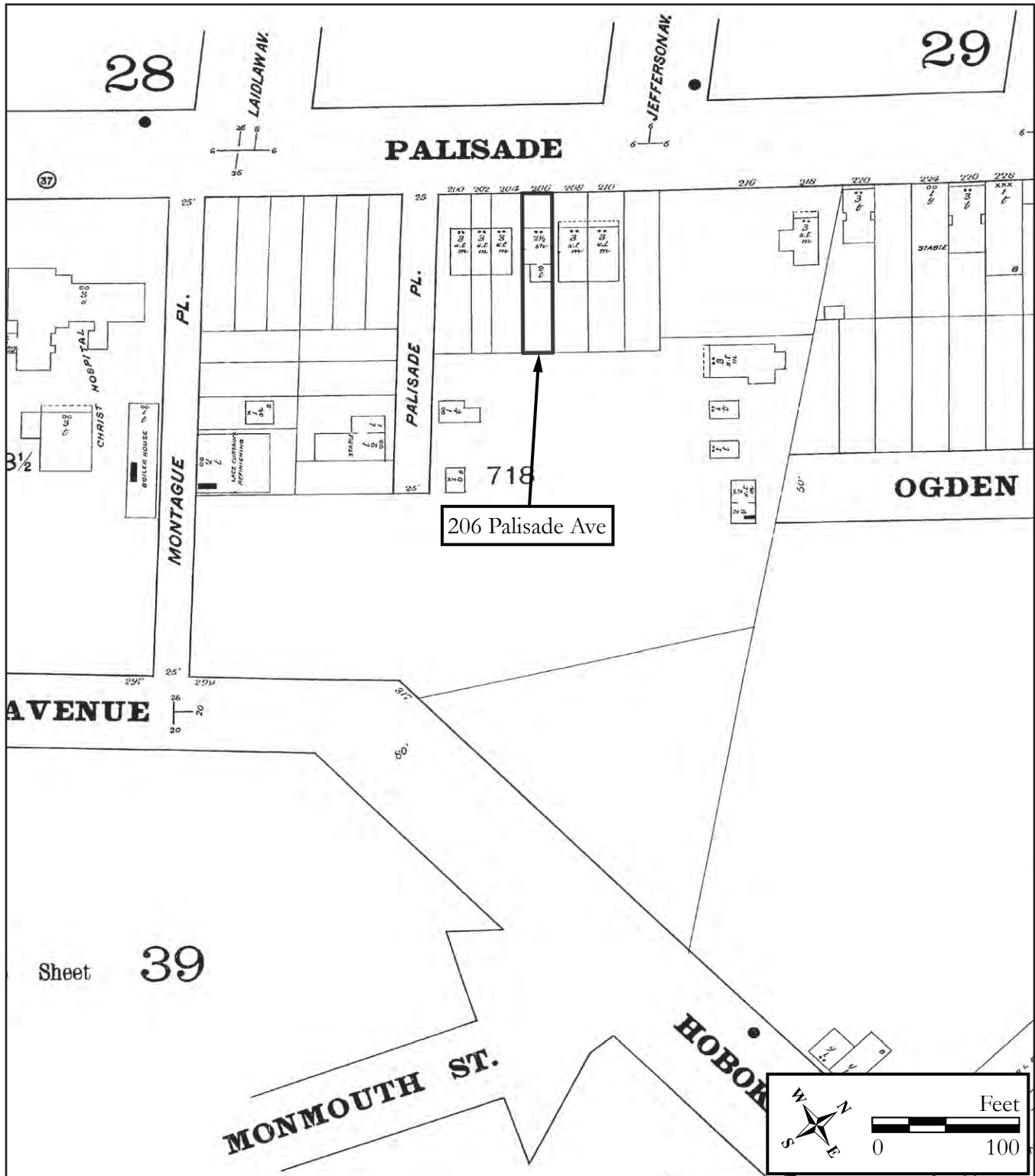


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

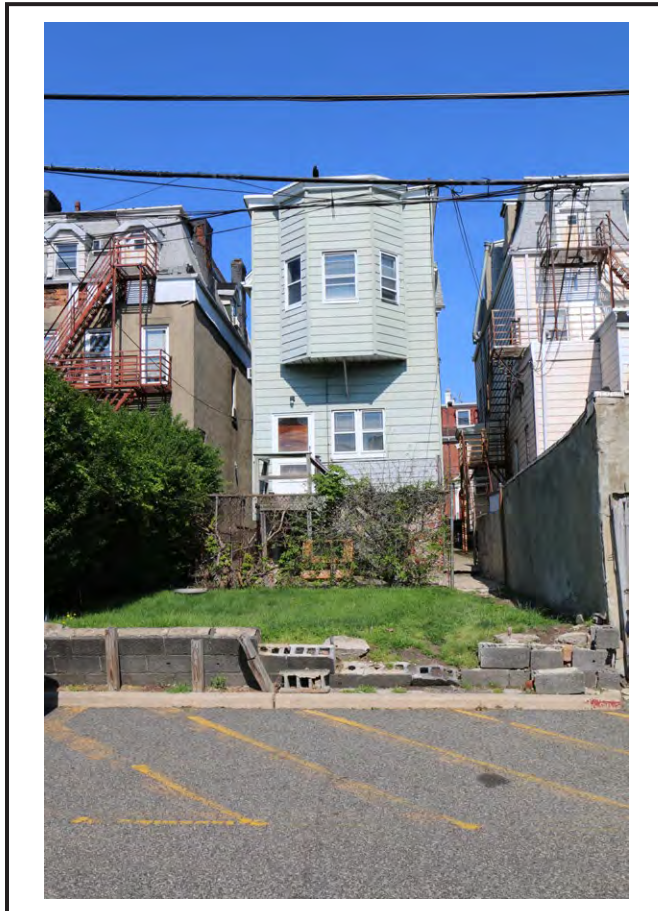
Organization: RGA, Inc.

Date: June 2016



## CONTINUATION SHEET

Historic Sites #:



View of the rear (eastern) elevation of 206 Palisade Avenue.

Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## BASE SURVEY FORM

Historic Sites #:

Property Name: 208 Palisade Avenue

Street Address: Street #: 208 Apartment #: \_\_\_\_\_  
(Low) (High) (Low) (High)

Prefix: \_\_\_\_\_ Street Name: Palisade Suffix: \_\_\_\_\_ Type: AVE

County(s): Hudson Zip Code: 07306

Municipality(s): Jersey City Block(s): 6001

Local Place Name(s): The Heights Lot(s): 9

Ownership: Private USGS Quad(s): Jersey City

### Description:

The dwelling at 208 Palisade Avenue is a three-story semi-detached dwelling constructed during the late nineteenth century. The building is capped by an asphalt-shingle mansard roof. Two shed dormer windows containing double-hung vinyl sash and surround project from the roof's western, southern, and eastern slopes. *See Continuation Sheet*

### Registration and Status Dates:

National Historic  
Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

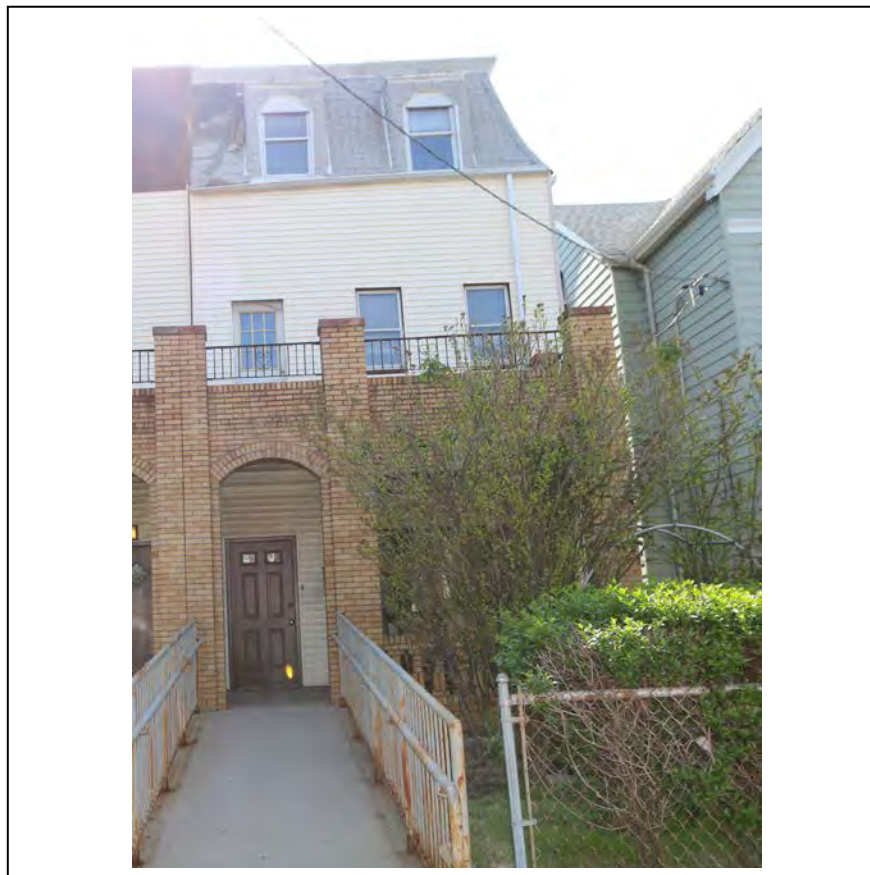
New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

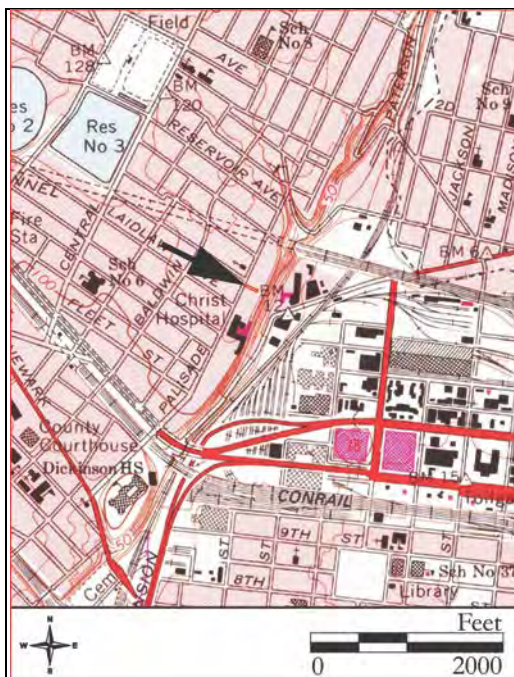
Date: May 2016

Organization: RGA, Inc.

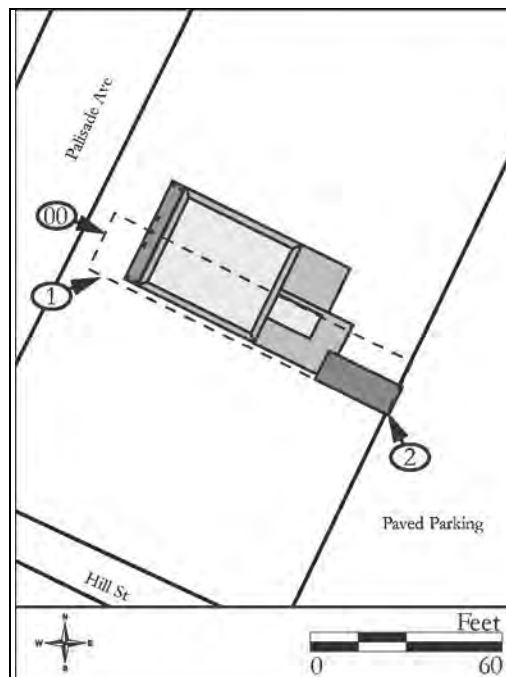
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:             
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING    ☐ STRUCTURE    ☐ OBJECT

**Common Name:** 208 Palisade Avenue

**Historic Name:** 208 Palisade Avenue

**Present Use:** Residential - permanent

**Historic Use:** Residential – permanent

**Construction Date:** Circa 1890

**Source:** G.M. Hopkins Co. 1873, G.W. Bromley & Co. 1887

**Alteration Date(s):** Circa 1900

**Source:** Sanborn Map Company 1896, 1910

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Second Empire

**Form:** Semi-detached

**Stories:** 3

**Type:** Other

**Bays:** 3

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Vinyl siding

### Exterior Description:

*See Base Survey*

### Interior Description:

*Not Accessible*

### Setting:

The dwelling at 208 Palisade Avenue is sited on a polygonal parcel (Block 6001, Lot 9) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. A concrete handicapped ramp runs from the sidewalk to the front door. The dwelling is located within a row of late-nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

The dwelling at 208 Palisade Avenue is an extant example of a late nineteenth century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 208 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: May 2016



## CONTINUATION SHEET

Historic Sites #:

### Description (continued):

The primary façade features a decorative brick, one-story, full-width porch supported on brick pilasters. It is capped by a second-story balcony formed by the extended pilasters and iron railing. A brick archway leads to an offset, paneled door on the first floor, allowing access to the building. The fenestration is irregular, consisting of a large bay window on the first story, and double-hung vinyl sash and surrounds on the second and third. A one-story addition extends from the rear (eastern) elevation, accessed by an offset modern door covered by a vinyl awning. The building is clad in vinyl and aluminum siding.

### History:

The dwelling known as 208 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. *Atlas of Jersey City* (G.W. Bromley 1887). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins Co. 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing.

In 1883, the property was under the ownership of Edward P. Reichhelm (The New York Times [NYT] 1883: 8). Born of German descent, Reichhelm emigrated to the United States in 1848 (U.S. Bureau of the Census 1900). Reichhelm was skilled in the jewelry trade and soon became a wealthy and prominent member of the German community (U.S. Bureau of the Census 1880; NYT 1883: 8). He later went on to establish multiple enterprises including the American Gas Furnace Company and the American Swiss File and Tool Company (The Jersey Journal 1917: 24).

By 1897, the dwelling was put up for auction by F.G. Wolbert, who advertised the building as a three-story frame house with basement and mansard roof. The interior was described to be in "perfect order inside and out, contained 10 fine rooms and bath, also range, heater, tubs, chandeliers and water on each floor" (The Jersey Journal 1897, 1). County Surrogate, James T. Lillis, purchased the property in 1898 (The Jersey Journal 1898, 11). Upon acquisition, Lillis stated that he intended to make "extensive alterations" to the house (The Jersey Journal 1898). Lillis followed through with his promise, constructing a one-story addition extending from the rear elevation (Sanborn Map Company 1910). He resided there with five children and housekeeper until at least 1921 (U.S. Bureau of the Census 1900; The Jersey Journal 1921, 1).

In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). The dwelling at 208 Palisade Avenue had various occupants throughout the twentieth century. Modern alterations to the building include the addition of vinyl siding and the modifications to the windows and door openings. The property is currently under the ownership of the hospital (Hudson County Deeds 8859:848).

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: May 2016

## CONTINUATION SHEET

Historic Sites #:

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### Bibliography:

G.W. Bromley & Co.

1887 *Atlas of Jersey City*. G.W. Bromley & Co. Philadelphia, Pennsylvania.

G.M. Hopkins Co.

1873 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Heritage Studies

1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Hudson County Deeds

n.d. On file, Monmouth County Clerk's Office, Jersey City, New Jersey.

Jersey City Past and Present

2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website <http://www.njcu.edu/programs/jchistory>, accessed May 15, 2016.

The Jersey Journal

1897 No Title. *The Jersey Journal*. Jersey City, New Jersey. 7 April, 1897.

1898 "Sales, Trades, Rentals, Buildings, Contracts and Mortgages – Growth of the City," *The Jersey Journal*. Jersey City, New Jersey. 22 January, 1898.

1917 "Advertisement" *The Jersey Journal*. Jersey City, New Jersey. 10 March, 1917.

1921 "Ex-Surrogate Lillis' Son Hurt in California." *The Jersey Journal*. Jersey City, New Jersey. 11 November, 1921.

National Environmental Title Research

1931 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 22, 2016.

1966 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 22, 2016.

The New York Times

1883 "Charged with Felonious Assault." *The New York Times*. New York, New York. 13 August, 1883.

Sanborn Map Company

1896 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

United States Bureau of the Census

1880 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

1900 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: May 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

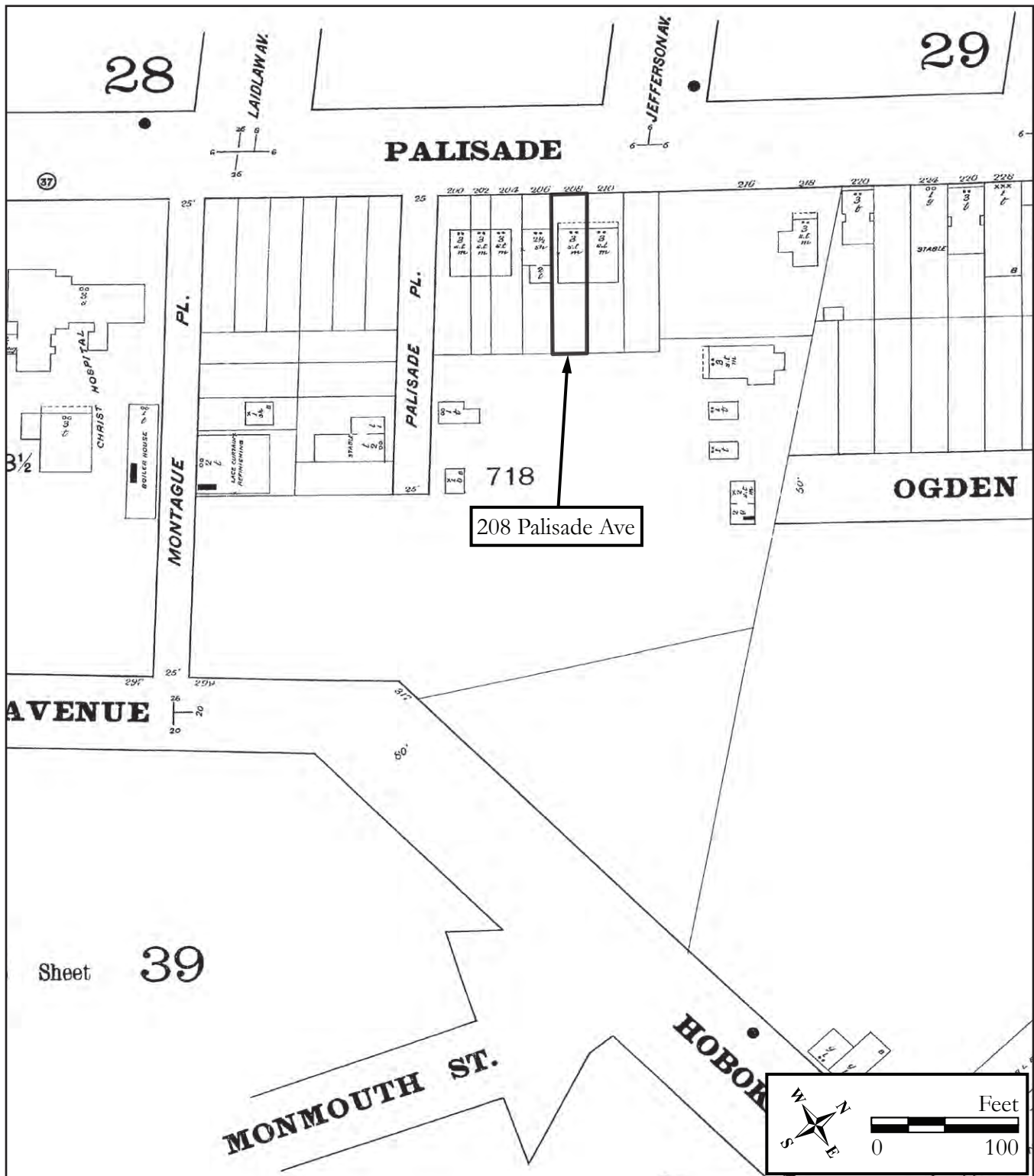


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

## CONTINUATION SHEET

Historic Sites #:

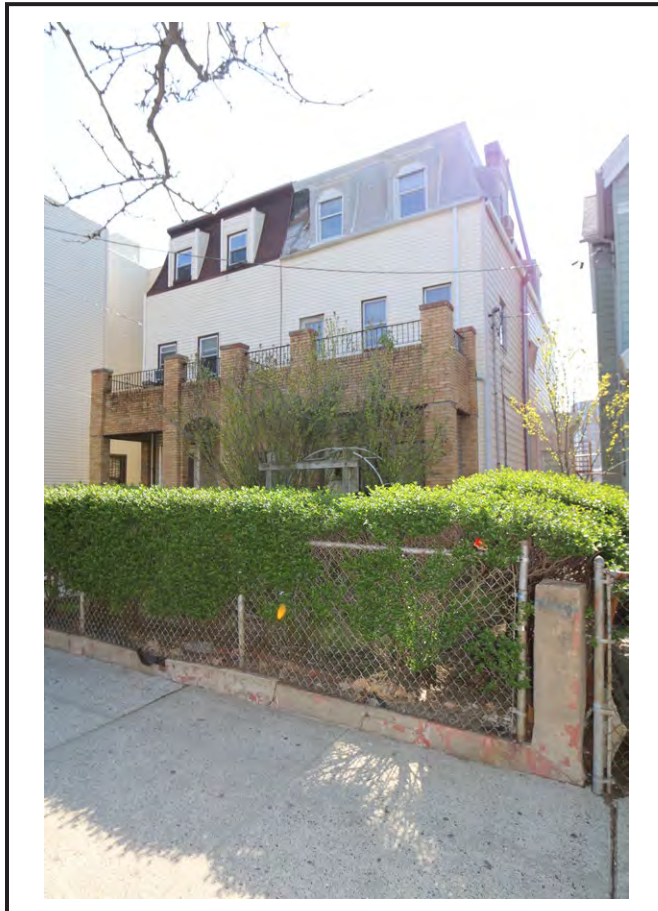


Plate: 1

Photo view:

East

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the primary façade of 208 Palisade Avenue.

## CONTINUATION SHEET

Historic Sites #:



Plate:2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the east elevation of 208 Palisade Avenue.



## BASE SURVEY FORM

Historic Sites #:

Property Name: 210 Palisade Avenue

Street Address: Street #: 210 Apartment #: \_\_\_\_\_  
(Low) (High) (Low) (High)

Prefix: \_\_\_\_\_ Street Name: Palisade Suffix: \_\_\_\_\_ Type: AVE

County(s): Hudson Zip Code: 07603

Municipality(s): Jersey City Block(s): 6001

Local Place Name(s): The Heights Lot(s): 9

Ownership: Private USGS Quad(s): Jersey City

### Description:

The dwelling at 210 Palisade Avenue is a three-story semi-detached dwelling constructed during the late nineteenth century. The building is capped by an asphalt-shingle mansard roof. Two shed dormer windows containing double-hung vinyl sash and surround project from the roof's western, southern, and eastern slopes. *See Continuation Sheet*

### Registration and Status Dates:

National Historic  
Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

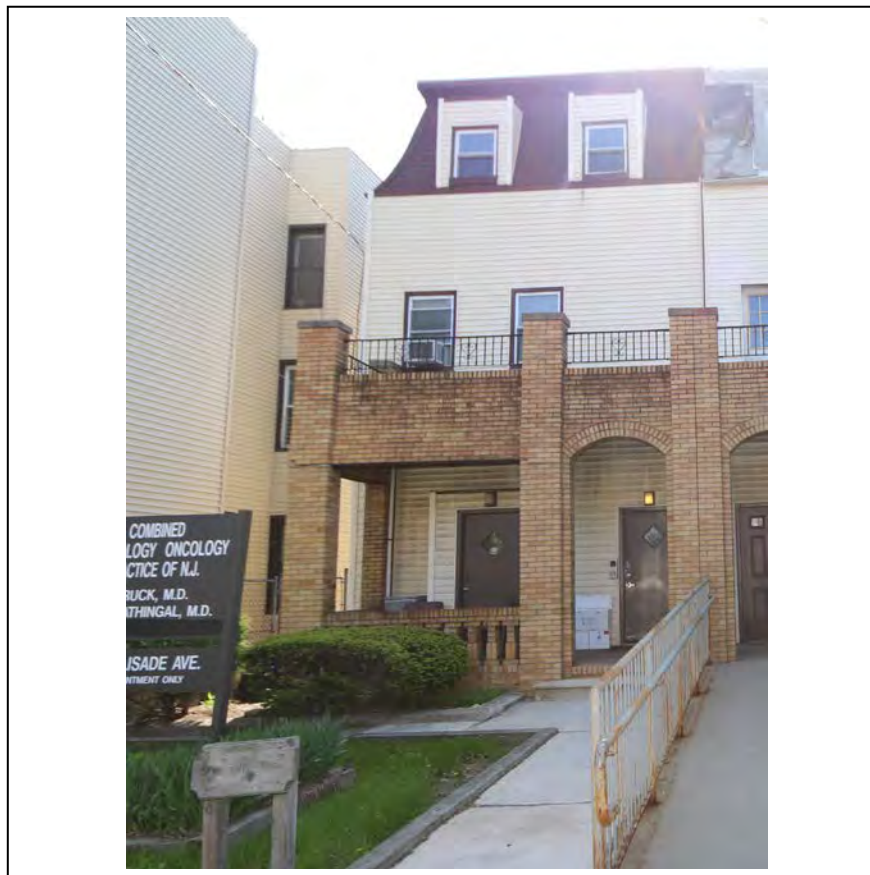
New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

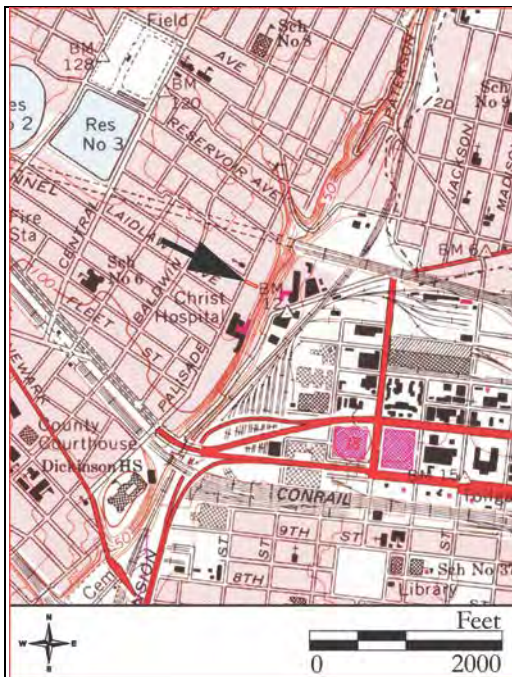
Date: June 2016

Organization: RGA, Inc.

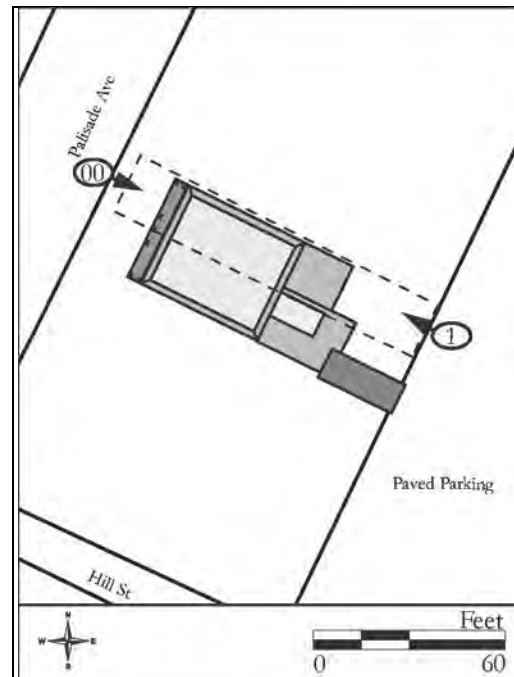
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:           

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No

(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING    ☐ STRUCTURE    ☐ OBJECT

**Common Name:** 210 Palisade Avenue

**Historic Name:** 210 Palisade Avenue

**Present Use:** Office Activity

**Historic Use:** Residential – permanent

**Construction Date:** Circa 1890

**Source:** G.M. Hopkins Co. 1873; Bromley & Co. 1887

**Alteration Date(s):** Circa 1900

**Source:** Sanborn Map Company 1896, 1910

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Semi-detached

**Form:**

**Stories:** 3

**Type:** Other

**Bays:** 2

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Vinyl Siding

### Exterior Description:

*See Base Survey*

### Interior Description:

*Not Accessible*

### Setting:

The dwelling at 210 Palisade Avenue is sited on a polygonal parcel (Block 6001, Lot 9) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. A concrete walkway runs from the sidewalk to the front door. The dwelling is located within a row of late-nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

The dwelling known as 210 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. *Atlas of Jersey City* (G.W. Bromley 1887). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1887 (G.M. Hopkins Co. 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

### Significance:

The dwelling at 208 Palisade Avenue is an extant example of a late nineteenth century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 210 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

### Description (continued):

The primary façade features a decorative brick, one-story, full-width porch supported on brick pilasters. It is capped by a second-story balcony formed by the extended pilasters and iron railing. A brick archway leads to an offset, paneled door on the first floor, allowing access to the building. A second door is located to the left. The fenestration is irregular, consisting of a large bay window on the first story, and double-hung vinyl sash and surrounds on the second and third. A one-story addition extends from the rear (eastern) elevation, accessed by an offset modern door covered by a vinyl awning. The building is clad in vinyl and aluminum siding.

### History (continued):

The footprint of 210 Palisade Avenue has remained relatively unchanged since its original construction. In 1896, 210 Palisade Avenue stood as a three-story, semi-detached home with a mansard roof covered in slate and tin. An arched brick full-width porch dominated the front façade (Sanborn Map Company 1896). By 1900, the home was under the ownership of Ferdinand J. Schober and his wife Helen. Schober also had several renters occupying the dwelling, including his daughter Eunice Crowley, her husband William Crowley, their four children, and the Quackenbush family consisting of Ralph, his wife Eve, and their son (U.S. Bureau of the Census 1900). In 1913, the dwelling was put on the market by "W. Farmer," who advertised the property as "a corner plot containing 13,000 square feet, commanding view of the harbor and Hudson river" (Jersey Journal 1913, 13). However, it appears that the Crowley's inhabited the property until 1918 when their son, George, was killed overseas fighting in World War I (Ancestry.com). By this time, the building had gone through various alterations, including the construction of a two-story addition extending from the rear elevation (Sanborn Map Company 1910).

In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). The dwelling at 208 Palisade Avenue had various occupants throughout the twentieth century. Modern alterations to the building include the addition of vinyl siding and the modifications to the windows and door openings. The property has since been converted to medical offices.

### Bibliography:

Ancestry.com

1918 U.S., *Find A Grave Index, 1600s-Current* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012. Ancestry.com, accessed June 8, 2016.

G.W. Bromley & Co.

1887 *Atlas of Jersey City*. G.W. Bromley & Co. Philadelphia, Pennsylvania.

G.M. Hopkins Co.

1873 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Heritage Studies

1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Jersey City Past and Present

2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website <http://www.njcu.edu/programs/jchistory>, accessed May 15, 2016.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.



## CONTINUATION SHEET

Historic Sites #:

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### Bibliography (continued):

The Jersey Journal

1913 "No Title." *The Jersey Journal*. Jersey City, New Jersey. 19 February, 1913.

National Environmental Title Research

1931 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 22, 2016.

1966 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed May 22, 2016.

Sanborn Map Company

1896 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

United States Bureau of the Census

1900 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

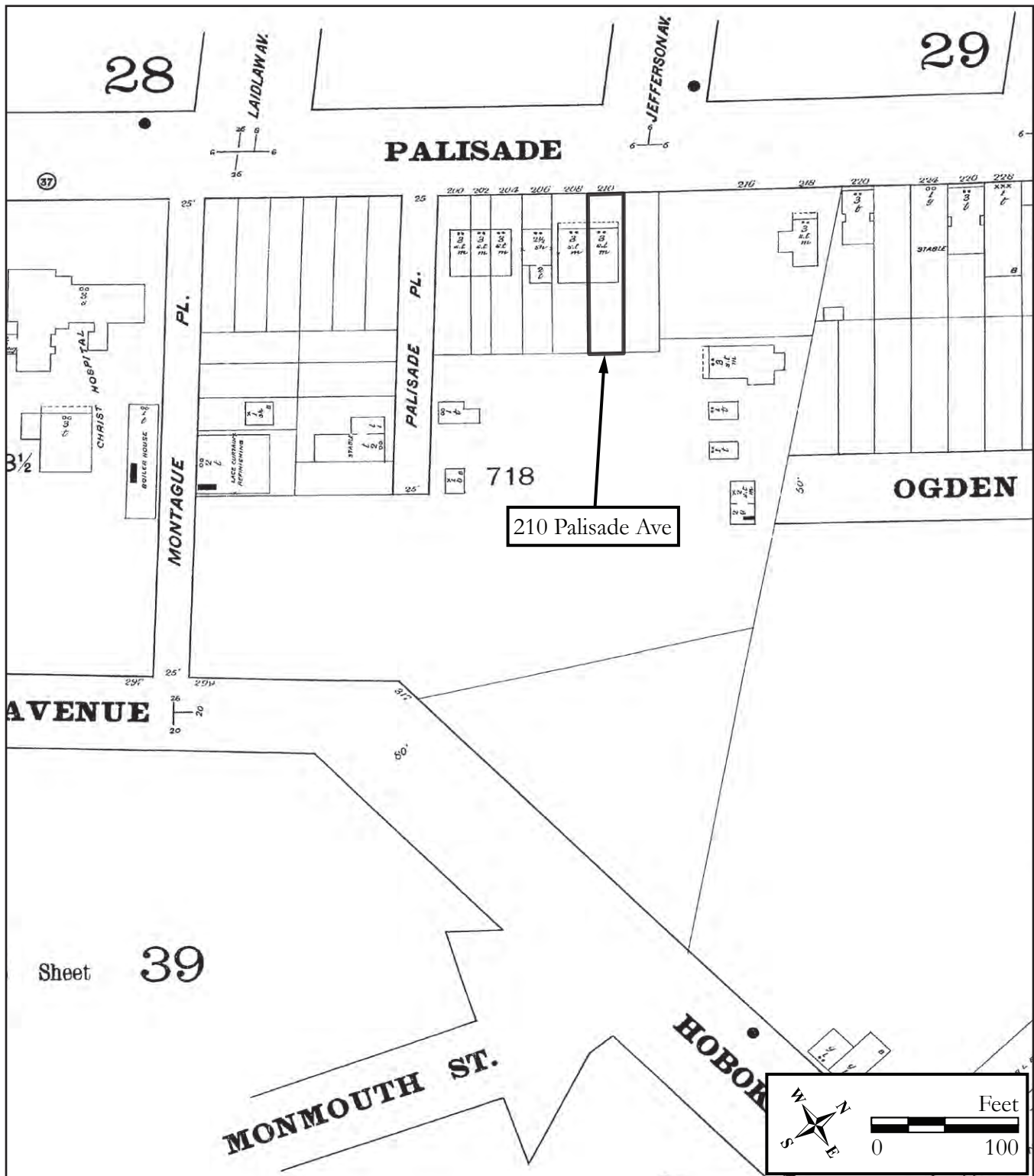


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:



View of the eastern elevation of 210 Palisade Avenue.

Plate: 1

Photo view:

West

Photographer:

Lauren Szeber

Date:

May 9, 2016

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## BASE SURVEY FORM

Historic Sites #:

Property Name: 212 Palisade Avenue

Street Address: Street #: 212 Apartment #: \_\_\_\_\_  
(Low) (High) (Low) (High)

Prefix: \_\_\_\_\_ Street Name: Palisade Suffix: \_\_\_\_\_ Type: AVE

County(s): Hudson Zip Code: 07306

Municipality(s): Jersey City Block(s): 6001

Local Place Name(s): The Heights Lot(s): 7

Ownership: Private USGS Quad(s): Jersey City

### Description:

The dwelling at 212 Palisade Avenue is a three-story, highly-altered commercial building constructed during the early twentieth century. The building faces west onto Palisade Avenue and is divided into three sections from front to back. It is capped by a flat asphalt roof pierced by six interior brick chimneys. *See Continuation Sheet*

### Registration and Status Dates:

National Historic  
Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

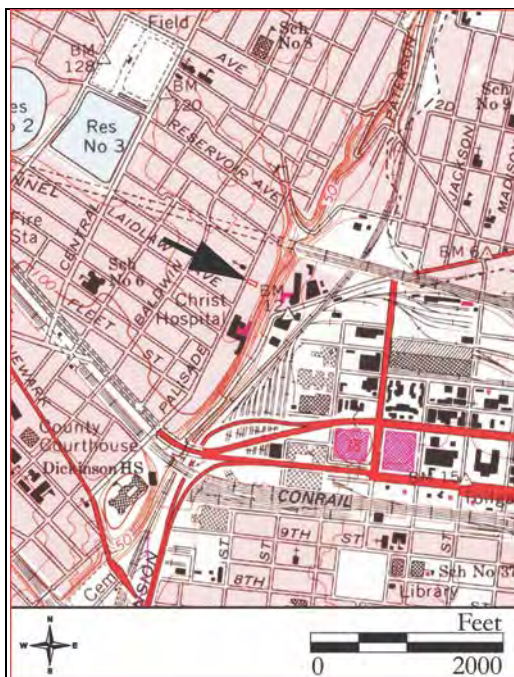
Date: June 2016

Organization: RGA, Inc.

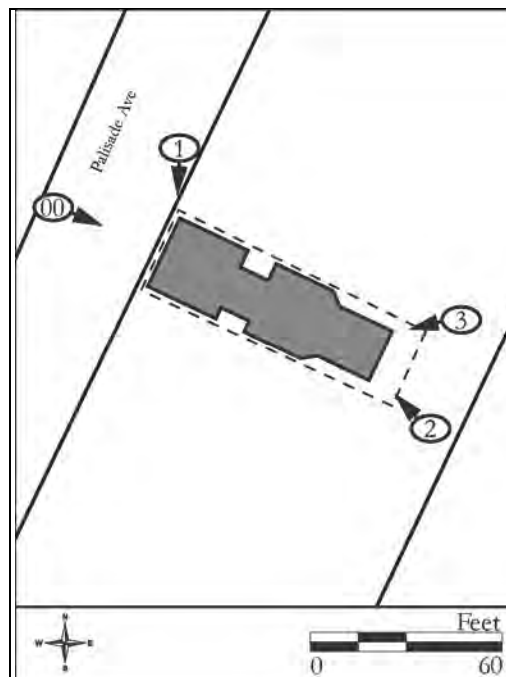
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:             
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.



## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** Health Aid Drugs

**Historic Name:** 212 Palisade Avenue

**Present Use:** Commercial – shopping; Residential - permanent

**Historic Use:** Commercial – shopping; Residential – permanent

**Construction Date:** Circa 1920

**Source:** Sanborn Map Company 1910, G.M. Hopkins Co. 1928

**Alteration Date(s):** \_\_\_\_\_

**Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Vernacular

**Form:** Other

**Stories:** 3

**Type:** Other

**Bays:** 2

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Vinyl siding

### Exterior Description:

*See Base Survey*

### Interior Description:

*Not Accessible*

### Setting:

The dwelling at 212 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 7) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 15 feet. A large paved parking lot abuts the rear of the property, and a public sidewalk runs the length of the primary elevation, with an additional parking lot to the north. The dwelling is located within a row of late-nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

The dwelling known as 212 Palisade Avenue first appears cartographically on the 1928 G.M. Hopkins & Co. *Atlas of Jersey City* (G.M. Hopkins Co. 1928). The house is not depicted on the 1910 Sanborn Insurance Map, suggesting that it was constructed at some point between 1910 and 1928 (Sanborn Map Company 1910). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

### Significance:

The dwelling at 212 Palisade Avenue is an extant example of an early twentieth-century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. The mixed-use house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 212 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

### Description (continued):

A bracketed cornice runs the length of the roof line along the primary (west) elevation. Access to the building is gained via a modern central front door flanked by two commercial bay windows. An additional door leading to the upper-story apartments is located on the southern portion of the primary façade. The first story of the primary elevation is sheathed in permastone and sheltered by a commercial awning. The fenestration is regular, consisting of double hung vinyl sash and surround, typically in pairs. A modern metal fire escape runs the length of the rear (eastern) elevation. The building is clad in vinyl siding and sits on a concrete foundation.

### History (continued):

The footprint of 212 Palisade Avenue has remained relatively unchanged since its original construction. In 1928, 212 Palisade Avenue stood as a three-story brick building divided into three sections (G.M. Hopkins Co. 1928). Based on its proximity to the street, it is most likely it was initially developed as a mixed-use property with commercial activity in the front portion and residences in the rear. By the mid-twentieth century, there were multiple businesses occupying the building, including the Di Blasi Pizzeria and the painting and decorating company of Charles F. Reilly (The Jersey Journal 1965: 66; The Jersey Journal 1963: 3). It was most likely around this time that the building went through extensive modern alterations, including the addition of vinyl siding and the replacement of the windows and doors. The first story of the primary façade has also gone through various modifications over the later part of the twentieth century, such as the addition of synthetic stone and changes to the signage. The building is currently occupied by Health Aid Drugs, Inc., and various tenants.

### Bibliography:

G.M. Hopkins Co.

1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Heritage Studies

1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Jersey City Past and Present

2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website <http://www.njcu.edu/programs/jchistory>, accessed May 15, 2016.

The Jersey Journal

1963 "IRS Files Lien Against City Man." *The Jersey Journal*. Jersey City, New Jersey. 31 August, 1963.

1965 "Delivery Boy." *The Jersey Journal*. Jersey City, New Jersey. 15 December, 1965.

Sanborn Map Company

1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

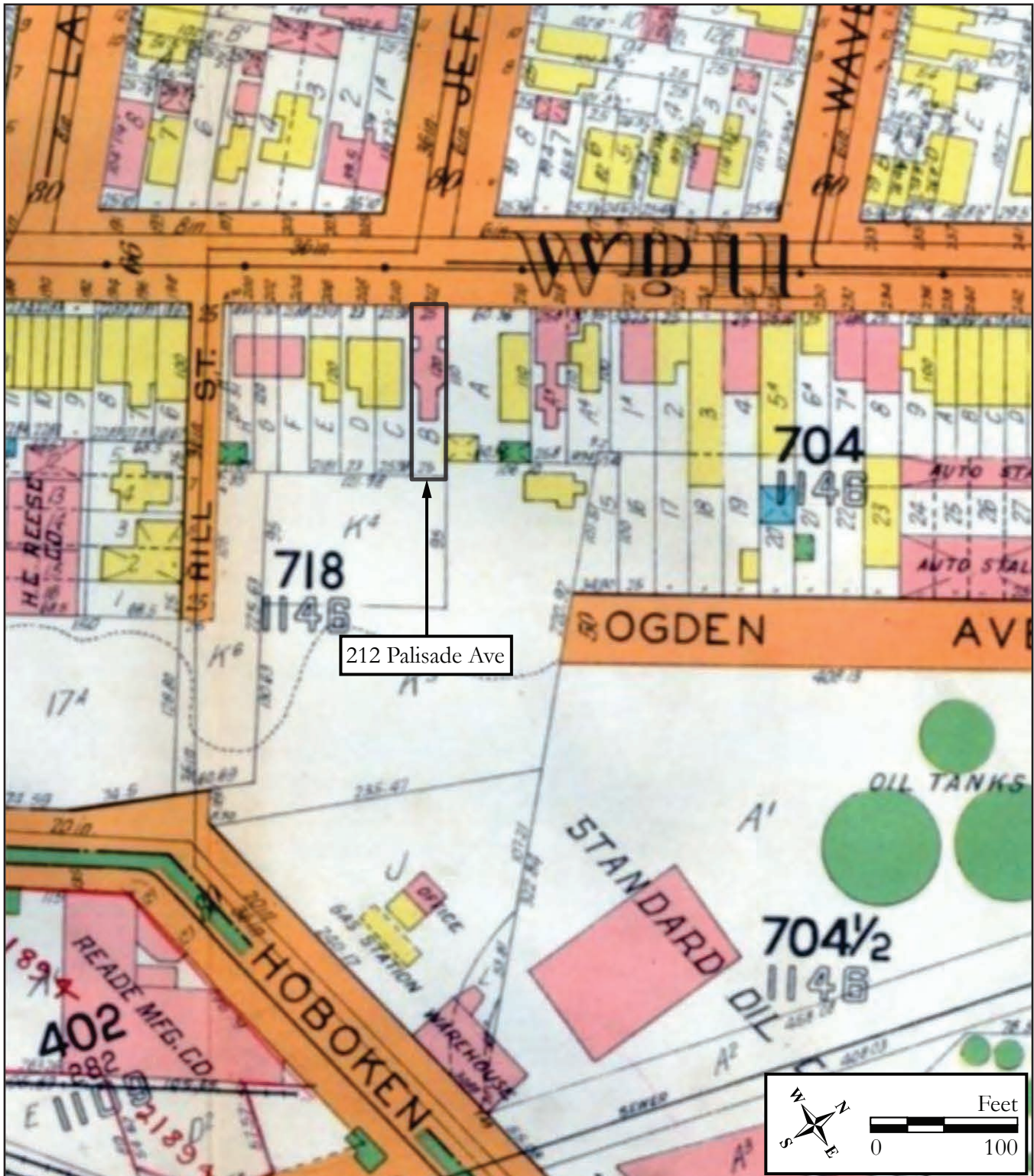


Figure 1: 1928 G.M. Hopkins Co Atlas of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

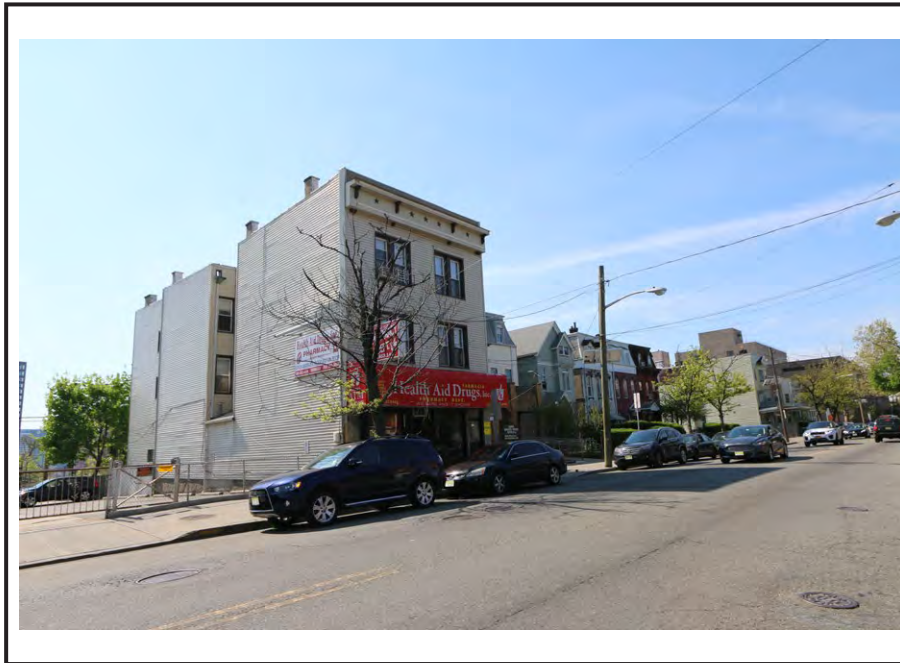


Plate: 1

Photo view:

South

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the northern and western elevations of 212 Palisade Avenue.



## CONTINUATION SHEET

Historic Sites #:



Plate: 2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear elevation of 212 Palisade Avenue.

## CONTINUATION SHEET

Historic Sites #:

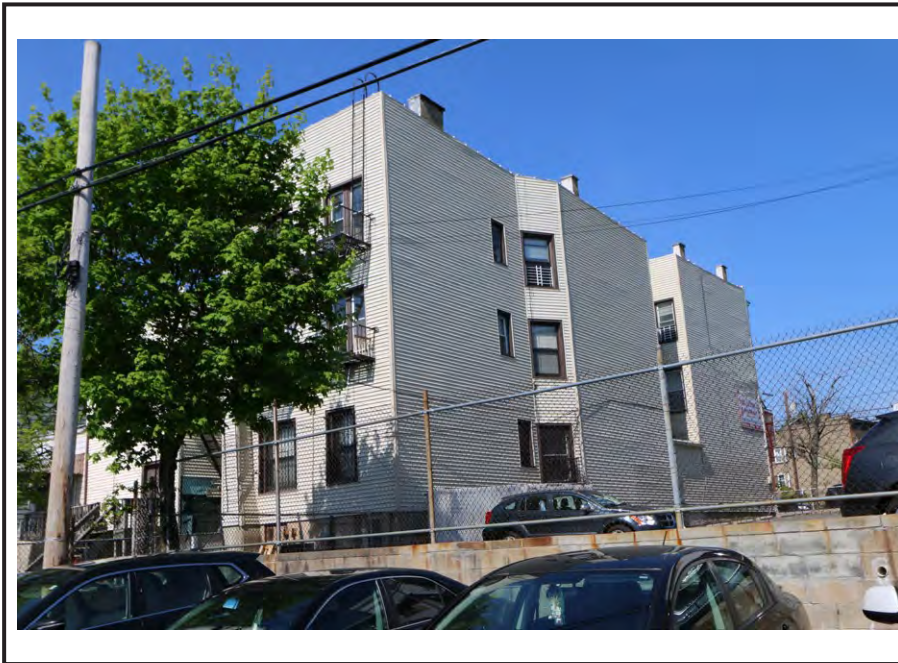


Plate: 3

Photo view:

South

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the northern and eastern elevations of 212 Palisade Avenue.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## BASE SURVEY FORM

Historic Sites #:

Property Name: 214 Palisade Avenue

Street Address: Street #: 214 216 Apartment #: \_\_\_\_\_  
(Low) (High) (Low) (High)

Prefix: \_\_\_\_\_ Street Name: Palisade Suffix: \_\_\_\_\_ Type: AVE

County(s): Hudson Zip Code: 07306

Municipality(s): Jersey City Block(s): 6001

Local Place Name(s): The Heights Lot(s): 8

Ownership: Private USGS Quad(s): Jersey City

### Description:

The dwelling at 214-216 Palisade Avenue is a two-story, highly-altered vernacular building constructed during the early twentieth century. The primary façade is defined by a full-length turret clad in imitation clapboard projecting from the southwest corner. A vinyl replacement parapet wall extends from the roofline along the western and eastern elevations. *See Building Attachment.*

### Registration and Status Dates:

National Historic  
Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

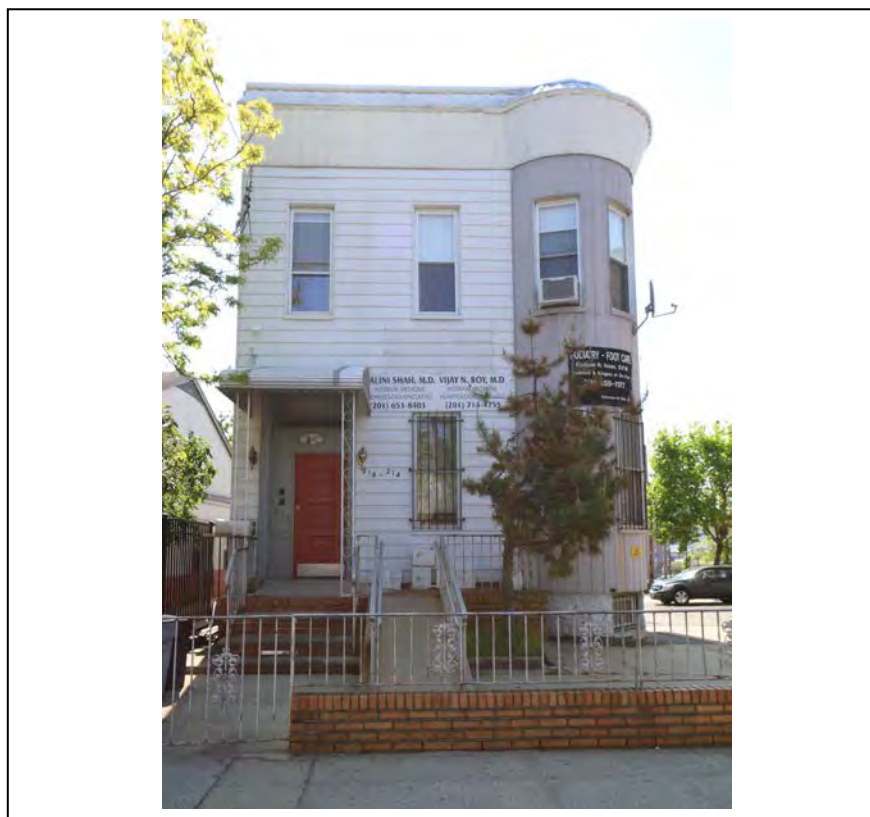
New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

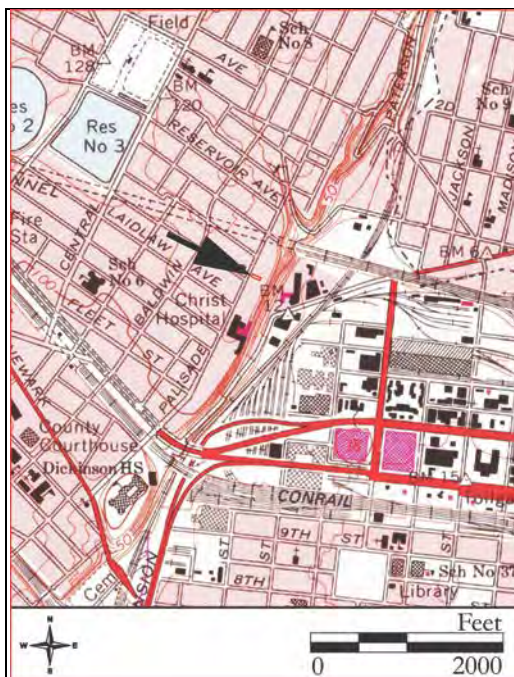
Date: June 2016

Organization: RGA, Inc.

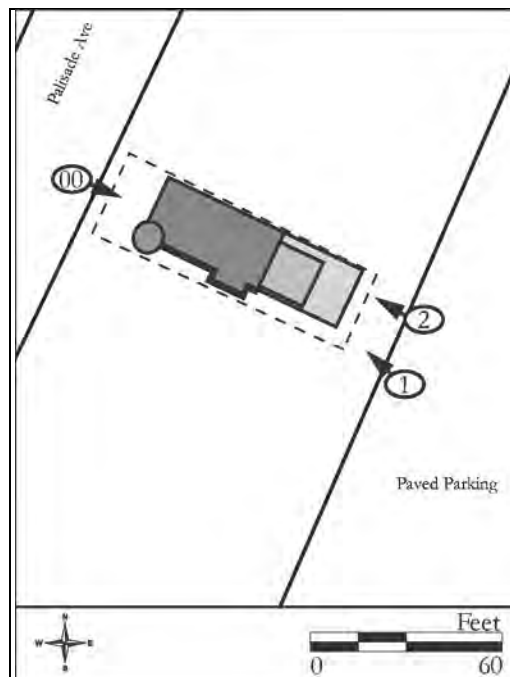
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:             
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 214 – 216 Palisade Avenue

**Historic Name:** 214 - 216 Palisade Avenue

**Present Use:** Commercial – shopping

**Historic Use:** Residential – permanent

**Construction Date:** Circa 1902

**Source:** Sanborn Map Company 1896, 1910

**Alteration Date(s):** Circa 1985

**Source:** NETR 1979, 1987

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Vernacular

**Form:** Other

**Stories:** 3

**Type:** Other

**Bays:** 2

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Aluminum siding

### Exterior Description:

The fenestration is regular consisting of double hung vinyl sash and windows. Brick steps leads to an offset wood panel door sheltered by a vinyl awning supported on decorative iron posts. Access to the brick front porch is also gained via a central handicapped ramp. A full-length bay with canted corners projects from the central portion of the southern elevation. A garage is located at the basement level towards the rear of the house, contained within a southern-facing bay projection. The garage opening is sheltered by an asphalt-shingle, shed-roof porch supported on metal posts. At some point during the 1980s, a one-story addition with basement-level garage was constructed off the rear of the building. The addition is capped by an asphalt-shingle shed roof with overhanging eaves. A central door exits to a raised back porch with wood railings, accessed by a staircase on the south side of the elevation. The building is clad in aluminum siding. The foundation is masonry and concrete.

### Interior Description:

*Not Accessible*

### Setting:

The dwelling at 214-216 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 8) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 20 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation with an additional parking lot to the south. The dwelling is located within a row of late-nineteenth and early twentieth century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.



## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

The dwelling known as 214-216 Palisade Avenue first appears cartographically on the 1910 Sanborn Insurance Map of Hudson County (Sanborn Map Company 1910). The house is not depicted on the 1896 Sanborn Insurance Map, suggesting that it was constructed at some point between 1896 and 1910 (Sanborn Map Company 1896). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trollies replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

### Significance:

The dwelling at 214 Palisade Avenue is an extant example of an early twentieth century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 214-216 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

### History (continued):

The footprint of 214-216 Palisade Avenue has remained relatively unchanged since its original construction. In 1910, 214 Palisade Avenue stood as a two-story dwelling with a metal or slate roof and a garage space at the basement level in the rear. A one-story porch ran the length of the primary elevation as well as a frame cornice. A one-story turret extended from the northeast corner. In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). The building continued to serve as a residence for the majority of the twentieth century. In 1971, it was advertised for rent as a "2 family house" with the vicinity of Christ Hospital with "3 rooms, heat, hot water, [and] bath" (The Jersey Journal 1971: 31). The residence has been highly altered, including the removed of the first-story porch and frame cornice, the addition of vinyl siding, and the replacement of windows and doors. At some point during the 1980s, a one-story, shed-roof addition was constructed off the rear of the property. An additional garage space was added at the basement level. At present, 214-216 Palisade Avenue has been converted to medical offices.

### Bibliography:

G.M. Hopkins Co.

1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

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1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

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1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

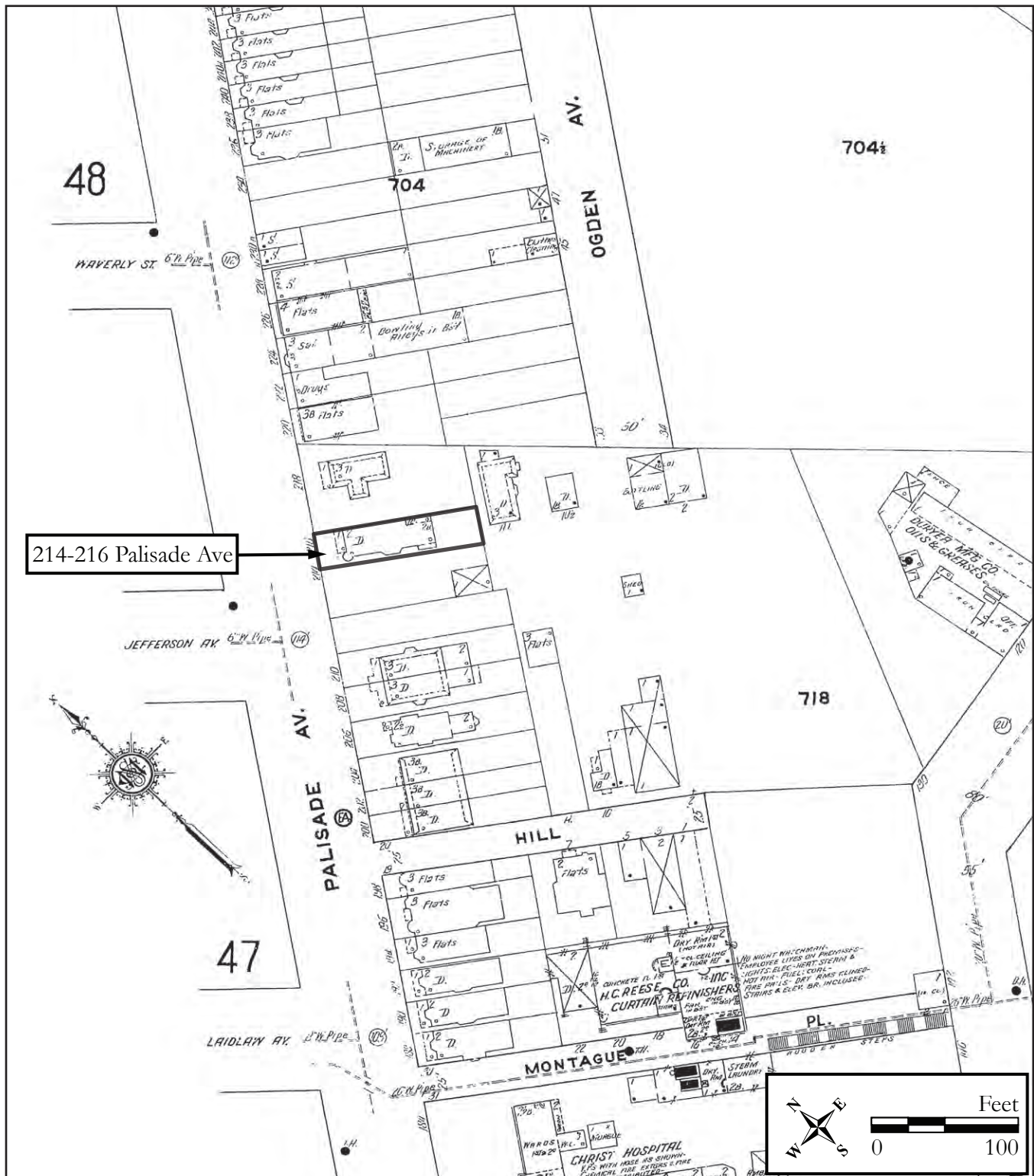


Figure 1: 1910 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

## CONTINUATION SHEET

Historic Sites #:



View of the eastern and southern elevations of 214-216 Palisade Avenue.

Plate: 1  
Photo view:  
North  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016



View of the rear (eastern) elevation of 214-216 Palisade Avenue.

Plate: 2  
Photo view:  
Northwest  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016



## BASE SURVEY FORM

Historic Sites #:

Property Name: Christ Hospital

Street Address: Street #: 176 Apartment #: \_\_\_\_\_  
(Low) (High) (Low) (High)

Prefix: \_\_\_\_\_ Street Name: Palisade Suffix: \_\_\_\_\_ Type: Avenue

County(s): Hudson

Zip Code: 07306

Municipality(s): Jersey City

Block(s): 6601/6901

Local Place Name(s): The Heights

Lot(s): 01/20

Ownership: Private

USGS Quad(s): Jersey City

### Description:

Christ Hospital is an interconnected medical complex built in several phases over the course of the twentieth century. The original building, located at the corner of Palisade Avenue and Montague Place, was constructed in 1888. Subsequent additions were built as the institution expanded and acquired additional property to the south. The current Christ Hospital consists mainly of later-twentieth century construction. The demolition of the 1888 building occurred during the 1980s. (*See continuation sheet*)

### Registration and Status Dates:

National Historic  
Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

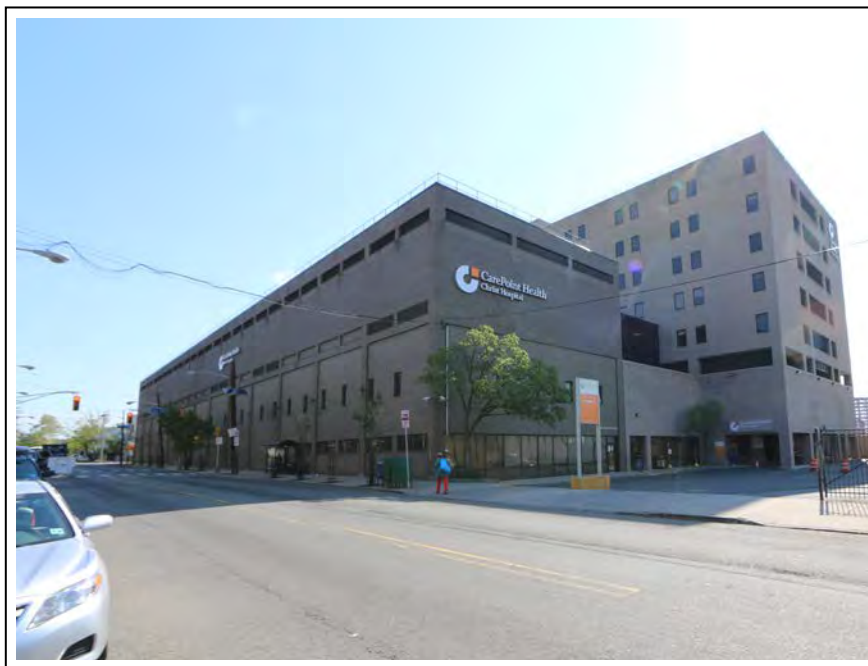
New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

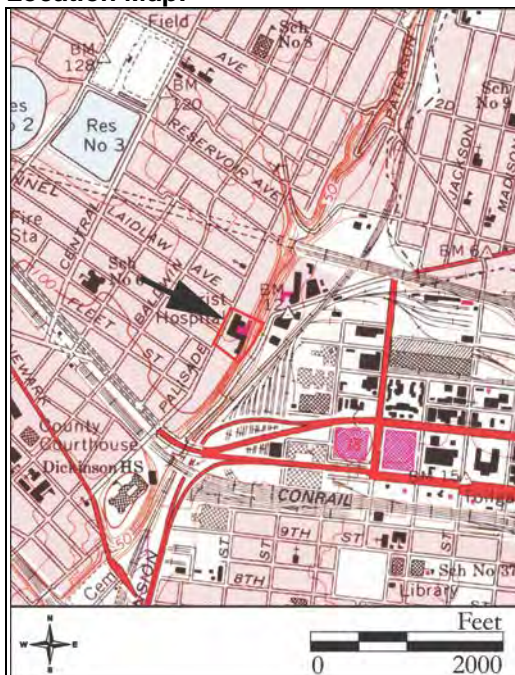
Organization: RGA, Inc.



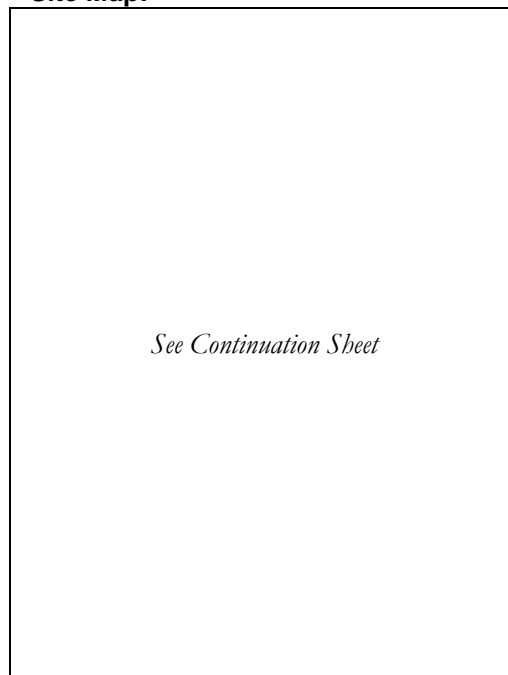
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 \_\_\_\_\_ Building \_\_\_\_\_ Landscape \_\_\_\_\_ Farm  
\_\_\_\_\_ Bridge \_\_\_\_\_ Industry

Within Historic District? ☐ Yes ☒ No Historic District Name: \_\_\_\_\_

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No

(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** Christ Hospital

**Historic Name:** Christ Hospital

**Present Use:** Institutional

**Historic Use:** Institutional

**Construction Date:** 1888  
1898, 1929, 1949-

**Source:** Shalhoub 1995  
Jersey Journal 1898, 1967; Sanborn Map Company 1951,

**Alteration Date(s):** 1953, 1967-1987 **Source:** Jersey Journal 1967; NETR 1967, 1979, 1987

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** N/A

**Form:** N/A

**Stories:** N/A

**Type:** N/A

**Bays:** N/A

**Roof Finish Materials:** Rolled Asphalt

**Exterior Finish Materials** Brick

### Exterior Description:

*See Continuation Sheet*

### Interior Description:

*Not Accessible*

### Setting:

Christ Hospital is sited on two rectangular parcels (Block 6001, Lot 1; Block 6901, Lot 20) located on the east side of Palisade Avenue in Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 10 feet. The complex is surrounded on both sides by asphalt paved parking lots, and a sidewalk runs the length of the primary elevation. The rear of the hospital directly abuts the eastern crest of a steep ravine descending to Hoboken, commonly referred to as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

The hospital complex known as Christ Hospital is an example of a continuously-operated, early social institution constructed during a period of development and growth within the Heights section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the hospital reflects a thriving residential and industrial neighborhood that continued to evolve over the course of the twentieth century. In 1967, a long-term building campaign resulted in multiple modifications and modernizations to the property. At present, there are only two highly-altered historic additions remaining. The original 1888 building was demolished in the 1980s.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

Christ Hospital is recommended not eligible for listing in the National Register of Historic Places (NRHP). Despite its late-nineteenth century beginnings, the original building has been demolished, and the earliest extant additions have been highly modified and are no longer visible in the current configuration. Modern additions have denigrated the property's integrity of materials, feeling, and association, and research did not uncover that the buildings were associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

### Exterior Description:

The earliest extant block (Building A) was constructed in 1929 (see Site Map). Located at the core of the complex, the L-plan wing measures five stories tall and is constructed of brick. In 1949, a new main building (Building B) was constructed off of the eastern (rear) elevation. The gypsum brick building rises 6 stories from a U-plan foundation. Although the primary façade of the building is no longer visible, it still retains a central colonnaded portico entrance and limestone string courses. The fenestration is regular, consisting of replacement double-hung vinyl sash and surround windows with limestone sills and capped with keystones. Windows on the second story are embellished with limestone arch transom detailing. A 10-story tower projects from central portion of the rear elevation overlooking the Palisades.

In 1967, multiple additions were constructed as part of a long-term campaign to modernize the hospital. Most visible is the long, block-plan wing fronting Palisade Avenue. This addition measures four stories tall with brick pilasters and louvered vents running the length of the primary façade. The new main entrance is situated in an eight-story brick building situated in front of Building B with its primary façade facing south. The first story of the southern elevation is recessed to allow for a carport supported by brick piers. Various interlocking additions connect the complex.

### History:

Christ Hospital was first founded in the late nineteenth century as the Hudson County Hospital (Shaw 1884: 1115). Under the guidance of Rev. Richard Mason Abercrombie D.D., the hospital was established in 1873 at the mansion of John Tonnele on Magnolia Avenue in the Heights of Jersey City (Jersey Journal 1898:38, Shalhoub 1995). The institution was free to its patients and held 32 beds (Shaw 1884: 1115). The early growth of the hospital was so rapid that by 1888 the hospital – which had officially been renamed Christ Hospital in 1880 – required larger quarters (Shaw 1884: 1115). The present site was purchased in 1888 and the initial building dedicated the following year at the cost of \$45,000 (Jersey Journal 1967:2). Designed by L.C. Holden, the handsome three-story brick building featured Richardson Romanesque features and unobstructed views of the Hudson River (Boston Public Library n.d.). By 1898, it was considered “one of the best managed and most prosperous hospitals in New Jersey” (Jersey Journal 1898:38). In order to accommodate the growing number of patients, the hospital constructed an additional wing that same year, complete with sun parlors and additional operating rooms (Jersey Journal 1898:38; Sanborn Map Company 1910) (Figure 1). The Magnolia Avenue location was subsequently used as a political club house and an orphanage before it was demolished in the 1920s (Shalhoub 1995).

The hospital continued to expand throughout the early twentieth century. In 1929, the oldest extant addition was constructed off of the southern elevation (Sanborn Map Company 1951) (Figure 2). The brick, L-plan wing later served as the connector to a new main building (Building B) that was constructed to the south between 1949 and 1953 (Figure 3). Rising six stories from a U-plan foundation, the Colonial-Revival addition featured an open lawn leading to colonnaded entrance portico. A 10-story central tower rose above the Palisades at the rear (Sanborn Map Company 1951).

A 10-year building expansion campaign commenced in 1967 starting with the ground-breaking for a new powerhouse-laundry wing at the cost of \$1,728,000. The construction was the first step in a master modernization plan calling for an additional supporting wing and the eventual replacement of three of the four early hospital buildings (Jersey Journal 1967:2). Development of the front complex began with the construction of a new L-plan wing extending from the c. 1950 main building's southern wing to Palisade Avenue. Designed in “stories,” the second story was built first in order to accommodate the most pressing need for x-ray facilities. The unit was supported on columns before the first floor emergency room was added below. The construction was followed by the third story and the extension of the wing to form a “U” in front of the main building, which in the final stages of the construction, was filled in with a large multi-story building (Jersey Journal 1967:1). Despite plans to demolish the 1929 wing, the addition still exists at the core of the complex. The 1888 building was demolished during the 1980s (NETR 1979, 1987).

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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### Bibliography:

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1987 Historic Aerial Photographs. Electronic document, [historicaerials.com](http://historicaerials.com), accessed June 20, 2016.

Sanborn Map Company

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Shalhoub, Patrick B.

1995 *Images of America Jersey City.* Arcadia Publishing: Charleston, South Carolina.

Shaw, William H.

1884 *History of Essex and Hudson Counties.* New Jersey. Everts & Peck: Philadelphia, Pennsylvania.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.



## CONTINUATION SHEET

Historic Sites #:



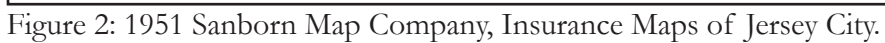
Figure 1: 1906 postcard of the original Christ Hospital built in 1888. The building was demolished in the 1980s. Christ Hospital, Jersey City, NJ, Greetings from Picturesque America postcard 1906.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

**Historic Sites #:**



## CONTINUATION SHEET

Historic Sites #:



Figure 3: Postcard of the newly-erected main entrance building (Building B, circa 1950). The southern elevation of Building A, built in 1929, is to the left. Christ Hospital, Boston Public Library New Jersey Postcard Series

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016



## CONTINUATION SHEET

Historic Sites #:



View of the southern elevation of Christ Hospital. The circa 1950 addition is visible on the right.

Plate: 1  
Photo view:  
Northeast  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016



View of the western elevation of Christ Hospital fronting Palisade Avenue.

Plate: 2  
Photo view:  
Southwest  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016



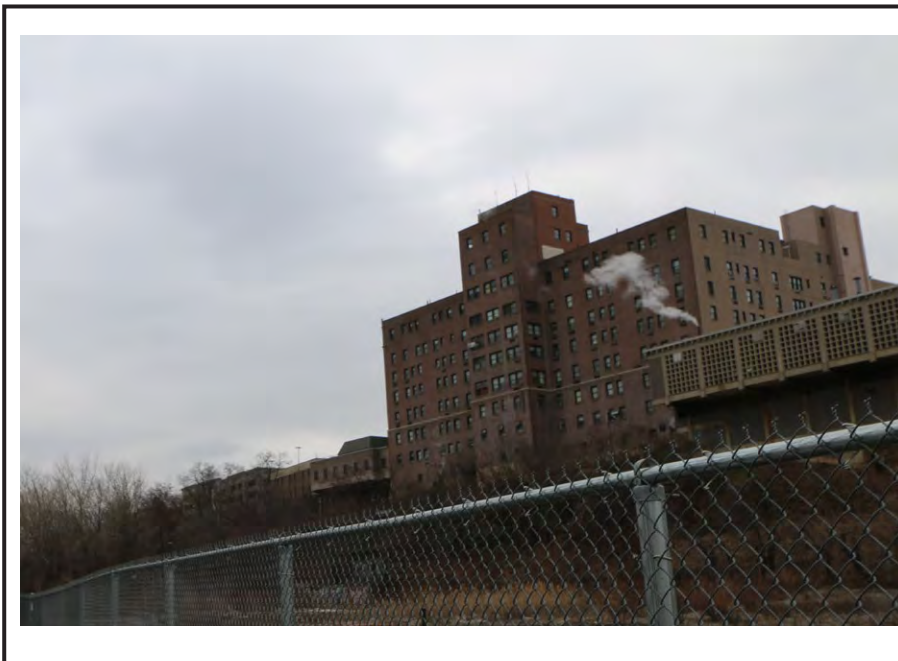
## CONTINUATION SHEET

Historic Sites #:



View of the western elevation of Christ Hospital.

Plate: 3  
Photo view:  
Southwest  
Photographer:  
Lauren Szeber  
Date:  
May 9, 2016



View of the rear elevation of Christ Hospital overlooking the Palisades.

Plate: 4  
Photo view:  
West  
Photographer:  
Lauren Szeber  
Date:  
February 9, 2016

## BASE SURVEY FORM

Historic Sites #:

**Property Name:** National Retail Transportation Building

**Street Address:** Street #: 815 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Jersey Suffix: Type: AVE

**County(s):** Hudson **Zip Code:** 07310

**Municipality(s):** Jersey City **Block(s):** 6003

**Local Place Name(s):** Jersey City **Lot(s):** 4

**Ownership:** Private **USGS Quad(s):** Jersey City

### Description:

The National Retail Transportation Building is a one-story, multi-bay commercial building constructed in 1950. The building is capped by a flat roof covered in rolled asphalt. The main (east) block of the building has a rectangular footprint and is clad in common-bond brick. A taller, one-story western block extends from the main block's west elevation. A one-story, two-bay northern block, constructed of modern concrete block, projects from the north elevation of the main block. The primary entrance of the building is located within a single projecting bay near the southern end of the main block's east elevation. The bay is topped by a cantilevered flat roof clad in vinyl siding. A raised parapet wall is located near the center of the east elevation. A series of grated, ribbon windows pierce the east and south elevations of the main block.

### Registration and Status Dates:

National Historic  
Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

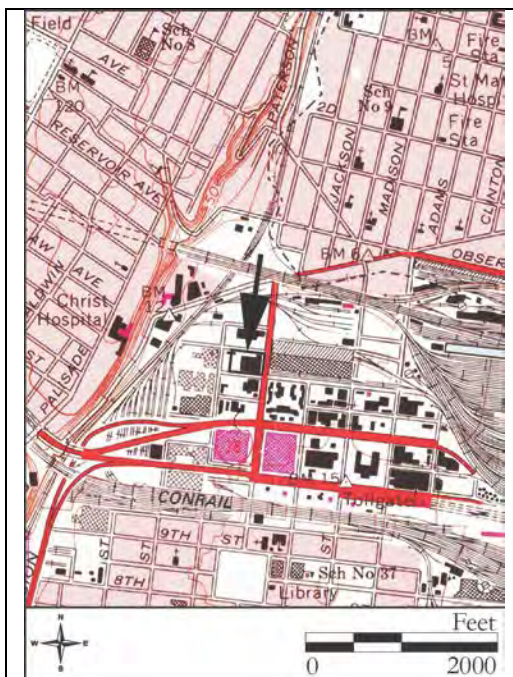
Date: June 2016

Organization: RGA, Inc.

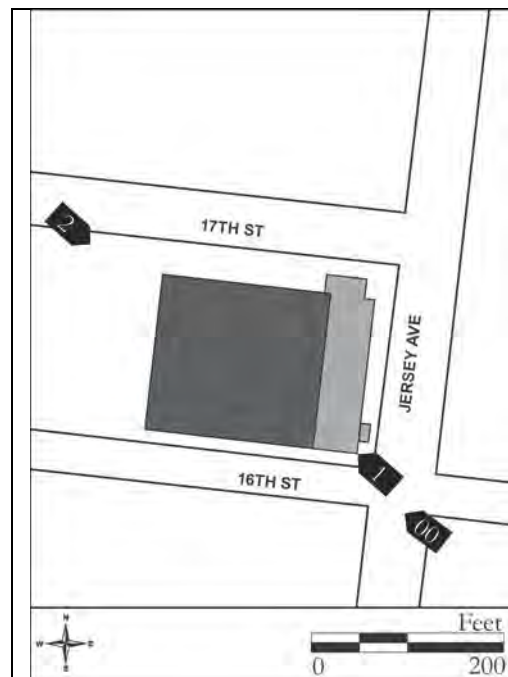
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

*See Continuation Sheet*

### Additional Information:

This property was included in a 2004 cultural resources survey by Archaeological & Historical Consultants, Inc. for a Section 106 wireless project sponsored by T-Mobile. They recommended the building to be ineligible for the National Register due to lack of architectural or historical significance (Archaeological & Historical Consultants, Inc. 2004).

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building          Landscape          Farm  
         Bridge          Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:                                 

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING   ☐ STRUCTURE   ☐ OBJECT

**Common Name:** National Retail Transportation Building

**Historic Name:** Pepsi-Cola Metropolitan Bottling Corporation Warehouse

**Present Use:** No Activity

**Historic Use:** Industrial Activity- Heavy Goods handling and processing

**Construction Date:** 1950   **Source:** Sanborn Map Company 1951

**Alteration Date(s):** \_\_\_\_\_   **Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Fair

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Other

**Form:** Other

**Stories:** 1

**Type:** Other

**Bays:** N/A

**Roof Finish Materials:** Rolled Asphalt

**Exterior Finish Materials** Brick, Common Bond; Concrete Block, Modern

### Exterior Description:

*Continued from Base Survey Form*

Two sizes of rolled aluminum garage doors puncture the north and west elevation walls of the western block at regular intervals, forming numerous loading bays. The smaller-sized raised, rolled aluminum doors, located along the north elevation and the northern portion of the west elevation, are topped by a metal shed roof. Six larger, rolled aluminum doors line the southern section of the west elevation. There is one additional large offset aluminum door on the southern elevation of the western block and one small offset aluminum door on the north elevation of the northern block. The building's foundation is likely concrete.

### Interior Description:

Not Accessible.

### Setting:

The National Retail Transportation Building is located on a rectangular parcel at the corner of Jersey Avenue and 17<sup>th</sup> Street in Jersey City. The commercial building is oriented with its primary elevation facing east and is set back from both roadways approximately 30 feet. The north and west sections of the property consist of asphalt paved loading areas. The surrounding area is comprised generally of commercial and former industrial development dating primarily from the late nineteenth and early twentieth centuries.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

Date: June 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

The National Retail Transportation Building was constructed in 1950 as one of many Pepsi Cola Metropolitan Bottling Company Warehouses. As an unremarkable example of mid-twentieth century commercial building, the building is not architecturally significant. Research did not uncover any information to suggest the building was associated with any significant persons or events.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The National Retail Transportation Building located at 815 Jersey Avenue is not recommended eligible for listing on the National Register of Historic Places. As a typical and unremarkable example of mid-twentieth century commercial architecture, the building does not exemplify a type, period or method of construction. Furthermore, it is not associated with the work of a master. Research did not uncover any information to suggest that the building was associated with a significant event or person. For these reasons, the National Retail Transportation Building does not possess sufficient historical or architectural significance or integrity to warrant it individually eligible for listing on the National Register.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

Organization: RGA, Inc.

Date: June 2016



## CONTINUATION SHEET

Historic Sites #:

### History:

The National Retail Transportation Building located at 815 Jersey Avenue was constructed in 1950 as the Pepsi Cola Metropolitan Bottling Company's warehouse (Sanborn Map Company 1951). During the early twentieth century, the block remained largely vacant, except for a building owned by Armour & Company, which occupied the southwest corner (NETR 1931). The subject building had steel frame construction topped by a steel deck roof and contained concrete floors and concrete block curtain walls (Sanborn Map Company 1951). In 1964, the Pepsi Cola Jersey City plant reportedly had 150 people working and 75 trucks operating out of the building (Jersey City Journal 1964). Pepsi Cola continued to operate out of the building until 1976, when the property was sold to the Walsh Trucking Company for \$400,000 (Hudson County Deeds [HCD] 3210:510).

Between 1976 and 1977, ownership of the property frequently transferred back and forth between the Walsh Trucking Company and Ogden Realty Company (HCD 3210:515; 3224:430; 3224:633). The National Retail Transportation Company was a subsidiary of the Walsh Trucking Company. Research has shown that Francis Walsh, the owner of the Walsh Trucking Company, was engaged in some criminal activity beginning in 1977 that involved the Teamsters Union and the Genovese Crime Family (Philadelphia Inquirer 1990). None of the illegal activity conducted by Walsh appears to have been related to the building and its history.

In March 1977, the property, along with other multiple building parcels, was transferred from the Ogden Realty Company to the New Jersey Economic Development Authority (HCD 3224:535). The New Jersey Economic Development Authority retained ownership of the property for another ten years, until 1987, when it was sold back to the Ogden Realty Company (HCD 3829:180). In 2013, the Ogden Realty Company (in care of the Walsh Trucking Company) sold the property, along with Blocks 6003, Lots 2-3; Block 6004, Lots 1-2; and Block 6005, Lots 13 and 17, to current owner Coles Jersey Development Company LLC (HCD 8922:716).

### Bibliography/Sources:

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n.d. On file, Recorder of Deeds, Hudson County Clerk Office, Jersey City, New Jersey.

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Sanborn Map Company

1951 *Insurance Maps, Hudson County, Jersey City New Jersey, Volume 2 (Revised 1951)*. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:



Detailed view of the concrete block section of the south elevation wall.

Plate: 1

Photo view:  
West

Photographer:  
Megan Steady

Date:  
February 16,  
2016



View of the north and west elevations of the National Retail Transportation building.

Plate: 2

Photo view:  
Southeast

Photographer:  
Megan Steady

Date:  
February 16,  
2016

## BASE SURVEY FORM

Historic Sites #:

**Property Name:** Hoboken Business Center

**Street Address:** Street #: 50 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Harrison Suffix: Type: ST

**County(s):** Hudson **Zip Code:** 07030

**Municipality(s):** Hoboken **Block(s):** 5

**Local Place Name(s):**  **Lot(s):** 4-17

**Ownership:** Private **USGS Quad(s):** Jersey City

### Description:

The Hudson Business Center is a three-story commercial building constructed around 1927 (G.M. Hopkins Co. 1923; NETR 1931). The building is capped by a flat, rolled-asphalt roof. Bays are visually defined on the second and third stories by a series of regularly-spaced pilasters, and the building is five bays wide and eight bays deep. At the third and sixth bay along the south elevation, the roof height is extended for the width of the bay. These heightened portions of the building extend toward the northern elevation, running almost the entire length of the building. A one-bay-deep fourth story extends the full length of the building along the western elevation. Access to the roof is gained via three access stairwells enclosed within one-story bulkheads located at or near the northeast, southeast and southwest corners of the building. A two-bay-wide, one-story southern block projects from the east end of the building's south elevation. The Business Center has a concrete slab exterior and a concrete belt course that wraps around the building between the first and second stories.

*See Building Attachment*

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

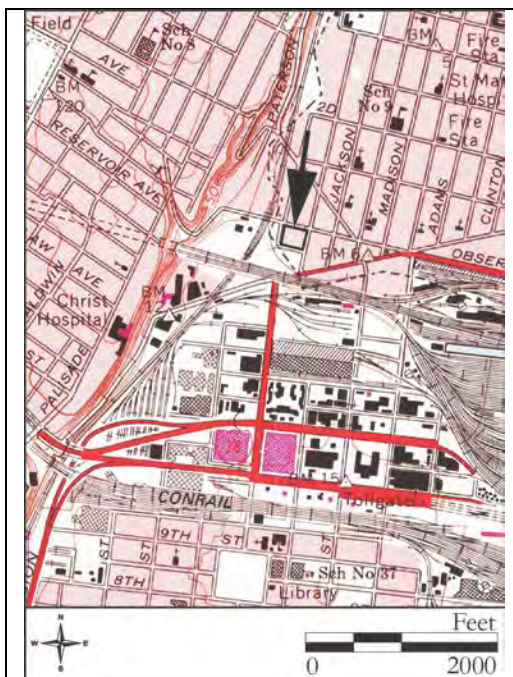
Date: June 2016

Organization: RGA, Inc.

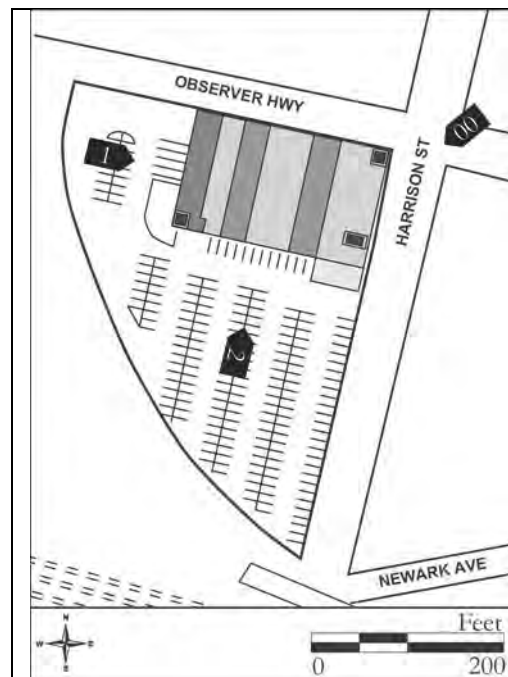
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

None

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building            Landscape            Farm  
           Bridge            Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:             
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** Hoboken Business Center

**Historic Name:** Automatic Paper Machine Company Building; Scott Paper Company Building

**Present Use:** Commercial Activity; Office activity; private business

**Historic Use:** Industrial Activity

**Construction Date:** c. 1927

**Source:** G.M. Hopkins Co. 1923; NETR 1931

**Alteration Date(s):** c. 2000

**Source:** NETR 1997; 2002

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Other

**Form:** Commercial

**Stories:** 4

**Type:** Other

**Bays:** N/A

**Roof Finish Materials:** Rolled asphalt

**Exterior Finish Materials** Concrete

### Exterior Description:

*From Base Survey Form*

Fenestration is generally regular and comprised of three evenly-spaced windows per bay. Windows generally consist of a larger fixed sash accompanied by an attached awning sash below. On the upper stories of the north elevation, the windows include a louver sash above. The building's foundation is likely concrete.

### Interior Description:

Not Accessible

### Setting:

The Hoboken Business Center is located on a polygonal shaped parcel near the southwest corner of Observer Highway and Harrison Street in Hoboken, New Jersey. The commercial building is oriented with its primary elevation facing south and is set back from the road approximately 10 feet. The entrance to the building's leasing office is located on the east side of the building facing Harrison Street. A paved parking lot occupies the southern end of the property. The surrounding area is comprised of commercial and former industrial buildings dating from the late nineteenth century. The railroad tracks of the former Delaware, Lackawanna & Western Railroad are located approximately 350 feet south of the property and are currently operated by NJ Transit.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

Date: June 2016

Organization: RGA, Inc.



## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

The Hoboken Business Center was originally constructed as a waxing paper plant for the Hoboken-based manufacturer, R.B. Davis & Company. The business continued to serve a manufacturing and industrial use into the late twentieth century, when it was renovated for use as office space.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The Hoboken Business Center is not recommended eligible for listing in the National Register of Historic Places. Architecturally, the building does not exemplify a type, period, or method of construction and is not associated with the work of a master. Modern alterations, such as the replacement of the building's original exterior materials and windows, have denigrated its integrity in the areas of design, materials and workmanship. Research did not uncover any information to suggest that the building was associated with significant persons or events. For these reasons, the Hoboken Business Center does not possess sufficient historical or architectural significance and integrity to warrant an individual listing on the National Register of Historic Places.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

### History:

The Hoboken Business Center was likely constructed around 1927 as a wax-paper manufacturing plant for the R.B. Davis Company. The company, which operated out of in Hoboken during the late nineteenth to mid-twentieth centuries, introduced wax paper into its product line around this time (Hoboken Historical Museum 2015). Cartographic evidence depicts the construction of the Hoboken Business Center as occurring sometime between 1923 and 1931, and the building is shown to house wax paper manufacturing by 1938 (G.M. Hopkins Co. 1923; NETR 1931; Sanborn Map Company 1938).

Founded in 1879 by Robert Benson Davis, the company began as the manufacturer of Davis Baking Powder (also known as Davis O.K. Baking Powder) in New York City. The factory was moved to Hoboken around 1893 (R.B. Davis Co. v. Davis 1935). Between 1918 and 1934, annual sales of the baking powder average 21 million cans in the United States and abroad (R.B. Davis Co. v. Davis 1935). At one time, the Davis Company supplied more than half of the total amount of baking powder sold in the New York area. During the early twentieth century, the company expanded its products to include cornstarch, dry yeast baking powder, and Cocomalt, a chocolate malted drink that was acquired by the company in 1926. Also during this time, the company expanded its products to include of cut-rite wax paper. The wax paper was manufactured by the Automatic Paper Machinery Company of Hoboken and sold and distributed by R.B. Davis (Hoboken Historical Museum 2015).

By 1938, the building is identified as a manufacturing plant for the Automatic Paper Machine Company, a division of the R.B. Davis Company (Sanborn Map Company 1938). The Automatic Paper Machinery Company (APMC) and R.B. Davis continued to have a business relationship until the mid-1940s, when the APMC became part of Scott Paper Company (Hoboken Historical Museum 2015). In 1949, the property containing the building was sold by the R.B. Davis Company to the Scott Paper Company, although the 1951 Sanborn insurance map indicates that Scott Paper Company was still a division of the R.B. Davis Company in that year (Hudson County Deed [HCD] 2359: 519; Sanborn Map Company 1951). The building continued to operate as the Scott Paper Company's Hoboken plant until 1964, when the company determined that manufacturing in Hoboken was no longer economically viable (Newark Star Ledger 1964). The plant closed in June 1964.

In 1965, the Scott Paper Company sold the property to Edward and Renee Cantor of South Orange, New Jersey (HCD 2976:798). The Cantors purchased the property for investment purposes (Trenton Evening Times [TET] 1966). The Cantors' ownership of the property was short lived, and it was purchased the following year by Amersog Realty Corporation (HCD 2999:742). Amersog Realty Corporation operated one of their subsidiaries, the Washington Knitting Mills, in the building. The Washington Knitting Mills manufactured ladies stretch undergarments and occupied more than 50 percent of the building at the time (TET 1966).

In 1985, the 50 Harrison Street Corporation purchased the property, as well as those identified as Block 5, Lots 1-2; Block 4, Lot 1; and Block 712, Lot E (later known as Lot 3), from Amersog Realty for \$1.375 million (HCD 344:182). One year prior, in 1984, the *Trenton Evening Times* newspaper had advertised a public hearing by the New Jersey Economic Development Authority regarding a proposed project at 50 Harrison Street by the 50 Harrison Street Corporation (TET 1984). The proposed project was to cost \$ 2 million. It included land acquisition and renovations of the existing building to be used in the manufacturing and distribution of ladies wearing apparel and aluminum acoustical ceilings.

The 50 Harrison Street Corporation retained ownership of the property until 1993, when Joseph Dell' Aquilla purchased the multiple property parcels from the 50 Harrison Street Corporation (HCD 4625:55). During his ownership, the overpass between the building at 50 Harrison Street and the building on the east side of Harrison Street was removed, sometime between 1997 and 2002 (NETR 1997; 2002). The parking lot to the south of the property was also installed by 2002 (NETR 1997; 2002). In 2004, Dell' Aquila sold multiple parcels, including the subject property, to current owner JDA Hoboken Business Center (HCD 7314:151).

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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### Bibliography/Sources:

G.M. Hopkins Co.

1923 *Plat Book of Balance of Hudson County, Volume Two*. G.M. Hopkins & Co. Philadelphia, Pennsylvania.

Hoboken Historical Museum

2015 Archival Record, Cut-Rite Wax Paper, Promotional brochure issued by Automatic Paper Machinery Co. Electronic document, <http://hoboken.pastperfectonline.com/archive/E6A01C07-F6A5-4C2F-A53A-044992434103>, accessed March 1, 2016.

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*Newark Star Ledger* [Newark, New Jersey]

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R.B. Davis Co. v. Davis

1935 R.B. Davis Co v. Davis. 11 F. Supp. 269 (1935). Electronic document, [http://www.leagle.com/decision/193528011FSupp269\\_1217/R.%20B.%20DAVIS%20CO.%20v.%20DAVIS#](http://www.leagle.com/decision/193528011FSupp269_1217/R.%20B.%20DAVIS%20CO.%20v.%20DAVIS#), accessed March 1, 2016.

Sanborn Map Company

1891 *Insurance Maps of Hudson County, New Jersey*. Sanborn- Perris Map Company, New York, New York.

1938 *Insurance Maps of Hudson County, Hoboken, New Jersey, Volume 7*. Sanborn Map Company, New York, New York.

*Trenton Evening Times* [Trenton, New Jersey]

1966 Firm to Move in Hoboken. 29 July. New Jersey.

1984 New Jersey Economic Development Authority Notice of Public Hearing, 50 Harrison Street. 24 December: 22. New Jersey.

National Environmental Title Research [NETR]

1931 Historic Aerial Photograph. Electronic document, <http://www.historicaerials.com>, accessed March 1, 2016.

1997 Historic Aerial Photograph. Electronic document, <http://www.historicaerials.com>, accessed March 1, 2016.

2002 Historic Aerial Photograph. Electronic document, <http://www.historicaerials.com>, accessed March 1, 2016.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:



Plate: 1

Photo view:  
Southeast

Photographer:  
Megan Steady  
Date:

February 16,  
2016

View of the west elevation of the Hoboken Business Center.



Plate: 2

Photo view:  
Northeast

Photographer:  
Megan Steady

Date:  
February 16,  
2016

View of the south elevation of the Hoboken Business Center.

## BASE SURVEY FORM

Historic Sites #:

**Property Name:** R.B. Davis Company Plant

**Street Address:** Street #: (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: See continuation sheet Suffix: Type :

**County(s):** Hudson

**Zip Code:** 07030

**Municipality(s):** Hoboken

**Block(s):** 6

**Local Place Name(s):**

**Lot(s):** 1-29

**Ownership:** Private

**USGS Quad(s):** Jersey City

### Description:

The R.B. Davis Company Plant is a large former industrial complex developed in the first half of the twentieth century. It is comprised of multiple factory buildings (Buildings 1, 2, 3), an office building (Building 4), shipping area (Building 5), and garages that encompass an entire block of West Hoboken between Observer Highway, Jackson Street, Newark Street and Harrison Street. All of the buildings except for Buildings 3 and 5 were constructed by the R.B. Davis Company, one of the largest manufacturers of baking powder and other confectionary goods in the twentieth century. The remaining two were built by Penick & Ford, the successor of the Davis Company. These buildings vary in style from a simple brick factory buildings and garages with minimal ornamentation to a large reinforced concrete building with Art Deco/Moderne embellishments. For the most part, the buildings are connected to one another via party walls and create a small central courtyard. Today, the property is a multi-tenant complex with varying businesses, many of which are art or fitness-related. A more detailed discussion of each building is located on their respective Industry Attachments.

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

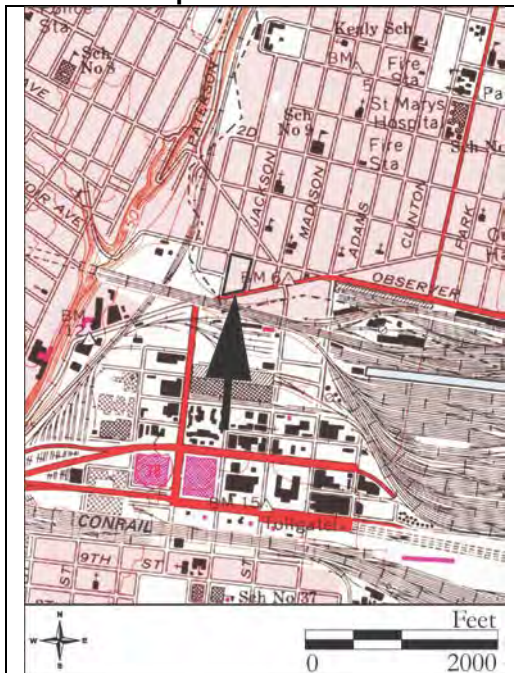
Organization: RGA, Inc.



## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

*See Continuation Sheet*

### Bibliography/Sources:

*See continuation sheet*

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: \_\_\_\_\_ Building \_\_\_\_\_ Landscape \_\_\_\_\_ Farm  
\_\_\_\_\_ Bridge 7 \_\_\_\_\_ Industry

Within Historic District? ☐ Yes ☒ No Historic District Name: \_\_\_\_\_

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## INDUSTRY ATTACHMENT

Historic Sites #:

**Common Name:** Chambord Place

**Historic Name:** R.B. Davis Company Factory

**Present Use:** Mixed Use, Commercial

**Historic Industry:** Confectionary/Baking Powder

**Building ID:** 1

**Construction Date:** c. 1920

**Source:** Hopkins 1909, 1923

**Alteration Date(s):**

**Source:**

**Architect:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Industrial Moderne/ Art Deco

**Length:** 75 ft.

**Stories:** 5

**Width:** 210 ft.

**Bays:** 8

**Exterior Finish Materials:** Reinforced Concrete, Faced Brick

**Foundation Materials:** Reinforced Concrete

**Structural System:** Reinforced Concrete

**Roof System:** Concrete

**Roof Finish Materials:** Rolled Asphalt

**Equipment/Machinery:** None

**Transportation Links:** None

### Exterior Description:

Building 1 is a five-story, eight-bay reinforced concrete building with an irregular footprint. While the building is industrial and utilitarian in nature, there are some Moderne/Art Deco-influenced architectural details affixed in the cornice, window surrounds and watertable. The primary elevation faces north, though there are also entrances to the building on the east and west elevations. After the building stopped functioning as a factory in late twentieth century, numerous door and windows opening were bricked in at various locations throughout. The front elevation is eight bays wide. The first story is primarily a loading dock with multiple automobile-sized openings, topped by an awning suspended by metal cables. The northeast and northwest corners of the building (the two end bays) are faced in brick and have concrete pilasters on the corners. The window openings in these sections of the building have concrete sills and are capped by dog-eared lintels with keystones. An additional sixth-story penthouse is situated atop these corners; the penthouse has a concrete parapet that is arched above the windows. The rest of the façade is poured concrete with six bays of sets of multi-paned metal louvered windows in triplets.

*See continuation sheet*

### Interior Description:

Not accessible.

### Setting:

The former R.B. Davis Company Factory complex is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The subject building faces north and spans the entire length of the block on Observer Highway. The building shares party walls with Buildings 2 and 3 and is situated approximately 17 feet from the street. Multiple establishments now occupy the building, including boutiques, fitness facilities, art galleries and workshops and construction supply distribution centers. The surrounding area is comprised of commercial and former industrial development that dates primarily from the early twentieth century.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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### Exterior Description, cont.:

The number of panes in the windows varies by each story. The second story and fourth story windows have 20 panes, the third story has 24 panes, and the fifth story, 16 panes. Each of these bays is separated by concrete pilasters capped with concrete shields. The windows on the corners of the building each have 9 panes and are also louvered.

The east and west elevations are nearly identical and are truncated versions of the north elevation with the same architectural elements and composition. Aside from the northeast and northwest corners, these facades are poured concrete. The south elevation is difficult to see from the public right-of-way, as it is mostly shielded by intervening buildings on the property. It appears to have smaller window openings than the aforementioned elevations and is also faced in brick and reinforced concrete.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## INDUSTRY ATTACHMENT

Historic Sites #:

**Common Name:** 47-49 Harrison Street

**Historic Name:** R.B. Davis Company Factory

**Present Use:** Mixed Use, Commercial

**Historic Industry:** Confectionary/Baking Powder

**Building ID:** 2

**Construction Date:** c. 1900

**Source:** Sanborn Map Company 1891; Hughes & Bailey 1904

**Alteration Date(s):** c. 1915

**Source:** Hopkins 1909, 1923

**Architect:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** High

**Style:** Other

**Length:** 65 ft.

**Stories:** 3

**Width:** 225 ft.

**Bays:** 23

**Exterior Finish Materials:** Brick, Common Bond

**Foundation Materials:** Brick

**Structural System:** Masonry

**Roof System:** Wood Beams

**Roof Finish Materials:** Rolled Asphalt

**Equipment/Machinery:** None

**Transportation Links:** None

### Exterior Description:

Building 2 is a 3-story, 23-bay brick factory building with a rectangular footprint constructed in three different sections. The primary elevation faces west and has five entrances. The most prevalent window type is 25/25 double hung wood sash fixtures, many of which have their original metal screens. These windows are accompanied by stone sills and lintels. Each bay has a bricked-in basement level window with a stone segmental arch lintel. The earliest section of the building dates from the late nineteenth century and is six bays wide. The original entrance is located on the south side of the building; it appears to have been a large entrance with a transom window, but nearly half of the bay has been filled with brick. A seam in the brick and earthquake bolts separates this section from the identical six-bay wide addition to the south, which was constructed between 1904 and 1909. The newest portion of the building, which was constructed between 1909 and 1923, extends south of the earlier wings and doubled the size of the building. A shaftway with penthouse is located on the northern end of the addition, and another gable-roofed penthouse is on the southern end of the building. This section of the building has two entrances, one of which appears to have been originally a window opening that was reconfigured into a doorway.

*See continuation sheet*

### Interior Description:

Not accessible.

### Setting:

The former R.B. Davis Company Factory complex is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The subject building faces west. The building shares party walls with Buildings 1 and 7 and is situated approximately 17 feet from the street. Multiple establishments now occupy the building including a boutique, art gallery and window treatment outfitter. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

**Survey Name:** NJ TRANSIT GRID TRACTION POWER SYSTEM

**Surveyor:** Kelly E. Wiles

**Date:** June 2016

**Organization:** RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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### Exterior Description, cont.:

The south elevation has a single door on the top story and a fire escape affixed in the center. The east elevation appears to follow the same fenestration as the west elevation on the second and third stories. The windows are all double-hung sash fixtures, though some appear to be 3/3, 4/4 and 1/1. The first story, which faces the interior of the plant, is not visible from the public right of way. The north elevation shares a party wall with Building 1. In total, the building has three penthouses.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.



## INDUSTRY ATTACHMENT

Historic Sites #:

**Common Name:** 38 Jackson Street

**Historic Name:** Penick & Ford Building

**Present Use:** Commercial

**Historic Industry:** Confectionary/Baking Powder

**Building ID:** 3

**Construction Date:** Circa 1960

**Source:** NETR 1954, 1960

**Alteration Date(s):**

**Source:**

**Architect:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Other

**Length:** 115 ft.

**Stories:** 4

**Width:** 150 ft.

**Bays:** N/A

**Exterior Finish Materials:** Brick, Running Bond

**Foundation Materials:** Concrete

**Structural System:** Masonry/Reinforced Concrete

**Roof System:** Concrete

**Roof Finish Materials:** Rolled Asphalt

**Equipment/Machinery:** None

**Transportation Links:** None

### Exterior Description:

Building 3 is a four-story, brick-faced building constructed in the mid-twentieth century. It has a rectangular footprint and a flat, rolled-asphalt roof. The first story has a long row of louvered clerestory windows that span nearly the entire length of the building. Another band of windows is located on the second story and is doubled in height compared to the first story. This band extends farther to the south approximately nine feet. Five multi-paned rectangular windows are on the north side of the first floor. An overhead track door is situated at the southeast corner of the building and provides automobile access. On the northern end is a standard-sized door capped with an awning. Two windows are situated above this entrance on the second and third stories; they are the same height as the bands of windows on the respective stories. A two-story, square penthouse is in the center of the building and extends to the rear. It has the same band of windows on both stories as the main building. The building shares a party wall to the north with Building 1 and to the south with Building 4. The west elevation faces the interior of the plant and is not visible from the public right-of-way.

### Interior Description:

Not accessible.

### Setting:

Building 3 is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The primary elevation faces east. The building shares party walls with Buildings 1 and 4 and is situated approximately 17 feet from the street. A dance studio now occupies a portion of the building. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## INDUSTRY ATTACHMENT

Historic Sites #:

**Common Name:** 38 Jackson Street

**Historic Name:** R.B. Davis Company Laboratory & Storage

**Present Use:** Commercial

**Historic Industry:** Confectionary/Baking Powder

**Building ID:** 4

**Construction Date:** c. 1915

**Source:** G.M. Hopkins & Co. 1909, 1923

**Alteration Date(s):** Early 20th Century

**Source:** Sanborn Map Company 1938

**Architect:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Other

**Length:** 50 ft.

**Stories:** 5

**Width:** 75 ft.

**Bays:** 6

**Exterior Finish Materials:** Brick, Running Bond

**Foundation Materials:** Concrete

**Structural System:** Masonry/Reinforced Concrete

**Roof System:** Concrete

**Roof Finish Materials:** Rolled Asphalt

**Equipment/Machinery:** None

**Transportation Links:** None

### Exterior Description:

Building 3 is a five-story, six-bay brick building that fronts Jackson Street. The main elevation has a buff-brick facing and a decorative stone watertable, and voissiors in the window lintels and sills. A stone band with a corbelled brick soffit that follows the contours of the windows is located between the fourth and fifth stories. Above and below this band on either end is a patterned brick panel. The windows on this elevation are primarily 1/1 metal and wood sash fixtures; however, one possibly original, four-paned sash still exists on the third story. Each of these windows has a stone sill and brick voissiors lintel with stone caps. The roof is flat, and the primary elevation has parapets on the north and south side. The south, north and east elevations are natural brick, and the joining of the buff and natural brick on the north and south elevations is quoined. The south elevation has a row of nine, 2/2 double-hung wood sash windows with stone sills on the top story. The fourth story has four windows, all of which have either been replaced or bricked in. The third story has three, 3/3 double hung wood sash windows in the center of the elevation. Each of these fixtures has accompanying stone sills and lintels. An industrial metal chute is affixed to the building on the western edge of the south elevation. The north elevation also has rows of wood sash windows; however, on the east side there are staggered windows that likely follow the placement of a stairwell.

### Interior Description:

Not accessible.

### Setting:

The former R.B. Davis Company Laboratory & Storage Building is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The primary elevation faces east. The building shares party walls with Buildings 3 and 5 and is situated approximately 17 feet from the street. Today, a fitness gym and flooring distributor occupy the building. The surrounding area is comprised of commercial and former industrial development that dates primarily from the early twentieth century.

**Survey Name:** NJ TRANSIT GRID TRACTION POWER SYSTEM

**Surveyor:** Kelly E. Wiles

**Date:** June 2016

**Organization:** RGA, Inc.

## INDUSTRY ATTACHMENT

Historic Sites #:

**Common Name:** 650-660 Newark Street

**Historic Name:** N/A

**Present Use:** Commercial

**Historic Industry:** Unknown

**Building ID:** 5

**Construction Date:** Circa 1960

**Source:** NETR 1954, 1966

**Alteration Date(s):**

**Source:**

**Architect:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Other

**Length:** 54

**Stories:** 1

**Width:** 105

**Bays:** 7

**Exterior Finish Materials:** Brick – Running Bond

**Foundation Materials:** Concrete

**Structural System:** Unknown

**Roof System:** Unknown

**Roof Finish Materials:** Asphalt

**Equipment/Machinery:** Unknown

**Transportation Links:** Unknown

### Exterior Description:

650-660 Newark Street is a one-story industrial building constructed circa 1960. The building is clad in brick laid in running bond and has a polygonal footprint. A slightly shorter brick projection extends from the northeastern portion of the primary (southeast) elevation, perforated by two industrial casement windows flanked by louvered decorative shutters. The building initially had five garage openings along the primary elevation, but four have since been filled in with modern storefront windows and doors and surrounded by vinyl siding. A corrugated metal garage door is retained on the far southwest section. Stairs lead to a modern industrial door situated at the meeting point of the projection and the southwest elevation. A raised concrete loading dock spans nearly the entire length of the primary façade.

### Interior Description:

Not accessible

### Setting:

650-660 Newark Street is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The building is oriented with its primary façade facing southeast on the corner of Newark Street and Jackson Street and shares party walls with Building 4. A parking lot is situated on the front of the property, setting the building back from the road approximately 60 feet. Two businesses currently occupy the space. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

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Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## INDUSTRY ATTACHMENT

Historic Sites #:

**Common Name:** R.E.D Real Estate

**Historic Name:** N/A

**Present Use:** Commercial

**Historic Industry:** Confectionary/Baking Powder

**Building ID:** 6

**Construction Date:** Circa 1915

**Source:** G.M. Hopkins & Co. 1909, 1923

**Alteration Date(s):**

**Source:**

**Architect:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Other

**Length:** 87

**Stories:** 1

**Width:** 30

**Bays:** 1

**Exterior Finish Materials:** Brick, Running Bond

**Foundation Materials:** Concrete

**Structural System:** Unknown

**Roof System:** Unknown

**Roof Finish Materials:** Asphalt

**Equipment/Machinery:** None

**Transportation Links:** None

### Exterior Description:

Building 6 is an attached industrial building constructed in the early twentieth century. It stands one story tall with a rolled asphalt roof adorned with a stepped parapet on the primary (southwest) elevation. The building has a rectangular footprint and is constructed of red brick laid in common bond. A large, central corrugated metal garage door dominates the primary elevation. A modern industrial entry door is situated to the right of the garage door. Branded signage is visible across the façade.

A small addition extends from the southern-most portion of the northeast elevation. Built during the late twentieth century, the addition has a flat roof and clad in vinyl siding. The addition's primary (southwest) elevation is comprised of a portion of a circa 1935 brick wall. As constructed, the wall enclosed the southeast portion of the R.B. Davis Company Plant, though the majority of the wall has since been demolished. The small addition stands at approximately half of the height of Building 6, conforming to the height of the circa-1935 brick wall, which has since been faced in concrete. A commercial awning spans the length of the primary elevation. Access to the building is gained via a modern vinyl door fronting Newark Street. The foundation is concrete.

### Interior Description:

Not accessible

### Setting:

R.E.D Real Estate at 662 Newark Street is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The building is oriented with its primary façade facing southwest fronting Newark Street and shares party walls with Buildings 2 and 7. It is set back from the road approximately 18 feet. A public sidewalk spans along the entirety of the southwest elevation. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

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**Surveyor:** Kelly E. Wiles

**Date:** June 2016

**Organization:** RGA, Inc.

## INDUSTRY ATTACHMENT

Historic Sites #:

**Common Name:** Flores Welder

**Historic Name:** N/A

**Present Use:** Commercial

**Historic Industry:** Confectionary/Baking Powder

**Building ID:** 7

**Construction Date:** Circa 1915

**Source:** G.M. Hopkins & Co. 1909, 1923

**Alteration Date(s):**

**Source:**

**Architect:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** Other

**Length:** 116

**Stories:** 1

**Width:** 60

**Bays:** 3

**Exterior Finish Materials:** Brick – Common Bond

**Foundation Materials:** Concrete

**Structural System:** Unknown

**Roof System:** Unknown

**Roof Finish Materials:** Asphalt

**Equipment/Machinery:** N/A

**Transportation Links:** None

### Exterior Description:

Flores Welders at 664 Newark Street is a one-story industrial building constructed in the early twentieth century. The brick block building is capped with a rolled asphalt roof adorned by a stepped parapet on the primary (southwest) elevation. Access is gained via a modern central door in addition to two large corrugated metal garage doors that flank its sides. The eastern half of the primary elevation is painted light grey. The original row of windows running along the northwest elevation has since been filled with concrete blocks.

### Interior Description:

Not accessible

### Setting:

Flores Welding at 664 Newark Street is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. Situated on the corner of Jackson Street and Newark Street, the building is oriented with its primary façade facing southwest and shares party walls with Buildings 2 and 6. It is set back from the road approximately 18 feet. A public sidewalk spans along the entirety of the southwest and northwest elevations. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

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Organization: RGA, Inc.



## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See continuation sheet*

### Significance:

The R.B. Davis Company Plant is significant as the primary facility for the R.B. Davis Company, one of the largest confectionary manufacturers in the United States in the first half of the twentieth century. The company produced various goods like Davis Baking Powder (which is still sold today), Cocomalt, My-T-Fine Pudding and Cut Rite Waxed Paper. The complex is representative of the development of industrial architecture in Hoboken from the late nineteenth century to the 1960s.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The R.B. Davis Company Plant is recommended ineligible for listing in the National Register of Historic Places. Though it is significant for its associations with a nationally-recognized company, the complex's architectural integrity of materials, design, workmanship, feeling and association has been diminished by the demolition of original buildings and structures, enclosures of window openings, replacement windows and the removal of the large metal sign which was a character-defining feature of the property throughout the twentieth century. The buildings, aside from Building 1, are not particularly good examples of their type or representative of the work of a master. Therefore, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

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## CONTINUATION SHEET

Historic Sites #:

### Street Address:

Building 1: 38 Jackson Street, 651 Observer Highway, 51 Harrison Street  
Building 2: 47 Harrison Street, 49 Harrison Street  
Building 3: 38 Jackson Street  
Building 4: 38 Jackson Street  
Building 5: 650-660 Newark Street  
Building 6: 662 Newark Street  
Building 7: 664 Newark Street

### History:

Founded in 1879 by Civil War veteran Robert Benson Davis, the R.B. Davis Company was one of the leading manufacturers of baking powder in the late nineteenth and early twentieth centuries (Simmons Spice Mill 1920:327). Responsible for numerous confectionary-related products, the company was most widely known as the manufacturer of Davis Baking Powder (also known as Davis O.K. Baking Powder). Davis began his operations in New York City, but moved the factory to Hoboken by 1891 (See Figure 2) (Sanborn Map Company 1891). However, the offices remained in New York City at 90 and 92 West Broadway (Hoboken Historical Museum [HHM] n.d.; R.B. Davis Co. [RBDC] n.d.). The first building in this new Hoboken factory complex was a two and three-story brick building with a hipped-roofed smoke stack. There were two loading docks on the east elevation and a large painted sign that read "DAVIS BAKING POWDER FACTORY" on the north elevation (See Figure 3). By 1909, the factory had expanded with two iron-clad buildings, one of which was the company's acid phosphate works on the west side of the complex. To the south of these buildings was an additional brick factory building which was constructed between 1891 and 1904 and expanded between 1909 and 1923 (see Figures 2-4) (Sanborn Map Company 1891; Hughes & Bailey 1904; Hopkins 1909, 1923). By World War I, the company was solely based in Hoboken (HHM n.d.). It was around this time that the property expanded with the construction of several buildings to accommodate these new business-based activities in Hoboken. Between 1909 and 1923, two new large buildings were constructed facing Ferry Street (Observer Highway) and Jackson Street (Hopkins 1909, 1923).

Robert Benson Davis died in 1920 and his son-in-law, George Shipman Jephson, became president of the company (Potrikus 2012). By 1928, the Company had acquired Cocomalt, a malted chocolate drink similar to Ovaltine (RBDC 1928). Though the company produced and distributed other things like cornstarch, Cut Rite Wax Paper and Swell Frosting Mixes, annual sales of baking powder alone averaged 21 million cans internationally between 1918 and 1934 (R.B. Davis Co. v. Davis 1935). The company continued to produce confectionary goods under the Davis name until 1955, when it was bought out by Delaware-based Penick & Ford, Limited, "packers of molasses, syrup and desserts" (New York Times [NYT] 1955:30). Penick & Ford formally acquired ownership of the property in 1958, and it was likely during this transition of ownership that the original Davis factory on Jackson Street was demolished and replaced with a modern building (Hudson County Clerks Office [HCCO] 2774:264; National Environmental Title Research [NETR] 1954, 1966). Penick & Ford continued to produce Davis Baking Powder until around 1967, when R.J. Reynolds purchased the property and food-related production likely ceased (HHM n.d.; HCCO 3011:384). In the late twentieth century, the property began to be adapted into a multi-use complex with various commercial services ranging from physical health facilities, auto body shops and artist space. The buildings on the block have always been sold as a cohesive tract. Today, the former R.B. Davis Company plant functions as a mixed-use commercial property.

The histories of the individual buildings located within the complex are discussed below:

### Building 1:

Constructed between 1909 and 1923, the building facing Observer Highway (Building 1) served as both manufacturing and office space for the R.B. Davis & Company in the twentieth century (Hopkins 1909, 1923). Prior to construction, this northeast corner of the lot was occupied by the John Ryan cooperage as early as 1891, although

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## CONTINUATION SHEET

Historic Sites #:

### Building 1, cont.:

no building is shown in this location on the 1904 bird's-eye view of Hoboken by Hughes & Bailey (Hughes & Bailey 1904; Sanborn Map Company 1891; Hopkins 1909). On the northeast corner was a two-story iron-clad building depicted as the "Davis Baking Power Acid Phosphate Works" on the aforementioned Hughes & Bailey lithograph (See Figure 3).

Sheet tin storage and dressing rooms occupied the basement level; the first floor was reserved for shipping and receiving; the second, third and fourth floors were used as baking powder factories; and tin can manufacturing was located on the fifth floor (See Figures 6-7) (Sanborn Map Company 1938, 1951). After the R.B. Davis Company acquired Cocomalt in the 1920s, they erected a large metal sign on the western side of the building that faced southeast towards New York City. The original sign read "DAVIS BAKING POWDER ABSOLUTELY PURE COCOMALT" (See Figure 8). It was later changed to "Cocomalt DAVIS BAKING POWDER" in the 1940s (See Figure 9). After Penick & Ford bought the R.B. Davis Company in 1955, the Davis portion of the sign changed to My-T-Fine Pudding, which was a product they distributed. The sign remained on the building until at least the 1970s (See Figure 10). Since that time, Chambord Prints Inc., a high-end wallpaper manufacturer established in the 1950s, has used the building as their headquarters and work shop (Rounds 2011). In 2010, the owner of the property proposed redevelopment of the lot which included the demolition of this building and the construction of a 13-story, 348-unit apartment complex. However, after public outcry along with logistical issues arose, the demolition application was cancelled (Hoboken 411 2010).

### Building 2:

Building 2 is the oldest remaining building on the former Davis property. Constructed between 1891 and 1904, this three-story building was originally six bays wide and situated to the south of the iron-clad Acid and Phosphate Works building on the southeast corner of Ferry Street (present-day Observer Highway) and Harrison Street and was also used for acid phosphate production (See Figures 3, 11) (Sanborn Map Company 1891; Hughes & Bailey 1904). By 1909, the building had doubled in size with an identical six-bay wing on the south side of the building (Hopkins 1909). It expanded again between 1909 and 1923 with the construction of a two-story, ten-bay addition to the south that nearly stretched to the intersection of Harrison Street and Newark Street (G.M. Hopkins & Co. 1909, 1923). According to an early twentieth century print of the plant, a smokestack was connected to this building and a catwalk connected the top story of this building to the original factory building that fronted Jackson Street (See Figure 12). This catwalk remained until at least 1951 and was replaced by an additional catwalk on the second floor after Building 3 was constructed, between 1954 and 1966 (Sanborn Map Company 1951; NETR 1954-1966). In the first half of the twentieth century, this building had Sturtevant system dryers on the first and second floors and storage on the third (Sanborn Map Company 1938, 1951). The building presumably serviced the needs of the subsequent owners Penick & Ford and RJ Reynolds throughout the second half of the twentieth century. At present, an art gallery, vintage shop and window coverings manufacturer and martial arts studio occupy the building.

### Building 3:

Building 3 is one of two buildings in the complex likely not constructed by the R.B. Davis Company. It was built between 1954 and 1966, presumably by Penick & Ford, who took over the R.B. Davis Company in 1955 and bought the property in 1958 (NYT 1955:30; HCCO 277:264). It replaced the original R.B. Davis Company factory building, which was present in some form prior to 1891 (Sanborn Map Company 1891). In 1904, the building had a two-story and a three-story section. The three-story wing had the Davis Baking Powder Logo painted on the north elevation and a tapered smokestack on the northeast corner of the building. Between 1909 and 1923, a third story was added to the two-story section (Hopkins 1909, 1923). The building functioned as storage and a tin shop in the early twentieth century until it was demolished (Sanborn Map Company 1938, 1951). Penick & Ford's use for Building 3 is unclear, but it likely served the same functions as the building it replaced. Today, a fitness gym and flooring distributor occupy the building.

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Historic Sites #:

### Building 4:

Erected between 1909 and 1923, Building 4 was likely constructed to accommodate the R.B. Davis Company's new Hoboken offices, which moved from New York City around World War I (Hopkins 1909, 1923; HHM n.d.). Prior to its construction, this portion of the block was a vacant lot and also housed a frame stable (Hopkins 1909). The building is depicted on an early twentieth-century lithograph of the R.B. Davis Company plant. At that time, it was only four stories tall and had the 'Davis OK Baking Powder Co.' logo painted on the south elevation, which only had a string of windows on the top story (See Figure 12). By 1938, a fifth story was added and windows were installed on the second and third stories on the south elevation. Throughout the first half of the twentieth century, the building was used primarily as both starch storage and laboratory space, although a restaurant was located on the third floor (Sanborn Map Company 1938, 1951). Connected to the rear of this building were two wings: an independent electrical plant and another one-story building with a skylight and a 150-foot smoke stack attached to the south elevation. Both of these wings were demolished between 1979 and 1987 (Sanborn Map Company 1938, 1951; NETR 1979, 1987). The building likely also served as office space for Penick & Ford and RJ Reynolds in the late twentieth century. Today, it houses a dance studio and storage space for adjacent buildings located in Chambord Place.

### Building 5:

Building 5 (along with Building 3) is one of two buildings in the complex not constructed by the R.B. Davis Company. It was built between 1954 and 1966, presumably by Penick & Ford, who assumed ownership of the company in 1958 (NETR 1954, 1966; NYT 1955:30; HCCO 277:264). Prior to the construction of this building, this section of the property was occupied by an iron building and attached brick building which were constructed by the R.B. Davis Company between 1909 and 1923 (Hopkins 1909, 1923). These buildings operated as part of the Company until their demolition in the mid-1950s (Hopkins 1909, 1923; NETR 1954, 1966). At this time, it is likely that Penick & Ford constructed the current polygonal brick building to serve as a holding and shipment area (Sanborn Map Company 1995). Despite adaptations to the complex throughout the later twentieth century, the footprint of the building has remained largely unchanged. Today, the building houses an auto repair center and consignment shop.

### Building 6:

Buildings 6 and 7 were built as a single structure between 1909 and 1923 but later subdivided into two distinct entities (Hopkins 1909, 1923). By 1934, the original 3-bay brick building had been divided into its current configuration to serve as a one-story industrial space, later containing a dryer drum and furnace (See Figure 13) (Hopkins 1934; Sanborn Map Company 1938). Likely around this same time, the R.B. Davis Company enclosed the southeast portion of the property with a 10-foot tall brick wall (Sanborn Map Company 1938). Most of this was demolished when the adjacent parcels to the east were redeveloped. However, portions of the wall were retained and structurally integrated into Building 6, which were used for the southern elevation of a small one-story office/ commercial space and barrier wall. Today, the building is utilized by a real estate management company, and an auto body shop occupies the small, mid-twentieth century addition and adjacent paved lot.

### Building 7:

Situated on the corner of Newark Street and Harrison Street, Building 7 was erected between 1909 and 1923. In the early twentieth century, this portion of the block was occupied by the New Jersey Junction Railroad Company, which had a rail line that ran along the Hudson River less than 0.1 mile west of the present building's location (Hopkins 1909). By 1923, the R.B. Davis Company had expanded Building 2 to the south, constructing a two-story addition that stretched almost the entire length of Harrison Street to the intersection of Newark Street and abutted Building 7. Historic maps suggest that the R.B. Davis Company assumed occupancy of this corner lot and constructed Building 7 around this time (Hopkins 1909, 1923). By 1934, a permanent wall had been built between the easternmost bays, forming the current two-building configuration.

By 1938, the R.B. Davis Company was utilizing the building as a warehouse space. At this time, the primary elevation was clad in iron (Sanborn Map Company 1938). The building continued to function as a warehouse until at least 1951

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## CONTINUATION SHEET

Historic Sites #:

### Building 7, cont.:

(Sanborn Map Company 1951). It likely served a similar purpose when the Penick & Ford and other subsequent twentieth century owners occupied the building. At present, a welding company occupies the space.

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## CONTINUATION SHEET

Historic Sites #:



Figure 1: Site plan of the former R.B. Davis Company Plant showing surveyed resources.

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## CONTINUATION SHEET

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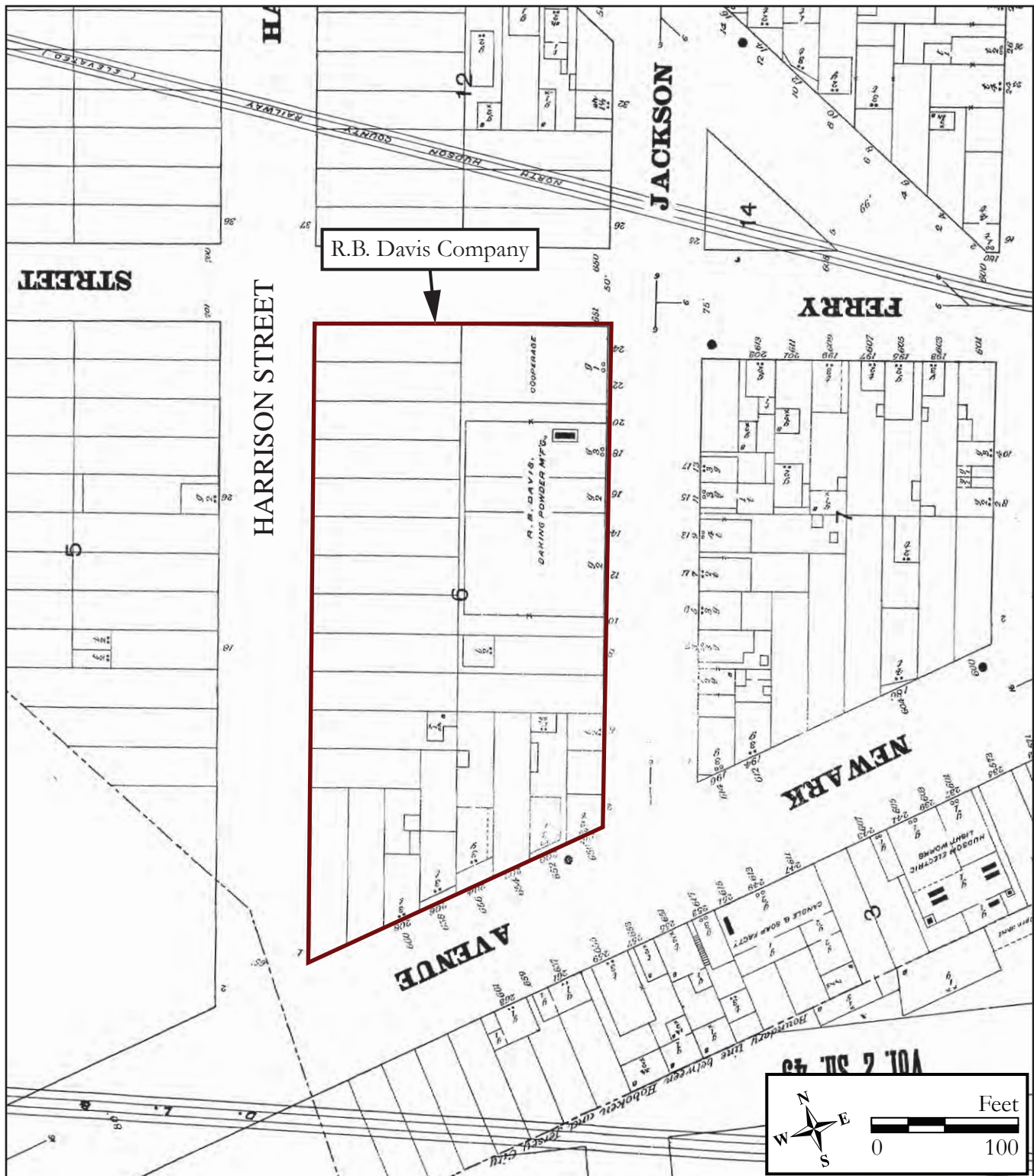


Figure 2: 1891 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

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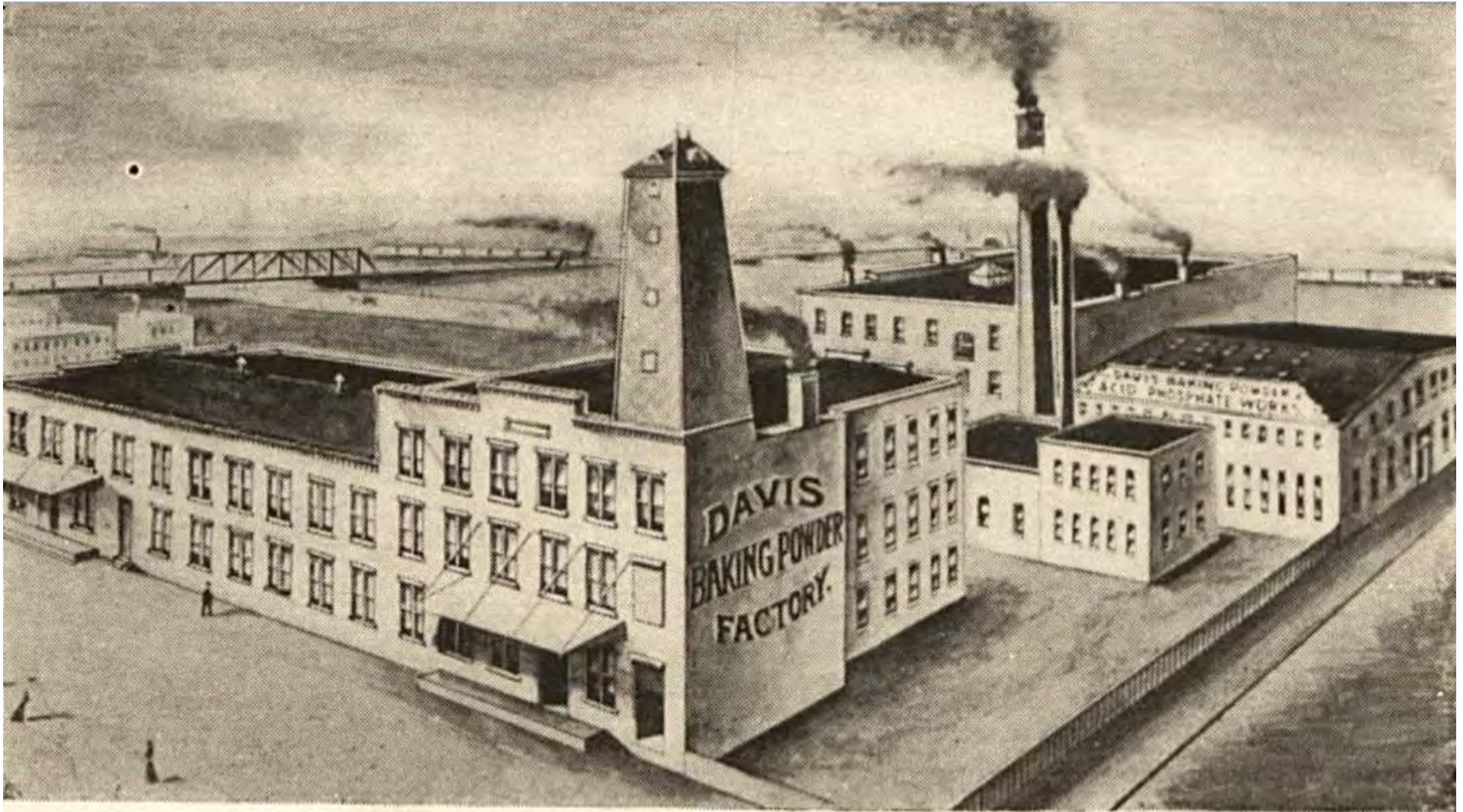
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## CONTINUATION SHEET

Historic Sites #:



DAVIS BAKING POWDER FACTORY.

Figure 3: 1904 City of Hoboken, New Jersey. Hughes & Bailey, New York City, New York.

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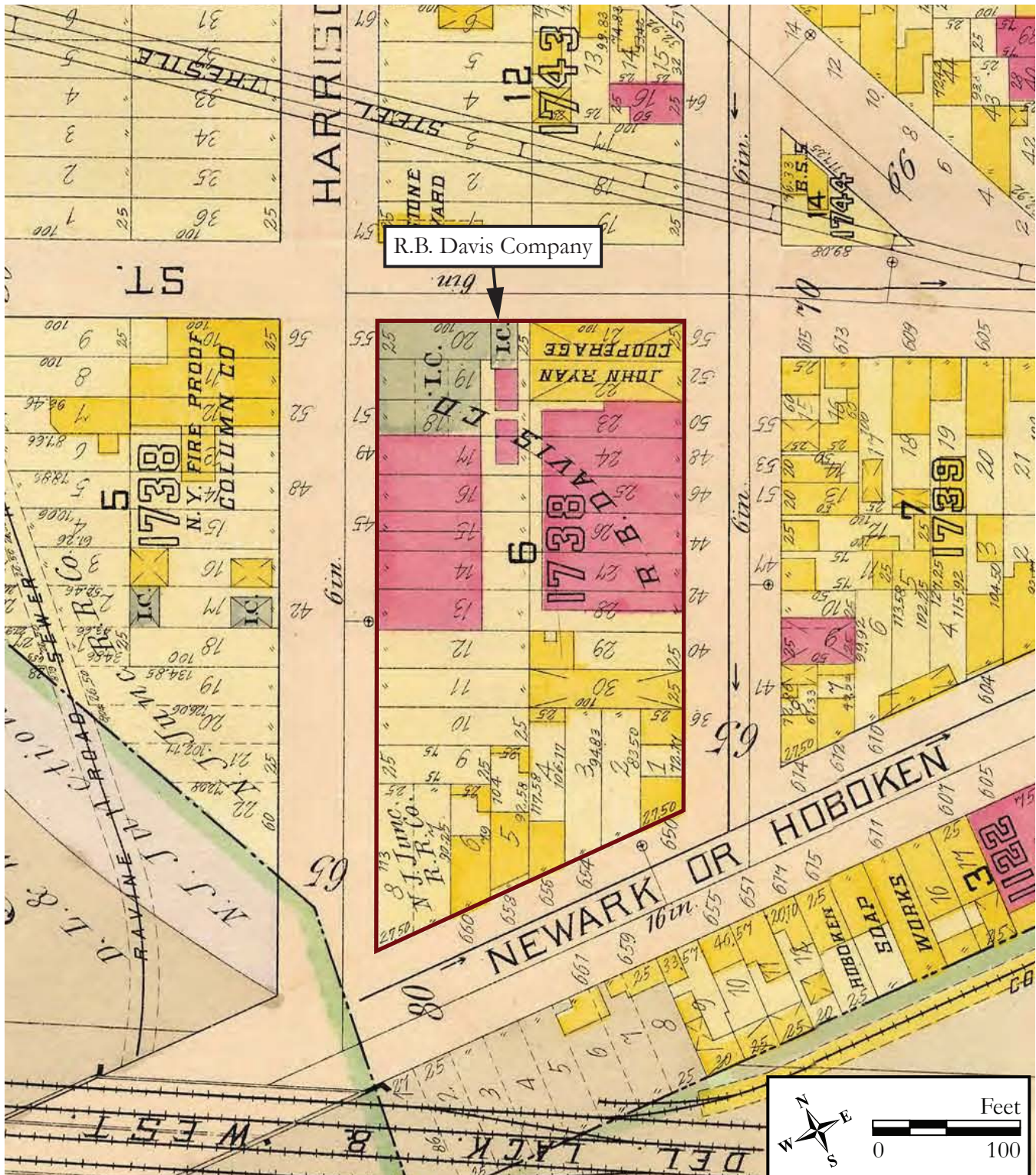


Figure 4: 1909 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

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## CONTINUATION SHEET

Historic Sites #:

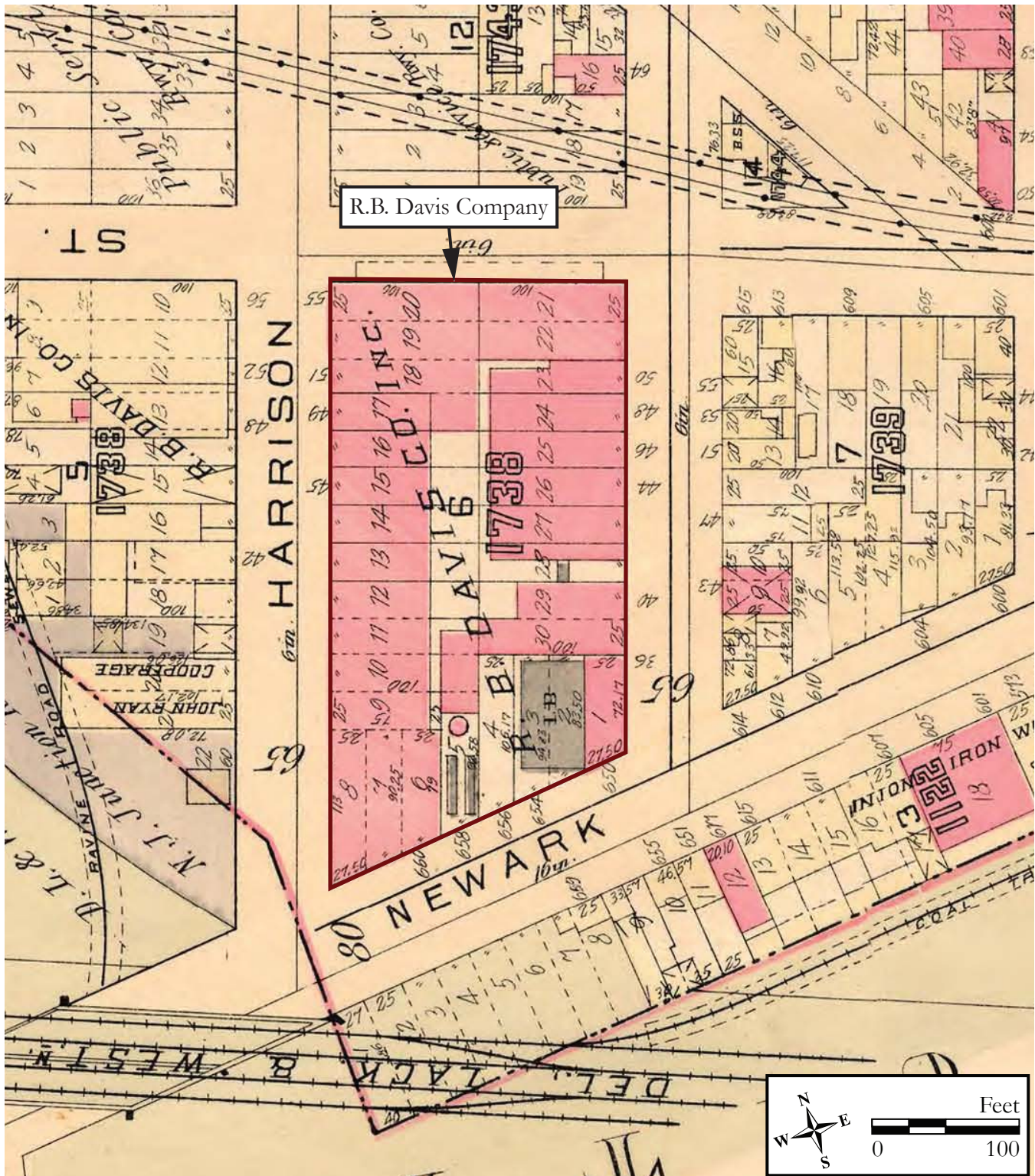


Figure 5: 1923 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

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## CONTINUATION SHEET

Historic Sites #:

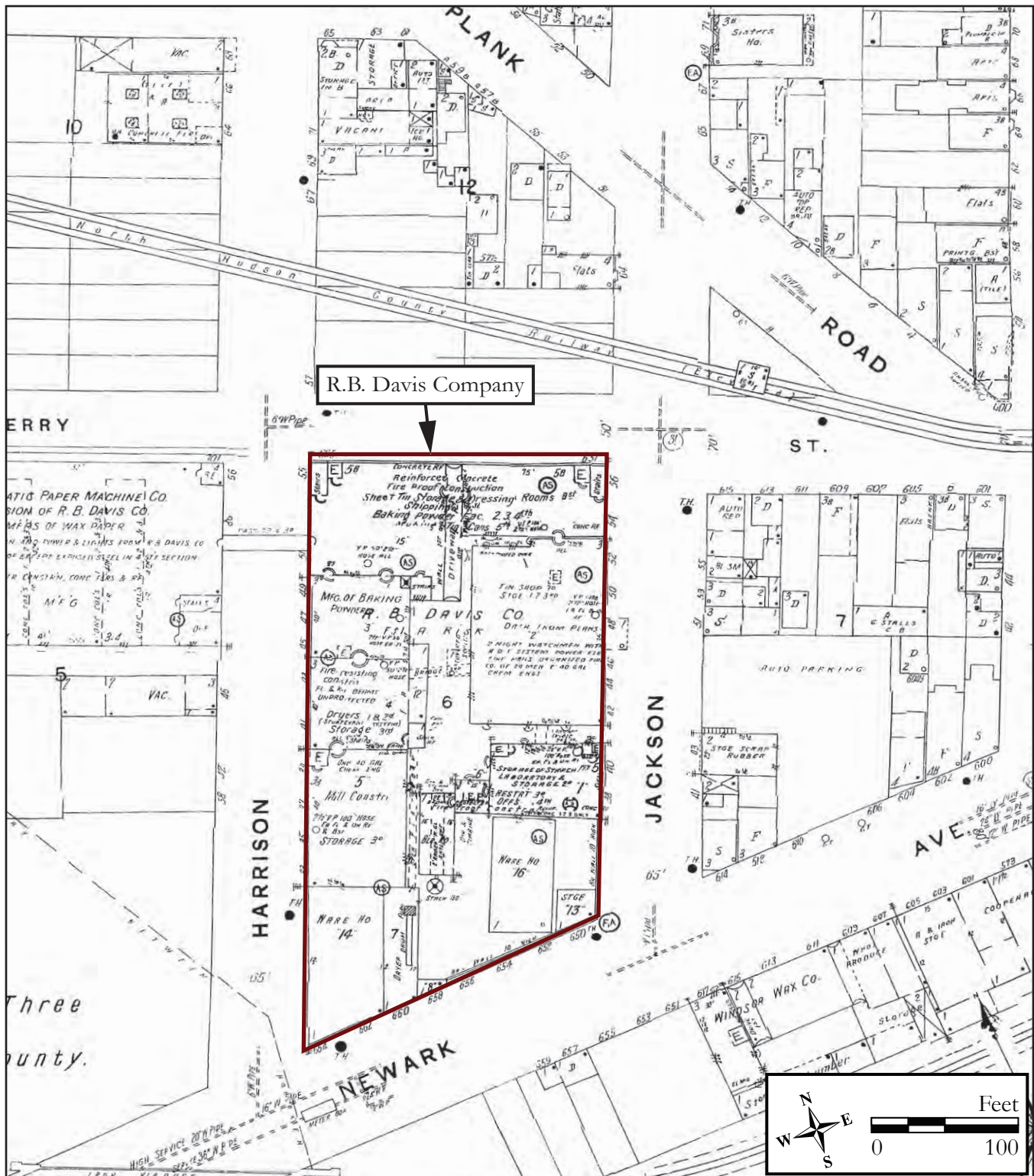


Figure 6: 1938 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

**Historic Sites #:**



## CONTINUATION SHEET

Historic Sites #:

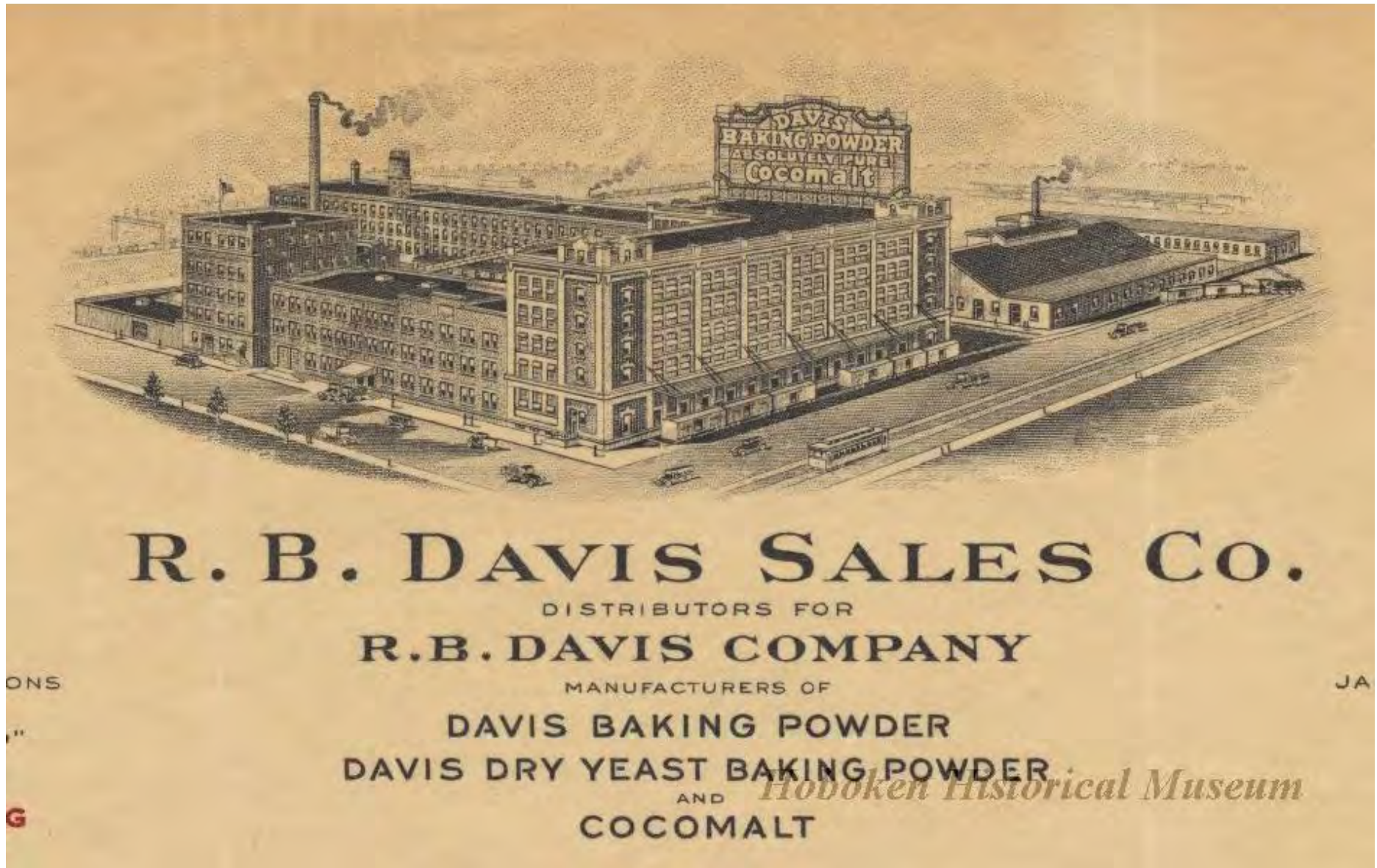


Figure 8: Circa 1930s letterhead of the R.B. Davis Sales Company, a distributor of the R.B. Davis Company, showing the complex as it appeared in the 1930. Courtesy of the Hoboken Historical Museum.

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Historic Sites #:



Figure 9: Circa 1940s photograph of Hoboken looking towards New York City with the R.B. Davis Company complex in the background. Courtesy of the Hoboken Historical Museum.

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Historic Sites #:



Figure 10: Circa 1976 photograph of the steel Cocomalt/My-T-Fine Pudding sign. Courtesy of the Hoboken Historical Museum.

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Historic Sites #:

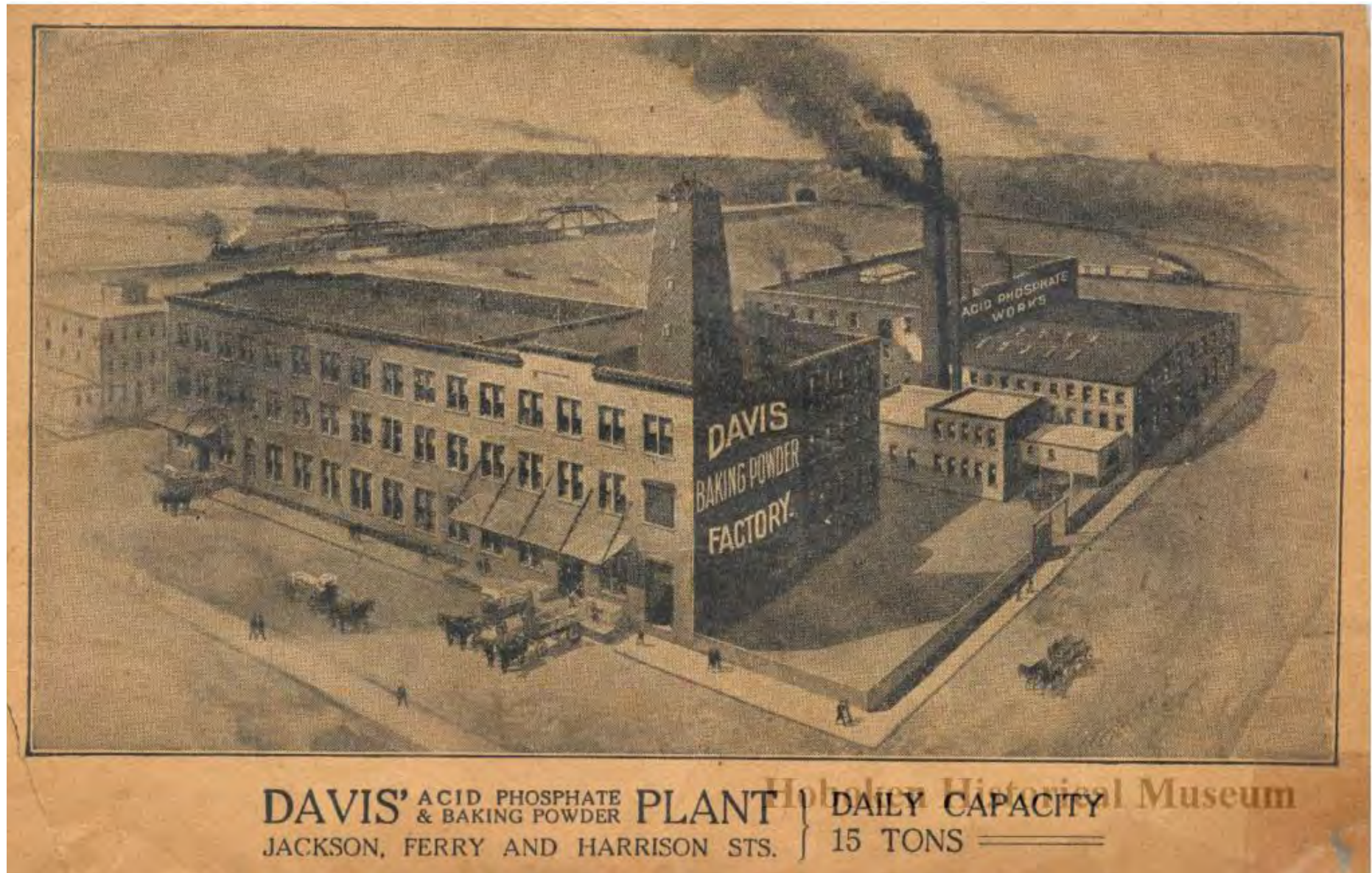


Figure 11: Early twentieth century bird's-eye view of the R.B. Davis Company complex from a pamphlet distributed by the company. Courtesy of the Hoboken Historical Museum.

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Historic Sites #:

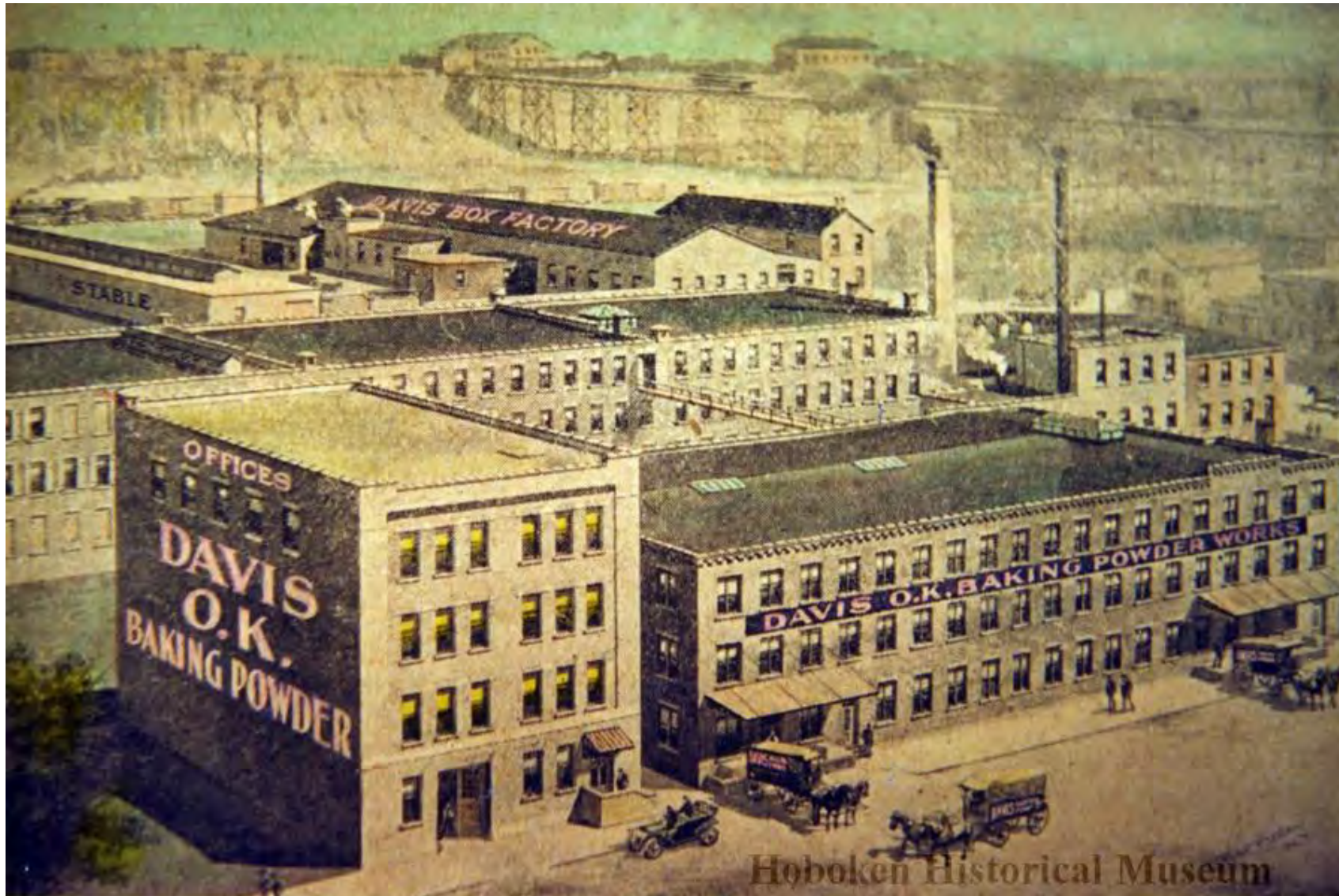


Figure 12: Early twentieth century bird's-eye view of the R.B. Davis Company complex. The Hoboken Historical Museum dates this image from circa 1904 to 1915. It was likely produced in the latter half of this time frame as Building 3 and the southern wing of Building 2 are extant. Courtesy of the Hoboken Historical Museum.

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## CONTINUATION SHEET

Historic Sites #:

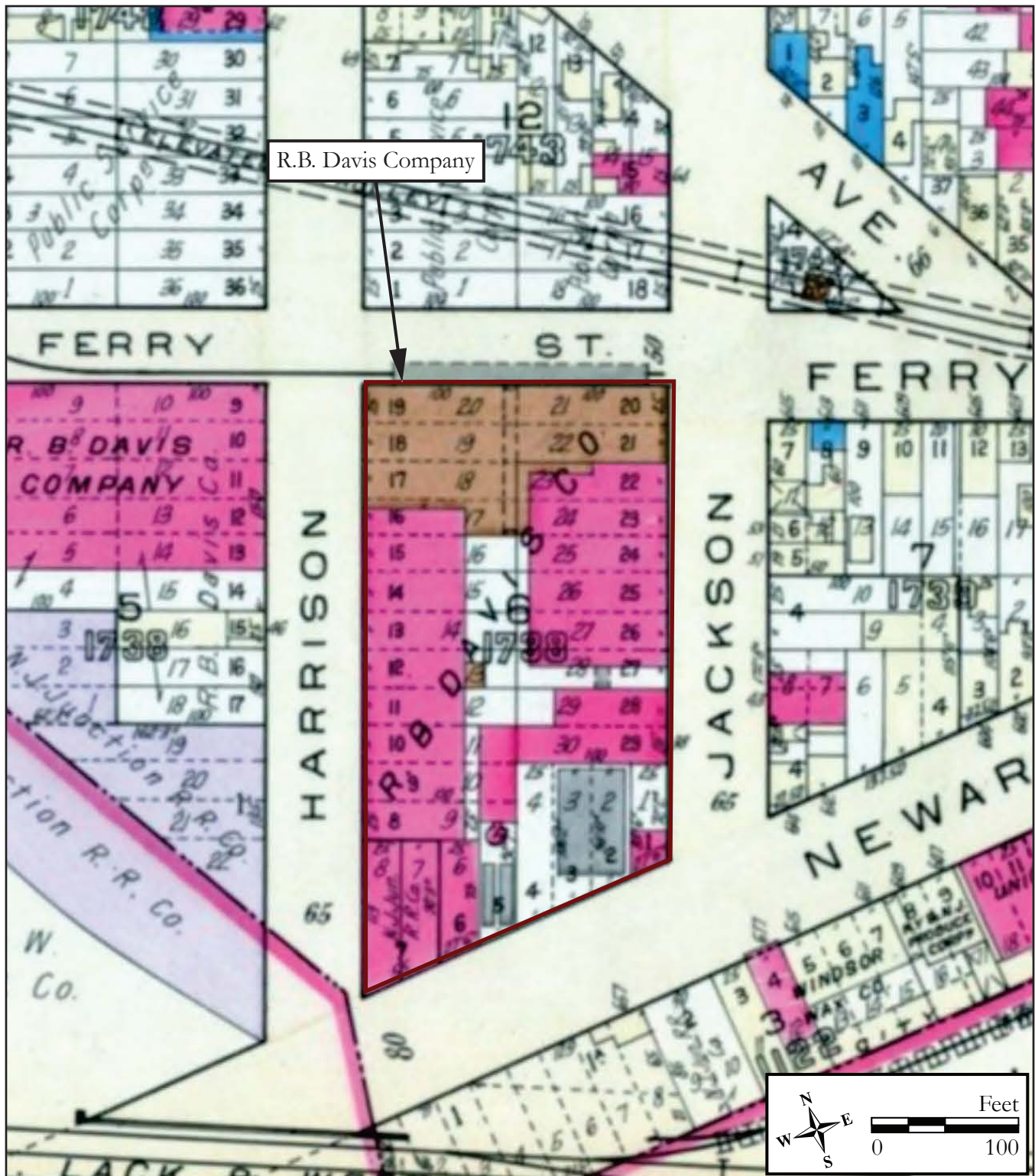


Figure 13: 1934 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

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## CONTINUATION SHEET

Historic Sites #:



North elevation of the R.B. Davis Company Factory (Building 1).

Plate: 1

Photo view:  
Southeast

Photographer:  
Kelly E. Wiles

Date:  
February 16,  
2016



Northwest corner of the R.B. Davis Company Factory showing the north and west elevations of Building 1 and the west elevation of Building 2.

Plate: 2

Photo view:  
Southwest

Photographer:  
Kelly E. Wiles

Date:  
February 16,  
2016

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Organization: RGA, Inc.

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## CONTINUATION SHEET

Historic Sites #:



Northwest corner of the R.B. Davis Company Factory showing the north and east elevations of Building 1 and the east elevation of Building 3.

Plate: 3

Photo view:  
Southwest

Photographer:  
Kelly E. Wiles

Date:  
February 16,  
2016



Building 2 of the R.B. Davis Company complex, an late nineteenth to early twentieth century factory building.

Plate: 4

Photo view:  
Northeast

Photographer:  
Kelly E. Wiles

Date:  
February 16,  
2016

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Organization: RGA, Inc.

Date: June 2016



## CONTINUATION SHEET

Historic Sites #:



Plate: 5

Photo view:  
Southwest

Photographer:  
Kelly E. Wiles

Date:  
February 16,  
2016

Building 3 of the R.B. Davis Company complex, a mid-twentieth century industrial building constructed by Penick & Ford.



Plate: 6

Photo view:  
Northwest

Photographer:  
Kelly E. Wiles

Date:  
February 16,  
2016

Building 4 of the R.B. Davis Company complex, an early twentieth century office building.

## CONTINUATION SHEET

Historic Sites #:



View north of Building 5 and rear of the R.B. Davis Company complex.

Plate: 7

Photo view:  
North

Photographer:  
Kelly E. Wiles

Date:  
February 16,  
2016



Building 6 of the R.B. Davis Company complex, an early twentieth century factory building.

Plate: 8

Photo view:  
Northwest  
Photographer:

Kelly E. Wiles  
Date:

February 16,  
2016

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

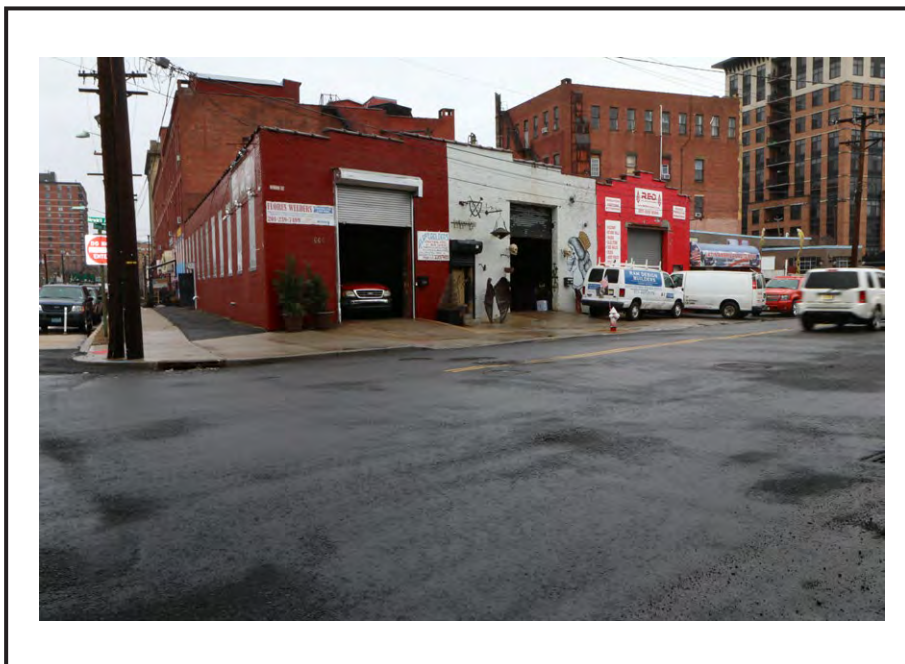


Plate: 9

Photo view:  
Northeast

Photographer:  
Kelly E. Wiles

Date:  
February 16,  
2016

View of the northwest and southwest elevations of Building 7.  
Building 6 is attached to the northeast.



## BASE SURVEY FORM

Historic Sites #:

Property Name: Windsor Wax Company

Street Address: Street #: 611 619 Apartment #: \_\_\_\_\_  
(Low) (High) (Low) (High)

Prefix: \_\_\_\_\_ Street Name: Newark Suffix: \_\_\_\_\_ Type: ST

County(s): Hudson Zip Code: 07030

Municipality(s): Hoboken Block(s): 3

Local Place Name(s): \_\_\_\_\_ Lot(s): 3 - 7

Ownership: Private USGS Quad(s): Jersey City

### Description:

Windsor Wax Company is a small complex of early twentieth-century industrial buildings constructed in multiple phases (Plates 1-3). The oldest extant building, constructed around 1915, is a three-story, four-bay-wide factory with a flat roof. A central stepped parapet wall is located on the building's primary (northern) elevation. The building is clad in painted common-bond brick. Decorative corbelled brickwork adorns the stepped parapet and extends in thin bands between the window and door openings of all three stories. Windows consist primarily of 6/6 wood sash and surrounds, all with wood sills and stone lintels. Access is gained via a set of wood X-braced garage doors at the east end of the primary elevation and a modern metal door to the west. Painted signage is visible on the upper stories of the primary, east, and west elevations. The foundation is brick.

*See Building Attachment*

### Registration and Status Dates:

National Historic Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

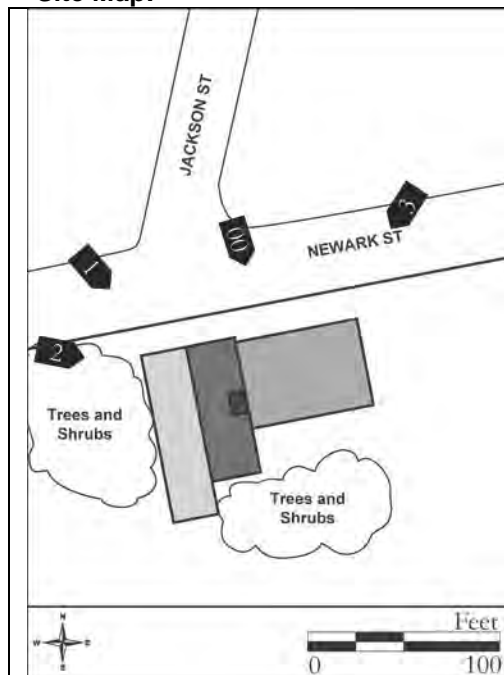
Date: June 2016

Organization: RGA, Inc.



**Historic Sites #:**

### Site Map:



*See Continuation Sheet*

## None

**More Research Needed?**    ☐ Yes    ☒ No

**Attachments Included:**      1      Building      \_\_\_\_\_ Landscape      \_\_\_\_\_ Farm  
   Bridge     Industry

**Within Historic District?**    ☐ Yes    ☒ No    **Historic District Name:** \_\_\_\_\_

**Status:**    ☐ Key-Contributing    ☐ Contributing    ☐ Non-Contributing

**Associated Archaeological Site/Deposit?** ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 611 – 619 Newark Street

**Historic Name:** Windsor Wax Company

**Present Use:** Light Industrial

**Historic Use:** Industrial – Heavy Goods Handling and Processing

**Construction Date:** Circa 1915  
Circa 1935,

**Source:** G.M. Hopkins Co. 1909, 1923

**Alteration Date(s):** 1945

**Source:** Sanborn Insurance Map 1934, 1951

**Designer:** Unknown

**Physical Condition:** Poor

**Builder:** Unknown

**Remaining Historic Fabric:** High

**Style:** N/A

**Form:** N/A

**Stories:** N/A

**Type:** Other

**Bays:** N/A

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Brick – Common Bond

### Exterior Description:

*Continued from Base Survey Form*

Built in the 1930s, a one story eastern addition extends from the factory's east elevation and fronts on Newark Street. The manufacturing space is eight bays wide and is rectangular in footprint. The building has a flat, rolled-asphalt roof with a parapet wall capped in concrete. The parapet wall is stepped up at both corners of the primary (north) elevation. Windows consist of 6/6 wood sash and surrounds with brick sills. A large wood garage door with six-light glazed transom provides access to the building on the western end of the primary elevation. The building is of red brick construction with a concrete foundation.

A one-story shed addition was constructed on the factory building's west elevation during the 1940s. The addition is clad in corrugated sheet metal on a raised concrete foundation. Industrial casement windows line the shed's west elevation. Access is gained via a paneled wood garage door on the primary (north) elevation.

### Interior Description:

Not Accessible

### Setting:

Windsor Wax Company is sited on a rectangular parcel located on the south side of Newark Street. The building is oriented with its primary elevation facing north and is set back from the road approximately 15 feet. An asphalt parking lot is located on the adjacent parcel to the east. Gateway Park occupies the remainder of the block to the west. A public sidewalk abuts the primary elevation. The industrial complex is located within a dense urban setting with nineteenth, twentieth and twenty-first century commercial, residential, and industrial buildings. It is situated approximately 70 feet north of the former Delaware, Lackawanna, and Western Railroad right-of-way. The rear of the property abuts the Hoboken and Jersey City boundary line.

**Survey Name:** NJ TRANSIT GRID TRACTION POWER SYSTEM

**Surveyor:** Lauren Szeber

**Date:** June 2016

**Organization:** RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

The Windsor Wax Company is a typical example of a modest, early-twentieth-century industrial building that has housed multiple companies throughout the twentieth and twenty-first centuries. The factory was constructed after South Hoboken's initial period of development in the late nineteenth century and stands as an example of Hoboken's continued importance as an industrial center throughout the early twentieth century. The factory complex has been modified over time but retains many original details including painted signs, brickwork, and wood sash and surround windows and garage doors on the central factory building as well as the eastern addition.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

Windsor Wax Company is recommended not eligible for listing in the National Register of Historic Places. The factory complex is not architecturally significant: it is not a particularly good example of its type or the work of a master. Despite some extant early-twentieth-century details, modern alterations and poor maintenance have diminished the property's integrity of materials, workmanship, feeling and association. Research did not uncover that the building was associated with significant persons or events. For these reasons the building is recommended not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

### History:

The main building of the Windsor Wax Company at 611 Newark Street first appears cartographically on the 1923 G. M. Hopkins *Atlas Map of Hudson County* (G.M. Hopkins Co. 1923). The building is not shown on the 1909 G. M. Hopkins *Atlas Map of New Jersey*, suggesting that it was constructed at some point between 1909 and 1923 (G.M. Hopkins Co. 1909, 1923). Though the building's original use is unclear, the G.M. Hopkins Co. map from 1923 shows the three-story brick structure, as well as an attached frame building on the adjacent lot, as occupied by the Windsor Wax Company (G.M. Hopkins Co. 1923).

Initially established in New York City, the Windsor Wax Company was founded in 1923 by Leo Fleischman (Windsor Wax Company 2016). Leo Fleischmann was a descendant of the Fleischmann Yeast family, renowned for patenting and manufacturing the first commercially produced yeast in America. Following in the footsteps of his predecessors, Leo Fleischmann attended the South Dakota School of Mines and worked as an engineer before founding the wax and polishes company with his friend, Jacob Kahn (Gubern and Hammond 2011). Upon the outbreak of the Spanish Civil War in 1936, Fleischmann volunteered to join the Abraham Lincoln Brigade to fight Fascism. He had likely been living in Spain for several years prior, serving as an advisor to the Spanish government, while Kahn managed the business in the states (The Daily Plainsman 1936: 3). Fleischmann was among the first of the casualties of the war, and the Windsor Wax Company was left in the ownership of Jacob Kahn.

In the 1930s, the building suffered a major third-story fire (Hoboken Historical Museum n.d.) (Figure 1). It is likely this event that prompted Khan to alter to the northeastern portion of the property. By 1938 a one-story, brick-faced concrete block building had replaced the former frame building, with an enclosed drive-through located toward the west end, providing access to the lumber storage area then located at the rear of the property (Sanborn Map Company 1938). Khan, who was both a chemist and salesman, dedicated himself to developing high quality waxes and expanded Windsor Wax Company's client base across the United States and Canada over the course of the twentieth century (Windsor Wax Company 2016). The Cera Corporation of Hoboken purchased the property in 1940, but historic maps indicate that Windsor Wax continued to operate out of the Newark Street property as late as the 1990s (Hudson County Deeds 1963:5). By 1951, a one-story western addition had been constructed on the adjacent lot to serve as a warehouse space for the company (Sanborn Map Company 1951). In 1996 Jacob Kahn sold the business to his son, David Kahn. That same year, the company was incorporated in Delaware and its manufacturing plant relocated to Gloucester City, New Jersey (Windsor Wax Company 2016).

In 2015, the Windsor Wax Company building and adjoining lots along Newark Street were purchased by Windsor Eden LLC for \$3.5 million dollars (Hudson County Deed 9063:426). Today the general contracting company A.M. Construction Corporation occupies the site.

### Bibliography:

The Daily Plainsman

1936 "Once Mines Student Killed in Spain." Huron, South Dakota. 20 October..

Gubern, Roman and Paul Hammond

2011 "Bunuel and the Outbreak of the War," The Volunteer. Electronic document, <http://www.albavolunteer.org/2011/12/luis-bunuel-and-the-outbreak-of-the-civil-war/>, accessed March 23, 2016.

Hoboken Historical Museum

n.d. Hoboken Fire Collection Online Database, Hoboken Historical Museum. Electronic document, <http://hoboken.pastperfectonline.com/archive>, accessed February 26, 2016.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.



## CONTINUATION SHEET

Historic Sites #:

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### Bibliography, cont.:

G.M. Hopkins Co.

1909 Atlas of Hudson County, New Jersey. Vol. 2. G. M. Hopkins Co., Philadelphia, Pennsylvania.

1923 Atlas of Hudson County, New Jersey. Vol. 2. G. M. Hopkins Co., Philadelphia, Pennsylvania.

Hudson County Deeds

n.d. On file, Recorder of Deeds, Office of the Hudson County Clerk, Jersey City, New Jersey.

Sanborn Map Company

1891 Insurance Maps of Hudson County. Vol. 2. Sanborn Map Company, New York, New York.

1938 Insurance Maps of Hudson County. Vol. 2. Revised from 1906. Sanborn Map Company, New York, New York.

1951 Insurance Maps of Hudson County. Vol. 2. Revised from 1910. Sanborn Map Company, New York, New York.

Windsor Wax Company

2016 "About Us." Electronic document, <http://www.windsorwax.com/about.htm>, accessed February 26, 2016.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:



Figure 1: Fire at the Windsor Wax Company circa 1935, with the former two-story frame east building visible at left (Hoboken Historical Museum, Hoboken Fire Collection).

## CONTINUATION SHEET

Historic Sites #:



Plate: 1

Photo view:  
Southeast

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016

View of the north elevation of the Windsor Wax Company complex.



Plate: 2

Photo view:  
Southeast

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016

View of the west addition to the Windsor Wax Company.

## CONTINUATION SHEET

Historic Sites #:



Plate: 3

Photo view:  
Southwest

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016

View of the circa-1935 east addition, with the main factory building and west shed addition visible in the background.



## BASE SURVEY FORM

Historic Sites #:

Property Name: 601 Newark Street

Street Address: Street #: 601 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Newark Suffix: Type: Street

County(s): Hudson Zip Code: 07030

Municipality(s): Hoboken Block(s): 3, 3.1

Local Place Name(s): Lot(s): 8, 9, 1

Ownership: Private USGS Quad(s): Jersey City

### Description:

The property at 601 Newark Street is one-story commercial building constructed circa 1880. The building is of brick construction and rectangular in footprint. The double gable-front roof is pierced by a brick chimney at the southeast corner of the building. Brick parapets extend the length of the east and west elevations. Accessed is gained on the primary (north elevation) via two openings: an offset wood paneled door on the eastern portion and a large central corrugated metal rolling garage door on the western portion. The windows have wood surrounds and sills and are secured with rolling corrugated metal coverings. Both windows and door openings are topped with decorative awnings. A small fixed window is centered within each gable. The exterior brickwork has been painted red and the cornice painted black.

### Registration and Status Dates:

National Historic Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

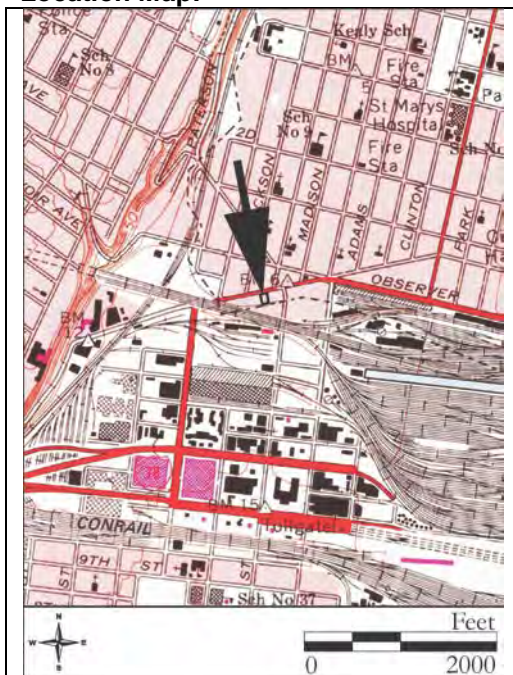
Date: June 2016

Organization: RGA, Inc.

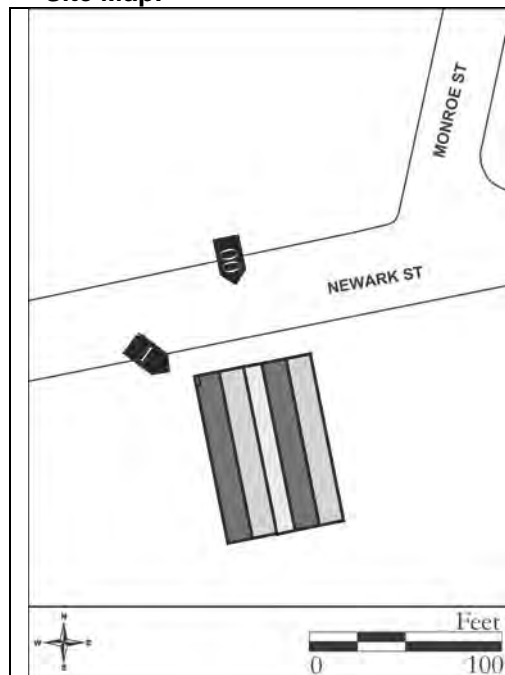
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See continuation sheet

### Additional Information:

None.

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building          Landscape          Farm  
         Bridge          Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:                                 

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No

(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 601 Newark Street

**Historic Name:** N/A

**Present Use:** No Activity

**Historic Use:** Heavy Industrial

**Construction Date:** Circa 1880

**Source:** Sanborn Map 1873; 1891

Circa 1909, 1915,

G.M. Hopkins Co 1909, 1923; Sanborn Map 1938,

**Alteration Date(s):** 1925, 1940

**Source:** 1951

**Designer:** Unknown

**Physical Condition:** Fair

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** N/A

**Form:** Other

**Stories:** 1

**Type:** Other

**Bays:** 5

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Brick, Common Bond

### Exterior Description:

*See Base Survey Form*

### Interior Description:

Not Accessible

### Setting:

601 Newark Street is sited on a rectangular parcel located on the southern side of Newark Street. The building is oriented with its primary elevation facing north and is set back from the road approximately 20 feet. A commercial building abuts the property to the east and a paved asphalt parking lot is located to the west. A public sidewalk spans the length of the primary elevation. The building is situated within a dense urban setting along the border of Jersey City and Hoboken amidst nineteenth, twentieth and twenty-first century residential, commercial, and industrial buildings. The tracks of the former Delaware, Lackawanna, and Western Railroad run approximately 100 feet to the rear of the building.

**Survey Name:** NJ TRANSIT GRID TRACTION POWER SYSTEM

**Surveyor:** Lauren Szeber

**Date:** June 2016

**Organization:** RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

601 Newark Street is a typical example of a modest, late-nineteenth-century industrial building that housed multiple companies throughout the twentieth and twenty-first centuries, including one of the earliest electricity suppliers in the Hoboken area. Constructed during a period of rapid growth and development, the building is an extant example of Hoboken's early industrial power.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

601 Newark Street is recommended not eligible for listing in the National Register of Historic Places. It is not architecturally significant: the building is not a particularly good example of its type or representative of the work of a master. Research did not uncover that the building was associated with significant persons or events. Furthermore, modern alterations to the building, namely the replacement of the original windows and doors, diminish the property's integrity of materials, design, workmanship, feeling, and association. Therefore, 601 Newark Street is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

### For Historic Districts Only:

Property Count: Key Contributing: \_\_\_\_\_ Contributing: \_\_\_\_\_ Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.



## CONTINUATION SHEET

Historic Sites #:

### History:

The industrial building known as 601 Newark Street first appears cartographically on the 1891 Sanborn Insurance Map of Hudson County (Sanborn 1891). The building is not depicted on the 1873 Sanborn Insurance Map, suggesting that it was constructed between 1873 and 1891 (Sanborn 1873: 1891). In 1885, the Hudson Electric Light Works purchased the property from Victoria and James N. Foster for \$2,000 (Hudson County Deed 411:171). One of the first operations of its kind in the area, the company was established that same year and supplied all of Hoboken's early electrical needs (Hoboken Historical Museum 2016). In 1893, the property was acquired by William S. Chesley, founder of the Chesley Electric Company based in Jersey City (Hudson County Deed 583:627). However, research suggests that Chesley continued to run the company under its original name until the very end of the nineteenth century. In 1895, the company suffered a major disaster when a flywheel burst inside the facility, killing a senior engineer and badly injuring his assistants (Wilkes-Barre Times Leader Evening News 1895:1). It is plausible that it was this accident and subsequent damage to the building that led to Chesley Electric Company fully absorbing the Hudson Electric Light Works.

The Chesley Electric Company was founded by William Short Chesley around 1890, opening its first shops in Jersey City before relocating to Hoboken in 1895 (See Figure 1) (Electrical Engineer 1895:171). Chesley started his electrical career at the age of 16 learning Morse code for the Western Union Telegraph Company. After working in telegraph companies across the United States, he moved to New York City in 1888, where he established his own business as an electrical engineer and broker of second-hand machinery. Chesley purchased the building at 601 Newark Street for \$6,000 in 1893 (Hudson County Deed 583:627). The company featured specialty work in early power generating systems (Electrical Engineer 1895:171) and quickly outgrew the limited space. Just two years later in 1897, the company relocated to the Havemeyer Building, situated at the "heart of the electrical industries" in New York City (The Electrical Age 1897:174).

The property passed to the Hoboken Land and Improvement Company until 1904, when the property, along with several of the adjacent lots to the northeast, were purchased by Max Schalscha, President of Union Iron Works (Hudson County Deed 902:39). Organized in the early 1900s, Union Iron Works specialized in the manufacturing of heavy machinery including pile driving, excavating machinery, and road building equipment. A little over a decade later, the company had grown to employ more than 100 workers and boasted one of the most advanced machine shops in the country (Riser 1915:91). By this time, the facility had expanded to encompass all of the parcels to the northeast along the block to the intersection of Grove Street (Hudson County Deeds 1024:322). The firm gained international recognition as the first facility to manufacture the double-acting pile hammer, revolutionizing the process in which building foundations were constructed (Rieser 1915: 91). It also supplied two pile drivers used in the construction of the Halifax Piers in Canada, which were later part of a massive immigration terminal facility and now a National Historic Site of Canada. The hammers were the largest in the world at the time (Engineering News-Record 1920:40).

In 1918, the company made plans to expand for a second time, acquiring property located diagonally across Newark Street, on a triangular block bounded by Ferry and Monroe Streets. Architect Max Beyer designed a one-story frame building for the newly-acquired parcel, which was constructed for \$12,000 between 1918 and 1923 (American Contractor 1918:42). The additional parcels on Newark Street were also most likely purchased at this time and the existing frame buildings adapted for use by the Union Iron Works (G.M. Hopkins Co. 1923). At its peak, Union Iron Works exported its products to every country in Europe and South America, and branches of the firm were located across the United States and Canada (Rieser 1915: 91).

Historic maps suggest that the Union Iron Works ceased operation on the subject property in the late 1930s (G.M. Hopkins 1934; Sanborn Map 1938). However, the property continued to be the site of industrial manufacturing throughout the mid-twentieth century, being occupied by a series of businesses including the Seaboard Marine Repair

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

### History, cont.:

Company and Condenser Services and Engineering (Hoboken County Deeds 2018:589, 2233: 217). The property's proximity to both the Hudson River and the Delaware, Lackawanna, and Western Railroad terminal made it a desirable location for the marine and transportation trades. Beginning in 1954, the properties along Newark Street were slowly acquired by the Cera Corporation (Hudson County Deed 2580:58). At some point in the twentieth century, the primary (northwest) elevation of the building was subject to alteration, suggested by changes in the building's fenestration. By 1966, the frame building attached to the southwest elevation had been demolished (National Environmental Title Research [NETR] 1966). The building served as the Hoboken Police Horse Stable for a brief period of time in the early 2000s (Mullin 2007).

In 2009, an eclectic antique shop known as "The Frayed Knot" occupied the space (Hoboken411 2009). Established by Chris Morelli and Tad Eaton, the store operated out of the property for several years before suffering serious damage during Hurricane Sandy in 2012 (McDonald 2012). Undiscouraged, the partners attempted to rebuild their business, even making an appearance on the A&E television series, "Storage Wars: New York" before closing the store in 2015. Today the building and surrounding parcels on Newark Street are owned by real estate management company Windsor Eden LLC. The building was vacant at the time of writing.

### Bibliography:

The American Contractor

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1897 "The Chesley Electric Co." The Electrical Age. Vol 20. No. 11. 11 September 1897.

Electrical Engineer

1895 "The Chesley Electric Co." The Electrical Engineer. Vol 20. 14 August 1895. Engineering Magazine Co: New York, New York.

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Hudson County Deeds

n.d. On file, Recorder of Deeds, Office of the Hudson County Clerk, Jersey City, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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### Bibliography, cont.:

Hoboken 411

2010 "The Frayed Knot." Hoboken411.com. Electronic Document, <http://hoboken411.com/archives/22793>, accessed March 18, 2016.

McDonald, Terrence T.

2012 "Hoboken furniture shop 'completely destroyed' by Hurricane Sandy" in The Jersey Journal. 1 November.

Mullin, Michael D.

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National Environmental Title Research [NETR]

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Rieser, Robert, Editor

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Sanborn Map Company

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1938 Insurance Maps of Hudson County. Vol. 2. Revised from 1906. Sanborn Map Company, New York, New York.

1951 Insurance Maps of Hudson County. Vol. 3. Revised from 1910. Sanborn Map Company, New York, New York.

Starcasm

2012 "Storage Wars NY stars Chris and Tad's "Frayed Know" shop destroyed by Hurricane Sandy." 31 December 2012. Electronic document, <http://starcasm.net/archives/191485>, accessed 12 March 2016.

Wilkes-Barre Times Leader Evening News

1895 "Fly Wheel Burst." 5 October. Wilkes Barre Pennsylvania.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

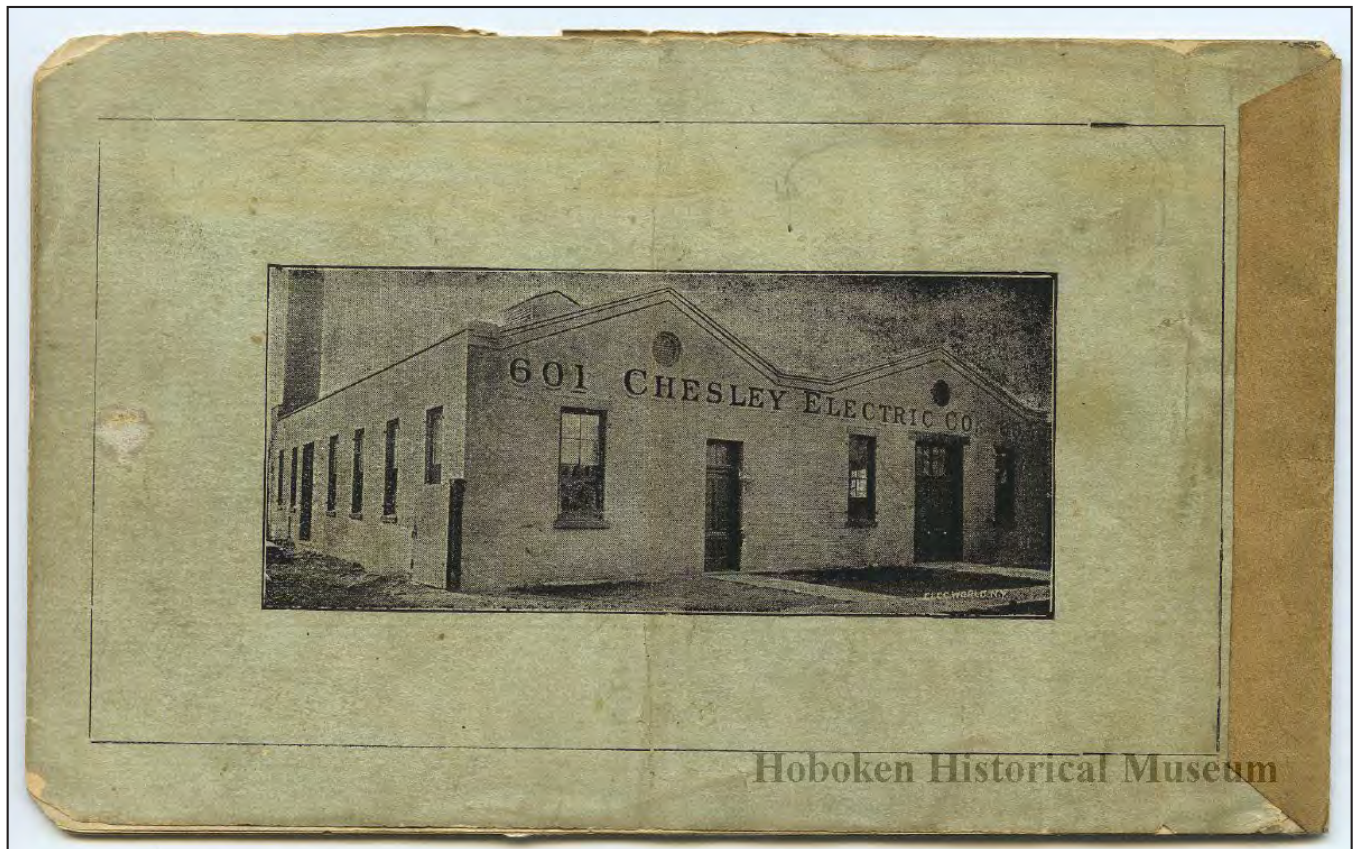


Figure 1: 601 Newark Street Circa 1895. Hoboken Historical Museum. Hoboken Commerce Collection Online Database. Hoboken Historical Museum. Electronic document, <http://hoboken.pastperfectonline.com/archive>, accessed March 25, 2016.



## CONTINUATION SHEET

Historic Sites #:

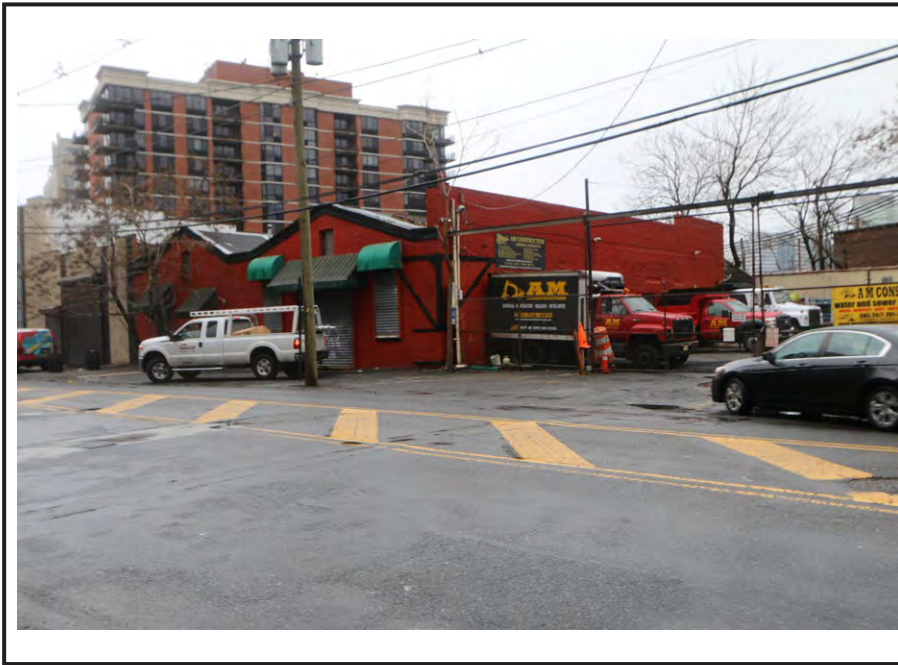


Plate: 1

Photo view:  
Southeast

Photographer:  
Kelly E. Wiles

Date:  
February 16,  
2016

Southeast elevation of the building at 601 Newark St

## BASE SURVEY FORM

Historic Sites #:

**Property Name:** Hoboken Beer & Soda Outlet

**Street Address:** Street #: 559 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Newark Suffix: Type : Street

**County(s):** Hudson **Zip Code:** 07030

**Municipality(s):** Hoboken **Block(s):** 3.1

**Local Place Name(s):** Lot(s): 1 - 3

**Ownership:** Private **USGS Quad(s):** Jersey City

### Description:

Hoboken Beer & Soda Outlet located at 559 Newark Street is a highly altered commercial building constructed in the mid-twentieth century. Standing two stories tall, the building is rectangular in footprint and divided into three distinct sections. The roof is flat. A stepped parapet projects higher than the rest of roofline on the western portion of the building. A one-story garage with coordinating stepped parapet wall extends from the northwest elevation. The walls are stucco and embellished by imitation stone patterning in the style of pilasters. Access is gained via four large corrugated garage doors on the primary elevation and two located on the northeast elevation.

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

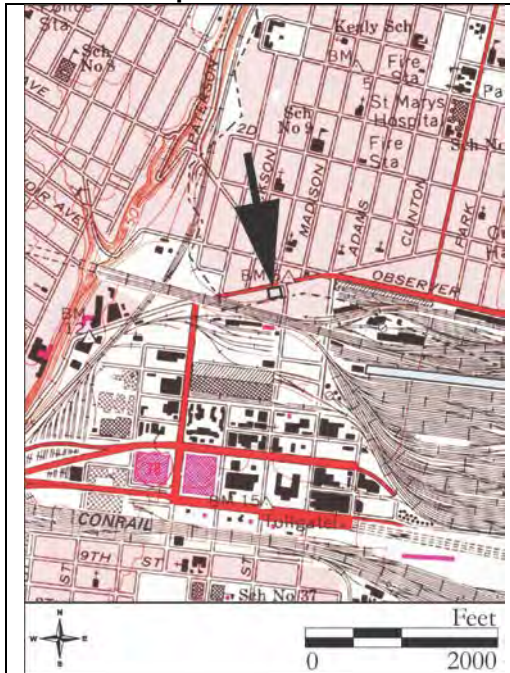
Date: June 2016

Organization: RGA, Inc.

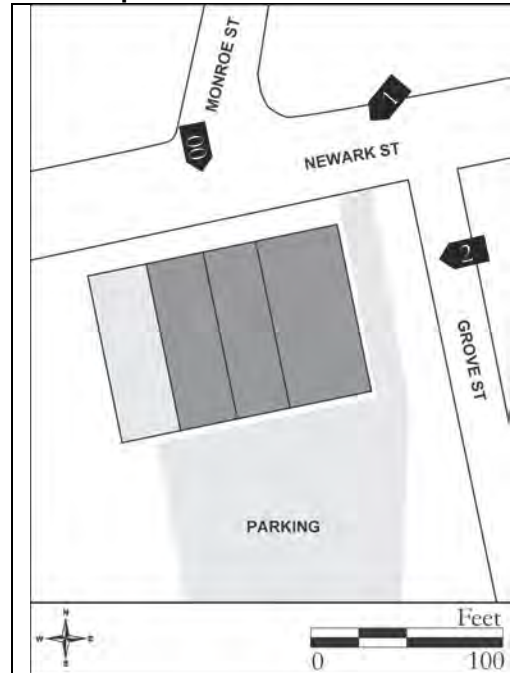
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

N/A

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building          Landscape          Farm  
         Bridge          Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:                                 

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** Hoboken Beer & Soda Outlet

**Historic Name:** N/A

**Present Use:** Commercial

**Historic Use:** Light Industrial

**Construction Date:** c.1915

**Source:** G.M. Hopkins 1909, 1923

**Alteration Date(s):** 1923, 1938, 1951

**Source:** G.M. Hopkins 1923; Sanborn Maps 1938, 1951

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Low

**Style:** N/A

**Form:** N/A

**Stories:** 1

**Type:** Other

**Bays:** 4

**Roof Finish Materials:** Unknown

**Exterior Finish Materials** Stucco

### Exterior Description:

*See Base Sheet*

### Interior Description:

Not Accessible

### Setting:

Hoboken Beer & Soda Outlet is sited on a rectangular plot located on the south side of Newark Street near its intersection with Grove Street. The building is oriented with its primary façade facing northwest and is set back from the road approximately 20 feet. A paved asphalt parking lot is situated behind the building on the rear of the lot. A public sidewalk spans the length of the northwest and northeast elevations. The building is located within a dense urban setting along the border of the Jersey City and Hoboken amidst nineteenth, twentieth and twenty-first century residential, commercial, and industrial buildings. The tracks of the former Delaware, Lackawanna, and Western Railroad run approximately 140 feet to the rear of the building.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.



## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation*

### Significance:

The Hoboken Beer & Soda Outlet is an example of highly altered, mid-twentieth-century commercial architecture. It has housed a variety of industrial and commercial activities in Hoboken, signifying the city's growth and development as an industrial center. The building has been highly altered over time to reflect popular styles and the changing needs of its occupants.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The Hoboken Beer & Soda Outlet is recommended not eligible for listing in the National Register of Historic Places. It is not architecturally significant: the building is not a particularly good example of its type or representative of the work of a master. Research did not uncover that the building was associated with significant persons or events. Furthermore, modern alterations to the building, namely the replacement of the original windows and doors and exterior finishes, diminish the property's integrity of materials, design, workmanship, feeling, and association. Therefore, the Hoboken Beer & Soda Outlet is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

### For Historic Districts Only:

Property Count: Key Contributing: \_\_\_\_\_ Contributing: \_\_\_\_\_ Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

### History:

The highly altered building at 559 Newark Street was built in phases, beginning as part of the Union Iron Works in the early twentieth century. Deed research suggests that it is possible that there were frame buildings on the southwest portion of the lot as early as 1904. By 1909, two frame dwellings had been developed as the Union Iron Works, and by 1923 the historic skeleton of the current configuration is depicted on the county atlas (G.M. Hopkins 1923). Between 1904 and 1908, Max Schalscha acquired the property in conjunction with his purchase of the former Chesley Electric Factory located in the attached brick building (Hudson County Deeds 902:39, 1024:322). Max Schalscha was the founder and president of Union Iron Works. Organized in the early 1900s, Union Iron Works specialized in the manufacturing of heavy machinery including pile driving, excavating machinery, and road building equipment (Rieser 1915:91). Throughout the early twentieth century, the company gradually developed the northeast portion of block to the intersection of Grove Street (G.M. Hopkins 1909, 1923). Union Iron Works boasted one of the most advanced machine shops in the country. The firm gained international recognition as the first facility to manufacture the double-acting pile hammer, revolutionizing the process in which building foundations were constructed (Rieser 1915: 91). It also supplied two pile drivers for construction of the Halifax Piers in Canada, later part of a massive immigration terminal facility and now a National Historic Site of Canada. The hammers were the largest in the world at the time (Engineering News-Record 1920:40).

In 1918, the company made plans to expand for a second time. Property was acquired diagonally across Newark Street on a triangular block bounded by Ferry and Monroe. Architect Max Beyer designed a one-story frame building, which was constructed for \$12,000 between 1918 and 1923 (American Contractor 1918:42). At its peak, Union Iron Works exported its products to every country in Europe and South America, and branches of the firm stretched across the United States and Canada (Reiser 1915).

The property came under ownership of Alice Boyle in 1933; however, historic maps suggest that the Union Iron Works operated out of the site until as late as 1937 (Hudson County Deed 1823:129, Sanborn Map 1938). By 1938, "A.B. Iron Storage" and a cooperage occupied the building, and a foundry was located at the rear of the lot. The easternmost building was demolished to make way for the widening of Grove Street. The interior configuration was also modified at this time, merging two of the lots to form the present layout (Sanborn Map Company 1938). The subject building continued to be used as a cooperage throughout the mid-twentieth century under the ownership of Consolidated Properties Inc (Hudson County Deed 4141:1940). By 1951, the current building and the former Union Iron Works brick factory were separated by the construction of a concrete block wall. The front and rear elevations were also clad in concrete block around this time; however, the building appears to have retained its interior wood posts and framing. Iron shutter windows were installed on the rear elevation. In the 1970s, Michael and Dorothy Cavallari purchased the parcel for \$21,000. It likely was during this period that the space was altered from an industrial to a commercial-use facility (Hudson County Deed 3355:349). Since 1982, the building has served as a beer and soda distributor (Hudson County Deed 3355:349).

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

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### Bibliography:

#### The American Contractor

1918 Construction News. Vol 39. No 1. F. W. Dodge Corporation: New York, New York. 9 January 1918. p 42.

#### Electrical Engineer

1895 "The Chesley Electric Co." The Electrical Engineer. Vol 20. 14 August 1895. Engineering Magazine Co: New York, New York.

#### Hopkins, G. M.

1909 *Atlas of Hudson County, New Jersey*. Vol. 2. G. M. Hopkins and Co., Philadelphia, PA.

1923 *Atlas of Hudson County, New Jersey*. Vol. 2. G. M. Hopkins and Co., Philadelphia, PA.

1934 *Atlas of Hudson County, New Jersey*. Vol. 2. G. M. Hopkins and Co., Philadelphia, PA.

#### Hudson County Deeds

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#### Rieser, Robert, Editor

1915 *Hudson County To-Day, Hudson County, New Jersey: Its History, People, Trades, Commerce, Institutions and Industries*. Hudson Dispatch, Union, New Jersey.

#### Sanborn Map Company

1891 Insurance Maps of Hudson County. Vol 2. Sanborn Map Company, New York.

1938 Insurance Maps of Hudson County. Vol. 2. Revised from 1906. Sanborn Map Company, New York.

1951 Insurance Maps of Hudson County. Vol. 3. Revised from 1910. Sanborn Map Company, New York.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:



Plate 1:

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

February 12,  
2016

East and north elevations of the Hoboken Beer and Soda Outlet building.



Plate2:

Photo view:

West

Photographer:

Lauren Szeber

Date:

February 12,  
2016

East elevation of the Hoboken Beer and Soda Outlet building.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016



## BASE SURVEY FORM

Historic Sites #:

Property Name: Kobrick Coffee Company

Street Address: Street #: 693 Apartment #: \_\_\_\_\_  
(Low) (High) (Low) (High)

Prefix: \_\_\_\_\_ Street Name: Luis Marin Suffix: \_\_\_\_\_ Type: BLVD

County(s): Hudson Zip Code: 07310

Municipality(s): Jersey City Block(s): 6102/228

Local Place Name(s): \_\_\_\_\_ Lot(s): 6/B.02

Ownership: Private USGS Quad(s): Jersey City

### Description:

The building at 693 Luis Marin Boulevard is a two-story commercial/warehouse facility constructed circa 1917. The building is of brick construction and has a rectangular footprint. The first story was originally five bays wide, but four of the five opening have either been fully or partially bricked in. The top story has five windows, four of which are glass block and one partially enclosed with brick and a ribbon of four 1/1 metal sash fixtures; all have limestone sills and lintels. The primary (east) elevation has three entry openings: a standard-sized door on the southern end, an overhead track door in the middle, and a large corrugated garage door on the north end. A raised concrete loading dock with steps spans nearly the entire length of the eastern elevation and is topped by a corrugated metal shed roof. The building has a reinforced concrete foundation.

*See exterior description*

### Registration and Status Dates:

National Historic Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

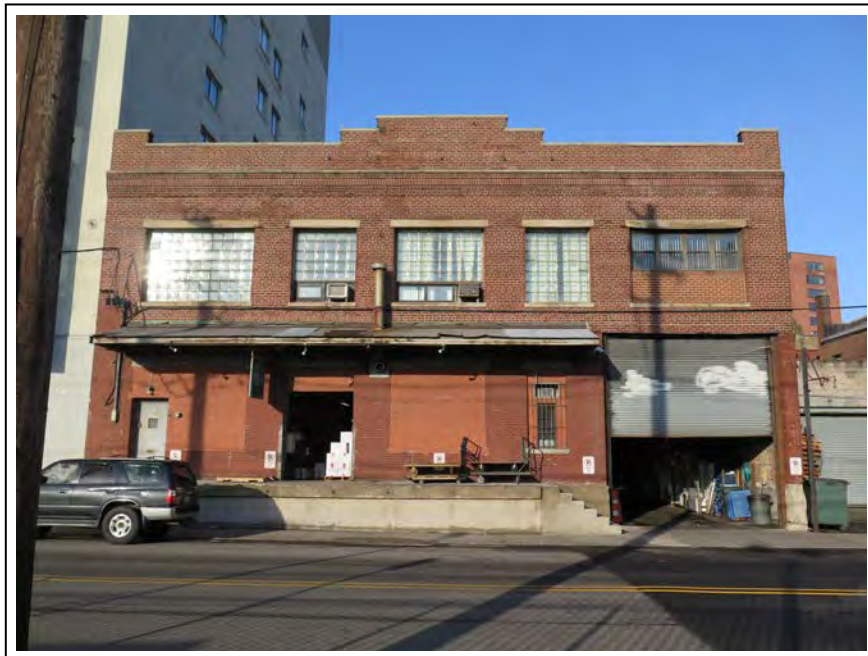
New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

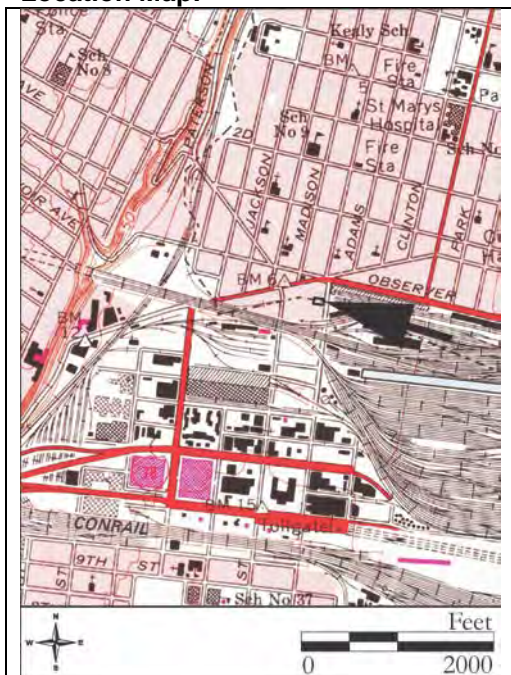
Date: June 2016

Organization: RGA, Inc.

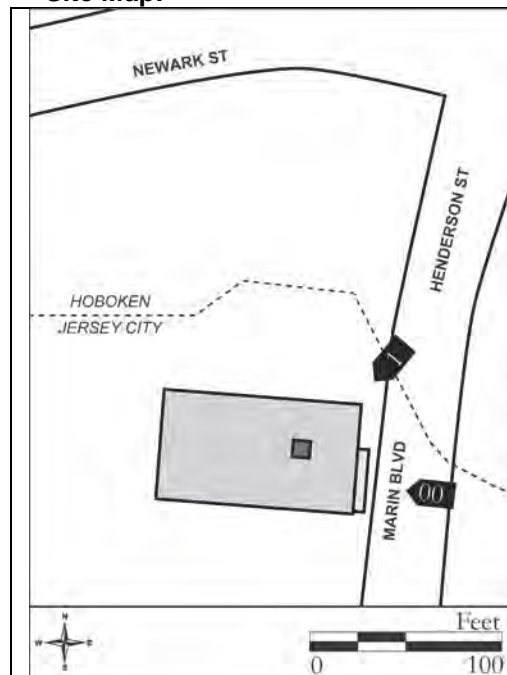
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See continuation sheet

### Additional Information:

This property was included in a 2002 cultural resources survey by ARCH<sup>2</sup>, Inc. for a Section 106 wireless project sponsored by Verizon Wireless. The survey recommended the building to be ineligible for the NRHP due to lack of architectural or historical significance (ARCH<sup>2</sup> 2002).

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building \_\_\_\_\_ Landscape \_\_\_\_\_ Farm \_\_\_\_\_  
Bridge \_\_\_\_\_ Industry \_\_\_\_\_

Within Historic District? ☐ Yes ☒ No Historic District Name: \_\_\_\_\_

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No

(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING   ☐ STRUCTURE   ☐ OBJECT

**Common Name:** Kobrick Coffee Co. Building

**Historic Name:** Wilson & Co. Building

**Present Use:** Commercial Activity

**Historic Use:** Industrial Activity

**Construction Date:** 1917   **Source:** Ice and Refrigeration Illustrated, 1917.

**Alteration Date(s):** \_\_\_\_\_   **Source:** \_\_\_\_\_

**Designer:** \_\_\_\_\_

**Physical Condition:** Good

**Builder:** Wilson & Company

**Remaining Historic Fabric:** Medium

**Style:** Classical Revival

**Form:** Commercial/Rectangular

**Stories:** 2

**Type:** N/A

**Bays:** 5

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Brick, English Bond

### Exterior Description:

*Continued from Base Survey Form*

The building has flat, rolled-asphalt roof, with a corbelled brick cornice and a stepped parapet on the primary elevation. The north and west elevations have multiple original 4/4 double-hung arch-topped windows on the top story. A stacked brick chimney pierces the roof toward the central rear of the building.

### Interior Description:

Not accessible

### Setting:

The Kobrick Coffee Co. Building is sited on a rectangular parcel (Block 6102, Lot 6) located on the western side of Luis Marin Boulevard (formerly Henderson Street) in the City of Jersey City, Hudson County, New Jersey. The building is oriented with its primary facade facing east and is set back from the road approximately 14 feet. A public sidewalk spans along the entirety of the east elevation. The property is bounded by Luis Marin Boulevard to the east, a private condominium garden to the west, a cinderblock garage to the north and a large twenty-first-century apartment building to the south. The building is located within a dense urban setting consisting of nineteenth, twentieth and twenty-first century residential, commercial, and industrial buildings. It is situated approximately 180 feet north of the Morris and Essex Line right-of-way and directly south of the Jersey City-Hoboken division line. Today, the lot comprises approximately 0.147 acres.

**Survey Name:** NJ TRANSIT GRID TRACTION POWER SYSTEM

**Surveyor:** Kelly E. Wiles

**Date:** June 2016

**Organization:** RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See continuation sheet*

### Significance:

The Kobrick Coffee Co. Building appears to be a typical and unremarkable example of a modest, early-twentieth century industrial building that serviced several companies throughout the twentieth and twenty-first centuries. It was one of many packing houses operated by Sulzberger & Sons and Wilson & Co. nationwide.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The Kobrick Coffee Co. Building is recommended not eligible for the National Register of Historic Places. It is not architecturally significant, and modern alterations to the building, namely the replacement and enclosure of original windows which are a major component of its design, diminish the property's integrity of materials, design, workmanship, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type and is not representative of the work of a master. Therefore, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.



## CONTINUATION SHEET

Historic Sites #:

### History:

Constructed circa 1917 for the Wilson & Co. meat packing company, the building at 693 Luis Marin Boulevard (formally Henderson Street), is the last of several buildings in a long line of meat-production facilities that occupied the area in the nineteenth and twentieth centuries. As early as 1885, this area near the Hoboken-Jersey City boundary had a concentration of slaughter houses, tallow works and hide storage facilities, likely all associated with an iteration the firm of Schwarzschild and Sulzberger, a New York-based meat packing company (Sanborn 1885). Founded in 1853 by Joseph Schwarzschild, the company was one of the leading meat packing operations in the United States and specialized in kosher beef. After working for Schwarzschild's company for 30 years, German immigrant Ferdinand Sulzberger (1842-1915) became a partner in 1893, and the company subsequently expanded (National Provisioner [NP] 1915:17). They had multiple plants all over the country including in New York, Jersey City, Chicago, Kansas City, Oklahoma City, Los Angeles, and Buenos Aires, Argentina (Homans 1918). By 1909, their Henderson Street facility consisted of a large rectangular frame building, with the William Horre & Company coal pockets directly behind it.

In 1910, the company changed its name to Sulzberger & Sons (S&S), as it appears that Joseph Schwarzschild either died or disassociated himself with the company. Ferdinand's two sons, Germon H. and Max J., ran the company (New York Times [NYT] 1916a: 1). In 1916, a year after Ferdinand Sulzberg died, the remaining stock in the company was purchased by a group of investors, including Thomas E. Wilson of Chicago. The name changed to Wilson & Company, and the Henderson Street property served as one of the company's registered offices (NYT 1916c:23). Around the same time that Wilson, who had a broad range of business interests, bought the Ashland Manufacturing Company, which was soon renamed Wilson Sporting Goods. After the acquisition of S&S, Wilson & Company packing venture employed nearly 12,000 workers worldwide, and Thomas E. Wilson was purportedly "the highest paid employe [sic.] identified with the active management of a purely private commercial organization" with an annual salary of \$250,000 (NYT 1916b: 1).

Ironically, around the same time of the merger, the S&S Henderson Street packing house was severely damaged by a fire that broke out at the adjacent William Horre & Company coal pockets. The upper story of the S&S building was destroyed (Jersey City Journal 1916:1). It appears that Wilson & Company razed the remnants of the existing building after the fire in late 1916 to build a new, more modern structure to accommodate the company's growing needs (Butchers' Advocate and Market Journal [BAMJ] 1916a:24). Plans were approved in December 1916 for a building "constructed of reinforced concrete, three stories in height," however this building was not constructed (BAMJ 1916b:24). Work continued throughout the next year, and the building officially opened in December 1917. However, this new "meat storage house and distribution station" was completed as a two-story brick building with "a provisions storage room and on second floor, a cooler for butter, cheese and eggs. The house is equipped with a 25-to refrigerating plant, installed by the Automatic Refrigerating Co. Hartford, Conn." (Ice and Refrigeration Illustrated 1917: 66).

Throughout the first half of the twentieth century, Wilson & Company continued to occupy the building with offices on the second floor, shipping on the first floor and cooler storage on both floors (Sanborn 1938, 1951). Wilson & Company moved from Jersey City in 1968 and sold the Henderson Street facilities to Penchansky Brothers Realty (Hudson County Deed [HCD] 3032:241). The Penchanskys owned the property throughout the 1970s. In 1982, New York-based coffee company Kobrick Coffee purchased the building for use as their primary coffee roasting facility (HCD 3353:568). Founded in 1920 by Samuel Kobrick, the company was headquartered in Lower Manhattan for the first 30 years, then relocated to Tribeca until their move to Jersey City (Kobrick Coffee Company 2011; Hunger 2010). At present, Kobrick Coffee continues to operate both a roasting plant and distributor.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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### Bibliography:

ARCH<sup>2</sup>, Inc.

- 2002 Cultural Resources Survey for the Verizon Wireless Jersey City 16 Site 369 Observer Highway, Block 139, Lot 1.2 City of Hoboken, New Jersey for Review under Section 106 of the National Historic Preservation Act. On file, Historic Preservation Office, Trenton, New Jersey.

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1916b "News of Greater New York." *Butchers' Advocate and Market Journal*. Vol 62 No. 22. Butchers' Advocate and Market Journal, New York City 8 November 1916, p. 24.

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- 2010 "The Rise of the Roasters: Meet Jersey City's Kinds of Caffeine." *Jersey City Independent*, Jersey City, New Jersey. 12 October 2010.

Ice and Refrigeration Illustrated

- 1917 "New Plants and Improvements." *Ice and Refrigeration Illustrated*. Vol. 53 Nos. 1-6. Nickerson & Collins Co: New York City, New York. July to December 1917, p. 66.

Jersey City Journal

- 1916 "20,000 Blaze in Coal Pockets and Packing House." *Jersey City Journal*, Jersey City, New Jersey. 2 April 1916, p. 1.

Kobrick Coffee Company

- 2011 "History." Electronic document, <http://www.kobricks.com/history.asp>, accessed 19 February 2016.

The National Provisioner

- 1915 "Last of Founders of Meat Industry Dies." *The National Provisioner*. Vol. 53. The Food and Trade Publishing Company, New York City, New York. 14 August 1915, p 17.

New York Times

- 1916a "Sulzberger Sells Big Packing Concern." *New York Times*, New York City, New York. 19 March 1916, p. 1.  
1916b "Pay Ex-Office Boy \$250,000 Annually." *New York Times*, New York City, New York. 22 April 1916, p. 1.  
1916c "Sulzberger & Co. Now Wilson & Co." *New York Times*, New York City, New York. 25 July 1916, p. 23.

Sanborn Map Company

- 1885 Insurance Maps of Hudson County. Vol. 2. Sanborn Map Company, New York.  
1938 Insurance Maps of Hudson County. Vol. 7. Revised from 1906. Sanborn Map Company, New York.  
1951 Insurance Maps of Hudson County. Vol. 3. Revised from 1910. Sanborn Map Company, New York.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

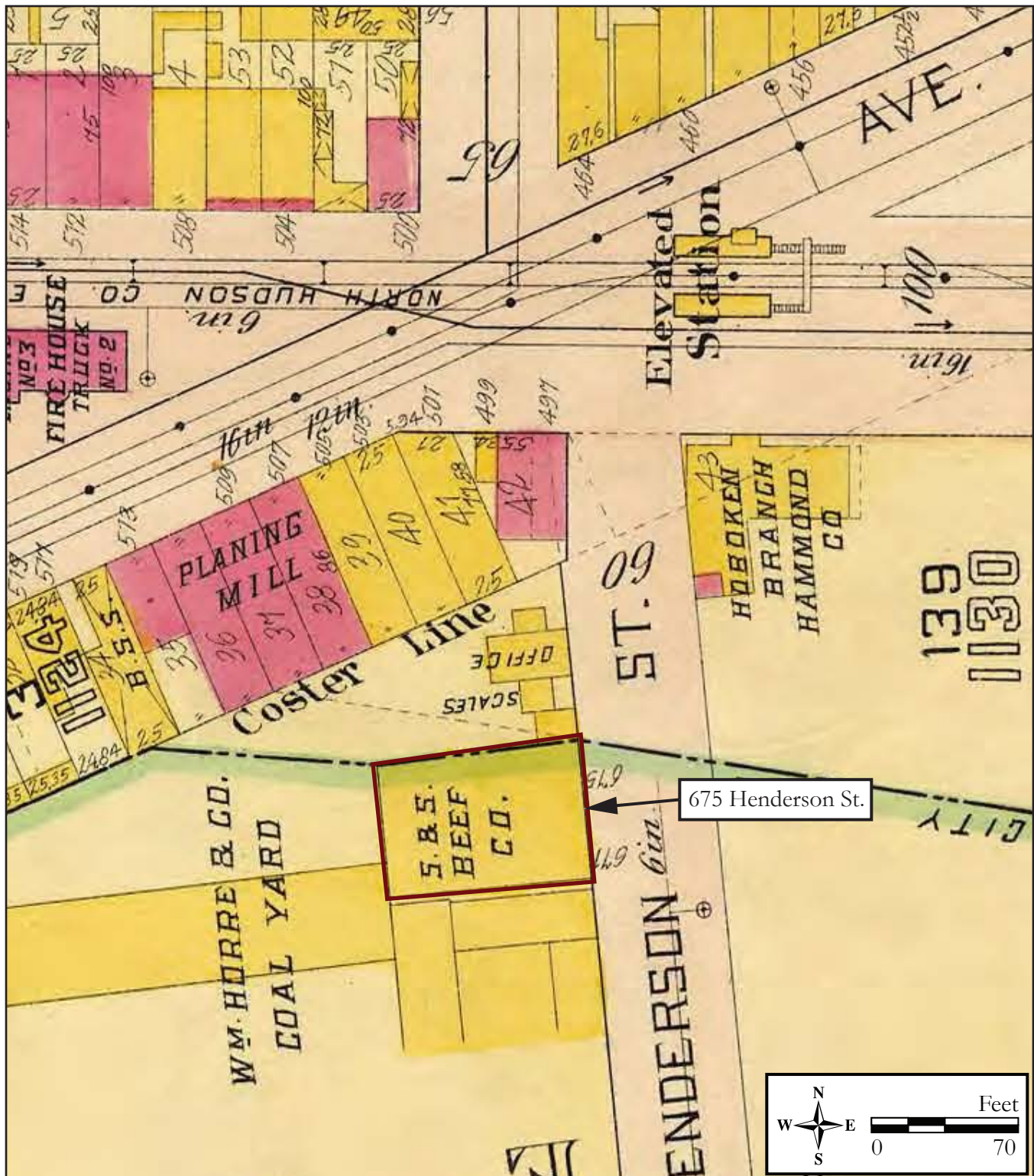


Figure 1: 1909 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Organization: RGA, Inc.

Date: June 2016



# CONTINUATION SHEET

Historic Sites #:

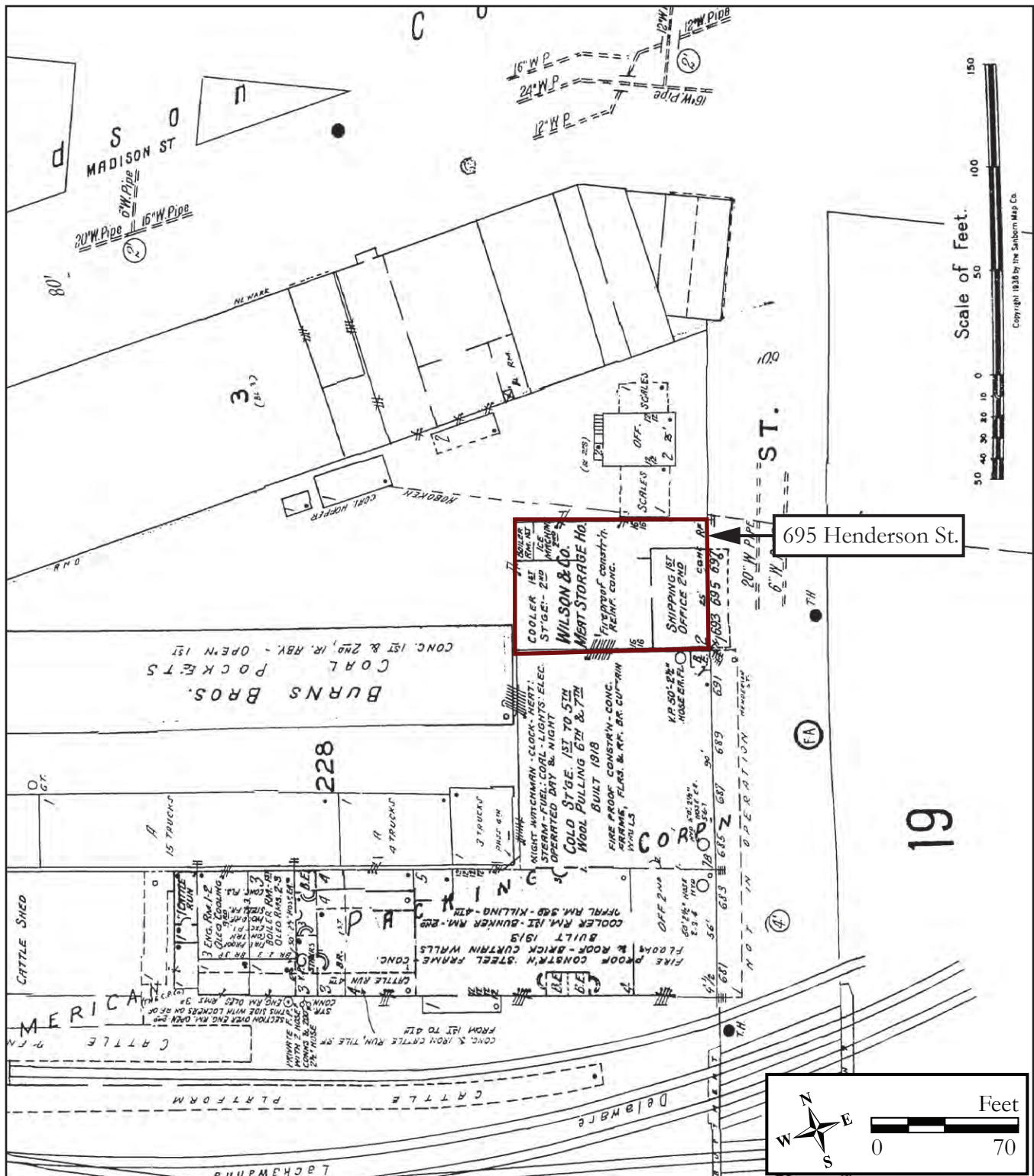


Figure 2: 1951 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.



## CONTINUATION SHEET

Historic Sites #:



Plate: 1

Photo view:  
Southwest

Photographer:  
Lynn Alpert

Date:  
12 February 2016

East and north elevations of the Kobrick Coffee Co. building.

## BASE SURVEY FORM

Historic Sites #:

Property Name: 3-5 Henderson Street

Street Address: Street #: 3 5 Apartment #: \_\_\_\_\_  
(Low) (High) (Low) (High)

Prefix: \_\_\_\_\_ Street Name: Henderson Suffix: \_\_\_\_\_ Type: ST

County(s): Hudson Zip Code: 07030

Municipality(s): Hoboken Block(s): 139.01

Local Place Name(s): \_\_\_\_\_ Lot(s): 3

Ownership: Private USGS Quad(s): Jersey City

### Description:

This two-story, three-bay office building was constructed circa 1930. The building is of brick construction and has a rectangular footprint with the primary elevation facing east. The first floor has a central entrance capped by a semi-circular awning and a stoop with two sets of steps and a wrought iron railing. The front door likely dates from the first half of the twentieth century and is constructed of rails and stiles and a large sheet of plate glass. It appears that an earlier awning spanned the width of the primary elevation, as there are remnants of its outline still visible. It has since been removed. Two 1/1 synthetic sash windows flank the main entrance and have stone sills. This window type is used throughout the building.

*See exterior description*

### Registration and Status Dates:

National Historic Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

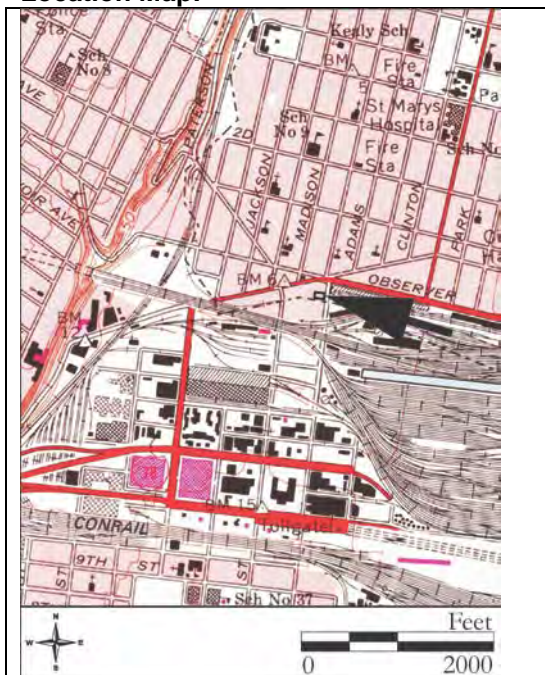
Date: June 2016

Organization: RGA, Inc.

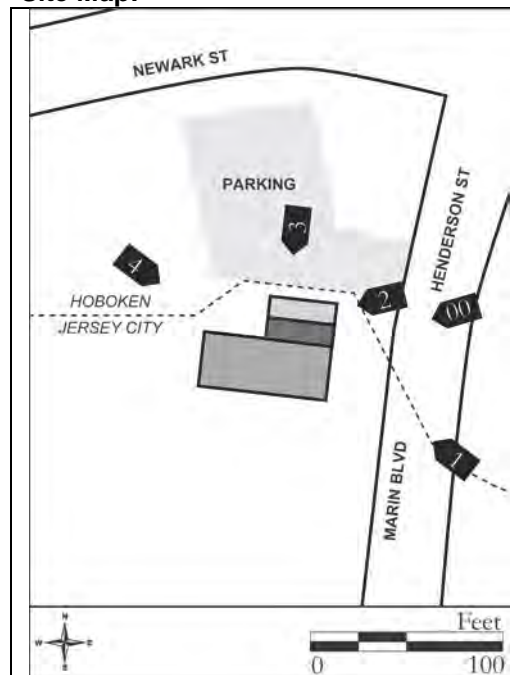
# BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



## Bibliography/Sources:

See continuation sheet

## Additional Information:

This property was included in a 2002 cultural resources survey by ARCH<sup>2</sup>, Inc. for a Section 106 wireless project sponsored by Verizon Wireless. The building was identified as the Caulfield Association Building and was recommended ineligible for the NRHP due to lack of architectural or historical significance (ARCH<sup>2</sup> 2002).

## More Research

Needed?

☐

Yes

☒ No

## INTENSIVE LEVEL USE ONLY

### Attachments

Included:

1 Building \_\_\_\_\_ Landscape \_\_\_\_\_ Farm \_\_\_\_\_  
\_\_\_\_\_ Bridge \_\_\_\_\_ Industry \_\_\_\_\_

Within Historic  
District?

☐ Yes

☒ No

Historic  
District  
Name: \_\_\_\_\_

Status:

☐ Key-Contributing

☐ Contributing

☐ Non-Contributing

Associated  
Archaeological  
Site/Deposit?

☐

Yes

☒ No

(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 3-5 Henderson Street

**Historic Name:** Burns Brothers Coal Company Office

**Present Use:** Commercial, Office activity – private business

**Historic Use:** Commercial, Office activity – private business

**Construction Date:** Circa 1930 **Source:** Hendrick Manufacturing Company 1931; Hopkins 1923, Sanborn 1938

**Alteration Date(s):** 20<sup>th</sup> Century **Source:** Visual Evidence

**Designer:** **Physical Condition:** Good

**Builder:** Burns Brothers Coal Company **Remaining Historic Fabric:** Low

**Style:** Classical Revival

**Form:** Commercial, Rectangular

**Stories:** 2

**Type:** N/A

**Bays:** 3

**Roof Finish Materials:** Asphalt Shingles

**Exterior Finish Materials** Brick, Common Bond

### Exterior Description (Continued from base survey form):

On either side of the main entrance is decorative brick work at eye level in the shape of an upwards arrow. The top story has three windows identical to the windows on the first floor and evenly spaced from the center of the wall. Rectangular recessed brick panels span the length of the window fenestration above and below the windows, and the building has a gabled parapet with stone trim and a decorative brick circle in the apex. The top half of the primary elevation is constructed of a lighter hue brick than the rest of the building, suggesting alterations to the facade. The north elevation has four windows on the first floor, one of which was originally a large picture window that has since been partially bricked in to hold a double-paned sliding window. The second story has three windows evenly spaced. The west elevation has a gabled parapet and is four bays wide on the first floor with two windows on the north side and two door openings (the southernmost being sealed with cinderblocks). The top story has two bays in the center, a window on the north side and a door accompanied with remnants of an iron balcony/fire escape to the south. A stacked rectangular chimney is situated on the southwest corner of the building.

*See continuation sheet*

### Interior Description:

Not accessible

### Setting:

The building at 3-5 Henderson Street is sited on an irregularly-shaped parcel (Block 139.01, Lot 3) located on the western side of Henderson Street, near the point where Henderson Street turns into Luis Marin Boulevard in the City of Hoboken, Hudson County, New Jersey. The building is oriented with its primary facade facing east and is set back from the road approximately 20 feet. To the north of the building is an asphalt drive that leads to a large parking lot that wraps around to the rear of the building. A public sidewalk spans the entirety of the east elevation. The property is bounded by Henderson Street to the east, an asphalt parking lot to the north and west, and a commercial property to the south. It is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 280 feet north of the Morris and Essex Line right-of-way and directly north of the Jersey City-Hoboken division line. Today, the lot comprises approximately 0.258 acres.

**Survey Name:** NJ TRANSIT GRID TRACTION POWER SYSTEM

**Surveyor:** Kelly E. Wiles

**Date:** June 2016

**Organization:** RGA, Inc.



## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See continuation sheet*

### Significance:

The building at 3-5 Henderson Street appears to be a typical and unremarkable example of a modest, early-twentieth century commercial building associated with the coal industry, a prevalent industry in this part of New Jersey. The property was one of several coal yards operated by the Burns Brothers Coal Company in the metropolitan New York area.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

3-5 Henderson Street is recommended not eligible for the National Register of Historic Places. It is not architecturally significant and modern alterations to the office building, as well as the demolition of associated historic industrial structures, has denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. Therefore, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

### Exterior Description:

*Continued from building attachment*

Only the top story of the south elevation is visible and is three bays wide. A cinderblock garage with a large corrugated overhead track door and one standard sized door is attached to this side of the main building. It is nearly twice the depth of the brick building. On the north elevation is a large overhead track door that nearly extends the entire height of the building and a standard sized door to the east of it. The west elevation has one door on the north side with a corrugated metal screen.

### History:

3-5 Henderson Street was constructed circa 1930 as an office building for the Burns Brothers Coal Company (See Figures 1-3) (Hopkins 1909, 1923; Sanborn 1938; Hendrick Mitco Grating 1931). Founded in the early 1880s (both 1881 and 1885 are purported founding years) by Michael Francis Burns, the company was renamed Burns Brothers in 1905 (The Plain Speaker [TPS] 1937:13; Moody 1922:198, Moody's Publishing Company 1908:2142). The company was one of the premier coal retailers in New York and New Jersey and at one point supplied 70 percent of the bituminous and 60 percent of the anthracite coal in New York City, operating 25 yards and piers in Brooklyn, New York, Jersey City and Hoboken (TPS 1937:13; Moody 1922:198). In lore, the company is most notably known as the inspiration for the stage name of Nathan Birnbaum, better known as George Burns, the renowned twentieth century comedian. As a child, he and a friend would steal coal from the Burns Brothers coal yards to heat his mother's apartment, and the boys became known as the 'Burns Brothers' around their Lower East Side neighborhood (Edelstein 1996).

Throughout the first decades of the twentieth century, the Burns Brothers Coal Company acquired numerous New York and New Jersey coal companies including Curtis-Blaisdell Co. and Wm. Farrell & Son Inc. In December of 1929, the Burns Brothers Coal Company acquired the outstanding capital stock in William Horre & Company but continued operations of Horre's Henderson Street facility in Hoboken (New York Supreme Court 1930: 308). William Horre & Company was a coal company that was responsible for supplying coal to Hoboken, Jersey City and Newark, as well as "all the tug and steamboats [coal] in New York Harbor" (Hopkins 1923; Sanborn 1938; United States Investor Promoter of American Enterprise [USIPAE] 1898:556). The company was founded in the late nineteenth century by William H. Meeker, but William Horre eventually acquired the company after Meeker's death (USIPAE 1898:556). Between 1891 and 1900, Horre developed a coal yard with coal pockets, an office and scales at 679 Henderson Street in Hoboken, though the main office was at 1 Broadway in New York (Sanborn 1891, Saward 1900:397). The firm was self-described as "agents for the sale of Delaware, Lackawanna Western RR Co.'s Scranton Coal" and had additional offices and coal pockets in Newark (See Figure 4) (Saward 1900:397).

The original William Horre & Company office was a rectangular frame building with scales on either side and was situated flush with Henderson Street. The coal pockets were located to the southwest of the office building, behind the neighboring Sulzberger & Sons meat packing facility (Sanborn 1906; Hopkins 1909; Hopkins 1923). These coal pockets were connected to the Delaware, Lackawanna & Western Railroad by a small coal trestle. In 1916, a fire broke out in the coal yard and constituted nearly \$20,000 of damage to the Horre facility as well as Sulzberger & Sons building. While the top stories of most of the buildings, namely the coal pockets, in the vicinity of the fire were destroyed, the office was only "slightly damaged" (Jersey City Journal 1916:1). Sulzberger & Sons ultimately rebuilt their office the following year, but William Horre & Company continued to use this early twentieth-century frame building until at least 1923 (Ice and Refrigeration Illustrated 1917:66; Hopkins 1923).

An advertisement by the Hendrick Manufacturing Company of Carbondale, Pennsylvania from 1931 showcases their Hendrick Mitco Grating in the Burns Brothers coal pockets on Henderson Street, which were constructed in 1930 (See Figure 2) (Hendrick Manufacturing Company 1931). The Burns Brothers Coal Company likely redeveloped the former Horre coal yard at this time and constructed the subject building, which is depicted on fire insurance maps by

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

### History (continued):

1938. Horre continued to occupy the property according to the 1938 map, even though it has been established that the Burns Brothers had operated on the property for nearly a decade by this point (Sanborn 1938). The subject building replaced the original frame building and retained the same footprint but was recessed from the street by approximately 20 feet.

One-story scales were again situated on either side of the office building and the new concrete coal pockets were located behind the former Sulzberger & Sons meat packing plant, which was then owned by Wilson & Co. The property retained this configuration until at least 1951 (See Figures 3, 5) (Sanborn 1938, 1951). At some point in the twentieth century, the primary (east) elevation of the building was subject to alteration, suggested by the use of multiple brick and mortar types throughout. By 1979, the scales and coal pockets were demolished and coal-related activities likely ceased on the property around this time (National Environmental Title Research [NETR] 1979). A year earlier, Patrick L. Caulfield, a Hoboken surveyor, purchased the property (Hudson County Clerk's Office [HCCO] 3247:1043). Between 1979 and 1987, Caulfield constructed the cinderblock garage to the south of the main building (NETR 1979, 1987). The Caulfield family still owns the property and operated their survey company out of the subject building until at least 2002 (ARCH<sup>2</sup> 2002; HCCO 7257:160).

### Bibliography:

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Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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1951 Insurance Maps of Hudson County. Vol. 3. Revised from 1910. Sanborn Map Company, New York.

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#### The Plain Speaker [TPS]

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#### United States Investor and Promoter of American Enterprise [USIPAE]

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## CONTINUATION SHEET

Historic Sites #:

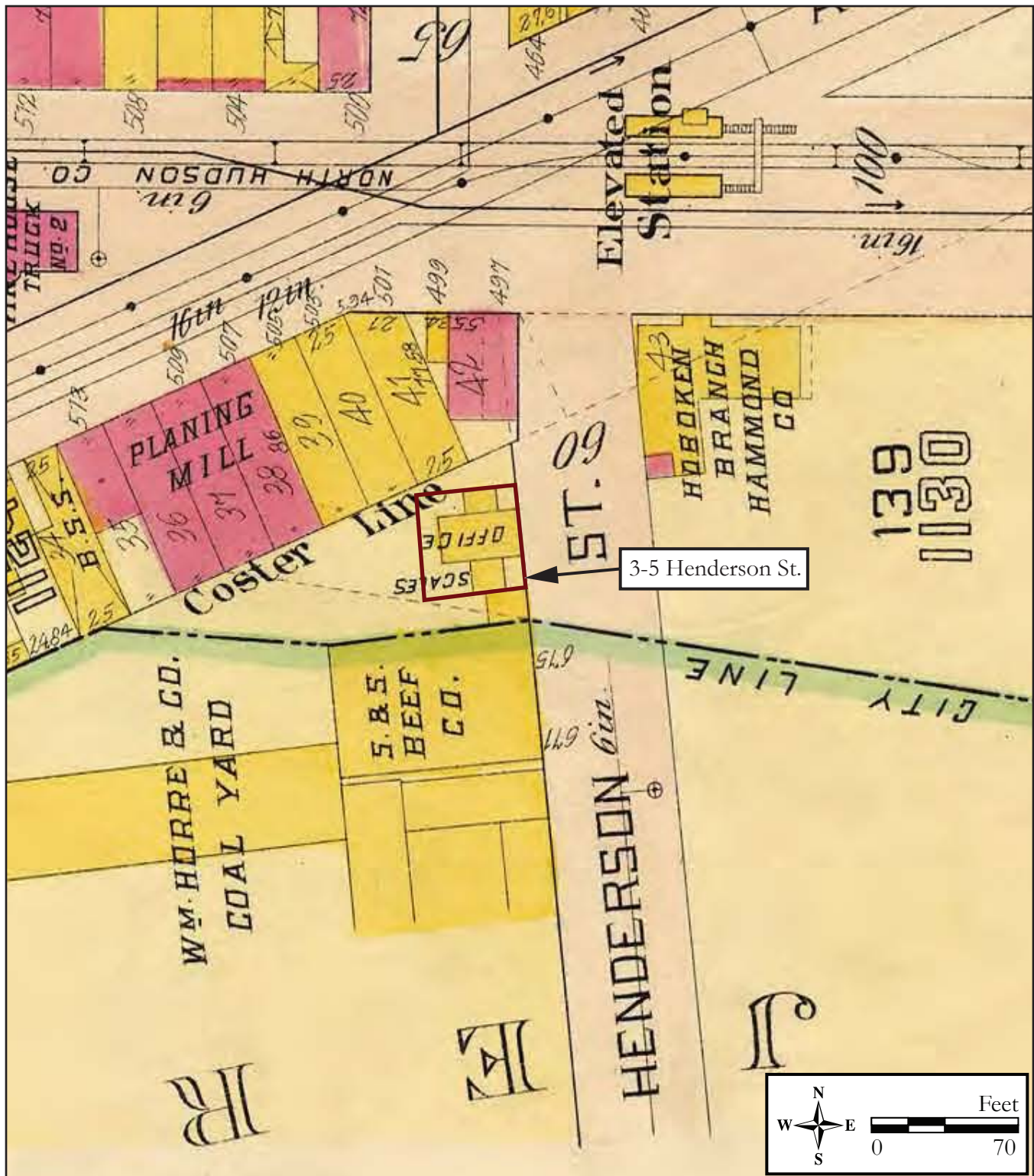


Figure 1: 1909 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

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# CONTINUATION SHEET

Historic Sites #:

**Maybe You'll Never Build A Coal Pocket ... But You Can Take a Tip from the Engineers of The D. L. & W. Coal Co.**

**A** NEW and modern coal pocket, one of the finest of its kind, was designed and constructed in 1910 under the supervision of the engineers of The Delaware, Lackawanna & Western Coal Co.

Located at 519 Henderson Street, Jersey City, the new coal pocket is operated by Burns Brothers. The pocket is said to be the first of its type in which grating was employed for walkways, and the grating selected by the D. L. & W. engineers was Mitco. Installation was made by Ferguson-Pitts Iron Works of Jersey City.

3,400 square feet of Type C Mitco Interlocked Steel Grating (with 1" rectangular openings) were employed in the walkways, as shown in the illustration. Mitco Type C Overlaying Grating was used in trench coverings, over which loaded trucks pass. Mitco Slip-Proof Stairs

Trenches were installed on the walkways.

Coal pockets or central stations, warehouses or waterworks, wherever open steel flooring is required, Mitco Grating and Mitco Trunks are ideal. They are high in strength and rigidity, have non-slipping and non-clogging surfaces, and provide maximum light and ventilation. May we send you a copy of the Mitco Bulletin?

**HENDRICK MFG. CO.**  
42 Dundaff Street, Cincinnati, Pa.  
New York Office: 12 Jett St.  
Phone: OLiver 7-1741

Salesmen: Ed. Birmingham, Ala.; Eamon, Wash.; Canning, W. Va.; Chicago, Ill.; Cleveland, Ohio; Denver, Colo.; Erie, Pa.; Houston, Tex.; Kansas City, Mo.; Louisville, Ky.; New Orleans, La.; Miami, Fla.; Philadelphia, Pa.; Pittsburgh, Pa.; St. Paul, Minn.; St. Louis, Mo.; Toledo, Ohio; Youngstown, Ohio.

Makers of Mitco Slab-Rite, Trunks, Washbuck, Interlocked Metal Screens and Expansion Brackets, Hendrick Perforated Metal Grates, and Light and Steel's Steel Plate Construction.

**HENDRICK MITCO GRATING**  
The Grating With Every Advantage  
High Strength - Permanent Rigidity - Non-Slipping, Non-Clogging Surfaces - Maximum Light and Ventilation

1408 STEEL—May 7, 1931

Figure 2: Hendrick Mitco Grating advertisement from 1931 showing the new coal pockets at the Burns Brothers Coal Yard.



**Historic Sites #:**

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

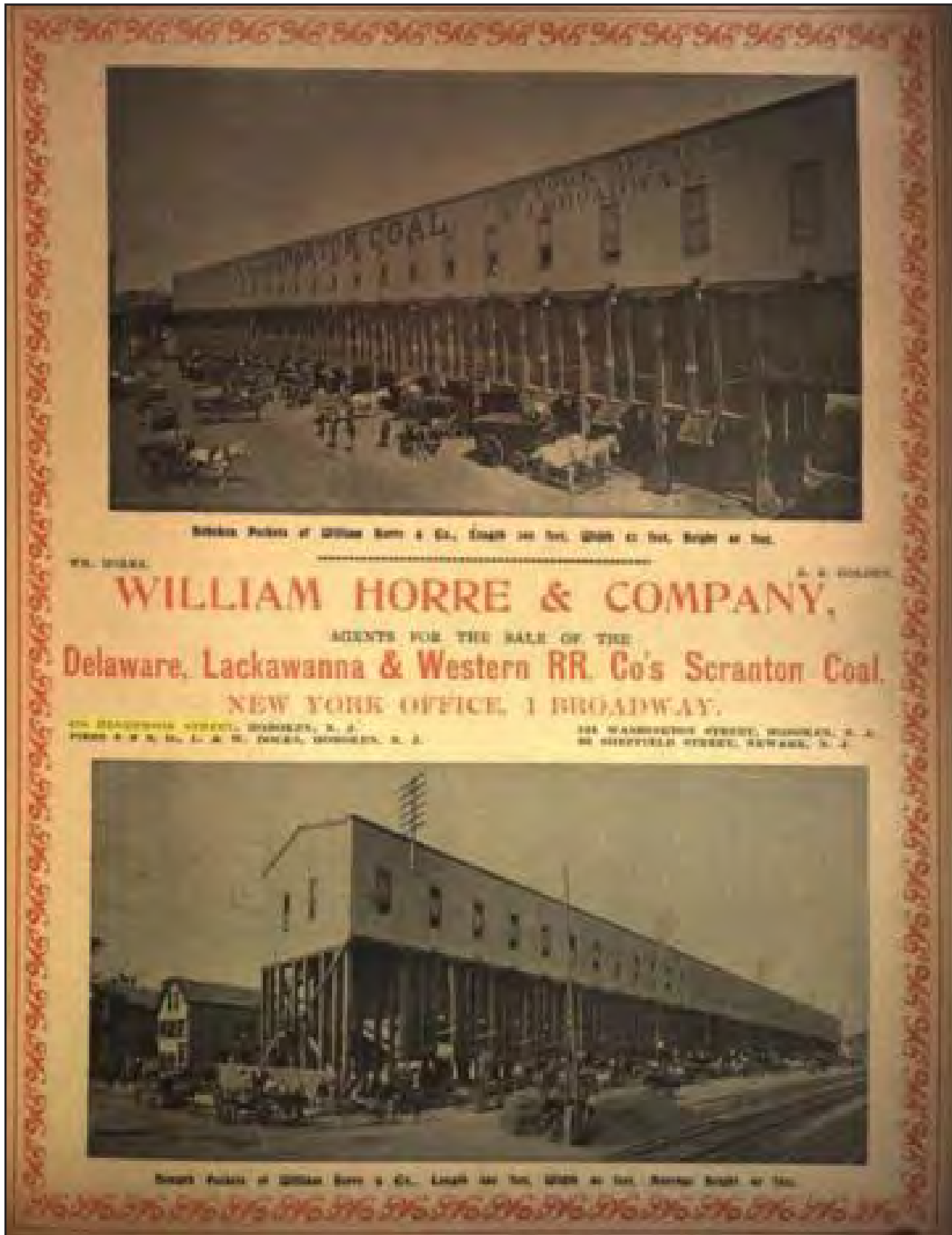


Figure 4: 1900 advertisement for William Horre & Company showing their Hoboken coal pockets (Coal and Coal Trade Journal, XXXIX, No. 26. 27 June 1900).

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Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.



# CONTINUATION SHEET

Historic Sites #:

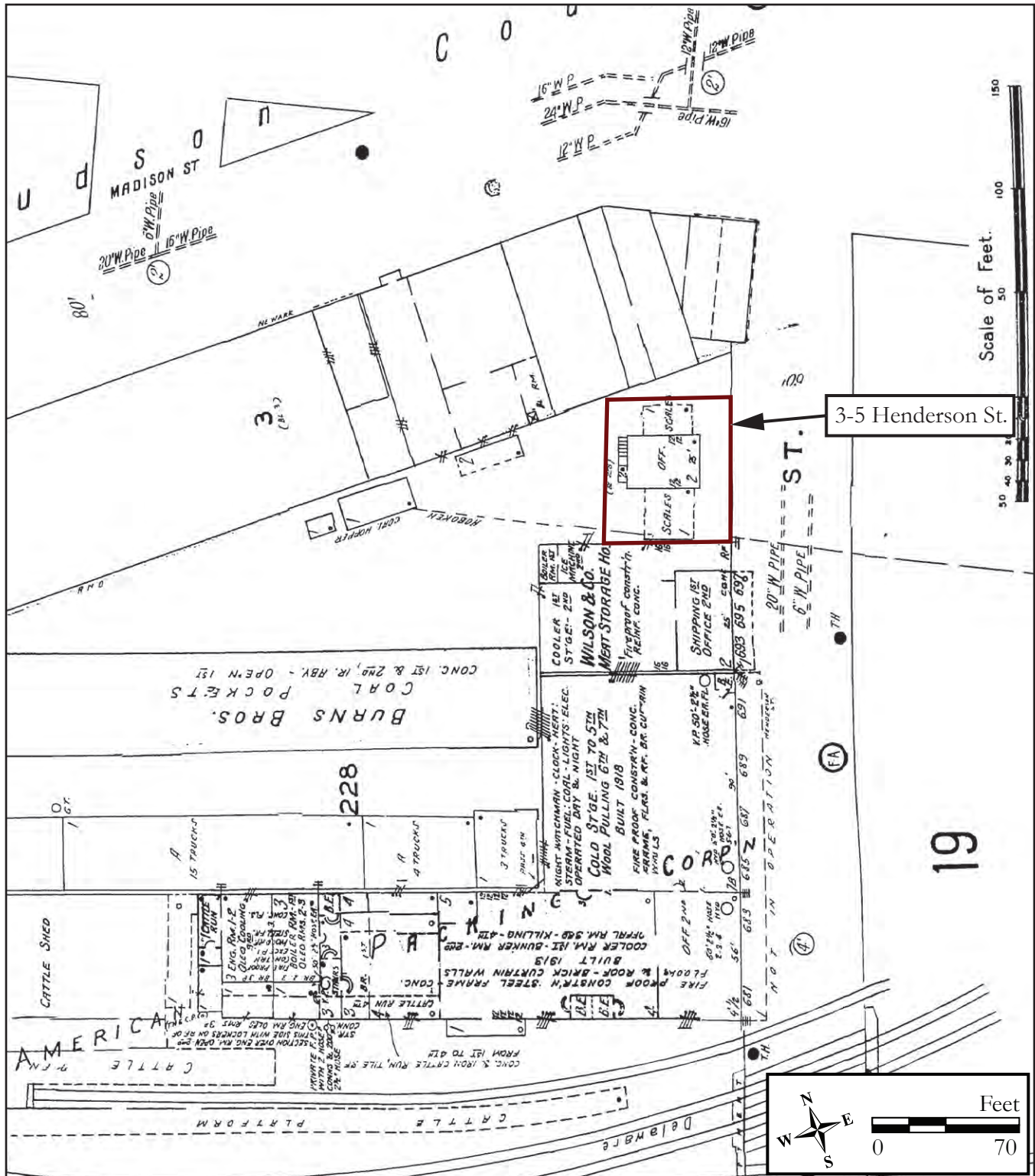


Figure 5: 1951 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:



Plate: 1

Photo view:  
Northwest

Photographer:  
Kelly E. Wiles

Date:  
February 17,  
2016

View northwest of the east and south elevations of 3-5 Henderson Street.



Plate: 2

Photo view:  
Southwest

Photographer:  
Kelly E. Wiles

Date:  
February 17,  
2016

View southwest of the east and north elevations of 3-5 Henderson Street.



## CONTINUATION SHEET

Historic Sites #:



Plate: 3

Photo view:  
South

Photographer:  
Kelly E. Wiles

Date:  
February 17,  
2016

View south of the north elevations of 3-5 Henderson Street.



Plate: 4

Photo view:  
Southeast

Photographer:  
Kelly E. Wiles

Date:  
February 17,  
2016

View southeast of the east and north elevations of 3-5 Henderson Street.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Organization: RGA, Inc.

Date: June 2016

## BASE SURVEY FORM

Historic Sites #:

**Property Name:** Fields Development Group Building

**Street Address:** Street #: (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: See Continuation Sheet Suffix: Type :

**County(s):** Hudson

**Zip Code:** 07030

**Municipality(s):** Hoboken

**Block(s):** 139.1

**Local Place Name(s):**

**Lot(s):** 2

**Ownership:** Private

**USGS Quad(s):** Jersey City

### Description:

The Fields Development Group Building is a four-story, five-bay commercial building constructed circa 1890 and enlarged in the early twentieth century. It has a flat, rolled-asphalt roof and a trapezoidal footprint. The north and west elevations are stuccoed, while the south and east are exposed brick. The primary elevation faces north and has two entrances: one in the center with a paneled door, transom window and a set of metal steps; and a second on the west side of the building at ground level, which is capped by a half-domed awning. There are two additional entrances on the south and west sides. The building was originally three stories in height; a fourth story was added at some point in the twentieth century. The two westernmost bays on the north side of the building were added between 1909 and 1923. This addition's original roofline (third story) has a pronounced dentiled cornice. A metal awning with small decorative anthemions and suspended by metal cables spans nearly the entire length of the north elevation between the first and second stories.

*See building attachment*

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.



**Historic Sites #:**

### Site Map:



*See continuation sheet*

This property was included in a 2002 cultural resources survey by ARCH<sup>2</sup>, Inc. for a Section 106 wireless project sponsored by Verizon Wireless. The building was identified as 497-499 Observer Highway and was recommended ineligible for the NRHP due to lack of architectural or historical significance (ARCH<sup>2</sup> 2002).

**More Research Needed?**    ☐ Yes    ☒ No

**Attachments Included:**      1      Building      \_\_\_\_\_ Landscape      \_\_\_\_\_ Farm  
   Bridge     Industry

**Within Historic District?**    ☐ Yes    ☒ No    **Historic District Name:** \_\_\_\_\_

**Status:**    ☐ Key-Contributing    ☐ Contributing    ☐ Non-Contributing

**Associated Archaeological Site/Deposit?** ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING    ☐ STRUCTURE    ☐ OBJECT

**Common Name:** Fields Development Group Building

**Historic Name:** 497-499 Ferry Street

**Present Use:** Commercial, Offices

**Historic Use:** Commercial, Multipurpose

**Construction Date:** Circa 1890

**Source:** Bailey & Ward, 1885; Sanborn 1891

**Alteration Date(s):** Circa 1915

**Source:** Hopkins 1909, 1923

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Italianate

**Form:** Irregular

**Stories:** 4

**Type:** N/A

**Bays:** 5

**Roof Finish Materials:** Rolled Asphalt

**Exterior Finish Materials** Stucco; Brick, Common Bond

### Exterior Description:

*Continued from Base Survey Form*

The first-floor façade retains paneled metal pilasters with acanthus motifs manufactured by the George Focht Iron Works at 1<sup>st</sup> and Adams Street in Hoboken, suggesting that the now-stuccoed ground level had more of an open, storefront design originally. These pilasters are located on the north elevation and wrap around to the east elevation and bear the stamp of Focht. Given its situation on a corner lot, these two elevations were the most public and therefore exhibit most of the architectural detailing on the building, including three-story pilasters separating the bays. The second and third stories on the north side and the first and second stories on the east side (which is four bays wide) have Italianate arched-top windows with stone sills and corbelled arched lintels. Some of the original 2/2 arched top, double-hung sash windows are still present. The remaining windows are 1/1 metal sash with some of the bays being fully or partially enclosed. The top story, which was added later in the twentieth century, has smaller windows openings. The south elevation is two bays wide and has a fire escape with multiple balconies affixed to the west side of the building.

*See continuation sheet*

### Interior Description:

Not accessible.

### Setting:

497 Observer Highway is sited on an polygonal-shaped parcel (Block 139.01, Lot 3) located on the southeast corner of Observer Highway and Henderson Street, near the point where Henderson Street turns into Luis Marin Boulevard in the City of Hoboken, Hudson County, New Jersey. The building is oriented with its primary facade facing north and is set back from the road approximately 25 feet. To the south of the building is an asphalt drive that leads to a large parking lot that wraps around to the south and west sides of the building. A public sidewalk spans the entirety of the north and east elevations. The property is bounded by Henderson Street to the east, Newark Street to the north and an asphalt parking lot to the south and west. It is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 315 feet north of the Morris and Essex Line right-of-way and 100 feet north of the Jersey City-Hoboken division line. Today, the lot comprises approximately 0.063 acres.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See continuation sheet*

### Significance:

497 Observer Highway is a heavily altered, mixed-use building and a typical example of a modest, late-nineteenth century building that was constructed to accommodate both the influx of population and industry in the city of Hoboken. It serviced both residents and manufacturers in Hoboken during the one of the most prosperous times in the city's history.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

497 Observer Highway is recommended not eligible for listing in the National Register of Historic Places. It is not architecturally significant, and modern alterations to the building in the form of stucco, additional stories, enclosures of storefronts and replacement windows diminish the building's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. Therefore, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

### Address:

501-503 Newark Street  
497 Observer Highway  
1 Henderson Street

\*Note: the building has been identified by several different addresses since construction, and as such, all known addresses are listed here.

### Exterior Description:

*Continued from Building Attachment*

The west elevation primarily consists of a stuccoed and brick wall, though there are a few window openings staggered throughout, most of which are on the first floor. This elevation tapers outward from the rear of the building, and the wall is slightly recessed in the center to accommodate an interior stairwell, with decorative obtuse-angled brick detailing on the northwest and central corners. The ground-level entrance is capped with a cloth awning and has a set of cement steps with an iron railing.

### History:

497 Observer Highway was constructed between 1881 and 1891 (See Figure 1) (Bailey & Ward 1881; Sanborn 1891). The building appears to have served as a multi-tenant commercial, and possibly residential, building throughout the late nineteenth and twentieth centuries. In 1891, the building was three stories tall with a tin roof, shops on the ground floor, and a small one-story frame addition on the west side (Sanborn 1891). Numerous addresses have been associated with the building due to the renaming of Ferry Street to Observer Highway, the renaming of Newark Avenue to Newark Street, the interchangeable use of Hoboken Avenue and Newark Avenue in the early twentieth century, and the interchangeable usage of Newark Street and Observer Highway in this particular section of Hoboken. The inconsistencies make researching tenants difficult; however, historically it appears that 497 or 497-499 Ferry Street was the most commonly used address.

One of the occupants of the building in the 1890s was the umbrella factory of Peter Ross. The factory was presumably located on either the second or third floors of the building and was subject to slight fire damage in 1899 (Clothiers & Haberdashers Weekly 1899:24). The 1904 bird's-eye view of the City of Hoboken by Hughes and Bailey depicts the building as three stories with a front-gabled roof. The date of the fourth-story addition is unclear, though it probably happened in the second quarter of the twentieth century. The 1904 lithograph also notes that 497 Ferry Street was the headquarters of Gilch and Sons, manufacturers of Butchers' Fixtures and Ice Houses. They also had another location at 208-210 Jackson Street (See Figure 2) (Hughes & Bailey 1904). Aschenbach's Carriage Repository was also located at 497 Ferry Street around the same time (See Figure 3) (Jersey City Journal 1908:8). In the early twentieth century, portions of the building were leased by multiple food and beverage-related companies. The Ortlieb & Volmer Company, which specialized in "meats, foods and food products, hides, etc." used 497 Ferry Street as their main address when they were incorporated in 1908 (The National Provisioner 1909:24; New Jersey Secretary of State 1908: 262). The company, whose name later became Ortlieb & Co., occupied the space until at least 1916, when they began to lease the "store or room in the westerly portion of the brick building known as number 497 ferry street...also all of the frame building adjoining said premises on the west all of which premise are now used and occupied by [Ortlieb & Co.]" (See Figure 4) (Hudson County Clerk's Office [HCCO] 1225:137; New Berlin Bee 1916:5). In 1910, owner Catherine Hiney leased out "No 497 Ferry Street, and two buildings [for] one year with privilege of 5 more years" to the Eagle Brewing Company of Newark (HCCO 1053:515). In 1917, a portion of the building was in use as the headquarters for the Commission of Drivers, Chauffeurs', Stablemen and Helpers of America, an early labor union (See Figure 5) (International Brotherhood of Teamsters 1917).

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.



## CONTINUATION SHEET

Historic Sites #:

### History (continued):

Jersey City directories (which include listings for Hoboken) published between 1892 and 1918, indicate that people listed 497 Ferry Street as their local addresses. Some of these residents include owners of the building, such as Catherine Hiney (1901) and Paul Mueller (1915) (Boyd Directory Company [BCD] 1901:726; Polk & Co. 1915:1813). Peter Ross, the umbrella manufacturer, is listed as residing at 497 Ferry Street in 1900 (BCD 1900:875).

Other occupants, like John Cunningham in 1901 and William Dunn in 1910, listed professions such as carpenter and laborer. They likely resided in the building and worked in one of the many nearby factories (BCD 1901:158, 1910:178). The residential use of part of the building is further confirmed by the inclusion of families like the Guinans in 1901 and Cordocks in 1915 associated with the address in the directories (BCD 1901: Polk & Co 1915:1126).

Between 1909 and 1923, the small frame addition to the west was demolished and a three story masonry addition was constructed in its place, creating the current trapezoidal footprint (See Figures 6, 7) (Hopkins 1909, 1923). The building was vacant according to a 1938 fire insurance map and was subject to seizure; it passed through various entities like the Mayor of Hoboken, the Jefferson Trust Company and the Sherriff of Hudson County throughout the middle of the twentieth century (See Figure 8) (Sanborn 1938; HCCO 1814:64, 1900:469, 1954: 334, 1969:45, 2007:123). In 1941, Edna N. Taylor purchased the building and leased it out (HCCO 2007:121). The subject building was occupied by an unnamed whole meats distributor in 1951 (See Figure 9) (Sanborn 1951). This business was likely Charles Haag Inc., which was based at 497 Observer Highway in 1957 (United States Congress House Committee on the Judiciary 1957:276). Taylor sold the property in 1980 to J.F. Caulfield, whose family owned the neighboring 3-5 Henderson Street to the south (HCCO 3307-514). The Caulfields currently own the building and have used it as the headquarters for the Caulfield Association as well as the Fields Development Group. Hoboken Auto Sales, a used car dealership, is located in the first floor.

### Bibliography:

ARCH<sup>2</sup>, Inc.

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Bailey & Ward

1881 *Hoboken 1881 Bird's Eye View*. Bailey & Ward, New York City, New York.

Boyd Directory Company [BCD]

1900 *Boyd's Jersey City and Hoboken Directory*. The Globe Printing Company, Washington, DC.

1901 *Boyd's Jersey City and Hoboken Directory*. The Globe Printing Company, Washington, DC.

1910 *Boyd's Jersey City and Hoboken Directory*. The Globe Printing Company, Washington, DC.

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1904 *City of Hoboken, New Jersey*. Hughes & Bailey, New York City, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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### Bibliography (continued):

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- 1891 Insurance Maps of Hudson County. Vol. 7. Sanborn Map Company, New York.  
1938 Insurance Maps of Hudson County. Vol. 7. Revised from 1906. Sanborn Map Company, New York.  
1951 Insurance Maps of Hudson County. Vol. 3. Revised from 1910. Sanborn Map Company, New York.

South New Berlin Bee

- 1916 Advertisement, Ortlieb & Company. South New Berlin Bee, South New Berlin, New York. 22 January 1916, p. 5.

United States Congress House Committee on the Judiciary

- 1957 *Meat Packers: Joint Hearings Before the Subcommittees on the Judiciary and Committee on Interstate and Foreign Commerce*. United States Government Printing Office, Washington DC. Charles Haag Inc. 497 Observer 1957, p. 276

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Date: June 2016

Organization: RGA, Inc.

**Historic Sites #:**Date: June 2016

## CONTINUATION SHEET

Historic Sites #:



Figure 2: 1904 City of Hoboken, New Jersey. Hughes & Bailey, New York City, New York.

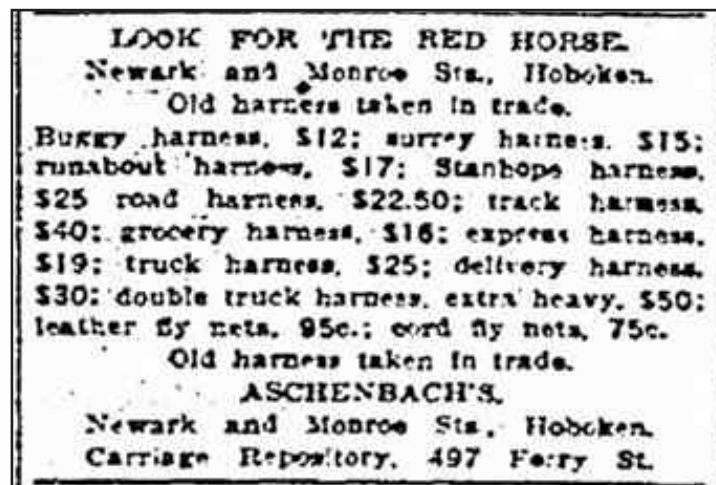


Figure 3: Advertisement for the Aschenbach's Carriage Repository. Jersey City Journal, Jersey City, New Jersey. 14 August 1908, p. 11.



## CONTINUATION SHEET

Historic Sites #:



Figure 4: 1916 advertisement for Ortlieb & Company from the South New Berlin Bee based out of South New Berlin, New York.

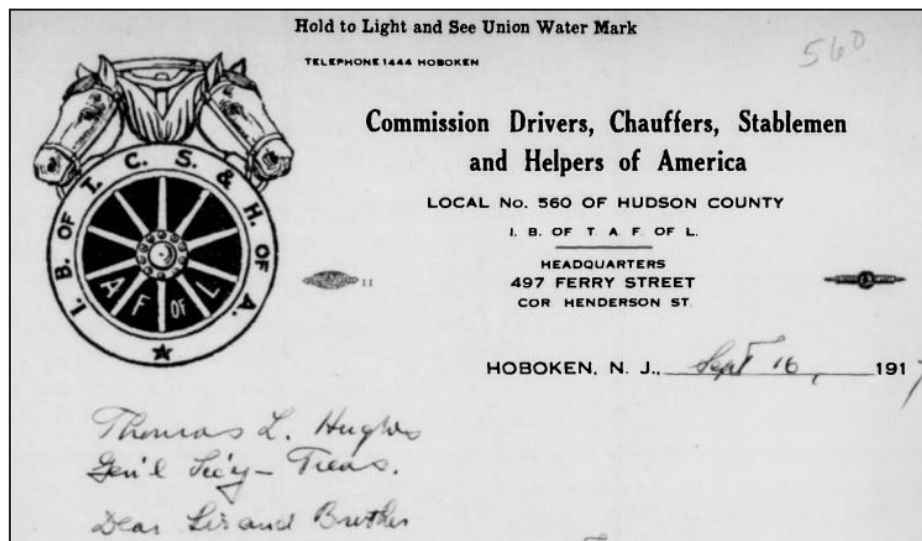


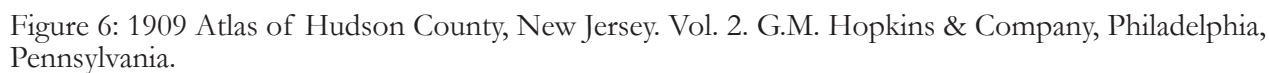
Figure 5: Letterhead of the Commission Drivers, Chauffeurs', Stablemen and Helpers of America. Courtesy of the International Brotherhood of Teamsters Archive, George Washington University, Washington, DC.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Organization: RGA, Inc.

Date: June 2016

**Historic Sites #:**Date: June 2016

Organization: RGA, Inc.



## CONTINUATION SHEET

Historic Sites #:

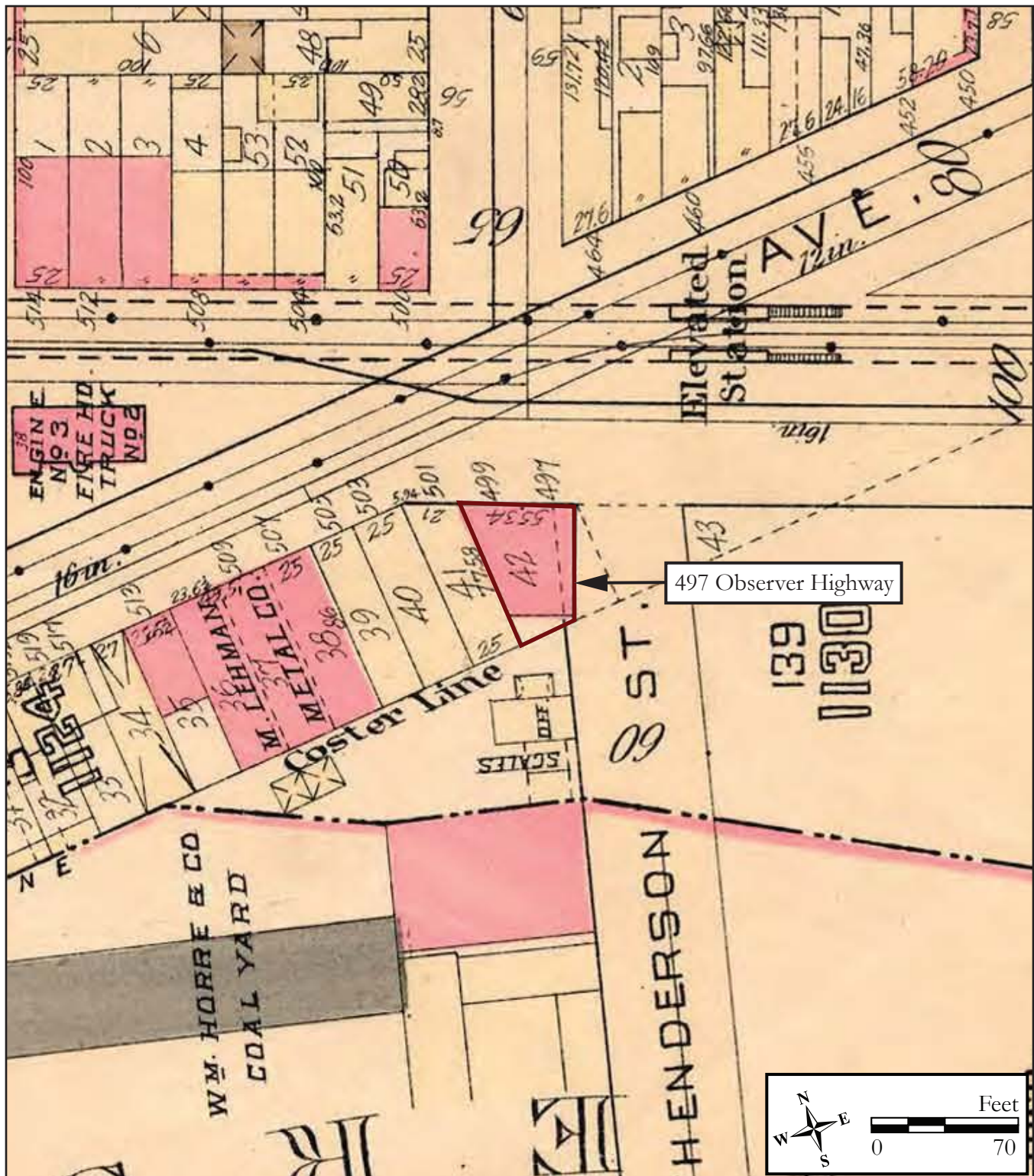


Figure 7: 1923 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles

Organization: RGA, Inc.

Date: June 2016

# CONTINUATION SHEET

Historic Sites #:

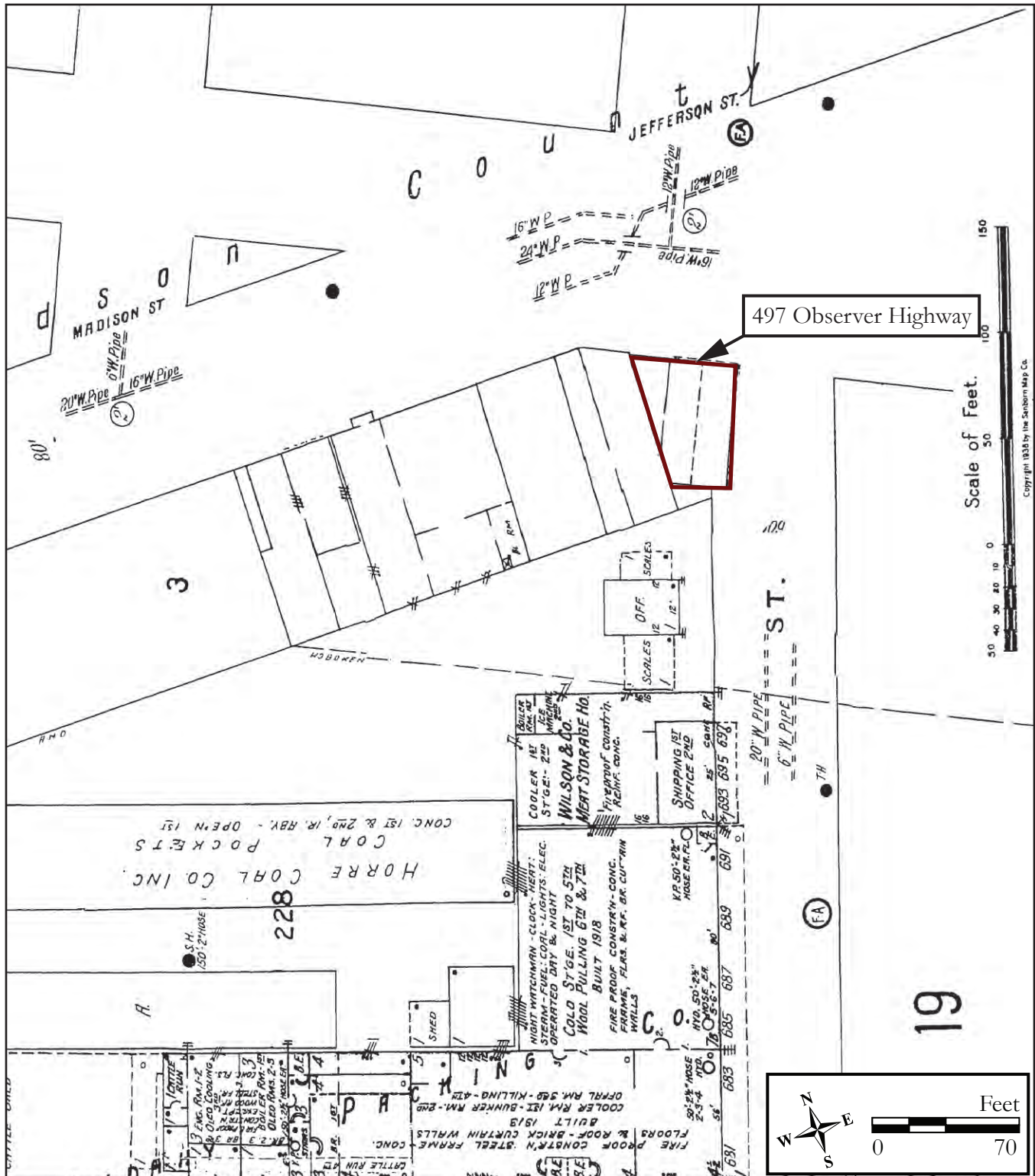


Figure 8: 1938 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.



**Historic Sites #:**

## CONTINUATION SHEET

Historic Sites #:



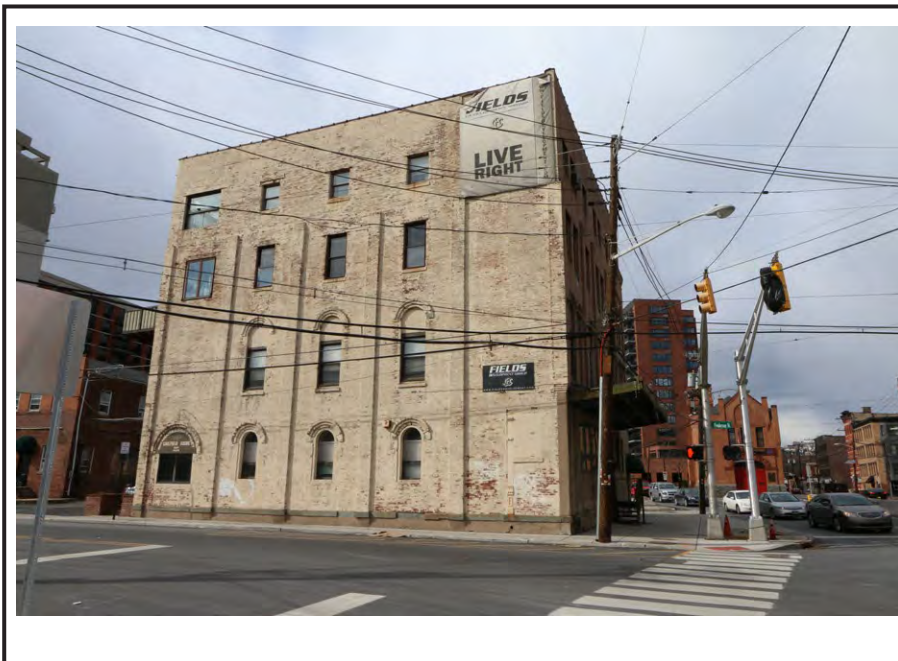
North elevation of the Fields Development Group Building.

Plate: 1

Photo view:  
South

Photographer:  
Kelly E. Wiles

Date:  
February 17,  
2016



East elevation of the Fields Development Group Building.

Plate: 2

Photo view:  
West

Photographer:  
Kelly E. Wiles

Date:  
February 17,  
2016



## CONTINUATION SHEET

Historic Sites #:



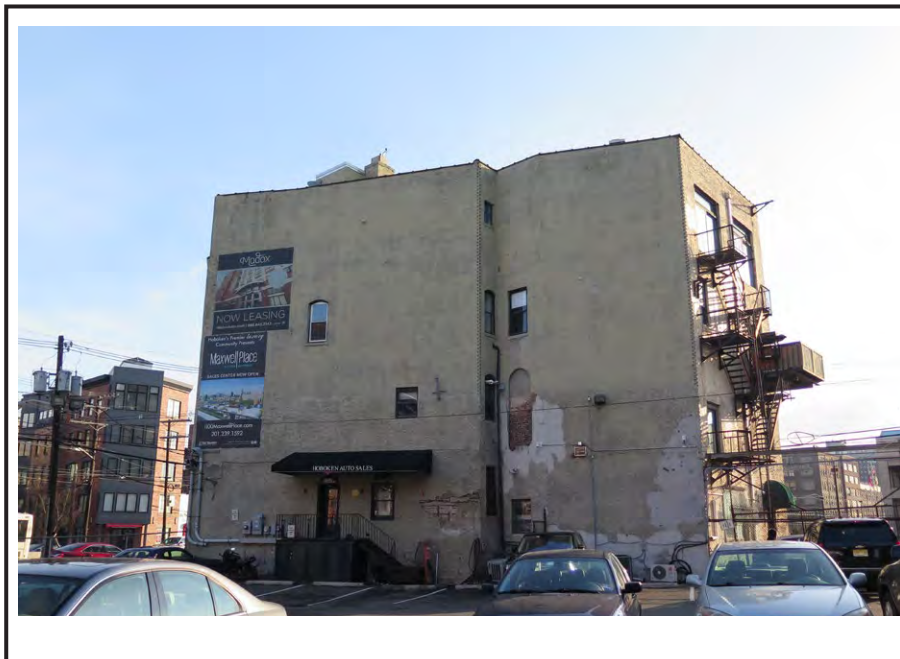
East and south elevations of the Fields Development Group Building.

Plate: 3

Photo view:  
Northwest

Photographer:  
Kelly E. Wiles

Date:  
February 17,  
2016



West elevation of the Fields Development Group Building.

Plate: 4

Photo view:  
East

Photographer:  
Kelly E. Wiles

Date:  
February 17,  
2016

## CONTINUATION SHEET

Historic Sites #:

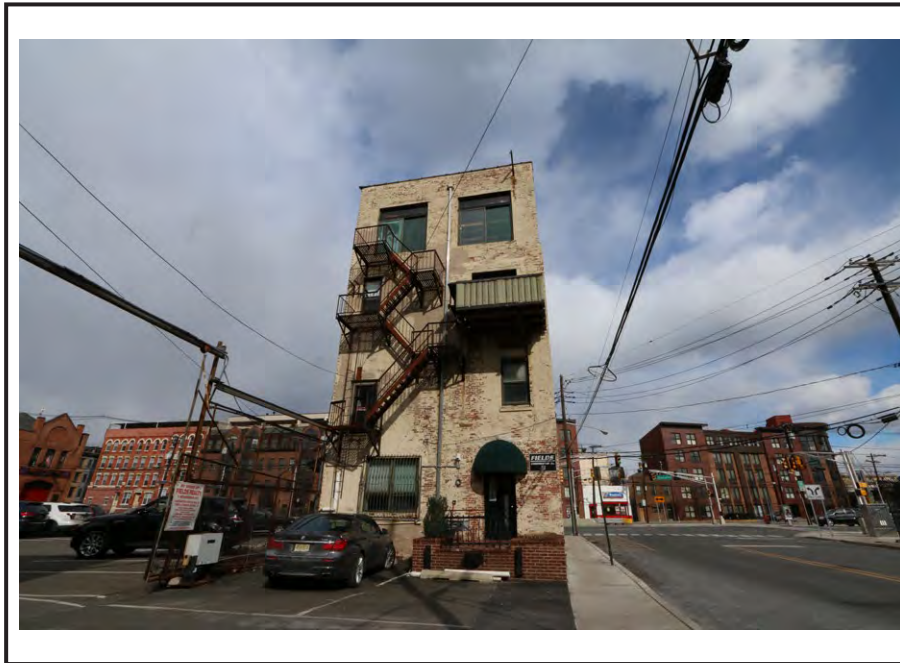


Plate: 5

Photo view:  
North

Photographer:  
Kelly E. Wiles

Date:  
February 17,  
2016

South elevation of the Fields Development Group Building.



## BASE SURVEY FORM

Historic Sites #:

**Property Name:** R. Neumann & Co. Factory Complex

**Street Address:** Street #: 300 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Observer Suffix: Type : HWY

**County(s):** Hudson **Zip Code:** 07030

**Municipality(s):** Hoboken **Block(s):** 2, 2.1

**Local Place Name(s):** Lot(s): 13 -26, 1-4, 9, 10

**Ownership:** Private **USGS Quad(s):** Jersey City

### Description:

Constructed circa 1885, the R. Neumann & Co. Factory complex is sited on a triangular block bounded by Newark Street, Willow Ave and Observer Highway. The interconnected industrial complex was built in several phases throughout the late nineteenth and twentieth centuries. While the structural systems and heights for the multiple additions vary, the exterior envelopes all consist of brick construction. Situated on the northwest corner of Willow Ave and Observer Highway is the oldest extant, L-plan building constructed circa 1885 (Building A). It fronts Observer Highway with its primary elevation facing southwest and the ell continuing northeast along Willow Ave. The 1900 expansion consists of two additions. The first addition extends off the western portion of the north elevation of the main building. This eastern addition extends towards Willow Ave to form a courtyard. A frame passageway connects the two buildings. Also during this period, a northern addition was built along Willow Ave, lengthening the ell of the original building (Addition B).

*Continued on Industry Attachment*

### Registration and Status Dates:

National Historic  
Landmark:

National Register:

New Jersey Register:

Determination of Eligibility:

SHPO Opinion:

Local Designation:

Other Designation:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

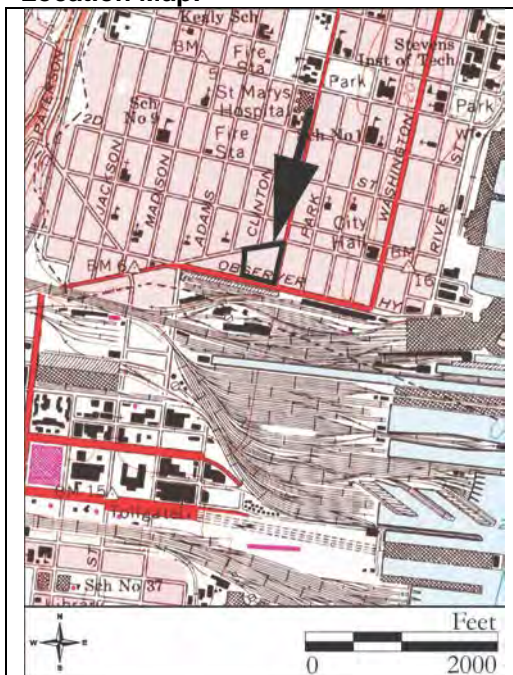
Organization: RGA, Inc.

Date: June 2016

## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

*See Continuation Sheet*

### Bibliography/Sources:

*See Continuation Sheet*

### Additional Information:

This property was included in a 2002 cultural resources survey by ARCH<sup>2</sup>, Inc. for a Section 106 wireless project sponsored by Verizon Wireless. They recommended the building to be ineligible for the NRHP due to lack of architectural or historical significance (ARCH<sup>2</sup> 2002).

**More Research Needed?** ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

**Attachments Included:** \_\_\_\_\_ Building \_\_\_\_\_ Landscape \_\_\_\_\_ Farm  
\_\_\_\_\_ Bridge 3 \_\_\_\_\_ Industry

**Within Historic District?** ☐ Yes ☒ No **Historic District Name:** \_\_\_\_\_  
**Status:** ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

**Associated Archaeological Site/Deposit?** ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## INDUSTRY ATTACHMENT

Historic Sites #:

**Common Name:** R. Neumann & Co. Factory Complex

**Historic Name:** Neumann Leathers Factory

Commercial Activity – Personal Services; Industrial

**Present Use:** Activity – Light Industrial

**Historic Industry:** Leather and Other Animal Skin Products Manufacture

**Building ID:** Building E

**Construction Date:** Circa 1885

**Source:** Bailey and Ward 1881; Sanborn Insurance Map 1891

Circa 1900, 1919,

G. M. Hopkins, 1909; Hoboken Historical Museum 1919;

**Alteration Date(s):** 1930, 1940

**Source:** Sanborn Insurance Map Company 1938, 1951

**Architect:** Unknown

**Physical Condition:** Fair

**Builder:** Unknown

**Remaining Historic Fabric:** High

**Style:** N/A

**Length:** N/A

**Stories:** N/A

**Width:** N/A

**Bays:** N/A

**Exterior Finish Materials:** Brick – Common Bond

**Foundation Materials:** Unknown

**Structural System:** Brick

**Roof System:**

**Roof Finish Materials:** Asphalt

**Equipment/Machinery:** Unknown

**Transportation Links:** Unknown

### Exterior Description:

*Continued from Base Survey*

In 1919, the complex expanded further west along Observer Highway with the construction of a six-story building. Around the same time, another L-shaped engine room was built on the northern elevation of the c. 1900 addition (Addition C). By 1934, the factory complex expanded even further through construction and the acquisition of nearby existing buildings. During the 1920s, the company acquired a former facility on Observer Highway, previously used as a metallic novelties factory (Building E). A storage building on the back of the property sited on Newark Ave was also acquired around this time (Building F). Multiple one-story additions were constructed to connect the buildings. By 1938, an additional parcel along Newark Street had been acquired, along with several frame extant buildings that were on the property. By 1951, R. Neumann had replaced the frame buildings with the one-story brick building that stands today.

*See Continuation Sheet*

### Interior Description:

Not Accessible

### Setting:

R. Neumann & Co. at 300 Observer Highway is sited on an approximately 3-acre triangular plot of land located on the northwest corner of Observer Highway and Willow Street. The multi-building complex is oriented with its primary façade facing southwest and is set back from the road approximately 15 feet. The complex spreads across the eastern portion of the parcel, running north along Willow Street and extending northwest to Newark Street. A paved asphalt parking lot is situated to the northwest. A public sidewalk spans the entire length of the southwest, southeast, and northwest elevations. The building is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 100 feet north of the Hoboken Terminal and Railway.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

Built in the late nineteenth century, the R. Neumann & Co. Factory is significant as a rare and well preserved extant example of some of the last vestiges of Hoboken's former industrial power. The factory is one of the few surviving intact historic industrial complexes in the city and has remained continuously active as a center of manufacturing and creative enterprises since its construction circa 1885. Architecturally, it is a strong example of late nineteenth and early twentieth century utilitarian industrial design, a pivotal building type in Hoboken's commercial and industrial history.

### Eligibility for New Jersey and National Registers:

☒ Yes

☐ No

### National

### Register Criteria:

☒ A

☐ B

☒ C

☐ D

### Level of Significance

☒ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The R. Neumann & Co. Factory is recommended eligible for listing in the National Register of Historic Places under Criterion A for its association with the early industrial development of Hoboken and under Criterion C for its architecture. Constructed in the late nineteenth century, the factory was established during one of the city's most significant periods of growth, when it emerged as a burgeoning center of innovative technology and manufacturing. Over the past century, the building complex has evolved through various construction phases. These additions represent the evolution of the industry over time and contribute to the building's greater significance. The R. Neumann & Co. Factory's integrity of location, materials, design, feeling, and association are high. Many of the original characteristics have been preserved, including massing, fenestration, wood window sash and surrounds, and corbelled brick detailing, as well as the smokestack, cobbled drives, loading portals, and signage. These extant historic elements effectively fuse the City's industrial past with the present urban landscape. Having been continuously owned and operated by descendants of the Neumann Family, the building complex continues to serve as a center of the industrial arts for the community and conveys its historic importance as a manufacturing anchor of Hoboken.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.



## INDUSTRY ATTACHMENT

Historic Sites #:

<b>Common Name:</b>	350 Observer Highway		
<b>Historic Name:</b>	W. M. Schimper & Co.		
<b>Present Use:</b>	Commercial Activity – Personal Services; Industrial Activity – Light Industrial		
<b>Historic Industry:</b>	Fabricated Metal Products Manufacture	<b>Building ID:</b>	Building E
<b>Construction Date:</b>	Circa 1885	<b>Source:</b>	Bailey and Ward 1881; Sanborn Insurance Map 1891
<b>Alteration Date(s):</b>	Circa 1930	<b>Source:</b>	G. M. Hopkins & Co. 1923, 1934
<b>Architect:</b>	Unknown	<b>Physical Condition:</b>	Fair
<b>Builder:</b>	Unknown	<b>Remaining Historic Fabric:</b>	Medium
<b>Style:</b>	N/A	<b>Length:</b>	70 feet
		<b>Width:</b>	135 feet
		<b>Stories:</b>	6
		<b>Bays:</b>	9
<b>Exterior Finish Materials:</b>	Brick – Common Bond		
<b>Foundation Materials:</b>	Unknown		
<b>Structural System:</b>	Brick	<b>Roof System:</b>	Unknown
<b>Roof Finish Materials:</b>	Asphalt		
<b>Equipment/Machinery:</b>	Unknown		
<b>Transportation Links:</b>	Unknown		

### Exterior Description:

Built in the late 19<sup>th</sup> century on an adjoining parcel west of the original R. Neumann & Co. Factory, the property was acquired and modified by R. Neumann and Co. during the 1930s (See Figure 4). The building stands six stories tall and is situated with the primary elevation fronting Observer Highway. The exterior envelope is clad in brick laid in Common bond. A flat, rolled asphalt roof caps the building and delineated by a stunted parapet wall with ornamental brickwork accenting the cornice line. Brick pilasters flank every third bay on the primary (southwest) elevation. The fenestration is irregular, consisting principally of replacement industrial double sliding windows. Many of the window openings have been filled in with concrete blocks; however, some of the original 4/4 and 2/2 wood sash and surrounds remain. All windows on the primary elevation possess stone sills and arched brick lintels. The first story is delineated with red paint and the words “R. NEUMANN & CO.” are painted on the facade between the third and fourth stories. The fenestration differs slightly on the northwest elevation, consisting primarily of paired, double-sliding replacement windows or concrete infill. Window openings have stone sills and wood lintels. A large exterior brick chimney projects from the northwest corner, and a metal fire escape spans the height of the building. A one-and-a-half-story brick addition projects from the rear.

### Interior Description:

Not Accessible

### Setting:

350 Observer Highway is sited on the north side of Observer Highway. The building is attached to the industrial complex commonly known as R. Neumann & Co. Factory, which is situated on a 3-acre parcel of land on the northwest corner of Observer Highway and Willow Avenue. The primary elevation faces southwest and is set back from the road approximately 15 feet. A paved asphalt parking lot is situated to the northwest. A public sidewalk spans the length of the southwest elevation. The building is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 100 feet north of the Hoboken Terminal and Railyard.

<b>Survey Name:</b>	NJ TRANSIT GRID TRACTION POWER SYSTEM		
<b>Surveyor:</b>	Lauren Szeber	<b>Date:</b>	June 2016
<b>Organization:</b>	RGA, Inc.		

## INDUSTRY ATTACHMENT

Historic Sites #:

<b>Common Name:</b>	<u>321 Newark Street</u>		
<b>Historic Name:</b>	<u>Kent Costikyan Rugs</u>		
	<u>Commercial Activity – Personal Services; Industrial</u>		
<b>Present Use:</b>	<u>Activity – Light Industrial</u>		
<b>Historic Industry:</b>	<u>Other Textile Industry</u>	<b>Building ID:</b>	<u>Building F</u>
<b>Construction Date:</b>	<u>Circa 1900</u>	<b>Source:</b>	<u>Sanborn Insurance Map 1891, G. M. Hopkins &amp; Co. 1909</u> <u>G. M. Hopkins &amp; Co. 1934; Sanborn Insurance Map 1938,</u>
<b>Alteration Date(s):</b>	<u>Circa 1935, 1945</u>	<b>Source:</b>	<u>1951</u>
<b>Architect:</b>	<u>Unknown</u>	<b>Physical Condition:</b>	<u>Fair</u>
<b>Builder:</b>	<u>Unknown</u>	<b>Remaining Historic Fabric:</b>	<u>High</u>
<b>Style:</b>	<u>N/A</u>	<b>Length:</b>	<u>111 feet</u>
		<b>Width:</b>	<u>56 feet</u>
		<b>Stories:</b>	<u>N/A</u>
		<b>Bays:</b>	<u>N/A</u>
<b>Exterior Finish Materials:</b>	<u>Brick – Common Bond</u>		
<b>Foundation Materials:</b>	<u>Concrete</u>		
<b>Structural System:</b>	<u>Brick</u>	<b>Roof System:</b>	<u>Concrete</u>
<b>Roof Finish Materials:</b>	<u>Asphalt</u>		
<b>Equipment/Machinery:</b>	<u>Unknown</u>		
<b>Transportation Links:</b>	<u>Unknown</u>		

### Exterior Description:

The building at 321 Newark St is a modified H-plan structure standing five-stories high and measuring nine bays wide. Constructed of Common-bond brick, it is capped by a flat roof terminated by a parapet wall. Windows consist primarily of the original 6/6 wood sash and surround, however, many have been replaced along the upper stories with modern vinyl, multi-pane sliding windows. All window openings have stone sills and triple rowlock arched lintels. The western-most window openings have been filled in with brick to accommodate for a metal fire escape, facilitating access to the interior on each story. The first-story windows have also been filled in with brick and painted red to match the surrounding façade. Access is gained at the street level via a garage door opening situated on the easternmost portion of the primary (northwest) elevation. An industrial metal door is located to the right. Ornamental brickwork wraps around the exterior envelope in between the fourth and fifth stories.

The mid-century addition adjoins the northeast elevation of the building at 321 Newark Street and it situated with its primary elevation facing northwest. The block building stands one-and-a-half stories tall. A flat roof caps the building, which is delineated by a shallow brick stepped parapet wall. The fenestration consists of regularly-placed, double-hung vinyl windows in sets of three. A large, central corrugated garage door dominates the façade, flanked by two modern industrial doors. The building is clad in brick laid in Common bond.

### Interior Description:

Not Accessible

### Setting:

321 Newark Street is sited on the south side of Newark Street. The building is attached to the industrial complex commonly known as R. Neumann & Co. Factory, which is situated on a 3-acre parcel of land on the northwest corner of Observer Highway and Willow Avenue. The primary elevation faces northwest and is set back from the road approximately 15 feet. A paved asphalt parking lot is situated to the southwest. A public sidewalk spans the length of the primary elevation. The building is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 300 feet north of the Hoboken Terminal and Railyard.

<b>Survey Name:</b>	<u>NJ TRANSITGRID TRACTION POWER SYSTEM</u>		
<b>Surveyor:</b>	<u>Lauren Szeber</u>	<b>Date:</b>	<u>June 2016</u>
<b>Organization:</b>	<u>RGA, Inc.</u>		

## CONTINUATION SHEET

Historic Sites #:

### Description:

*Continued from Industry Attachment*

#### **R. Neumann & Co Factory (Building A): circa 1885**

Initially constructed circa 1885, the oldest portion of the R. Neumann & Co. Factory is a rectangular plan with the primary façade fronting Observer Highway. Standing four stories tall and measuring six bays wide, the factory is of Common-bond brick construction and topped by a flat, asphalt rolled roof. Decorative corbelled brickwork accentuates the cornice line. Brick pilasters at the third and fourth stories flank every third bay and extend above the roofline to form a low parapet. The building features symmetrical fenestration and utilizes 4/4 and 2/2 wood sash and surrounds, with limestone sills and segmental arch brick lintels. The majority of the first story windows is enclosed by metal screens or has been filled in with cinder blocks. Access to the building is gained via various offset modern paneled doors or garage openings at the street level. The remains of the original painted words “R. NEUMANN & CO.” are still visible between the third and fourth stories on the western portion of the primary elevation. The first story is distinguished with red paint. In the late 1880s, the company expanded with a four-story, two-bay addition fronting Willow Avenue. The addition complements the initial building’s design and reconfigured the layout into an elongated L-plan (See Figure 1).

#### **Addition B: circa 1900**

Projecting from the north elevation of the ell along Willow Avenue, this addition is situated with its primary elevation facing southeast (See Figure 2). The building measures 12 bays in length and is capped by a flat, asphalt rolled roof. Designed to match the original building, the four -story extension’s exterior envelope is composed of brick laid in Common bond with decorative corbelled brickwork running along the cornice line. Brick pilasters at the third and fourth stories flank every second bay, terminating in a stunted parapet wall. The fenestration along the front elevation is symmetrical, consisting of 8/8 wood sash and surround windows on the first story and 4/4 and 2/2 wood sash and surround windows on the second, third, and fourth stories. All windows possess stone sills and arched brick lintels, although many of the openings have been filled in with concrete blocks. The first story is delineated by a double brick spring line and has been painted red. A modern door allows access to the building from the southwest elevation. The rear of the building features a large metal smokestack and the painted words “NEUMANN LEATHERS” positioned prominently in the top left corner.

Around the same time, an L-plan addition was built off of the western section of the original building, projecting northeast to form an enclosed courtyard space. The building stands four stories tall and is clad in brick. It is currently surrounded by one- and two-story structures at the center of the complex.

#### **Addition C: circa 1919**

The 1919 addition stands adjacent to the original building with its primary façade facing southwest (See Figure 3). The six-story building measures three bays wide and is clad in Common-bond brick. The flat, rolled asphalt roof is accented by a stepped parapet wall and ornamental brickwork running along the cornice line. The building is characterized by large, metal industrial casement windows with stone sills. Later window replacements include 4/4 wood sash and surrounds set in units of three, as well as single-hung vinyl sash and surround windows filled in with concrete blocks. Band courses wrap around the exterior envelope bordering the window perimeters. The first story is demarcated with red paint and by a limestone spring line. The main entrance to the building is located on the western portion of the primary elevation, accessed by a small inset entranceway leading to a metal door with large transom window. Two garage openings punctuate the first story topped by signage. The painted words “FINE LEATHERS” are visible in between the third and fourth stories.

#### **Addition D: circa 1930**

During the 1920s and early 1930s, The R. Neumann & Co. Factory acquired 2 pre-existing brick buildings; the first to the southwest fronting Observer Highway (Building E) and the other on the northern portion of the property fronting Newark Street (Building F). During this period, one-story brick additions were constructed connecting the various buildings to form a cohesive complex.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

### History:

The industrial complex known as R. Neumann & Co. first appears cartographically on the *1891 Sanborn Insurance Map of Hudson County* (Sanborn Map Company 1891). The factory is not depicted on the 1873 Hudson County Atlas, suggesting that it was constructed at some point between 1873 and 1891 (Sanborn Map Company 1873, 1891). Although the building has gone through various construction phases, the original footprint has remained intact.

R. Neumann & Co. was founded in 1863 as a producer of fine leather and leather goods by German immigrant Raphael Neumann. Having settled in New York City, Raphael first ran his burgeoning business out of a small shop at 6 Bond Street and later 76 Duane Street (US City Directories 1876). The company grew quickly, and the need for a larger manufacturing facility soon became apparent. Easily accessible from the city, Hoboken was selected as the site of the new factory during the 1880s. The space at 76 Duane Street was retained for use as the company's showroom and business office, run by Neumann's nephew, Gustave Bernheim. Neumann was ambitious and saw the opportunity to embark on a multi-manufacturing endeavor. He also established the Neumann Hardware Company during this same period and built a large five-story facility on St. Francis Street in Newark, New Jersey. The company specialized in trunk hardware, frames, and trimmings for traveling bags and suitcases – products all advantageous to the luxury leather good trade (*American Trade Index* 1913).

The original four-story leather goods factory was built on the northwest corner of Willow Avenue and Observer Highway (then known as Ferry Street), and within the first few years expanded with a matching addition extending southeast along Willow Avenue (See Figures 1 and 7)(Sanborn Map Company 1891). The immediate surrounding area was predominantly industrial, consisting of saw mills and coal yards, as well as the newly built North Hudson County Elevated Railroad, which ran directly in front of the primary elevation (G.M Hopkins and Co. 1909). The construction of the building coincided with the period of rapid growth and development of the area. Following the end of the Civil War, Hoboken saw a technological evolution in almost every mode of transportation, making it widely accessible by train, steamboat, and ferry (Carmelich and Spies 2004). The town saw a 44 percent increase in business establishments between 1900 and 1905 and quickly gained the reputation as an innovative industrial community (*Hoboken Board of Trade* 1907: 69).

The company experienced a minor setback in the summer of 1897 with the explosion of a Naphtha tank in one of the annexes, injuring a worker and setting the building aflame. The resulting damage cost the company \$1000 (*New York Times* 1897). Despite this minor misfortune, the first quarter of the twentieth century was marked by physical growth and prosperity for R. Neumann & Co. To accommodate this progress, a four-story, L-shaped addition was built off of the western part of the rear (northeast) elevation (See Figure 2). A partially enclosed courtyard was formed at the heart of the factory and filled in with various one-story additions. The construction phase also included an extension projecting to the northeast along Willow Avenue (G.M Hopkins and Co. 1909). In 1917, the company embarked on a second building campaign. At the time, all finished leather goods were still being relocated from the factory to the Duane Street location in New York City for sales and shipping. In order to streamline the process, management elected to build an additional facility to be used as an office space and sales room on the factory's premises. An adjoining lot was purchased from the Hoboken Land and Improvement Company (*New York Times* 1917) and two years later a new six-story, steel framed building was completed (See Figures 3 and 8). A one-story, L-plan structure was also constructed off of the rear of the 1900s addition to house a boiler and engine room.

Expansion and construction continued to be a common theme for R. Neumann & Co. throughout the 20<sup>th</sup> century. Gustave Bernheim and his sons George and Phillip had assumed ownership of the business following the death of Raphael Neumann. Under the Bernheims' direction, the company went from selling small luxury leather goods to offering a wide variety of multi-purpose leathers at an international level. Mechanization replaced much of the handwork, and the increase in production led to the gradual development of the property stretching from Ferry Street all the way to Newark Avenue. During the 1920s and early 1930s, the company acquired two additional adjoining

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016



## CONTINUATION SHEET

Historic Sites #:

### History, cont.:

properties to the north and northwest of the original factory (G.M. Hopkins Map 1934). These late 19<sup>th</sup> century brick buildings were incorporated into the complex for use as additional hide storage and warehouse space (See Figures 4, 5, and 9).

By the 1960s, R. Neumann & Co. was at the forefront of luxury leather, and improvements in technology allowed the company to offer innovative products never before possible. Following the 1969 landing of the first man on the moon, Neumann revealed a new textured and colored line of “Lunar” leathers, advertised to be able to “boost [your] shoe designs up from the launching pad into wide orbits of acceptance” (Hoboken Historic Museum 1963-1969). The design of the line came in celebration of the company’s 100<sup>th</sup> anniversary. Neumann made the news again in the 1980s with the invention of the “tackified” glove. Initially invented to improve golfing grips, the product was adapted for football and by 1982 was being used by both college and professional football teams nationwide. The complex by this time included over a dozen buildings to support its various enterprises including a graining shop, embossing department, color house and laboratory (*Pittsburgh Press* 1988).

Leather production at the site ceased by the late 1980s; however, descendants of the original Neumann/Bernheim family maintained ownership of the property, and the three-acre complex was repurposed and leased to small businesses and local artists. The original factory and additional buildings currently house 30 small businesses, employing 200 people plus 60 resident artist and musicians.

The property became a point of controversy in 2009, when its demolition and replacement with a residential/mixed-use project was proposed before the Zoning Board of Adjustment. Tenants of the building rallied in protest and formed the Neumann Leathers Tenants Association (NLTA), arguing that the building was one of the few remaining intact factories in the city and that the complex has been successfully reused by artisans and musicians (EFB 2010: 32-33). The project was denied. In 2011, the Hoboken City Council designated the industrial facility as an “Area in Need of Rehabilitation” due to deteriorated sewers and water systems readdressed by the City Council in 2014 (Brenze 2014). In 2015, the Hoboken Planning Board proposed a massive rehabilitation project to the City in an attempt to preserve the existing historic structures and the artist community they currently house. The plan aimed to “preserve and revitalize the existing historic industrial structures and retain the character of the site” while providing a pedestrian-orientated streetscape integrated into the development with the addition of gardens and outdoor gathering spaces (Neumann Leathers Redevelopment Plan 2015). The proposal was presented to the City Council in November of 2015.

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Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: June 2016

## CONTINUATION SHEET

Historic Sites #:

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Surveyor: Lauren Szeber

Date: June 2016

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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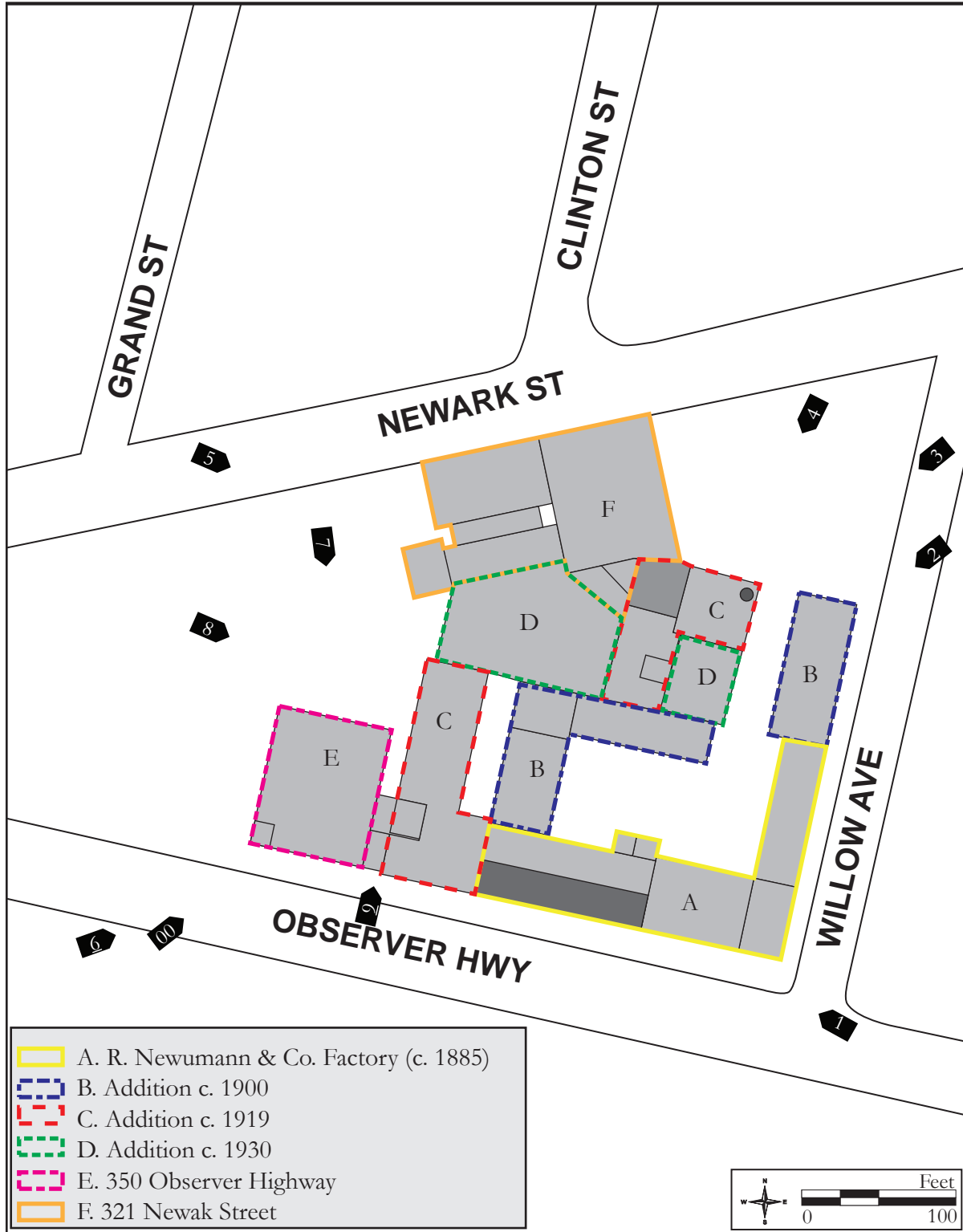
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## CONTINUATION SHEET

Historic Sites #:



Site plan of the R. Neumann & Co. Factory Complex showing surveyed resources.

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## CONTINUATION SHEET

Historic Sites #:

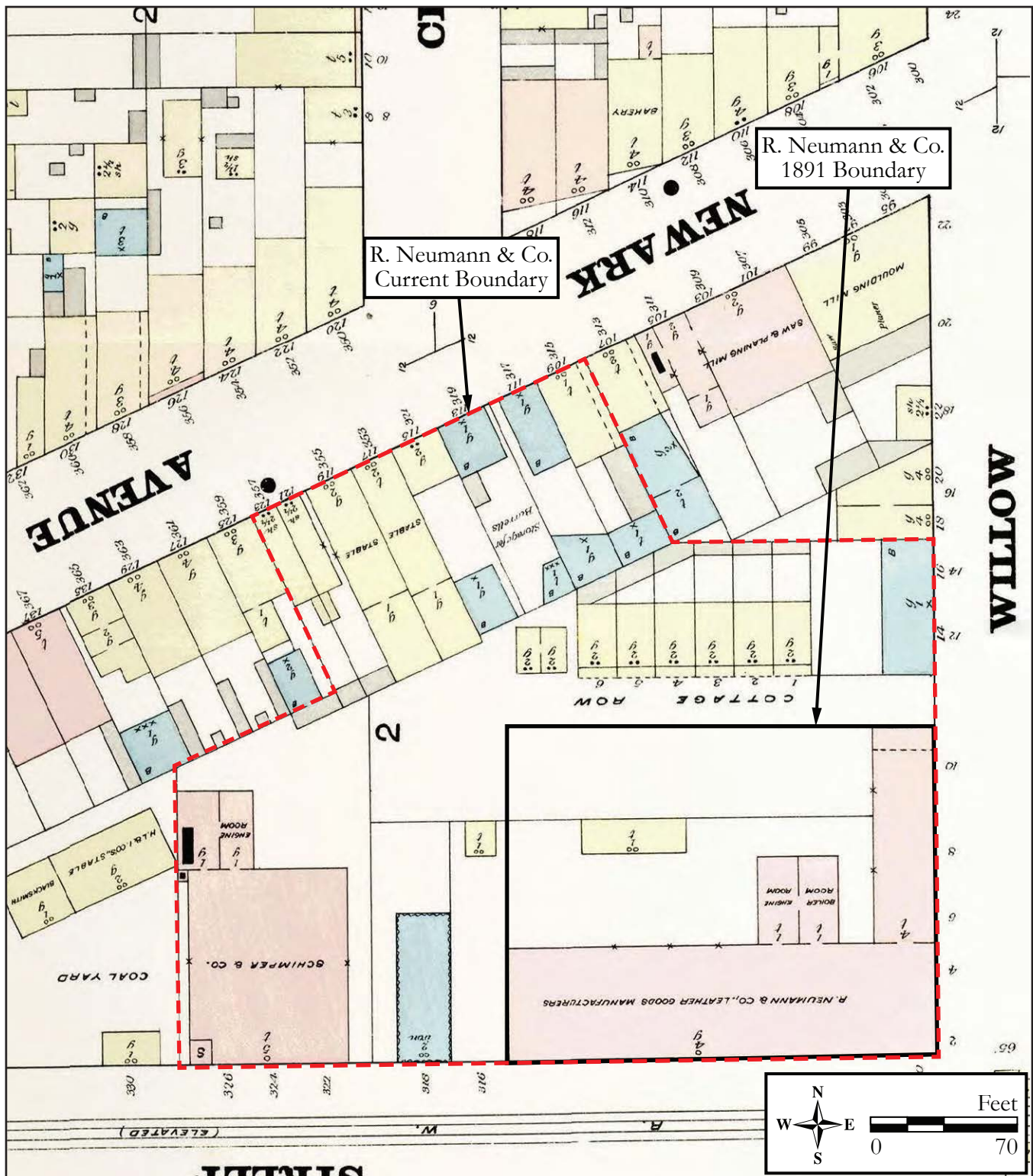


Figure 1: 1891 Sanborn Insurance Map of Hoboken (Sanborn Map 1891).



## CONTINUATION SHEET

Historic Sites #:

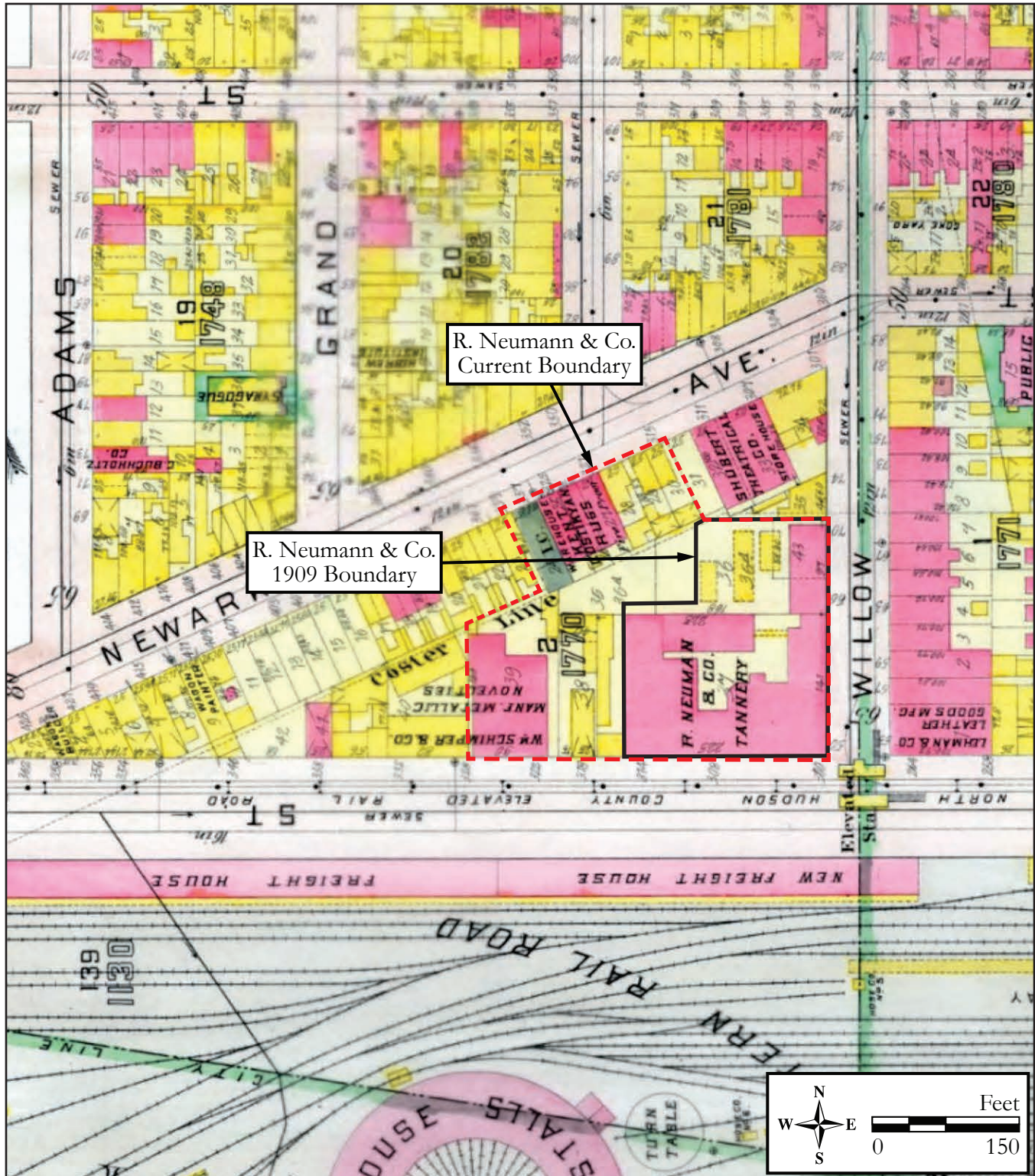


Figure 2: 1909 G.M. Hopkins Map of Hoboken (G.M. Hopkins Co. 1909).



## CONTINUATION SHEET

Historic Sites #:

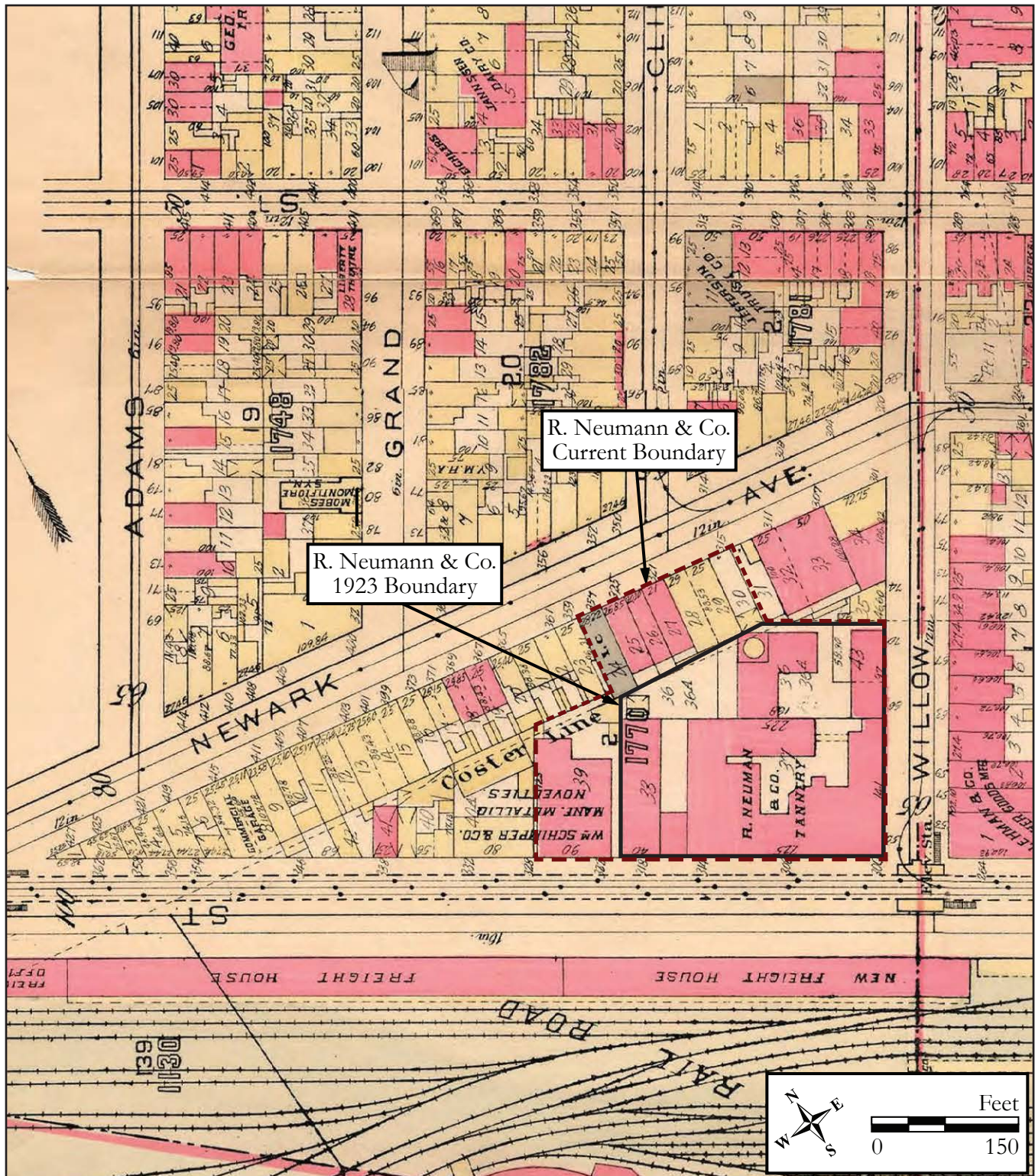


Figure 3: 1923 G.M. Hopkins Map of Hoboken (G.M. Hopkins Co. 1923).



**Historic Sites #:**



## CONTINUATION SHEET

Historic Sites #:

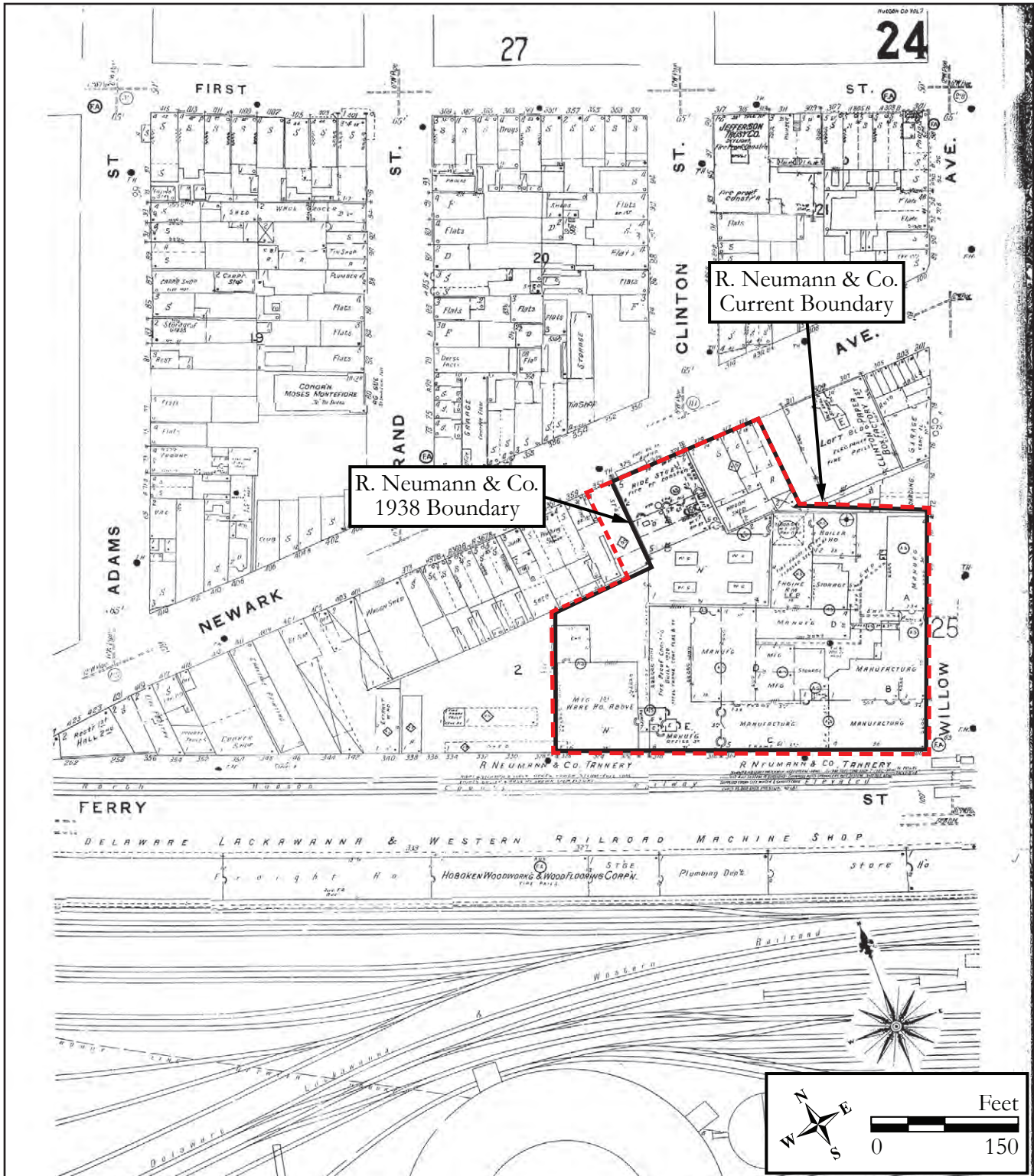


Figure 6: 1951 Sanborn Insurance Map of Hoboken (Sanborn Map 1951).

## CONTINUATION SHEET

Historic Sites #:



Figure 7: Circa 1885 view of the rear elevation of the oldest extant building facing southwest from Willow Avenue (Hoboken Historical Museum).

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## CONTINUATION SHEET

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Figure 8: Photograph of the construction of the 1919 building addition facing Observer Highway (Hoboken Historical Museum 1919).

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## CONTINUATION SHEET

Historic Sites #:



Figure 9: Circa 1945 view of the northwest and southwest elevations of the R. Neumann & Co. Factory Complex (Hoboken Historical Museum).

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## CONTINUATION SHEET

Historic Sites #:



Plate: 1

Photo view:  
Northwest

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016

Northwest view of oldest extant building (Building A) on the corner of Observer Highway and Willow Avenue.



Plate: 2

Photo view:  
Southwest

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016

View of the southeast elevation of Building A and Addition B.

## CONTINUATION SHEET

Historic Sites #:



View of the southeast and rear elevation of Building A and Addition B.

Plate: 3

Photo view:  
Southwest

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016



View of the rear of the complex fronting Newark Street.

Plate: 4

Photo view:  
Southwest

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016



## CONTINUATION SHEET

Historic Sites #:



Eastern view of the R. Neumann & Co. Factory Complex.

Plate: 5

Photo view:  
East

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016



Primary elevations of Building A, Addition C, and Building E fronting Observer Highway.

Plate: 6

Photo view:  
Northeast

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016

## CONTINUATION SHEET

Historic Sites #:



Rear (north) elevations of Addition C and Building E.

Plate: 7

Photo view:  
Southeast

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016



View of the north and northwest elevations of Addition C and Building E.

Plate: 8

Photo view:  
East

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016

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## CONTINUATION SHEET

Historic Sites #:

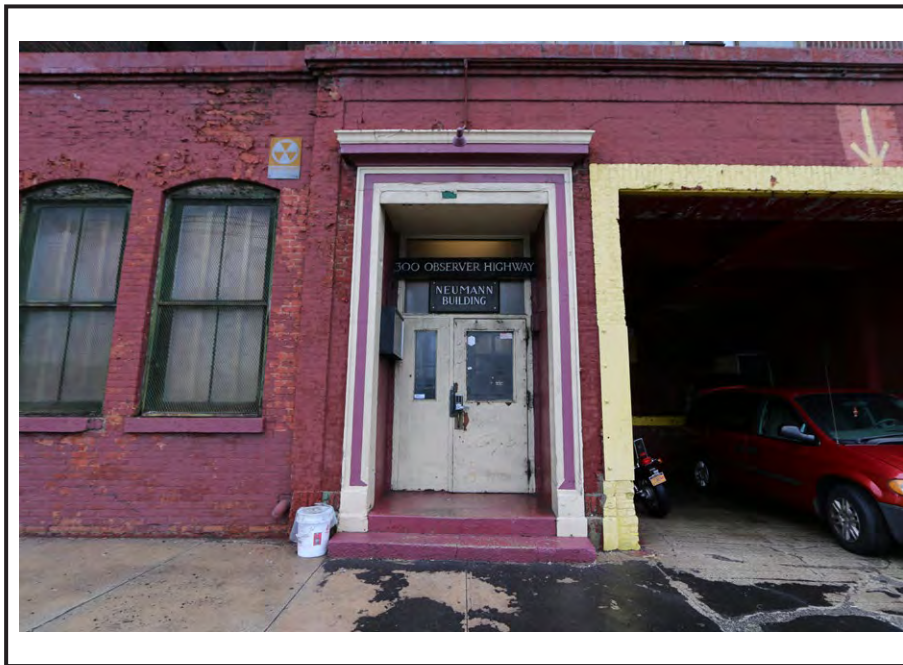


Plate: 9

Photo view:  
North

Photographer:  
Kelly Wiles

Date:  
February 16,  
2016

Detail of entrance way on the primary elevation.

## BASE SURVEY FORM

Historic Sites #:

Property Name: 23 West 8<sup>th</sup> Street

Street Address: Street #: 23 (Low) (High) Apartment #: (Low) (High)

Prefix: W Street Name: 8<sup>th</sup> Suffix: Type: ST

County(s): Hudson Zip Code: 07002

Municipality(s): City of Bayonne Block(s): 283

Local Place Name(s): Constable Hook Lot(s): 17

Ownership: Private USGS Quad(s): Elizabeth

### Description:

23 West 8<sup>th</sup> Street is a three-story, two-bay commercial building constructed in 1892. The brick building has a flat roof with a bracketed cornice and a semicircular pediment. The pediment features an ornate design with garlands draped over a wreath and finials. The primary (southwest) elevation is faced with orange brick on the upper stories and rusticated stone at ground level. Bays on the first story are divided by rusticated stone pilasters and topped by a stone modillion cornice that separates the first story from the upper stories. The two openings on the ground level are spaced symmetrically from the center of the elevation and are the same scale. The second- and third-floor window surrounds have been partially bricked in and have one-over-one, vinyl-sash windows in pairs (second story) and triplets (third story); they are surrounded with brick arches with keystones supported by Corinthian pilasters on paneled bases. The rear elevation is not visible from the public right-of-way and the east and west elevations share party walls with the adjacent buildings on West 8<sup>th</sup> Street.

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

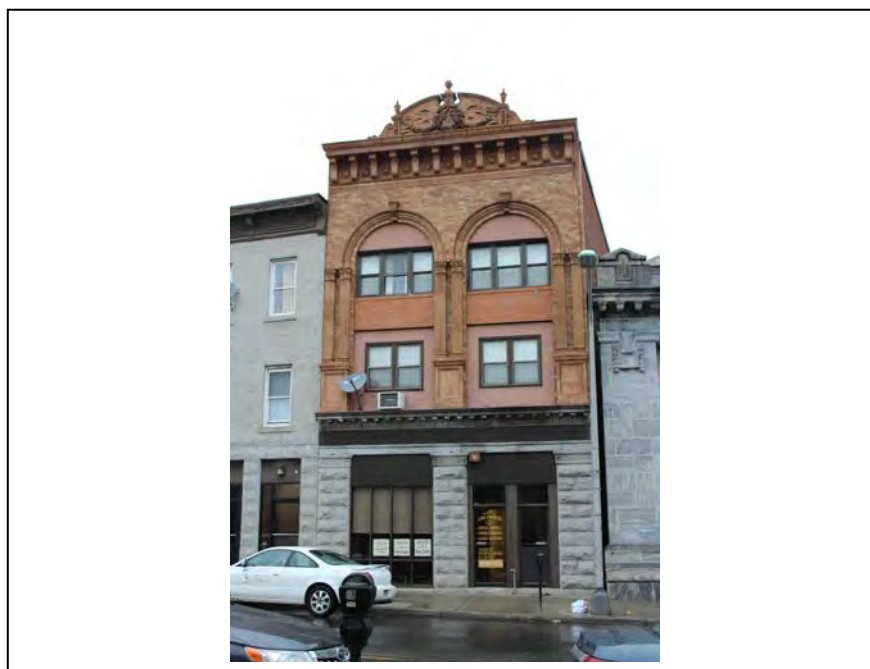
New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



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Surveyor: Kristen Herrick

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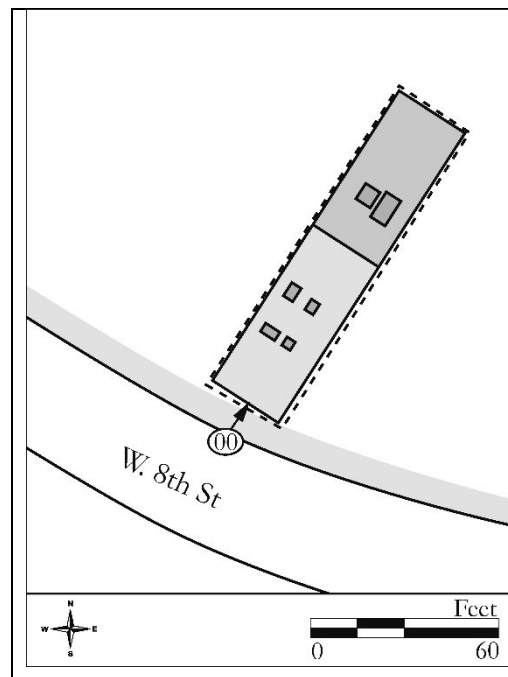
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

23 West 8<sup>th</sup> Street was identified in the Survey of Historic Sites, Structures, and Districts: City of Bayonne, completed by Cultural Resources Consulting Group in 2000 (Historic Sites #020). The building was determined to be a contributing resource to the West Eighth Street Streetscape Historic District and was also individually surveyed. The survey recommended more research on the building. 23 West 8<sup>th</sup> Street was also identified as a 'Possible Historic Resource' in the 1989 Master Plan Update for the City of Bayonne (Cultural Resources Consulting Group 2000; E. Eugene Oross Associates 1989).

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building          Landscape          Farm  
         Bridge          Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:                                   
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

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Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 23 West 8<sup>th</sup> Street

**Historic Name:** Mechanic's Trust Company Building

**Present Use:** Commercial Activity, Office Activity-Private Business  
Commercial Activity, Office Activity-Private Business, Office

**Historic Use:** Activity-Public, Governmental

**Construction Date:** 1892 **Source:** The Jersey Journal, 27 July 1892:3

**Alteration Date(s):** Circa 1910 **Source:** Sanborn Map Company 1912

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Classical

**Form:** Rectangular

**Stories:** 3

**Type:** N/A

**Bays:** 2

**Roof Finish Materials:** Unknown

**Exterior Finish Materials** Brick, Running Bond; Stone

### Exterior Description:

*See Base Survey Form*

### Interior Description:

Not accessible.

### Setting:

23 West 8<sup>th</sup> Street is sited on a rectangular parcel (Block 283, Lot 17) located on the northeast side of West 8<sup>th</sup> Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southwest and is set back from the street approximately eight feet. A public, concrete-paved sidewalk, which runs along West 8<sup>th</sup> Street, spans the entirety of the southwest elevation. 23 West 8<sup>th</sup> Street is located within a commercial block east of the 8<sup>th</sup> Street Hudson-Bergen Light Rail Station. The building is situated between a three-story masonry commercial structure and a two-story granite building.

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Surveyor: Kristen Herrick

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## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

23 West 8<sup>th</sup> Street is significant as one of the earliest bank buildings in the City of Bayonne and as one of the earliest extant buildings located in Depot Square, a transportation and business district in the Bergen Point neighborhood of Bayonne. Depot Square developed in the late nineteenth century alongside the Central Railroad of New Jersey as a transportation hub and center for commercial activity.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

23 West 8<sup>th</sup> Street is recommended not eligible for listing in the National Register of Historic Places (NRHP). The building has a remarkably intact and ornate cornice and pediment. However, substantial modern alterations, including the removal of the frieze on the first story, replacement of the windows and partial enclosures of the second and third story window openings, diminish the property's integrity of materials, design, workmanship, feeling, and association. Research did not uncover that the building was associated with significant persons or events. The Mechanic's Trust Company later constructed the adjacent extant bank building at 21 West 8<sup>th</sup> Street and moved the majority of their business to that address in 1901. 21 West 8<sup>th</sup> Street, which received a New Jersey Historic Preservation Office Opinion of Eligibility on 12/9/1994, is more architecturally intact and a better representation of the Mechanic's Trust Company, as the company conducted business primarily in this building. Therefore, the building at 23 West 8<sup>th</sup> Street is recommended not eligible for listing in the NRHP.

### For Historic Districts Only:

Property Count: Key Contributing: \_\_\_\_\_ Contributing: \_\_\_\_\_ Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

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## CONTINUATION SHEET

Historic Sites #:

### History:

The building at 23 West 8<sup>th</sup> Street was constructed in 1892 by the Mechanic's Trust Company (also noted as the Mechanics Trust Company and Mechanics' Trust Company in historical documents). Founded in 1886, the Mechanic's Trust Company was the first bank in Bayonne and quickly became the city's largest and most prosperous financial institution (Whitcomb 1904). The bank outgrew its original offices at 203 Avenue D (now Broadway) and announced the construction of a new building "on West Eighth Street near the depot" in July 1892 (The Jersey Journal [JJ], 27 July 1892:3). In the late nineteenth century, West 8<sup>th</sup> Street was a bustling transportation and commercial district known as Depot Square. The West 8<sup>th</sup> Street Station of the Central Railroad of New Jersey anchored the district. At the turn of the twentieth century, West 8<sup>th</sup> Street was home to a number of businesses, including the Bergen Point Beef Co. (Sanborn-Perris Map Co. 1898) (Figure 1). By 1912, the district had been further developed with new construction and more storefront properties. The block on which 23 West 8<sup>th</sup> Street stands was lined with shops, saloons, insurance offices, and civic organizations (Sanborn Map Company 1912) (Figure 2).

The Mechanic's Trust Company's main offices remained at 23 West 8<sup>th</sup> Street until 1901, when the bank commissioned a new building at 21 West 8<sup>th</sup> Street on the adjacent lot to the southeast (JJ 21 May 1903:9). Designed by local architect Arthur Curtis Longyear in the Beaux Arts style, 21 West 8<sup>th</sup> Street employs traditional Classical architectural ideals often implemented in bank architecture of the late nineteenth and early twentieth centuries. The company operated out of 21 West 8<sup>th</sup> Street until the bank closed in 1934. The Mechanic's Trust Company retained ownership of the building at 23 West 8<sup>th</sup> Street and leased it to the United States Postal Service for use as a branch office (JJ 7 November 1901:5). The 23 West 8<sup>th</sup> Street post office location was criticized as too small and lacking in amenities to properly serve the citizens of Bayonne (JJ 21 August 1925:12). These issues ultimately resulted in the United States Postal Service constructing and relocating to a new branch at 26<sup>th</sup> Street and Broadway in 1928 (JJ 13 August 1928:10).

Throughout the twentieth century, 23 West 8<sup>th</sup> Street served as commercial and office space for a number of Bayonne businesses and civic organizations. The New York and New Jersey Water Company, who supplied water to the City of Bayonne, maintained an office in the building from around 1900 to 1925 (New Jersey Legislature 1917). Several other companies, including the Bayonne Transportation Company, J.S. Packard Dredging Company, Tonopath and Tidewater Railroad Company, and Ruggles-Coles Engineering Company, had offices in the building during the first quarter of the twentieth century (New Jersey Department of State 1914). 23 West 8<sup>th</sup> Street was also used as First Ward headquarters and a gathering place for political action (JJ 22 April 1947:43).

23 West 8<sup>th</sup> Street served as residential space for working class families in the first half of the twentieth century. Four oil and factory workers and their families resided in apartments, likely on the upper floors of the building, between 1900 and 1910 (United States Bureau of the Census [US Census] 1900, 1910). Robert H. Malloy, a pipe fitter for a telephone company, lived at 23 West 8<sup>th</sup> Street from 1930 to at least 1940. Italian immigrants Philip, a laborer, and Josephine Valletti also rented an apartment in the subject building in 1940 (US Census 1930, 1940).

In 1971, Patrick D. Conaghan purchased 23 West 8<sup>th</sup> Street, then known as the Edward F. Clark building after a former mayor of Bayonne. Conaghan, a lawyer, used the building as a campaign office in an unsuccessful bid for state senate in addition to his law offices and permanent residence (JJ 30 October 1971:16). Patrick and Tonita Conaghan remain the current owners of the building. Today, the building houses a law office and residential rental properties.

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Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:

### Bibliography:

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E. Eugene Oross Associates

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*The Jersey Journal (JJ)* [Jersey City, New Jersey]

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1901 Post Office to Move This Week. 7 November 1901:5. Jersey City, New Jersey.  
1903 Mechanic's Trust Co. Prosperous: Bayonne's Up-to-Date Banking Institution Has a Fine Home. 21 May 1903:9. Jersey City, New Jersey.  
1925 Bank May Get Site for Bayonne for New Post Office Building: Federal Inspector Calls Present Structure Unfit for The Needs of Bayonne. 21 August 1925:12. Jersey City, New Jersey.  
1928 New Post Office Opens in Bayonne. 13 August 1928:10. Jersey City, New Jersey.  
1947 No Title. 22 April 1947:43. Jersey City, New Jersey.  
1971 No Title. 30 October 1971:16. Jersey City, New Jersey.

New Jersey Department of State

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New Jersey Legislature

- 1917 *Documents of the One Hundred and Forty-First Legislature of the State of New Jersey and the Seventy-Third Under the New Constitution*, Vol. IV. State Gazette Publishing Co., Trenton, NJ.

Sanborn Map Company

- 1912 *Insurance Maps of Hudson County, New Jersey*. Vol. 10. Sanborn Map Company, New York, New York.

Sanborn-Perris Map Co.

- 1898 *Insurance Maps of Hudson County, New Jersey*. Vol. 10. Sanborn-Perris Map Co., Ltd, New York, New York.

United States Bureau of the Census (US Census)

- 1900 Population Schedule, City of Bayonne, Hudson County, New Jersey.  
1910 Population Schedule, City of Bayonne, Hudson County, New Jersey.  
1930 Population Schedule, City of Bayonne, Hudson County, New Jersey.  
1940 Population Schedule, City of Bayonne, Hudson County, New Jersey.

United States Geological Survey

- 1995 U.S.G.S. 7.5' Quadrangle: Elizabeth, NJ.

Whitcomb, Royden Page

- 1904 *First History of Bayonne, New Jersey*. R.P. Whitcomb, Bayonne, NJ.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:

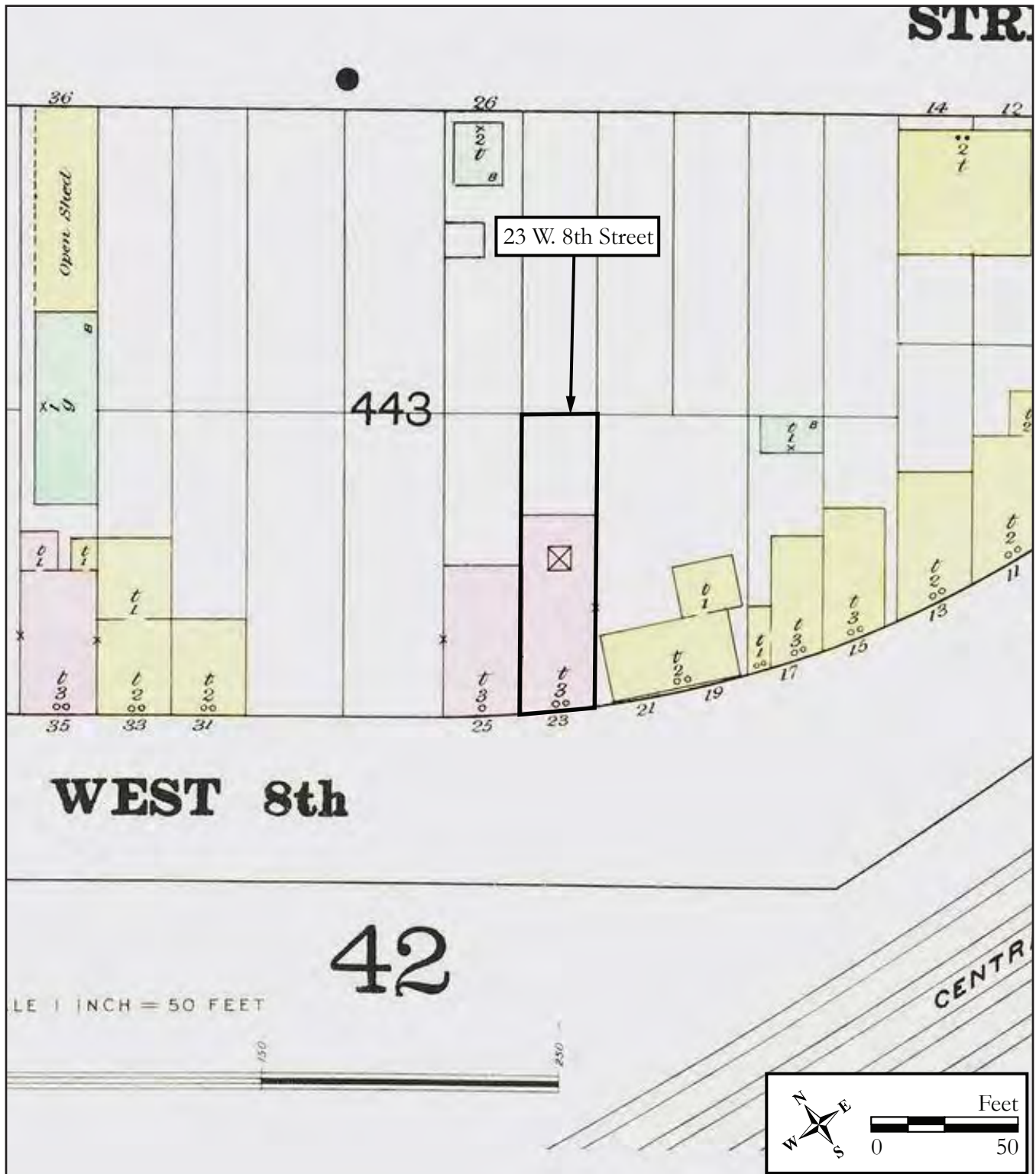


Figure 1: 1898 Sanborn-Perris Map Co., Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017



## CONTINUATION SHEET

Historic Sites #:

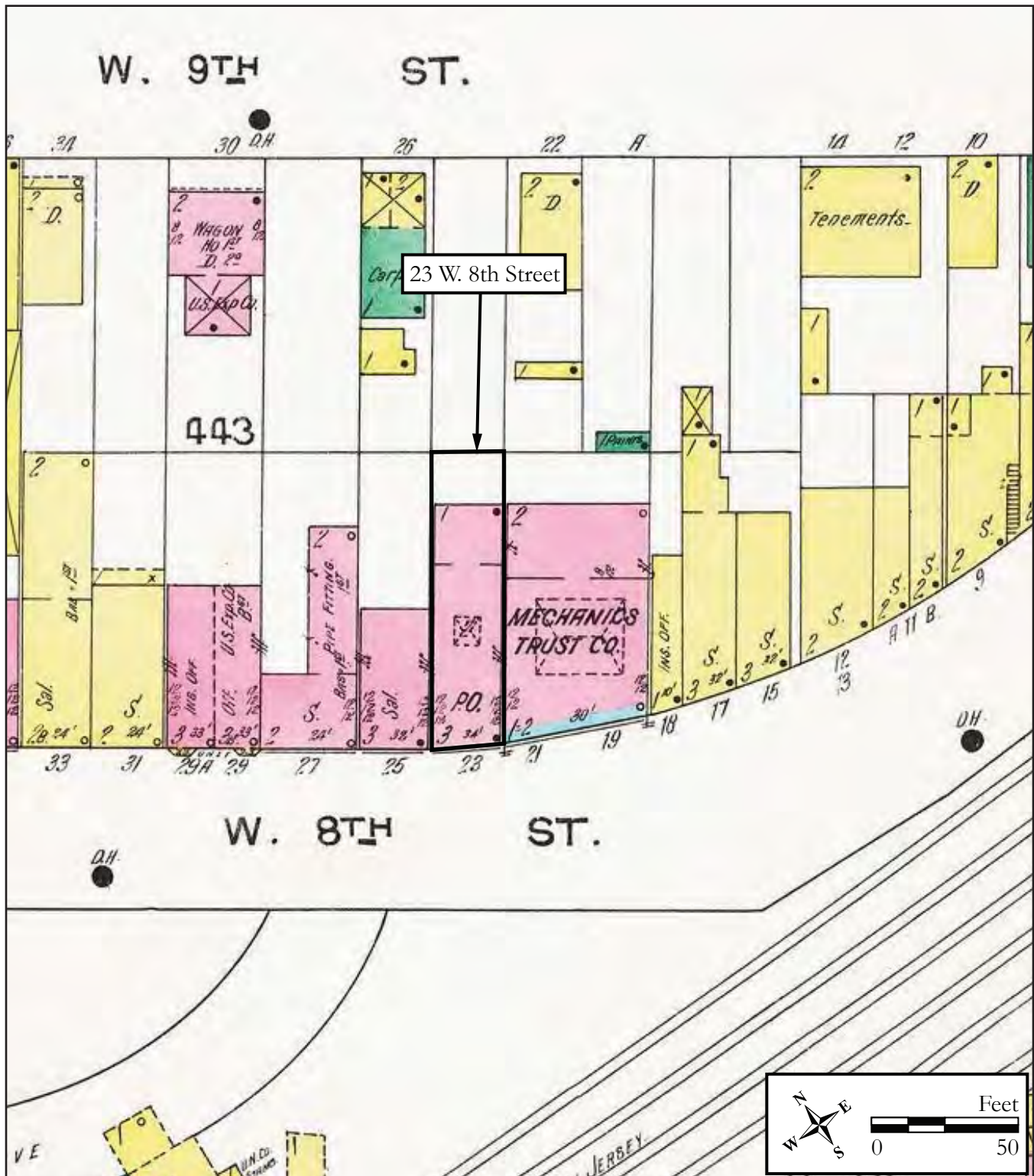


Figure 2: 1912 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:



Figure 3: 23 West 8th Street circa 1895. Courtesy of Archives and Special Collections at the Free Public Library and Cultural Center of Bayonne.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## BASE SURVEY FORM

Historic Sites #:

Property Name: 27 West 8<sup>th</sup> Street

Street Address: Street #: 27 (Low) (High) Apartment #: (Low) (High)

Prefix: W Street Name: 8<sup>th</sup> Suffix: Type: ST

County(s): Hudson Zip Code: 07002

Municipality(s): City of Bayonne Block(s): 283

Local Place Name(s): Constable Hook Lot(s): 15

Ownership: Private USGS Quad(s): Elizabeth

### Description:

27 West 8<sup>th</sup> Street is a two-story, five-bay commercial building. The brick building has a flat roof and a modillion cornice with corner brackets, topped by a triangular pediment. The pediment features an ornate leaf design and is capped by a carved panel with a leaf flanked by scrolls. Three carved panels with a circular design rest on the façade below the cornice. The first floor on the primary (southwest) elevation consists of a storefront and a separate, single door with a semicircular fanlight and stone segmented arch surround with Ionic columns and a carved keystone with a human face. The inner door surround consists of an arch supported by Doric columns and a dentil lintel. The storefront is delineated from the rest of the façade by a painted surround with rectangular panels and a simple cornice with a wide frieze. The storefront windows consist of six-over-three, double-hung sash and a central twelve-light window with a segmented semicircular fanlight. The storefront entrance is a multi-light single door with a sidelight and transom. *See Building Attachment*

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

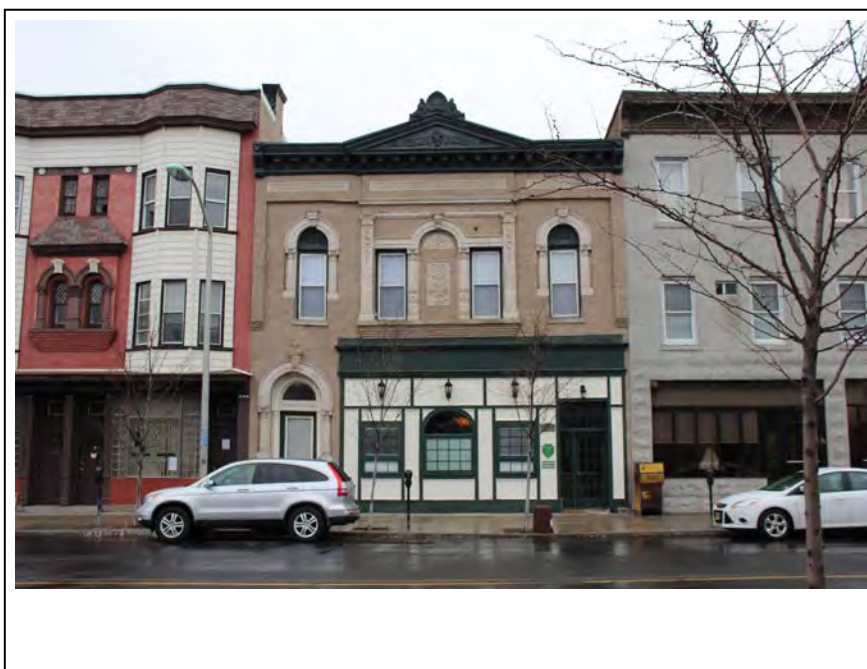
New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

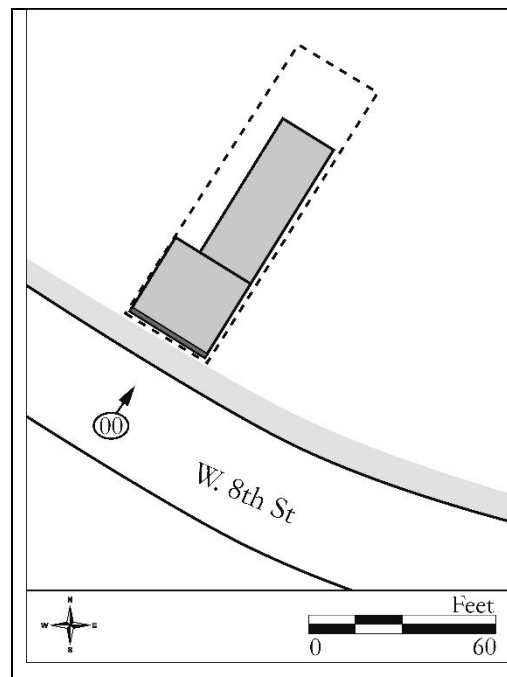
Date: February 2017

Organization: RGA, Inc.



**Historic Sites #:**

### Site Map:



See Continuation Sheet

27 West 8<sup>th</sup> Street was identified in the Survey of Historic Sites, Structures, and Districts: City of Bayonne, completed by Cultural Resources Consulting Group in 2000 (Historic Sites #022). The building was determined to be a contributing resource to the West Eighth Street Streetscape Historic District and was individually surveyed. The survey recommended more research on the building. 27 West 8<sup>th</sup> Street was also identified as a Possible Historic Resource in the 1989 Master Plan Update for the City of Bayonne (Cultural Resources Consulting Group 2000; E. Eugene Oross Associates 1989).

**More Research Needed?** ☐ Yes ☒ No

**Attachments Included:**      1      Building      \_\_\_\_\_ Landscape      \_\_\_\_\_ Farm  
   Bridge     Industry

**Within Historic District?**    ☐ Yes    ☒ No    **Historic District Name:** \_\_\_\_\_

**Status:**    ☐ Key-Contributing    ☐ Contributing    ☐ Non-Contributing

**Associated Archaeological Site/Deposit?** ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017



## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 27 West 8<sup>th</sup> Street

**Historic Name:** 27 West 8<sup>th</sup> Street

**Present Use:** Commercial Activity, Office Activity-Private Business  
Commercial Activity, Office Activity-Private Business, Office

**Historic Use:** Activity-Public, Governmental

**Construction Date:** Circa 1905 **Source:** The Jersey Journal 13 December 1905:7

**Alteration Date(s):** **Source:**

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Classical

**Form:** Rectangular

**Stories:** 2

**Type:** N/A

**Bays:** 5

**Roof Finish Materials:** Unknown

**Exterior Finish Materials** Brick, Running Bond

### Exterior Description:

Windows in the outer bays on the second floor are double-hung sash and accented by segmented arch surrounds supported by Ionic columns and carved keystones. The central windows on the second floor are enclosed in an elaborate surround with a centrally placed segmented arch supported by Ionic columns on pedestals with a floral design and a carved keystone with a human face in high relief. Two cartouches, one semicircular and one rectangular, are located between the Ionic columns and feature an ornate design with leaves and garland in relief. The surround is flanked by Corinthian pilasters. The rear elevation is not visible from the public right-of-way and the east and west elevations share party walls with the adjacent buildings on West 8<sup>th</sup> Street.

### Interior Description:

Not accessible.

### Setting:

27 West 8<sup>th</sup> Street is sited on a rectangular parcel (Block 283, Lot 15) located on the northeast side of West 8<sup>th</sup> Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southwest and is set back from the street approximately eight feet. A public, concrete-paved sidewalk, which runs along West 8<sup>th</sup> Street, spans the entirety of the southwest elevation. 27 West 8<sup>th</sup> Street is located within a commercial block east of the 8<sup>th</sup> Street Light Rail Station. The building is flanked by three-story masonry buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

27 West 8<sup>th</sup> Street is significant for its association with the major initial development period of Depot Square, a transportation and business district in the Bergen Point neighborhood. Depot Square developed in the late nineteenth century alongside the Central Railroad of New Jersey as a transportation hub and center for commercial activity. By the early twentieth century, the majority of Depot Square was developed with storefronts and offices. The district remained relatively unchanged until the 1980s, when several historic buildings were demolished (NETR 1980, 1987, 1995). 27 West 8<sup>th</sup> Street remains as one of a few buildings to survive the development of the district in the late twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

27 West 8<sup>th</sup> Street is recommended not eligible for the National Register of Historic Places (NRHP). The building has an intact and ornate cornice and pediment. However, substantial modern alterations, including the replacement of the windows and changes to the first floor, diminish the property's integrity of materials, design, workmanship, feeling, and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly well preserved example of its type and is not representative of the work of a master. Therefore, the building is recommended not eligible for listing in the NRHP.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:

### History:

The building at 27 West 8<sup>th</sup> Street was constructed circa 1905. In the late nineteenth century, West 8<sup>th</sup> Street was a bustling transportation and commercial district in the Bergen Point neighborhood known as Depot Square. Bergen Point encompasses the southernmost portion of the Bayonne peninsula and was home to one of four railroad depots operated by the Central Railroad of New Jersey in the city (Sinclair 1940). When the West 8<sup>th</sup> Street Station, designed by architect Frank V. Bodine, opened in 1892, it attracted business owners to the emerging commercial corridor. There was soon a demand for more commercial and office space within the vicinity of the train station in Depot Square (Middleton 1999; *The Jersey Journal* [JJ], 15 April 1892:5). At the turn of the twentieth century, West 8<sup>th</sup> Street contained a number of businesses, including the Bergen Point Beef Co. (Sanborn-Perris Map Co. 1898). By 1912, the district had further developed with new construction and more storefront properties. The block on which 27 West 8<sup>th</sup> Street stands was lined with shops, saloons, insurance offices, and civic organizations. (Sanborn Map Company 1912) (Figure 1).

Throughout the twentieth century, 27 West 8<sup>th</sup> Street served as commercial and office space for a number of Bayonne businesses and civic organizations. A 1905 advertisement for the Otto Coke Company lists the subject building as one of several locations to purchase the company's product (JJ 13 December 1905:7). The building also contained the offices of the Public Service Corporation, later known as the Public Service Electric and Gas Company (PSE&G), from 1906 to at least 1920 (American Gas Light Journal, Incorporated 1907; JJ 6 December 1920:1). The 1912 Sanborn Insurance Map indicates that a pipe fitting business was located in the building's two-story rear ell. The Bayonne Building Association used the building for office space in the late 1920s (JJ 13 December 1927:24). The First Ward Donohoe League for Constructive Government, named for a former mayor of Bayonne who resided on West 8<sup>th</sup> Street, used the building as its headquarters in the mid-1930s (JJ 15 April 1935:4). The Downtown Club frequently held meetings and events in the building throughout the 1930s and 1940s (JJ 2 February 1940:6).

For most of the second half of the twentieth century, 27 West 8<sup>th</sup> Street was home to the offices of O'Donnell Real Estate and Insurance Agency (JJ 1 May 1962:24). The building also served as the campaign headquarters of John J. Conaghan, who ran for Bayonne City Council in 1970 (JJ 2 April 1970:5). In 2003, Frank O'Halloran purchased the building (Hudson County Clerk's Office 7043:25) and opened the Law Offices of O'Halloran and Vitale.

### Bibliography:

American Gas Light Journal, Incorporated  
1907 *The American Gas Light Journal*, Vol. 87. A. M. Callender & Co., New York.

Cultural Resource Consulting Group  
2000 Survey of Historic Sites, Structures, and Districts: City of Bayonne. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

E. Eugene Oross Associates  
1989 Bayonne, New Jersey Historic Resources Report. Master Plan Update. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Hudson County Clerk's Office  
n.d. On file, Recorder of Deeds, Office of the Hudson County Clerk, Jersey City, New Jersey.

*The Jersey Journal* (JJ) [Jersey City, New Jersey]  
1892 Bayonne. 15 April 1892:5. Jersey City, New Jersey.  
1905 No Title. 13 December 1905:7. Jersey City, New Jersey.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:

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### Bibliography, continued:

- 1920 Safe Robbers Foiled, Set Fire to P.S. Office. 6 December 1920:1. Jersey City, New Jersey.  
1927 Building and Loan News. 13 December 1927:24. Jersey City, New Jersey.  
1935 Three Donohoe Rallies Tonight. 15 April 1935:4. Jersey City, New Jersey.  
1940 Downtown Club Elects. 2 February 1940:6. Jersey City, New Jersey.  
1962 No Title. 1 May 1962:24. Jersey City, New Jersey.  
1970 Lee to Draw Ballot Slots for Election. 2 April 1970:5. Jersey City, New Jersey.

Middleton, Kathleen M.

- 1999 *Bayonne Passages*. Arcadia Publishing, Mount Pleasant, SC.

Nationwide Environmental Title Research [NETR]

- 1980 Historic Aerial Photograph. Electronic document, <http://www.historicaerials.com>, accessed February 21, 2017.  
1987 Historic Aerial Photograph. Electronic document, <http://www.historicaerials.com>, accessed February 21, 2017.  
1995 Historic Aerial Photograph. Electronic document, <http://www.historicaerials.com>, accessed February 21, 2017.

Sanborn Map Company

- 1912 *Insurance Maps of Hudson County, New Jersey*. Vol. 10. Sanborn Map Company, New York, New York.

Sanborn-Perris Map Co.

- 1898 *Insurance Maps of Hudson County, New Jersey*. Vol. 10. Sanborn-Perris Map Co., Ltd, New York, New York.

Sinclair, Gladys Mellor

- 1940 *Bayonne Old and New: The City of Diversified Industry*. Maranatha Publishers, New York, New York.

United States Geological Survey

- 1995 U.S.G.S. 7.5' Quadrangle: Elizabeth, NJ.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017



## CONTINUATION SHEET

Historic Sites #:

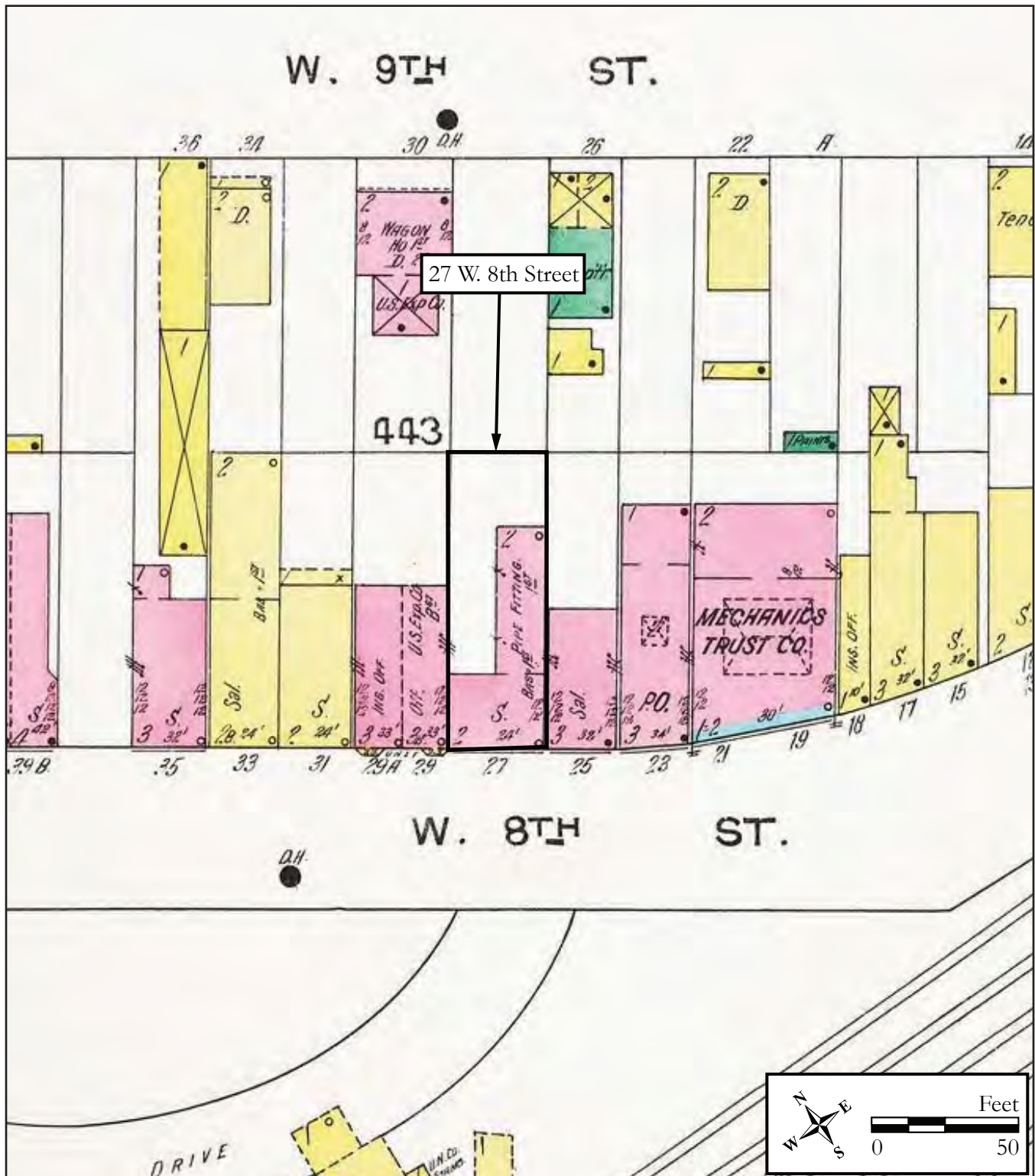


Figure 1: 1912 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## BASE SURVEY FORM

Historic Sites #:

**Property Name:** Bergen Point Substation

**Street Address:** Street #: 17 29 Apartment #:  
(Low) (High) (Low) (High)

Prefix: Street Name: Evergreen Suffix: Type: ST

**County(s):** Hudson **Zip Code:** 07002

**Municipality(s):** City of Bayonne **Block(s):** 306

**Local Place Name(s):** Constable Hook **Lot(s):** 1

**Ownership:** Private **USGS Quad(s):** Elizabeth

### Description:

The Bergen Point Substation is a two-story, three-bay brick public works building with Tudor Revival details constructed circa 1927. The building has a flat roof with a brick parapet and stone coping. Evidence of a removed cornice is visible above the second story windows. The building's primary (southwest) elevation faces Evergreen Street and consists of three large square windows with stucco drip mold window crowns that extend down the façade to a stone water table that wraps around the entirety of the building. The rectangular spaces between the window sills and the water table are framed with bricks. A single door with a stone drip mold surround is located in the south corner of the building with a small casement window above at the second story. The southeast elevation consists of one large square window with a stone drip mold window crown that extends down the façade to the water table. A single door with a stone arch surround is located directly below the window, enclosed in the extended window surround. The square space between the window sill and the top of the door surround is framed with bricks. A stone medallion is located in the center of the square space. Three brick firewalls extend from the northeast elevation and shelter three electrical transformers.

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



**Survey Name:** NJ TRANSIT GRID TRACTION POWER SYSTEM

**Surveyor:** Kristen Herrick

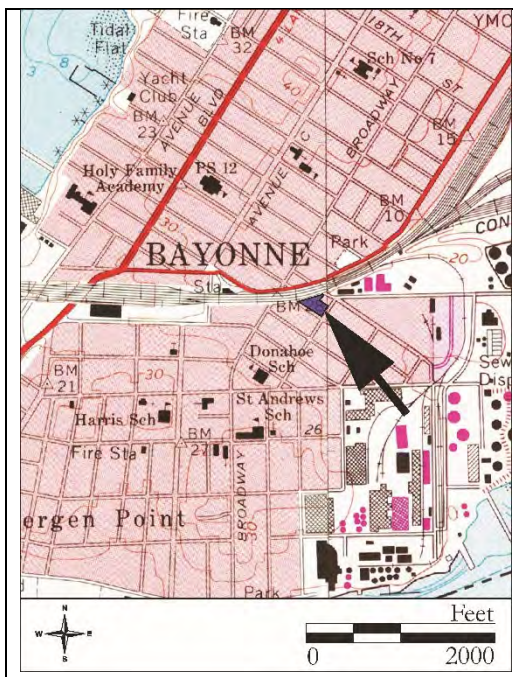
**Date:** February 2017

**Organization:** RGA, Inc.

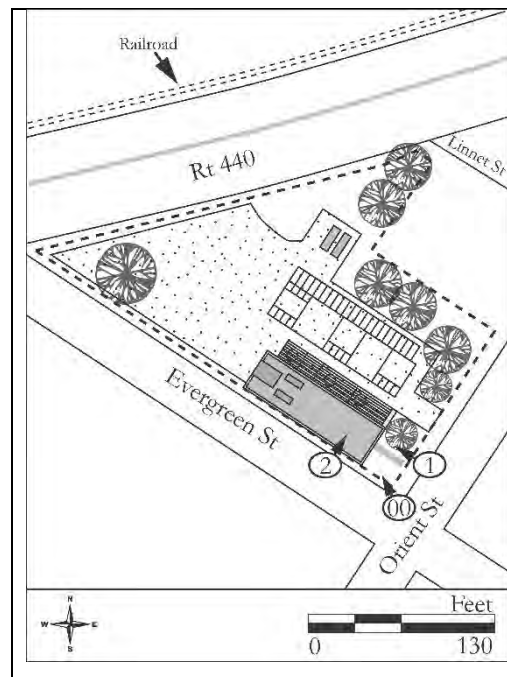
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

The Bergen Point Substation was identified in the Survey of Historic Sites, Structures, and Districts: City of Bayonne, completed by Cultural Resources Consulting Group in 2000 (Historic Sites #497). The survey made no recommendation on the building's eligibility and recommended more research (Cultural Resources Consulting Group 2000).

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building        Landscape        Farm  
       Bridge        Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:         
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT/GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Date: February 2017

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** Bergen Point Substation

**Historic Name:** Bergen Point Substation

**Present Use:** Institutional, Public Utilities

**Historic Use:** Institutional, Public Utilities

**Construction Date:** Circa 1927

**Source:** The Jersey Journal 13 July 1926:6

**Alteration Date(s):** \_\_\_\_\_

**Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Tudor Revival

**Form:** Rectangular

**Stories:** 2

**Type:** N/A

**Bays:** 3

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Brick, Running Bond

### Exterior Description:

*See Base Survey Form*

### Interior Description:

Not accessible.

### Setting:

The Bergen Point Substation is sited on a triangular parcel (Block 306, Lot 1) located on the northeast side of Evergreen Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southwest and is set back from the street approximately 11 feet. A public, concrete-paved sidewalk, which runs along Evergreen and Orient Streets, borders the building to the southeast and southwest. The parcel is enclosed by a chain link fence. The Bergen Point Substation is located within a dense residential neighborhood which dates to the mid-twentieth century with masonry and frame buildings. The substation and adjoining lot are located south of State Route 440.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Date: February 2017

Organization: RGA, Inc.



## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

The Bergen Point Substation possesses some level of historic significance for its association with the Public Services Corporation, later known as the Public Service Electric and Gas Company (PSE&G). PSE&G, the largest utility company in New Jersey, was a leader in power plant design and construction. The construction of the Bergen Point Substation coincides with an increase in the use of electrical power in New Jersey and the expansion and improvement of electrical services in the state by PSE&G.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The Bergen Point Substation is recommended not eligible for the National Register of Historic Places (NRHP). It is not architecturally significant and modern alterations to the building, including the removal of the cornice and replacement of the windows, diminish the building's integrity of materials, design, workmanship, feeling, and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type. Three of the other substations built between 1926 and 1927 by PSE&G are extant. Of these three, at least two retain a higher degree of integrity of materials, design, workmanship, feeling, and association than the Bergen Point Substation. The Carteret substation, located between Pershing Avenue and Atlantic Street in Carteret, Middlesex County, New Jersey, retains its cornice and some original windows and does not have brick firewall additions. The Jersey City substation, located at the corner of Sip Avenue and Whitman Avenue in Jersey City, Hudson County, New Jersey, also retains its cornice and original windows, although it does have brick firewall additions as seen on the Bergen Point Substation. Therefore, the Bergen Point Substation is recommended not eligible for listing in the NRHP.

### For Historic Districts Only:

**Property Count:** Key Contributing: \_\_\_\_\_ Contributing: \_\_\_\_\_ Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

**List the completed attachments related to the property's significance:**

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:

### History:

The Bergen Point Substation was constructed circa 1927. An article in *The Jersey Journal* dated July 13, 1926 describes plans by the Public Service Electric and Gas Company (PSE&G) to construct five new substations throughout the state of New Jersey as part of a service expansion and improvement effort, to be completed by the end of 1927. The planned Bayonne substation was to be built "in Linnet Street near Orient Place" (*The Jersey Journal* [JJ], 13 July 1926:6). The four other substations planned were to be located in Jersey City, Paterson, Carteret, and Monmouth Junction. In 1928, PSE&G announced the construction of five additional substations in South Orange, Ridgewood, Rahway, Tremley (Linden), and Camden. Like the substations built in 1926-1927, these additional substations were constructed to improve electric service and accommodate the growth of New Jersey communities (JJ 3 August 1928:23).

PSE&G, the largest utility company in New Jersey, was a leader in power plant design and construction. The substations constructed between 1926 and 1927 are rectangular brick buildings that employ similar design features. These include brick parapets with stone coping; narrow bracketed cornices; second story windows with stone drip mold window crowns that extend down the façade to stone water tables; stone drip mold door surrounds; and stone medallions emblazoned with the PSE&G logo, a triangle surrounded by a circle. The substations planned in 1928 have cornices with a wide frieze band below and lack the stone Tudor Revival details of their 1926-1927 counterparts.

The construction of the Bergen Point Substation coincides with the development of electrification in New Jersey. The Public Services Corporation of New Jersey, later known as PSE&G, was formed in 1903 as a trolley line system with generating stations, power lines, and rights-of-way. Between 1900 and 1920, electrical power usage in New Jersey increased drastically. From 1911 to 1917, the Public Service Corporation expanded transmission lines from 47 to 957 total miles in length in New Jersey. The completion of the Kearny Generating Station in 1926, one year before the construction of the Bergen Point Substation, allowed PSE&G to transmit electricity anywhere in the state (Richard Grubb & Associates, Inc. 2014). The Bergen Point Substation is still in use as it was originally intended today.

### Bibliography:

Cultural Resource Consulting Group

2000 Survey of Historic Sites, Structures, and Districts: City of Bayonne. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Hopkins, G.M., Co.

1934 *Atlas of Hudson County, New Jersey*. Vol. 2. G.M. Hopkins Co., Philadelphia, New Jersey.

*The Jersey Journal* (JJ) [Jersey City, New Jersey]

1926 P.S. Plans More Sub-Stations in Hudson. 13 July 1926:6. Jersey City, New Jersey.

1928 New Stations for Public Service. 3 August 1928:23. Jersey City, New Jersey.

Richard Grubb & Associates, Inc.

2014 Context and Guidelines for Identifying and Evaluating New Jersey's Overhead Electric Transmission Lines and Related Structures, January 2014. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Sanborn Map Company

1929 *Insurance Maps of Hudson County, New Jersey*. Vol. 10. Sanborn Map Company, New York, New York.

United States Geological Survey

1995 U.S.G.S. 7.5' Quadrangle: Elizabeth, NJ.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Date: February 2017

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:



Figure 1: 1934 G.M. Hopkins Co., Atlas of Hudson County, New Jersey.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:



Plate: 1  
Photo view:  
Northwest  
Photographer:  
Sonja Lengel  
Date:  
January 26, 2017

Southeast elevation of Bergen Point Substation, brick firewalls, and yard with transformers and gantries.

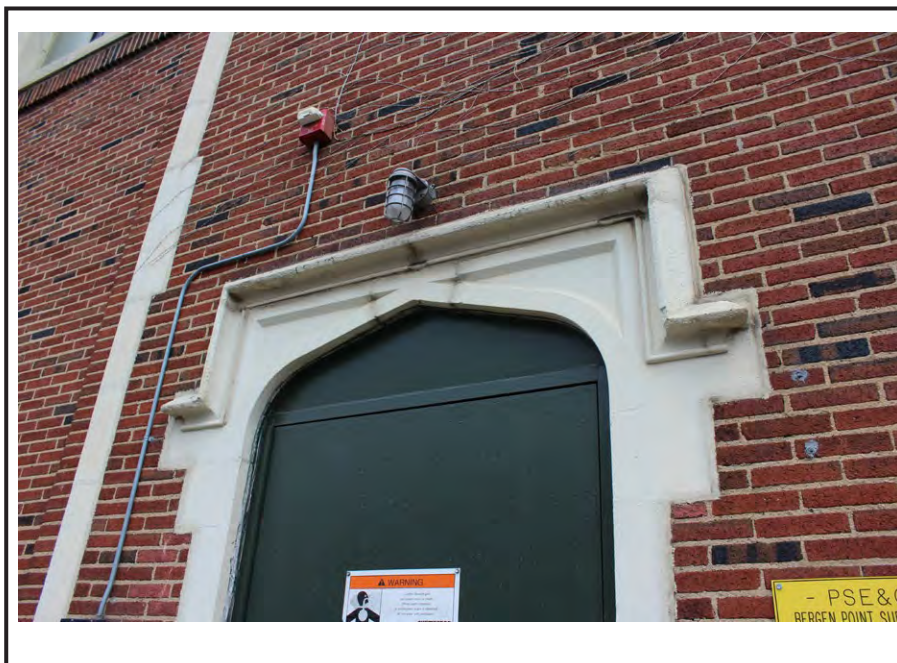


Plate: 2  
Photo view:  
Northeast  
Photographer:  
Sonja Lengel  
Date:  
January 26, 2017

Detail of drip mold door surround on southwest elevation of Bergen Point Substation.



## BASE SURVEY FORM

Historic Sites #:

**Property Name:** Bayonne Garden Apartments

**Street Address:** Street #: 18 15 Apartment #:    
(Low) (High) (Low) (High)

**Prefix:**  **Street Name:** 12<sup>th</sup> **Suffix:**  **Type:** ST

**County(s):** Hudson **Zip Code:** 07002

**Municipality(s):** City of Bayonne **Block(s):** 268

**Local Place Name(s):** Constable Hook **Lot(s):** 2

**Ownership:** Private **USGS Quad(s):** Jersey City NJ-NY

**Description:**

Built in 1924 and designed by self-taught architect Andrew J. Thomas, the Bayonne Garden Apartments Historic District consists of five Spanish Revival-style buildings that are five stories in height and arranged around a courtyard on a trapezoidal lot. The complex is set back from the street and elevated on a modest terrace faced with a masonry retaining wall. Four of the five buildings assume an H-shaped plan and flank the courtyard on a northwest-southeast axis. The footprint of the fifth building is irregular due to the trapezoidal shape of the parcel and caps the courtyard to the southeast. Structurally, the buildings feature masonry, load-bearing walls with hollow clay tile faced with brick laid in a common bond; however, the brick walls facing the courtyard have since been parged with stucco. The masonry walls are punched with a typical fenestration pattern and include one-over-one, double-hung modern sash accented by brick sills. Several window openings have been concealed with brick. Multiple entrances pierce the buildings and are primarily marked by concrete stairs. *See Historic District Overlay*

**Registration and Status Dates:** National Historic Landmark:  **SHPO Opinion:**

National Register:  **Local Designation:**

New Jersey Register:  **Other Designation:**

**Determination of Eligibility:**  **Other Designation Date:**

**Photograph:**



**Survey Name:** NJ TRANSITGRID TRACTION POWER SYSTEM

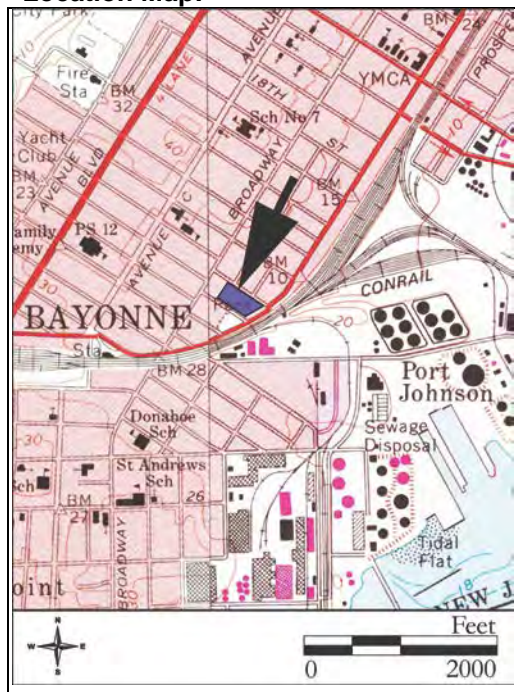
**Surveyor:** Sonja Lengel and Allee Davis **Date:** February 2017

**Organization:** RGA, Inc.

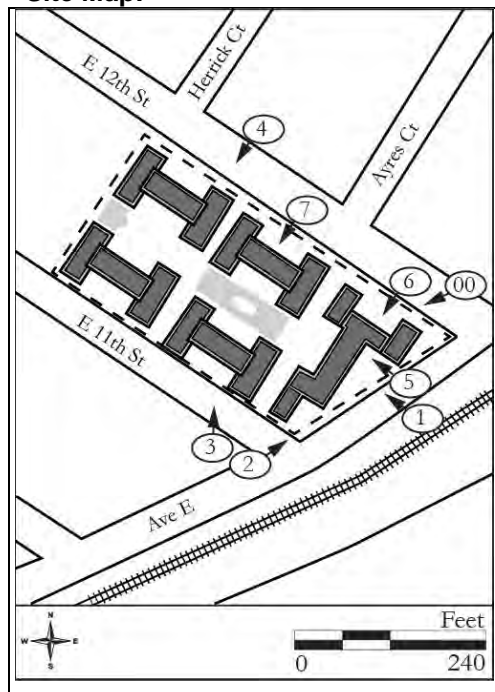
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

The Bayonne Garden Apartments was included in the City of Bayonne Historic Sites Survey conducted by Cultural Resource Consulting Group in 2000. The reconnaissance-level survey identified the Plattykill Manor Apartments (#470), otherwise known as the Bayonne Garden Apartments, as potentially eligible to be designated as a local landmark and potentially eligible for listing in the State and National Register of Historic Places. The survey recommended an intensive-level survey (Cultural Resource Consulting Group 2000).

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: \_\_\_\_\_ Building \_\_\_\_\_ Landscape \_\_\_\_\_ Farm  
\_\_\_\_\_ Bridge \_\_\_\_\_ Industry

Within Historic District? ☒ Yes ☐ No Historic District Name: Bayonne Garden Apartments Historic District

Status: ☒ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No

(Known or potential Sites – if yes, please describe briefly)

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Organization: RGA, Inc.

## HISTORIC DISTRICT OVERLAY

Historic Sites #:

<b>District Name:</b>	<u>Bayonne Garden Apartments Historic District</u>		
<b>County(s):</b>	<u>Hudson</u>	<b>District Type:</b>	<u>Residential</u>
<b>Municipality(s):</b>	<u>City of Bayonne</u>	<b>USGS Quad(s):</b>	<u>Jersey City NJ-NY</u>
<b>Local Place Name(s):</b>	<u>Constable Hook</u>		
<b>Development Period:</b>	<u>1924</u>	<b>To:</b>	<u>1924</u>
<b>Source:</b>	<u>The New York Times 16 January 1926: 17.</u>		
<b>Physical Condition:</b>	<u>Good</u>		
<b>Remaining Historic Fabric:</b>	<u>Medium</u>		
<b>Registration and Status Dates:</b>	<b>National Historic Landmark:</b>	<b>SHPO Opinion:</b>	
	<b>National Register:</b>	<b>Local Designation:</b>	
	<b>New Jersey Register:</b>	<b>Other Designation:</b>	
	<b>Determination of Eligibility:</b>	<b>Other Designation Date:</b>	

### Description:

Modest architectural Spanish Revival-style embellishments were incorporated throughout. In several places, the brick parapets are interrupted by stylized terra cotta arched key-holes, some of which still retain the original rounded iron screens. On the southwest and northeast elevations of the H-shaped buildings, the central, fifth-story windows are framed by a terra cotta surround which features an elaborate arched pediment supported by columns topped by ionic capitals. Prominently centered in each entablature is a shield with a griffin in relief. The entrances are framed by round-arched terra cotta surrounds with colonettes. The colonettes are adorned with partial spiral-patterned bases and topped by an inverted Scamozzi ionic capital. Doors are utilitarian metal doors crowned by replacement wood panels.

### Setting:

The Bayonne Garden Apartments Historic District is located on a trapezoidal block between Avenue E, East 11<sup>th</sup> Street, and East 12<sup>th</sup> Street in the Constable Hook neighborhood of the City of Bayonne, Hudson County, New Jersey. The five buildings are set back approximately 12 feet from the surrounding streets and elevated on a modest terrace in a park-like setting. The Hudson-Bergen Light Rail right-of-way is directly adjacent to the southeast. The five apartment buildings overlook a central garden with a sunken concrete courtyard. Located southwest of the Bayonne Garden Apartments Historic District is the 11<sup>th</sup> Street Park which includes a baseball field and children's playground. Both detached and attached single-family houses, as well as late-twentieth and early-twentieth-century commercial development, surround the historic district.

Survey Name:	<u>NJ TRANSITGRID TRACTION POWER SYSTEM</u>		
Surveyor:	<u>Sonja Lengel and Allee Davis</u>	Date:	<u>February 2017</u>
Organization:	<u>RGA, Inc.</u>		

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

The Bayonne Garden Apartments Historic District is significant for its association with the development of garden-style apartment architecture during the first quarter of the twentieth century. Constructed in 1924 and designed by self-taught architect Andrew J. Thomas, the apartment complex is one of the earliest examples of low-cost, garden-style apartment complexes to employ design principles developed by Thomas in response to the poor conditions of wage-worker, tenement housing. Several of Thomas's garden-style apartments, including the subject historic district, were financially backed by John D. Rockefeller, Jr. who briefly invested in the larger, nationwide movement to support cooperatively owned, garden-style apartments. Thomas's economical H-shaped design of each apartment building allowed for multiple windows and better ventilation in each apartment unit, which were also equipped with heat, plumbing, and other modern amenities not typically included in stand-alone, wage-worker housing such as the rowhouse. To complement the interior program of the apartment buildings, Thomas sited the buildings around a central garden with a children's playground and comfort station. Thomas designed the Bayonne Garden Apartments in the Spanish Revival style as evidenced by the modest terra cotta ornament incorporated throughout; the architecture of which, Thomas argued, beautified the environment and elevated the standard of living for residents. Thomas's governing design philosophy for garden-style apartments was largely encapsulated in a type of manifesto written by the architect in 1925 for the Bayonne Housing Corporation, titled *Industrial Housing*. Subsequent similar developments elsewhere in the United States display a degree of influence from Thomas's ideas such as the National Register-listed Laurelhurst Manor Apartments (1941) designed by Howard Gifford and located in Portland, Oregon.

### Eligibility for New Jersey and National Registers:

☒ Yes

☐ No

### National

### Register Criteria:

☒ A

☐ B

☒ C

☐ D

### Level of Significance

☒ Local

☒ State

☐ National

### Justification of Eligibility/Ineligibility:

*See Continuation Sheet*

### For Historic Districts Only:

Property Count: Key Contributing: 5 Contributing: \_\_\_\_\_ Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

The Bayonne Garden Apartments Historic District is confined to the tax parcel of Block 268, Lot 2. The historic district is bounded by East 12<sup>th</sup> Street on the northeast, Avenue E on the southeast, East 11<sup>th</sup> Street on the southwest, and the rear lot lines of an adjacent commercial property and parking lot on the northwest.

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## CONTINUATION SHEET

Historic Sites #:

### History:

The Bayonne Garden Apartments Historic District was constructed in 1924 based on pioneering garden-style apartment design principles developed by self-taught architect Andrew J. Thomas. When built, the apartment complex served as low-cost housing for wageworkers employed with the nearby industries in the Constable Hook neighborhood of Bayonne. Impetus for the construction of these apartment buildings was borne from the city's need to provide adequate housing for workers migrating to Bayonne as several large industrial enterprises, such as the Standard Oil Company and Gulf Oil, established operations here during the late-nineteenth and early-twentieth centuries.

During the early twentieth century, the Standard Oil Company was the largest employer in Bayonne with nearly 6,000 workers. In July of 1915, nearly 1,000 employees went on strike after being denied their request for higher wages (The New York Times [NYT], 20 July 1915). The strike persisted for only a week, was rife with riots and the death of several workers, but resulted in an increase in wages (NYT, 28 July 1915:1, 4). Six years later, in 1921, another strike occurred which failed to produce an additional wage increase (NYT, 20 October 1916:7). In an attempt to assuage employee dissatisfaction, John D. Rockefeller, Jr. of the Standard Oil Company introduced a number of employee benefit programs which eventually included cooperative, wage-earner housing through the Bayonne Housing Corporation (NYT, 5 February 1924:40).

The Bayonne Housing Corporation formed as World War I was ending to manage and funnel the needed financial support for the development of more appropriate wage-earner housing in light of the recent influx of European immigrants. In addition to the Standard Oil Company and the Rockefellers, interests in the corporation included a number of companies whose plants were in Bayonne and included the Tidewater Oil Company, Vacuum Oil Company, Pacific Borax Company, Babcock & Wilcox Company, the International Nickel Company, the Bayonne Supply Company, and several prominent wealthy individuals (Thomas 1925:10). Collectively, these stockholders believed it was not only a sound investment, but also their duty to build the Bayonne Garden Apartments for the city's working class. Although a for-profit venture, they limited their return on investment to only five percent (NYT 5 February 1924:40).

### *The Bayonne Housing Corporation Garden Apartments*

With social and civic values that aligned with the Bayonne Housing Corporation's, Andrew J. Thomas was commissioned in the early 1920s to design the Bayonne Garden Apartments. Around this time, Thomas was known for his pioneering architectural ideas on tenement reform. He advocated for the construction of garden-style apartment buildings which he argued were more economical than single-family houses and provided a higher standard of living due to its "beautiful environment of architecture, garden, and playground" (Thomas 1925:14, 37). The self-taught architect developed these design principles a few years prior when he completed a similar commission for the Queensboro Corporation in Queens, New York called Linden Court (1919-1921). This development was one of the earliest garden-style, cooperatively owned apartments designed for upper-class residents with buildings centered on a large, open garden with small garages accessed by a narrow driveway (Kojoyian 2014). In 1922, Thomas designed another low-cost, garden-style apartment complex for the Metropolitan Life Insurance Company, also in Queens, which offered rooms for working-class individuals at only \$9 per room (NYT, 17 August 1922: 29).

Thomas's design for the Bayonne Garden Apartments consisted of five buildings sited on a large, modestly terraced lot on Avenue E between East 12<sup>th</sup> and East 11<sup>th</sup> streets in Bayonne (Figure 1). Four of the five buildings were designed with an H-shaped footprint and the fifth with an irregular footprint due to the trapezoidal shape of the parcel (Figure 2). Arranged in a U shape, the five buildings centered on a garden adorned with trees, a children's playground, and a Spanish Revival-styled comfort station (Thomas 1925:20, 54, 56; Figures 3-5). Based on Thomas's economy of design, the Bayonne Housing Corporation ensured that residents paid 15-percent or less of their income in rent. Apartment units rented for \$10.25 a room per month on the first, second, and third floors; \$9.75 a room per month on the fourth floor; and \$9.00 a room per month on the fifth floor (Thomas 1925:47).

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## CONTINUATION SHEET

Historic Sites #:

### History (continued):

Structurally, each building was constructed with masonry, load-bearing walls composed of hollow clay tile faced with brick laid in a common bond. Thomas believed this construction was “more economical than solid brick walls, on account of the air spaces in the tile which do away with the necessity of forming air spaces by furring the walls” (Thomas 1925:39). Measures were taken to incorporate fireproof construction in the stairways, dumbwaiters, and first floors of each apartment building, as well as in the centers of each building by use of firewalls. Timber was used for floors, roofs, and interior walls and partitions (Thomas 1925:39).

The complex boasted accommodations for 149 families and cost one million dollars to build (NYT, 5 February 1924:40; NYT, 16 January 1926:17; Thomas 1925:49). The apartments ranged in size from four to six rooms each, and included plumbing that provided heat and hot water. Thomas described each apartment as “cheerful, sunny rooms, with two or three exposures” and the rooms arranged with bedrooms in the corners, separate from the living and dining rooms and kitchen (Thomas 1925:51; Figures 6-8).

Construction costs were further cut through use of durable, low-cost materials for the interior of the units. Oak was used for the flooring in the various living spaces and tile was used in the kitchen and bathrooms (Thomas 1925:40-42, 52). Plaster was applied directly to the masonry, damp-proof walls and all trim and walls were “heavily painted” (Thomas 1925:42). Residents were also equipped with a variety of modern amenities. Kitchens included “a sink with drainboard and swinging spout, a pair of washtubs, a dresser, a pot and broom closet, and a two-chambered refrigerator” (Thomas 1925:42). Bathrooms boasted built-in tubs and toilets with a “flushometer valve” (Thomas 1925:42). The apartment doors were “hand-surfaced oak” (Thomas 1925:42). In the common spaces, the floors were covered by a green and purple split-slate and the walls inside the stairways, entrance halls, and vestibules were protected by a “golden tapestry brick” (Thomas 1925:42). The trim in the stair halls and around the dumbwaiters was covered by Kalamein, sheet metal covered by wood for fire resistance. The fireproof stairs were made of steel with slate treads (Thomas 1925:42). Dumbwaiters carried laundry to the roof, where clothes were hung on racks to dry, eliminating the need for “ugly” draped lines of hanging laundry (Thomas 1925:42).

In 1944, the Bayonne Garden Apartments were purchased by Bernard Reswick and John Avrutis for \$615,000 (The Cincinnati Enquirer, 23 January 1944:41). In 1948, supposed higher operating costs forced the new owners to increase rent by 15 percent. Tenants that refused to pay the increased amount were served eviction notices (The Courier News 3 August 1948:14). In the 1980s, the name of the apartment complex was changed to Plattykill Manor Apartments, named after the Platty Kill Creek which runs near the site and into the Kill Van Kull River. Today, the complex participates in the Section 8 program managed by the U.S. Department of Housing and Urban Development.

### *Andrew J. Thomas*

Born in New York in 1875, Andrew J. Thomas was orphaned at the young age of 13 following the death of his mother and father. Forced to support himself, Thomas worked several odd jobs in New York and California, including a brief stint working in real estate, collecting rent, and showing apartments to prospective tenants (Rose 2008:6). Thomas was briefly lured to Alaska during the Klondike Gold Rush in 1897 before returning to New York where he would enter the building business and begin his self-made architectural career. His earlier experience in real estate was often cited by Thomas as the impetus and education for pursuing his interests in tenement reform (Rose 2008:6).

In 1919, Thomas entered a competition sponsored by New York State to rehabilitate a tenement block on the Lower East Side of Manhattan. Thomas advocated for the demolition of the current building and offered a garden-style apartment design featuring U-shaped buildings surrounding a central courtyard. His submission was rejected because his proposed plan covered only 60-percent of the lot falling short of the required 70-percent (Plunz 1990:127-137). The architectural garden-style apartment elements Thomas utilized for his submission would be further developed and implemented in his design for the apartment complexes built in Queens, New York in the early 1920s.

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## CONTINUATION SHEET

Historic Sites #:

### History (continued):

In 1923, Thomas was introduced to Charles O. Heydt, John D. Rockefeller, Jr.'s long-time real estate advisor and confidant, through Winthrop Aldrich, Rockefeller's brother-in-law (Rose 2008:7). Archival records indicate that Rockefeller and Thomas had little direct contact, but that all correspondence passed through Heydt (Rose 2008:3). Heydt, with his expertise in negotiating leases and sales and real estate savvy, assembled the properties that would become Colonial Williamsburg and Rockefeller Center. Heydt's knowledge and ambition shaped Rockefeller's views and role in housing reform. Heydt combined Rockefeller's money with Thomas' ideas to produce affordable housing that was modern, comfortable, and profitable. Together, Thomas and Heydt persuaded Rockefeller to enter into the housing field as a business experiment to prove that affordable, modern housing could return a profit of about six percent (Rose 2008:2).

Between 1923 and 1930, the partnership between Heydt, Rockefeller, and Thomas resulted in eight projects; six in the New York vicinity, one in Cleveland, Ohio, and one in Bayonne (Rose 2008:3). While some were purely commercial enterprises, other projects were used as platforms to encourage other wealthy individuals to build similar developments using Thomas's sound tenement-reform philosophies and to provide cooperative ownership opportunities for the average wage earner. The first manifestation of Thomas' garden-style apartments with Rockefeller's support was the Bayonne Garden Apartments (Rose 2008:4). Following the success of this particular apartment complex, the partnership between the three men resulted in several other similar garden-style apartment complexes. In 1925, an apartment complex was built in Manhattan to provide housing for employees of the Rockefeller Institute for Medical Research. In 1927, the Thomas Garden Apartments was a cooperatively owned complex erected in the Bronx. In Harlem, the cooperative-ownership concept was expanded through the inclusion of various social programs with the construction of the Paul Laurence Dunbar Apartments in 1928 (Rose 2008:13). By 1930, Rockefeller ended his partnership with Thomas. The apartment buildings were not the financial success for which Rockefeller had hoped, and the failed investment was likely further exacerbated by the Great Depression.

### Justification of Eligibility/Ineligibility:

The Bayonne Garden Apartments Historic District is recommended eligible for listing in the National Register of Historic Places under Criteria A and C in the areas in Architecture, Community Planning and Development, and Social History. It is historically significant for its association with the development of the garden-style apartment as pioneered by self-taught architect Andrew J. Thomas in Bayonne and the greater New York City region during the first quarter of the twentieth century. Thomas's career was defined by his innovative and influential efforts to develop a successful format for low- and moderate-cost garden-style apartment complexes featuring integral parklike, courtyard spaces.

The majority of Thomas's garden-style apartment commissions survive today. Because of the quality of their construction and their desirable locations within the greater New York metropolitan area, most have been relatively well cared for and display a significant degree of architectural integrity. Many of the earliest examples of Thomas's executed garden-style apartment commissions including the majority of those executed for the Metropolitan Life Insurance Company including Linden Court (1919), The Chateau (1922), Ivy Court Garden Apartments (1924), and the Towers (1923) in Jackson Heights, New York retain an extremely high degree of historic architectural integrity. However, the Metropolitan Life Houses (1922) has had its original windows replaced with modern fixtures and all cornice ornamentation removed. Although attractive and ornate, these buildings represent the early phases of the development of Thomas' architectural program and lack the cohesiveness of design that defines his later, more developed work.

With the construction of the Bayonne Garden Apartments and the patronage of John D. Rockefeller, Jr., Thomas cemented a consistent and uniform template that represented the maturation of his concept. Although some of his complexes from this period are larger than others and some buildings were graced with more ornament, all displayed

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## CONTINUATION SHEET

Historic Sites #:

### Justification of Eligibility/Ineligibility (continued):

the same primary character-defining features. All were red brick buildings ranging from between five and six stories in height. Each complex featured buildings sited in a U-shaped arrangement that wrapped around a landscaped courtyard that represented the single most important defining feature of Thomas' design. Each building boasted an arched primary entrance set off by two-bay wide, two-story tall, ornate, stylized surrounds. Along the roofline, above the main entrance, each building featured pediment, crest, or other architectural embellishment. Other crests, crenellations, or finials were utilized to break up the linearity of the long rooflines and to provide visual definition to the various blocks that together form the primary and secondary street facades. The courtyard elevations were more austere in their ornamentation. Originally, windows were either six-over-six or eight-over-eight, double-hung fixtures.

All of the garden-style apartment complexes designed by Thomas under the sponsorship of John D. Rockefeller, Jr. survive today. The Thomas Garden Apartments (1927) in the Bronx and the Van Tassel Apartments (1930) in North Tarrytown are exceptionally well-preserved examples that display all original character-defining features. The landscaping of their courtyard spaces has evolved and changed over the years, but the basic relationship of the apartment blocks to these integral parklike spaces remains intact.

The Milan House (1931) in Manhattan has suffered through the replacement of its original windows with one-over-one, double-hung fixtures, but otherwise remains intact and well preserved. Both the Thomas Garden Apartments (1927) and the renowned Paul Lawrence Dunbar Apartments (1928) in Harlem and his "Avenue A" building (1925) in Manhattan have suffered more substantially from losses to integrity. The most significant losses to the integrity of these buildings involve the removal of components of Thomas's character-defining cornice embellishments.

In terms of integrity, the Bayonne Garden Apartments Historic District should be grouped in the same category of the last two examples. Its original window fixtures have since been replaced with modern one-over-one, double-hung sash and some window and door openings have been infilled. Additionally, the brick surface of the courtyard walls have been parged in stucco. The buildings do, however, retain their original plan and profile. Furthermore, buildings retain most if not all of their original architectural ornamentation along their rooflines and main entry surrounds. In large part, the historic character of the historic district remains intact.

The period of significance for the Bayonne Garden Apartments Historic District begins in 1924, with the construction of the apartment complex, and ends in 1944 when the property was sold to Bernard Reswick and John Avrutis.

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## CONTINUATION SHEET

Historic Sites #:

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### Bibliography/Sources (continued):

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United States Geological Survey

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## CONTINUATION SHEET

Historic Sites #:

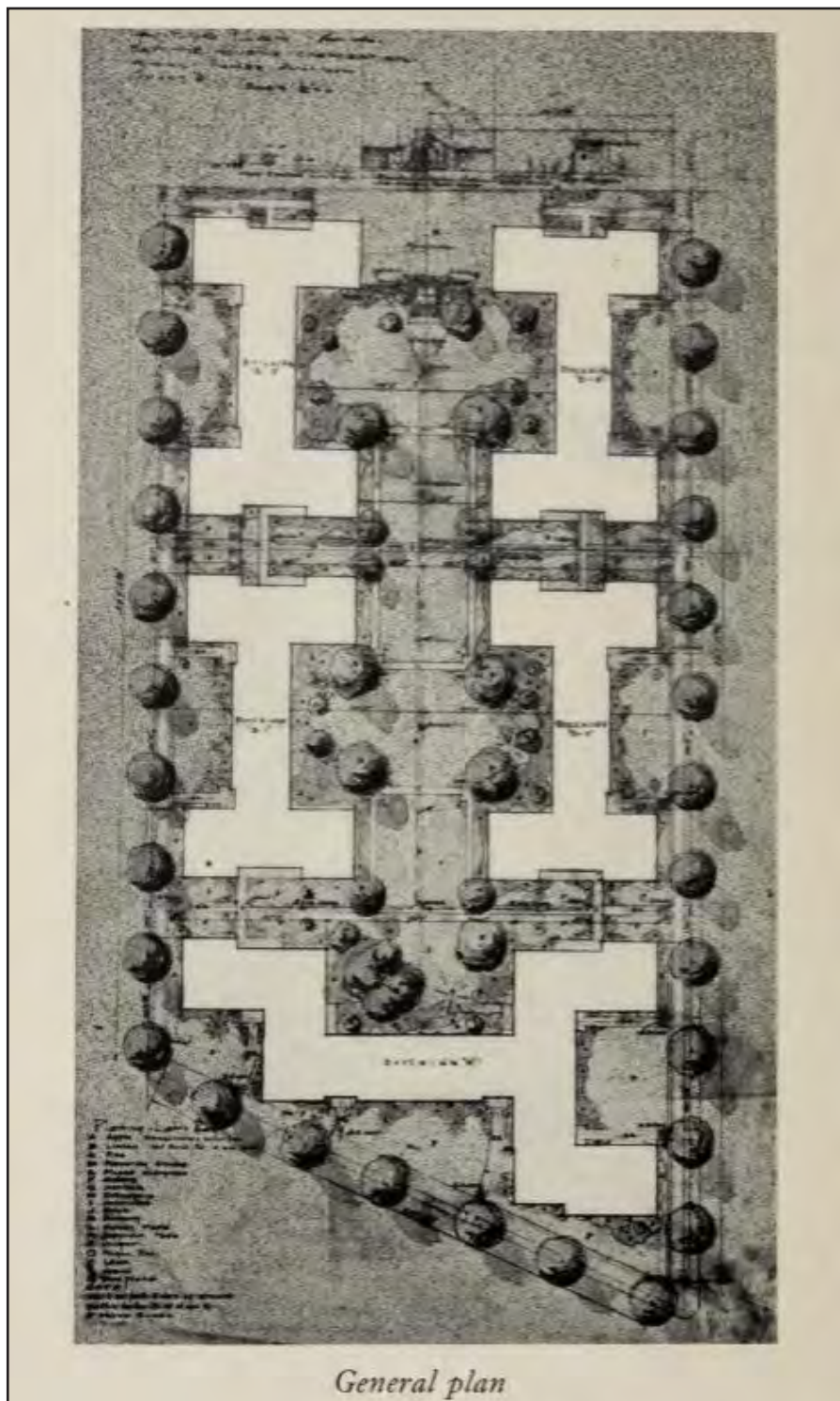


Figure 1: 1925 illustration of the general site plan of the Bayonne Garden Apartments from Andrew J. Thomas's publication *Industrial Housing*. Note the prominent central, landscaped garden within the complex (Thomas 1925:6).

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## CONTINUATION SHEET

Historic Sites #:

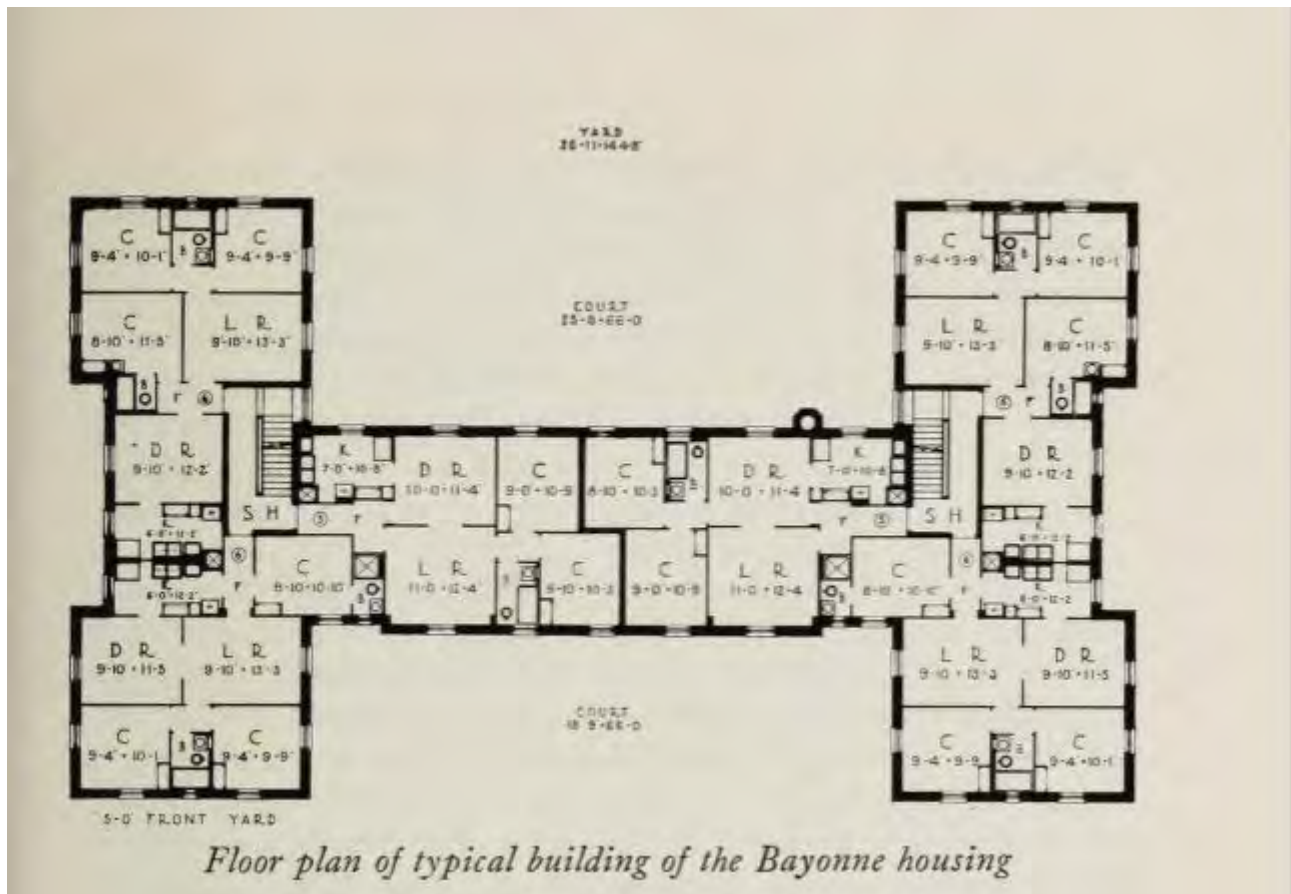


Figure 2: 1925 drawing of a typical floorplan of one of the H-shaped buildings built for the Bayonne Garden Apartments (Thomas 1925:17).

## CONTINUATION SHEET

Historic Sites #:



Figure 3: 1925 photograph of one of the walkways that bisects the central courtyard of the Bayonne Garden Apartments (Thomas 1925:54).



## CONTINUATION SHEET

Historic Sites #:



Figure 4: 1925 photograph of the children's playground built as part of the central courtyard of the Bayonne Garden Apartments (Thomas 1925:56).

## CONTINUATION SHEET

Historic Sites #:



Figure 5: 1925 photograph of the central garden with a view of the Spanish Revival-style comfort station built for the Bayonne Garden Apartments, but has since been demolished (Thomas 1925:20).

## CONTINUATION SHEET

Historic Sites #:



Figure 6: 1925 photograph of one of the street-facing elevations of the Bayonne Garden Apartments. Note the terra cotta ornament incorporated into the brick parapets (Thomas 1925:40).



## CONTINUATION SHEET

Historic Sites #:



*Bedroom with extra bathroom in a six-room apartment*

Figure 7: 1925 photograph of one of the six-room apartment units in the Bayonne Garden Apartments (Thomas 1925:52). Note the interior finishes and private bathroom.



## CONTINUATION SHEET

Historic Sites #:



Figure 8: 1925 photograph of a typical kitchen included in the apartment units in the Bayonne Garden Apartments (Thomas 1952:38).

## CONTINUATION SHEET

Historic Sites #:



Perspective view of the southeast elevation of the larger, irregularly shaped apartment building that caps the southeast end of the Bayonne Garden Apartments Historic District.

Plate: 1

Photo view: West

Photographer:  
Sonja Lengel

Date: January 27,  
2017



Partial view of the larger, irregularly shaped apartment building of the Bayonne Garden Apartments Historic District with a view of the adjacent right-of-way for the Hudson-Bergen Light Rail.

Plate: 2

Photo view:  
North

Photographer:  
Sonja Lengel

Date: January 27,  
2017

## CONTINUATION SHEET

Historic Sites #:



Plate: 3

Photo view:  
Northwest

Photographer:  
Sonja Lengel

Date: January 27,  
2017

View of the southwest elevations of the H-shaped buildings of the Bayonne Garden Apartments Historic District facing East 11th Street.



## CONTINUATION SHEET

Historic Sites #:



Plate: 4

Photo view:  
Southwest

Photographer:  
Sonja Lengel

Date: January 27,  
2017

Partial view of the northwest and northeast elevations of the Bayonne Garden Apartments Historic District. Note the parged stucco.



## CONTINUATION SHEET

Historic Sites #:

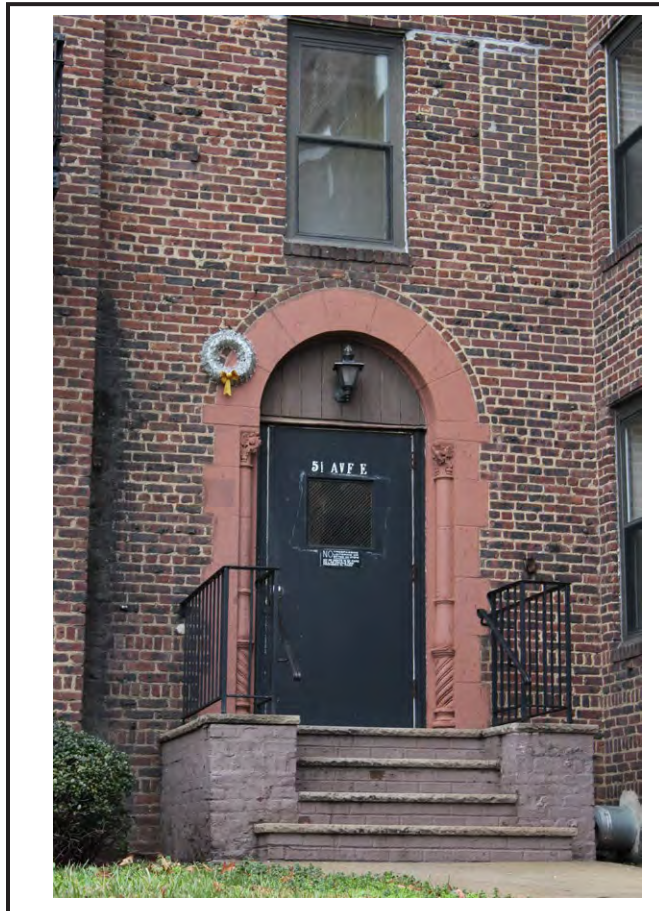


Plate: 5

Photo view:  
Northwest

Photographer:  
Sonja Lengel

Date: January 27,  
2017

Detail view of one of the entryways of the Bayonne Garden Apartments Historic District. Note the terra column ornament of the door surround.

## CONTINUATION SHEET

Historic Sites #:



Plate: 6

Photo view:  
Northwest

Photographer:  
Sonja Lengel

Date: January 27,  
2017

Detail view of one of the stylized terra cotta arched key holes. This one retains its original rounded iron screen.



Plate: 7

Photo view:  
South

Photographer:  
Sonja Lengel

Date: January 27,  
2017

View of the ornamental terra cotta window surround on the northeast elevation of one of the H-shaped buildings of the Bayonne Garden Apartments Historic District.

## BASE SURVEY FORM

Historic Sites #:

Property Name: 123 Prospect Avenue

Street Address: Street #: 123 Apartment #: (Low) (High) (Low) (High)

Prefix: Street Name: Prospect Suffix: Type: AVE

County(s): Hudson Zip Code: 07002

Municipality(s): City of Bayonne Block(s): 429

Local Place Name(s): Bayonne Lot(s): 1

Ownership: Private USGS Quad(s): Elizabeth

### Description:

123 Prospect Avenue is a three-story, three-bay brick building constructed circa 1915. The building has a flat roof with a bracketed and modillion cornice. Below the cornice lies a frieze with panels featuring garland ornamentation below a band of dentils. A band of vertically placed bricks lies below the cornice and extends across the southwest elevation. The primary (southeast) elevation consists of a ground-floor storefront with single pane picture windows and paired double-hung, vinyl sash windows on the upper stories. The storefront is separated from the upper stories by a pent eave above a modillion cornice with a triglyph and dentil frieze that spans the entirety of the southeast elevation and partially extends to the southwest elevation. The primary entrance defines the south corner of the building and is delineated by painted bricks. Windows on the upper stories are framed with bricks and have rusticated stone sills. *See Building Attachment*

### Registration and Status Dates:

National Historic  
Landmark:

SHPO Opinion:

National Register:

Local Designation:

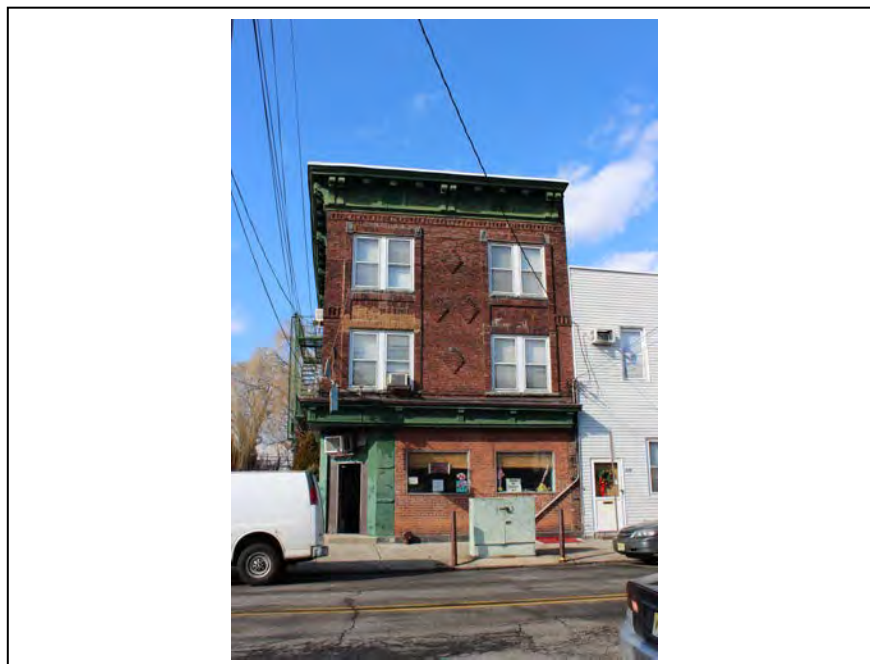
New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

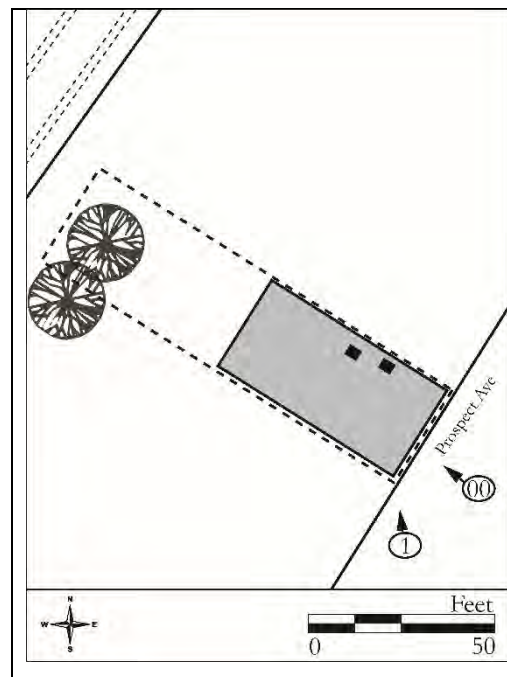
Date: February 2017

Organization: RGA, Inc.



**Historic Sites #:**

### Site Map:



See Continuation Sheet

123 Prospect Avenue was identified in the Survey of Historic Sites, Structures, and Districts: City of Bayonne, completed by Cultural Resources Consulting Group in 2000 (Historic Sites #490). The survey made no recommendation on the building's eligibility and recommended more research (Cultural Resources Consulting Group 2000).

**More Research Needed?** ☐ Yes ☒ No

**Attachments Included:**      1      Building      \_\_\_\_\_ Landscape      \_\_\_\_\_ Farm  
   Bridge     Industry

**Within Historic District?**    ☐ Yes    ☒ No    **Historic District Name:** \_\_\_\_\_

**Status:**    ☐ Key-Contributing    ☐ Contributing    ☐ Non-Contributing

**Associated Archaeological Site/Deposit?** ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017



## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** 123 Prospect Avenue

**Historic Name:** 123 Prospect Avenue

Residential Activity, Permanent; Commercial Activity, Office

**Present Use:** Activity-Private Business

Residential Activity, Permanent; Commercial Activity, Office

**Historic Use:** Activity-Private Business

**Construction Date:** Circa 1915

**Source:** G.M. Hopkins Co. 1919

**Alteration Date(s):**

**Source:**

**Designer:** Unknown

**Physical Condition:** Good

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Classical

**Form:** Rectangular

**Stories:** 3

**Type:** N/A

**Bays:** 3

**Roof Finish Materials:** Asphalt

**Exterior Finish Materials** Brick, Common Bond; Brick, Running Bond

### Exterior Description:

The third floor windows feature square stone panels in the upper corners of their brick surrounds and the space between the second and third floor windows is filled in with bricks in alternating horizontal and vertical groups of three. Bricks in a diamond-shaped pattern occupy the space between the upper story bays. The southwest elevation consists of single and paired double-hung, vinyl sash windows with rusticated stone sills and similar brick surrounds and ornamentation as windows on the primary elevation. A band of vertically-laid bricks run the length of the building above the first and second floor windows. The rear (northwest) elevation is not visible from the public right-of-way and the northeast elevation shares a party wall with 125 Prospect Avenue.

### Interior Description:

Not accessible.

### Setting:

123 Prospect Avenue is sited on a rectangular parcel (Block 429, Lot 1), located on the northwest side of Prospect Avenue in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southeast and is set back from the street approximately nine feet. A public, concrete-paved sidewalk, which runs along Prospect Avenue, spans the entirety of the southeast elevation. 123 Prospect Avenue is located on a dense residential street with some commercial and light industrial buildings to the southeast of the Hudson-Bergen Light Rail right-of-way. The building is attached to a two-story masonry building to the north. A narrow parking lot and a concrete-paved footbridge that spans the railroad tracks is located south of the building.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Date: February 2017

Organization: RGA, Inc.

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

123 Prospect Avenue is associated with the oil industry in Bayonne. The building is located in the Centerville neighborhood near Constable Hook, an industrial area dominated by oil refineries and other associated facilities. From about 1930 to 1940, the building was home to several working class oil industry laborers and their families.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The building at 123 Prospect Avenue is recommended not eligible for the National Register of Historic Places (NRHP). While the building has an intact bracketed cornice, modern alterations, including the replacement of the windows and changes to the ground-floor storefront, diminish the property's integrity of materials, design, workmanship, feeling, and association. Research did not uncover that the building was associated with significant persons or events. Therefore, the building is recommended not eligible for listing in the NRHP.

### For Historic Districts Only:

Property Count:    Key Contributing: \_\_\_\_\_    Contributing: \_\_\_\_\_    Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

N/A

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:

### History:

123 Prospect Avenue was constructed circa 1915 (G.M. Hopkins Co. 1919). The building is located in the Centreville neighborhood near Constable Hook, an industrial area dominated by oil refineries and other associated facilities. The first oil refinery was established on Constable Hook in 1875 by the Prentice Refining Company. In 1877, the Standard Oil Company constructed an oil refinery on Constable Hook, joined by a Tide Water Oil Company refinery one year later. By the early twentieth century, Constable Hook was a major shipping port (Sinclair 1940).

At the time of the building's construction, Prospect Avenue contained a mix of dwellings, stores, and saloons. The street appeared much the same in 1929 (Sanborn Map Company 1929). By the 1930s, most of the residents of Prospect Avenue worked in the oil industry, likely at the Standard Oil Company and the Tide Water Oil Company refineries on Constable Hook (United States Bureau of the Census [US Census] 1930; G.M. Hopkins Co. 1934). 123 Prospect Avenue was home to several working class families with laborers in the oil industry, including Julian Demay and Samuel Korin from Czechoslovakia and John Miedowski from Poland. Joseph Mager, a Russian laborer who worked in the motor car industry, also lived in the building (US Census 1930). In 1940, a Polish factory laborer named Alex Marcinski and his family lived in the building (US Census 1940). The subject building continued to function as a multi-residential property throughout the twentieth century (The Jersey Journal [JJ], 2 November 1961:5). In 2011, Tadeusz Bieniek transferred ownership of 123 Prospect Avenue to his son, Tadeusz K. Bieniek (Hudson County Clerk's Office 8821:148). Today, the building contains residential rental properties and "The Huddle II" deli in the ground-floor storefront.

### Bibliography:

Cultural Resource Consulting Group

2000 Survey of Historic Sites, Structures, and Districts: City of Bayonne. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Hopkins, G.M., Co.

1919 *Plat Book of Jersey City and Bayonne, Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, New Jersey.

1934 *Atlas of Hudson County, New Jersey*. Vol. 2. G.M. Hopkins Co., Philadelphia, New Jersey.

Hudson County Clerk's Office

n.d. On file, Recorder of Deeds, Office of the Hudson County Clerk, Jersey City, New Jersey.

*The Jersey Journal* (JJ) [Jersey City, New Jersey]

1961 No Title. 2 November 1961:5. Jersey City, New Jersey.

Sanborn Map Company

1929 *Insurance Maps of Hudson County, New Jersey*. Vol. 10. Sanborn Map Company, New York, New York.

Sinclair, Gladys Mellor

1940 *Bayonne Old and New: The City of Diversified Industry*. Maranatha Publishers, New York, New York.

United States Bureau of the Census (US Census)

1930 Population Schedule, City of Bayonne, Hudson County, New Jersey.

1940 Population Schedule, City of Bayonne, Hudson County, New Jersey.

United States Geological Survey

1995 U.S.G.S. 7.5' Quadrangle: Elizabeth, NJ.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

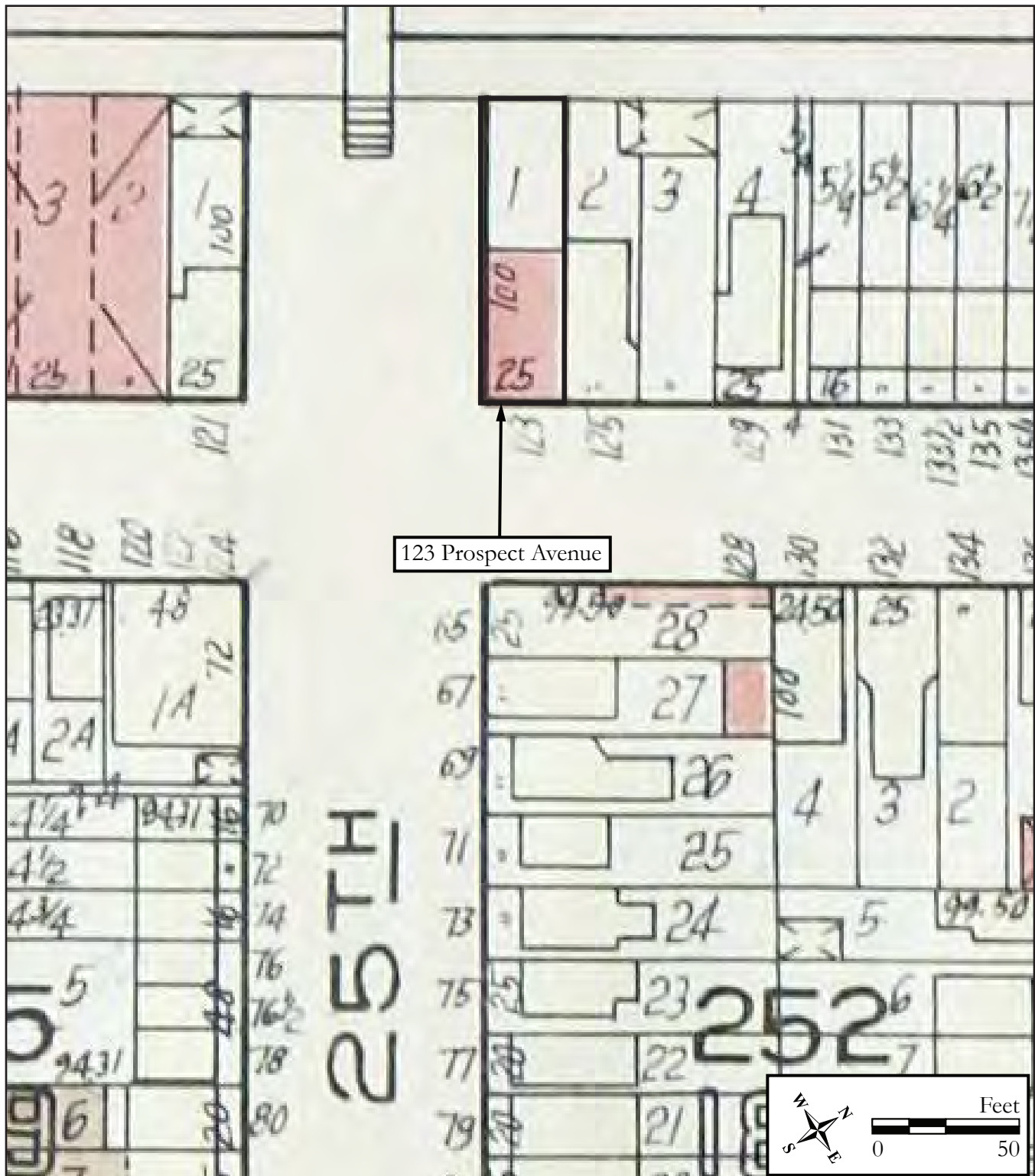
Surveyor: Kristen Herrick

Date: February 2017

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:





## CONTINUATION SHEET

Historic Sites #:



Plate: 1

Photo view:

North

Photographer:

Sonja Lengel

Date:

January 26, 2017

View of southeast and southwest elevations of 123 Prospect Avenue.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick

Organization: RGA, Inc.

Date: February 2017

## BASE SURVEY FORM

Historic Sites #:

**Property Name:** Our Lady of Deliverance Parish

**Street Address:** Street #: 317 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Avenue E Suffix: Type: AVE

**County(s):** Hudson County **Zip Code:** 07002

**Municipality(s):** City of Bayonne **Block(s):** 191

**Local Place Name(s):** Bayonne **Lot(s):** 5.02

**Ownership:** Private **USGS Quad(s):** Elizabeth

### Description:

Our Lady of Deliverance Parish (Building A) (see Site Map) is a three-bay, Gothic Revival-style church constructed in 1908. The building is faced in limestone and capped by an asphalt-shingled, front-gabled roof. The defining exterior feature is a large central square tower defined by buttresses at each corner and terminating at a slightly crenelated parapet wall and cross. The top of the tower is perforated by double lancet windows set within limestone arches on each elevation. A rose window located in the center bay allows natural light into the nave. The building is accessed on the primary (southeast) elevation by three heavily embellished doors crowned with stained glass. *See Building/Element Attachment.*

### Registration and Status Dates:

National Historic  
Landmark: \_\_\_\_\_

SHPO Opinion: \_\_\_\_\_

National Register: \_\_\_\_\_

Local Designation: \_\_\_\_\_

New Jersey Register: \_\_\_\_\_

Other Designation: \_\_\_\_\_

Determination of Eligibility: \_\_\_\_\_

Other Designation Date: \_\_\_\_\_

### Photograph:



Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

Surveyor: Lauren Szeber

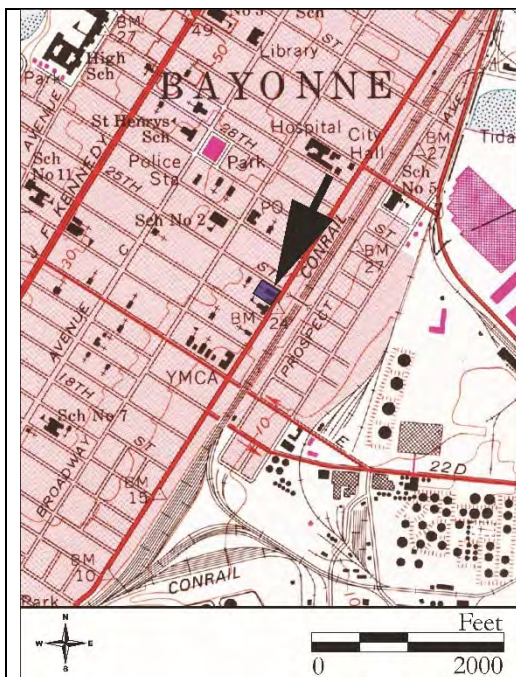
Date: February 2017

Organization: RGA, Inc.

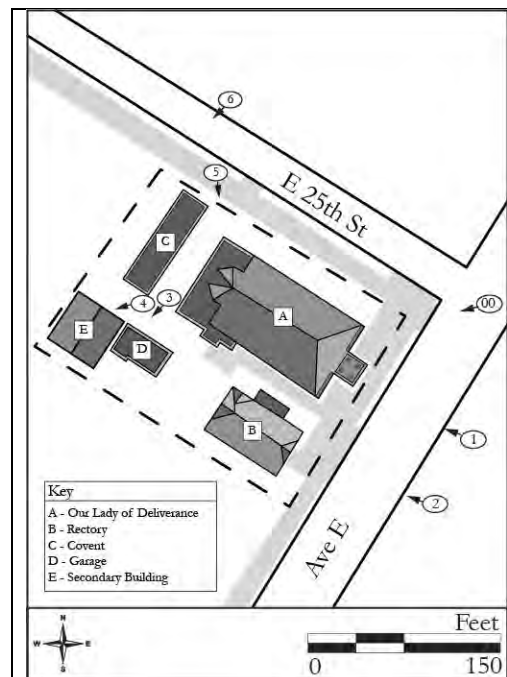
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

Our Lady of Deliverance Parish (St. Joseph's Roman Catholic Church) and the Rectory were identified in a Section 106 Survey completed by IVI International, Inc. in 2003. Both the Parish and Rectory were recommended eligible for listing in the National Register of Historic Places under Criterion C (IVI International Inc. 2003).

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: 4 Building \_\_\_\_\_ Landscape \_\_\_\_\_ Farm \_\_\_\_\_  
Bridge \_\_\_\_\_ Industry \_\_\_\_\_

Within Historic District? ☐ Yes ☒ No Historic District Name: \_\_\_\_\_  
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

Surveyor: Lauren Szeber

Date: February 2017

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** Our Lady of Deliverance Parish

**Historic Name:** St. Joseph's Roman Catholic Church

**Present Use:** Religious Activity (non-residential)

**Historic Use:** Religious Activity (non-residential)

**Construction Date:** 1908 **Source:** Cornerstone

**Alteration Date(s):** 1952 **Source:** Cornerstone

**Designer:** James F. Bagnell

**Physical Condition:** Excellent

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Gothic Revival

**Form:** Other

**Stories:** 2

**Type:** N/A

**Bays:** 3

**Roof Finish Materials:** Asphalt Shingle

**Exterior Finish Materials** Stone, Ashlar

### Exterior Description:

The doors are set within three large Gothic arches that lead to the side and central aisles of the church. Situated above the aisle doors are triple lancet stained glass windows set in limestone arches. The corners of the building are reinforced with buttress towers. The northern and southern elevations are divided into eight bays by buttresses. Each bay contains Gothic arch stained glass windows representing the story of the Holy Trinity. A one-story enclosed limestone porch containing an additional entrance is located on the northeast elevation. The apse and one-story sacristy project from the rear (northwest) elevation. The water table is defined by a course of quirked limestone molding.

### Interior Description:

Not accessible.

### Setting:

Our Lady of Deliverance Parish is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25<sup>th</sup> Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southeast and is set back approximately 15 feet from the road. The church is contained within a property composed of five buildings arranged around a central paved walkway leading from Avenue E to the rear of the parcel. A public, concrete-paved sidewalk spans the entirety of the southeast and northeast elevations. Our Lady of Deliverance Parish is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the Church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

Surveyor: Lauren Szeber

Date: February 2017

Organization: RGA, Inc.



## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING    ☐ STRUCTURE    ☐ OBJECT

**Common Name:** Our Lady of Deliverance Rectory

**Historic Name:** St. Joseph's Rectory

**Present Use:** Religious Activity (non-residential)

**Historic Use:** Religious Activity (non-residential)

**Construction Date:** Circa 1920

**Source:** St. Joseph's Church 1988

**Alteration Date(s):** \_\_\_\_\_

**Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Excellent

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Spanish Eclectic

**Form:** Other

**Stories:** 2

**Type:** N/A

**Bays:** 3

**Roof Finish Materials:** Asphalt shingle, Spanish tile

**Exterior Finish Materials** Brick – Flemish bond

### Exterior Description:

The Rectory at Our Lady of Deliverance Parish (Building B) is a three-story, three-bay brick building constructed circa 1920 in the Spanish Eclectic style. The building is capped by a front-gabled, asphalt-shingled roof accented with limestone coping and decorative arched corbelling. A small bell tower projects from the northern portion of the roof. The primary (southeast) elevation features a projecting entrance portal terminating at a pedimented parapet wall crowned with a cross. The portal is characterized by its herringbone brickwork, decorative tiling, and arched opening leading to a half-panel, half-glazed front door. Concrete steps lead from the sidewalk to the front entrance. A three-story, one-bay block capped with a mansard roof extends from the southwest elevation. The roof is clad in Spanish missionary red tile. The fenestration is regular, consisting of replacement double-hung vinyl windows found singularly or in sets of two or three. The windows are accented with limestone sills. It appears that the lintels have since been filled in with brick. A small one-story addition projects from the northern elevation and features decorative brick courses and herringbone brick detailing. An additional entrance is located on the rear (northwest) elevation sheltered by a hipped roof brick porch. The building is constructed of brick laid in Flemish bond. The water table is delineated by a limestone stringcourse.

### Interior Description:

Not accessible.

### Setting:

The Rectory at Our Lady of Deliverance Parish is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25<sup>th</sup> Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southeast and is set back approximately 30 feet from the road. The rectory is situated on the southern portion of the property which is composed of five buildings arranged around a central paved walkway leading from Avenue E to the rear of the parcel. A public, concrete-paved sidewalk spans the entirety of the southeast elevation. The rectory is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

Surveyor: Lauren Szeber

Date: February 2017

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** Our Lady of Deliverance Convent

**Historic Name:** St. Joseph's Convent

**Present Use:** Religious Activity (non-residential)

**Historic Use:** Religious Activity (non-residential)

**Construction Date:** Circa 1905

**Source:** Sanborn Map Company 1898, 1912

**Alteration Date(s):** \_\_\_\_\_

**Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Excellent

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** Colonial Revival

**Form:** Other

**Stories:** 2

**Type:** N/A

**Bays:** 4

**Roof Finish Materials:** Rolled Asphalt

**Exterior Finish Materials** Brick, Running Bond

### Exterior Description:

The Convent at Our Lady of Deliverance Parish (Building C) is a two-story, four-bay brick building designed in the Colonial Revival style. The building assumes a block plan and is capped by a flat, rolled-asphalt roof adorned with a simple cornice. The fenestration is regular, consisting of replacement four-pane windows with masonry sills and brick lintels, except for the third and fourth bays on the first story, which contain stained glass windows. The first two bays on the primary (northeast) elevation are sheltered by a stylized one-story porch supported on square columns and a wood railing. The porch is crowned with an entablature, simple frieze, dentil molding, and a cornice. Access to the building is gained by a half-panel, half-glazed door contained within the first bay. The foundation is concrete.

Windows on the northwest, southeast, and southwest elevations consist of replacement double-hung vinyl sash and surround units. An additional entrance is located on the southwest elevation, covered by a front-gabled, wood porch supported on brackets and embellished with a vergeboard.

### Interior Description:

Not accessible.

### Setting:

The Convent at Our Lady of Deliverance Parish is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25<sup>th</sup> Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing northeast and is set back approximately 30 feet from the road. The convent is situated on the northern portion of the property which is composed of five buildings arranged around a central paved driveway leading from Avenue E to the rear of the parcel. A public, concrete-paved sidewalk spans the entirety of the northeast elevation. An additional paved driveway runs from East 25<sup>th</sup> street along the southeast elevation of the building and terminating at the rear of the property. The convent is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

Surveyor: Lauren Szeber

Date: February 2017

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** Our Lady of Deliverance Garage

**Historic Name:** St. Joseph's Garage

**Present Use:** Vehicular Parking

**Historic Use:** Vehicular Parking

**Construction Date:** Circa 1920

**Source:** Sanborn Map Company 1912, NETR 1931

**Alteration Date(s):** \_\_\_\_\_

**Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Excellent

**Builder:** Unknown

**Remaining Historic Fabric:** Medium

**Style:** None

**Form:** Other

**Stories:** 1

**Type:** Garage

**Bays:** 3

**Roof Finish Materials:** Rolled Asphalt

**Exterior Finish Materials** Brick, Running Bond

### Exterior Description:

The garage at Our Lady of Deliverance Parish (Building D) is a one-story, three-bay brick building constructed circa 1920. The primary (northeast) elevation features three large overhanging garage doors. The doors are sheltered by a pent eave clad in asphalt shingles. A small four-pane, fixed window is situated on the eastern portion of the primary elevation. Additional access to the garage is gained by a secondary door on the southeast elevation.

### Interior Description:

Not accessible.

### Setting:

The garage at Our Lady of Deliverance Parish is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25<sup>th</sup> Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing northeast and is set back approximately 150 feet from the road. The garage is situated along the southwest perimeter of the property which is composed of five buildings arranged around a central paved driveway leading from Avenue E to the rear of the parcel. An additional paved driveway leads from the garage to East 25<sup>th</sup> street. The building is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

Surveyor: Lauren Szeber

Date: February 2017

Organization: RGA, Inc.

## BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

**Common Name:** Secondary Building at Our Lady of Deliverance Parish

**Historic Name:** Secondary Building at St. Joseph's Roman Catholic Church

**Present Use:** Religious activity (non-residential)

**Historic Use:** Religious activity (non-residential)

**Construction Date:** Circa 1998

**Source:** NETR 1995, 2002

**Alteration Date(s):** \_\_\_\_\_

**Source:** \_\_\_\_\_

**Designer:** Unknown

**Physical Condition:** Excellent

**Builder:** Unknown

**Remaining Historic Fabric:** \_\_\_\_\_

**Style:** None

**Form:** Other

**Stories:** 1

**Type:** N/A

**Bays:** 2

**Roof Finish Materials:** Asphalt Shingle

**Exterior Finish Materials** Vinyl Siding

### Exterior Description:

The secondary building at the Our Lady of Deliverance Parish (Building E) is a one-story, block-plan building constructed circa 1998. The building is capped by a steeply pitched, front-gable roof clad in asphalt shingles. The primary (northeast) elevation features a row of five double-hung vinyl windows. Access to the building is gained by a paneled wood door on the eastern portion of the primary (northeast) façade. The foundation is concrete block. The building is clad in vinyl siding.

### Interior Description:

Not accessible.

### Setting:

The secondary building at the Our Lady of Deliverance Parish complex is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25<sup>th</sup> Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing northeast and is set back approximately 140 feet from the road. The building is situated in the western corner of the property which is composed of five buildings arranged around a central paved driveway leading from Avenue E to the rear of the parcel. An additional paved driveway leads from the adjacent garage to East 25<sup>th</sup> Street. The building is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

Surveyor: Lauren Szeber

Date: February 2017

Organization: RGA, Inc.



## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet.*

### Significance:

Our Lady of Deliverance Parish is significant as a surviving turn-of-the-twentieth-century church complex established by early Slovakian immigrants in Hudson County as a communal place for worship and social activity. At its centennial, it stood as the oldest Slovak Catholic Church in New Jersey and one of the largest Roman Catholic churches in Bayonne. The church complex played a substantial role in the community of Catholic Eastern-European immigrants in Bayonne and continued to develop with the construction of a rectory, parish, and parochial school over the course of the twentieth century. After serving parishioners for more than 120 years, the church now serves the Syriac Catholic Church as the Eparchy of Our Lady of Deliverance.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

Due to the lack of architectural integrity, Our Lady of Deliverance Parish and is recommended not eligible for listing in the National Register of Historic Places (NRHP). Though it retains some of the original early-twentieth-century features, large-scale alterations to both the building's exterior and interior including the removal of the steeple and facing the entire building in limestone, have denigrated the building's integrity of materials, feeling, and association. Research did not uncover that the building was associated with significant persons or events. Moreover, the building was not identified as the work of a master. Therefore, the building is recommended ineligible for listing in the NRHP under Criteria A, B, or C.

### For Historic Districts Only:

**Property Count:** Key Contributing: \_\_\_\_\_ Contributing: \_\_\_\_\_ Non Contributing: \_\_\_\_\_

### For Individual Properties Only:

**List the completed attachments related to the property's significance:**

### Narrative Boundary Description:

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:

### History:

Our Lady of Deliverance was first constructed as Saint Joseph's Roman Catholic Church in 1908. The church got its beginnings as one of the earliest Slovak Catholic Churches to be established in the United States in 1888. Prior to its founding, the religious needs of Slovak immigrant families of Bayonne were tended to by missionaries, who, due to the nature of their Holy Vocational Order, never stayed in the area for an extended period of time. This changed under the direction of the Founder and Reverend Joseph Kosalko, who inspired the Slovak Catholic community to come together and form an official church in the name of Saint Joseph. In 1905, Father Kosalko and his followers raised enough money to submit a down payment on a property in the Constable Hook area of Bayonne for the construction of a new church building (St. Joseph's Church 1988: 4-5).

Three years later, in 1908, ground was broken for the new church which was promised to be the "most imposing of church edifices in South Hudson" (The Jersey Journal 13 April 1908:14). Local architect James F. Bagnell designed the Gothic Revival-style church of red and black brick with a towering spire rising 150 feet above the ground. The building was completed at a cost of \$52,000 with another \$15,000 spent on interior decorations (St. Joseph's Church 1988:8). Over 5,000 people from surrounding Slavish organizations came to the dedication, which was officiated by Bishop John J. O'Conner of the Newark Diocese, and included a lavish parade and a blessing of three bells to be hung in the steeple (Jersey Journal 29 March 1909:7). The first service held in the new church took place on Palm Sunday, April 4, 1909.

The church immediately started on its next project: the initiation of a school for the children of the parish. Without any remaining funds, classrooms were organized in the church basement, thus marking the beginning of St. Joseph Parochial School under the guidance of Father Szikora and the Sisters of Saint Dominic from Newburgh, New York. In 1915, a handsome school building was constructed on 24<sup>th</sup> Street and Avenue E at the cost of \$200,000 and included a large auditorium/reception hall, as well as bowling alleys and a licensed bar that was used by the various social organizations of St. Josephs. As school enrollment increased, it became necessary to provide a larger convent to house the growing number of Dominican Sisters necessary to educate the student body. In a gesture of generosity, the house and property located directly behind the church was sold to the parish and converted into the present-day convent (St. Joseph's Church 1988:11-12).

The final phase of the four-part building campaign was to erect a new rectory building. Situated to the southwest of the church, the three-story, brick building was completed in the early 1920s for \$78,000. With all the physical construction of the church taking place, the parish was also growing spiritually and socially with the organization of various societies and clubs, including the organization of Holy Name Society and Lyceum for men, the Rosary Society for women, the Altar Society, and the Catholic War Veteran's Post (St. Joseph's Church 1988:13).

In 1949, St. Joseph's Roman Catholic Church celebrated its 40<sup>th</sup> birthday. By this time, the church was beginning to show signs of wear and tear and, upon examination, a major decision was reached to reinforce the entire building with an outer layer of limestone. The badly rotted wooden steeple and cross were dismantled. The interior was also refurbished with marble and masonite and a new sacristy placed behind the altars. The steep steps in front of the church were removed and replaced with a retaining wall that included iron railings, a balcony area, and steps positioned on each side. Rededication of the church took place in 1952 which was memorialized with a new cornerstone (St. Joseph's Church 1988:18).

During the time of urban renewal in the late 1960s and 1970s, the church jumped at the opportunity to purchase the property across Avenue E. The land was paved and a later converted into the present-day church parking lot. Other subsequent improvements included the removal of the baldachino which helped to restore the symmetry of the interior and allowed natural light to brighten the sanctuary. The basement was also renovated around this time with the addition of new bathrooms and a large open meeting room and kitchen. A new roof was installed on the convent and the entire wood building was faced in brick to give it a similar appearance to the rest of the complex (St. Joseph's Church 1988:20).

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

Surveyor: Lauren Szeber

Date: February 2017

Organization: RGA, Inc.

## CONTINUATION SHEET

Historic Sites #:

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### History (continued):

After serving parishioners for more than 120 years, St. Joseph's merged with St. Michael's Catholic Church at 21 E. 23<sup>rd</sup> Street in 2011. The church and accompanying buildings were leased to the Syriac Catholic Diocese of the United States and Canada (Jersey Journal 2011). The complex was reestablished as Our Lady of Deliverance.

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1898 *Insurance Maps of Hudson County*. Sanborn Map Company. New York, New York.

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## CONTINUATION SHEET

Historic Sites #:



Figure 1: Image of St. Joseph's Roman Catholic Church prior to the extensive alterations completed in the 1950s (St. Josephs 1988)



## CONTINUATION SHEET

Historic Sites #:

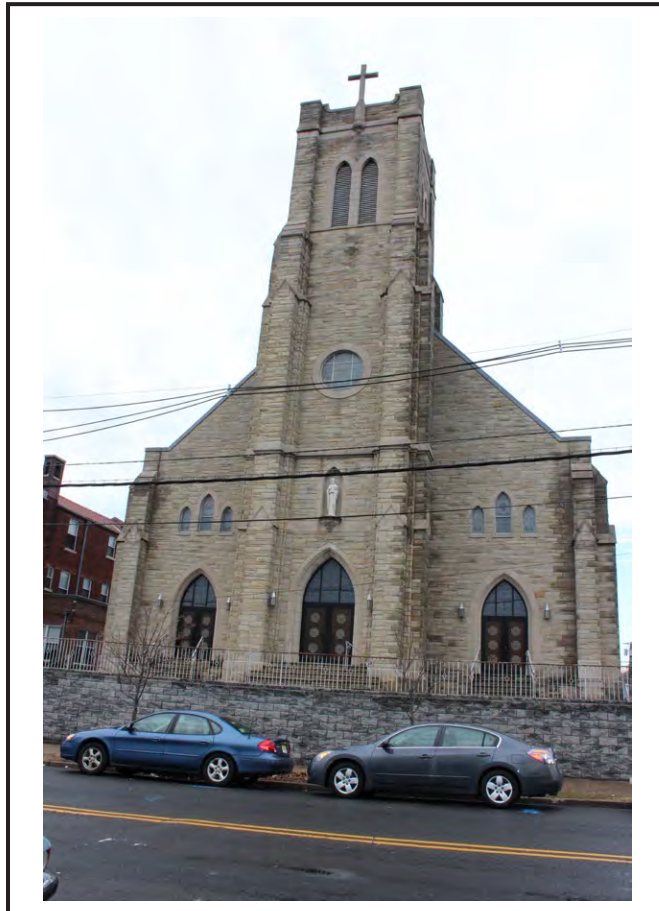


Plate: 1

Photo view:

Northwest

Photographer:

Sonja Lengel

Date:

January 26, 2017

View of the primary elevation of Our Lady of Deliverance Parish.

## CONTINUATION SHEET

Historic Sites #:



View of the primary elevation of the rectory at Our Lady of Deliverance Parish.

Plate: 2  
Photo view:  
Northwest  
Photographer:  
Lauren Szeber  
Date:  
February 13,  
2017



View of the garage at Our Lady of Deliverance Parish.

Plate: 3  
Photo view:  
Southwest  
Photographer:  
Lauren Szeber  
Date:  
February 13,  
2017

## CONTINUATION SHEET

Historic Sites #:



Plate: 4

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

February 13,  
2017

View of the secondary building at Our Lady of Deliverance Parish.



Plate: 5

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

February 13,  
2017

View of the northeast and rear elevations of the Our Lady of Deliverance Parish.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: February 2017



## CONTINUATION SHEET

Historic Sites #:



Plate: 6

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

February 13,  
2017

View of the convent at Our Lady of Deliverance Parish.



## BASE SURVEY FORM

Historic Sites #:

**Property Name:** 296-302 Princeton Avenue

**Street Address:** Street #: 296 302 Apartment #: (Low) (High) (Low) (High)

Prefix: Street Name: Princeton Suffix: Type: Ave

**County(s):** Hudson **Zip Code:** 07305

**Municipality(s):** City of Jersey City **Block(s):** 1432

**Local Place Name(s):** Greenville **Lot(s):** W, V, U.1, T.2

**Ownership:** Private **USGS Quad(s):** Weehawken

### Description:

296-302 Princeton Avenue consists of four attached Italianate-style rowhouses built circa 1900. The rowhouses uniformly measure three bays wide and two-and-a-half stories tall with primary elevations facing northwest. All four rowhouses are each capped by a flat roof with an overhanging eave supported by a decorative bracketed cornice with molded panels. *See Continuation Sheet*

### Registration and Status Dates:

National Historic Landmark:

National Register:

New Jersey Register:

Determination of Eligibility:

SHPO Opinion:

Local Designation:

Other Designation:

Other Designation Date:

### Photograph:



Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

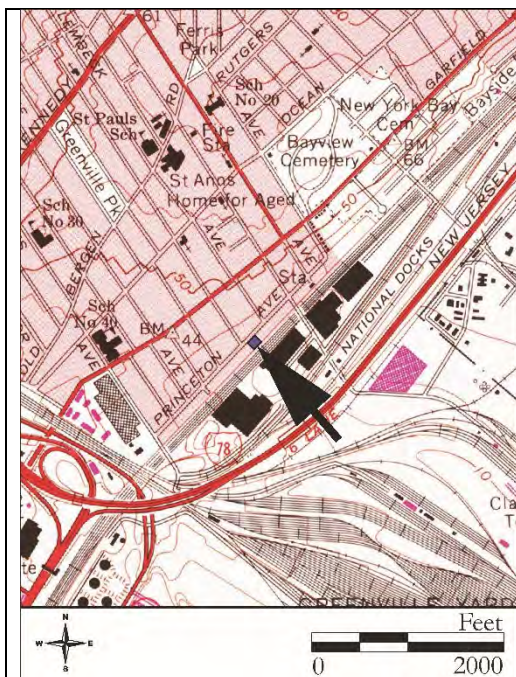
Organization: RGA, Inc.

Date: February 2017

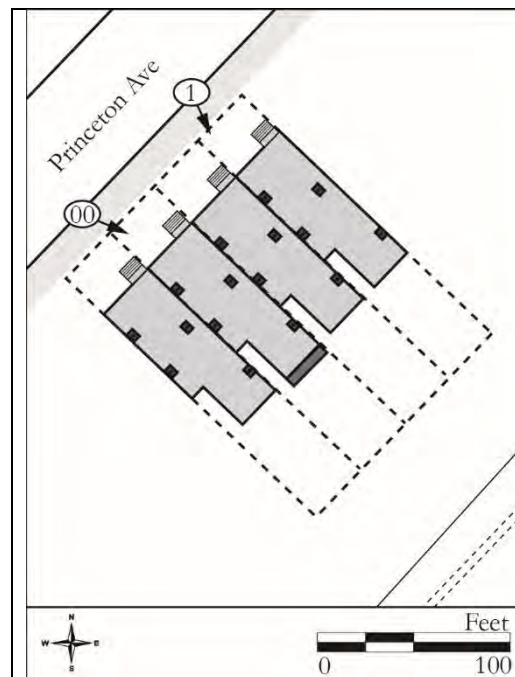
## BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



### Bibliography/Sources:

See Continuation Sheet

### Additional Information:

None.

More Research Needed? ☐ Yes ☒ No

### INTENSIVE LEVEL USE ONLY

Attachments Included: \_\_\_\_\_ Building \_\_\_\_\_ Landscape \_\_\_\_\_ Farm  
\_\_\_\_\_ Bridge \_\_\_\_\_ Industry

Within Historic District? ☐ Yes ☒ No Historic District Name: \_\_\_\_\_  
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No  
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

## HISTORIC DISTRICT OVERLAY

Historic Sites #:

<b>District Name:</b>	<u>296-302 Princeton Avenue</u>		
<b>County(s):</b>	<u>Hudson</u>	<b>District Type:</b>	<u>Residential</u>
<b>Municipality(s):</b>	<u>Jersey City</u>	<b>USGS Quad(s):</b>	<u>Weehawken</u>
<b>Local Place Name(s):</b>	<u>Greenville</u>		
<b>Development Period:</b>	<u>1900</u>	<b>To:</b>	<u>1928</u>
	<b>Source:</b> <u>Hopkins 1928</u>		
<b>Physical Condition:</b>	<u>Good</u>		
<b>Remaining Historic Fabric:</b>	<u>Medium</u>		
<b>Registration and Status Dates:</b>	<b>National Historic Landmark:</b>	<b>SHPO Opinion:</b>	
	<b>National Register:</b>	<b>Local Designation:</b>	
	<b>New Jersey Register:</b>	<b>Other Designation:</b>	
	<b>Determination of Eligibility:</b>	<b>Other Designation Date:</b>	

### Description (continued):

*See Base Survey Form*

### Setting:

The attached, brick rowhouses located at 296-302 Princeton Avenue are situated in the dense residential community of Greenville in the City of Jersey City, Hudson County, New Jersey. The rowhouses take up four residential lots (Block 1432; Lots W, V, U.1, T.2) with a collective size of 0.2 acres. Princeton Avenue features concrete, paved sidewalks lined by occasional grass patches and mature hardwood trees. The rears of the buildings overlook the tracks for the Hudson-Bergen Light Rail, with the Danforth Avenue Light Rail Station located 0.2 miles east. Also 0.2 miles to the east is the Linden Avenue Extension which connects to Caven Point Road and feeds into New Jersey State Route 440. Approximately 0.2 miles south, past the large Jersey City Incinerator Authority complex, is the New Jersey Turnpike Extension Toll Road. The New Jersey Turnpike Extension Toll Road marks a transition from residential to industrial land-use leading southeast to the Upper Bay of the Hudson River.

Survey Name:	<u>NJ TRANSIT GRID TRACTION POWER SYSTEM</u>		
Surveyor:	<u>Elizabeth Diker</u>	Date:	<u>February 2017</u>
Organization:	<u>RGA, Inc.</u>		

## ELIGIBILITY WORKSHEET

Historic Sites #:

### History:

*See Continuation Sheet*

### Significance:

328-334 Princeton Avenue is a development of four Italianate-style, brick rowhouses build circa 1900. Their construction and location are indicative of the early development of Greenville, a small community in Jersey City, New Jersey. They served as rental properties to immigrant families and working class laborers during the twentieth century.

### Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

### National

### Register Criteria:

☐ A

☐ B

☐ C

☐ D

### Level of Significance

☐ Local

☐ State

☐ National

### Justification of Eligibility/Ineligibility:

The buildings at 296-302 Princeton Avenue are recommended not eligible for the National Register of Historic Places (NRHP). Although the rowhouses retain some architectural details, such as decorative cornices and overhanging eaves, crowns over windows and doors, modern alterations such as the replacement of windows, doors, and stoops denigrate the buildings' integrity in terms of design, materials, and workmanship. Research did not uncover that the buildings were associated with significant persons or events. Architecturally, the buildings are not particularly good examples of their type and are not representative of the work of a master. Therefore, the buildings are recommended not eligible for listing in the NRHP.

### For Historic Districts Only:

Property Count: Key Contributing: \_\_\_\_\_ Contributing: 4 Non Contributing: 0

### For Individual Properties Only:

List the completed attachments related to the property's significance:

### Narrative Boundary Description:

The rowhouses are located on Princeton Avenue between Pearsall Avenue and Lemback Avenue with residential development in close proximity on both the east and west sides. The primary elevations face northwest towards Princeton Avenue, and the rear of the buildings back up to the tracks of the New Jersey Hudson-Bergen Light Rail 0.2 miles from the Danforth Avenue Light Rail Station. Past the train tracks to the south is the Jersey City Incinerator Authority.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017



## CONTINUATION SHEET

Historic Sites #:

### Description (continued):

All windows are one-over-one, vinyl-sash windows with occasional decorative upper fanlights. They are adorned by segmental-arched, stucco crowns with flared ends above and molded stucco sills supported by brackets below. The rowhouses are situated approximately 27 feet back from the street. Each house has a wide cement or gravel driveway at ground level east of the entry stairs. 298 and 300 Princeton Avenue converted the driveways into small yards surrounded by chain-link fences. 298 Princeton Avenue has a large, overgrown shrub centrally located in its yard. There is vegetation in front of 300 Princeton Avenue.

### History:

The four rowhouses known as 296-302 Princeton Avenue first appear cartographically on the 1928 Hopkins atlas for Jersey City and North Bergen (1928 Hopkins; Figure 1). Greenville, a small community in Jersey City, transformed from predominantly farmland in the nineteenth century to a residential, prosperous, urban neighborhood in the early twentieth century. Real estate offerings boasted that Princeton Avenue was a “good business street near trains and trolleys” (The Jersey Journal [JJ], 16 August 1900). The occupants of these buildings were engaged citizens concerned with the welfare of their families, communities, and the political developments occurring around them. For example, the occupants of 296 and 302 Princeton Avenue were cited in the *Jersey Journal* as citizens petitioning the City Manager for removal of the mayor and board of commissioners in Jersey City in 1931 (JJ, 18 September 1931). Renters at 300 Princeton Avenue were included on a list of “One-Day-Republicans” in the *Jersey Journal*. This list described people who were connected to the political regime of controversial New Jersey Mayor Frank Hague (JJ, 15 October 1928).

Throughout the mid-twentieth century, the rowhouses built at 296-302 Princeton Avenue served as rental units to numerous families of immigrants and laborers. Inhabitants of these rowhouses worked as salesmen, chauffeurs, engineers, and private nurses (United States Bureau of the Census [US Census] 1940). Currently, the rowhouses known as 296-302 Princeton Avenue are single-family residences.

### Bibliography:

Hopkins, G.M.

1928 *Plat Book of Jersey City, Hudson Co. N.J.* G.M. Hopkins & Co., Philadelphia, Pennsylvania.

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1931 Public Notice List of Citizens Petitioning City Manager Plan Which Means the Removal of the Mayor and Board of Commissioners of Jersey City. 18 September. Jersey City, New Jersey.

1954 Public Notice Franchise Ordinance No. K-646. 9 November. Jersey City, New Jersey.

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1930 Population Schedule, Township of Weehawken, Hudson County, New Jersey.

1940 Population Schedule, Township of Weehawken, Hudson County, New Jersey.

United States Geological Survey (U.S.G.S.)

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Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:

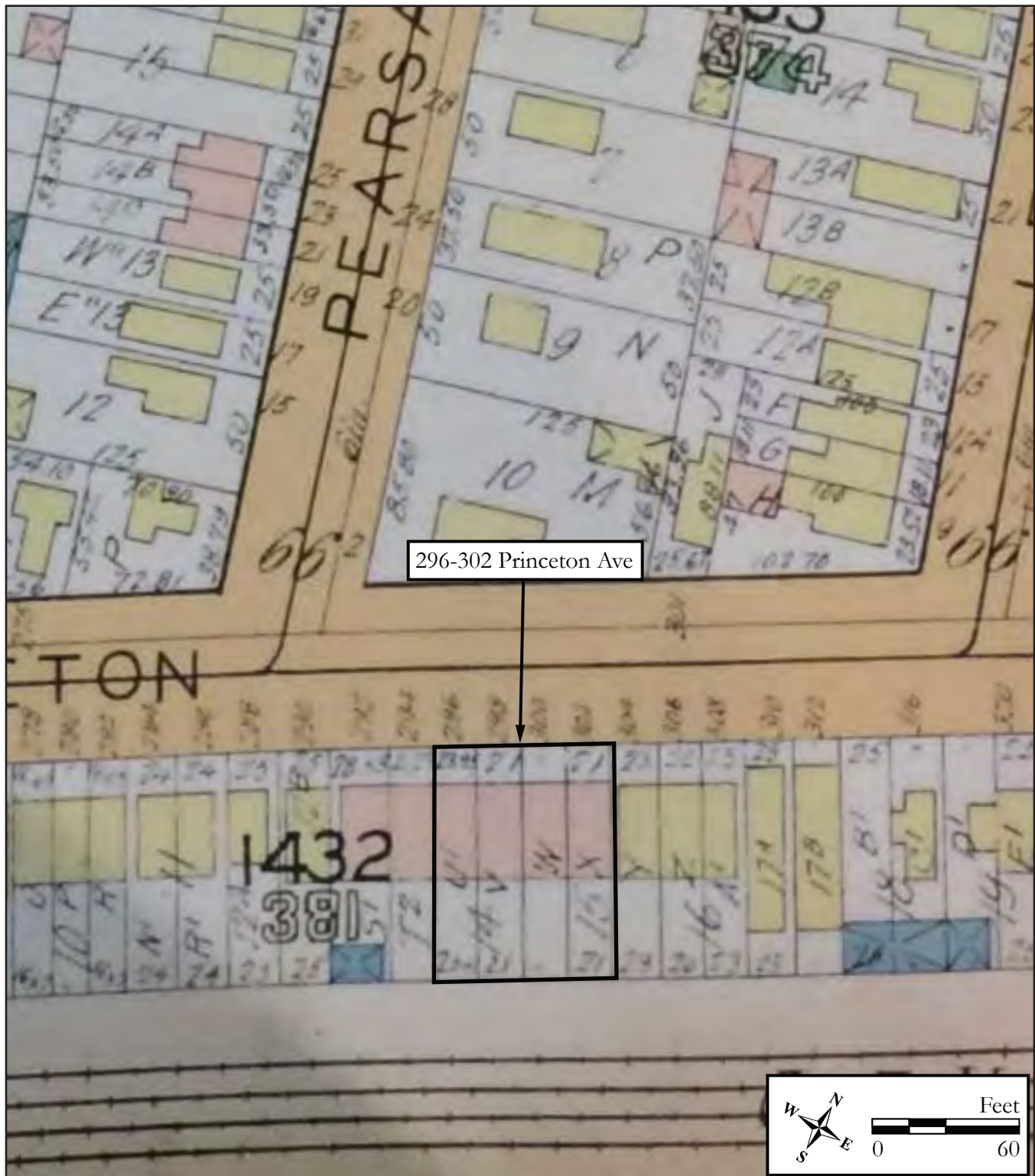


Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map depicts 296-302 Princeton Avenue in 1928.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017

## CONTINUATION SHEET

Historic Sites #:



Primary northern elevations of four, brick rowhouses located at 296-302 Princeton Avenue.

Plate: 1

Photo view:

Southwest

Photographer:

Kristen Herrick

Date:

January 27, 2017

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017