

BASE SURVEY FORM

Historic Sites #:

Property Name: 328-334 Princeton Avenue

Street Address: Street #: 328 334 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):** J.1, K.1, L.1, M

Ownership: Private **USGS Quad(s):** Weehawken

Description:

328-334 Princeton Avenue consists of four attached Italianate-style, brick rowhouses built circa 1900. The rowhouses measure three bays wide and two-and-a-half stories tall with primary elevations facing northwest. A flat roof with an overhanging eave accented by a decorative, molded cornice caps each rowhouse. The cornice features double brackets appearing at regular intervals and dentils. *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:

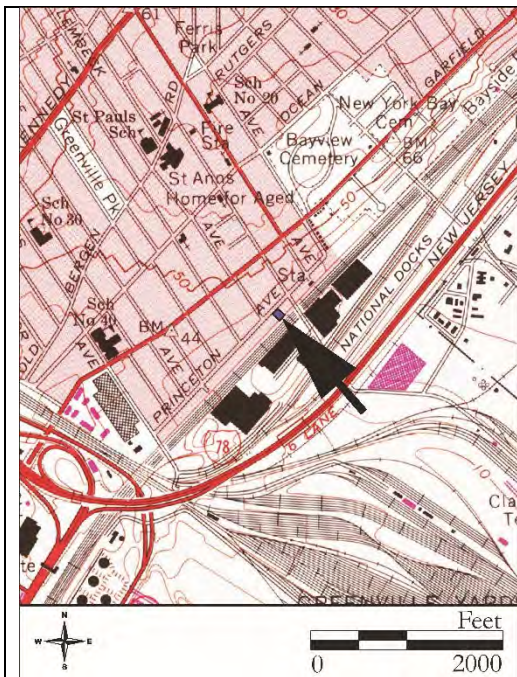


Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

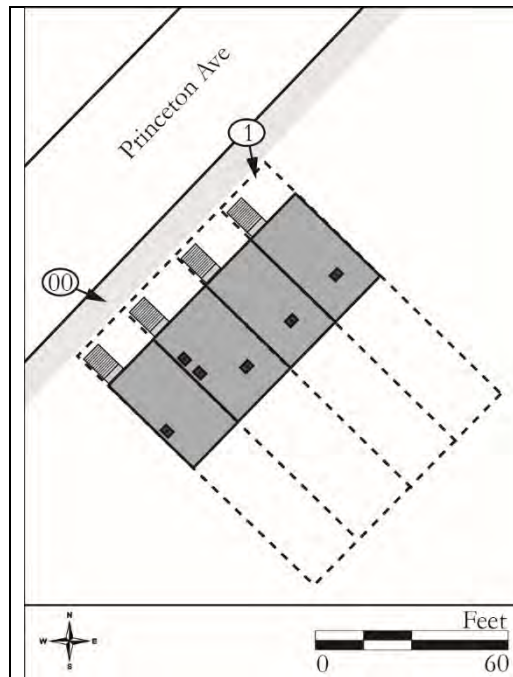
BASE SURVEY FORM

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: _____ 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 #:

District Name: 328-334 Princeton Avenue
County(s): Hudson **District Type:** Residential
Municipality(s): City of Jersey City **USGS Quad(s):** Weehawken
Local Place Name(s): Greenville
Development Period: 1900 **To:** 1928 **Source:** Hopkins 1928

Physical Condition: Good
Remaining Historic Fabric: Medium

Registration and Status Dates:	National Historic Landmark: _____	SHPO Opinion: _____
	National Register: _____	Local Designation: _____
	New Jersey Register: _____	Other Designation: _____
	Determination of Eligibility: _____	Other Designation Date: _____

Description:
See Base Survey Form

Setting:

The attached brick rowhouses known as 328-334 Princeton Avenue are located in the dense residential community of Greenville in the City of Jersey City, Hudson County, New Jersey. The rowhouses are located on four residential lots (Block 1432; Lots J.1, K.1, L.1, M) with a collective size of 0.2 acres. Princeton Avenue has paved sidewalks lined by occasional grass patches and mature hardwood trees. The rears of the buildings overlook the railroad tracks for the New Jersey Hudson-Bergen Light Rail, with the Danforth Avenue Light Rail Station located 0.1 miles to the east. Also to the east is the Linden Avenue Extension. This extension connects to Caven Point Road which feeds into New Jersey State Route 440. Approximately 0.2 miles south of the rowhouses, 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: NJ TRANSIT GRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

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 328-334 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. Additionally, the buildings are not particularly good examples of their architectural type and are not representative of the work of a master. Therefore, the buildings are recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: 4 Non Contributing: _____

For Individual Properties Only:

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

Narrative Boundary Description:

The primary elevations face northwest towards Princeton Avenue and the rear of the buildings back up to the railroad tracks of the New Jersey Hudson-Bergen Light Rail, 0.1 miles from the Danforth Avenue Light Rail Station. Past the train tracks to the south is the Jersey City Incinerator Authority. The rowhouses are located on Princeton Avenue between Lemback Avenue and the Linden Avenue Extension with residential development in close proximity on both the east and west sides.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

All four rowhouses have exterior envelopes constructed of brick laid in a common bond. Entry to each rowhouse is gained by a set of cement or brick stairs that lead to the raised, first floor. Inset into the side of the entry staircase of 328 Princeton Avenue is an opening for basement access. The basements of the rowhouses are partially underground. Primary entrance doors pierce the façade above ground level and vary in style from single and double wood-paneled doors with lights, to full wood doors with exterior metal storm doors. Above the entry doors are rectangular transoms with bracketed lintels made of wood in all cases except for 332 Princeton Avenue where all door and window details are made of molded stucco and feature inscribed floral designs. Each building also features a masonry belt course separating the basement and first floors, except for 332 Princeton Avenue which retains masonry belt courses between each floor.

Fenestration for the rowhouses consists of one-over-one, vinyl-sash windows adorned by bracketed lintels that mirror those found above the doors. All windows are supported by plain sills. The buildings are situated approximately 27 feet back from the street. Each house has a wide cement or dirt driveway at ground level east of the entry and are surrounded by fences. 332 and 334 Princeton Avenue utilize this space as small yards for grass and shrubs surrounded by chain-link fences.

History:

The four rowhouses known as 328-334 Princeton Avenue first appear cartographically on the 1928 Hopkins atlas for Jersey City and North Bergen (1928 Hopkins; Figure 1). During the mid-nineteenth-century the rowhouses served as rental units to immigrants, first-generation American families, and working class laborers. Occupations of the inhabitants included clerks, city workers, and pipe layers (United States Bureau of the Census [US Census] 1940). In 1928, the renters living at 328 and 330 Princeton Avenue were cited in an article in the *Jersey Journal* in connection with incidents of voter fraud connected to Frank Hague, a divisive New Jersey Mayor (JJ, 15 October 1928). Additionally, these same occupants were included in a 1931 *Jersey Journal* list of citizens petitioning for the removal of the mayor and board of commissioners in Jersey City (JJ, 18 September 1931).

From the nineteenth century into the early twentieth century, Greenville, a small community in Jersey City transformed from farmland to a thriving urban neighborhood. During the early twentieth century, newspaper articles from Jersey City boasted that Princeton Avenue was a “good business street near trains and trolleys” (The Jersey Journal [JJ], 16 August 1900). Currently the rowhouses known as 328-334 Princeton Avenue serve as single-family residences.

Bibliography:

Hopkins, G.M., Co.

1928 *Plat Book of Jersey City, Hudson Co. N.J.* G.M. Hopkins & Co., Philadelphia, Pennsylvania.

The Jersey Journal (JJ) [Jersey City, New Jersey]

1900 Real Estate. 16 August. Jersey City, New Jersey.

1928 There are Many Greenville One-Day Republicans in This List; Pick Them Out. 15 October. Jersey City, New Jersey.

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.

United States Bureau of the Census (US Census)

1940 Population Schedule, Township of Weehawken, Hudson County, New Jersey.

United States Geological Survey (U.S.G.S.)

1995 U.S.G.S. 7.5' Quadrangle: Weehawken, NJ.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates 328-334 Princeton Avenue in 1928.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

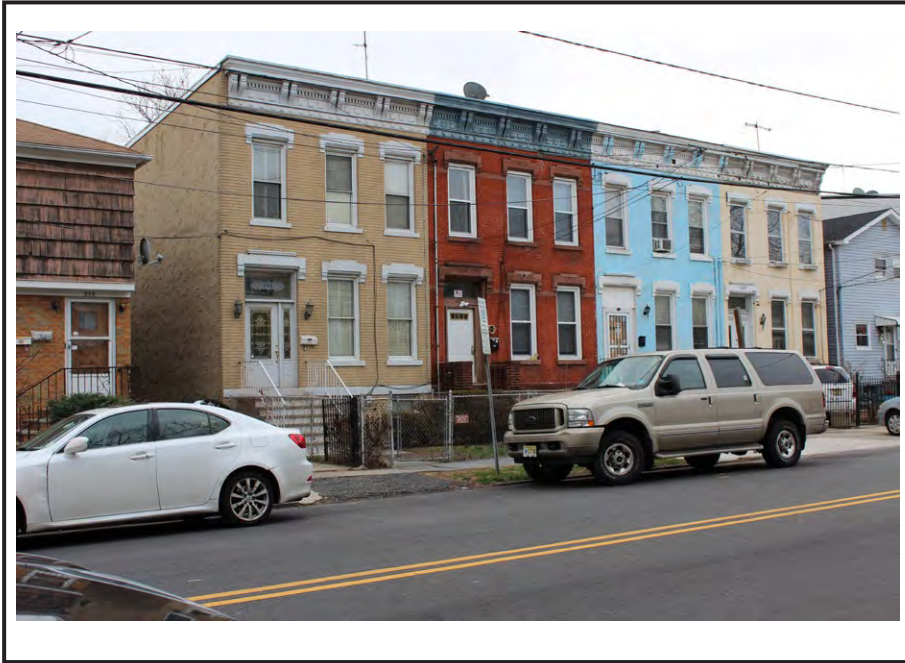


Plate: 1
Photo view:
Southeast
Photographer:
Kristen Herrick
Date:
January 27, 2017

North and west

elevations of four, brick rowhouses located at 328-334 Princeton Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 346 Princeton Avenue

Street Address: Street #: 346 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):** 28904

Local Place Name(s): Greenville **Lot(s):** 1

Ownership: Private **USGS Quad(s):** Jersey City NJ-NY

Description:

346 Princeton Avenue is an eclectic-style apartment building constructed circa 1928. The three-story U-shaped building is built of yellow brick laid in a common bond. Variations in the brick pattern include recessed headers on the first floor, diamond ornaments, a recessed diaperwork-patterned frieze, and a brick balustrade. The primary (north) elevation includes the asymmetrical primary glass entry door which is located on the north elevation and is of contemporary construction and style. All the windows are one-over-one, double-hung, vinyl replacement sash organized in a typical pattern. The first-floor windows feature vertical bricks forming a header with keystone. The central, second-floor windows are capped by a protruding brick header. Framed in brick stretchers, the outer second- and third-floor windows are separated by a recessed brick inset with an applied diamond ornament. Exterior fire escapes are located on the primary (north) elevation.

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:

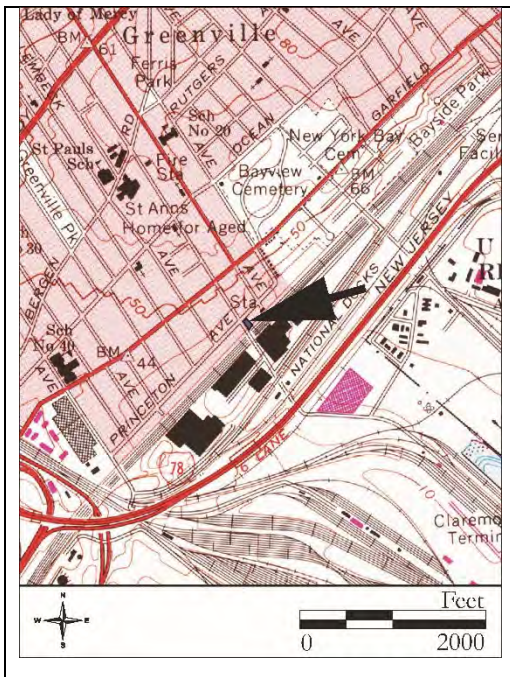


Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM
 Surveyor: Sonja Lengel Date: February 2017
 Organization: RGA, Inc.

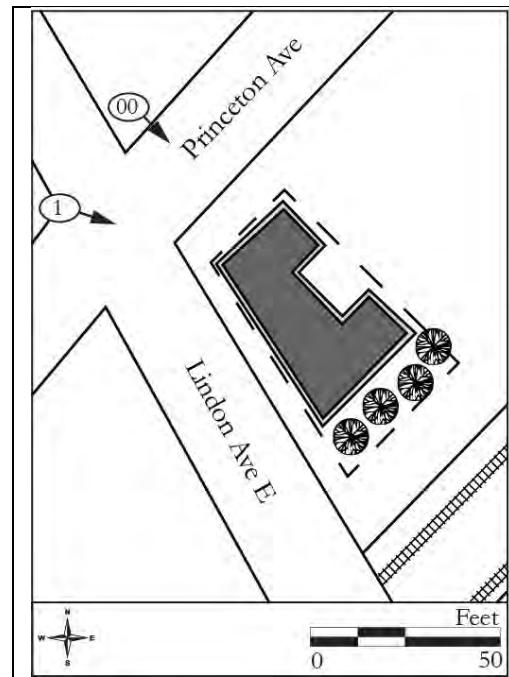
BASE SURVEY FORM

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: Sonja Lengel

Date: February 2017

Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

BUILDING STRUCTURE OBJECT

Common Name: 346 Princeton Avenue

Historic Name: 346 Princeton Avenue

Present Use: Residential Activity, Permanent, Multi-family

Historic Use: Residential Activity, Permanent, Multi-family

Construction Date: Circa 1928 **Source:** Hopkins 1928

Alteration Date(s): _____ **Source:** _____

Designer: Unknown

Physical Condition: Good

Builder: Unknown

Remaining Historic Fabric: Medium

Style: Other

Form: Apartment

Stories: 3

Type: N/A

Bays: 6

Roof Finish Materials: Unknown

Exterior Finish Materials Brick, Common Bond

Exterior Description:

The fenestration pattern continues on the west elevation and includes a central bay of three-part windows. The south elevation is parged in stucco and has an exterior fire escape. The east elevation is set back and forms a U-shape.

Interior Description:

Not accessible.

Setting:

346 Princeton Avenue is situated on the southeast corner of Linden and Princeton avenues. It is set back approximately 18 feet from Princeton Avenue and 11 feet from Linden Avenue. The Hudson-Bergen Light Rail tracks define the southern boundary. The apartment building is located near other early twentieth-century apartment buildings and single-family houses. The Danforth Avenue Light Rail Station is located approximately 270 feet east of the subject property.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Date: February 2017

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

346 Princeton Avenue is an eclectic-style apartment building constructed circa 1928. Patterned brickwork such as the diaperwork-patterned frieze and brickwork diamond ornaments are character-defining features. 346 Princeton Avenue is an example of circa 1928 apartment building constructed for working-class commuter families. In the late 1920s, 346 Princeton Avenue was built along with several other apartment buildings in Jersey City as working class housing situated near a railroad station.

**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:

346 Princeton Avenue is recommended ineligible for listing in the National Register of Historic Places (NRHP). Although the eclectic-style building retains much of its original architectural details, namely the patterned brickwork, the replacement of original windows and doors denigrate the building's integrity in terms of design, materials, and workmanship. Research did not uncover that the building was associated with significant persons or events, or is representative of the work of a master. For these reasons, 346 Princeton Avenue is recommended ineligible 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: Sonja Lengel

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

History:

In the 1860s, the Central New Jersey Railroad traversed through Jersey City and included a station at the corner of Danforth and Avenue E, present-day Princeton Avenue (Hopkins 1873). Greenville Station gave New Yorkers easy access to the pleasure grounds of the Bay View Cemetery. Cemeteries in the nineteenth century functioned as parks and provided relief to urban residents from cramped living conditions. The establishment of the railroad also brought middle-class commuters. The area no longer served as a suburb for the wealthy, the large country estates were subdivided to build denser housing and apartment buildings (Hopkins 1873).

346 Princeton Avenue was built circa 1928 as an apartment building for working-class families. In the early twentieth century, Jersey City's population increased dramatically. Eastern European immigrants flocked to the city, working in manufacturing jobs at the sugar refineries, glass works, machine shops, and foundries (Rider 1916:453-454). The blocks surrounding the Greenville Station were an ideal site for apartment buildings to house the growing population. Developers built multi-story apartment buildings such as the Linden Arms at 56-58 Linden Avenue and the Danforth located at 65-67 Danforth Avenue. The large Park Lane apartment building was located at 72-80 Danforth Avenue. 346 Princeton (Avenue E) Avenue was among these apartment buildings built close to the Greenville Station. It was also conveniently located adjacent to the Linden Avenue Bridge which led to the shipyards and docks of Jersey City. This three-story brick U-shaped apartment building extended to the boundaries of the lot (Hopkins 1928; Figure 1).

According to the United States Population Schedule of 1930, early residents were predominantly young families who were born in the United States. Their occupations included painter, boatman, beautician, produce clerk, maid, driver, dressmaker, salesman, carpenter, and barrel maker. Close proximity to Greenville Rail Station enabled residents to easily commute to their places of work (United States Bureau of the Census 1930).

In the 1990s, the Hudson-Bergen Light Rail took over the Greenville Station, renaming it the Danforth Avenue Light Rail Station (NJ Transit 2006).

Bibliography:

Hopkins, G.M.

1873 *Combined Atlas of the State of New Jersey and the late Township of Greenville now part of Jersey City*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

1928 *Plat Book of Jersey City, Hudson Co. N.J.* G.M. Hopkins & Co., Philadelphia, Pennsylvania.

NJ Transit

2006 Hudson-Bergen Light Rail, electronic document,
http://www.njtransit.com/tm/tm_servlet.srv?hdnPageAction=Project001To, accessed February 22, 2017.

Rider, Arthur Fremont

1916 *Rider's New York City and Vicinity*. H. Holt and Co., New York, New York.

United States Bureau of the Census [US Census]

1930 Population Schedule, Jersey City, Hudson County, New Jersey.

United States Geological Survey

1995 U.S.G.S. 7.5' Quadrangle: Jersey City, NJ-NY.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #: _____



Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates the brick apartment building known 346 Princeton Avenue.

CONTINUATION SHEET

Historic Sites #:



Plate: 1
Photo view:
Southeast
Photographer:
Kristen Herrick
Date:
January 27, 2017

Corner view of 346 Princeton Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: The Bayview-New York Bay Cemetery

Street Address: *Street #:* 321 *(Low)* *(High)* *Apartment #:* _____ *(Low)* *(High)*

Prefix: _____ *Street Name:* Garfield *Suffix:* _____ *Type:* AVE

County(s): Hudson County **Zip Code:** 07305

Municipality(s): City of Jersey City **Block(s):** 27301; 27302; 27303

Local Place Name(s): Jersey City **Lot(s):** 1; 1; 1

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

Description:

The Bayview-New York Bay Cemetery is a garden cemetery containing approximately 50.5 acres in the City of Jersey City, Hudson County, New Jersey. The cemetery is bounded by Ocean Avenue to the northwest, Eastern Parkway and Bayside Park to the northeast, the Hudson-Bergen Light Rail (HBLR) tracks to the southeast, and Cator Avenue to the southwest. The property is divided into four distinct quadrants by the perpendicular crossing of Chapel Avenue and Garfield Avenue at the center of the cemetery. The formal entrance, composed of a Romanesque Revival triple stone arched gate, allows access to the cemetery at the intersection of Ocean and Chapel avenues. A secondary entrance is located at the corner of Garfield Avenue and Cator Avenue and is marked by a circa-1960 office building. A combination of iron and chain-link fencing encloses the property. The cemetery slopes down from Ocean Avenue, with an undulating landscape. A retaining wall separates the cemetery from the HBLR right-of-way at the southeast property boundary. A large, circa-1970 brick block garage is located along the southwest property line of the cemetery, at the east end of the access drive.

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

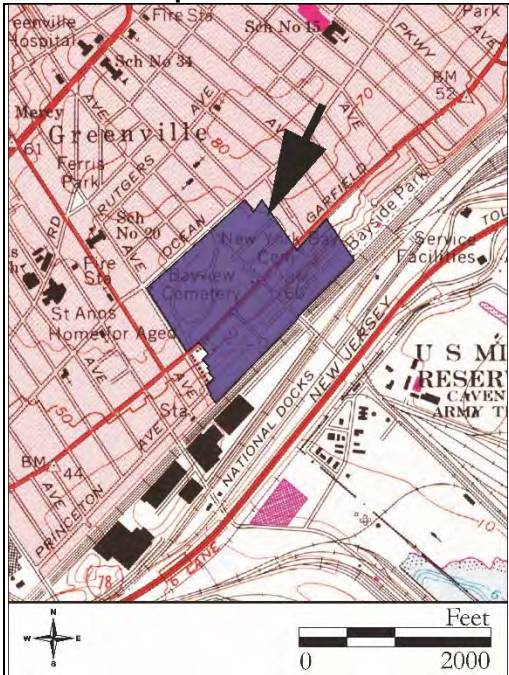
Date: January 2017

Organization: RGA, Inc.

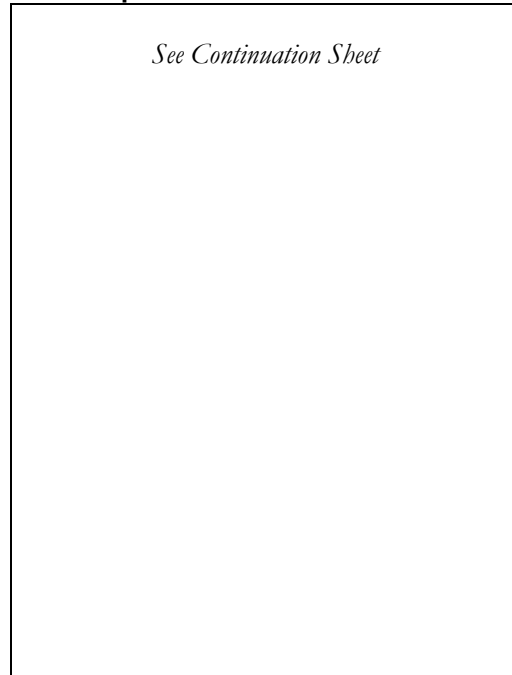
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See Continuation Sheet

Additional Information:

The 1902 stone entrance to the cemetery along Ocean Avenue was included in the 1986 Historic Sites Inventory conducted by Architectural Preservation Consultants for the Jersey City Department of Housing and Development, Division of Urban Research and Design. The entrance was recommended eligible for individual listing in the National Register of Historic Places (NRHP) under Criterion C and significant as one of the few architecturally distinctive, intact cemetery gates in Jersey City (Dierickx 1986).

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: 2 Building 1 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: January 2017

Organization: RGA, Inc.

LANDSCAPE ATTACHMENT

Historic Sites #:

Common Name:	<u>Bayview-New York Bay Cemetery</u>		
Historic Name:	<u>Greenville Cemetery, the New York Bay Cemetery</u>		
Present Use:	<u>Unclassifiable Activity (Burial Ground)</u>		
Historic Use:	<u>Unclassifiable Activity (Burial Ground)</u>		
Construction Date:	<u>1850; 1884</u>	Source:	<u>Date stone</u>
Alteration Date(s):	<u></u>	Source:	<u></u>
Primary Landscape Architect/Designer:	<u>Unknown</u>		
Type:	<u>Church yards and cemeteries</u>	Physical Condition:	<u>Good</u>
Style:	<u>Urban Park</u>	Remaining Historic Fabric:	<u>Medium</u>
Acreage:	<u>50.5</u>		
Hardscape:	<u>Driveways, Asphalt; Walkways, Cast Concrete</u>		
Plantings:	<u>Mature Hardwoods; Other</u>		
Other Features:	<u>Fences, Iron; Retaining Walls, Sculpture</u>		

Description:

The Bayview-New York Bay Cemetery is situated along Ocean Avenue and is bounded by the HBLR to the southeast, Cator Avenue to the southwest, and residential properties, as well as Bayview Park to the northeast. The cemetery is separated into four sections by the perpendicular crossing of Chapel and Garfield avenues. The formal entrance gate to the cemetery is located along Ocean Avenue and is discernible by a triple stone arch entrance gate constructed in 1902. An additional entrance is located to the west at the corner of Garfield and Cator avenues and is marked by the presence of a mid-twentieth century building that currently serves as the office. The eastern, and earliest, part of the cemetery is largely laid out in a regularly gridded landscape lined with mature trees and with lot markers throughout. The later-established western section of the cemetery is more pastoral in nature, arranged around circular winding roadways. At the northwest corner of Chapel and Garfield avenues there is a large, two-story block storage garage. The property is enclosed by an iron fence except at the southwest corner where it was replaced with a chain-link fence. *See Continuation Sheet.*

Setting:

The Bayview-New York Bay Cemetery is sited on several parcels (Block 27301, Lot 1; Block 27302, Lot 1; Block 27303, Lot 1) located southeast of Ocean Avenue in the southern part of the City of Jersey City, Hudson County, New Jersey. The cemetery is bounded by Eastern Parkway and Bayside Park to the northeast, the HBLR tracks to the southeast, and Cator Avenue to the southwest. Residences along Eastern Parkway and Ocean Avenue form the northern portion of the northeast boundary. The cemetery is divided into four distinct sections by the perpendicular crossing of Chapel and Garfield avenues at the center of the property. There are multiple points of entry, including a triple stone arched entrance at Ocean Avenue and an access way located next to the office at the corner of Cator and Garfield avenues. The surrounding area is composed of late-nineteenth- and twentieth-century residential and commercial properties. The HBLR runs to the southeast, separating the cemetery from nearby commercial properties and the New Jersey Turnpike.

Survey Name:	<u>NJ TRANSITGRID TRACTION POWER SYSTEM</u>		
Surveyor:	<u>Lauren Szeber</u>	Date:	<u>January 2017</u>
Organization:	<u>RGA, Inc.</u>		

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Graves in the Bayview-New York Bay Cemetery range in date from the 1850s to the present. The designs of the gravestones are marked by a predominance of late-nineteenth and twentieth-century styles. Upright stones make up the greatest portion of the cemetery. Stones dating to the late-nineteenth and early-twentieth centuries are often sculptural, depicting angels and crosses. Obelisks, broken columns, pedestal tombs, and granite monuments indicate the Romantic nature of the graves. Headstones dating to the mid- to late-twentieth century are located primarily in the southern and western sections of the cemetery and are characterized by mass-produced stones, with generic religious designs. Lawn-style monuments are common throughout, occasionally memorializing war veterans or different prominent organizations. The western and northern sections of the cemetery are marked by numerous obelisks, pedestal tombs, and other stylized grave markers. Ornate mausoleums dating to the late nineteenth century line the circular roadways of the cemetery's western-most quadrant. Fountains in this portion of the cemetery add to the garden setting.

The eastern-most quadrant of the cemetery is less ornate and primarily consists of more sparsely arranged, simpler smaller gravestones. The land slopes down sharply towards the HBLR tracks with the graves facing southeast. Most notable to this portion of the cemetery is the receiving vault constructed in 1894. The granite vault is designed in the Richardsonian Romanesque-style with two heavily arched doors. One of the doors has since been filled with cement.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: January 2017

Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

BUILDING STRUCTURE OBJECT

Common Name: Cemetery Office

Historic Name: Cemetery Office

Present Use: Commercial activity-Office

Historic Use: Commercial activity-Office

Construction Date: Circa 1960 **Source:** NETR 1954; 1966

Alteration Date(s): _____ **Source:** _____

Designer: Unknown

Physical Condition: Good

Builder: Unknown

Remaining Historic Fabric: High

Style: Modernistic

Form: Other

Stories: 1

Type: Other

Bays: 3

Roof Finish Materials: Slate

Exterior Finish Materials Brick, Common Bond

Exterior Description:

The Cemetery Office is a one-story building with an L-shaped footprint designed in the Modern style. The northern block is capped by a steeply pitched front-gable roof clad in slate shingles with exaggerated overhanging eaves. An exterior brick chimney projects from the rear elevation. The primary (southeastern) elevation is dominated by a large triple-pane glazed window that extends the height of the gable. A flat-roofed block with wide overhanging eaves projects from the southwest elevation. The front entrance, consisting of a wood-paneled door, is located at the corner where the two blocks meet and is oriented towards Garfield Avenue. The fenestration is regular and consists of four-pane ribbon windows protected by metal security bars. The building is constructed of brick laid in a common bond. An additional entrance is located on the rear elevation.

Interior Description:

Not accessible.

Setting:

The Cemetery Office is located at the entrance to the Bayview-New York Bay Cemetery at the northeast corner of Garfield and Cator avenues. The building is sited on a large polygonal parcel (Block 27301, Lot 1) in the City of Jersey City, Hudson County, New Jersey. The building is orientated with its primary elevation facing southeast and is set back approximately 10 feet from the road. An entrance drive runs from Garfield Avenue along the office's southwestern elevation. An iron gate runs the length of the primary elevation. The surrounding area is composed of late-nineteenth and early-twentieth century residential buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: January 2017

Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

BUILDING STRUCTURE OBJECT

Common Name: Cemetery Storage and Garage

Historic Name: Cemetery Storage and Garage

Present Use: Transportation and Movement Activity

Historic Use: Transportation and Movement Activity

Construction Date: Circa 1970 **Source:** NETR 1966, 1979

Alteration Date(s): _____ **Source:** _____

Designer: Unknown

Physical Condition: Excellent

Builder: Unknown

Remaining Historic Fabric: High

Style: N/A

Form: Other

Stories: 2

Type: Garage

Bays: 7

Roof Finish Materials: Rolled Asphalt

Exterior Finish Materials Brick, Running Bond

Exterior Description:

The Cemetery Storage and Garage is a two-story brick building constructed circa 1970. The building assumes a block plan and is capped by a deck roof with wide overhanging eaves. The primary (southwest) elevation features a row of five overhanging garage doors. Two metal doors on the southern section of the elevation allow additional access to the building. The fenestration is regular, consisting of double-sliding windows protected by metal security bars on the second story.

Interior Description:

Not accessible.

Setting:

The Cemetery Storage and Garage is located at the northwest corner of Chapel and Garfield avenues in the Bayview-New York Bay Cemetery. The building is sited on the southeast border of a large polygonal parcel (Block 27301, Lot 1) in the City of Jersey City, Hudson County, New Jersey. The building is orientated with its primary elevation facing southeast and is set back approximately 10 feet from the road. An iron gate runs the length of the primary elevation. The surrounding area is composed of late-nineteenth and early-twentieth century residential buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: January 2017

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

See Continuation Sheet

**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 Bayview-New York Bay Cemetery is recommended not eligible for listing in the National Register of Historic Places (NRHP). Founded at a time of general burial reform in America, the cemetery illustrates the manner in which overcrowding and impermanence of church graveyards was remedied in the nineteenth century and reflects changing attitudes regarding religion, domestic life, and the role of mourning and memory in everyday life. However, the Bayview-New York Bay Cemetery is neither the first nor an exceptional example of its type. The Jersey City and Harsimus Cemetery, located approximately two-and-a-half miles to the north, was established 20 years prior as the first corporate burying ground in the state of New Jersey. By the mid-nineteenth century, almost every large urban area of New Jersey had developed a rural cemetery, including the Mount Pleasant Cemetery in Newark (1843), the Orange Cemetery in South Orange (1841), and Evergreen Cemetery in Camden (1848). While the Bayview-New York Bay Cemetery has retained its sense of location and setting, modifications to the original layout and the loss of the nineteenth-century gatehouse have diminished its integrity of workmanship and materials. The cemetery illustrates a design, funerary monuments, and their associated artworks which were common for the period and not outstanding examples of a stylistic type or representative of the work of a master. The cemetery's design is unremarkable and typical in its demonstration of the philosophies associated with the rural cemetery movement and, therefore, not architecturally significant. The cemetery does not contain individuals of outstanding historical importance. For these reasons, the Bayview-New York Bay Cemetery is recommended not eligible for listing in the NRHP under Criteria A, B, C, or D.

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: January 2017

CONTINUATION SHEET

Historic Sites #:

History:

The Bayview-New York Bay Cemetery was originally established as the New York Bay Cemetery in 1850 by a group of proprietors who sought to create a municipal cemetery company that offered a democratic space in which citizens of all backgrounds could lay their deceased to rest. Founded during a period of social reform, an advertisement in the *New York Tribune* shines a light into the movement that was sweeping the nation, transforming overcrowded unsightly burial grounds into bucolic garden cemeteries to be enjoyed by both the rich and poor:

It is a subject of interest to the philanthropist, that the Poor as well as the rich should possess burial places, which they would delight to visit – grounds which even their slender means might embellish, if not with costly marble monuments, at least with trees and flowers, among which they could wander and sooth the sorrow of their hearts (New York Tribune 1851:7).

Protestant America experienced a period of burial reform beginning in the early nineteenth century (Snyder 1988: 241-242). Changing views regarding religion, domestic life, and the role of mourning and memory emerged among a predominantly white, Christian, non-Catholic, urban, northern middle-class (Snyder 1988: 241; Ames 1981; Pike and Armstrong 1980). Subsequently, those who died were seen not as deceased, but as departed and sleeping eternally, assured of salvation in the afterlife (Snyder 1988: 242). The relationship between the living and the dead changed at the same time, with a greater emphasis on grief and remembrance. New rituals developed to accommodate the journey from death-bed to final resting place. Rural cemeteries were established in growing numbers as places of dignified repose for the dead and contemplative leisure for the living (Snyder 1988:255). They were in stark contrast to the older urban church yards, which had grown overcrowded, disorderly, and unkempt. Parallel concerns over sanitation and public health also fueled the shift toward new burial practices.

Reform was first demonstrated in New Jersey 20 years prior with the establishment of the Jersey City and Harsimus Cemetery. Located two-and-a-half miles north of the Bayview-New York Bay Cemetery, the Jersey City and Harsimus Cemetery was one of the first of its type in the state to legally form as a company. The cemetery was not tied to a church, but instead governed by a board of trustees who were elected by the lot holders to manage it according to its bylaws (Veit and Nonestied 2008:79). This concept would become the norm in the development of new cemetery design over the course of the next century.

New cemeteries favored individually owned plots arranged in neatly ordered grids amidst wide pathways and tidy stone or iron fence enclosures. Each plot could hold the owner's immediate family, marked by a central monument. Such an arrangement mirrored Victorian ideals of the domestic sphere, in which the burial plot assumed the role of the family dwelling (Snyder 1988:263). These "private" spaces became appropriate settings for "public" mourning and were meant to be visited by the relatives of the deceased. In addition to family plots, chamber tombs became increasingly popular, providing another level of personal privacy in an otherwise highly communal setting (Rodgers 2001: 336). Situated two-and-a-half miles south of Jersey City, the cemetery was located on the outskirts of the city limits when it was originally founded in the late 1840s. Its grid arrangement and thoughtful landscaping embodied the rural cemetery movement philosophy by creating an attractive, organized, and sanitary natural environment in which to lay the deceased to rest.

The symbolism found in markers in the New York Bay Cemetery mirrored those found in other cemeteries, which characterized death as a state of sleep or rest, or contained allegorical imagery of Christian faith or of life cut short. Stylistically, they reflected the fashions of the day. Greek, Roman, Italian, and Egyptian motifs conjured images of permanence and immortality and were well-suited to cemeteries of the time. Obelisks, used in past cultures to mark the achievements of leaders, were co-opted to serve as grave markers (Rodgers 2001:335). As tastes changed to more naturalistic forms, markers took on rustic qualities with rough stone finishes. Plantings soon augmented the landscape so that the dearly departed were laid to rest in proper, carefully landscaped surroundings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Organization: RGA, Inc.

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CONTINUATION SHEET

Historic Sites #:

History (continued):

During the nineteenth century, the New York Bay Cemetery was initially established in response to the large influx of immigrants entering the United States, specifically the New York area. Among the earliest burials in the cemetery were Jersey City residents of the Jewish faith. Supervised by New York fraternal organizations including the Sol Benjamin Society and the United Order of the Sons of David, a small portion of the eastern section of the cemetery contained 40 to 50 graves of those who died in the 1870s and 1880s. Despite its proximity to New York City, Jews are not known to have settled in Hudson County until the middle of the nineteenth century. The first synagogue, Congregation Ephraim, was founded in 1872 in Jersey City, where the first documented Jewish family arrived in 1858 (www.jewishviruallibrary.org). The current oldest legible grave marker is for “Moses Hirsch” who died in 1857, making the New York Bay Cemetery one of the earliest Jewish burial grounds in Jersey City (Karnoutsos 2007).

The original boundary of the New York Bay Cemetery followed a “Z” pattern, located between Ocean Avenue and tracks of the former New Jersey Central Railroad to the southeast with Washington Avenue (later renamed Garfield Avenue) separating the property into two sections (G.M. Hopkins & Co. 1873; Figure 1). A year after the cemetery opened in 1851, the company made plans to construct a grand gatehouse at the intersection of Ocean and Chapel avenues. Designed in the popular Gothic Revival style, the two-story, frame building was among the more elaborate gatehouses in New Jersey, featuring dormers, spires, and high gothic wooden detailing. Carriages entered through an arched opening flanked by two wings which were presumably an office and a chapel (Figure 2). The 1870 Jersey City Directory printed an advertisement for the cemetery which claimed purchases of burial lots would be provided with “lithographic views of the chapel, buildings for superintendents, observatory, [and] gate-way” (Veit and Nonestied 2008:106). The gatehouse was lost to a fire during the 1970s.

In 1894, the cemetery trustees constructed a handsome receiving vault at the eastern end of the property. Designed to temporarily store coffins, receiving vaults were particularly useful during the cold winter months when the ground was frozen and it was impossible to dig graves by hand. The receiving vault became a standard structure within the nineteenth-century garden cemetery, its expense borne by the cemetery association, which outlined its use in rules and regulations. The New York Bay Company charged its customers ten dollars for adults and eight dollars for children under 10 for a three-month time period (Rules and Regulations of the New York Bay Cemetery 1889). Other structures graced the grounds of the cemetery, including an “observatory” where visitors could enjoy the picturesque views of New York City, as well as both the bay and the ocean (Veit and Nonestied 2008:110).

After the Civil War, the New York Bay Cemetery became the burial ground of choice for Jersey City residents (Nonestied 2011). Even as one of the area’s largest cemeteries, by the 1880s it was clear that the land could no longer accommodate the rapidly growing population within its current boundaries. In 1884, the Greenville Cemetery, later renamed Bayview Cemetery, was established by the New York Bay Cemetery Company on the parcels directly adjacent to the west, across Chapel Avenue. Created as a lawn cemetery, Greenville marked a change in cemetery design that aimed at offering a more pastoral aspect, reflecting the growing Victorian proclivity towards parks which were beginning to replace the garden cemetery as a popular place of reprieve. New plans optimized open space by dispersing trees and plantings and by limiting the style and size of grave markers. Narrow paths were replaced with wider curving roadways as illustrated in the winding circular road system that meandered through the landscape (Veit and Nonestied 2008:98). The cemetery was comprised of 17.5 acres and organized in four sections known as the Bayview, Edgewood, Morningside, or Cedar Lawn (Figure 3) (Leonard 1901:13).

Both cemeteries flourished jointly under the New York Bay Cemetery’s management throughout the remainder of the century. In 1896, the Trustees of the New York Bay Cemetery inspected several plans for the erection of a new gateway to be constructed at the Ocean Avenue entrance. The gateway was designed of stone with a large entrance for vehicles and two entrances for pedestrians of which would be inscribed with the names of both institutions. Plans also included the laying of asphalt along Chapel Avenue (Jersey Journal 29 August 1896:8). The new entrance was completed in 1902. By this time, the New York Bay Cemetery had acquired additional land to the southwest and over 50,000 bodies had been interred with an average annual burial rate of 800. A single lot, 2.6 feet by 7 feet, could be

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

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CONTINUATION SHEET

Historic Sites #:

History (continued):

purchased for 20 to 25 dollars depending on the location. Lots measuring 8 feet by 10 feet ranged from \$100 to \$150 and could admit four graves (Leonard 1901:64). The surrounding area also continued to develop with the construction of residences, halls, various industrial buildings including a machine shop and marble works, and the Bayside Park (Sanborn Map Company 1898; 1912).

Many prominent citizens of Hudson County were buried in the joint cemeteries, including New Jersey governors, New Jersey and United States senators, several Congressional Medal of Honor awardees, as well as distinguished members of the Jersey City business community and the first Jersey City Firefighter to die in the line of duty. The Cunard Line, the British shipping company and leading operator of transatlantic steamships, purchased several enclosed plots for its employees that lived in the Jersey City community. Approximately 100 Cunard workers were buried in the cemetery, marked by a granite monument that reads: "Erected by the crews of the Cunard steamships in memory of their dear shipmates" (Karnoutsos 2007). The earliest listing of the deceased marks the death of Hugh McPherson in 1857.

Several buildings were added to the cemeteries during the mid-twentieth century, including a modern office building at the corner of Cator and Garfield avenues, and a two-story storage and garage building at the intersection of Chapel and Garfield avenues (NETR 1954, 1966, 1979). The cemeteries merged under one name, the Bayview-New York Bay Cemetery in 1972. The cemetery is still currently in operation.

Significance:

The Bayview-New York Bay Cemetery is significant as a large corporate non-denominational cemetery association governed by a board of trustees and their bylaws. Established in 1848 as a cemetery for citizens of all financial standings and ethnic backgrounds, the cemetery contributes in the area of social history to the understanding of evolving burial practices in New Jersey by embodying the reform movement that transitioned the crowded urban churchyards of the eighteenth century to the rural or garden cemeteries of the nineteenth century. This transition included changing attitudes regarding religion, domestic life, and the role of mourning and memory in everyday life. The cemetery opened a year before the New Jersey Legislature enacted a general law governing procedures for the establishment of cemetery corporations in March of 1851.

Used consistently for 170 years, the cemetery includes numerous burials of prominent individuals, including former New Jersey Governors and Mayors, New Jersey and United States Senators, as well as distinguished members of the Jersey City business community and the first Jersey City Firefighter to die in the line of duty. The Jewish burial ground in the older New York Bay portion of the cemetery holds some of the oldest Jewish burials in Jersey City, dating to the 1850s. The cemetery's artistic, architectural, and landscape features derive from evolving tastes and attitudes towards burial practices, funerary art, and general cemetery design. Although there is no known map indicating the layout of the first burial plots, the cemetery has retained a pattern of orderliness and collection of family and fraternal plots, individual graves, and memorials that convey the essence of nineteenth-century burial reforms in New Jersey. The cemetery continues to be well-maintained.

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Surveyor: Lauren Szeber

Date: January 2017

Organization: RGA, Inc.

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Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Lauren Szeber

Date: January 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:



Figure 1: Map of the original boundaries of the New York Bay Cemetery in 1873 (G.M. Hopkins & Co. 1873).

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Surveyor: Lauren Szeber

Date: February 2017

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CONTINUATION SHEET

Historic Sites #:



Figure 2: The elaborate gatehouse that once stood at the intersection of Garfield Avenue and Chapel Avenue. The building was lost to a fire in the 1970s. (Nonestied 2011)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

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CONTINUATION SHEET

Historic Sites #: _____

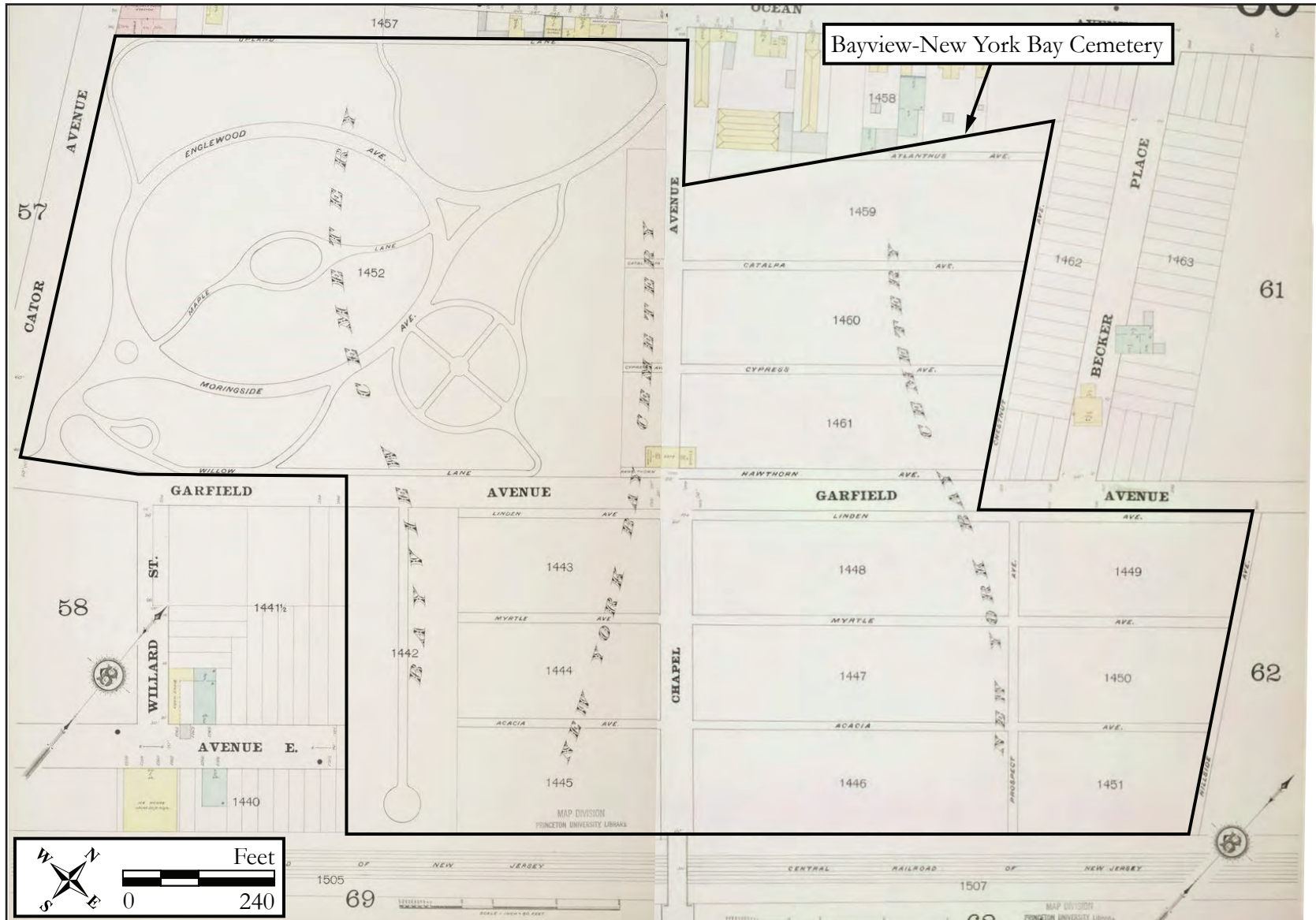


Figure 3: The Bayview-New York Bay Cemetery in 1898. Note the earlier New York Bay Cemetery section on the right and the Bayview Cemetery on the left (Sanborn Map Company 1898).

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Surveyor: Lauren Szeber

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:



Plate: 1
Photo view:
Southeast
Photographer:
Lauren Szeber
Date:
February 13,
2017

Entrance gate to the Bayview-New York Bay Cemetery.

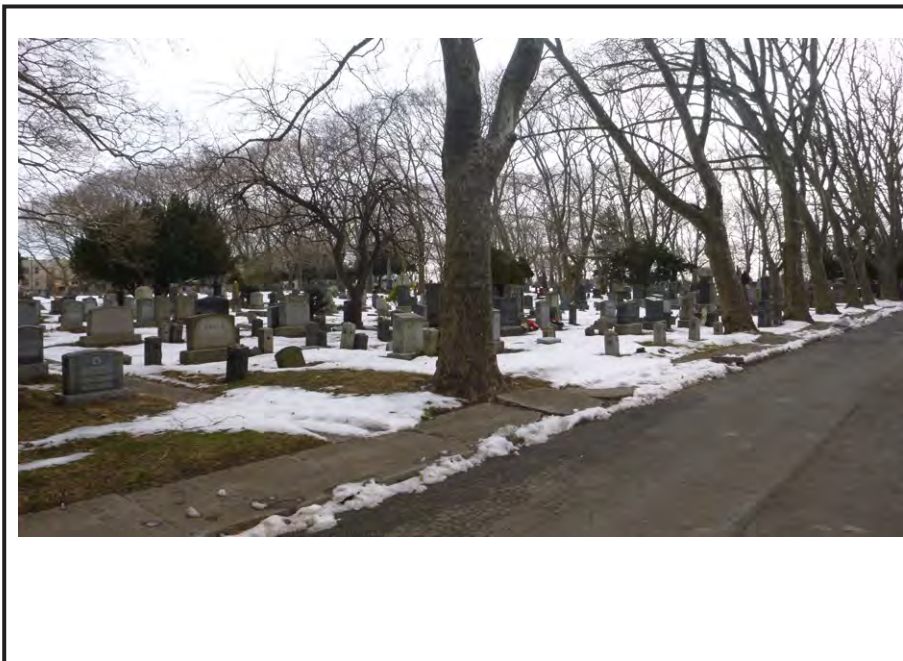


Plate: 2
Photo view:
Southeast
Photographer:
Lauren Szeber
Date:
February 13,
2017

View of the northern portion of the Bayview-New York Bay Cemetery from Chapel Avenue facing southeast.

CONTINUATION SHEET

Historic Sites #:

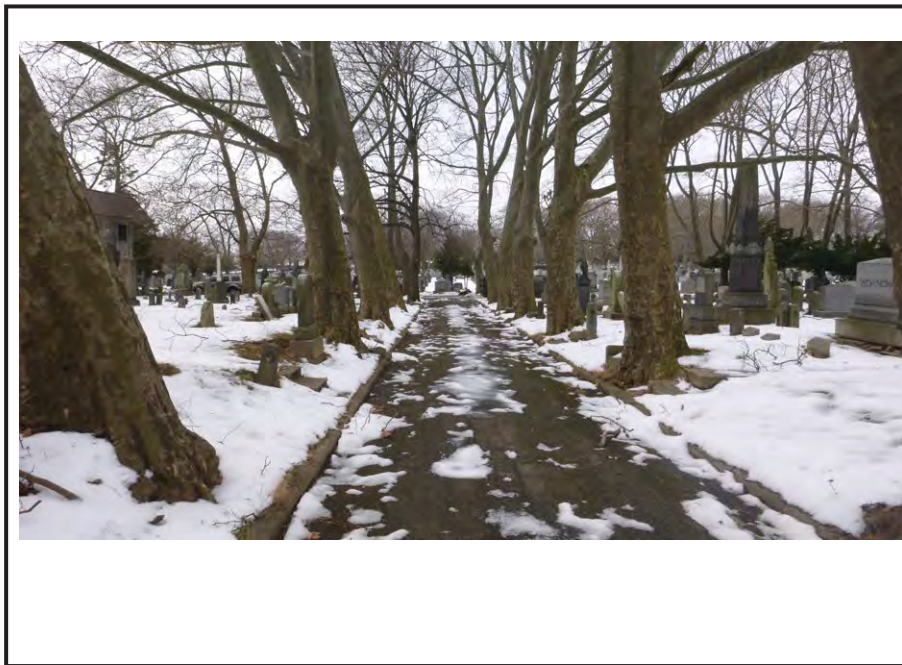


Plate: 3
Photo view:
Southwest
Photographer:
Lauren Szeber
Date:
February 3, 2017

Overview of the northern section of the Bayview-New York Bay Cemetery facing southwest.



Plate: 4
Photo view:
West
Photographer:
Lauren Szeber
Date:
February 3, 2017

View of the Storage building and garage.

CONTINUATION SHEET

Historic Sites #:

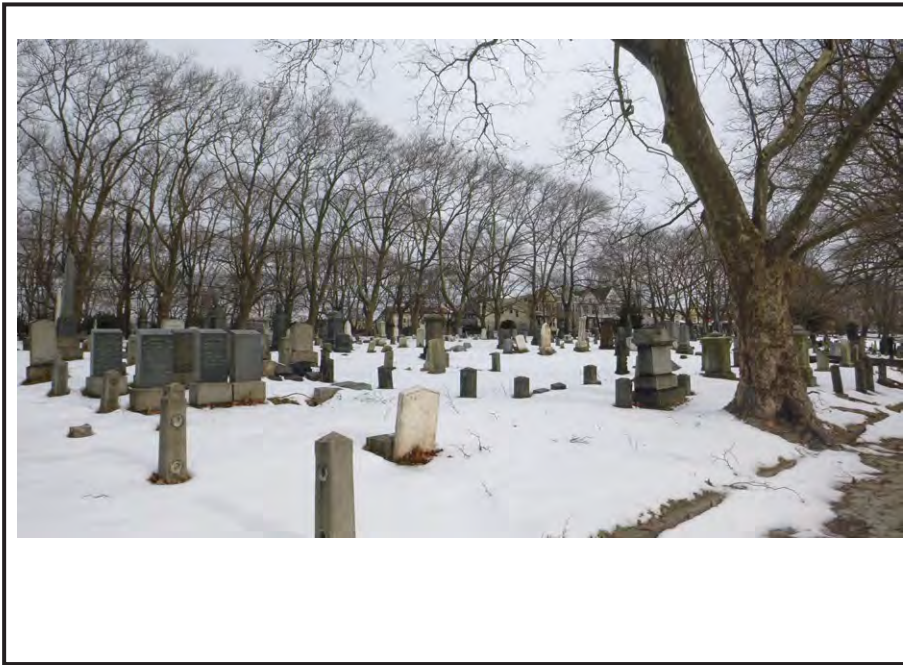


Plate: 5
Photo view:
North
Photographer:
Lauren Szeber
Date:
February 13,
2017

View of the eastern section of the Bayview-New York Bay Cemetery.



Plate: 6
Photo view:
Northwest
Photographer:
Lauren Szeber
Date:
February 13,
2017

View of the Receiving Vault at the Bayview-New York Bay Cemetery

CONTINUATION SHEET

Historic Sites #:



Plate: 7
Photo view:
West
Photographer:
Lauren Szeber
Date:
February 13,
2017

View of the primary elevation of the Office building at the Bayview-New York Bay Cemetery.



Plate: 8
Photo view:
North
Photographer:
Lauren Szeber
Date:
February 13,
2017

Overview of the western section of the Bayview-New York Bay Cemetery.

CONTINUATION SHEET

Historic Sites #:



Plate: 9
Photo view:
Southwest
Photographer:
Lauren Szeber
Date:
February 13,
2017

View of the mausoleums that line the drives in the western section of the Bayview-New York Bay Cemetery.

BASE SURVEY FORM

Historic Sites #:

Property Name: The Risonian

Street Address: Street #: 500 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: Garfield Suffix: _____ Type: AVE

County(s): Hudson **Zip Code:** 07305

Municipality(s): City of Jersey City **Block(s):** 26001

Local Place Name(s): Greenville **Lot(s):** 1

Ownership: Private **USGS Quad(s):** Jersey City NJ-NY

Description:

The Risonian is a four-story Tudor Revival-style apartment building built circa 1926. The building is roughly T-shaped with the primary elevation facing southwest. The exterior is primarily constructed of red brick laid in a common bond, interspersed with rough-cut stone. The primary elevation includes three projecting bays which are all clad in stucco and capped by gabled-front copper lined parapets with brackets and topped by finials. The largest bay, located on the southern side of the primary elevation, measures two bays wide and includes two columns of paired windows. On the stucco, a trace outline of the former decorative half-timbering remains. The centered main glazed double-door pierces the primary (southwest) elevation and the door's glazing is framed by wrought iron rondels.

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 TRACTION POWER SYSTEM

Surveyor: Sonja Lengel Date: February 2017

Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

BUILDING STRUCTURE OBJECT

Common Name: The Risonian

Historic Name: The Risonian

Present Use: Residential Activity, Permanent, Multi-family

Historic Use: Residential Activity, Permanent, Multi-family

Construction Date: Circa 1926 **Source:** Brooklyn Daily Eagle 1926

Alteration Date(s): _____ **Source:** _____

Designer: Robert B. Morrison

Physical Condition: Fair

Builder: Unknown

Remaining Historic Fabric: Medium

Style: Tudor Revival

Form: Apartment

Stories: 4

Type: N/A

Bays: 6

Roof Finish Materials: Unknown

Exterior Finish Materials Stone, Rubble; Brick, Common Bond

Exterior Description (Continued from Base Survey Form):

This door is flanked by glass sidelights and topped by small wrought-iron Tudor arches. The Tudor arch-style transom features a row of wrought iron rondels and corner scrolls, and is topped by a Tudor arch with stone voussoirs. Fenestration consists of double-hung, one-over-one vinyl and aluminum sash replacement windows with brick sills. The southeast elevation has a replacement side entry door; parged stucco over the brick; and two gable-front copper lined parapets with the original decorative half-timbering. The Risonian has a rolled-asphalt flat roof, with a wide stucco cornice which reveals the outline of former decorative half-timbering. The roof is pierced by several corbelled brick chimneys with chimney pots. Modern additions to the roof include antennas surrounded by a screen.

Interior Description:

Not accessible.

Setting:

The Risonian faces southwest and is situated on a high ridge overlooking the Upper Bay and New York City. Bayside Park, a city park with a playground, walkways, and tennis courts is located directly to the south. The main entry faces Bayside Park, however, a side entry door connects the building to a street called Bayside Terrace. Several concrete steps framed by a stone wall lead from the park to the main entry door. Garfield Avenue, a main thoroughfare, is located north of the subject property. The Risonian is surrounded by dense residential development consisting of detached and attached residential and apartment buildings.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Date: February 2017

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

The Risonian is a Tudor-Revival-style apartment building constructed circa 1926. Defining features of the building include the gabled-front bays each capped by a copper parapet with a slate roof, the stone base, several corbelled chimneys with chimney pots, and the remnants of decorative half-timbering. This building was designed by Robert B. Morrison, principal architect of the firm of the Dodge and Morrison, whose body of work included churches, residences, and vaudeville theaters extending from Chicago to New York. They are best known for the 1920 renovation of the Milbank Mansion in New York's Upper East side.

**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 Risonian is recommended ineligible for listing in the National Register of Historic Places (NRHP). Even though the building was architect-designed, Robert B. Morrison was not particularly distinguished. Although the Tudor Revival-style building retains much of its original architectural details, the removal of the half-timbering, and replacement of windows denigrate the dwelling's integrity in terms of design, materials, and workmanship. For these reasons, the Risonian is recommended ineligible 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: Sonja Lengel

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The Risonian is a Tudor Revival apartment building constructed circa 1926. It was targeted to middle- and upper-class New Yorkers who sought to move to Jersey City after the immigration and industrialization boom of the early twentieth century. The former large country estates of Greenville, a section of southern Jersey City, were subdivided to build dense rowhouses for the increasing middle-class population of the rapidly-urbanizing Jersey City (Hopkins 1928) (see Figure 1). The apartment building was strategically constructed to be in close proximity to Bayside Park, a turn-of-the-century recreational park which was an integral feature to the Greenville neighborhood. This park had its own railroad station and would eventually include a playground and tennis courts (Sanborn-Perris 1900; Hopkins 1928). This “suburban apartment” took advantage of the view of New York, Brooklyn, Staten Island and the Bay. Conveniently located within walking distance of the Van Nostrand Place Station, the building would have been attractive to commuters. The two-to three- room units could be converted to three- to four-room units with a bath, costing between \$50 to \$90 a month (The Brooklyn Daily Eagle, 3 January 1926:4) (see Figures 2 and 3).

The Risonian was developed and designed by Robert B. Morrison, principal architect of the Manhattan-based firm of Dodge and Morrison (United States Bureau of the Census [US Census] 1910; American Institute of Architects 1907). In 1906, the firm had an office at 82 Wall Street. At the time of the design of the Risonian, the firm was working out of an office at 168 Pearl Street, since demolished. Active for over 40 years, the firm produced a wide gamut of building types; residences, churches, vaudeville and later movie theaters, apartment buildings, municipal buildings, and factories. In 1906, Morrison purchased three-and-a-half acres, east of Garfield Avenue and designed his own “Elizabethan style” three-story residence completed by 1910 (US Census 1910; American Institute of Architects 1907). This house, since demolished, was located in close proximity to the Risonian. Dodge and Morrison designed a number of other buildings in the Greater New York area including Grace Evangelical Lutheran Church located at present day 1255 Bushwick Avenue in Brooklyn, New York and at least two vaudeville theaters (American Institute of Architects 1907; Brooklyn Public Library 2009; Enlow 2017)(see Figures 3,4,5). Dodge and Morrison were best known for the 1920 renovation of the Jeremiah Milbank Mansion located at 14-16 East 67th Street in Manhattan’s fashionable Upper East Side. Milbank purchased two neighboring rowhouses and hired Dodge and Morrison to merge the two together to create a 48-foot-wide mansion. They designed the mansion in the current eighteenth century French style with a rusticated limestone façade, deep overhanging cornice, and mansard roof (Miller 2011) (see Figure 6).

Though the Risonian was originally built to target upper class Manhattanites seeking to leave the city, residents of the apartment building in the first decades of its existence were white collar, working class families and young, single professionals. Both male and female residents held office positions such as proprietors, stenographers, typewriters, draftsmen, bookkeepers and accountants at local offices and manufactories, while others had more trade-based professional positions including nurses, operators, brokers, lawyers and engineers (US Census 1930).

The Risonian continues to function as an apartment building to the present day. In 2015, fire damaged two first floor apartments at the southeast corner of the Risonian. The upper level residents fled utilizing the original deteriorating metal fire escapes (Conte 2015).

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Surveyor: Sonja Lengel

Organization: RGA, Inc.

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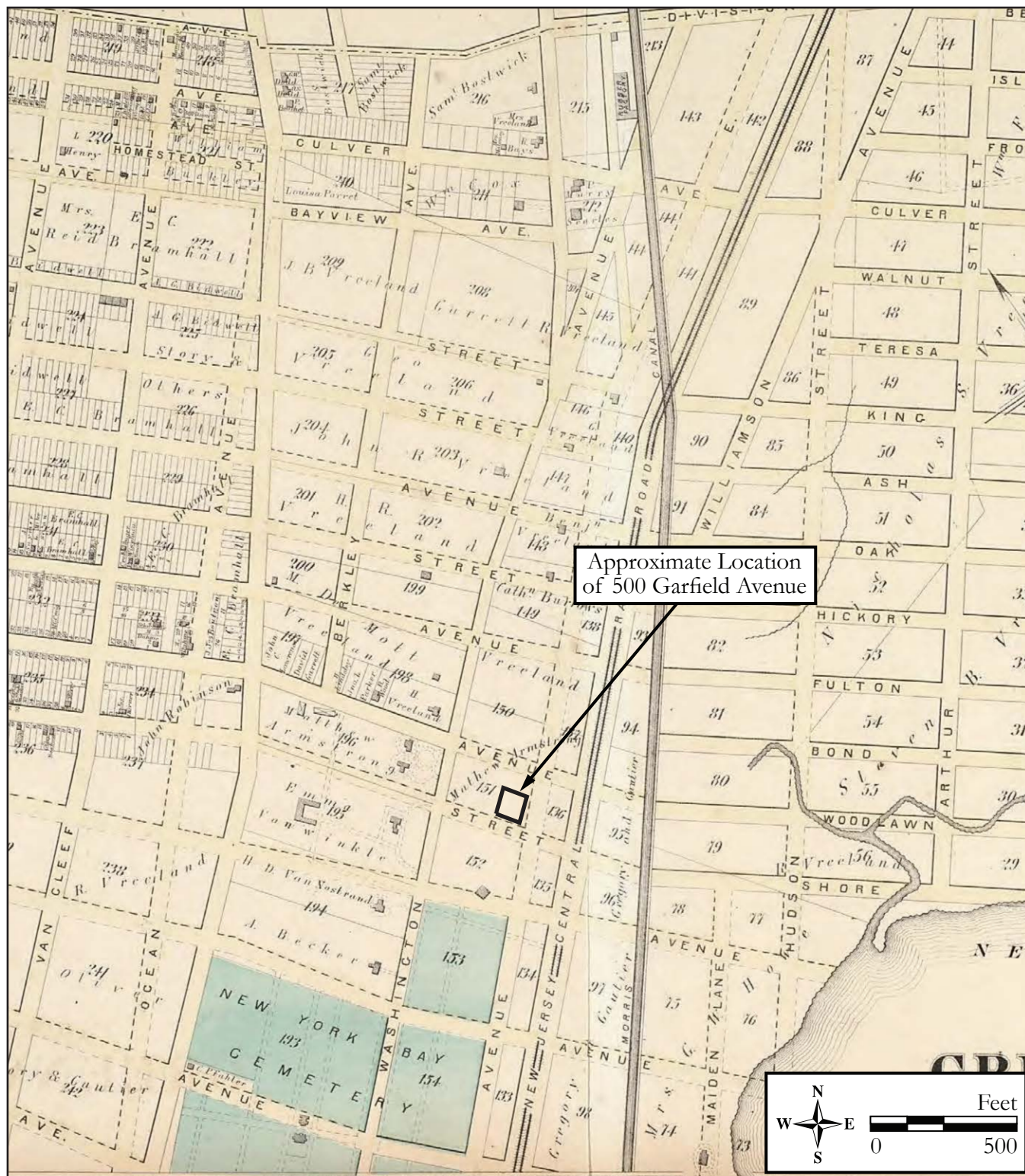


Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates the Risonian located adjacent to Bayside Park.

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Figure 2: 1926 The Brooklyn Daily Eagle, Advertisement for the Risonian. A newspaper advertisement with a rendering of the Risonian. Note the decorative half-timbering.



Figure 3: Circa 1907 The Brooklyn Public Library Brooklyn Collection, Grace Evangelical Lutheran Church. Later called the Prince of Peace Church, this photograph shows the church's Tudor Revival-style façade.

CONTINUATION SHEET

Historic Sites #:



Figure 4: Circa 1901 The Folly. This demolished theater featured a 95-foot tower and was the first theater in the New York area to be built according to new safety standards.

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Historic Sites #:



Figure 5: Circa 1909 Brighton Theatre. Originally call the New Brighton Theatre, this Italian Renaissance style theater initially showed stage shows, vaudeville, and then movies.

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Figure 6: Circa 2011 The Jeremiah Milbank Mansion. This photograph depicts the limestone façade designed by Dodge and Morrison.

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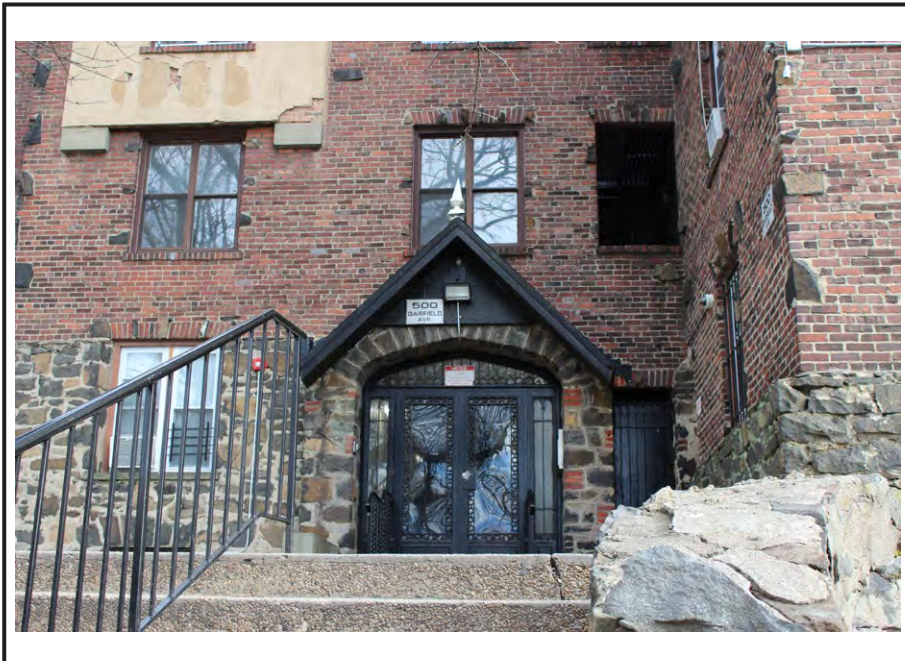
CONTINUATION SHEET

Historic Sites #:



Southwest elevation of the Risonian.

Plate: 1
Photo view:
Northeast
Photographer:
Kristen Herrick
Date:
January 27, 2017

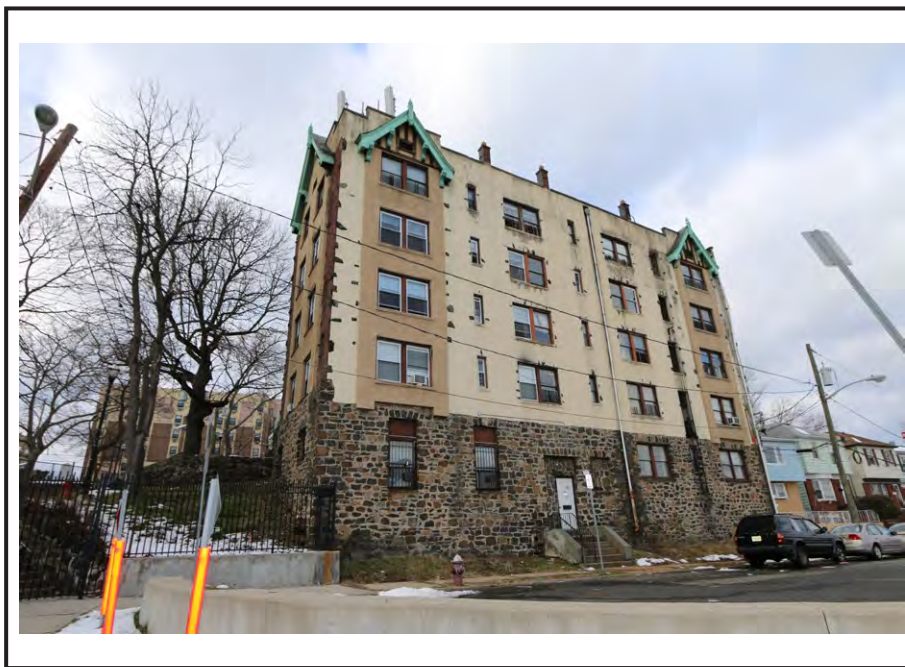


The front entry door. Note the wrought iron rondels.

Plate: 2
Photo view:
Northeast
Photographer:
Kristen Herrick
Date:
January 27, 2017

CONTINUATION SHEET

Historic Sites #:



View of the south elevation. Note the decorative half-timbering under the gable roof.

Plate: 3

Photo view:

North

Photographer:

Kelly E. Wiles

Date:

February 13,
2017



The partial view of the east elevation.

Plate: 4

Photo view:

West

Photographer:

Kelly E. Wiles

Date:

February 13,
2017

BASE SURVEY FORM

Historic Sites #:

Property Name: A.B. See Electric Elevator Company-Westinghouse Electric Elevator Company

Street Address: Street #: 150 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: Pacific Suffix: _____ Type: AVE

County(s): Hudson **Zip Code:** 07305

Municipality(s): City of Jersey City **Block(s):** 21503

Local Place Name(s): Communipaw **Lot(s):** 27

Ownership: Private **USGS Quad(s):** Jersey City NJ-NY

Description:

The A.B. See Electric Elevator Company-Westinghouse Electric Elevator Company is a small complex of early twentieth-century industrial buildings constructed in multiple phases on one large lot. The complex is located in the Communipaw-Lafayette section of Jersey City near other industrial buildings (see Plates 1 to 5).

See Building/Element 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

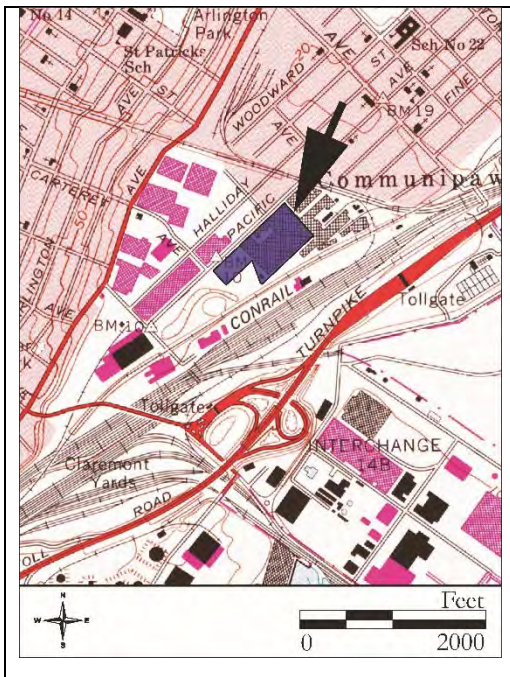
Surveyor: Sonja Lengel Date: February 2017

Organization: RGA, Inc.

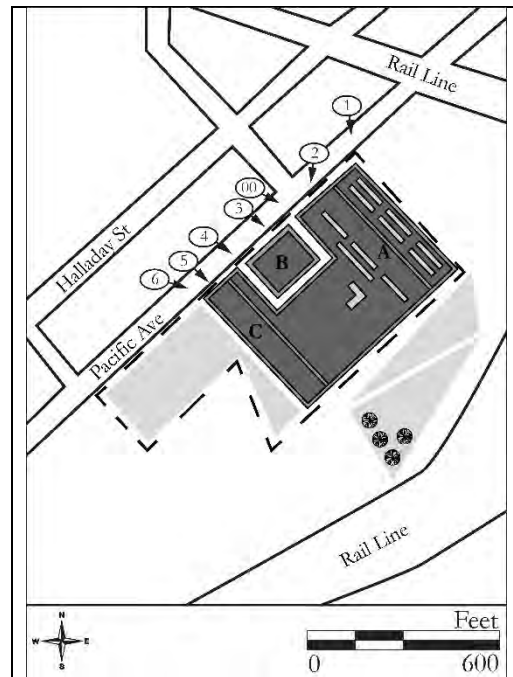
BASE SURVEY FORM

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: 3 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: Sonja Lengel

Date: February 2017

Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

BUILDING STRUCTURE OBJECT

Common Name: A.B. See Electric Elevator Company Manufacturing Building (A)
Historic Name: A.B. See Electric Elevator Company/Westinghouse Electric Elevator Company
Present Use: Industrial Activity, Light Industrial
Historic Use: Industrial Activity, Light Industrial
Construction Date: 1904, 1951 **Source:** David Williams Company 1904
Alteration Date(s): Circa 1928, 1951 **Source:** G.M. Hopkins Co. 1928, Sanborn Insurance Map 1951
Designer: John T. Rowland, Jr. **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other
Form: Other **Stories:** 1.5
Type: N/A **Bays:** 15
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Common Bond

Exterior Description:

Built in 1904, the A.B. See Electric Elevator Company Manufacturing Building (A) is a one-and-a-half story, fifteen-bay wide brick industrial building, framed by steel, and capped by a flat roof. There is a central half-story clad in metal siding. The exterior envelope is clad in common bond brick with brick corbelling above the arches. A low parapet wall with a clay-tile coping defines the primary (northwest) elevation. The fenestration has been largely altered and parged with stucco. Former recessed window openings are topped by a segmental brick arch and parged in stucco. Several metal vents pierce these former window openings. The southeast elevation repeats the northwest elevation and is connected on the northwest elevation to the Westinghouse Electric Elevator Manufacturing Building (C).

Interior Description:

Not accessible.

Setting:

The A.B. See Electric Elevator Company Manufacturing Building (A) is situated on a large lot and set back approximately 20 feet from Pacific Avenue. The primary elevation faces northwest. A tree is located in front (northwest elevation) of the 1904 building. A large parking lot enclosed by a chain-link fence is southwest of the industrial buildings. The Central Railroad tracks form the southern border of the property. Surrounding the subject property are other early twentieth century industrial buildings, a medical center, and a few residences.

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Date: February 2017

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

BUILDING STRUCTURE OBJECT

Common Name: Westinghouse Electric Elevator Company Engineering Building (B)

Historic Name: A.B. See Electric Elevator Company/Westinghouse Electric Elevator Company

Present Use: Industrial Activity, Light Industrial

Historic Use: Industrial Activity, Light Industrial

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

Alteration Date(s): Circa 2013 **Source:** Google Map 2013

Designer: Unknown

Physical Condition: Good

Builder: Unknown

Remaining Historic Fabric: Low

Style: Other

Form: Other

Stories: 3

Type: N/A

Bays: 17

Roof Finish Materials: Rolled Asphalt

Exterior Finish Materials Brick, Running Bond

Exterior Description:

Built circa 1951 and located adjacent to the southwest of the A.B. See Electric Elevator Company Manufacturing Building (A), the Westinghouse Electric Elevator Company Engineering Building (B) is a three-story, brick office building sited with its primary elevation facing northwest. The exterior envelope is constructed of brick laid in a running bond pattern. The building fronts Pacific Avenue, measures 17 bays wide, and assumes a rectangular footprint. The building has a flat roof sheathed in rolled asphalt with a centrally located third story. Located at the south corner, a rear appendage with two loading docks connects the Westinghouse Electric Elevator Engineering Building (B) to the Westinghouse Electric Elevator Manufacturing Building (C). Between 2015 and 2017, new window openings and windows were added. Arranged in a typical fenestration pattern, windows consist of fixed glazing with faux muntins. Access is granted by a solid double-entry door and a garage door located on the primary (northwest) elevation. Both doors are framed by a wide stucco trim.

Interior Description:

Not accessible.

Setting:

The Westinghouse Electric Elevator Company Engineering Building (B) is situated on a large lot and set back approximately 20 feet from Pacific Avenue. The primary elevation faces northwest. South of the subject property are the Central Railroad tracks, forming the southern boundary of the property. The Westinghouse Electric Elevator Company Engineering Building is surrounded by other industrial buildings, a medical center, and a few residences.

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Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

BUILDING STRUCTURE OBJECT

Common Name: Westinghouse Electric Elevator Company Manufacturing Building (C)

Historic Name: A.B. See Electric Elevator Company/Westinghouse Electric Elevator Company

Present Use: Industrial Activity, Light Industrial

Historic Use: Industrial Activity, Light Industrial

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

Alteration Date(s): Circa 2013 **Source:** Google Map 2013

Designer: Unknown

Physical Condition: Good

Builder: Unknown

Remaining Historic Fabric: Low

Style: Other

Form: Other

Stories: 3

Type: N/A

Bays: 17

Roof Finish Materials: Rolled Asphalt

Exterior Finish Materials Brick, Common Bond

Exterior Description:

The A. B. See Electric Elevator Company-Westinghouse Electric Elevator Company expanded over time. Originally the Westinghouse Electric Elevator Company Manufacturing Building (C) was constructed as a stand-alone building in 1951 and located southwest of the aforementioned buildings. The Westinghouse Electric Elevator Company Manufacturing Building (C) is a one-and-a-half story common-bond brick building that measures six bays wide. The building is capped by a flat roof and has a central half-story bay. A parapet with concrete coping delineates the roofline. The primary (northwest) elevation faces Pacific Avenue. The former window openings have been filled in and parged with stucco. Vents pierce the northwest elevation in several places. Access is gained by two modern, metal garage doors. The southwest and northeast elevations are clad in corrugated metal siding. The southeast elevation repeats the northwest elevation and is connected on the northwest elevation to the original A.B. See Electric Elevator Company Manufacturing Building (A).

Interior Description:

Not accessible.

Setting:

Situated on a large lot, the Westinghouse Electric Elevator Company Manufacturing Building (C) is set back approximately 20 feet from Pacific Avenue and the primary elevation faces northwest. This building is located adjacent (southwest) to the Westinghouse Electric Elevator Company Engineering Building. A large parking lot enclosed by a chain-link fence is southwest of the subject property. Surrounding the subject property are other industrial buildings, a medical center, and a few residences, while the Central Railroad tracks form the southern border of the property.

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ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

The A.B. See Electric Elevator Company is a typical example of an early twentieth-century industrial building that housed the A.B. See Electric Elevator Company manufacturing operations from 1904 to 1937. The company developed many patents for various elevator components. When the company was sold to Westinghouse in 1937, the A.B. See Electric Elevator Company was the third largest elevator manufacturing in the country. The subject property was the second manufacturing facility for the A.B. See Electric Elevator Company and designed by John T. Rowland in 1904. The original design included an 85-foot elevator testing tower and clerestory windows. Rowland was a prolific Jersey City architect best known for his educational and hospital buildings. Defining architectural features include the brick segmental arches and parapet.

In 1937, the Westinghouse Electric Elevator Company purchased the A.B. See Electric Elevator Company and operated its elevator division at the subject property until 1988. The company built two additional buildings including the engineering building, which was topped by an elevator testing tower, possibly the same A.B. See testing tower. The second building functioned as a manufacturing building and was built brick.

**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 A.B. See Electric Elevator Company-Westinghouse Electric Elevator Company is recommended ineligible for listing in the National Register of Historic Places (NRHP). Even though the property was designed and associated with John T. Rowland, a prolific Jersey City architect, the A.B. See Electric Elevator Company is not a distinguished example of his work. The removal of the elevator testing tower, electric Westinghouse sign, and enclosure of the original windows have denigrated the design, materials, setting, and overall feeling of the site. For these reasons, the A.B. See Electric Elevator Company-Westinghouse Electric Elevator Company is recommended ineligible 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:

- The A.B. See Electric Elevator Manufacturing Building (A)
- The Westinghouse Electric Elevator Engineering Building (B)
- The Westinghouse Electric Elevator Manufacturing Building (C)

Narrative Boundary Description:

N/A

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CONTINUATION SHEET

Historic Sites #:

History:

Alonzo Bertram See, or A.B. See, was born in 1848 in Yonkers, New York. According to family tradition, he was the Sunday School teacher of the Otis brothers, the famous inventors of the passenger elevator in 1852. A.B. See had a photographic memory which impressed the Otis brothers enough to hire him to work for their company. After A.B. See left the Otis Company, he established the A.B. See Electric Elevator Company with co-owner Walter L. Tyler in Brooklyn, New York in 1883. See's company grew rapidly during the skyscraper age in New York from 1910 to 1930 (Spellen 2013a).

The A.B. See Electric Elevator Company manufactured various types of elevators using either a direct or alternating electric current. The company also built freight elevators, dumbwaiters, and sidewalk elevators (A.B. See Electric Elevator Co. 1901). See's elevators were installed in residences and office buildings like the Colonial Trust Building in Philadelphia, the Rhode Island Hospital Trust Building in Providence, Rhode Island, and the Madison Avenue Offices in New York (Sweets Architectural Catalogue 1920). The company received many patents including one in 1894 for a controlling device used to start an electric elevator and control its speed and direction (United States Patent and Trademark Office [US Patent] 1894: 531,071). In 1901, the company received patents for a pneumatic power-cylinder (US Patent: 1901 671,559) and modifications to high-speed elevators (US Patent 1901: 673,169). In 1904, Nils O. Lindstrom invented for the A.B. See Electric Elevator Company a push button elevator system which, once pressed, could not be interfered with by another pressed button. This sans-attendant system enabled the car to complete its journey safely without interruption (US Patent: 1905 784,869). See would eventually win a lawsuit against the Otis company over patents and for unfair suppression of competition (Spellen 2013a). The company was prosperous enabling A.B. See to purchase for himself a mansion at 373 Clinton Avenue in Brooklyn, home to many rich industrialists around the turn of the twentieth century (Spellen 2013a).

In the early twentieth century, the A.B. See Electric Elevator Company experienced tremendous growth and success. By 1901, A.B. See Electric Elevator Company's main office was located at 220 Broadway in New York City and the manufacturing facilities were located in Brooklyn (A.B. See Elevator Co. 1901). A few years later, in 1904, the company relocated its manufacturing operations to Jersey City at the subject property. The building was designed by John T. Rowland, Jr. and cost \$200,000 (David Williams Company 1904). John T. Rowland (1871-1945) was a prolific Jersey City architect and best known for designing the Jersey City High School, now the William L. Dickinson High School, and the Jersey City Medical Center. He served as the architect for the Jersey City Board of Education for 44 years and was responsible designing 25 public and seven parochial schools (National Register of Historic Places 1982). Rowland's design for the A.B. See Electric Elevator's main building consisted of a 250-foot by 460-foot building along with an 85-foot testing tower and a brick powerhouse with a 125-foot, brick smoke stack. The structural steel work was primed with Dixon's silica graphite paint in a natural color and the finishing coat used Dixon's olive green (David Williams Company 1904). By 1905, A.B. See's company had grown to include offices in Philadelphia, Baltimore, and Boston (New York Daily Tribune 1905:10; Figure 1).

As illustrated on the 1911 Sanborn Map Company's insurance map for Hudson County, the rectangular brick building had 18-inch clerestory windows to bring additional natural light into the facility. On the south elevation were several small appendages which housed the Receiving and Shipping Department, the Engineering and Dynamo Room, and the Boiler Room. Two frame dwellings were also located on the south side of the parcel (Sanborn Map 1911; Figure 2). By 1928, several small brick additions were added to the south elevation and the frame dwellings were demolished. A small, rectangular building located on Pacific Avenue included a second-story, steel-framed connection to the main building (Hopkins 1928; Figure 3).

In 1922, A.B. See would receive national attention when Adelphi College sent a letter to him requesting a \$1,000 donation for the women's college. His response lambasted women's colleges in which he declared, "I would burn all the women's colleges in the country" (New York Times 1922:1). He objected to women smoking cigarettes, using slang, and dressing indecently. He further decried, "...college for women is the worst...they have their brains twisted

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Historic Sites #:

History (continued):

by studying psychology, logic and philosophy..." (New York Times 1922:1). See's letter was displayed on the front page of the *New York Times*, with his permission, and republished across the nation. Educators of women denounced and ridiculed his remarks, but See remained committed to his views, granting interviews and writing a book called *Schools* in 1928. He blamed the Nineteenth Amendment, when women received the right to vote, for the increase in women's "brazen behavior" (Spellen 2013a). See enjoyed the spotlight and continued to write letters to newspapers and accept interviews. In 1936, his opinions apparently changed at a dinner party at his Clinton Avenue residence. See invited to his house 15 prominent women who each excelled in business and work outside the home, and renounced his former opinions (Spellen 2013b).

In 1937, the A.B. See Elevator Company shareholders and family members voted in favor of selling the company to Westinghouse Electric and Manufacturing Company. A.B. See died in 1941 at 94 years old and was buried in Greenwood Cemetery in New York City (Spellen 2013b). Westinghouse Electric was founded by George Westinghouse in Pittsburgh, Pennsylvania in 1886. The company developed electric infrastructure throughout the United States. By the early twentieth century, Westinghouse diversified the company by acquiring other electric technology companies such as the Electric Stove Company in 1914 and the Pittsburgh High Voltage Insulator Company in 1921. In 1928, the company expanded into the electric elevator business establishing the Westinghouse Electric Elevator Company (History of George Westinghouse- Innovation Changing the World 2017).

After purchasing the A.B. See Electric Elevator Company, Westinghouse built several buildings on the subject property. It is unclear if Westinghouse built a new elevator testing tower or reused A.B. See's tower. Nevertheless, based on a historic photograph from the late 1930s, the elevator testing tower was located southwest of the original 1904 building (Hull 1940; Gray 2010; Figure 4). This soaring concrete tower rose seven stories above a three-story brick building and fronted Pacific Avenue (Gray 2010; Figure 4). By 1951, engineering offices constructed of brick were built around its base. The tower had three hoist ways for elevator testing and was topped by a large electric Westinghouse sign (Gray 2010). Another large brick building with a central half-story was built on the property by 1951 (Sanborn Map Company 1951; Figure 5). In 1988, Westinghouse sold its elevator division to Schindler Holdings A.G., a Swiss-based elevator company (The Pantagraph 1988: 39).

The A.B. See Electric Elevator Company has been subjected to several phases of alterations between 1951 and the present day. On the two large buildings, the large window openings were enclosed and parged in stucco. Sometime between 1980 and 2013, the elevator testing tower was demolished (NETR 1979; Google Maps 2013). Prior to 2013, the engineering building's original windows were removed and replaced with narrow tall windows. By 2017, the façade changed again by the removal of the small narrow windows that were replaced by larger fixed windows and the removal of the exterior stucco (Google Maps 2013).

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Surveyor: Sonja Lengel

Date: February 2017

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Spellen, Suzanne

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1894 on file Washington, D.C.

1901 on file Washington, D.C.

1904 on file Washington, D.C.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

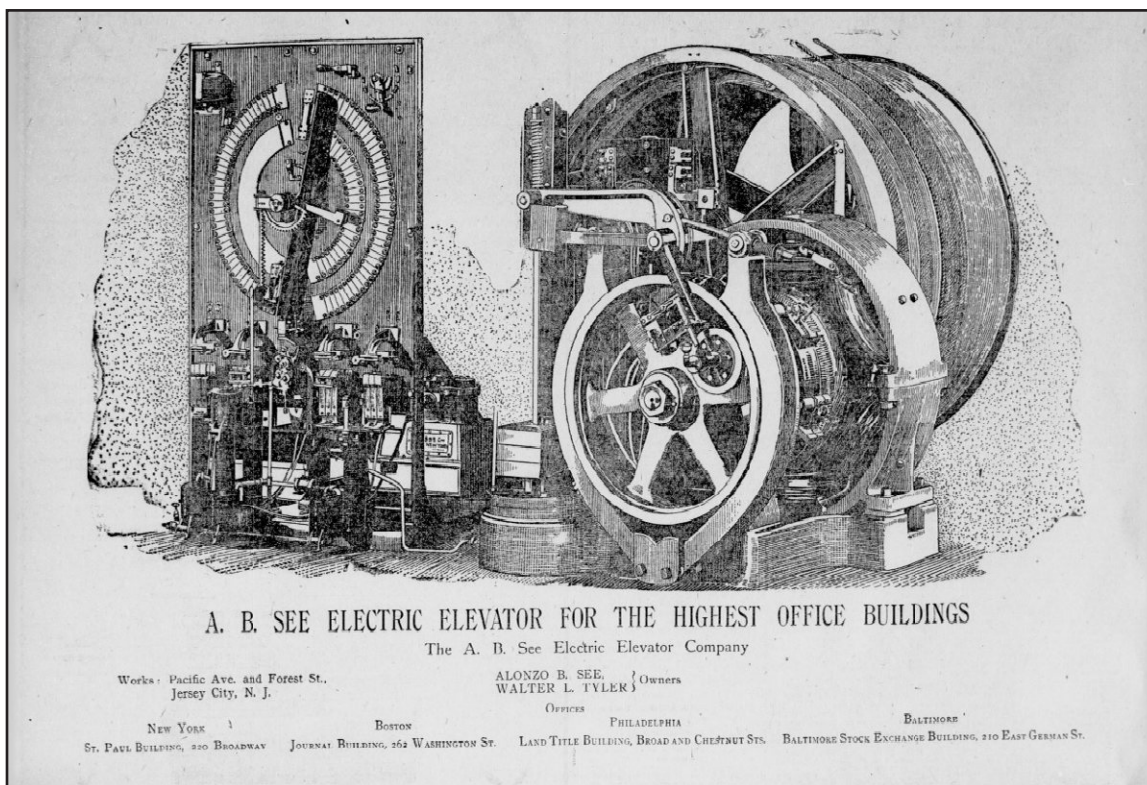


Figure 1: 1905 New York Daily Tribune. A.B. See Electric Elevator for the Highest Office Buildings. This advertisement illustrates an elevator motor and cites the factory location in Jersey City.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

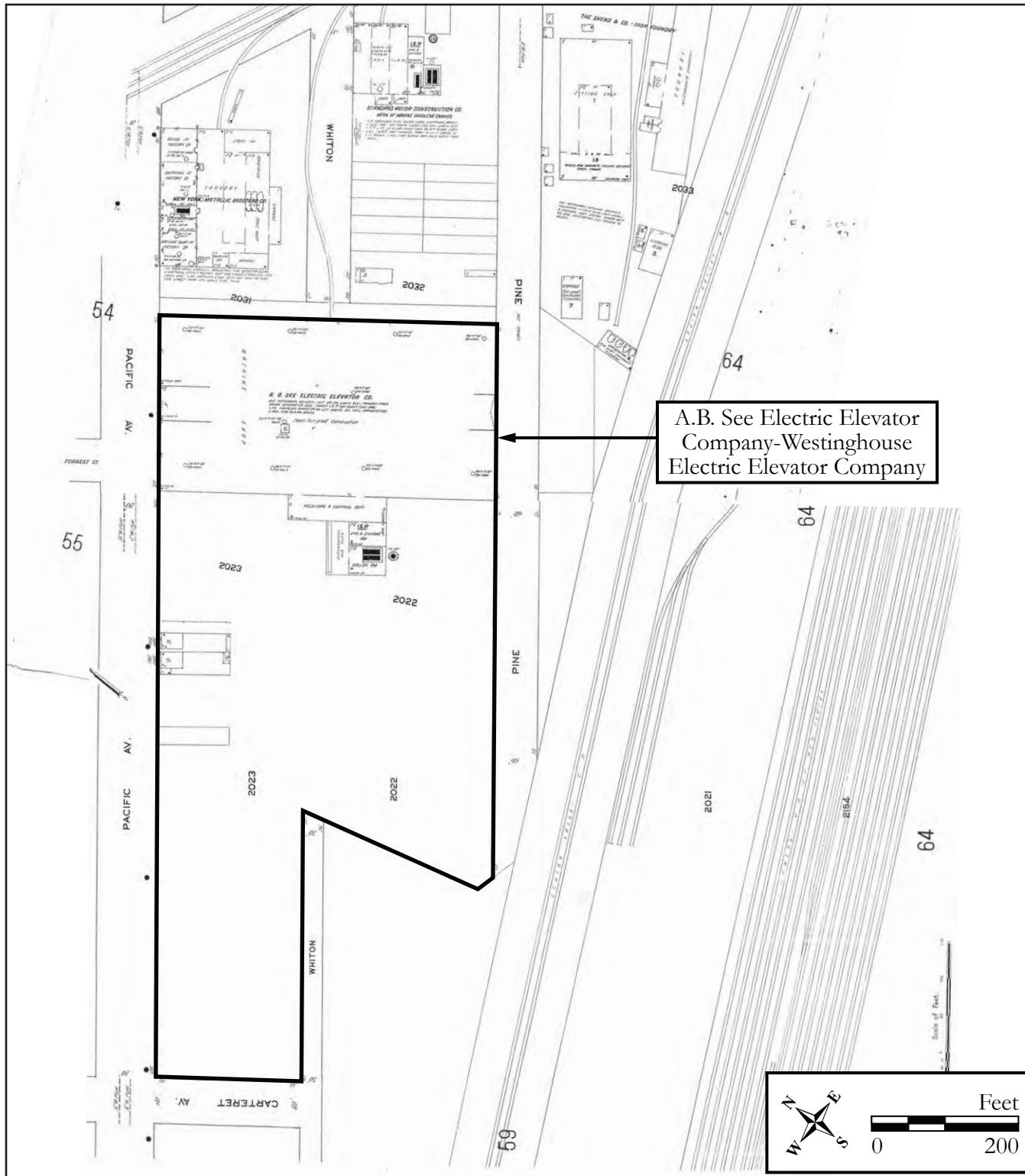


Figure 2: 1911 Sanborn Map Company. Insurance Maps of Hudson County, Jersey City. This map depicts the A.B. See Electric Elevator Company's factory.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #: _____

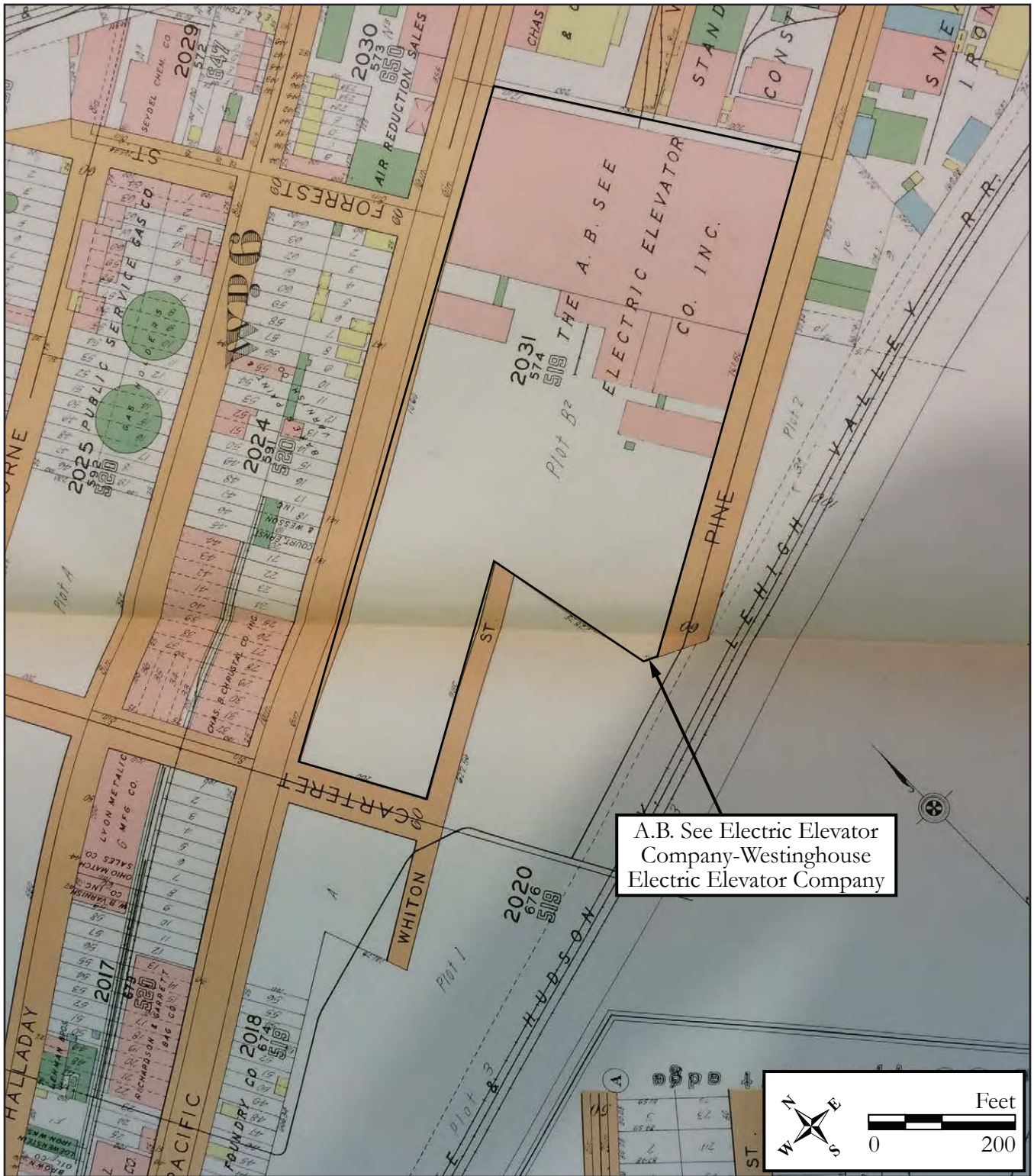


Figure 3: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates the brick additions to the main factory building.

CONTINUATION SHEET

Historic Sites #:



Figure 4: Date unknown. Elevator World, The Westinghouse Test Tower. This historic aerial depicts the elevator testing tower and Westinghouse sign.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

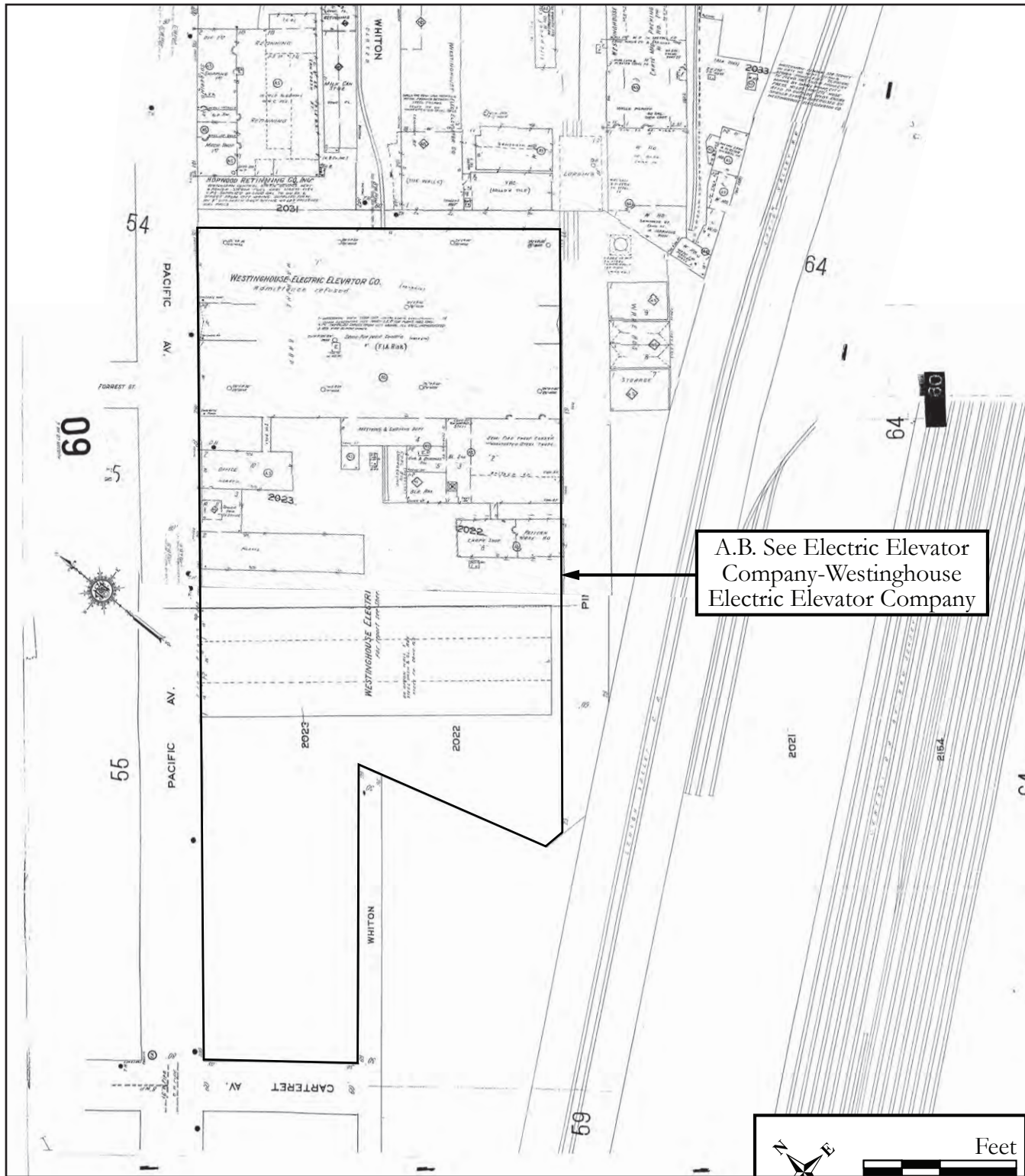


Figure 5: 1951 Sanborn Map Company, Insurance Maps of Hudson County, Jersey City. This map depicts the change in ownership to Westinghouse Electric Elevator Company and the new buildings and tower.

CONTINUATION SHEET

Historic Sites #:



Plate: 1
Photo view:
Southwest
Photographer:
Kelly E. Wiles
Date:
February 13,
2017

View of the 1904 John T. Rowland-designed A.B. Electric Elevator Company factory building.



Plate: 2
Photo view:
Southwest
Photographer:
Kelly E. Wiles
Date:
February 13,
2017

Close up view of the 1904 John T. Rowland-designed A.B. Electric Elevator Company factory building. Note the brick corbelling and arches.

CONTINUATION SHEET

Historic Sites #:



Plate: 3
Photo view:
Southwest
Photographer:
Kelly E. Wiles
Date:
February 13,
2017

View of the Westinghouse Electric Elevator Company engineering offices. The Westinghouse elevator testing tower was attached to the top of this building.



Plate: 4
Photo view:
East
Photographer:
Kelly E. Wiles
Date:
February 13,
2017

View of the Westinghouse Electric Elevator Company engineering offices.

CONTINUATION SHEET

Historic Sites #:



Primary Elevation view of the Westinghouse Electric Elevator Company addition.

Plate: 5

Photo view:

Southeast

Photographer:

Kelly E. Wiles

Date:

February 13,
2017



View of all three buildings with the Westinghouse Electric Elevator Company addition in the foreground.

Plate: 6

Photo view:

East

Photographer:

Kelly E. Wiles

Date:

February 13,
2017

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Organization: RGA, Inc.

Date: February 2017

BASE SURVEY FORM

Historic Sites #:

Property Name: 252-262 Suydam Avenue

Street Address: Street #: 252 262 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: Suydam Suffix: _____ Type: AVE

County(s): Hudson **Zip Code:** 07305

Municipality(s): Jersey City **Block(s):** 20303

Local Place Name(s): Communipaw **Lot(s):** 11,12,13,14,15,16

Ownership: Private **USGS Quad(s):** Jersey City NJ-NY

Description:

252-262 Suydam Avenue is comprised of six attached Italianate rowhouses constructed circa 1870 situated on the east side of Suydam Avenue. The stuccoed buildings were constructed identically in terms of style and form. Measuring four stories tall (inclusive of the ground level) and three bays wide, each building has an entry door located on the northeastern side of the façade (see Plates 1 and 2). Steep, nearly one-story tall, stoops provide access to the primary entrances on the first principal floor; ground-level entry doors are located underneath these stairs. Each property has a paved concrete front patio area situated next to the stoops. These areas are enclosed by a wrought iron fence or concrete wall (see Plate 3).

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 TRANSIT GRID TRACTION POWER SYSTEM

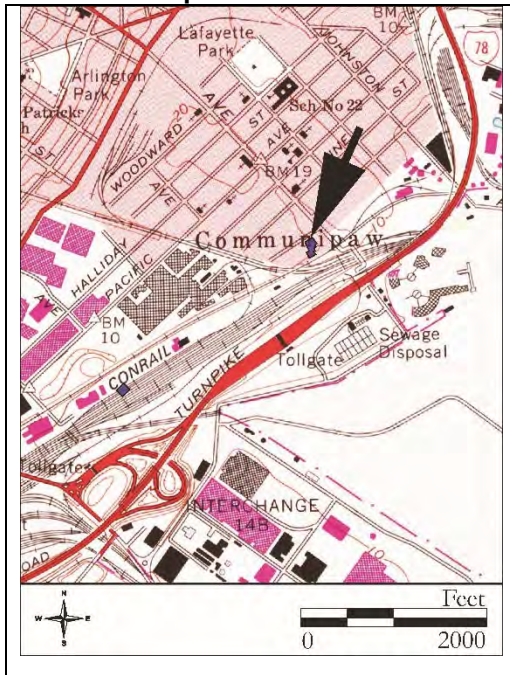
Surveyor: Sonja Lengel Date: February 2017

Organization: RGA, Inc.

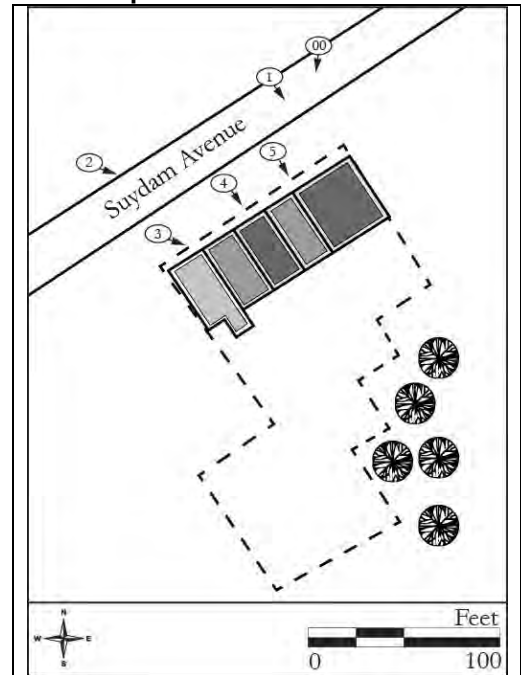
BASE SURVEY FORM

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: Sonja Lengel Date: February 2017
 Organization: RGA, Inc.

HISTORIC DISTRICT OVERLAY

Historic Sites #:

District Name:	<u>252-262 Suydam Avenue</u>	
County(s):	<u>Hudson</u>	District Type: <u>Residential</u>
Municipality(s):	<u>Jersey City</u>	USGS Quad(s): <u>Jersey City, NJ-NY</u>
Local Place Name(s):	<u>Communiapaw</u>	
Development Period:	<u>Circa 1870</u>	To: _____ Source: <u>US Census 1870; 1873 Hopkins; Stylistic Evidence</u>
Physical Condition:	<u>Good</u>	
Remaining Historic Fabric:	<u>Medium</u>	
Registration and Status Dates:	National Historic Landmark: _____	SHPO Opinion: _____
	National Register: _____	Local Designation: _____
	New Jersey Register: _____	Other Designation: _____
	Determination of Eligibility: _____	Other Designation Date: _____

Description (continued from Base Survey Form):

The Italianate rowhouses at 252-262 Suydam Avenue are each capped by flat roofs with a deep overhanging bracketed eave. The alternating large and small brackets feature acanthus leaf and fluted detailing interspersed with paneling and a decorative arch detailing. The brick buildings are parged in stucco and scribed to imitate stone blocks, though the ground floor of 258 Suydam Avenue is clad with synthetic stone. The houses measure three bays wide and the fenestration consists of tall, narrow double-hung, one-over-one or nine-over-nine sash windows of various materials. A character-defining feature of the row is the carved-stone, segmental-arch cap situated above each window in the top three stories. The caps have an astragal profile and flared ends. The doors have similar, more ornate caps, featuring scrolled stone ancons, paneling, and carved rondels. The ground floor windows feature a floriated keystone. Thin belt courses separate each stories and align with the bracketed stone window sills. The original stoops for each building have been replaced with concrete steps accompanied by either modern wrought-iron railings, concrete-faced spandrels or a synthetic baluster. One stoop, located at 252 Suydam Avenue, appears to have a portion of the original wrought-iron rail and original bull nose top step (see Plate 3). Three of the houses in the row include the original glazed and paneled paired doors with divided arched transom windows. The paneling on the lower half of the doors features bull's eye detailing and bolection molding which follows the contours of the bull's eye. Some original door handles situated on the right door are still intact (see Plate 4). Replacement doors found in the row include modern synthetic single doors. The door at 258 Suydam Avenue is original, however the glazing has been replaced by wood paneling which mimics the paneling on the bottom half of the door (see Plate 5).

Setting:

The houses at 252-262 Suydam Avenue are located on the east side of Suydam Avenue and situated approximately 400 feet southeast of the Communiapaw-Lafayette Historic District and located approximately 500 feet north of the former Lehigh Valley and Central Railroad lines (now the Hudson-Bergen Light Rail) in the City of Jersey City, Hudson Count. The buildings are set back approximately 35 feet from the street. Suydam Avenue runs northeast and is a single block long (670 feet) It intersects with Communiapaw Avenue at the northeast end and converges with the railroad tracks at the southwest end. These six rowhouses on Suydam Avenue are surrounded by other single family dwellings and industrial buildings from the late nineteenth century.

Survey Name:	<u>NJ TRANSIT GRID TRACTION POWER SYSTEM</u>	
Surveyor:	<u>Sonja Lengel</u>	Date: <u>February 2017</u>
Organization:	<u>RGA, Inc.</u>	

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

252-262 Suydam Avenue is an example of a development of refined Italianate-style rowhouses built circa 1870. These residences were among the earliest speculative rowhouses in Communipaw and the only extant buildings of William Keeney's early development. These speculative houses were built for wealthy working professionals in a prime residential location, within walking distance of the Central Railroad of New Jersey Communipaw Station which transported commuters to downtown Jersey City.

**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:

252-262 Suydam Avenue is recommended ineligible for listing in the National Register of Historic Places (NRHP). Even though the row is associated William Keeney, an important figure in this area's history, a more representative extant example of Keeney's associations with the neighborhood exist in his former residence at 287 Communipaw Avenue. Although the Italianate-style rowhouses retain some original architectural details, such as decorative cornices and deep overhanging eaves and 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. Additionally, the buildings are not representative of the work of a master and better representations of intact examples of late nineteenth-century speculative development exist in the Communipaw-Lafayette Historic District. For these reasons, 252-262 Suydam Avenue is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: 0

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: Sonja Lengel

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The houses at 252-262 Suydam Avenue were constructed circa 1870 as a speculative residential development. William Keeney, a wealthy developer originally from Connecticut, and John R. Halladay laid out the streets of the neighborhood known as Communipaw in 1856 after purchasing land from Henry Brinkerhoff, a nineteenth century Hudson County land owner who had expansive ancestral holdings in the area (L.F. Douglas 1841; MacLean 1895:74; see Figure 1). Keeney lived at 283-285 Communipaw Avenue (present-day 287 Communipaw Avenue), from circa 1870 to 1888, and owned a substantial amount of land in Communipaw valued at \$200,000 in 1870 (Hopkins 1873; United States Bureau of the Census [US Census] 1870 and 1880) (see Figure 2). Though it is not confirmed that Keeney and Halladay developed the Suydam Avenue row, Keeney owned two discontinuous houses at 252 and 262 Suydam Avenue, suggesting that he once owned the entire row and had not yet sold off some of the properties. Nonetheless, the Suydam Avenue row was strategically developed and constructed to be within walking distance to the Central Railroad of New Jersey Communipaw Station, which provided access to downtown Jersey City and various other locations in Hudson County (Hopkins 1873) (see Figure 2).

The early owners of 252-262 Suydam Avenue were upper-class working professionals. John and Jane Davey, the earliest residents of the row, lived at 260 Suydam Avenue in 1870, and were a railroad employee and housewife, respectively (US Census 1870). George H. Field, a printer, lived at 256 Suydam Avenue and Margaret E. Craig, a music teacher, lived at 258 Suydam Avenue and also owned two additional houses on the block, but not in the 252-262 row (Gopsill 1873, 1874; Hopkins 1873) (see Figure 2).

By 1896, Suydam Avenue became more densely populated as other single-family rowhouses and a pottery factory adjacent to the Newark and New York Railroad were constructed on the block (Sanborn-Perris 1896) (see Figure 3). Other industries moved to Suydam Avenue by 1911, taking advantage of the nearby rail and shipping transportation. The William T. Baker Corporation, which manufactured varnishes, paints, and oils, moved into the former pottery factory and added several reinforced concrete buildings to their property. Additional housing and a commercial building which houses a drug manufacturer were built on the west side of Suydam Avenue by the early twentieth century (Sanborn 1911) (see Figure 4).

As the twentieth century progressed, Suydam Avenue became a mix of both middle-class professionals and working-class laborers. Residents held both white-collar professions such as a shop keeper, printing company manager, a railroad clerk, and stenographer, and more industry-based positions including butcher, molder, and driver (US Census 1910). This pattern continued throughout the 1920s and 1930s. Aside from the additions of one-story rear porches to 260 and 262 Suydam Avenue, the row remained relatively unaltered throughout the twentieth century, retaining the original parged-stucco exteriors and tin roofs (Sanborn-Perris 1896; Sanborn 1911) (see Figures 3-4).

By 1940, the block was predominantly owner occupied, containing both natural born and immigrant laborers, working in the various industries of Jersey City including the railroad, shipyard, airbrush company, manufacturing, and restaurant industry. Many of the houses on the block, aside from 260 Suydam Avenue, had multi-family occupancy with the owners still living at the property but accommodating boarders (US Census 1940). Throughout the twentieth century, the residences were converted into apartments while some remained single family houses.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Bibliography:

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1910 Population Schedule, Jersey City, Hudson County, New Jersey.

1940 Population Schedule, Jersey City, Hudson County, New Jersey.

United States Geological Survey (U.S.G.S.)

1995 U.S.G.S. 7.5' Quadrangle: Jersey City, NJ-NY.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Figure 1: 1841 L.F. Douglas. Jersey City, Hoboken. This map depicts the farms of Communipaw and the approximate location of 252-262 Suydam Avenue. Note Henry Brinkerhoff's land.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel
Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

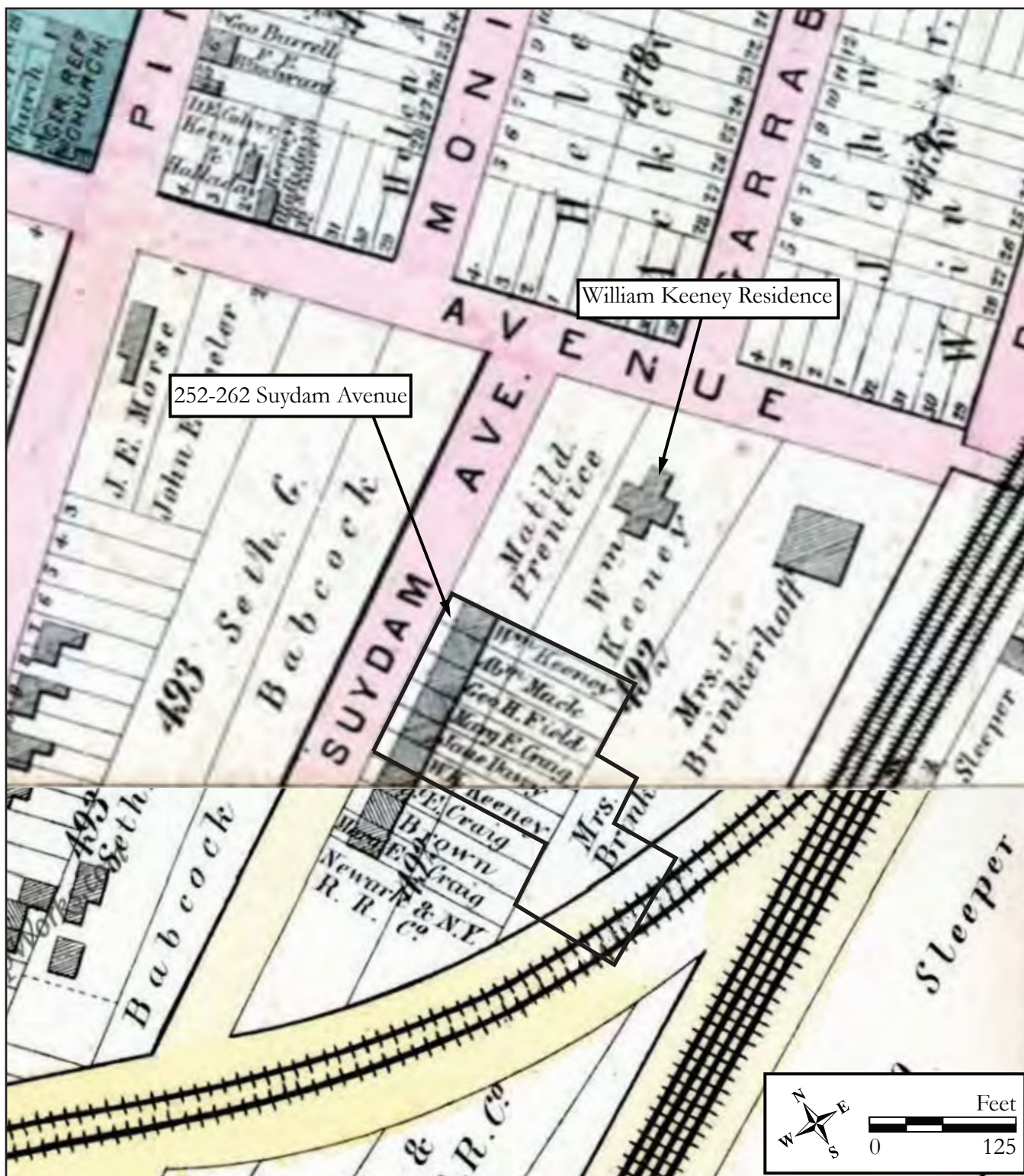


Figure 2: 1873 G.M. Hopkins & Co. Combined Atlas of the State of New Jersey and the County of Hudson. Jersey City Plate M. This map illustrates 252-262 Suydam Avenue and building owners. Note the William Keeney residence on Communipaw Avenue.

CONTINUATION SHEET

Historic Sites #:

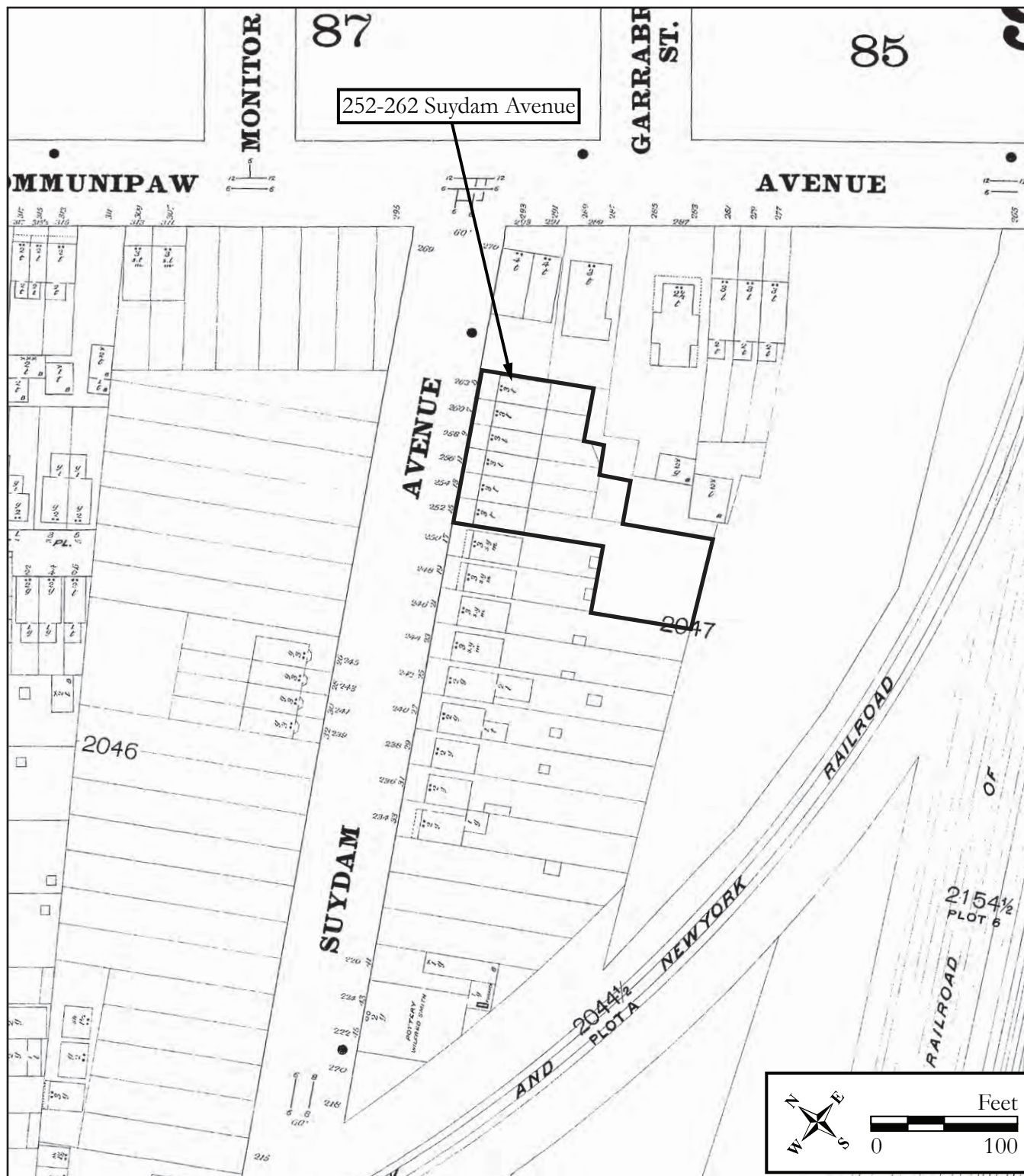


Figure 3: 1896 Sanborn-Perris Map Co. Insurance Maps of Hudson County, New Jersey. This map depicts the building's brick construction and tin roof. Note the pottery factory owned by Willard Smith.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel
Organization: RG, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

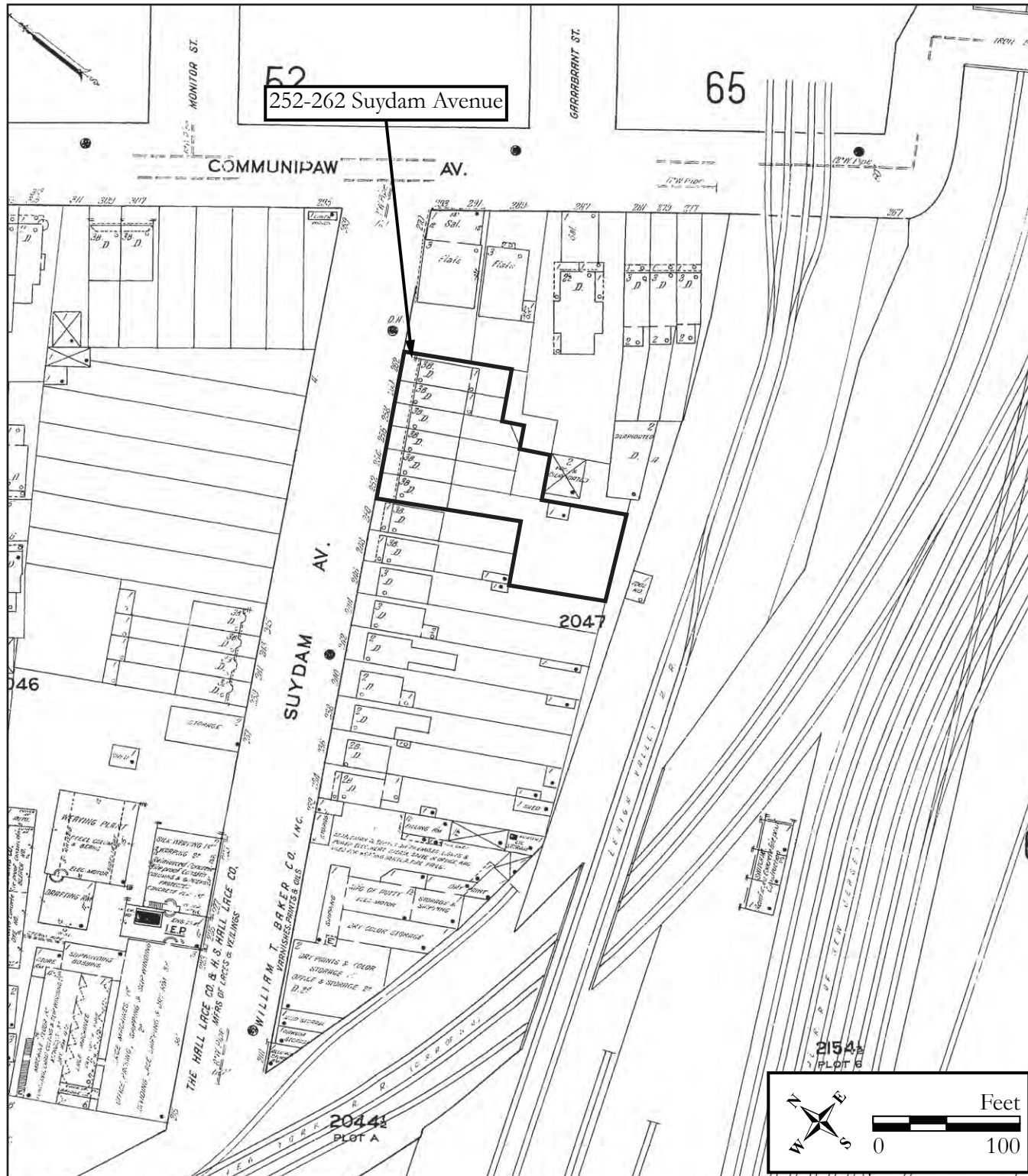


Figure 4: 1911 Sanborn Map Company. Insurance Maps of Hudson County, New Jersey. This map illustrates additional residential and industrial development.

CONTINUATION SHEET

Historic Sites #:



North elevation of 252-262 Suydam Avenue.

Plate: 1
Photo view:
South
Photographer:
Kelly E. Wiles
Date:
February 13,
2017



North elevation of the 252-262 Suydam Avenue.

Plate: 2
Photo view:
South
Photographer:
Kelly E. Wiles
Date:
February 13,
2017

CONTINUATION SHEET

Historic Sites #:



Plate: 3
Photo view:
East
Photographer:
Kelly E. Wiles
Date:
February 13,
2017

Stoop view of 252 Suydam Avenue.

CONTINUATION SHEET

Historic Sites #:

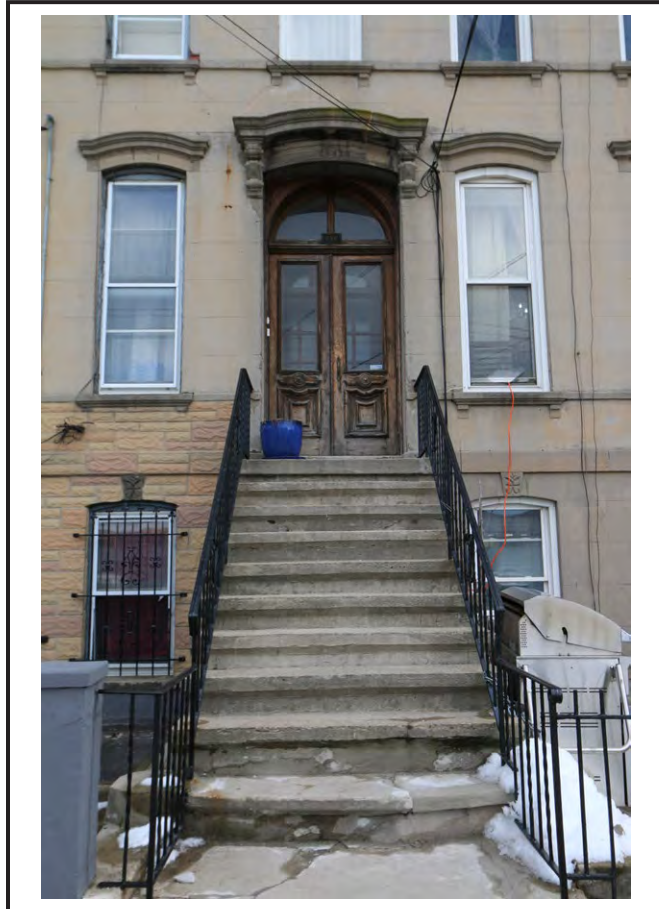


Plate: 4
Photo view:
South
Photographer:
Kelly E. Wiles
Date:
February 13,
2017

View of the door of 256 Suydam Avenue.

CONTINUATION SHEET

Historic Sites #:

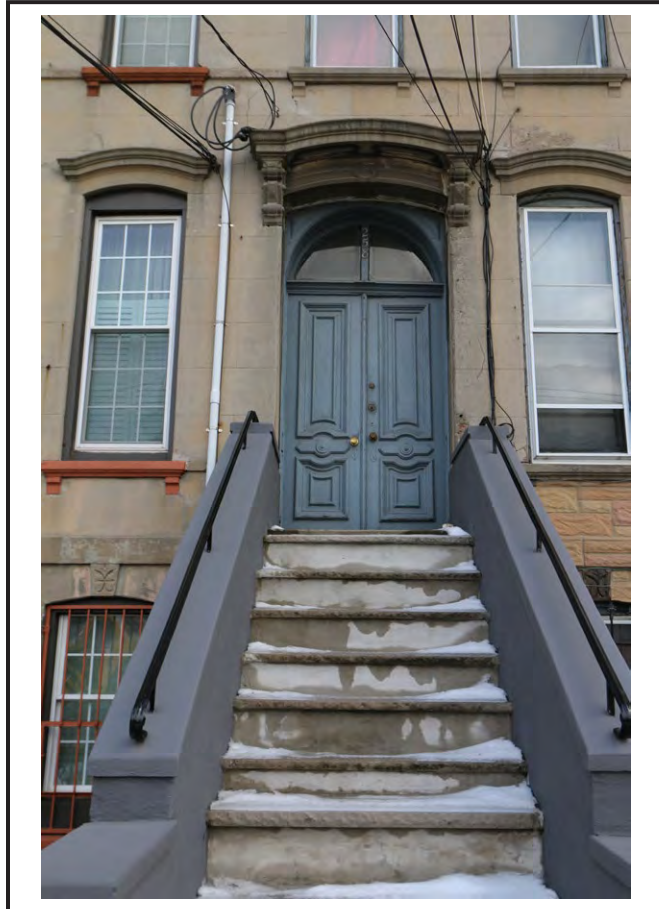


Plate: 5

Photo view:

South

Photographer:

Kelly E. Wiles

Date:

February 13,
2017

View of the door of 258 Suydam Avenue.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Sonja Lengel

Organization: RGA, Inc.

Date: February 2017

BASE SURVEY FORM

Historic Sites #:

Property Name: L.O. Koven & Bro. Inc. Machine Shop

Street Address: Street #: 33 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: Hope Suffix: _____ Type: ST.

County(s): Hudson **Zip Code:** 07307

Municipality(s): City of Jersey City **Block(s):** 5103

Local Place Name(s): _____ **Lot(s):** 13

Ownership: Private **USGS Quad(s):** Jersey City, NJ-NY,

Description:

Constructed in 1908, the L.O. Koven & Bro. Inc. Machine Shop was built in the industrial vernacular style. The building stands five stories high and has a trapezoidal footprint with an elongated southern elevation. The east (primary) elevation measures nine bays wide and the west elevation measures 11 bays wide. The north and south elevations each measure one bay wide. The building exterior is built of brick laid in a common bond with decorative corbelled brickwork accenting the cornice line. The low-pitch gable roof is sheathed with corrugated metal. Colossal brick piers run the full height of the building and define each bay. Metal stars appear between stories on both the east and west elevations. The first and second bays at the southwest corner of the east elevation are topped by stepped, rectangular brick projections that function to provide roof access and ventilation. *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: Elizabeth Diker

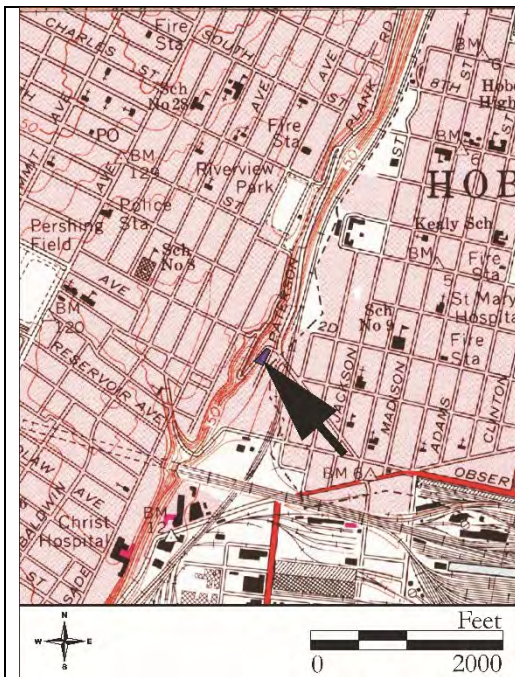
Date: February 2017

Organization: RGA, Inc.

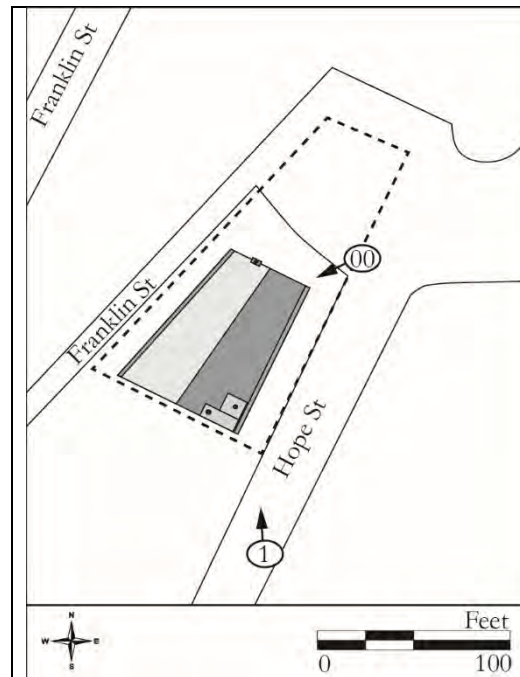
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See Continuation Sheet

Additional Information:

The L.O. Koven & Bro. Inc. Machine Shop was included in a 1985, Phase 2 Survey of Ward E in Jersey City conducted by Mary B. Dierickx Architectural Preservation Consultants. This survey recommended four brick, industrial buildings associated with L.O. Koven & Bro. Inc. eligible for listing in the National Register of Historic Places under Criterion C as an integrated and well-preserved group of industrial buildings dating from 1890-1915.

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
 _____ Bridge 1 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.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: Tribeca Grain

Historic Name: L.O. Koven & Bro. Inc. Machine Shop

Present Use: Commercial Activity- Office Activity- Private
Business; Industrial Activity- Light Industrial

Historic Industry: Industrial Activity- Heavy Industrial; Industrial
Activity- Heavy Goods Handling and Processing **Building ID:** Machine Shop

Construction Date: Circa 1908 **Source:** Bailey 1924

Alteration Date(s): _____ **Source:** _____

Architect: Fred Meystre **Physical Condition:** Fair

Builder: John T. Rowland & Son **Remaining Historic Fabric:** High

Style: N/A **Length:** N/A **Stories:** 5

Width: N/A **Bays:** 10

Exterior Finish Materials: Brick, Common Bond

Foundation Materials: Concrete

Structural System: Brick **Roof System:** Unknown

Roof Finish Materials: Corrugated Metal

Equipment/Machinery: Unknown

Transportation Links: New Jersey Junction Railroad; West Shore Railroad

Exterior Description:

See Base Survey Form

Interior Description:

Not accessible.

Setting:

The L.O. Koven & Bro. Inc. Machine Shop is located in an industrial area of the City of Jersey City, Hudson County, New Jersey. The building is located on a triangular parcel (Block 1501, Lot 13) which contains approximately 0.2 acres. The building is located 38 feet back from Hope Street and is separated from Paterson Plank Road by an asphalt parking lot used for industrial activity. Abutting the south elevation of the building is a one-story, brick garage. A public sidewalk spans the entire length of the north and west elevations.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker Date: February 2017

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

The L.O. Koven & Bro. Inc. Machine Shop is historically significant as an example of Jersey City's former industrial power. L.O. Koven & Bro. Inc. was a national manufacturer of ship tanks and fulfilled contracts for both military and private clients, such as General Motors, during its over 100 years of operation. Their extensive facilities and creative manufacturing processes utilized electricity, allowing them to streamline the manufacturing of specialized industrial equipment.

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 L.O. Koven & Bro. Inc. Machine Shop is recommended not eligible for listing on the National Register of Historic Places. Some original architectural elements survive on the building, such as the colossal brick piers, structural steel framing as indicated by the metal stars on the building's exterior, and segmental brick arches above windows. However, modern modifications, such as the removal of original windows, doors, and specialized interior machinery denigrates the building's integrity. Additionally, the Machine Shop functioned as an auxiliary building in the L.O. Koven & Bro. Inc. industrial complex and was not integral in the creation of their major products. The demolition and drastic renovation of other buildings connected to the L.O. Koven & Bro. Inc. plant further diminishes the building's integrity.

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: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The primary (east) elevation faces Paterson Plank Road and overlooks a large, industrial lot. The primary metal entrance door pierces the east elevation at the southwest corner and is accented by a partially missing drip mold with high relief metal rosettes. Other entry points on the primary (east) elevation include two raised sets of wooden barn doors with matching metal drip molding and decorative rosettes. The barn door at the southeast corner of the east elevation is accessed by a raised cement block. The central barn door has no exterior access and is located above a large garage opening with a rolling metal door. Extending from the central barn door is a large metal beam attached by a truss to another metal beam hung flush to the building between the fourth and fifth floors.

Fenestration on the east and west elevations include rounded-arch windows crowned by segmental brick lintels and cement sills. Some windows are fully or partially shielded by wood, cement, or iron bars. All windows on the west elevation facing Mountain Road are concealed by wood. There is a metal door at the southwest corner of the west elevation that is topped by a covered transom adorned by a segmental brick arch. Additionally, on the west elevation, a metal fire escape extends across the first four bays of the northeast corner.

The north and south elevations each feature a single bay of central windows. The windows are two-over-six, fixed windows enclosed by wood. Windows are accented by metal drip moldings and wood sills. Piercing the roof on the north elevation is an exterior gable-end chimney.

History:

Established in 1881 under the name Hope, Koven Company in New York by partners William Koven and Theodore Hope, L.O. Koven & Bro. Inc. was a chief early manufacturer of steel tanks, boilers, furnaces, and sheet iron and steel products. Soon after forming the business, the manufacturing processes required more space to build specialized facilities and to provide better access to transportation via rail and sea. Due to high prices and limited inventory of real estate in New York, the company opted to move the business to New Jersey. There, the business was able to expand by several acres and a handful of buildings, amassing a total floor space of more than 150,000 square feet (Bailey 1924). In 1897, the founding partners retired and Koven's sons, Ludolph Koven and Gustav Koven, succeeded him in running the business. Under the management of Ludolph and Gustav, the company gained national acclaim for their efficient and reliable production of specialized iron and steel plate equipment using electrical power. Their success led to lucrative contracts from the government during World War II and from General Motors during the mid-twentieth century (Bailey 1924).

In 1908, the Machine Shop was added when the firm began receiving an increased number of specialized orders from chemical plants (Hopkins 1928; Figure 1). It was designed by local Hoboken architect Fred Meystre of Louis Meystre & Sons, who in 1893 received a degree in Mechanical Engineering from the Stevens Institute of Technology. Building contractor John T. Rowland of John T. Rowland & Sons was credited as the builder of the Machine Shop, not to be mistaken for supervising architect for the New Jersey Board of Education in the early twentieth century, also named John T. Rowland. Concrete foundation walls were built under the direct supervision of Theodore Koven and are unique in their thickness, nine feet at the base, due to the western foundation walls doubling as retaining walls. All concrete, including the ground floor of the building, was laid by William Peter of Hoboken (Engineering Review 1908).

The Machine Shop was built using mill construction, meaning that heavy masonry walls, timbers, and plank floors were used to protect against fires. A 1908 publication describes the Machine Shop as a trapezoidal building covering 21,000 square feet with four working floors with high ceilings ranging from 13 to 16 feet tall. The first floor served as the machine shop, proper. Second and third floors were used for lathe work, toilets, lockers, tool rooms, time recorders, and wash troughs supplied with hot and cold water. The fourth floor housed offices and drafting rooms (Sanitary and Heating Age 1908). On February 8, 1908, the Machine Shop was officially dedicated and tours of the new facility were given to all employees.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

History (continued):

In 1908, immediately after completion of the building, a hot water heating system was added to serve the Machine Shop (Sanitary and Heating Age 1908). This was unique because other buildings in the L.O. Koven & Bro. Inc. complex were aided instead by exhaust steam and fan systems. An independent hot water heating system was selected, in part, to assure that the building and equipment were heated to a good temperature in the morning to reduce the amount of time workers had to wait for the machines to warm up. While the hot water system was used to heat the overall structure, electricity from the company's power plant was harnessed to supply power for the lights and the machines. The hot water heating equipment, including the boiler, piping mains, and storage for raw materials, were housed in the basement of the Machine Shop (Sanitary and Heating Age 1908). In 1912, the business was listed in the New Jersey Industrial Directory as producing three major products and, in 1915, this number increased to 10. Additionally, in 1915, the company employed 275 workers which increased to 330 by 1918 (The Industrial Directory of New Jersey 1912, 1915, 1918).

In 1923, Ludolph passed away and the company was renamed L.O. Koven & Bro. Inc. in his memory. Gustave served as president of the company and Ludolph's sons, Ludolph, Jr. and Theodore, served as vice president and master mechanic, respectively (Bailey 1924). In 1929, total assets for the company were valued at \$1,600,000, which today would be approximately \$22,722,000 (The Jersey Journal [JJ], 27 March 1929). The success of L.O. Koven & Bro. Inc. was well documented in publications from the mid-twentieth century, illustrated by this quote from a New York-based boating magazine: "The story of how the Koven plant has grown and prospered under the present management is typical of modern American business history- a story of steady and sometimes rapid progress, of honest products honestly built, of improved equipment for economical production of everything in the line of heavy sheet metal work" (Bailey 1924).

Throughout the twentieth century, L.O. Koven & Bro. Inc. enjoyed success and prosperity as industry leaders in galvanized sheet metal fabrication, as a result of their efficient and creative manufacturing processes (Plumbers' Handbook 1943; Figure 2). Their facilities utilized power machinery to minimize labor costs and improve product quality and uniformity of workmanship. As a testament to their extensive resources, it was said about the company that "[t]he machine shop is a five story brick building, which is as completely equipped as though machine work were the principal product instead of merely incidental to the manufacture of other products" (Bailey 1924). Their extensive facilities were all connected by telephone lines in order to allow engineers, drafters, and laborers to collaborate on complicated projects more efficiently. The industrial complex that L.O. Koven & Bro. Inc. created was so expansive that, at any given time, they had space to spare (JJ, 15 May 1930).

Success was not without its setbacks. In 1941, over 400 production employees staged a strike that lasted weeks and tied up over \$1,000,000 in government defense contracts. Negotiations between upper management and representatives from the International Brotherhood of Boilermakers focused on wage increases, which were ultimately granted. Strikes occurred sporadically throughout the operational history of the company, but were all resolved on positive terms (JJ, 14 August 1941). L.O. Koven & Bro. Inc. was cited in a 1955 article in the *Jersey Journal* as being a contributor to Hoboken's "phenomenal industrial success" (The JJ, 25 March 1955). During the 1950s, the company is said to have had 60 employees, a marked decrease from the early 1900s. This downsizing did not take away from the company's prestige considering they received contracts from Lipton Tea, Keuffel and Edder, and the Lackawanna Railroad. (The JJ, 25 March 1955).

The downsizing of the company continued from the latter half of the twentieth century through the present. In 1959, L.O. Koven & Bro. Inc. sold their Jersey City plant to the industrial division of George J. Wolf Realty Company and moved remaining operations to Dover, New Jersey. The sale included five buildings with a cumulative total of 148,000 square feet of space (The New York Times, 16 December 1961). In 1962, the Machine Shop was sold to the Josmar Company and space was leased to Barnett foods, Inc., and Major Lamination, Inc., manufacturers and packers of spices and paper products, respectively (JJ, 12 January 1962). The building is currently owned by Joseph Curado who converted the space into an artist gallery and workshop called Tribeca Grain.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

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1915 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1915. Camden, New Jersey.

1918 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1918. Camden, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Date: February 2017

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CONTINUATION SHEET

Historic Sites #:

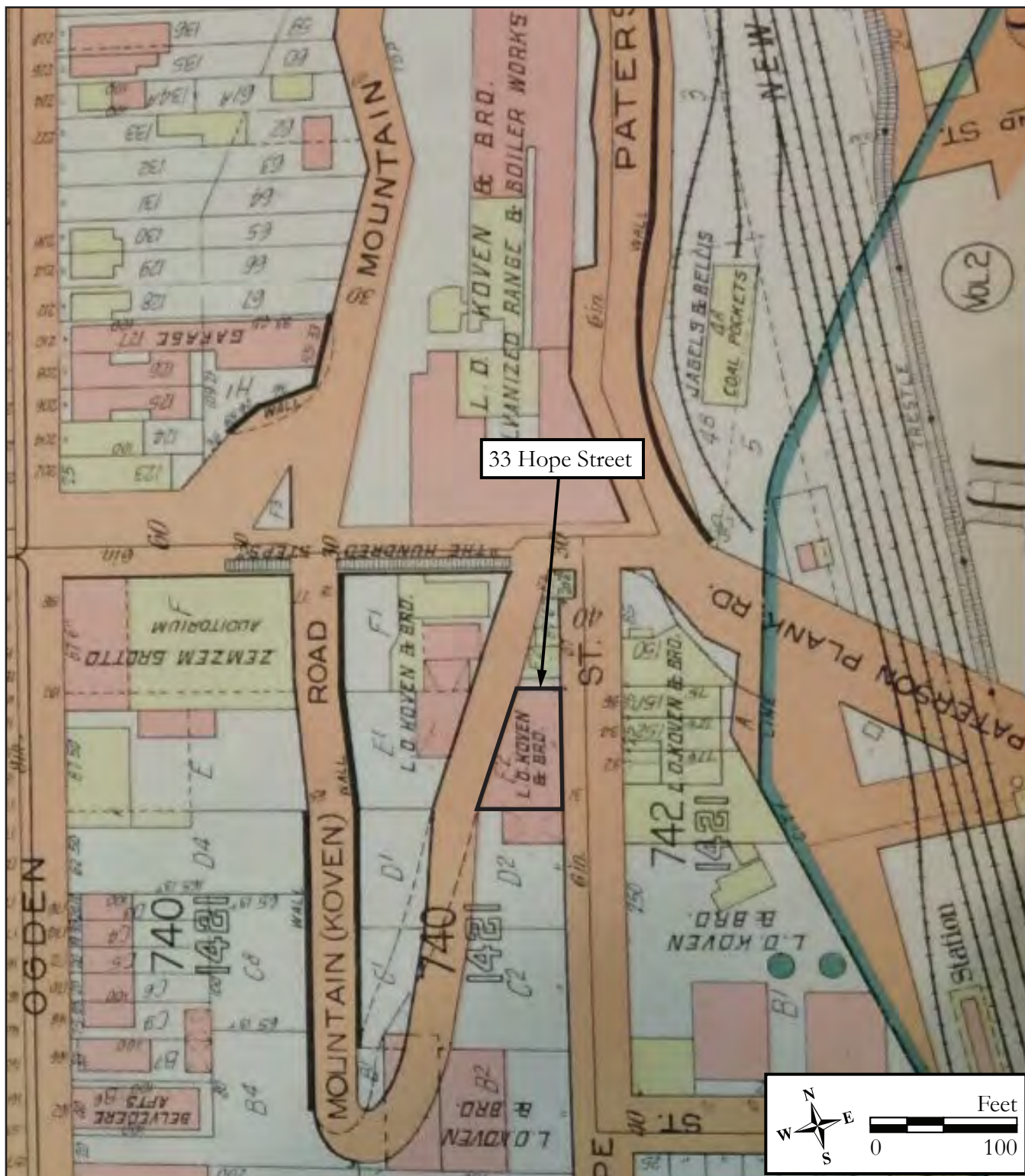


Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map depicts the L.O. Koven & Bro. Inc. Machine Shop located at 33 Hope Street in 1928.

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CONTINUATION SHEET

Historic Sites #:

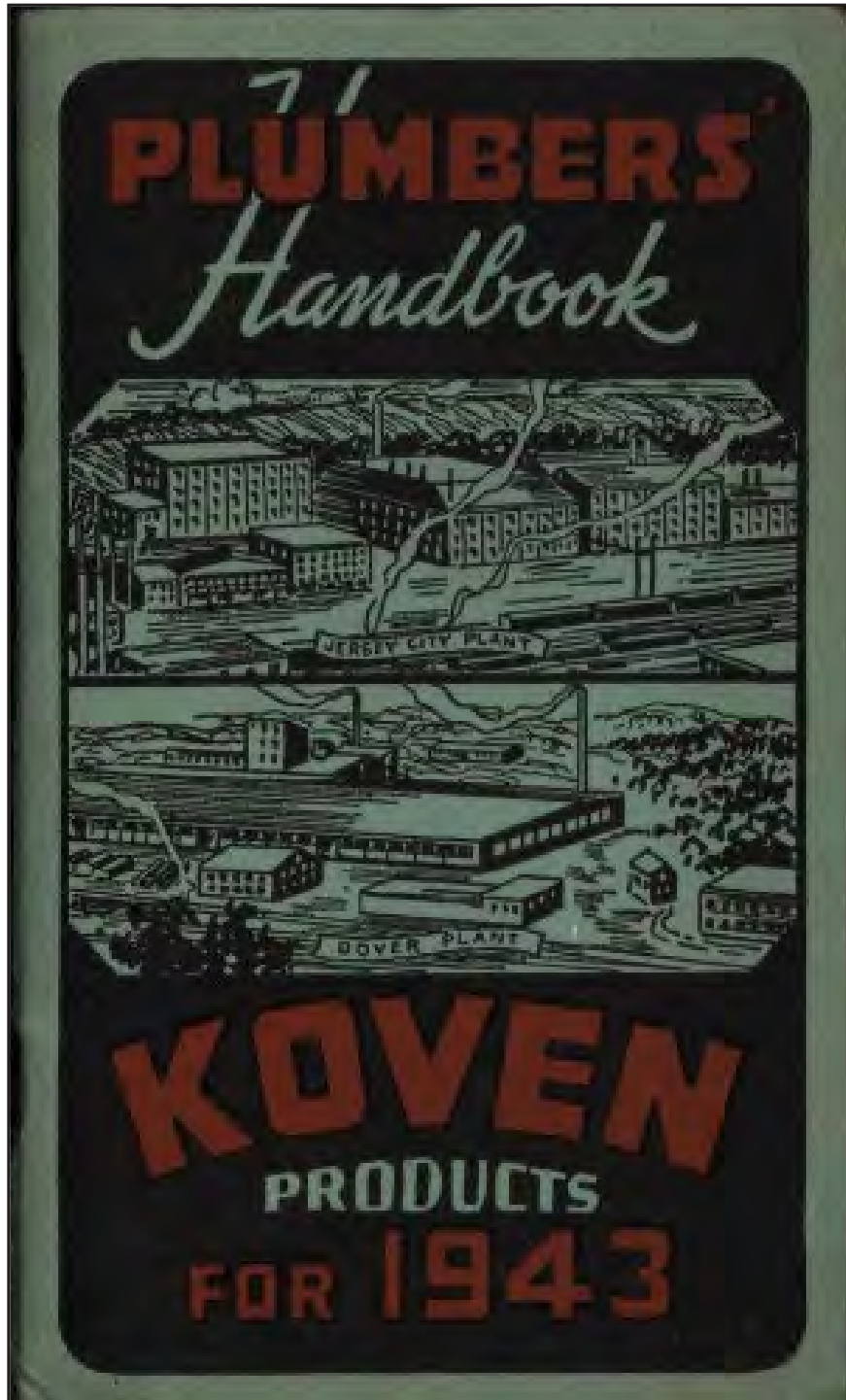


Figure 2: Plumber's Handbook: Koven Products for 1943. Collections object in The Building Technology Heritage Library of the Association for Preservation Technology International.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

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CONTINUATION SHEET

Historic Sites #:



Plate: 1
Photo view:
Southeast
Photographer:
Elizabeth Diker
Date:
January 27, 2017

North side of 33 Hope Street, historically known as the L.O. Koven & Bro. Inc. Machine Shop and currently functioning as an artists' gallery and workshop called Tribeca Grain.

BASE SURVEY FORM

Historic Sites #:

Property Name: 1132 46th Street

Street Address: *Street #:* 1132 *Apartment #:* _____
(Low) (High) (Low) (High)

Prefix: _____ *Street Name:* 46th *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07047

Municipality(s): North Bergen Township **Block(s):** 158

Local Place Name(s): North Bergen **Lot(s):** 37, 34.01

Ownership: Private **USGS Quad(s):** Weehawken

Description:

The Grove Church Cemetery is a rectangular plot of land measuring 340 by 1,310 feet (Plates 1-8). The cemetery is bounded by John F. Kennedy Boulevard to the southeast, 46th Street to the southwest, and wooded slopes leading to the railroad tracks owned by the NJ Transit Hudson-Bergen Light Rail to the northeast. The entrance to the cemetery is from John F. Kennedy Boulevard, marked by a set of tall, iron gates that read the cemetery's name. An iron fence is located along the southeast property line, separating the cemetery from John F. Kennedy Boulevard. The cemetery slopes down from John F. Kennedy Boulevard, with an undulating landscape.

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

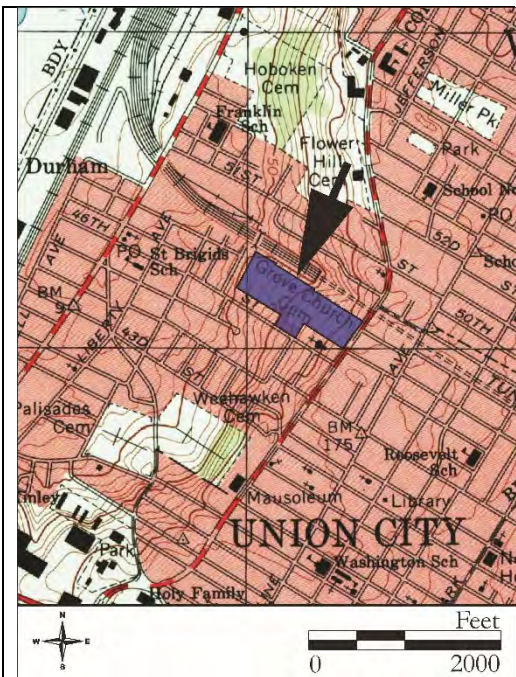
Surveyor: Elizabeth Diker Date: February 2017

Organization: RGA, Inc.

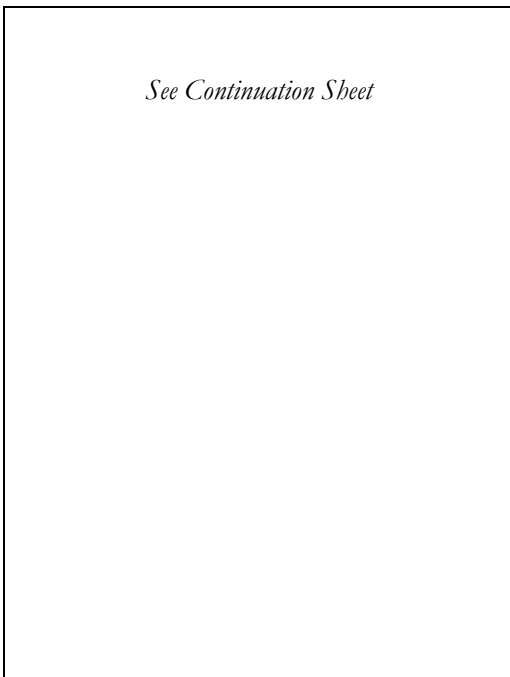
BASE SURVEY FORM

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 1 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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LANDSCAPE ATTACHMENT

Historic Sites #:

Common Name:	<u>Grove Church Cemetery</u>		
Historic Name:	<u>Grove Church Cemetery</u>		
Present Use:	<u>Unclassifiable Activity (Burial Ground)</u>		
Historic Use:	<u>Unclassifiable Activity (Burial Ground)</u>		
Construction Date:	<u>1847</u>	Source:	<u>National Board of Health 1879</u>
Alteration Date(s):	<u></u>	Source:	<u></u>
Primary Landscape Architect/Designer:	<u>Unknown</u>		
Type:	<u>Church yards and cemeteries</u>	Physical Condition:	<u>Fair</u>
Style:	<u>Other</u>	Remaining Historic Fabric:	<u>High</u>
Acreage:	<u>8.00</u>		
Hardscape:	<u>Driveways, Gravel, Earth, Asphalt</u>		
Plantings:	<u>Mature Hardwoods; Planted Beds; Shrubbery; Other</u>		
Other Features:	<u>Sculpture; Other</u>		

Description:

See Continuation Sheet

Setting:

The Grove Church Cemetery is located northwest of John F. Kennedy Boulevard on the west slope of the Hudson Palisades in North Bergen Township, Hudson County, New Jersey. The property is bounded by John F. Kennedy Boulevard to the southeast and 46th Street to the southwest. A chain-link fence separates the cemetery from the wooded slopes and railroad tracks owned by the NJ Transit Hudson-Bergen Light Rail to the northeast. The cemetery entrance is located along John F. Kennedy Boulevard. The land surrounding the cemetery is marked by mid-twentieth-century residential and commercial development.

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>		

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

BUILDING STRUCTURE OBJECT

Common Name: Caretaker's Dwelling

Historic Name: Caretakers Dwelling

Present Use: Residential-Permanent; Commercial activity- Office

Historic Use: Residential-Permanent; Commercial activity- Office

Construction Date: Circa 1960 **Source:** NETR 1966

Alteration Date(s): _____ **Source:** _____

Designer: Unknown

Physical Condition: Fair

Builder: Unknown

Remaining Historic Fabric: Medium

Style: Colonial Revival

Form: Gable Front

Stories: 1.5

Type: N/A

Bays: 3

Roof Finish Materials: Asphalt Shingle

Exterior Finish Materials Vinyl Siding

Exterior Description:

The Caretaker's Dwelling is a one-and-a-half story, three-bay wide Colonial Revival-style dwelling clad in vinyl siding and capped with a front gable, asphalt-shingle roof. The entrance is located on the southeast elevation of the building, oriented towards John F. Kennedy Boulevard. The southeast elevation is pierced by a wood entrance door, two windows on the first story, and an elongated window with closed, paneled wood shutters on the second story. Windows consist of single-pane, fixed windows shielded by iron bars. Two wood, paneled garage doors puncture the southwest elevation. The northeast elevation faces the Grove Church Cemetery and consists of a ground floor window and an exterior brick chimney. Attached to the northwest elevation are two, one-story, flat roof additions.

Interior Description:

Not accessible.

Setting:

The Caretaker's Dwelling is located along the southern property line of the Grove Church Cemetery in the southeast portion of the cemetery (Block 158, Lots 34.01, 37, 38). Its primary elevation faces northeast, overlooking the cemetery. It is adjacent to the Grove Reformed Church and associated buildings to the southeast. The rear of the building faces southwest and abuts the parking lot of the Grove Reformed Church.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

Grove Church Cemetery is significant on a local level for its association with community development in North Bergen during the nineteenth century. Used consistently for over 160 years, the cemetery includes numerous burials, but none represent individuals of transcendent significance in the past. The artistic, architectural, and landscape features of the cemetery reflect evolving taste and attitudes towards burial practice, funerary art, and general cemetery design, but these practices are not clearly differentiated in the cemetery's current condition. There is no known map indicating the layout of the first burial plots, and subsequent changes in the late-nineteenth- and twentieth-centuries have obscured the original design. Most of the monuments, while representative of known styles and forms, lack artistic distinction and are undistinguished, plain, and mass-produced products used throughout the country.

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:

Grove Church Cemetery is recommended not eligible for listing on the National Register of Historic Places (NRHP) because it does not meet Criteria Consideration D, which mandates that cemeteries must derive their primary significance from the graves of important people, age, design, or association with significant events. While there are notable interments at Grove Church Cemetery, including 31 American Civil War soldiers, an English painter from the mid-nineteenth century, and a Civil War Major, their accomplishments are not significant enough to merit NRHP consideration. Furthermore, Grove Church Cemetery is not architecturally distinguished. Graves often feature common, mass-produced styles and motifs, and do not reveal the work of a noted craftsman. For these reasons, Grove Church Cemetery is recommended ineligible 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:

Building/ Element Attachment- Caretaker's Dwelling

Narrative Boundary Description:

N/A

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

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CONTINUATION SHEET

Historic Sites #:

Description (continued):

The Grove Church Cemetery is a rectangular plot of land containing approximately eight acres in the City of Jersey City, Hudson County, New Jersey. It is situated along John F. Kennedy Boulevard and is bounded by the NJ Transit Hudson-Bergen Light Rail to the northeast and residential properties to the south and southwest. The formal entrance to the cemetery is located on John F. Kennedy Boulevard and consists of a set of iron gates.

An asphalt path with two elongated loops, oriented on a north-south axis, bisects the cemetery, extending from the entrance gate on John F. Kennedy Boulevard. The path terminates in a rectangle in the rear (northwest) portion of the cemetery. The cemetery is further traversed by narrow, paved, gravel, and dirt paths. A small, circa-1960 masonry dwelling that functioned as the Caretaker's Dwelling is located along the southwest property line of the cemetery. The southwest part of the cemetery is largely laid out in a regularly gridded landscape, with lot markers throughout. The northeast and southeast sections of the cemetery are more irregular with gravestones appearing at varying intervals.

Graves in the Grove Church Cemetery range in date from the 1840s to the present. The oldest, legible grave in the cemetery is that of Reverend Henry Allen, who died on December 25, 1867. Allen's gravestone is located in the northeastern section of the cemetery. The design of the gravestones in the Grove Church Cemetery is marked by a predominance of nineteenth-century styles. The majority of headstones are simple in form and constructed of concrete with upright stone headstones. Common material types for headstones located in the cemetery include grey, white, pink, and tan granite, limestone, marble, and copper. Multiple combined family stones and family plots are found within the cemetery. Headstones dating from the late-nineteenth and early-twentieth centuries include sculptural elements depicting books, crosses, and angels. Other notable decorative motifs found on headstones in the cemetery include applied portrait photos, broken columns, and tree trunks.

Many headstones in the older, northeastern section of the cemetery are dislodged, resulting in the loss of original grave locations. Neglect in recent years has resulted in vandalism and natural decay. Numerous obelisks, pedestal tombs, and other stylized grave markers are located in the northeastern section of the cemetery, particularly along walking paths. Located near the main entrance to the cemetery on John F. Kennedy Boulevard are multiple receiving vaults and chamber tombs built along the sides of the main access road leading from the entrance gate on John F. Kennedy Boulevard. Vaults and tombs feature Greek- and Roman Revival-style architecture.

History:

The Grove Church Cemetery is located on John F. Kennedy Boulevard, previously known as Bergenwood Road (Hopkins 1873; Figure 1). It is a non-denominational cemetery, although its interments do reflect common Christian burial practices. Accessible records pertaining to the early history and evolution of the cemetery are few. In 1847, James Brown, a member of the New York Presbyterian Church, purchased an approximately four-acre parcel of land that became the Grove Reformed Church and the Grove Church Cemetery. During the late nineteenth century, wealthy congregants such as J.R. Gardner and W.V.V. Mabon, longtime pastor for the Grove Reformed Church, donated adjoining tracts of land for use as a cemetery. Within 10 years of its creation, the Grove Reformed Church had 50 member families. At the time, the population of North Bergen was sparse, numbering only 123 persons within 100 acres of land (Benjamin 1857).

Grove Church Cemetery is one of several religious and non-sectarian burial sites located on the western slope of the Hudson Palisades, including Machpelah Cemetery, Hoboken Cemetery, Flower Hill Cemetery, and Weehawken Cemetery. These cemeteries form a string of open space to the west of John F. Kennedy Boulevard. All of the aforementioned cemeteries opened during the mid-twentieth century at a time when American ideas about death were changing dramatically. Rural cemeteries grew in popularity as places of picturesque retreat and quiet repose. Growing concerns over sanitation and public health further fueled this shift towards new burial practices.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

History (continued):

According to the National Board of Health's 1879 annual publication "Cemeteries and Burials," the Grove Church Cemetery was first used for burials in 1847. By the time of the publication in 1879, there were two vaults on the grounds in the northeast corner, including one of brick and one of stone (National Board of Health 1879). Average burial depths were five feet and the soil was categorized as dry. According to the "Fairchild Cemetery Manual: A Reliable Guide to the Cemeteries of Greater New York and Vicinity," published in 1910, the Grove Church Cemetery could be accessed by the West Shore Railroad or via trolleys from Weehawken. A deposit of \$15 was required for 30 days' use of the receiving vault, after which time the charge was \$1 a month. The fee to open a private vault was \$8 and 24 hours' notice and deed of ownership was required for the caretaker to open the cemetery. Base fees for the graves of adults and children were \$22 and \$12, respectively. Finally, plots that measured eight-feet by 10-feet were \$90, eight-feet by 16-feet were \$125, and 16-feet by 16-feet were \$250. These prices were average in comparison to other cemeteries in the area (Fairchild 1910).

The Gardners, long-term congregants of the Grove Reformed Church, had large granite vaults erected near the main entrance to the cemetery on John F. Kennedy Boulevard. In 1890, the *New York Sun* reported that many vaults at the Grove Cemetery were vandalized, including the Gardner vaults. Grave robbers broke the lock, destroyed the iron railing, and Robert Gardner's metal coffin was found disturbed from its shelf and left ajar. Then superintendent of the grounds, Edwin B. Young, investigated the incident but found no clear motive (The United States Cremation Company 1892).

Routine use of the cemetery continued throughout the twentieth century. In the 1960s, a Caretaker's Dwelling was added that currently functions as office and storage space. In the 1970s, the original church on the grounds was severely damaged by a fire and was subsequently rebuilt (NETR 1966). In the late twentieth century, the Grove Reformed Church turned care of the Grove Church Cemetery over to a private cemetery maintenance company. In 2007, it became the site of a large immigration scandal when upwards of 130 men of South and Central American descent were found living inside the cemetery grounds. After a series of related crimes, such as theft and sexual assault, local North Bergen police prioritized monitoring the cemetery to help prevent similar crimes in the future. Garbage and clutter from this period of occupation by the homeless is still present in the cemetery today (The Hudson Reporter, 2 September 2007; 25 September 2007).

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Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

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Historic Sites #:

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Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

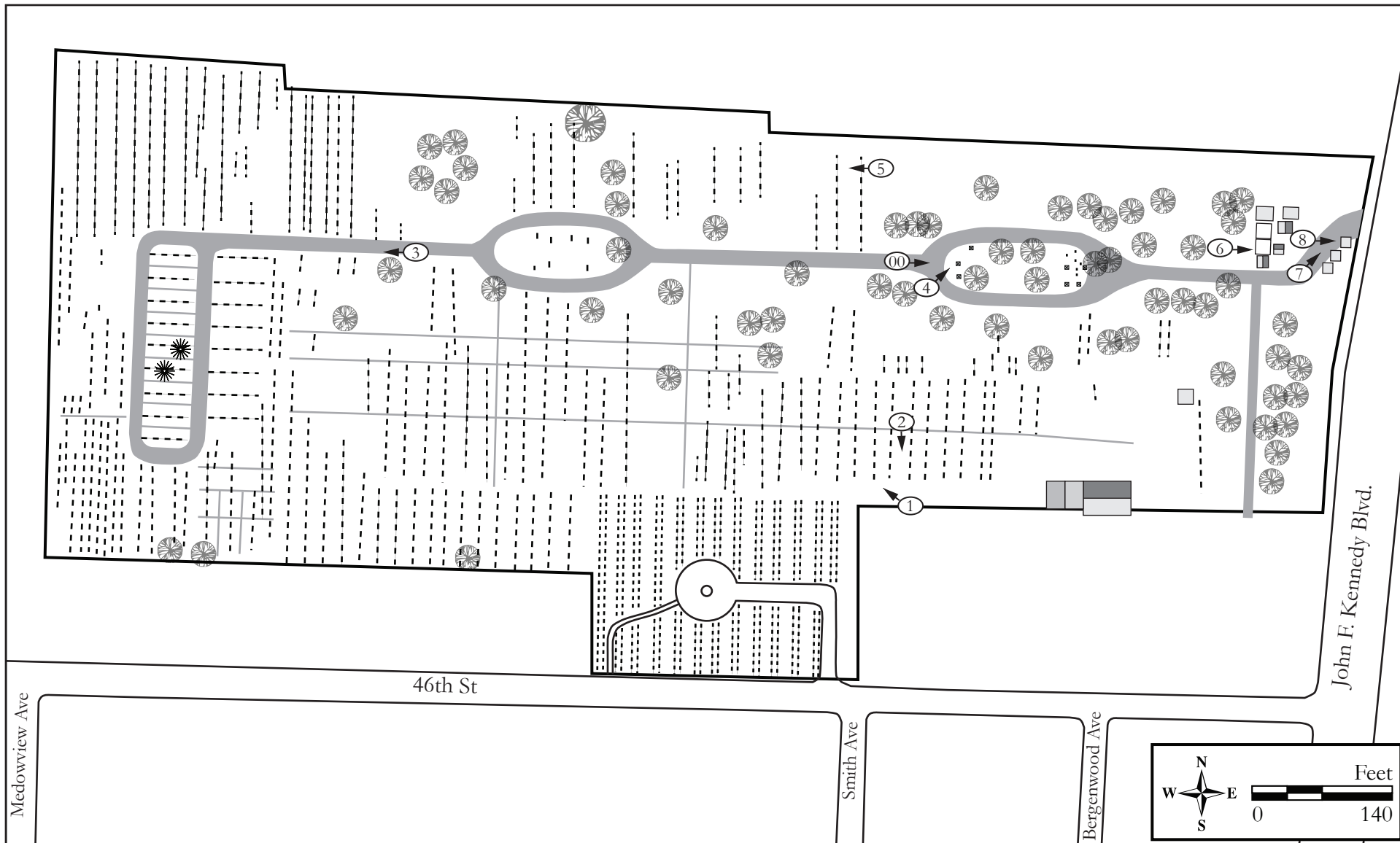
Surveyor: Elizabeth Diker

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CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

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CONTINUATION SHEET

Historic Sites #:



Figure 1: 1873 G.M. Hopkins & Co., Atlas of the State of New Jersey and the County of Hudson. This map depicts the Grove Church Cemetery in 1873.

CONTINUATION SHEET

Historic Sites #:



Plate: 1
Photo view:
Northwest
Photographer:
Kelly Wiles
Date:
January 26, 2017

View of the southeast elevation of the Caretaker's Dwelling in the Grove Church Cemetery.



Plate: 2
Photo view:
Southwest
Photographer:
Kelly Wiles
Date:
January 26, 2017

View of the northwest elevation of the Caretaker's Dwelling in the Grove Church Cemetery.

CONTINUATION SHEET

Historic Sites #:



Plate: 3
Photo view:
Northwest
Photographer:
Kelly Wiles
Date:
January 26, 2017

Overview of the southern half of the Grove Church Cemetery with a view of the central, paved road.



Plate: 4
Photo view:
Northeast
Photographer:
Kelly Wiles
Date:
January 26, 2017

Overview of the northeast portion of the Grove Church Cemetery.

CONTINUATION SHEET

Historic Sites #:



Plate: 5
Photo view:
West
Photographer:
Kelly Wiles
Date:
January 26, 2017

View of the northeast portion of the Grove Church Cemetery.

Plate: 6



Photo view:
Northeast
Photographer:
Kelly Wiles
Date:
January 26, 2017

View of receiving vaults located in the northeast portion of the Grove Church Cemetery.

CONTINUATION SHEET

Historic Sites #:



Plate: 7
Photo view:
Northeast
Photographer:
Kelly Wiles
Date:
January 26, 2017

View of the main entrance of the Grove Church Cemetery located on John F. Kennedy Boulevard.



Plate: 8
Photo view:
East
Photographer:
Kelly Wiles
Date:
January 26, 2017

Detail of the Greek Revival style funerary monument of Robert Simon located in the northeast corner of the Grove Church Cemetery near the entrance to John F. Kennedy Boulevard.

ATTACHMENT E: DOCUMENTATION FOR REEVALUATED ELIGIBLE AND LISTED RESOURCES – PROJECT COMPONENT G

BASE SURVEY FORM

Historic Sites #:

Property Name: L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works

Street Address: Street #: 100 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: Paterson Plank Suffix: _____ Type: RD

County(s): Hudson **Zip Code:** 07307

Municipality(s): City of Jersey City **Block(s):** 751

Local Place Name(s): _____ **Lot(s):** G

Ownership: Private **USGS Quad(s):** Jersey City, NJ-NY

Description:

The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works building was constructed in 1906 as three attached, steel- and wood-framed buildings that ranged in height from two to three stories. In 2007, the buildings were extensively rebuilt and converted into residential units, which included the addition of three upper floors, a new roof, and the replacement of all original window sashes and doors. The modern L-shaped building is sited on a triangular lot with its primary elevation facing south towards the base of Mountain Road. There is an interior courtyard located adjacent to the west elevation. The renovated building now stands five stories high and has an exterior brick envelop laid in a common bond which was resurfaced during the 2007 renovations. The flat roof is sheathed in corrugated metal and is crowded by satellite dishes and other similar modern equipment. The roof is accented by a plain, steel cornice. *See Continuation Sheet*

Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: 2/28/1991
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

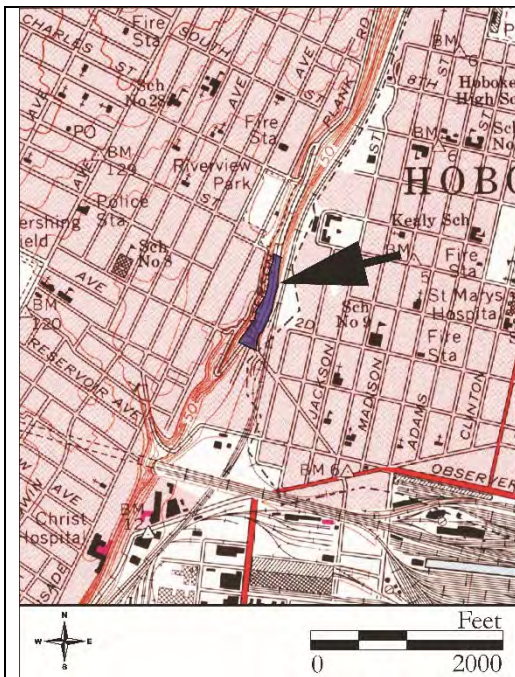


Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

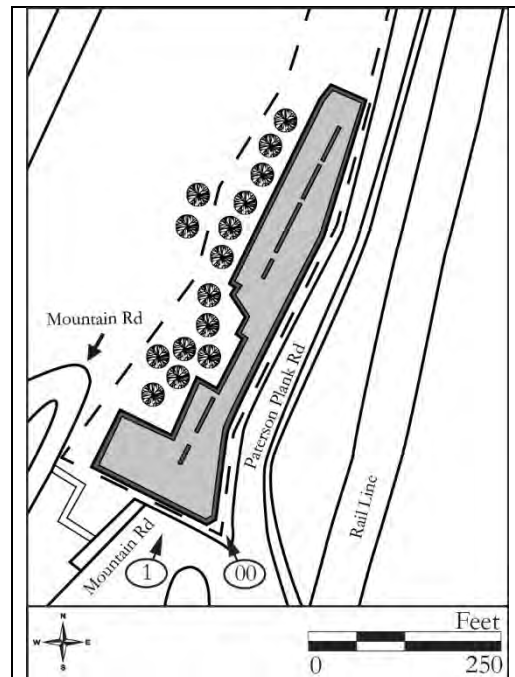
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See Continuation Sheet

Additional Information:

The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works, located at 100 Paterson Plank Road, was included in a 1985, Phase 2 Survey of Ward E in Jersey City conducted by Mary B. Dierickx Architectural Preservation Consultants. It received a New Jersey Historic Preservation Office Opinion of Eligibility on 2/28/1991 for its significance as an excellent example of the industrial vernacular style (Criterion C).

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
 _____ Bridge 1 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.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: The Cliffs

Historic Name: L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works

Present Use: Commercial Activity- Office Activity- Private
Business; Industrial Activity- Light Industrial

Historic Industry: Industrial Activity- Heavy Industrial; Industrial
Activity- Heavy Goods Handling and Processing **Building ID:** L.O. Koven & Bro.
Inc. Sheet Iron and
Plate Steel Works

Construction Date: Circa 1906 **Source:** Plumbers Trade Journal 1907

Alteration Date(s): 2007 **Source:** MacAllen 2006

Architect: Unknown **Physical Condition:** Fair

Builder: Unknown **Remaining Historic Fabric:** High

Style: Industrial Vernacular **Length:** N/A **Stories:** 5

Width: N/A **Bays:** N/A

Exterior Finish Materials: Brick, Common Bond

Foundation Materials: Unknown

Structural System: Brick **Roof System:** _____

Roof Finish Materials: Corrugated Metal

Equipment/Machinery: Unknown

Transportation Links: New Jersey Junction Railroad; West Shore Railroad

Exterior Description:

See Base Survey Form

Interior Description:

Not accessible.

Setting:

The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works at 100 Paterson Plank Road is an L-shaped building located in an industrial area of the City of Jersey City, Hudson County, New Jersey. The building is sited on a triangular lot (Block 751, Lot G) with its primary elevation facing Mountain Road to the south. Paterson Plank Road bounds the parcel to the east, and the southern end of the Palisade escarpment lies to the west. The NJ Transit Hudson-Bergen Light Rail tracks stemming from the 2nd Street Light Rail Station are located across Paterson Plank Road to the east.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker Date: February 2017

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works is historically significant as an early twentieth century industrial-style building. The Sheet Iron and Plate Steel Works was originally part of a larger complex of industrial buildings built by L.O. Koven & Bro. Inc. dating from 1890 to 1915. L.O. Koven & Bro. Inc. received prestigious military defense contracts during World War II and private contracts from General Motors, among others, during the mid-twentieth century to produce specialized industrial equipment. Their innovative production methods utilized electricity to power machines in order to quickly produce large quantities of goods.

**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: _____ 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: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The south elevation measures 20 bays wide as defined by brick piers with plain stone capitals. The brick piers are original architectural elements retained during the 2007 renovations; however, the original plain stone capitals were replaced in-kind with similar plain capitals using concrete. The fenestration at ground level differs from that of the upper four stories due to the presence of three uncovered modern garage door bays sheltered by grids of steel beams, functioning as awnings, secured to the building by metal trusses. Windows on the south elevation include six-over-six and eight-over-eight arched brick sash windows with cement lintels and sills. The original multi-paned casement windows located on the south elevation were removed when the building was renovated in 2007. A corbelled belt course runs between the second and third floors of the south elevation and partially extends to the east elevation.

The southeast corner of the L-shaped building was entirely removed and rebuilt in 2007. Originally, this corner was pierced by an entry door, but now consists of a single, corner bay of double, four-over-four sash windows separated between floors by white plaster blocks. The uppermost window is accented by a rounded, segmental brick arch. On the roof above the corner bay at the southeast corner extends a small, shed-roof addition that serves to provide roof access. Also at this central, corner bay is a dedication stone that reads the name of the residential complex and significant dates related to the building.

The elongated east elevation is separated into two, distinct sections based on the curvature of the building's footprint and is further evidenced by the changing materials and fenestration pattern. When built in 1906, the east elevation originally consisted of three buildings which were attached to each other but were combined into one building footprint during the building's renovation in 2007. An advertising panel for "The Cliffs," the building's new name, is located on the third bay from the southeast corner on the ground floor of the east elevation. The advertisement is accented by a metal lintel with carved floral accents, an original architectural element from the building's 1906 construction.

The fenestration on the southern portion of the east elevation is similar to the fenestration described on the south elevation of the building for the second, third, fourth, and fifth floors. Ground floor windows have been left open to the air for ventilation and are covered by metal grates. Additionally, the ground floor fenestration is interrupted by the presence of four large, square openings shielded by metal grates and accented by metal lintels. These openings covered by grates function to provide ventilation for the first-floor parking garage. The corbeled belt course present between the second and third floors of the south elevation continues on this portion of the east elevation. Metal stars are located on several piers at the level of the second floor on the east elevation.

The fenestration of the north section of the east elevation differs from that of the south section. Each bay contains four ribbon windows separated by brick piers topped with stone capitals. This portion of the building reduces in size to four stories as a result of an increase in grade of Paterson Plank Road. The parking garage transitions to being underground in this portion of the building, as evidenced by six small ventilation openings that taper off to form the new, slightly elevated ground floor. The first bay of this portion of the building is irregular, with two bays of single windows on the first and second floors and single bays of four ribbon windows on the third through fifth floors. The first bay of the northern section of the east elevation is capped by a raised square, flat metal roof. The remaining 13 bays on this portion of the elevation are identical, with four two-over-two sash windows in each bay which are separated horizontally between floors by metal spandrels. Bays continue to be separated by original brick piers capped with modern stone capitals. A masonry belt course wraps around the second and third floors of the east elevation and a cement belt course is present at the level of the third floor. Additionally, metal sconces with glass globes dotting the entire east elevation between the first and second floor were installed during the 2007 renovation.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The northeastern corner of the east elevation features a corner unit on the fourth and fifth floors where all brick has been replaced by metal panels. Each of the four bays included in this unit have sets of three, two-over-two sash ribbon windows. The roof of this corner unit is capped by a raised metal square with truncated windows and an overhanging metal eave.

The fenestration of the north elevation continues from the north side of the east elevation. Also on the north elevation are a metal door and three small ventilation openings. There is a small, paved parking lot located adjacent to the north elevation of the building. The parking lot is separated from Paterson Plank Road by an iron fence with incremental brick piers that serve as bases to streetlights with glass globes. Landscaping is minimal for this recently converted industrial building, with only a few young trees and shrubs located along the eastern elevation. A metal guard rail that protects the building from traffic on Paterson Plank Road runs along the east elevation of the building.

History:

Hope, Koven Company was established in 1881 by partners William Koven and Theodore Hope. The company began in New York but in the early twentieth century moved its operations to New Jersey in search of more space and better access to transportation routes. The Koven product line began with galvanized range boilers and expanded into sheet iron and steel work. In the early twentieth century, the firm began taking work contracts with ship builders which lead to multiple defense contracts with the U.S. Government during World War II to produce ship tanks. In 1912, the business is listed as producing three major products and, in 1915, this number increased to 10. Additionally, in 1915, the company employed 275 workers which increased to 330 by 1918 (The Industrial Directory of New Jersey 1912., 1915, 1918).

In 1897, the original partners retired and William Koven bought out his partner's interests to allow his sons, Ludolph Koven and Gustav Koven, to succeed him in running the business. Under the management of Ludolph and Gustav, the company gained national acclaim for their efficient and reliable production of specialized equipment using electrical power. In order to produce such specialized equipment, engineers consulted with clients to collect data and create measured drawings (Plumbers Trade Journal 1907). In the mid-twentieth century, the company formed lucrative contracts with General Motors. (Bailey 1924).

The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works originally consisted of multiple buildings ranging in height from two to three stories, as illustrated on the Hopkins 1928 Map of Jersey City (Hopkins 1928; Figure 1). This map shows the complex consisting of two brick and three frame building fronting Mountain Road and Paterson Plank Road (Block 751; Lot G). Overall, this complex is listed on the 1928 Hopkins Map as the L.O. Koven & Bro. Galvanized Range and Boiler Works. Another depiction of this multi-building complex is a line drawing on the cover of company's 1943 Plumbers Handbook of Koven Products (1943 Plumbers' Handbook; Figure 2).

One building located in the L.O. Koven & Bros. Galvanized Range and Boiler Works, also known as the Sheet Iron and Plate Steel Works, was the Boiler Works. In 1906, an article in the *Jersey Journal* describes the building as a two-story, brick building measuring 55 feet by 87 feet and fronting Paterson Plank Road. It was made of fireproof mill construction in accordance with the Board of Fire Underwriters, which afforded the firm certain tax deductions. This meant that the building had heavy masonry walls, timbers, and plank floors. The Boiler Works was powered by electricity, including multiple state-of-the-art elevators. All L.O. Koven & Bro. buildings, including the Boiler Works, were equipped with telephone lines to connect the shipping and drafting departments. The roof of the building was set with large, glass lights to allow the workers to work with natural light, especially useful for drafting. Additional

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

History (continued):

accommodations of the building included hot water, heat, and wash rooms with modern appliances. In 1909, L.O. Koven & Bro. Inc. received a large permit to add a two-story brick addition to the Boiler Works on Paterson Plank Road at the cost of \$28,000 (Plumbers Trade Journal 1907). The industrial complex that L.O. Koven & Brother Inc. created was so expansive that they were able to lease space to other companies, such as the Caspar Oil Corporation (The Jersey Journal [JJ], 15 May 1930).

The mid-twentieth century was marked by strikes and downsizing for L.O. Koven & Bro. Inc. In 1941, over 400 production employees staged a strike that lasted weeks and tied up over \$1,000,000 in government defense contracts. Negotiations between union representatives from the International Brotherhood of Boilermakers and management met multiple times and ultimately a wage increase was granted (JJ, 14 August 1941). L.O. Koven & Bro. Inc. was cited in a 1955 article in the *Jersey Journal* as being a major reason for Hoboken's "phenomenal industrial success" (JJ, 25 March 1955). The same article also notes that the company had only 60 workers in its employ at that time. This workforce reduction did not stop lucrative contracts with companies such as Lipton Tea, Keuffel and Edder, and the Lackawanna Railroad from coming in (JJ, 25 March 1955).

In 1959, management of L.O. Koven & Bro. Inc. sold their Jersey City plant and moved remaining operations to Dover, New Jersey. The company sold five buildings with a cumulative total of 148,000 square feet of space to the industrial division of the George J. Wolf Realty Company (The New York Times, 16 December 1961). In 1962, a one-story reinforced concrete, brick, and steel structure at the northwest corner of Franklin Street and Paterson Plank Road was sold to Franklin Associated Properties, Inc. and subsequently leased to plastic manufacturing company Fiber Flex Co., Inc. (JJ, 12 January 1962).

The L.O. Koven & Bro. Inc. Sheet Iron and Plank Steel Works, located at 100 Paterson Plank Road, was converted into luxury residential units called The Cliffs after being purchased by Brass Works Urban Renewal, LLC in 2007. Based on photographs of the building during construction the only original historic fabric that remains is the brick façade of the first and second floors, metal stars located on brick piers, a metal lintel, and cement window sills. Three stories were added on top of the historic, brick lower stories and all windows were replaced (MacAllen 2007).

Justification of Eligibility/ Ineligibility:

The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works received a New Jersey Historic Preservation Office Opinion of Eligibility (NJHPO Opinion) on February 28, 1991 for listing on the National Register of Historic Places (NRHP) under Criterion C for its significance in the area of architecture. The NJHPO Opinion cited the building as being both an excellent example of the industrial vernacular style and as part of an integrated and well-preserved group of industrial buildings dating from the period 1890 to 1915, and which are associated with L.O. Koven & Bro. Inc. In 2007, the L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works was extensively renovated and converted for use as a multi-unit residential development. The 2007 renovations resulted in the demolition of most of the L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works. The only remaining original architectural elements include partial masonry walls fronting Hope Street and Paterson Plank Road (MacAllen 2006; Figure 3). The substantial insensitive modifications made during the building's 2007 conversion denigrate the building's overall integrity in terms of design, workmanship, materials, setting, and feeling. For these reasons, the L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works no longer retains the integrity necessary to qualify it for listing in the NRHP under Criterion C.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Bibliography:

Bailey, Walter F.

1924 A Million Dollar Tank Factory: Where Boat Tanks Are Turned Out by Hundreds with all the Economy of Quantity Production. *Motor Boating* 33(5): 47-50.

Hopkins, G.M., Co.

1928 *Plat Book of Jersey City and Bayonne, Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, New Jersey.

Ian MacAllen

2006 New Yorks Sixth. Electronic document,
<http://www.newyorkssixth.com/newyorkssixthphotoblog/labels/The%2520Cliffs.html>, accessed February 13, 2017.

The Jersey Journal (JJ) [Jersey City, New Jersey]

1906 Kovens' New Factory and Power House. 11 October. Jersey City, New Jersey.

1909 Large Permits. 3 December. Jersey City, New Jersey.

1929 Kovens Battle Over Control of Business. 27 March. Jersey City, New Jersey.

1930 Oil Co. Leases Koven Building. 15 May. Jersey City, New Jersey.

1941 Plan Plane Trip to Wyoming to Settle Koven Plant Strike. 14 August. Jersey City, New Jersey.

1955 Koven Helped City's Growth. 25 March. Jersey City, New Jersey.

1962 Wolf Industrial Branch Reports Sales in J.C. 12 January 1962. Jersey City, New Jersey.

The New York Times [New York, New York]

1961 Jersey City Plant is Sold in Parcels; Deals Made for 5 Buildings on Koven's Former Site. 16 December. New York, New York.

Pennsylvania Business Corporation

2016 L.O. Koven & Brothers, Inc. Company Information. Electronic document,
<https://www.bizapedia.com/pa/l-o-koven-brothers-inc.html>, accessed February 8, 2017

Plumbers' Trade Journal Publishing Company

1907 A Prominent New York Supply House. *The Plumbers' Trade Journal* 41: 86.

U.S. Industrial Directories

1912 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1912. Camden, New Jersey.

1915 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1915. Camden, New Jersey.

1918 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1918. Camden, New Jersey.

Survey Name: NJ TRANSIT GRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #: _____

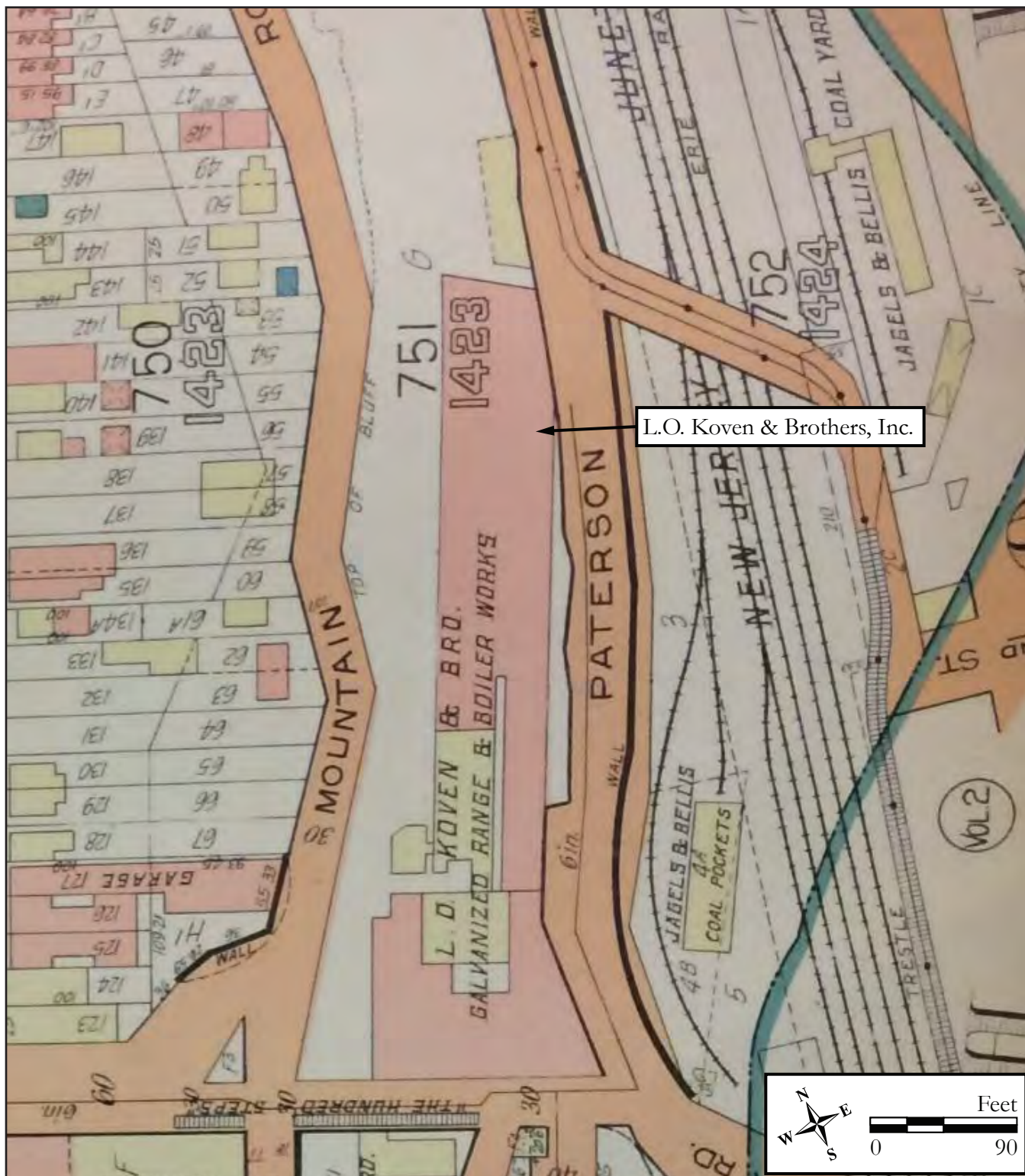


Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates the L.O. Koven & Bros. Galvanized Range and Boiler Works, also known as the Sheet Iron and Plate Steel Works.

CONTINUATION SHEET

Historic Sites #:

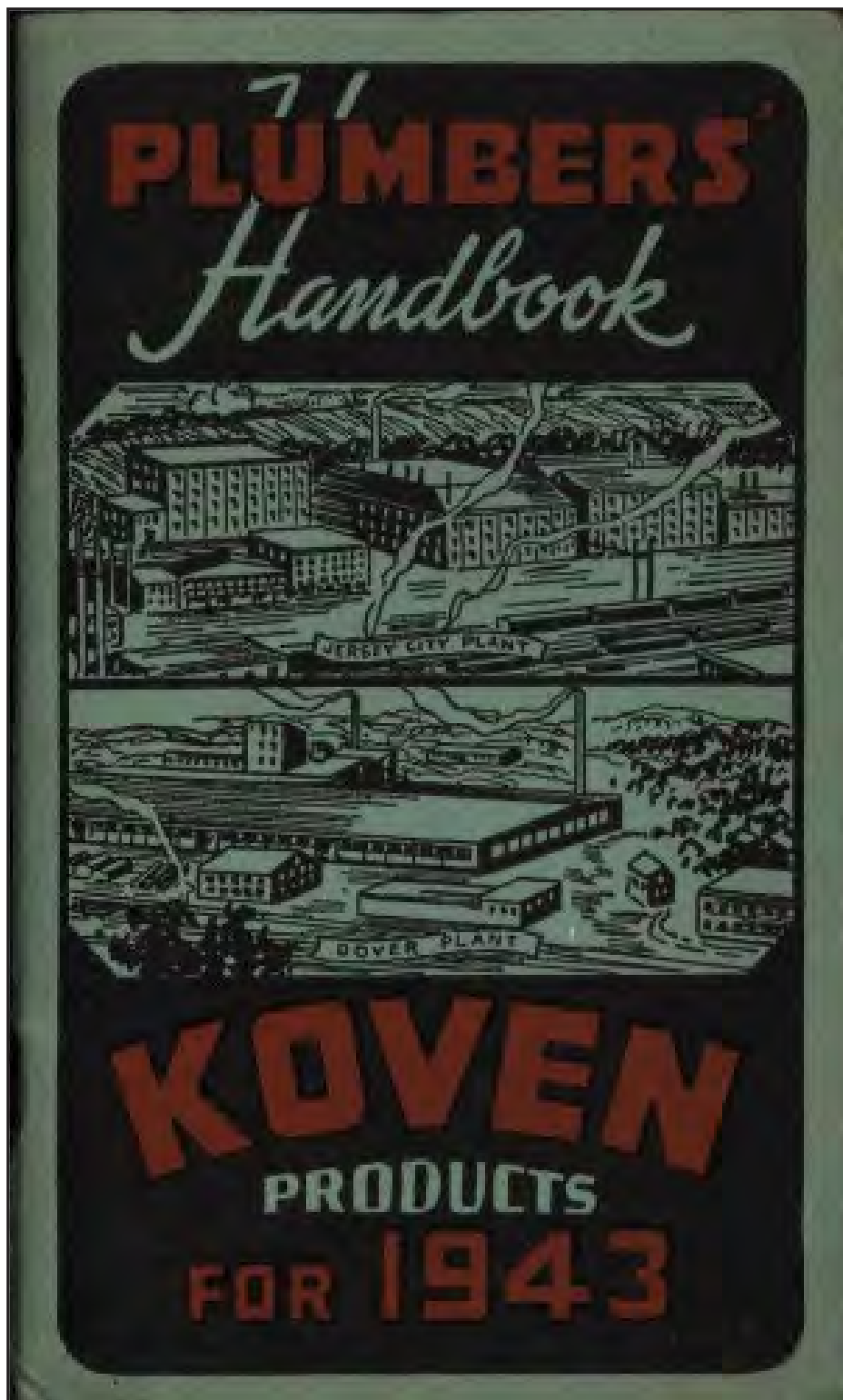


Figure 2: Plumber's Handbook: Koven Products for 1943. Collections object in The Building Technology Heritage Library of the Association for Preservation Technology International.

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Surveyor: Elizabeth Diker

Date: February 2017

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Figure 3: Photograph of 100 Paterson Plank Road during 2007 renovations from the online blog of Ian MacAllen titled “New Yorks Sixth.”

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Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:



Plate: 1
Photo view:
North
Photographer:
Elizabeth Diker
Date:
January 27, 2017

View of the south elevation of 100 Paterson Plank Road, historically known as the L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works and currently functioning as residential apartment units called The Cliffs.

**ATTACHMENT F: NJHPO OPINIONS FOR PREVIOUSLY KNOWN RESOURCES –
PROJECT COMPONENT G**



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
DIVISION OF PARKS AND FORESTRY
HISTORIC PRESERVATION OFFICE
CN-404
TRENTON, N.J. 08625-0404
TEL: (609) 292-2023
FAX: (609) 984-0578

Robert C. Shinn, Jr.
Commissioner

December 9, 1994
HPO-L94-27

Mr. David Koenig
Historic Preservation Specialist
NJTransit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Mr. Koenig:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on 2 September 1986 (51 FR 31115-31125), I am providing Consultation Comments for the following proposed undertaking:

**Hudson County, Bayonne City
Hudson River Waterfront Corridor Light Rail Transit
Bayonne Extension**

These comments are in reply to your letter of October 28, 1994, requesting Historic Preservation (HPO) review and comments on the architectural report for this project. It is understood that consultation regarding the identification of archaeological resources and project effects on historic properties will be initiated in the future. The reviewed report is:

"Bayonne Cultural Resource Survey, The Bayonne Extension, The Hudson River Waterfront Light Rail Transit, Bayonne, Hudson County, New Jersey," by Lynn Drobbin & Associates (October 28, 1994), plus two addenda by the same consultant.

800.4 Identifying Historic Properties

As stated in the report the Central Railroad of New Jersey Mainline Historic District was previously found eligible for listing in the National Register of Historic Places by my opinion of June 6, 1991. This opinion was further explicated in my March 9, 1994 letter to you.

As Deputy State Historic Preservation Officer, I concur with the recommendations of the report that the following eight properties are eligible for listing in the National Register of Historic Places:

1. Gates Avenue Bridge: eligible under Criterion C as one of the few remaining intact examples of a through Warren truss railroad bridge which survives with few alterations and therefore retains excellent integrity.
2. Bergoff Building, 473 Broadway: eligible under Criterion C for its decorative use of terra cotta.
3. Wigdor's Jewelers, 446 Broadway: eligible under Criterion C as an excellent and rare example of Art Moderne style storefront architecture.
4. East 19th Street Streetscape: eligible under Criterion C as a rare example of early twentieth century vernacular Mission Revival style domestic architecture as applied to an urban setting and materials.
5. East 17th Street Apartment Buildings, 21-31 East 17th Street: eligible under Criterion C. These Italianate apartment houses are an excellent example of turn of the century residential buildings constructed during the peak of Bayonne's industrial development. 25-27 East 27th Street has been previously identified as eligible for listing in the National Register of Historic Places as the George Goldman Apartment Building by my opinion of September 30, 1991.
6. Maidenform Brassiere Company Factory Building: eligible under Criterion A for its significance as the location where Ida Rosenthal's brassiere was perfected, mass-produced and -partially as a result of the daring 'I Dreamed' advertising campaign begun in 1949 - ultimately evolved into a company which is one of the largest manufacturers of brassieres in the world.
7. Bayonne Trust Company, 231 Broadway: eligible under Criterion C as an excellent example of Beaux Arts Classicism.
8. Mechanics Trust Company Building, 21 West 8th Street: eligible under Criterion C as an excellent example of Beaux Arts Classicism.

I concur with the report's recommendation that the following properties are not eligible for inclusion in the National Register of Historic Places:

1. West 8th Street Residential Historic District, 91-106 West 8th Street: these buildings do not retain the integrity necessary for eligibility.

2. Avenue A Bridge, milepost 7.08: although this bridge is part of the Central Railroad of New Jersey Mainline, recent alterations have compromised its integrity to the point that it can no longer be considered a contributing resource to the historic district.
3. HY Signal Tower: this structure no longer retains the integrity necessary for eligibility.
4. Bergen Point Brass Foundry, 155 Avenue A: does not satisfy any of the criteria for listing.

I must most respectfully disagree with the consultant's opinion that the Model Drugs Neon Sign at 361 Broadway is individually eligible for listing in the National Register of Historic Places. It is not eligible as a structure. The term 'structure' normally refers to large non-sheltering but functional constructions, such as: bridges, canals, dams, highways, kilns, and silos. As a sign attached to a building, it is not eligible as an object. Small objects not designed for a specific location are normally not eligible. Such works include transportable sculpture, furniture and other decorative arts. Therefore it must be considered in conjunction with the building to which it is attached. Based on the fact that the consultant, using professional judgement, did not choose to include the entire building in the recommendation for eligibility I must conclude that it was considered ineligible. If this assumption is incorrect, please submit information on the building for my consideration.

I cannot offer an opinion on the National Register eligibility of the ELCO boatworks at this time. It is unclear what the consultant is recommending as eligible. Please add a map that clearly delineates the boundaries of the eligible property. Please also add a clear discussion of the entire complex, followed by a clear rationale for its boundaries (i.e. why are portions of the complex eligible while others are not?).

Report Comments

In order to be accepted in final form, the following comments should be addressed:

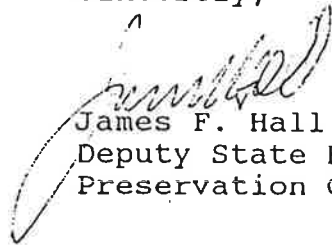
1. Eligibility statements are cursory and insufficient; they need to be more complete. They should clearly relate the specific resource to the applied eligibility criteria. (My conclusions above were interpreted from the report's descriptions - in the interest of expediting this review).
2. Page 1 of the report is missing/blank.
3. Please clarify the boundaries of the study area. Does it extend 500 ft from the center of the alignment or its outer edge? Mapping the boundaries of the project area would be

illustrative. Please map on a USGS Quad map (or portion thereof). Please label the map with the quad name.

4. The pages in the appendix should be numbered for easy reference.
5. The street numbers cited for the East 19th Street Streetscape are inconsistent. Please resolve.
6. The report should have a conclusion.

If you have any further questions regarding this project please contact Andrea Tingey (architecture) or Mike Gregg (archaeology) of my staff at (609-292-2023). Thank you.

Sincerely,



James F. Hall
Deputy State Historic
Preservation Officer

JH:AT
C:\wpwin\95-268

HS-575-04



STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
DAVID J. BARDIN, COMMISSIONER
P. O. BOX 1300
TRENTON, N. J. 08625
609-292-2885

*signed
10/1/75*

Mr. Maurice Arnold
Regional Director
Bureau of Outdoor Recreation
Northeast Regional Office
Federal Office Building, Room 9510
600 Arch Street
Philadelphia, Pennsylvania 19106

Dear Mr. Arnold:

As State Historic Preservation Officer for New Jersey, in accordance with procedure for the protection of properties on the National Register of Historic Places as outlined in the Federal Register, Tuesday, February 4, 1975 (Vol. 40, No.24), I am attaching additional consultation comments for the Liberty Park Land Acquisition, Jersey City, Hudson County, New Jersey.

If you have any questions after reviewing the attached comment sheets, please feel free to contact the historic sites staff in this department at (609) 292-2023.

Faithfully,

ORIGINAL SIGNED BY
DAVID J. BARDIN
COMMISSIONER OF ENVIRONMENTAL PROTECTION

David J. Bardin
State Historic Preservation Officer

Enclosures

cc: Advisory Council
Office of Environmental Review, DEP
Col. McCabe
R. Geddes

NEW JERSEY STATE HISTORIC PRESERVATION OFFICE

David J. Bardin, Commissioner
Department of Environmental Protection
Box 1390
Trenton, New Jersey 08625

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Section 106: SHPO Consultation and Comments (36 CFR 800)

Project Title: Liberty Park Land Acquisition
Jersey City
Hudson County, New Jersey

Federal Agency: Mr. Maurice Arnold
Regional Director, Bureau of Outdoor Recreation
Northeast Regional Office, Federal Office Building, Room 9510
600 Arch Street
Philadelphia, Pennsylvania 19106

I. 800.4 (a)

Architectural/Historical:

SHPO and staff in consultation with the Office of Environmental Review have identified six (6) historic properties on the National Register or eligible for inclusion on the Register within the area of the undertaking's potential environmental impact.

The Morris Canal basin, at the northern terminus of the development, is on the State and National Registers of Historic Places.

In addition, the Jersey City Central Railroad Terminal is within the proposed park complex. The railroad station and attached ferry buildings were just recently entered into the National Register of Historic Places.

Other historic sites in the immediate area are the Statue of Liberty National Monument (including Ellis Island), which is a National Historic Landmark property owned by the National Park Service and the Black Tom area at the southern end of the proposed park.

The Black Tom site was a large powder depot during WW I which exploded near the end of the war. While most of the powder depot was destroyed by the WW I detonation, buildings related to the factory may be extant and sections of the site may be eligible for the National Register.

The final eligible site is located at the base of the New Jersey Turnpike at Phillip Street and was the roundhouse for the Central Railroad of New Jersey, built circa 1910.

Archeological:

We have checked our files and found that a systematic survey of archeological resources in the proposed Liberty Park area has never been done. SHPO cannot give an opinion on archeological resources potentially eligible for inclusion in the National Register until such a survey has been done.

II. 800.4 (b)

Architectural/Historical:

SHPO is of the opinion that the acquisition will have no effect upon the cultural resources in Liberty Park. (Morris Canal, Central Railroad Terminal and the Black Tom site.)

The SHPO also feel that acquisition will have no effect on the Statue of Liberty National Monument or the roundhouse of the Central Railroad of New Jersey (outside of the proposed Liberty Park Development).

Archeological:

SHPO cannot give an opinion - see 800.4 (a) - Archeological - above.

III. 800.4 (c-e)

Architectural/Historical:

N/A

Archeological:

SHPO cannot comment at this time - see 800.4 (a) above.

Additional Comments:

While acquisition of the Liberty Park property will have no direct impact on cultural resources -- i.e. architectural, historical or archeological -- the proposed development may.

The preliminary park development proposals indicate that there may be an effect on the aforementioned cultural resources.

The Morris Canal Basin and the Central Railroad Terminal will be professionally restored and a careful documentary and physical study will be conducted relative to the Black Tom Powder Depot which will maintain existing segments of the site.

The roundhouse, currently privately owned will not be adversely by the proposals. Its survival, however, is in doubt due to other factors.

The effect on the Statue of Liberty National Monument will not be adverse. Conversely, it will be beneficial as the urban park most likely will increase visitation to the Statue of Liberty, improve the harbor aesthetically and perhaps encourage National Park Service to rehabilitate Ellis Island.



State of New Jersey
Department of Environmental Protection and Energy

Natural and Historic Resources
Division of Parks and Forestry
Office of New Jersey Heritage
CN 404

Trenton, NJ 08625-0404
Tel. # 609-292-2023
Fax. # 609-292-8115

Scott A. Weiner
Commissioner

James F. Hall
Assistant Commissioner

ONJH-L91-4
February 28, 1991

Ms. Chitra R. Radin
Project Manager
New Jersey Transit
Hudson River Waterfront Transportation
2 Journal Square Plaza, 8th Floor
Jersey City, New Jersey 07306

Dear Ms. Radin:

The Office of New Jersey Heritage (ONJH) has received the November draft of Chapters 3 and 5 of the Draft Environmental Impact Statement (DEIS) prepared for the proposed Hudson River Waterfront Alternatives Analysis. I understand that these comments will be incorporated into the final version of the EIS. Therefore, as Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 C.F.R. Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51, 169, 31115-31125), I am providing preliminary Consultation Comments for the project:

Counties of Hudson and Bergen
Hudson River Waterfront Corridor
Alternatives Analysis Draft EIS
New Jersey Transit
Urban Mass Transportation Administration

800.4 Identifying Historic Properties

Architecture

I have reviewed the draft EIS chapters mentioned above and a report, Hudson River Waterfront AA/DEIS, Historic Architectural Resources Background Study, Draft 10/14, by Sullebarger Associates.

The following properties listed on the National Register of Historic Places are within the project's immediate impact

area, as noted in Table 1 (p.vii) of the Background Study and Section 3.8.4 (a), (p.3-157) of the DEIS:

Erie-Lackawanna Railroad and Ferry Terminal	One Observer Highway, Hoboken
Jersey City (William Dickinson) High School	Two Palisade Avenue, Jersey City
Paulus Hook Historic District and Extension	Jersey City
Van Vorst Park Historic District and Extension	Jersey City

Based on the information and conclusions of the Background Study, I am of the opinion, as Deputy State Historic Preservation Officer, that the following properties are eligible for the National Register and are within the project's immediate impact area, as noted in Table 1 (pp. vii to ix) of the Background Study and Section 3.8.4(b), (pp.3-157 to 3-166) of the DEIS:

West Shore Railroad Tunnel	Weehawken/North Bergen
Lincoln Tunnel Entrance and Ventilation Buildings	Weehawken
Former Elevator Supply and Repair Company	Hoboken
Central Hoboken Historic District	Hoboken
Stevens Historic District	Hoboken
Southern Hoboken Historic District	Hoboken
L.O. Koven and Brothers Sheet Iron and Plate Steel Works	Paterson Plank Road, Jersey City
Holbrook Manufacturing Co.	319 Coles Street, Jersey City
American Railway Express Building	262 Brunswick Street, Jersey City
Public School No.5	182-196 Merselles Street, Jersey City

Warehouse Historic District	Jersey City
PATH Train Repair Shed	Marin Boulevard, Jersey City
PATH Exchange Place Station Entrance (2)	14-16 Exchange Place, Jersey City
One Exchange Place (Bank Building)	Jersey City
Former Candy Factory	374-378 Westside/ 346-370 Clarvemont St., Jersey City
Public School No.5	Avenue F & 30th Street, Bayonne
Mount Carmel Historic District	22nd Street, Bayonne

Based on the information and evaluation contained in the Background Study, I am of the opinion as Deputy State Historic Preservation Officer, that the Central Railroad bridge over Communipaw Avenue is eligible for the National Register of Historic Places under Criteria A and C. It is visually prominent, is one of the most significant, contributing structures along the Central Railroad corridor, and has a strong visual and historical association with the Central Railroad Terminal and yards.

As Deputy State Historic Preservation Officer, I am of the opinion that the properties listed below are also eligible for the National Register of Historic Places and may be within the project's area of impact. My opinion is based on the descriptions and comparative evaluations of significance found in the applicable Phase 2 Ward Surveys of Jersey City, done in 1985 and 1986, and referenced in the Background Study. These properties are identified as "not eligible" in the Background Study (p.52) on the basis of a simple assertion repeated for each property: "lack of individual significance". Unfortunately no facts, points of discussion, or arguments are adduced for the above assertions. On the other hand, the Background Study's recent photographs, combined with the thoughtful analyses found in the Phase 2 surveys, provide sufficient evidence and justification for my findings of eligibility. The additional eligible properties are:

269-71 Ogden Avenue	Jersey City
268-72 Ogden Avenue	Jersey City

153 Ogden Avenue	Jersey City
108-110 Ogden Avenue	Jersey City
104-110 Palisade Avenue	Jersey City
74 Palisade Avenue	Jersey City

I also request that your architectural historian re-evaluate the eligibility of 287 Communipaw Avenue, Jersey City, with regard to whether the alterations (synthetic panning on roof eaves and porch valences) have permanently damaged or destroyed significant, original details, such as roof brackets, or have just covered over such features, in which case eligibility would still be likely.

Archaeological Resources

The Morris Canal Historic District, listed on the National Register of Historic Places in 1974, is within the project area. A discussion of the listed and identified eligible historic archaeological resources that are not associated with above ground historic districts should be included in Chapters 3 and 5 of the EIS where appropriate.

The identification of other eligible archaeological resources in the project area will be conducted at later stages of the proposed project. Chapter 3 (rather than Chapter 5) of the EIS should include a discussion of methodology to be employed in the identification of these resources, including the use of deep test trenches where appropriate.

800.5 Assessing Effects

Architecture

As Deputy State Historic Preservation Officer I concur with the findings of adverse effect summarized in Section 5.9.4(a), as follows:

- Erie-Lackawanna (Hoboken) Terminal -- Alternatives III, IV, VII, and VIII (effects on the design and setting of the terminal, and particularly on the terminal's train sheds; demolition of the Records Building, a contributing element, for all alternatives except Alternative VII; possible effects from vibration during construction).

- Southern Hoboken Historic District -- Alternatives III, IV, VII, and VIII (effects resulting from the effects on the Erie-Lackawanna Terminal, a major element within the district).
- L.O. Koven and Brothers Works -- Alternatives III through VIII (possible effects from vibration during construction).
- Holbrook Manufacturing Company -- Alternatives V and VI (possible effects from vibration during construction).
- Warehouse Historic District -- Alternatives III through VII (possible effects from vibration during construction).
- PATH Train Repair Shed -- Alternatives III through VIII (acquisition and transfer of property from the site for additional right-of-way).
- PATH Exchange Place Station Entrance -- Alternative VIII (visual, audible, and atmospheric effects during construction and operations).
- One Exchange Place -- Alternative VIII (visual, audible and atmospheric effects during construction and operations).
- Central Railroad, Parker-Truss Bridge at Communipaw Avenue -- All alternatives (demolition of the bridge).

I am especially concerned about the adverse effects on the Erie-Lackawanna Terminal and the Communipaw Avenue Bridge.

I request that your architectural historian assess the potential for effects and adverse effects on the additional properties (including 287 Communipaw Avenue) that I identified as eligible earlier in the letter.

Archaeological Resources

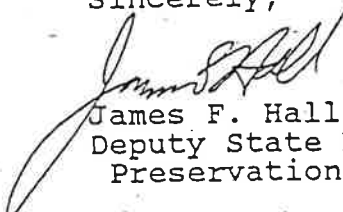
The effects of the project on archaeological resources will be assessed when the identification of eligible archaeological resources is completed. Please include "preservation in place" as an explicit mitigation measure within Chapter 5.

Additional Comments

Please ensure that there is a full evaluation of effects on all of the above-mentioned eligible properties in your pending analysis of the newly proposed Alternate IX. Since this alternative is being considered a "more optimal solution", I would expect that the relative impact on historic properties be given equal weight among all other considered factors.

If there are any questions or if you wish to discuss the above comments, please do not hesitate to contact C. Terry Pfoutz (architecture) or Pam Stephenson (archaeology) of my staff at (609) 984-0140.

Sincerely,



James F. Hall
Deputy State Historic
Preservation Officer

JFH:vs

c: David Koenig, NJTransit
Larry Schmidt, DEPE
UMTA, Region II

Disk#4A:\92176, 92362



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
DIVISION OF PARKS AND FORESTRY
HISTORIC PRESERVATION OFFICE
CN-404
TRENTON, N.J. 08625-0404
TEL: (609) 292-2023
FAX: (609) 984-0578

Robert C. Shinn, Jr.
Commissioner

February 17, 1995
HPO-B95-50

Mr. David Koenig
Historic Preservation Specialist
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Mr. Koenig:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on 2 September 1986 (51 FR 31115-31125), I am providing Consultation Comments for the following proposed undertaking:

Bergen and Hudson Counties, Ridgefield Borough, North Bergen Township, West New York Town, Union City, Weehawken Township, Hoboken City, Jersey City, Bayonne City Hudson River Waterfront Corridor Light Rail Transit

These comments are in reply to your letter of January 6, 1995, requesting Historic Preservation (HPO) review and comments on the architectural report for this project. It is understood that consultation regarding the identification of archaeological resources and project effects on historic properties will be initiated in the future. The reviewed report is:

"NJ Transit, Hudson River Waterfront Corridor Light Rail Transit, Final Environmental Impact Statement, Historic Architectural Resources Background Study," by Lynn Drobbin & Associates (January 6, 1995), plus two addenda by the same consultant.

The above report refers to a previously submitted report which was also consulted. That report is:

"New Jersey Transit, Hudson River Waterfront AA/DEIS, Historic Architectural Resources Background Study," by Sullebarger Associates (October 14, 1991).

800.4 Identifying Historic Properties

As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that the following properties are eligible for listing in the National Register of Historic Places:

- (1) Lower Bergenline/Broadway Historic District, (including portions of Bergenline, Palisade, Hudson, and 54th Streets), North Bergen Township, Hudson County: This historic district is eligible under Criterion C as an excellent and basically intact representative of an early twentieth century urban neighborhood. My opinion is based on the 1992 municipal survey and the report. My boundaries are in accordance with the revised boundaries delineated in the reviewed report.
- (2) Bergenline Avenue Commercial Historic District, Bergenline Avenue from 47th Street to 32nd Street, Union City, Hudson County: This historic district is eligible under Criteria A and C for its associations with and its physical representation of the evolution of Union City's commercial development.
- (3) Masonic Temple, 4613 Cottage Street, Union City, Hudson County: This building is eligible under Criterion C as an excellent example of the Neo-Classic style dating from Union City's heyday.
- (4) NJ 495 Viaduct over Baldwin Avenue and Conrail (Structure 3800031), Weehawken Township, Hudson County: This structure is eligible under Criterion C as an innovative engineering solution to building a highway with limited access and through a congested area. It is an original element of the major transportation artery, commonly know as the Helix, built 1938-1939 to serve as a main approach to the Lincoln Tunnel.
- (5) King's Bluff Historic District, (King Avenue, Hamilton Avenue, Bellevue Street, Kingswood Road and King's Bluff Road), Weehawken Township, Hudson County: This historic district is eligible under Criterion C as an intact example of an early twentieth century residential neighborhood. It contains examples of the Colonial Revival, Tudor Revival and Arts and Crafts styles.
- (6) Gregory-Highpoint Historic District, (Gregory Avenue, Highpoint Avenue, Lincoln Place, Zerman Place), Weehawken Township, Hudson County: This historic district, characterized by brick Renaissance Revival rowhouses, is eligible under Criterion C as an example of an early twentieth century residential neighborhood.

- (7) Public School #5, Clinton and Second Streets, Hoboken City, Hudson County: This school building is eligible under Criterion C for its architectural style. This building exhibits elements of both the Romanesque Revival and Second Empire styles. My opinion is based on the reviewed report as well as the previously submitted 1991 draft architectural survey.
- (8) Public School #7, 80 Park Avenue, Hoboken City, Hudson County: This school building is eligible under Criterion C as an excellent example of the Italian Renaissance Revival style. My opinion is based on the reviewed report as well as the previously reviewed 1991 draft architectural survey.
- (9) The Commercial Trust Company Bank, 15 Exchange Place, Jersey City, Hudson County: This building is eligible under Criterion A for its associations with the peak of the city's commercial waterfront development, and under Criterion C as an excellent example of an early twentieth century skyscraper.
- (10) Ocean Avenue over Conrail Bridge (Structure 0950163), Jersey City, Hudson County: This wrought iron, open web, deck girder bridge is eligible under Criterion C as an intact example of a once common bridge type, few of which survive today.
- (11) Bergen Avenue over Conrail Bridge (Structure 0900011), Jersey City, Hudson County: This wrought iron, open web, deck girder bridge is eligible under Criterion C as an intact example of a once common bridge type, few of which survive today.
- (12) Lackawanna Warehouse and Viaduct, 16th Street Between Jersey Avenue and Grove Street, Jersey City, Hudson County: Eligible under Criteria A, B, and C as an excellent example of an intact railroad terminal warehouse and an associated viaduct representative of the major role that railroads played in the development of the Jersey City waterfront, and for its association with Jersey City powerbroker Mayor Hague.
- (13) Engine Company #1, 155 Morgan Street, Jersey City, Hudson County: This building is eligible under Criterion C as an excellent intact example of a late nineteenth century firehouse executed in the Second Renaissance Revival Style.
- (14) Rogers-Pyatt Shellac Company/S.A. Wald Marine Cargo Salvors Warehouse, 39-41 Essex Street, Jersey City, Hudson County: This early twentieth century warehouse is eligible under Criterion C as an excellent example of the building type. The large and blocky massing, the use of brick and concrete

materials, and the multi-paned casement windows are typical features of early twentieth century utilitarian industrial buildings.

- (15) Communipaw-Lafayette Historic District, (Lafayette, Bramhall, Pacific, Halladay, and Pine Streets), Jersey City, Hudson County: This historic district is eligible under Criterion C as an intact example of a late nineteenth century working class neighborhood. My opinion is in concurrence with 1985 municipal survey as well as the reviewed report.
- (16) South Bergen Reformed First Congregational Church, 383-387 Bergen Avenue, Jersey City, Hudson County: This Romanesque Revival church designed by A.F. Leicht in 1892 is eligible under Criterion C as an excellent intact example of its style.
- (17) Our Lady of Victories Parochial School, 238 Ege Avenue, Jersey City, Hudson County: This building is eligible under Criterion C as an excellent example of an Art Deco school building. The style is most noticeably expressed by the projecting brick pilasters.
- (18) Firehouse #12, 140 Morris Street, Jersey City, Hudson County: I concur with the opinion of the reviewed report that this c. 1870 Italianate firehouse is eligible under Criterion C as part of a thematic nomination of firehouses in Jersey City.
- (19) Conrail Bridge 2.77 (Former Lehigh Valley Railroad) Over former CNJ RR Mainline, Jersey City, Hudson County: This structure is eligible under Criterion C as an intact example of a once common bridge type (riveted truss railroad bridge), few of which survive today.
- (20) Schavione-Bonomo Corporation, One Aetna Street at Jersey Avenue, Jersey City, Hudson County: This building is eligible under Criterion C as an excellent and intact example of an Art Moderne industrial building. Its style is expressed through aluminum detailing, including: sconces, doors, and lettering.

- (21) Electro Dynamic Motor Company (ELCO) Historic District, North Avenue and Avenue A on the Newark Bay, Bayonne City, Hudson County: This historic district is comprised of the following elements: Building 21, the dockside crane, the woodworking building and the sawdust vacuum, and the marina. It is eligible under Criterion A for its associations with the construction of patrol torpedo (PT) boats. These vessels were instrumental in the Allied Victory of World War II. The ELCO Historic District is also eligible under Criterion C as a state-of-the-art WWII era marine industrial complex.

As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that the boundaries for the eligible Central Railroad of New Jersey Mainline Historic District should be amended. The updated boundary will include the right-of-way from Phillipsburg to Elizabeth at Newark Bay, and all associated features such as stations, bridges, etc. The portion from Newark Bay to Bayonne does not retain sufficient integrity to be eligible for listing in the National Register of Historic Places. This opinion is based on information in the reviewed report.

As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that the boundaries for the eligible West Shore Railroad Tunnel should be revised. This structure was previously identified as eligible by a SHPO Opinion on February 28, 1991. The boundary should include the entrance and exit portals, as well as the underground portions, and any associated features such as ventilation towers. According to this definition the resource lies with the following Hudson County municipalities: Weehawken Township, West New York Town, Union City and North Bergen Township.

As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that the following properties are not eligible for listing in the National Register of Historic Places:

- (1) Edgewater Branch Bridge over Private Road at m.p. 10.25, Ridgefield Borough, Bergen County
- (2) Edgewater Branch Bridge at m.p. 10.44, Ridgefield Borough, Bergen County
- (3) US 1&9 (Tonnelles Avenue) Bridge, North Bergen Township, Hudson County
- (4) Edgewater Branch Bridge, North Bergen Township, Hudson County

- (5) Conrail River Line Bridge 3.30 over 83rd Street and Northern Branch, North Bergen Township, Hudson County: this structure is not individually eligible but should be re-evaluated in the context of the West Shore Railroad.
- (6) Pershing Road Bridge over Conrail River Line, Weehawken Township, Hudson County: This structure is not individually eligible for listing in the National Register of Historic Places, but should be evaluated in the context of the West Shore Railroad.
- (7) Morristown Line MP .57/Hoboken terminal Yard Railroad Bridge over Henderson Street (Marin Boulevard), Hoboken City, Hudson County
- (8) Morristown line MP .66/Hoboken Terminal Yard Railroad bridge over Grove Street (Manila Boulevard), Hoboken City, Hudson County
- (9) Arlington Avenue over Conrail Bridge (Structure 0900003), Jersey City, Hudson County: demolished.
- (10) Rowhouses, 361-371 Bergen Avenue, Jersey City, Hudson County: I must respectfully disagree with the reviewed report. The setting of these rowhouses has been disturbed to an extent which precludes their eligibility.
- (11) Path Train Repair Shed, Jersey City, Hudson County: demolished.
- (12) Path Exchange Place Station Entrance, Jersey City, Hudson County: demolished.
- (13) Communipaw Avenue Bridge, Jersey City, Hudson County: demolished.
- (14) Pennsylvania Railroad Train Shed, Jersey City, Hudson County: demolished.
- (15) Colgate Historic District, Jersey City, Hudson County: demolished.
- (16) Erie Station/PATH Pavonia Station, Jersey City, Hudson County: demolished.
- (17) Linden Avenue over former CNJ Mainline (Structure 0962155), Jersey City, Hudson County
- (18) Chapel Avenue over Conrail (CNJ) Bayonne Branch (Structure 0962154), Jersey City, Hudson County

- (19) Clerk Street over Conrail (Newark and NY Branch, CNJ RR), Jersey City, Hudson County
- (20) MLK Boulevard (Jackson Avenue over Conrail (Newark and NY Branch, CNJ RR), Jersey City, Hudson County
- (21) Central Railroad of New Jersey over Mill Creek, Jersey City, Hudson County
- (22) Old Centerville/White's Hotel, behind Wigdor's Jewelry Store, 446 Broadway, Bayonne City, Hudson County
- (23) Bergen Point Iron Works, Bayonne City, Hudson County

More information is requested to ascertain the eligibility of the following historic resources:

- (1) The West Shore Railroad, Ridgewood Borough, Bergen County: please submit a brief discussion of the history of the line, the integrity of the line, and the integrity of the line in the project area. Associated structures include:

Conrail River Line Bridge 3.30 over 83rd Street and the Northern Branch, North Bergen Township, Hudson County

West Shore Railroad Tunnel, Weehawken Township, West New York Town, Union City and North Bergen Township, Hudson County

Pershing Road over Conrail River Line, Weehawken, Hudson County

- (2) The Peoples Palace, 376-382 Bergen Avenue, Jersey City, Hudson County: This building is not eligible under Criterion C. However, it may be eligible under Criterion A depending on its social history. In order to determine this, more information is needed about the social groups who used the building.

Report Comments

In the future, please make pagination continuous throughout the entire report. In other words, please number illustrations and supporting documents continuously with the text.

In the future, when a property is recommended as ineligible due to alterations, please specify the alterations and the impact that they have had on the integrity of the property. This should be done in one clear summary statement.

Municipal summary tables should include resources evaluated as not eligible.

Direct quotations in the text should be footnoted or otherwise attributed (parenthetical reference, or endnote).

On page 58, please list all of the SHPO Opinions together, regardless of the opinion date.

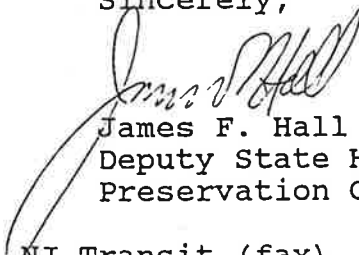
Additional Comments

Please submit information regarding the circumstances of the demolition of the Arlington Street Bridge. Was there any Federal involvement? Although listed in the not eligible section of this letter, the bridge was considered potentially eligible prior to its demolition. It is our understanding that NJ Transit is considering the demolition of Bridge 2.77, listed above as eligible, with State funds.

I wish to make note of the possible relevance of Section 4012(3) of the National Historic Preservation Act as amended in 1992. This section addresses 'Anticipatory Demolition'. Federal agencies will not grant a loan, loan guarantee, permit, license or other assistance to an applicant who, with intent to avoid Section 106, has intentionally demolished an historic property to which the grant relates.

If you have any further questions regarding this project please contact Andrea Tingey (architecture) or Mike Gregg (archaeology) of my staff at (609-292-2023). Thank you.

Sincerely,


James F. Hall
Deputy State Historic
Preservation Officer

cc Chitra Radin, Project Manager, NJ Transit (fax)
Lynn Drobbin, Lynn Drobbin Associates (fax)

JH:AT
C:\wpwin\95-587



STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF THE COMMISSIONER
P. O. BOX 1390
TRENTON, N. J. 08625
609-292-2885

June 12, 1980

Mr. John Corrigan
Regional Director
Economic Development Administration
600 Arch Street
Philadelphia, Pennsylvania 19106

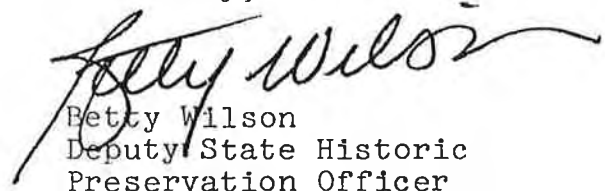
Dear Mr. Corrigan:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 C.F.R. Part 800: Protection of Historic and Cultural Properties, as published in the Federal Register, January 30, 1979 (Vol. 44, No. 21, pp. 6072-6081), I am attaching Consultation Comments for the following project:

Energy Conservation Measures - Public Buildings
(17 firehouses, Municipal Court Building,
Public Works Complex)
Jersey City, Hudson County
U.S. Department of Commerce
EDA PWIP Weatherization Program

If you have any questions after reviewing the attached document, please feel free to contact the Office of Cultural and Environmental Services at (609)292-2662.

Sincerely,



Betty Wilson
Deputy State Historic
Preservation Officer

BW:cg
Enclosure

cc: Jordan Tannenbaum, Advisory Council on Historic Preservation
John Marshall, Economic Development Administration
Paul J. Bryne, Director of Economic Development, Jersey City
Thomas A. Kelley, Jersey City
William F. Poole, Architect

NEW JERSEY STATE HISTORIC PRESERVATION OFFICE

Deputy State Historic Preservation Officer
Betty Wilson
Deputy Commissioner
Department of Environmental Protection

ADVISORY COUNCIL ON HISTORIC PRESERVATION

SECTION 106: SHPO Consultation and Comments (36 CFR Part 800)

PROJECT TITLE: Energy Conservation Measures - Public Buildings
(17 firehouses, Municipal Court Building, Public
Works Complex)
Jersey City, Hudson County
Economic Development Administration
PWIP Weatherization Program

FEDERAL AGENCY: U.S. Department of Commerce
Economic Development Administration
600 Arch Street
Philadelphia, Pennsylvania 19106

Attention: Mr. John Corrigan
Regional Director

I. 800.4 (a) Identification of Cultural Resources

It is the opinion of the Deputy State Historic Preservation Officer that the following firehouses which are located in the City of Jersey City and which are included within the scope of the proposed weatherization project, are eligible for inclusion in the National Register of Historic Places in accordance with 36 C.F.R. Part 60.6 (a) - that are associated with events that have made a significant contribution to the broad patterns of our history, and (c) - that embody the distinctive characteristics of a type, period, or method of construction. The eleven firehouses in this list were selected from the thirteen firehouses which are fifty years old or older.

1. Engine Company #2, 160 Grand Street, c. 1850
2. Engine Company #7, 666 Summit Avenue, c. 1840
3. Engine Company #8, 25 Ege Avenue, c. 1920-30
4. Engine Company #10, 283 Halliday Street, c. 1880
5. Engine Company #11, 152 Lincoln Street, c. 1905
6. Engine Company #13, 152 Linden Avenue, c. 1910
7. Engine Company #14, 46 Irving Street, c. 1905
8. Engine Company #15, 200 Sip Avenue, c. 1910
9. Engine Company #17, 110 Boyd Avenue, c. 1905
10. Engine Company #18, 218 Central, c. 1896
11. Engine Company #19, 2 Bergen Avenue, c. 1910

This list of historic firehouses represents a variety of architectural styles prevalent in the late-nineteenth and early-twentieth centuries, and which were reinterpreted to serve the needs of Jersey City's fire companies. They are eligible either on an individual basis, or as elements of a thematic grouping of Historic Firehouses of Jersey City.

II. 800.4 (b) Determination of Effect

It is the opinion of the Deputy State Historic Preservation Officer that the proposed energy conservation measures will have an effect upon the cultural resources listed above.

III. 800.4 (c-e) Determination of Adverse Effect

It is the opinion of the Deputy SHPO that the effect of the proposed energy conservation measures will not be adverse with conditions as noted under Additional Comments.

Additional Comments:

1. When specifying custom window replacements, the Architect will indicate that these replacements will duplicate the original windows as closely as possible. (Please refer to The Secretary of the Interior's Standards for Historic Preservation Projects.) In particular:
 - a. Engine Company #2 - Curved upper sash will be duplicated at the second floor. 2/2 windows will be specified for both floors.
 - b. Engine Company #7 - Curved upper sash will be duplicated at the second floor. The original sash configuration (i.e. 6/6, 2/2) will be determined from historic photographs and duplicated. A photocopy of this historical documentation will be forwarded to the SHPO.
 - c. Engine Company #8 - Rectangular transoms over doors and windows will be retained or duplicated.
 - d. Engine Company #10 - Curved upper sash will be restored to all second floor windows. 2/2 sash configuration will be duplicated.
 - e. Engine Company #11 - Curved upper sash and rectangular transoms will be duplicated at the second floor.
 - f. Engine Company #13 - Four-pane transoms above first floor doors will be retained or duplicated.

- g. Engine Company #14 - Tri-partite center window on second floor with multi-paned transom above will be retained or duplicated.
 - h. Engine Company #15 - Multi-paned rectangular transoms on the second floor facade and side elevation will be retained or duplicated. Curved transoms of second floor side elevation windows will be retained or duplicated.
 - i. Engine Company #17 - Curved multi-paned sash at the second floor will be retained or duplicated. Rectangular transoms on the first floor will be retained or duplicated.
 - j. Engine Company #18 - Curved upper sash will be duplicated for all second floor windows. The second floor center window on the facade should be designed to duplicate the three existing vertical subdivisions.
 - k. Engine Company #19 - The upper sash of the second floor windows will duplicate the star-like mullion configuration of the original windows. (It may be preferable to retain the original windows and cover them with an unobtrusive storm sash.)
2. Upon completion of window replacement, the City of Jersey City will submit a black and white photograph of each firehouse which has been determined eligible to the SHPO.
 3. We would like to remind you that the project which has been reviewed through this document must also be submitted to the Advisory Council on Historic Preservation for their review and concurrence with the comments of the SHPO, or for their corrections and/or additional comments. This step in the Section 106 process follows the final Determination of Eligibility which is made by the Keeper of the National Register of Historic Places. If this Determination of Eligibility has not been requested to date (refer to 36 C.F.R. Part 63), we urge you to complete this step as soon as possible.
 4. The comments above are based upon information submitted to the SHPO on April 30, 1980 and May 23, 1980. This information included the project description and photographs of structures which are fifty years old or older. Conversation with the Architect, William F. Poole and OCES staff indicated the Architect's commitment to retaining the original appearance of the windows of the historic firehouses.



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

October 16, 1998
HPO-J98-74

Ms. Chitra Radin
Project Manager
NJ Transit
One Penn Plaza East
12th floor
Newark, NJ 07105-2246

Dear Ms. Radin:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on September 2, 1986 (51, FR, 31115-31125), I am providing **Continuing Consultation Comments** for the following project:

Hudson and Bergen Counties, Multiple Municipalities
Hudson-Bergen Light Rail Transit System (HBLRTS)
Federal Transit Administration (FTA)

This consultation is pursuant to Stipulation 10 (affecting a previously unidentified or known historic property in an unanticipated manner) and Stipulation 13 (changes in project plans may alter effects to historic properties) of the Memorandum of Agreement (MOA).

This letter is in response to NJ Transit's request for comments on the following reports and telephone discussions that you have had with HPO staff Charles Scott and Brian Geissler:

NJ Transit, HBLRTS, West Side Alignment, Historic Architectural Resources Background Study and Effects Assessment, by Lynn Drobbin & Associates for PBQD, August 1998 (HPO accession no. HUD Z 21h);

IA Background Research, Hoboken West Side Alignment, Hudson-Bergen Light Rail Transit System (HBLRTS), Jersey City-Hoboken, Hudson County, New Jersey, by Joan H. Geismar, Ph.D., August 1998 (HPO accession no. HUD Z 21g).

800.4 Identifying Historic Properties

The following historic properties have previously been identified as listed in or eligible for listing in the National Register of Historic Places:

Erie-Lackawanna Railroad & Ferry Terminal SR 6/13/73 NR 7/24/73

Southern Hoboken Historic District DOE 4/25/80

L.O. Koven and Brothers Sheet Iron and Plate Steel Works SHPO 2/28/91

Holbrook Manufacturing Company SHPO 2/28/91

**Old Main Delaware, Lackawanna & Western Railroad Historic District (OMDLWRHD)
SHPO 9/24/96.**

It is my Opinion as Deputy State Historic Preservation Officer that the following resources are eligible for listing in the National Register of Historic Places:

Ferguson Bros. Manufacturing Company, 720-732 Monroe Street, Hoboken, Hudson County. This resource consists of two five story industrial buildings. 732 Monroe Street, constructed in 1900, is brick with casement windows and brick piers demarcating each bay. 720 Monroe Street contains six story tower ends and exhibits some Art Deco detailing in the form of decorative stepped concrete elements at the top of each bay. These two buildings are eligible under criterion C as excellent and intact examples of early 20th century industrial buildings.

14th Street Viaduct, 14th Street over the Conrail River Line, Hoboken, Hudson County. This 31-span steel deck girder and Warren deck truss bridge carries a 4 lane roadway from Hoboken up Bergen Hill to Jersey City Heights over the Conrail River Line and a small industrial neighborhood. It is eligible under criterion C for engineering and as the first major roadway to scale Bergen Hill.

Within the OMDLWRHD the following structures and buildings are eligible as contributing resources:

Morristown Line Railroad Bridge over Grove Street (Manila Boulevard), NJ Transit Morristown Line Milepost 0.66, Jersey City, Hudson County. This single span, through girder and floor beam bridge carries seven tracks of the Morristown Line over Grove Street. It is eligible as a contributing resource to the OMDLWRHD.

Morristown Line Railroad Bridge over Hoboken Avenue, NJ Transit Morristown Line Milepost 0.80, Jersey City, Hudson County. This three span, through, girder and floor beam bridge carries four tracks of the Morristown Line over Hoboken Avenue. It is eligible as a contributing resource to the OMDLWRHD.

Morristown Line Railroad Bridge over the Conrail River Line, NJ Transit Morristown Line Milepost 0.91, Jersey City, Hudson County. This single span, through, girder and floor beam bridge, with open deck, carries four main line tracks and one storage track over Conrail's River Line. It is eligible as a contributing resource to the OMDLWRHD.

Grove Street Tie Station NJ Transit Morristown Line, Jersey City, Hudson County. This building is one of six tie stations that were constructed as part of the DLW's northern New Jersey electrification of the Morris & Essex Lines in the early 1930's. This utilitarian and unadorned brick building is significant as an excellent, intact representative of the classic OMDLWR vernacular structure and is eligible as a contributing resource to the OMDLWRHD.

Morristown Line Railroad Bridge over Henderson Street (Marin Boulevard), NJ Transit Morristown Line Milepost .57, Jersey City, Hudson County. This through plate girder bridge, built 1900, is eligible for listing as a contributing resource to the OMDLWRHD.

In the initial National Historic Preservation Act, Section 106, evaluation of historic properties, concluded by the Memorandum of Agreement (MOA) executed on August 5, 1996, the Henderson Street Bridge (MP .57) was not evaluated as an individually eligible resource or a contributing property to a historic district. As a result of a September 26, 1996 SHPO opinion, (copy attached), the Henderson Street Bridge was recognized as a contributing resource to the National Register of Historic Places eligible OMDLWRHD. Recognizing that the August 5, 1998 MOA did not include a stipulation involving the alteration or replacement of the Henderson Street Bridge, the HPO is not assessing the effect of the proposed replacement of this bridge as an adverse effect. The introduction of a new structure across Henderson Street will have an effect upon the OMDLWRHD that must be assessed based upon the compatibility of the proposed new structure with the historic character of the affected historic district.

Horre Coal Company Trestle and Coal Pockets, NJ Transit Morristown Line Milepost 0.66, Jersey City, New Jersey. These structures are all that remain of a former industrial siding that was owned by the Horre Coal Company. Despite the deteriorated state of preservation of the coal pockets, the Horre Coal Company Trestle and Coal Pockets are intact and, overall, this collection of structures continues to convey its historic function as a coal freight siding for the OMDLWRHD. Additionally, rail freight facilities associated with the shipment and delivery of coal by railroad handling are increasingly rare.

I also agree with the report findings that the following resources are not eligible for listing in the National Register:

Hotopp & Company Varnish Manufacturers, 106-112 Marshall Street, Hoboken, Hudson County. Consisting of a c.1862 building that was heavily altered in the 1920's, this building does not possess qualities that would qualify it for listing in the National Register.

Alco-Gravure Company Building, 900 Monroe Street Hoboken, Hudson County. Unsympathetic alterations and a resulting lack of integrity has rendered this building ineligible.

Willow Avenue Viaduct over Conrail River Line, Hoboken, Hudson County. This 22 span viaduct is composed of three spans of thru girders with floorbeams and 19 spans of short enclosed stringer approaches supported on rolled section columns with encased bases. This bridge is not historically or technologically significant and, therefore, not eligible.

No NR listed or eligible archaeological properties have been previously identified within the Area of Potential Effects (APE). I agree with the assessment that it is possible Native American sites may have survived land reclamation and railroad construction in the zone of former marsh land that separated Jersey City Heights from Hoboken. It is also possible that evidence of a wooden trestle associated with the 1894 Homestead trolley might remain on the southern part of the proposed Second Street Station site. I concur with the recommendation to conduct field investigations to identify and document remains of this wooden incline trolley trestle. I also concur with the recommendation to conduct Phase IB archaeological survey work in the form of soil boring and analysis of sediments from soil borings at the sites of the proposed Jersey Avenue Bridge, Eighteenth Street Extension, Second Street Station, and Ninth Street Station. Marsh sediments that may be recovered should be analyzed by radiocarbon dating and other methods in order to positively determine the ecological conditions of the APE prior to 19th and 20th century

urbanization. Any recommendations for additional field investigations should be based on positive results from the recommended Phase IB survey work.

800.5 Assessing Effects

The HBLRTS will have **no effect** on the following resource:

14th Street Viaduct.

The HBLRTS will have **no adverse effect** on the following resources provided that all design documents and construction plans and specifications for the HBLRTS Hoboken Terminal Station, 2nd Street Station, and 9th Street Station are submitted to the HPO for review and approval as per Stipulation 6 of the MOA:

Erie Lackawanna Railroad and Ferry Terminal
Southern Hoboken Historic District
L.O. Koven Bros. Sheet Iron and Plate Steel Works
Ferguson Bros. Manufacturing Company.

As currently described, the revised (West Side) alignment of the HBLRTS will have physical and visual **adverse effects** on the OMDLWRHD, including contributing resources, resulting from physical destruction or alteration of historic fabric, alteration of the character of the historic property's setting, and the introduction of visual elements that alter the setting of the historic property. Specifically, these adverse effects involve the introduction of a timber trestle across the eastern end of the currently navigable Long Slip Canal, the physical destruction (removal) and alteration of surviving historic railroad infrastructure, and the introduction of fill, embankments, and new structures, including bridges, within and along the southern boundary of the OMDLWRHD.

The project as currently described will have the following effects upon individual contributing resources:

The project will have **no adverse effect** upon the Grove Street Tie Station or the Horre Coal Company Trestle with the condition that construction plans confirm no construction activity involving these two resources.

The project will have **no adverse effect** upon the Grove Street Bridge with the condition that the proposed rehabilitation of this structure is "in kind" and in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and that design and construction plans and specifications are submitted to the HPO for review prior to construction.

The project will have **no adverse effect** upon the Morristown Line over Conrail River Line provided that catenary protection for this bridge will not damage the historic fabric of the structure and that design and construction plans and specifications are submitted to the HPO for review prior to construction.

No archaeological historic properties were identified by the Phase IA background investigation, therefore an effects assessment is not needed at this time. If archaeological historic properties are identified by the recommended Phase IB survey work, then effects on those properties should be assessed.

Additional Comments

The submitted report concludes that the widening of Paterson Avenue from Harrison Street to the railroad grade crossing in Hoboken, the widening of Paterson Plank Road in Jersey City from the grade crossing to the alignment of Second Street, the extension of Cole's Street to Hoboken Avenue, the closing of Hoboken Avenue between Jersey Avenue and the new Cole's Street Extension, and the realignment and expansion to four lanes of the current western terminus of 18th Street will have no adverse effect on historic properties. Concurrence with this assessment requires the submission of, and HPO review and comment on, these proposed roadway construction plans.

The submitted report should have included an assessment of the significance and integrity of the currently identified Conrail River Line, the historic Erie Railroad / West Shore Railroad / New Jersey Junction Railroad right of way. Based upon a review of the written and photographic documentation available in the HPO files, it is my opinion that the Conrail River Line, within the current project APE (from 18th Street in Jersey City to 18th Street in Hoboken), does not possess the integrity required for consideration for the National Register of Historic Places. Outside of the current project APE, the River Line may have historic significance and integrity and, if effected by other elements of the HBLRTS, should be evaluated.

The **Erie-Lackawanna Railroad and Ferry Terminal** is listed on the New Jersey Register of Historic Places. Design documents and construction plans and specifications for the Hoboken Terminal Station that are submitted to the HPO for Section 106 review should be accompanied by an Application for Project Authorization Under the New Jersey Register of Historic Places Act.

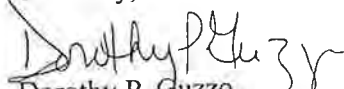
Report Review Comments

The archaeological report provides a thorough assessment of the archaeological potential of the APE, while contributing significantly to our understanding of the history of Hoboken's built environment. The reviewed report meets HPO archaeological survey reporting guidelines. No suggestions are offered for corrections or additions.

I thank you for your participation in the Section 106 and New Jersey Register of Historic Places Act review processes. The Historic Preservation Office looks forward to continuing consultation to avoid, minimize, and mitigate adverse effects to historic properties.

Should you have any questions please contact Mike Gregg (archaeology) at (609) 633-2395 or Brian Geissler (architecture) at (609) 777-4473.

Sincerely,


Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DG/bg981814
c. Anthony Carr, FTA
Mary Ann Naber, ACHP



STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
HELEN C. FENSKE, ASST. COMMISSIONER
CN 402
TRENTON, N.J. 08625
609 - 292 - 3541

November 23, 1983

Mr. Mark Munley, Director
Department of Housing & Economic
Development
26 Journal Square
Jersey City, NJ 07306

Dear Mr. Munley:

I am writing in reference to the Newport City Development Project, Jersey, Hudson County. As this project involves federal Urban Development Action Grant funds, this letter constitutes my official comments under Section 106 of the National Historic Preservation Act of 1966, as amended.

It is my opinion as Deputy State Historic Preservation Officer (SHPO) that the following resources are not eligible for inclusion in the National Register of Historic Places:

- #1, Pennsylvania Railroad Yardmaster's Office, 159 Sixth Street
- #2, 448 Henderson Street
- #3, 152 Sixth Street
- #4, Elk Warehouse, 150 Sixth Street
- #5, American Universal Plastics, Foot of Seventh Street
- #6, Warehouse, Old Jersey City Stock Yards Pier
- #7, McAllister Brothers Tug Yard Pier
- #8, Dry Ice Building, Provost and Seventh Streets
- #9, 154 and 156 7th Street
- #10, 150 7th Street
- #11, 127-242 Provost Street
- #12, 478 Henderson Street

continued -

- #13, American Rubber Products, 150 to 160 Eighth Street
- #14, 140 8th Street
- #15, New Jersey Ice Company Building, 149 Provost Street
- #16, 129 Pavonia Avenue
- #17, 141 Pavonia Avenue
- #18, 145 and 147 Pavonia Avenue
- #19, 149 Pavonia Avenue
- #20, 158 and 160 Pavonia Avenue
- #21, 156 Pavonia Avenue
- #22, 142, 144 and 146 Pavonia Avenue
- #23, Motor Repair Building, Foot of 10th Street
- #24, Warehouse, Pavonia Avenue
- #25, The Mid-Hudson Warehouse, 29 Pavonia Avenue
- #26, Erie Lackawanna Warehouse and Pier
- #27, American President Line Warehouse and Pier
- #28, 147 Ninth Street
- #29, Wagon Works, 171-173 Provost Street
- #30, The Swift and Company/Sioux Pork Complex
- #31, Union Terminal Cold Storage Company Complex
- #32, Harbor Iron and Steel Corporation Building, Provost
and 13th Streets,
- #33, Union Carbide Company Complex, 574 to 588 Henderson Street
- #34, 259 Provost Street
- #35, 262 Provost Street

continued

- #36, Hudson Refrigeration Company Complex
- #37A, Erie Lackawanna Railroad & Ferry Yard, Two Railroad Bridges
- #37B, Erie Lackawanna Railroad & Ferry Yard, Yardmasters Structure
- #37C, Erie Lackawanna Railroad & Ferry Yard, Roundhouse
- #37D, Erie Lackawanna Railroad & Ferry Yard, D,L&W Railroad
Distribution Pier
- #37E-H, Erie Lackawanna Railroad & Ferry Yard, D,L&W Distribution Piers
- #37K-M, Erie Lackawanna Railroad & Ferry Yard Shop/Boiler; Shop/Office; Pier
- #37N, Erie Lackawanna Railroad & Ferry Yard Double Pier, and Associated
Building

Based on the additional information provided in the cultural resource report, I am reversing the earlier (9/1/78) SHPO opinion of eligibility for the Jersey City section of the Erie-Lackawanna Railroad and Ferry Terminal Yard Complex. It is my opinion that the site does not have sufficient integrity to meet the criteria for inclusion in the National Register of Historic Places.

As 97 percent of the project area is comprised of lands made in the second half of the 19th century by the filling of Harsimus Cove and occupied historically by the Jersey City yards of the Delaware, Lackawanna and Western Railroad and Erie Railroad, it is my opinion that these areas do not contain archaeological resources that are eligible for listing on the National Register.

The remaining section of the project area, based upon an analysis of soil cores, seems to contain no archaeological remains which are intact. It is my opinion that this area also contains no resources that are eligible for listing on the National Register.

It is my opinion that the following resources are eligible for inclusion in the National Register of Historic Places:

- #37I, Erie Lackawanna Railroad and Ferry Yard D, L&W Railroad Grain Trestle Associated with Pier 6, and #37J, Erie Lackawanna Railroad and Ferry Yard Hoisting Engine House and Steam Engines. The timber truss pier and its machinery meet National Register criterion D- "that have yielded, or may be likely to yield, information important in prehistory or history".

Erie Station/Path Pavonia Station, criterion A- "that are associated with events that have made a significant contribution to the broad pattern of our history."

The removal of resources #37I and 37J will constitute an adverse effect. However, it is my opinion that the adverse effect can be mitigated if the City

attempts to find a museum in which to house the extant machinery and undertakes the documentation in accordance with NAER standards and the proposal for "Documenting Erie Lackawanna Railroad Ferry Yard Hoisting Engine House and Steam Engines."

The proposed project will have an effect on the Erie Station/Path Pavonia Station as it will alter its setting. However, as the original setting has already been greatly altered, the effect will not be adverse.

Thank you for your compliance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact the Office of New Jersey Heritage at (609) 292-2028.

Sincerely,



Helen C. Fenske, Deputy
State Historic Preservation Officer

HCF:NLZ:ijh

c: Walter J. Johnson, HUD
Don Klima, Advisory Council on H.P.
Thomas J. Leane



State of New Jersey

Department of Environmental Protection

DIVISION OF PARKS AND FORESTRY

HISTORIC PRESERVATION OFFICE

CN-404

TRENTON, N.J. 08625-0404

TEL: (609) 292-2023

FAX: (609) 984-0578

Robert C. Shinn, Jr.
Commissioner

Christine Todd Whitman
Governor

October 18, 1995
HPO-J95-113

Mr. David Spatz, AICP, P.P.
Community Housing & Planning Associates Inc.
185 Bridge Plaza North, Suite 305A
Fort Lee, New Jersey 07024

RE: Hudson County, City of Union City
Community Development Block Grant- Program Year 1995
U.S. Department of Housing and Urban Development

Dear Mr. Spatz:

I am writing in response to your letter of September 5, 1995 advising my office about the City of Union City's CDBG Programs for FY 95. Through this letter I am providing Consultation Comments pursuant to Section 106 of the National Historic Preservation Act and in accordance with the regulations of the Advisory Council on Historic Preservation (36 CFR Part 800). This letter proposes a simple, limited agreement for handling the review of the FY 95 rehabilitation projects. I have attached two sample Programmatic Agreements that would comprehensively provide an alternative, streamlined review process for five years. The first includes the provision of a preservation professional that would enable almost all reviews to remain at the local level. We currently have such an Agreement with Gloucester County. The second type of Agreement would simply enable a municipality to use its cultural resource survey to screen the projects that are sent to the HPO for review.

800.4 Identification

The Summit Avenue Commercial District is associated with the Union City's Historic Context B. It is eligible for listing in the New Jersey and National Registers under Criteria A.

The Union City City Hall (3709-15 Palisade Avenue) is significant as the historical center of municipal government for Union Hill, and after 1925, Union City. It is eligible for the New Jersey and National Registers under Criteria A and C.

The Doric Temple (906 Palisade Avenue) is significant as one of two masonic temples within Union City and is associated with Union City's Historic Contexts B and C. It is eligible for the New Jersey and National Registers under Criteria A and C.

Mr. David Spatz, 10/18/95
Page 2

This information is based upon Union City's, New Jersey Cultural Resources Survey of September 1992.

800.5 Assessing Effects

I agree that the CDBG FY95 street improvements, clearance and demolition, neighborhood facilities, single and multi-unit residential rehabs. programs will have no adverse effect on historic properties. My no adverse effect determination is conditional on the following:

1. All projects funded under this program will be submitted for review and approval to the Historic Preservation Office prior to project implementation. Requests for Section 106 review must include a map with the project location clearly marked, photographs showing the project site, a copy of the Cultural Resource Survey listing for the property or street, and a work write-up for each project.
2. Plans and specifications for all rehabilitation work to be funded on properties that have been identified as or are determined to be eligible for listing on the National Register of Historic Places such as; Summit Avenue Commercial District, City Hall and the Doric Temple, shall be developed in accordance with the Secretary of the Interior's Standards for Rehabilitation.
3. If the City determines that it cannot make the changes required by the Historic Preservation Office in order to bring a project into compliance with the Standards, the City must initiate consultation with the Advisory Council on Historic Preservation pursuant to 36 CFR Part 800.5(e).

The other programs listed in your letter, the Youth Employment Program, Fire Victim Assistance, Subrecipient Activities, and all other service programs and general administration will have no effect on historic properties and do not require any further review.

If the City agrees to conditions 1 through 3 above, an official representative should sign at the bottom of this letter, send the original back to the Historic Preservation Office and a copy to the Advisory Council along with summary documentation (per 36 CFR Part 800.8) and a letter requesting their acceptance of the no adverse effect finding pursuant to 36 CFR Part 800.5(d). If the Council does not object to your no adverse effect finding within 30 days, those projects affecting properties eligible for inclusion on the National Register of Historic Places will not have to undergo further individual review by the Advisory Council except where an adverse effect has been determined.

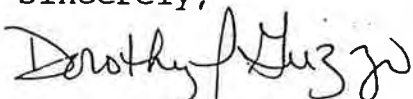
Mr. David Spatz, 10/18/95
Page 3

Additional Comments

A signed Programmatic Agreement for the City of Union City's 1995 Program Year Community Development Block Grant Program would supersede this letter whenever it is finalized. Either type of Agreement would reduce the review time considerably for CDBG projects, in particular the one providing for a local preservation professional.

I look forward to working with you and the City of Union City Community Development Office. If you should have any questions or would like to discuss the Agreement further, please do not hesitate to contact Lyssa Papazian of my staff at (609) 292-2023.

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG\LP:95-2160

enclosure

c: John Mielo, Director, CDA
c: Charlene Dwin-Vaughn, ACHP
U.S. HUD, Newark Office

I agree with the conditions set forth in this letter.

Name	Title	Date
------	-------	------

Address for ACHP:	Advisory Council on Historic Preservation Old Post Office Building 1100 Pennsylvania Avenue, NW Suite 803 Washington, DC, 20004 Attn: Charlene Dwin-Vaughn	
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BAYONNE
YMCA



State of New Jersey
Department of Environmental Protection and Energy

Natural and Historic Resources
Division of Parks and Forestry
Office of New Jersey Heritage
CN 404

Trenton, NJ 08625-0404
Tel. # 609-292-2023
Fax. # 609-292-8115

Scott A. Weiner
Commissioner

James F. Hall
Assistant Commissioner

ONJH-K91-36
November 12, 1991

Mr. Daniel R. Wall
Office of Community Development
630 Avenue C
Bayonne, N.J. 07002

Dear Mr. Wall:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51, 169, 31115-31125), I am providing Consultation Comments for the following project:

Hudson County, Bayonne City
Bayonne YMCA Building - Barrier-Free Access
Avenue E & East 23rd Street
Community Development Block Grant
U.S. Dept. of Housing and Urban Development

800.4 Identifying Historic Properties

It is my opinion, as Deputy State Historic Preservation Officer, that the Bayonne YMCA building at Avenue E and East 23rd Street is eligible for listing in the National Register of Historic Places as a part of the Mount Carmel Church Historic District. This district was identified in "A Stage IA Cultural Resource Survey for the Hudson County Sewerage Authority 201 Wastewater Facility Plan, District II, Bayonne City, Hudson County, New Jersey," dated June 1978. Other buildings in the district include Mount Carmel Church, a school and auditorium, and late nineteenth-century two and three-story residential structures (see attached map). The buildings in the historic district were built during the time of Bayonne's industrial development, which created a great influx of immigrants into the city. The YMCA building originally served as worker's housing. Eligibility of the district is based on Criterion A and C.

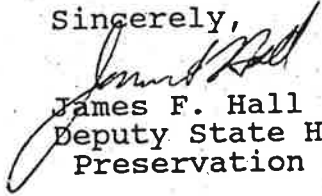
Mr. Daniel Wall
November 12, 1991
Page 2

800.5 Assessing Effects

Because the proposed barrier-free ramp will access an existing below-grade entrance, the visual impact on the building will be minimal. As proposed, the barrier-free ramp will have no adverse effect.

Should there be any questions, please contact Heather Rudge of my staff at (609) 292-2023.

Sincerely,


James F. Hall
Deputy State Historic
Preservation Officer

JFH/HR/LC92-93
BayYMCA

Attachment



State of New Jersey

Department of Environmental Protection
Natural and Historic Resources, Historic Preservation Office
PO Box 401, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0378
www.state.nj.us/dep/hpo

James E. McGreevey
Governor

Geoffrey M. Goll, P.E.
Vice President

April 27, 2004
HPO-102004-205 PROJ
03-0835-4, -5

Geoffrey M. Goll, P.E., Vice President
Princeton Hydro, LLC
1108 Old York Road, Suite 1
P.O. Box 720
Ringoes, New Jersey 08551

Dear Mr. Goll:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR 800: Protection of Historic Properties, as published in the *Federal Register* 12 December 2000 (65 FR 77725-77739) I am providing **Consultation Comments** for the following undertaking:

City of Phillipsburg, Warren County
Harry S. Pursel Dam and Fish Passage Project
Breaching of the Dam and Bottom Reconfiguration
1127 South Main Street Block 2805 Lot 13
U.S. Fish and Wildlife Service
National Resources Conservation Service

Summary:

The Vermeule/Pursel Mill Morris Canal Closure Dam is eligible for listing on the National Register of Historic Places under Criteria A, C and D. The Pursel Gristmill complex is eligible for listing on the National Register of Historic Places under Criteria A, C, and D. These are two **new SHPO opinions** of eligibility. The proposed project will have **an adverse effect** on the Vermeule/Pursel Mill Morris Canal Closure Dam.

800.4 Identification of Historic Properties

The Morris Canal Historic District was listed in the National Register of Historic Places on October 1, 1974. The period of significance established in the Morris Canal Historic District Nomination covers the years (1836 to the turn of the century). The Dam at the Harry S. Pursel property was constructed as part of the closure of the Morris Canal in the 1920's. Because it

postdates the period of significance established for the Morris Canal Historic District Nomination (1836 to the turn of the century) it is not a contributing element to the Morris Canal Historic District as the District was originally listed. However, it is my opinion, as Deputy State Historic Preservation Officer, that the Vermeule/Pursel Mill Morris Canal Closure Dam is eligible for listing on the National Register under Criteria A and C as part of an expanded period of significance (extending to 1930 when the closure was complete and improvements to Lake Musconetcong finished) of the Morris Canal Historic District to encompass the closure of the Canal. The movement to abandon the Morris Canal was initiated by the Canal Abandonment Act of 1884. However, it was not until the 1922 Agreement between the New Jersey State Canal Abandonment Commission and the Lehigh Valley Railroad Company, Lessee, and the Morris Canal and Banking Company under authority of Chapter 212, Public Laws of 1922, that the canal was finally closed in 1924.

The concrete dam at Pursel's Mill was constructed across the Lopatcong Creek to maintain the water level to power Pursel Milling Company's waterpower raceway system. This occurred during the period of canal dismantlement when Lock 10 West was filled in and Lopatcong Creek was returned to an open channel. Lopatcong Creek had served the canal system as the lock bypass channel during the years of canal operation. Modification also included grading and installation of a concrete retaining wall.

Documents and drawings associated with canal dismantlement and closure including those for construction of the Pursel Milling Company dam are archived at the New Jersey State Museum. One of the photographs in the New Jersey State Archives Morris Canal photograph collection is of "Lopatcong Spillway" in 1928. Although the collection was compiled by Henry B. Kümmel, then Director of the New Jersey Department of Conservation and Development and State Geologist, several of the views came from Cornelius C. Vermeule Jr.'s negatives. In 1929 C.C. Vermeule, Jr. produced a document entitled "*Final Report of the Consultant and Directing Engineer, June 29, 1929; The dismantlement and reconstruction work on the Morris Canal, its accomplishments and costs together with a history of the Canal*". Part to the significance of this spillway, in addition to association with the "event" of canal closure, is its association with C. C. Vermeule Jr., Consulting and Directing Engineer for the canal's dismantlement.

Pursel Gristmill (aka Uhler or Stametz and Pursel Gristmill) is also eligible for National Register inclusion as a contributing component of the Morris Canal Historic District. The property includes the spillway, the raceway system, the springhouse, and the mill complex. This site was occupied by a waterpowered mill as early as 1828, and a mill has existed on the site since that time. The mill still retains its turbine. The raceway system is largely intact; it was likely lined with concrete at the time of canal closure. One interesting aspect of the property is that, owing to its relatively unique history, it incorporates the bed of Lopatcong Creek. More detail documenting this component of the Morris Canal Historic District may be found on The Historic Preservation Office's Historic Sites Inventory Form No. 2119 WMC 170.

800.5 Assessment of Adverse Effects

The proposed project, which involves breaching the eligible Vermeule/Purcell Mills Morris Canal Closure Dam will, by definition, have **an adverse effect** on the Dam and the Morris Canal. The breaching of the Dam will also preclude the possibility of reconstructing the Morris Canal in this area. This section of the Morris Canal is one of the rare portions of the Canal that still holds water. The breach of the dam will result in a significant loss of potential in a rare watered section of the Morris Canal.

It is the federal agency's responsibility to notify the Advisory Council on Historic Preservation (Council) of the Adverse Effect determination so that the Council may determine whether it wants to participate in further Section 106 consultation to avoid, reduce, or mitigate the adverse effect.

Additional Comments

Lopatcong Creek is classified as a Category One (C1) stream. The C1 designation is the highest form of water quality protection afforded by the State of New Jersey, preventing any measurable deterioration in existing water quality, and limiting development impacts and discharges to streams.

In the case of an adverse effect, it is the federal agency(s) responsibility to find ways to avoid, minimize, or mitigate the adverse effect (in that order of preference.) It is our understanding that in this case the federal agency specifically desires the permanent breaching of the dam as a means of extending the existing C1 trout stream. From an environmental and species restoration standpoint, the breaching of the dam (which causes the adverse effect) is the project's goal.

The dam is classified by NJDEP's Dam Safety Section as a Class II structure. The dam, as defined by current Dam Safety standards, includes the concrete structure designed by Vermeule and also the earthen embankment from the spillway of the dam to its intersection with South Main Street. (The portion of the embankment which is considered a dam is approximately 400 feet long.) As a result of a Dam Safety required visual inspection, the dam has been determined to constitute a hazard according to current Dam Safety standards. This has necessitated examining a series of options including rehabilitation of the structure and various breach options. Princeton Hydro, the project engineers, indicate that rehabilitation to meet current dam safety standards would necessitate armoring the 400' foot embankment from the dam upstream to South Main Street as well as rehabilitation of the dam itself. The estimate for rehabilitation is \$250,000 to \$350,000 plus \$70,000 in engineering fees. The cost of breaching the dam is estimated to be \$80,000.

Breaching the spillway would result in its deregulation relative to Dam Safety standards. The majority of the funds to allow the breach would be provided by American Rivers, US Fish and Wildlife Service and USDA National Resources Conservation Service and Trout Unlimited. The following design modifications and project actions have been proposed for the breach alternative:

- 1) The breach would result in removal of 35 feet of the 85 foot spillway. The remaining portions of the structure would remain, including the chute area and gate control valve penstock. The voids in the existing concrete structure would be stabilized with lean concrete.
- 2) A purchase commitment has been obtained from Warren County to allow public access from South Main Street.
- 3) An interpretive sign is proposed for installation on the embankment discussing the historical and environmental significance of the site.
- 4) Proposed bottom disturbance has been reduced from 400 feet to 250 feet upstream of the spillway.
- 5) Concrete would be removed to an off-site location.
- 6) The bottom of the spillway chute would be filled with c. 12" rip rap approximately 24 inches in depth to prevent undermining during stream diversion; the upstream end of the mill raceway would be plugged with concrete at the end of the project to limit further deterioration.
- 7) Fill at the downstream side of the concrete spillway has been eliminated from the plan; excess soil and debris would be taken off-site.

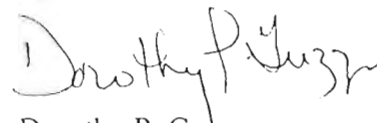
Alternatives to the breach

It is HPO's understanding that Mr. Donald Pursel, the owner, does not wish to sell the dam and waterway because it will create non-conforming-use zoning issues for elements of the property resulting from sale of the waterway. Given the cost of rehabilitation and maintenance, it appears that a public entity would need to acquire the structure and adjacent embankment and be willing to re-create a safe impoundment and embankment in accordance with the *Standards*. Otherwise, a feasible alternative to the currently proposed project is not apparent.

At this time it is necessary to hear formally from the federal agencies or their appointed representative regarding this finding of eligibility, effect, and means to avoid, minimize and/or mitigate adverse effects to the Morris Canal Historic District. With this letter, HPO is also soliciting comment from interested public.

Thank you for providing this opportunity for review and comment and for your efforts to provide information about the project. If you have any questions, please do not hesitate to contact Deborah Fimbel (609-984-6019) or Dan Saunders (609-633-2397), staff reviewers for this project.

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG:DRE:DS

C: Diane Dow, Land Use Regulation Program, NJDEP
Jill Neall, Land Use Regulation Program, NJDEP
Clint Oman, Dam Safety, NJDEP
Cynthia Savino, Dam Safety, NJDEP

Robert H. Barth
President
Canal Society of New Jersey
214 North Bridge Street
Somerville, New Jersey 08876-1637

Dennis Bertland
Warren County Morris Canal Committee
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Port Murray, NJ 07865

Brett Bragin
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Lyndhurst, NJ 07071

Patricia L. Hamilton
Principal Fisheries Biologist
NJ Division of Fish and Wildlife
Bureau of Freshwater Fisheries
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Michael King
Phillipsburg Riverview Organization
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Phillipsburg, New Jersey 08865

Harry S. Pursel
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Gregory A. Sipple, Senior Planner
Warren County Planning Department and
Warren County Morris Canal Committee
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Sara Nicholas
Associate Director of Dam Programs
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Tim Dunne
Resource Conservationist Biologist
Natural Resource Conservation Service
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Eric Schradung
Private Lands Coordinator
U.S. Fish and Wildlife Service
New Jersey Field Office
North Main Street
Heritage Square, Building D
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Oxford, NJ 07863

David K. Dech
Planning Director
Warren County Planning Department
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Grace Messinger
North Jersey Resource Conservation and Development Council
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Clinton, NJ 08809-1389



State of New Jersey

Department of Environmental Protection

Division of Parks & Forestry, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609)984-0578
www.state.nj.us/dep/hpo

Bradley M. Campbell
Commissioner

James E. McGreevey
Governor

Fort. Reading NJ
Lehigh Valley RICH
See RGA 9841

March 15, 2002
HPO-C2002-151 PROD
Log #02-1100

Mr. Andras Fekete
Manager
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Fekete:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739), I am providing Continuing Consultation Comments for the following proposed undertaking:

**Helen Street Extension Project
Borough of South Plainfield, Middlesex County.**

These comments are in response to your submission of the following documents, received at the Historic Preservation Office (HPO) on February 15, 2002:

Cultural Resources Investigation, Helen Street Extension Project, prepared by Nancy L. Zerbe Historic Preservation Consulting, Inc. and Richard Grubb and Associates, Inc. and dated April 1999;

Phase IB Archaeological Investigation, Helen Street Extension Project, prepared by Richard Grubb and Associates, Inc. and dated July 2001; and

Effects Assessment Report for Historic Architectural Resources, Helen Street Extension Project, prepared by ARCH2, Inc. (Nancy Zerbe) and dated August 2001.

Summary: Two (2) new historic properties have been identified. The currently proposed project will have **no adverse effect** on historic properties if conditions described in this letter are fulfilled.

800.4 Identification of Historic Properties

Adequate effort to identify archaeological historic properties has been undertaken and the archaeological survey report (MID F 578a) is acceptable as submitted. No further archaeological survey is recommended for this project as currently proposed.

I concur with the submitted cultural resources report that both the **Lehigh Valley Railroad** and the **Port Reading Railroad** are eligible for inclusion in the National Register of Historic Places (NRHP) as linear historic districts under Criteria A and C. Both NRHP eligible resources extend beyond the Area of Potential Effects of the proposed Helen Street Extension Project.

The **Lehigh Valley Railroad** follows a route from Phillipsburg (Warren County) New Jersey east across the state to Jersey City in Hudson County. At South Plainfield, the original main line right of way, now partially active and partially out of service, continues to Perth Amboy.

The **Lehigh Valley Railroad** is eligible for the NRHP at the state level of significance for its role in providing access to New York markets (and the Port of New York and New Jersey) for the Lehigh Valley Railroad, a major inter-state carrier of anthracite coal. The Lehigh Valley Railroad is also eligible for the NRHP at the local level of significance for its contribution to the industrial development of South Plainfield and other Middlesex County communities such as Perth Amboy. The report indicates that the Lehigh Valley Railroad "consists of several components within South Plainfield including portions of the original main line which ran between Phillipsburg and Perth Amboy, portions of the 1888 line which connected the main line in South Plainfield with the Central Railroad of New Jersey in Roselle, the interlocking tracks between these two lines, the South Plainfield freight and coal yard, and numerous industrial sidings." Previous HPO comments for another project identified the Lehigh Valley Oak Island Yard Historic District in the City of Newark, Essex County as a historic property eligible for the NRHP. This historic property would also contribute to and be a part of the Lehigh Valley Railroad Historic District.

The **Port Reading Railroad** is approximately twenty (20) miles long. Historically, the railroad began in Bound Brook (Somerset County) and terminated at Port Reading (Woodbridge Township) where the railroad constructed and maintained substantial facilities on the Arthur Kill.

The **Port Reading Railroad** is eligible for the NRHP at the state and local levels of significance. The construction and operation of the Port Reading Railroad represents the aggressive efforts of railroads, in this case the Reading Railroad, to obtain access to New York markets and the Port of New York and New Jersey. The Port Reading Railroad provided the parent Reading Railroad, another major inter-state carrier of anthracite coal, with access to New York Harbor and was an instrument of railroad expansion, acquisition, and consolidation during the late 19th and early 20th centuries.

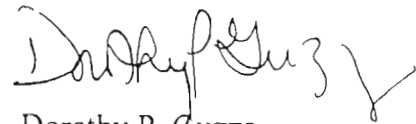
Previous HPO comments for other projects have identified the Port Reading Railroad Terminal (Township of Woodbridge) and the Route 27 Bridge over the Port Reading Railroad (Borough of Metuchen) as historic properties individually eligible for the NRHP. These properties would also contribute to the Port Reading Railroad Historic District.

800.5 Assessment of Adverse Effects

I concur with the submitted effects assessment that the proposed project, the construction of an extension of Helen Street on the preferred alignment (H-3.3) will have **no adverse effect** on historic properties if the design and construction of the roadway extension avoids alterations to the physical and visual integrity of the railroad historic districts and if plans and specifications for the project, especially the proposed railroad grade crossings, are submitted to the HPO for review and comment prior to the finalization of design or the solicitation of project construction bids.

If you have any questions regarding these comments or require additional assistance, please contact Steve Hardegen at (609) 984-0141 or Michael Gregg (regarding archaeology) at (609) 633-2395.

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

C: Amy Fox, FHWA
Lauralee Rappleye-Marsett, NJDOT
ACHP
Consulting Parties List

DG/CS C:\NJDOTC2002-151



State of New Jersey

Department of Environmental Protection
Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

Bradley M. Campbell
Commissioner

Richard J. Codey
Acting Governor

MEMORANDUM

HPO-D2005-144 PROD
Log # 05-1020-1 and 2

TO: William McLaughlin, Land Use Regulation Program

FROM: Dorothy P. Guzzo, Historic Preservation Office (HPO) *Dorothy Guzzo*

SUBJECT: Conrail North Jersey Terminal [Oak Island and "Chemical Coast"]
Capacity Improvement Infrastructure Project

DATE: April 22, 2005

SUMMARY: One (1) **newly identified** historic property, the **Pennsylvania Railroad (PRR) New York Bay Branch Historic District** and four (4) previously identified historic properties are within the delineated Area of Potential Effects (APE) of the project. I concur with the conclusion that the project, as currently proposed, will have **no adverse effect** upon historic properties, if implemented in accordance with **three (3) conditions** delineated below.

These comments are in response to your request to review Land Use Regulation Program (LURP) permit application 0714-04-0001.2 and an accompanying cultural resources report ***Conrail North Jersey Terminal Capacity Improvement Infrastructure Project*** prepared by Richard Grubb and Associates, Inc. and dated March 2005. The cultural resources survey report and the comments that follow include all four Conrail projects and project areas (Area 1 Port to Bay, Area 2 PN to Pike, Area 3 Bay Line Yard, and Area 4 Valley to Stock). These comments and the requested permit conditions are consistent with previous consultation between you and Historic Preservation Office (HPO) staff.

The submitted report correctly acknowledges that four (4) previously identified historic properties are within the APE of the proposed project: the **Central Railroad of New Jersey (CRRNJ) Main Line Corridor Historic District**, **CRRNJ Newark and Elizabeth Branch Historic District** (including the 1938 bridge over the abandoned access road and the Newark Branch wye bridge over Dowd Avenue), **Lehigh Valley Railroad Historic District** (including the Flood Light Tower and the individually eligible **Oak Island Yard Historic District** and **Vertical Lift Bridge** over Newark Bay).

As Deputy State Historic Preservation Officer, I concur with the conclusion of the submitted cultural resources report that the **Pennsylvania Railroad (PRR) New York Bay Branch Historic District** (including both the Greenville Line and the Passaic Bridge Line and, within the project area, the former PRR Bay Line and Garden Yards, the timber box culvert over Pierson's Creek, and the surviving overhead catenary system (OCS) poles) is eligible for inclusion in the National Register of Historic Places under Criterion A and Criterion C. As described in the submitted cultural resources report, the **Pennsylvania Railroad (PRR) New York Bay Branch Historic District** covers 12.94 miles and extends in two directions from a common connection with the **Pennsylvania Railroad New York to Philadelphia Historic District** at a point known as Waverly in the City of Newark. From this junction, the Greenville Line proceeds east across the Newark Meadows and Newark Bay to Greenville Yard and Greenville Piers in Jersey City and includes the Newark Bay Bridge (shared with the Lehigh Valley Railroad), Greenville Yard Historic District (SHPO Opinion 8/21/1998), Greenville Yard and [Car Float] Piers (Determination of Eligibility 9/8/1981), and, within the project area, the former PRR Bay Line and Garden Yards (Old and New), the timber box culvert over Pierson's Creek, and the surviving overhead catenary system (OCS) poles. The Passaic Bridge Line travels northeast to a railroad swing bridge across the Passaic River and a connection with the former Hudson and Manhattan Railroad (now Port Authority Trans-Hudson (PATH)) and the former PRR Meadows railroad yard at Kearney and includes bridges over Bay Avenue, Avenue I, Wilson Street, Niagara Street, Magazine Street, Saint Charles Street, Berlin Street, CRRNJ Newark and Elizabeth Branch, Roanoke Avenue, Foundry Street, Raymond Boulevard, and the Passaic River and the surviving overhead catenary system (OCS) poles. The catenary system was installed as part of the PRR's massive 1934-1935 East Coast electrification program and is highly visible from many parts of Newark, the Newark Meadows, and intersecting roadways.

According to the submitted report, the New York Bay Branch Railroad is significant:

as part of the PRR's massive and comprehensive program to reach the Port of New York, the New York Bay Branch allowed the PRR to become one of the leading contributors to the state's industrial, commercial, and urban expansion. The railroad became the critical link in both local and regional railroad systems and constitutes the second half of the PRR's better known and equally important program to bring passenger service into Manhattan, enabling the company to secure a dominant place in the nation's busiest port and establishing itself as the country's largest railroad during the 20th century.

I concur that the period of significance extends from 1889 to 1945 when the Pennsylvania Railroad and the Lehigh Valley Railroad completed the last car float bridge at the Greenville Piers.

The project, as currently proposed, does not involve the construction, demolition, removal or alteration of any buildings, structures (bridges) or objects (flood light tower and overhead catenary system poles) listed on or eligible for inclusion in the New Jersey

and National Registers of Historic Places and, therefore, will have no adverse effect on historic properties if implemented in accordance with the following three (3) conditions that the HPO requests be included in the permit:

- 1 Should project plans be altered, the permittee shall consult with the Historic Preservation Office regarding effects upon historic properties and, if adverse effects are identified, shall consult with the Historic Preservation Office regarding the actions needed to avoid, minimize, and mitigate such adverse effects.
- 2 If during the work authorized, structural remains, ruins or archaeological deposits are unearthed that have not been listed or determined eligible for listing in the New Jersey or National Registers of Historic Places, but which may be eligible for listing, the permittee shall immediately notify the Department and proceed as directed by the Department regarding avoiding, minimizing, and/or mitigating adverse effects to eligible resources, pursuant to N.J.A.C. 7:7A-4.3(b)(5) for general permits and 7:7A-7.2(b)(9) for individual permits.
- 3 The permittee shall, at the conclusion of the project, provide the Historic Preservation Office with written confirmation (supported by photographs) that the former Lehigh Valley flood light tower, the former PRR New York Bay Branch timber box culvert over Pierson's Creek and surviving overhead catenary system poles, and the former CRRNJ Newark and Elizabeth Branch bridge over the abandoned access road and Newark Branch wye bridge over Dowd Avenue (and especially the distinctive CRRNJ handrails on both bridges) have been retained intact and neither removed nor altered.

Additional Comments

The cultural resources report included a well-researched history of the affected railroad resources, numerous historic maps, photographs of current conditions throughout the project area, and copies of construction plans that identified and delineated cultural resource features. The scope and quality of the report substantially assisted the HPO review of this permit application.

If you have any questions concerning this project review, please call HPO transportation review coordinator Charles Scott at 609-633-2396.



Federal Emergency Management Agency

FEMA-State Disaster Field Office

80 Centre Street, 3rd Floor

New York, NY 10013

FEMA-1391-DR-NY

February 27, 2002

Ms. Dorothy Guzzo
State Historic Preservation Officer
New Jersey Department of Environmental Protection
Historic Preservation Office
P.O. Box 404
Trenton, New Jersey 08625-0404

RE: Proposed Restoration of PATH Service to
World Trade Center Site
Borough of Manhattan, City of New York, New York

Dear Ms. Guzzo:

As you are aware, the September 11, 2002 Terrorist Attacks on the World Trade Center (WTC) resulted in the partial destruction of the transit lines and station that served the WTC. Pursuant to Section 106 of the National Historic Preservation Act of 1966, the Federal Emergency Management Agency (FEMA) is seeking the comments of the New Jersey State Historic Preservation Office about the Port Authority of New York and New Jersey's proposed restoration of Port Authority Trans-Hudson (PATH) service to the area surrounding the site, located in the Borough of Manhattan, New York City, New York.

Before it may begin the proposed restoration of service to Lower Manhattan via Tunnels E and F, the Port Authority will need to begin work to remove all existing construction inside the tunnels including the railway track, ballast, concrete-encased duct banks, fiber optic cables, signal equipment, light fixtures, and all electrical, mechanical, and communication systems supporting operations within the tunnels. However, the concrete invert and drainage trough at the base of the tunnel and the original steel tunnel walls will be retained and repaired where necessary. To initially restore service to Lower Manhattan via PATH, the Port Authority currently proposes to construct a temporary station in the vicinity of the destroyed WTC station. At this time, the Port Authority proposes to utilize a remaining escalator system and construct a new walkway to provide access from Church Street to the temporary station. As a long-term solution, there is a dialogue currently taking place about integrating the abandoned 1909 Hudson (or Courtlandt Street) Station into the final transportation system plans; however no formal proposal has been brought forth at this time.

Based upon our studies, we have learned that the Hudson & Manhattan (H & M) Railroad constructed the Hudson Station and passenger service began in 1909, which was linked to the southernmost of two tunnels built below the surface of the Hudson River. Known as the Hudson Tubes, these tunnels not only provided an important transportation link between Jersey City and New York, they were also completed using a highly innovative construction technique known as the Greathead Shield method that had been utilized to build the subway system in London during the 1860s, but had not been previously used in the U.S. Of utmost significance, the Greathead Shield method was perfected in

constructing the H & M, and the perfected method became the prototype for subsequent tunnel projects. The pair of tunnels also presaged the Holland and Lincoln tunnels that were built later in the twentieth century to serve automobile traffic in New York City. Finally, the transit system built by the Hudson & Manhattan (which includes the Hudson River Tubes, the system of underground tunnels built on both sides of the river, and the passenger stations) would have even greater value when the H & M system was joined with New York's original subway, the Interborough Rapid Transit (IRT) system.

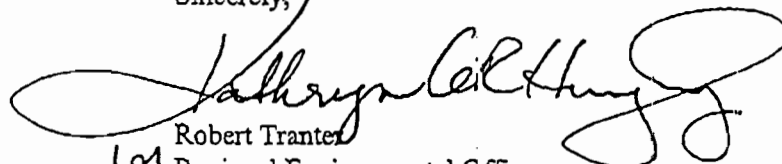
Two other significant points worth mentioning include the following:

- The H & M tunnel predates the Penn Station train tunnel; and
- The H & M was originally conceived to connect with the 6th and 9th Avenue elevated trains, which were eventually replaced by the IRT transit system.

For the above-listed justifications, we believe that the 1908-09 H & M transit system should be considered eligible for listing in the National Register of Historic Places under Criterion A for the system's historic associations with early 20th century urban and commercial development in New York and Jersey City; under Criterion B for its associations with H & M President William Gibbs McAdoo, who spearheaded the construction of the tunnel and later served as Secretary of the Treasury under President Woodrow Wilson; and under Criterion C for the system's significance as an ambitious engineering accomplishment in the early 20th-century. However, we believe that the 1971 WTC station and the changes made to the 1908-09 H & M system in order to begin passenger service to the new station should **not** be considered contributing resources to the earlier transit system. Moreover, because we believe that the 1971 changes have not achieved historic significance in their own right, FEMA has determined that these later additions to the system fail to meet Criteria Consideration G, "Exceptional Significance" of Properties less than 50 years of age. For these reasons, we believe that the proposed demolition work that is a preliminary step necessary to restore service to Lower Manhattan will have no effect to historic properties.

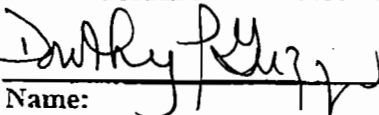
So that the Port Authority may begin demolition work on March 1, 2002, we seek your concurrence with our finding of effect. If your office concurs with this finding of effect, please sign on the line below and return the original copy of this letter to the address above. Should you have questions about this project, please contact me at (212) 416-0348 or Jeffrey Durbin, FEMA TAC Architectural Historian, at (212) 693-7406.

Sincerely,


Robert Tranter
for Regional Environmental Officer

RT:jld
Enclosure

I concur with the above finding that the Hudson & Manhattan Transit System should be considered eligible for listing in the National Register of Historic Places, but that the project to restore PATH service to Lower Manhattan will have no effect to historic properties:

 _____ 3/4/02
Name: Title:



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
DIVISION OF PARKS AND FORESTRY
HISTORIC PRESERVATION OFFICE
CN-404
TRENTON, N.J. 08625-0404
TEL: (609) 292-2023
FAX: (609) 984-0578

Robert C. Shinn, Jr.
Commissioner

September 24, 1996
HPO-196-131

Andras Fekete, Manager
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
CN 600
Trenton, NJ 08625-0600

Dear Mr. Fekete:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on September 2, 1986 (51, 169, 31115-31125), I am providing Consultation Comments for the following project:

**Morris County, Randolph and Rockaway Townships
Rockaway Road Bridge over NJ Transit Morristown Line
Str. #1464154**

These comments are in response to your letter of July 23, 1996 requesting Historic Preservation Office (HPO) consultation comments and an effect assessment. My comments are based on the following reviewed report:

"Rockaway Road Bridge Replacement, Stage I Cultural Resource Investigation for Level of Action Assessment, Rockaway Road Bridge over New Jersey Transit Morristown Line, Structure Number 1464-154, Rockaway and Randolph Townships, Morris County, New Jersey" by Louis Berger & Associates, Inc. (June 1996).

My comments are also based on additional research by my staff.

SUMMARY: Two historic properties were identified in the APE -- the Morris Canal and the Old Main DL&W Railroad Historic District. The project as proposed will have an Adverse Effect on historic properties.

800.4 Identifying Historic Properties

The Morris Canal was listed in the National Register of Historic Places on 10/1/74.

I concur that there are no eligible archaeological historic properties within the APE. Shovel tests and surface inspection in the area of the former Dover Car Shops were negative.

It is my opinion as Deputy State Historic Preservation Officer for New Jersey that the Old Main DL&W Railroad Historic District is eligible to be listed in the National Register of Historic Places under Criteria A & C. For a more thorough discussion of the significance of this resource please see Attachment A. The Rockaway Road Bridge (Str. #1464154) is a contributing resource in the Old Main DL&W Railroad Historic District.

The Old Main DL&W Railroad Historic District extends from its eastern terminus at Hoboken Terminal (historically Erie-Lackawanna Railroad and Ferry Terminal) along NJ Transit's Morristown Line (historically the Morris & Essex Railroad, and later the DL&W Main Line) through Newark, Summit, Morristown, Denville, and Dover; it continues through Wharton, Hopatcong Junction, and Netcong to Washington; at Washington it departs from the historic route of the Morris and Essex to follow the historic route of the Warren Railroad, traveling north through Buttzville, Manunka Chunk, and Delaware to its western terminus, the Delaware River. Please see attached map for details on the boundaries of this historic district. Significant features along this historic district range in date from the mid-1850s to circa 1930.

800.5 Assessing Effects

The project as currently proposed, demolition and replacement of a contributing resource in a historic district, will have an adverse effect on historic resources.

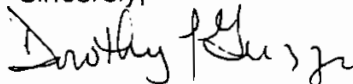
Report Comments

We applaud the consultant's efforts to consult with the Canal Society of New Jersey.

Archaeological potentials related to the former Dover Car Shops should have been considered in the background investigations.

Should you have any questions, please contact Charles Scott or Andrea Tingey at (609) 292-2028.

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

cc: Eric DeLony, HAER
Jim Musser, President, Roebling Chapter, SIA
Janet Fittipaldi, NJDOT, BES

Helene Cook, FHWA

Victoria Martinez, FHWA

ACHP

David Koenig, NJ Transit

Marion Harris, Morris County Trust for Historic Preservation

George Warne, Warren County Cultural and Heritage Commission



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
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TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

January 20, 1999
HPO-A99-53

Mr. David Koenig
Historic Preservation Specialist
New Jersey Transit
One Penn Plaza East
Newark, New Jersey 07105-2246

Summary: The HPO concurs with the identification of listed, individually eligible, and contributing properties within the boundaries of the Old Main DL&W Historic District located on NJ Transit's operating Morristown Line. This letter also notes the existence of additional properties, and offers comments on the Phase II report.

Dear Mr. Koenig:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51 FR 31115-31125), I am providing continuing **Consultation Comments** for the following project:

Multiple Counties, New Jersey
Morris and Essex (M&E) Lines Station Rehabilitation Master Planning and Conceptual Design Project
Historic Corridor Analysis, Phase II
Federal Transit Administration, NJ Transit

I am writing in response to your request for HPO review and comment on the report: **Historic Corridor Analysis: Morristown Line and Montclair Branch, Phase II**, by Lynn Drobbin and Associates and LS Transit Systems, Inc., October 1998. The Phase II report addresses the eligibility of Morristown Line sub-stations, control towers, and bridges with regard to the Old Main Delaware Lackawanna and Western Railroad Historic District (Old Main DL&W HD), identified as eligible on September 24, 1996 (Report Appendix A). Similar features of the Montclair Branch were not evaluated in this report, and these comments do not address any eligibility issues for properties on the Montclair Branch. Previous comments on the Phase I report concurred with the identification of contributing and individually eligible stations on both the Morristown Line and the Montclair Branch (HPO-C98-129, March 25, 1998).

The area covered by the Phase I and II reports includes the operating Morristown Line, from its origin in Hoboken City, Hudson County, out to approximately Milepost 38.69 in Dover-Town, Morris County, which may be considered the Area of Potential Effects (APE) for this project. However, as noted on page 1-1 of the Phase I Report, the eligible property extends beyond the APE.

I commend NJT and its consultants for taking a comprehensive approach to the identification and evaluation of historic properties along this historically significant rail corridor. The documentation provides a useful collection of information that can serve the immediate and long term planning goals for NJ Transit's management of historic properties.

800.4 Identifying Historic Properties

I appreciate the inclusion of the Hoboken Terminal and Rail Yard buildings in the report. As noted in section 4.2, recent consultation (included as Report Appendix B) regarding the *Hoboken Terminal and Yard Preservation Plan* has delineated the contributing and non-contributing features of the yard. However, the building referred to as the Crew Quarters in the report was not specifically identified in either the *Preservation Plan* or the HPO's comments, although it does appear in the 1930's era yard development diagram (Chapter II, Drawing 8) of the *Preservation Plan*. The text in Section 4.8 of this Phase II report does not indicate a date for this building, however, based on its appearance, it is my opinion that this building is a **contributing feature** of the Old Main DL&W HD.

Additionally, the West End Sub-Station has been previously identified as a contributing feature of the Old Main DL&W HD (Report Appendix C).

National Register Listed Properties

I concur with the recommendation of the report that the following properties, listed in the National Register of Historic Places, are **contributing features** of the Old Main DL&W HD:

Freight Stations and Railway Express Buildings

1. **Madison Railway Express Building**, Madison Station, Milepost 25.66, NJ Transit Morristown Line, Madison Township, Morris County. This building is listed as part of the thematic nomination for Madison Station (NR 6/22/84, SR 3/17/84).
2. **Morristown Railway Express Building**, Lafayette Avenue, Milepost 29.86, NJ Transit Morristown Line, Morristown Town, Morris County. This building is listed as part of the Morristown Historic District Extension (NR 11/13/86, SR 9/11/86).

Bridges

3. **East Orange Station Viaduct**, Milepost 10.05, NJ Transit Morristown Line, East Orange City, Essex County. This viaduct is listed as part of the thematic nomination for East Orange Station (NR 6/22/84, SR 3/17/84)
4. **Brick Church Station Viaduct**, Milepost 10.60, NJ Transit Morristown Line, East Orange City, Essex County. This viaduct is listed as part of the thematic nomination for Brick Church Station (NR 6/22/84, SR 3/17/84)
5. **Montrose Avenue Bridge**, Milepost 13.08, NJ Transit Morristown Line, South Orange Village Township, Essex County. This bridge is listed as part of the thematic nomination for Mountain Station (NR 9/29/84, SR 3/17/84).

6. **South Orange Station Viaduct**, Milepost 13.82, NJ Transit Morristown Line, South Orange Village Township, Essex County. This viaduct is listed as part of the thematic nomination for South Orange Station (NR 6/22/84, SR 3/17/84).

Individually Eligible Properties

The following properties, **previously identified as individually eligible** through Section 106 consultation, are **contributing features** of the Old Main DL&W HD:

Bridges

1. **Bergen Tunnels**, Milepost 1.46, NJ Transit Morristown Line, Jersey City, Hudson County (SHPO Opinion 05/08/98).
2. **West End Through Truss Bridges**, Milepost 1.89, NJ Transit Morristown Line, Jersey City, Hudson County (SHPO Opinion 03/31/97).
3. **Lower Hack Draw Bridge**, Milepost 2.52-2.64, NJ Transit Morristown Line, Jersey City and Kearny Town, Hudson County; (SHPO Opinion 09/18/96) This bridge includes the Duffield Avenue Crossing.
4. **Broad Street Railroad Bridge**, Milepost 7.72, NJ Transit Morristown Line, Newark City, Essex County; (SHPO Opinion 03/19/96)
5. **University Avenue Railroad Bridge**, Milepost 7.74, NJ Transit Morristown Line, Newark City, Essex County; (SHPO Opinion 03/19/96)

The following bridges were also evaluated as individually eligible in the New Jersey Transit Historic Bridge Survey, the findings of which have been reviewed and accepted by the Historic Preservation Office. Therefore, **it is my opinion that they are individually eligible for inclusion in the National Register of Historic Places and are contributing features of the Old Main DL&W HD:**

6. **Grove Street Bridge**, Milepost 0.66, NJ Transit Morristown Line, Jersey City, Hudson County
7. **Newark Drawbridge**, Milepost 7.48, NJ Transit Morristown Line, Newark City, Essex County. This bridge also contributes to the eligible Newark Grade Crossing Elimination District (SHPO Opinion 03/19/96, Revised 9/14/98).
8. **Maple Avenue Footbridge**, Milepost 9.72, NJ Transit Morristown Line, East Orange City, Essex County
9. **Parkway Arches**, Milepost 9.88, NJ Transit Morristown Line, East Orange City, Essex County
10. **Essex Avenue Bridge**, Milepost 11.38, NJ Transit Morristown Line, Orange City, Essex County
11. **Lincoln Avenue Bridge**, Milepost 11.51, NJ Transit Morristown Line, Orange City, Essex County
12. **Glebe Street Bridge**, Milepost 11.75, NJ Transit Morristown Line, Orange City, Essex County
13. **Cary Street Bridge**, Milepost 11.81, NJ Transit Morristown Line, Orange City, Essex County
14. **Joyce Street Bridge**, Milepost 11.92, NJ Transit Morristown Line, Orange City, Essex County
15. **Central Avenue Bridge**, Milepost 11.98, NJ Transit Morristown Line, Orange City, Essex County
16. **Mitchell Avenue Bridge**, Milepost 12.07, NJ Transit Morristown Line, Orange City, Essex County
17. **Stetson Avenue Bridge**, Milepost 12.13, NJ Transit Morristown Line, Orange City, Essex County

18. **Freeman Street Bridge**, Milepost 12.23, NJ Transit Morristown Line, Orange City, Essex County
19. **Main Street Bridge**, Milepost 17.01, NJ Transit Morristown Line, Millburn Township, Essex County
20. **Passaic River Bridge**, Milepost 22.31, NJ Transit Morristown Line, Chatham Township, Morris County and Summit City, Union County
21. **Lafayette Avenue Bridge**, Milepost 23.85, NJ Transit Morristown Line, Chatham Township, Morris County
22. **Union Avenue Bridge**, Milepost 24.39, NJ Transit Morristown Line, Madison Borough, Morris County
23. **Samson Avenue Bridge**, Milepost 24.96, NJ Transit Morristown Line, Madison Borough, Morris County
24. **Ridgedale Avenue Footbridge.**, Milepost 25.9, NJ Transit Morristown Line, Madison Borough, Morris County
25. **Estling Lake Bridge**, Milepost 34.58, NJ Transit Morristown Line, Denville Township, Morris County

I concur with the recommendation of the report that **the following properties are individually eligible for inclusion in the National Register of Historic Places and are contributing features of the Old Main DL&W HD:**

Interlocking Towers

26. **Orange Railway Express Building and Interlocking Tower**, Lincoln Avenue, Milepost 11.56, NJ Transit Morristown Line, Orange City, Essex County. This property includes the tower, inbound platform and canopy, express building and viaduct garage bays.
27. **Summit Interlocking Tower**, Summit Avenue and Union Place, Milepost 20.00, NJ Transit Morristown Line, Summit City, Union County.
28. **Denville Interlocking Tower**, Estling Lake Road, Milepost 37.30, NJ Transit Morristown Line, Denville Township, Morris County.
29. I concur that **West End Interlocking Tower**, East of West End Avenue, Milepost 2.10, NJ Transit Morristown Line, Jersey City, Hudson County **contributes** to the Old Main DL&W HD, however, it is my opinion that **this interlocking tower is also individually eligible** for inclusion in the National Register of Historic Places. The addition has not significantly altered the unique architectural qualities of this tower, which embodies the DL&W's early use of concrete.

Contributing Properties

I concur with the recommendation of the report that **the following properties are contributing features** of the Old Main DL&W HD:

Sub-Stations

1. **Roseville Avenue Sub-Station**, Between 11th and 13th Streets, Milepost 9.18, NJ Transit Morristown Line, Newark City, Essex County.
2. **Summit Sub-Station**, East of Passaic Avenue, Milepost 21.40, NJ Transit Morristown Line, Summit City, Union County.
3. **Denville Sub-Station**, Estling Lake Road, Milepost 36.40, NJ Transit Morristown Line, Denville Township, Morris County.

4. **Grove Street Tie-Station**, West of Grove Street, Milepost 0.70, NJ Transit Morristown Line, Jersey City, Hudson County.
5. **South Orange Tie-Station**, West of Valley Road at Roland Avenue, Milepost 14.40, NJ Transit Morristown Line, South Orange Village Township, Essex County.
6. **Morristown Tie-Station**, East of George and King Streets, Milepost 30.54, NJ Transit Morristown Line, Morristown Town, Morris County.
7. **Dover Tie-Station**, South of Blackwell Street at Union Street, Milepost 38.00, NJ Transit Morristown Line, Dover Town, Morris County.

Freight Stations and Railway Express Buildings

8. **Orange Freight Station**, Lincoln Avenue, Milepost 11.56, NJ Transit Morristown Line, Orange City, Essex County.
9. **Dover Freight Station**, Prospect Street at Blackwell Street, Milepost 40.50, NJ Transit Morristown Line, Dover Town, Morris County.

Bridges

10. **Henderson Street Bridge**, Milepost 0.57, NJ Transit Morristown Line, Jersey City, Hudson County
11. **Hoboken Avenue Bridge**, Milepost 0.8, NJ Transit Morristown Line, Jersey City, Hudson County
12. **Bridge over Conrail River Line**, Milepost 0.91, NJ Transit Morristown Line, Jersey City, Hudson County
13. **Bridge over Conrail PSE&G Siding**, Milepost 2.13, NJ Transit Morristown Line, Jersey City, Hudson County
14. **Bridge over Conrail**, Milepost 2.16, NJ Transit Morristown Line, Jersey City, Hudson County
15. **Bridge over Conrail**, Milepost 2.17, NJ Transit Morristown Line, Jersey City, Hudson County
16. **West Side Avenue Bridge**, Milepost 2.19, NJ Transit Morristown Line, Jersey City, Hudson County
17. duplicate deleted
18. **James Avenue Bridge**, Milepost 2.3, NJ Transit Morristown Line, Jersey City, Hudson County
19. **Koppers Road Bridge**, Milepost 2.88, NJ Transit Morristown Line, Kearny Town, Hudson County (Not in NJ Transit Historic Bridge Survey)
20. **Cedar Creek Bridge** Milepost 5.16, NJ Transit Morristown Line, Kearny Town, Hudson County (Not in NJ Transit Historic Bridge Survey)
21. **Amtrak Overhead Bridge**, Milepost 5.22, NJ Transit Morristown Line, Kearny Town, Hudson County (Not in NJ Transit Historic Bridge Survey)
22. **Franks Creek Bridge**, Milepost 5.81, NJ Transit Morristown Line, Kearny Town, Hudson County (Not in NJ Transit Historic Bridge Survey)
23. **5th Street Bridge**, Milepost 6.72, NJ Transit Morristown Line, Harrison Town, Hudson County
24. **4th Street Bridge**, Milepost 6.83, NJ Transit Morristown Line, Harrison Town, Hudson County
25. **Bergen Street Bridge**, Milepost 6.93, NJ Transit Morristown Line, Harrison Town, Hudson County
26. **Sussex Street Bridge**, Milepost 7, NJ Transit Morristown Line, Harrison Town, Hudson County
27. **Warren Street Bridge**, Milepost 7.07, NJ Transit Morristown Line, Harrison Town, Hudson County
28. **James Avenue Subway**, Milepost 7.15, NJ Transit Morristown Line, Harrison Town, Hudson County.
29. **Harrison Avenue Bridge**, Milepost 7.19, NJ Transit Morristown Line, Harrison Town, Hudson County
30. **Cleveland Avenue Bridge**, Milepost 7.25, NJ Transit Morristown Line, Harrison Town, Hudson County
31. **Hamilton Street Bridge**, Milepost 7.32, NJ Transit Morristown Line, Harrison Town, Hudson County
32. **Passaic Avenue Bridge**, Milepost 7.41, NJ Transit Morristown Line, Harrison Town, Hudson County
33. **Viaduct to Newark Draw**, Milepost 7.42, NJ Transit Morristown Line, Harrison Town, Hudson County
34. **Viaduct to Route 21**, Milepost 7.53, NJ Transit Morristown Line, Newark City, Essex County
35. **Route 21 Bridge**, Milepost 7.56, NJ Transit Morristown Line, Newark City, Essex County
36. **Viaduct to Concrete Arches**, Milepost 7.59, NJ Transit Morristown Line, Newark City, Essex County

37. **Concrete Arches**, Milepost 7.65, NJ Transit Morristown Line, Newark City, Essex County
38. **King Boulevard Bridge**, Milepost 7.89, NJ Transit Morristown Line, Newark City, Essex County
39. **Footbridge**, Milepost 8.05, NJ Transit Morristown Line, Newark City, Essex County (Not in NJ Transit Historic Bridge Survey)
40. **Nesbitt Street Bridge**, Milepost 8.22, NJ Transit Morristown Line, Newark City, Essex County
41. **Clifton Avenue Bridge**, Milepost 8.27, NJ Transit Morristown Line, Newark City, Essex County
42. **1st Street Bridge**, Milepost 8.57, NJ Transit Morristown Line, Newark City, Essex County
43. **2nd Street Bridge**, Milepost 8.62, NJ Transit Morristown Line, Newark City, Essex County
44. **3rd Street Bridge**, Milepost 8.67, NJ Transit Morristown Line, Newark City, Essex County
45. **4th Street Bridge**, Milepost 8.72, NJ Transit Morristown Line, Newark City, Essex County (Not in NJ Transit Historic Bridge Survey)
46. **5th Street Bridge**, Milepost 8.77, NJ Transit Morristown Line, Newark City, Essex County
47. **6th Street Bridge**, Milepost 8.82, NJ Transit Morristown Line, Newark City, Essex County
48. **7th Street Bridge**, Milepost 8.88, NJ Transit Morristown Line, Newark City, Essex County (Not in NJ Transit Historic Bridge Survey)
49. **Roseville Avenue Bridge**, Milepost 8.94, NJ Transit Morristown Line, Newark City, Essex County
50. **Bathgate Place Bridge**, Milepost 9.02, NJ Transit Morristown Line, Newark City, Essex County
51. **Gray Street Footbridge**, Milepost 9.07, NJ Transit Morristown Line, Newark City, Essex County
52. **11th Street Footbridge**, Milepost 9.12, NJ Transit Morristown Line, Newark City, Essex County
53. **13th Street Bridge**, Milepost 9.18, NJ Transit Morristown Line, Newark City, Essex County
54. **14th Street Footbridge**, Milepost 9.24, NJ Transit Morristown Line, Newark City, Essex County
55. **15th Street Subway**, Milepost 9.29, NJ Transit Morristown Line, Newark City, Essex County
56. **16th Street Bridge**, Milepost 9.35, NJ Transit Morristown Line, Newark City, Essex County
57. **Greenwood Avenue Bridge**, Milepost 9.49, NJ Transit Morristown Line, East Orange City, Essex County
58. **Grove Street Bridge**, Milepost 9.65, NJ Transit Morristown Line, East Orange City, Essex County
59. **Walnut Street Bridge**, Milepost 10.24, NJ Transit Morristown Line, East Orange City, Essex County
60. **Burnet Street Bridge**, Milepost 10.31, NJ Transit Morristown Line, East Orange City, Essex County
61. **Clinton Street Bridge**, Milepost 10.38, NJ Transit Morristown Line, East Orange City, Essex County
62. **Oakwood Avenue Bridge**, Milepost 10.87, NJ Transit Morristown Line, Orange City, Essex County
63. **Hickory Street Bridge**, Milepost 11.03, NJ Transit Morristown Line, Orange City, Essex County
64. **Center Street Bridge**, Milepost 11.22, NJ Transit Morristown Line, Orange City, Essex County
65. **Day Street Bridge**, Milepost 11.3, NJ Transit Morristown Line, Orange City, Essex County
66. **Forest Street Bridge**, Milepost 12.33, NJ Transit Morristown Line, Orange City, Essex County
67. **Nassau Street Bridge**, Milepost 12.4, NJ Transit Morristown Line, Orange City, Essex County
68. **McChesney Street Bridge**, Milepost 12.49, NJ Transit Morristown Line, Orange City, Essex County
69. **Christopher Street Bridge**, Milepost 12.53, NJ Transit Morristown Line, Orange City, Essex County
70. **Tremont Avenue Bridge**, Milepost 12.61, NJ Transit Morristown Line, Orange City, Essex County
71. **Beach Street Bridge**, Milepost 12.68, NJ Transit Morristown Line, Orange City, Essex County
72. **Chestnut Street Bridge**, Milepost 12.72, NJ Transit Morristown Line, Orange City, Essex County
73. **Morris Street Bridge**, Milepost 12.78, NJ Transit Morristown Line, Orange City, Essex County
74. **Argyle Avenue Bridge**, Milepost 12.85, NJ Transit Morristown Line, Orange City, Essex County
75. **Mead Street Bridge**, Milepost 13.57, NJ Transit Morristown Line, South Orange Village Township, Essex County
76. **Third Street Bridge**, Milepost 14, NJ Transit Morristown Line, South Orange Village Township, Essex County
77. **Rahway River Bridge**, Milepost 14.56, NJ Transit Morristown Line, South Orange Village Township, Essex County
78. **West Parker Avenue Bridge**, Milepost 14.65, NJ Transit Morristown Line, Maplewood Township, Essex County

79. **Jefferson Avenue Bridge**, Milepost 14.78, NJ Transit Morristown Line, Maplewood Township, Essex County
80. **Baker Street Bridge**, Milepost 15.3, NJ Transit Morristown Line, Maplewood Township, Essex County
81. **Ridgewood Road Bridge**, Milepost 15.85, NJ Transit Morristown Line, Millburn Township, Essex County
82. **Bridge over Waterway**, Milepost 15.92, NJ Transit Morristown Line, Millburn Township, Essex County (Not in NJ Transit Historic Bridge Survey)
83. **Cypress Street Bridge**, Milepost 15.94, NJ Transit Morristown Line, Millburn Township, Essex County
84. **Wyoming Avenue Bridge**, Milepost 16.38, NJ Transit Morristown Line, Millburn Township, Essex County
85. **Lackawanna Place Bridge**, Milepost 16.87, NJ Transit Morristown Line, Millburn Township, Essex County
86. **Rahway River Bridge**, Milepost 16.96, NJ Transit Morristown Line, Millburn Township, Essex County
87. **Bridge over Waterway**, Milepost 17.46, NJ Transit Morristown Line, Millburn Township, Essex County (Not in NJ Transit Historic Bridge Survey)
88. **Pine Terrace Bridge**, Milepost 17.6, NJ Transit Morristown Line, Millburn Township, Essex County
89. **Short Hills Avenue Bridge**, Milepost 17.76, NJ Transit Morristown Line, Millburn Township, Essex County (Not in NJ Transit Historic Bridge Survey)
90. **Forest Drive Bridge**, Milepost 18.12, NJ Transit Morristown Line, Millburn Township, Essex County
91. **Taylor Road Bridge**, Milepost 18.26, NJ Transit Morristown Line, Millburn Township, Essex County
92. **Morris Avenue Bridge**, Milepost 18.72, NJ Transit Morristown Line, Millburn Township, Essex County
93. **Springfield Avenue Bridge**, Milepost 19.27, NJ Transit Morristown Line, Summit City, Union County (Not in NJ Transit Historic Bridge Survey)
94. **Springfield Avenue Bridge**, Milepost 20.34, NJ Transit Morristown Line, Summit City, Union County
95. **Morris Avenue Bridge**, Milepost 20.51, NJ Transit Morristown Line, Summit City, Union County
96. **High Street Bridge**, Milepost 20.88, NJ Transit Morristown Line, Summit City, Union County (Not in NJ Transit Historic Bridge Survey)
97. **Passaic Avenue Bridge**, Milepost 21.51, NJ Transit Morristown Line, Summit City, Union County
98. **Bridge over Waterway**, Milepost 21.55, NJ Transit Morristown Line, Summit City, Union County (Not in NJ Transit Historic Bridge Survey)
99. **New Providence Avenue Bridge**, Milepost 21.77, NJ Transit Morristown Line, Summit City, Union County
100. **Mount Vernon Avenue Bridge**, Milepost 21.89, NJ Transit Morristown Line, Summit City, Union County
101. **River Road Bridge**, Milepost 22.35, NJ Transit Morristown Line, Chatham Township, Morris County
102. **Watchung Avenue Bridge**, Milepost 22.74, NJ Transit Morristown Line, Chatham Township, Morris County
103. **Pedestrian Subway at Red Road**, Milepost 23.09, NJ Transit Morristown Line, Chatham Township, Morris County (Not in NJ Transit Historic Bridge Survey)
104. **Hillside Avenue Bridge**, Milepost 23.24, NJ Transit Morristown Line, Chatham Township, Morris County
105. **Passaic Avenue Bridge**, Milepost 23.39, NJ Transit Morristown Line, Chatham Township, Morris County
106. **Fairmount Avenue Bridge**, Milepost 23.46, NJ Transit Morristown Line, Chatham Township, Morris County
107. **Washington Avenue Bridge**, Milepost 23.68, NJ Transit Morristown Line, Chatham Township, Morris County
108. **Bridge over Waterway**, Milepost 23.84, NJ Transit Morristown Line, Chatham Township, Morris County (Not in NJ Transit Historic Bridge Survey)
109. **Kings Road Bridge**, Milepost 25.27, NJ Transit Morristown Line, Madison Borough, Morris County
110. **Prospect Street Bridge**, Milepost 25.47, NJ Transit Morristown Line, Madison Borough, Morris County
111. **Waverly Place Bridge**, Milepost 25.61, NJ Transit Morristown Line, Madison Borough, Morris County
112. **Green Village Road Bridge**, Milepost 25.71, NJ Transit Morristown Line, Madison Borough, Morris County

113. **Route 24 (Madison Ave.) Bridge**, Milepost 25.85, NJ Transit Morristown Line, Madison Borough, Morris County
114. **Elm Street Bridge**, Milepost 26.17, NJ Transit Morristown Line, Madison Borough, Morris County
115. **Twomblys Arch**, 27.28, NJ Transit Morristown Line, Morris Township, Morris County
116. **Punch Bowl Road Bridge**, Milepost 28.06, NJ Transit Morristown Line, Morris Township, Morris County
117. **Normandy Parkway Bridge**, Milepost 28.69, NJ Transit Morristown Line, Morris Township, Morris County
118. **Bridge over Waterway**, Milepost 29.30, NJ Transit Morristown Line, Morris Township, Morris County (Not in NJ Transit Historic Bridge Survey)
119. **Ford Avenue Bridge**, Milepost 29.43, NJ Transit Morristown Line, Morristown Town, Morris County
120. **Morris Street Bridge**, Milepost 29.72, NJ Transit Morristown Line, Morristown Town, Morris County
121. **Lafayette Avenue Bridge**, Milepost 29.84, NJ Transit Morristown Line, Morristown Town, Morris County
122. **Whippany River Bridge**, Milepost 29.97, NJ Transit Morristown Line, Morristown Town, Morris County
123. **Martin Luther King Avenue Bridge**, Milepost 30.12, NJ Transit Morristown Line, Morristown Town, Morris County
124. **Cory Road Bridge**, Milepost 30.83, NJ Transit Morristown Line, Morris Township, Morris County
125. **Hanover Avenue Bridge**, Milepost 31.48, NJ Transit Morristown Line, Morris Plains Borough, Morris County
126. **Route 202 (Littleton Rd.) Bridge**, Milepost 32.06, NJ Transit Morristown Line, Morris Plains Borough, Morris County
127. **Bridge over Waterway**, Milepost 32.57, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
128. **Bridge over Waterway**, Milepost 33.07, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey). Identified on 1902 plan as "Cattle Pass for Homer Davenport Farm."
129. **Bridge over Waterway**, Milepost 33.34, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
130. **Bridge over Waterway**, Milepost 33.7, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
131. **Route 10 Bridge**, Milepost 33.74, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
132. **Culvert at Powder Mill Pond Dam**, Milepost 34.83, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
133. **Franklin Road Bridge**, Milepost 35.28, NJ Transit Morristown Line, Denville Township, Morris County (Not in NJ Transit Historic Bridge Survey)
134. **Bridge over Waterway**, Milepost 36.41, NJ Transit Morristown Line, Randolph Township, Morris County (Not in NJ Transit Historic Bridge Survey)
135. **Bridge over Waterway**, Milepost 36.68, NJ Transit Morristown Line, Randolph Township, Morris County (Not in NJ Transit Historic Bridge Survey)
136. **Rockaway Road Bridge**, Milepost 36.86, NJ Transit Morristown Line, Dover Town, Morris County (Not in NJ Transit Historic Bridge Survey)
137. **Bridge over Waterway**, Milepost 36.87, NJ Transit Morristown Line, Dover Town, Morris County (Not in NJ Transit Historic Bridge Survey)
138. **Salem Street Bridge**, Milepost 37.54, NJ Transit Morristown Line, Dover Town, Morris County
139. **Prospect Street Bridge**, Milepost 38.45, NJ Transit Morristown Line, Dover Town, Morris County
140. **Rockaway River Bridge**, Milepost 38.61, NJ Transit Morristown Line, Dover Town, Morris County
141. **Route 46 Bridge**, Milepost 38.69, NJ Transit Morristown Line, Dover Town, Morris County (Not in NJ Transit Historic Bridge Survey)

Please note that bridges between Milepost 7.15 - 9.18 also contribute to the eligible Newark Grade Crossing Elimination District (SHPO Opinion 03/19/96, Revised 9/14/98):

Ineligible Properties

While I agree that the **Newark Interlocking Tower**, East of Broad Street, Milepost 7.50, NJ Transit Morristown Line, Newark City, Essex County, has stylistic and functional similarity with other DL&W interlocking towers, the period of significance for the Old Main DL&W HD extends only to the mid 1930's. Because Newark Tower was constructed in 1953, well beyond the period of significance, it is my opinion that this tower **does not contribute** to the Old Main DL&W HD. Further, although interlocking towers are generally considered an endangered property type, this tower is not yet fifty years of age and is therefore **not considered individually eligible** at this time.

Report Comments

The report did not address other resources such as engineering infrastructure (cuts, fills, yards, etc.), operational infrastructure (signal bridges, catenary structure, etc.) or other property types (pedestrian subways, culverts, etc.) that relate to the significance and eligibility of the Old Main DL&W HD. Based on the nature of the proposed undertaking, such additional identification is not necessary at this time, however, please be aware that future projects may require additional assessment to account for these property types.

It would be helpful if the report included a geographic index by county and municipality to the numerous properties addressed in the report. Such a list should include county, full municipality name, rail milepost number, and the property name.

Please note that Appendix A is missing page two of the HPO letter. We have added this page to the HPO library copy; NJT should be sure to add the page to its copy.

The report notes on page 1-10 that the list of surveyed bridges was reviewed by NJT's Engineering Department to determine if any bridges have been replaced or substantially altered since the bridge survey was completed. Any such bridges that were identified by the Engineering Department should be listed in the report and noted as "non-contributing" to the Old Main DL&W HD. Please note that a number of bridges listed as "contributing" on pages 5 - 8 of this letter were identified by reviewing the *1997 NJ Transit Rail Operations List of All Structures with 5 Foot Span and Greater*.

Additional Comments

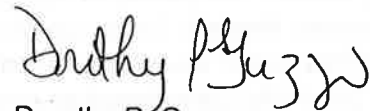
Please inform us as to how effects for this project will be assessed. I anticipate that funding and implementation of the master plans and conceptual design will be handled as individual construction projects. Will the conceptual designs, and ultimately final design, be submitted for assessment on a case by case basis, or as a full system design package? The HPO would welcome the opportunity to participate in design discussions, and will aid NJ Transit in any way possible during the design phase.

D. Koenig
January 20, 1999
HPO-A99-53

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Thank you for the opportunity to comment on this substantial report and identification effort. The HPO looks forward to continued consultation as design progresses. Please call Kinney Clark of this office should you have any questions (609-292-2023).

Yours Truly,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DG/kc99-0272

- c. Ralston Cox, ACHP
- Letitia Thompson, FTA
- Roz Diamond, NJT
- Victoria Martinez, FHWA
- Lauralee Rapleyee Marsett, NJDOT
- Andy Fekete, NJDOT
- C. Scott, HPO



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
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Robert C. Shinn, Jr.
Commissioner

HPO-E99-116
May 21, 1999

Mr. Robin Schroeder
Federal Highway Administration
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628

Dear Mr. Schroeder:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on 2 September 1986 (51 FR 31115-31125), I am providing consultation comments under Section 106 Review of the National Historic Preservation Act (NHPA) of 1966 as amended for the following project:

**Yardley Stairs (Hillside Terrace Pedestrian Walkway)
Transportation Equity Act for the 21st Century (TEA-21)
Transportation Enhancement (TE) Funded Project
City of Union City, Hudson County**

SUMMARY: The project as currently designed will have **no adverse effect on one (1) historic architectural property** identified within the area of potential effects (APE), with the condition that construction documents be submitted to the HPO for staff review and concurrence prior to the bidding process. This project review has resulted in **one (1) new SHPO Opinion**. (Please see **800.4 Identifying Historic Properties** and **800.5 Assessing Effects** below.)

These comments are in response to the letter dated **April 15, 1999**, with project documentation attached, received at this office **April 22, 1999**, submitted by Ralph J. Tango, Jr., PE, PP, Senior Vice President, Schoor Depalma Inc., Engineering and Design Professionals, 160 Littleton Road, P.O. Box 5245, Parsippany, New Jersey, 07054-6245, requesting Section 106 Review of the NHPA, for this **TEA-21, TE Funded Yardley Stairs Rehabilitation Project**. Mr. Tango also submitted historic research documentation with cover letter dated **March 25, 1999**, received at this office **March 30, 1999**.

Mr. Robin Schroeder, FHWA
Yardley Stairs TEA-21, TE Funded Rehabilitation Project
City of Union City, Hudson County
Log #99-1246, HPO-E99-116
May 21, 1999
Page 2 of 2

800.4 Identifying Historic Properties

The historic research documentation submitted by the project consultant was adequate to identify one (1) historic architectural property eligible to be listed in the National Register of Historic Places (NRHP) within the APE. As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that **Old Hillside Road Trolley Horseshoe Curve**, which scales the face of the Palisades from Fourteenth (14th) Street in Hoboken City, up to Palisades Avenue at the intersection of Sixth (6th) Street in Union City, Hudson County, is eligible to be listed in the NRHP under NRHP Evaluation Criterion A, because it was a critical transportation link between Union City (formerly West Hoboken) and Hoboken which facilitated the development of Union City at the top of the Palisades, and Criterion C, because it is a rare surviving local architectural engineering structure which made it possible for motorized trolleys to negotiate the acutely abrupt rise in elevation from the banks of the Hudson River to the top of the Palisades.

The trolley system as it developed in Union City (formerly West Hoboken and Union Hill) provided a critical link between Hoboken's ferry system and the nascent local industries that sought to distribute their products. The trolley system was begun in 1860 by John H. Bunn, Jacob Schwertzer, and Nicolas Goelz, who named their organization the Hoboken and Weehawken Horse Car Railway. By 1862, the West Hoboken line numbered eight (8) cars and five and eight tenths (5.8) miles of track, which ran along commercial streets such as Bergenline Avenue. A new trolley line was opened on November 19, 1893, between Hoboken and Union City, which became know as "Hillside Road", and served trolley cars that ran from the Fourteenth (14th) Street Hoboken ferry up the Palisades to Union City.

Yardley Stairs (Hillside Terrace Pedestrian Walkway) appears to have been constructed along the Hillside Road alignment as part of the 1906-1912 Manhattan Viaduct building campaign to provide pedestrian access from Palisades Avenue at the intersection of Sixth (6th) Street in Union City, down the Palisades to the viaduct, and subsequently to Hoboken. The stairs are visible physical vestiges of the original viaduct which was reconstructed ca. 1991-1992.

800.5 Assessing Effects

Based on the project documentation submitted to the HPO for staff review and concurrence, HPO staff have determined that that project as currently designed will have no adverse effect on **Old Hillside Road Trolley Horseshoe Curve** with the condition that project construction specifications including construction drawings in plan and elevation with details and specifications, and project specifications bid manual, be submitted to the HPO, prior to the bidding process, for staff review and concurrence that the project is in compliance with the

Mr. Robin Schroeder, FHWA
Yardley Stairs TEA-21, TE Funded Rehabilitation Project
City of Union City, Hudson County
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May 21, 1999
Page 3 of 2

Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings.

I look forward to continuing consultation for this TEA-21, TE funded project when construction documents are finalized and submitted to the HPO. If you have questions concerning this project review, please call HPO staff Carl Nittinger at 609-984-0141.

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG/cn
Log #99-1246
c:\My documents\TEA-21, TE\99\HPO-E99.116
c. V. Martinez, FHWA
A. Fekete, BES, NJDOT
L. Rappleye-Marsett, NJDOT
P. Varrelman, NJDOT, Local Aid Region 2
R. Tango, Schoor Depalma, Inc.
G. Kaufman, City of Union City, Office of Public Relations



State of New Jersey

Department of Environmental Protection

Division of Parks & Forestry, Historic Preservation Office

PO Box 404, Trenton, NJ 08625-0404

TEL: (609) 292-2023 FAX: (609) 984-0578

www.state.nj.us/dep/hpo

James E. McGreevey
Governor

Bradley M. Campbell
Commissioner

HPO-J2002-6
October 2, 2002
Log # 02-2934

Mr. Jack McQuillan
Manager
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
Post Office Box 600
Trenton, New Jersey 08625-0600

Dear Mr. McQuillan:

The Historic Preservation Office (HPO) appreciates having the opportunity to provide guidance regarding the evaluation of historic architectural resources as part of the *Penns Neck Area Environmental Impact Statement (EIS)*. These comments are in response to your request for technical review comments on the submitted *Historic Architectural Survey Revised Draft Report* (2 volumes) dated August 2002. This draft report examines architectural historic properties in West Windsor Township, Mercer County and Plainsboro Township, Middlesex County. Volume I includes the research design and historical overview along with individual evaluations of 19 newly surveyed historic architectural resources. Volume II reproduces the previous historic architectural survey reports.

The technical review comments that follow involve four (4) newly surveyed architectural properties, two (2) previously surveyed architectural properties, and one (1) property outside of the currently delineated Area of Potential Effects (APE):

12 Washington Road (David S. Voorhees Farmhouse)
45 Station Drive (Princeton Junction Hotel)
Nassau Interlocking Tower (Pennsylvania Railroad)
536 Alexander Road (Scott Berrien House)
258 Washington Road
3740 Brunswick Pike (David Sarnoff Research Center)
137 Washington Road.

Newly Surveyed Properties

The HPO commends the staffs of the New Jersey Department of Transportation (NJDOT) Bureau of Environmental Services (BES) and the cultural resources consultant, John Milner Associates, for providing an informative and very well organized survey of historic architectural properties. The inclusion of an APE map with each individual survey form materially assists the reviewer in understanding the location of the individual property within the study area. The delineation on the large format APE map of known historic properties, as well as newly and previously surveyed properties, is equally helpful. The HPO suggests that the following issues or concerns be addressed in the preparation of the final *Penns Neck Area EIS Historic Architectural Survey*.

12 Washington Road.

The Mercer County historic sites survey of 1988 identified a historic house at 14 Washington Road that appears to match the description of the house at 12 Washington Road. The survey form concluded that "It is one of the best preserved nineteenth century houses in Princeton Junction and is now adaptively used." A copy of the survey form is attached to this letter. The relation of the 12 and 14 Washington Road evaluations should be resolved and the significance and integrity of this property should be reconsidered.

45 Station Drive

This property is identified as 28 Station Drive in the Mercer County historic sites survey of 1988 (survey form 1113-L-71 included with Volume 1 of the current draft report). The survey form identifies the building as a part of the nineteenth century community of Princeton Junction. Although the building is in an advanced state of disrepair, additional information regarding the history and significance of the property as it relates to Princeton Junction and the Pennsylvania Railroad station should be presented. The final revised survey form should confirm the appropriate address and municipal block and lot number.

Nassau Interlocking Tower

Previous HPO correspondence to the NJDOT regarding the Alexander Road Bridge replacement project noted a potentially eligible railroad historic district within that project's APE. The Pennsylvania Historical and Museum Commission (Pennsylvania State Historic Preservation Office) identified the National Register of Historic Places (NRHP) eligible Pennsylvania Railroad New York to Philadelphia Historic District in an August 11, 1994 consultation letter to the Federal Highway Administration. The opinion of eligibility originated with the *Bucks and Philadelphia County I-95 Intermodal Mobility Project* and this railroad historic district is acknowledged as a NRHP eligible and Section 4F property in the *Pennsylvania Turnpike*

Interstate 95 Interchange Project Environmental Impact Statement and Section 4F Evaluation prepared and issued by the U.S. Department of Transportation, Federal Highway Administration (Pennsylvania Division). Because the railroad is significant for connecting New York and Philadelphia and providing an elevated (or grade separated) and electrified right of way between these two major cities, its significance, integrity, and character defining features within New Jersey should be considered comparable. Additionally, the *Camden and Amboy Railroad Historic Districts Study* (Volumes I and II, July 2001), prepared for the New Jersey Department of Transportation, also concluded that the Trenton to New Brunswick segment of the Northeast Corridor Line (former Pennsylvania Railroad) possesses historic significance and integrity.

The elements that should be considered contributing to, or part of the character and setting of, a Pennsylvania Railroad (New York to Philadelphia) Historic District include surviving historic interlocking towers, overhead and undergrade bridges, catenary and electrical system structures, and railroad stations, facilities, and branch or side tracks. The submitted draft report appropriately notes that interlocking towers are a "rare and important building type." Although the interior operating machinery has apparently been removed, the building retains its original exterior character and details. As one of only seven Pennsylvania Railroad (New York to Philadelphia) mainline interlocking towers remaining in New Jersey, Nassau interlocking tower should be considered contributing to the integrity, character, and setting of a potentially NRHP eligible Pennsylvania Railroad (New York to Philadelphia) Historic District. Information confirming the date of construction of Nassau interlocking tower should be included in the final report. The relationship of the County Route 571 Bridge (structure # 1117150) over the railroad to the potentially eligible Pennsylvania Railroad (New York to Philadelphia) Historic District should also be examined in the final report.

536 Alexander Road (Scott Berrien House)

The Historic Preservation Office has received a preliminary National Register of Historic Places nomination for Berrien City, a potential historic district located about 1,200 feet outside of the delineated APE. The relationship between the 536 Alexander Road home of Scott Berrien and the development of Berrien City should be investigated.

Previously Surveyed Properties

Previous HPO consultation did not offer specific or overt comments on the evaluations of 258 Washington Road and 3740 Brunswick Pike (David Sarnoff Research Center). The formal consultation comments contained in HPO-H98-1 (August 5, 1998) expressed the belief that the evaluation of historic properties required soliciting and considering comments from individuals and organizations with an interest in or a knowledge of historic properties. With the understanding that the Penns Neck Area EIS is actively seeking review agency and public comments on all previously and newly surveyed properties, the HPO recommends that the evaluations of 3740 Brunswick Pike

(David Sarnoff Research Center) and 258 Washington Road consider the comments of consulting parties and the public, as well as the information available on Internet sites focusing on radio, television, and electrical engineering history.

3740 Brunswick Pike (David Sarnoff Research Center)

The evaluation of the historic significance and integrity of this property requires additional consulting party and public review and discussion. Information readily available on the Internet sites of the Sarnoff Corporation, Institute of Electrical and Electronics Engineers (IEEE), New Jersey Institute of Technology (Inventors Hall of Fame), and American Memory Collection of the Library of Congress highlights the significance of the facility. A copy of some of the easily accessible information is enclosed. The New Jersey State Library also possesses a copy of a Radio Corporation of America publication entitled "1942-1967, Twenty-Five Years at RCA Laboratories," authored by the Radio Corporation of America and cataloged in the Jerseyana collection as J607.2 R129.

258 Washington Road

The Mercer County historic sites survey of 1988 identified this house as "...a good intricate example of its type. Although several small charming bungalows survive in West Windsor, primarily in this expanded Penns Neck area and in the 1920s Berrien City development, it is rather unusual to find a large bungalow in this region." A copy of the survey form for this property is enclosed for inclusion in any subsequent documentation regarding 258 Washington Road.

Property Outside of the Currently Delineated APE

137 Washington Road

Although currently outside of the APE of the cultural resources study, please note that the Mercer County survey of 1988 identified this house as "one of the most distinctive houses in the Washington Road/Penns Neck vicinity..." A copy of the survey form for this property is enclosed for inclusion in any subsequent documentation for this property.

Additional Comments

The HPO looks forward to participating in public and consulting party discussions and consultation regarding the evaluation of historic properties within the Penns Neck Area EIS study area. The final revised cultural resources report should acknowledge, in accordance with the public involvement plan, the comments and/or information provided by consulting parties and individuals and organizations with a knowledge of or an interest

in historic properties within the project APE. The documentation of public participation in the evaluation of historic resources and project effects will substantially enhance the quality and timeliness of the Section 106 consultation.

Should you need any further assistance in identifying or evaluating potential architectural historic resources or if you have any questions regarding these comments, please contact Charles Scott at (609) 633-2396 or Steve Hardegen at (609) 984-0141.

Sincerely,



Dorothy P. Gazzo
Deputy State Historic
Preservation Officer

Attachments / Enclosures (8)

- C: Marc Matsil, NJDEP
- Art Silber, NJDOT
- Tony Sabidussi, NJDOT
- Lauralee Rappleye-Marsett, NJDOT
- Environmental Coordinator, FHWA
- Young Kim, Area Engineer, FHWA
- Consulting / Interested Parties
- Leslie Roche, DMJM+Harris
- Jon Carnegie, Rutgers

CS/C/NJDOTJ2002-6PennaNeck



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

November 12, 1998
HPO-K98-29

Mr. Paul McGinley
McGinley Hart & Associates LLP
77 North Washington Street
Boston, MA 02114

Dear Mr. McGinley:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51 FR 31115-31125), I am providing continuing **Consultation Comments** for the following project:

**New Jersey, Multiple Counties
Amtrak Signal Towers and Vent Shafts - Consolidation and Life Safety Improvements
(North (Hudson) River Tunnels - Life Safety and Vent Shaft Improvements)
Federal Railroad Administration**

I am writing in response to your submission of plans for the vent shaft components of the above referenced project, which involve replacement of existing vent shaft structures to improve ventilation and emergency smoke evacuation, as well as improve emergency egress. Previous consultation comments (HPO-B97-16, 2/6/97) responded to your submittal of the report, *Report on Historical Considerations, Selected Amtrak Sites, New York & New Jersey*, by DeLeuw, Cather & Company, July 31 - August 1, 1996 (Report).

800.4 Identifying Historic Properties

In the above referenced comments, the HPO identified as eligible the Pennsylvania Railroad New York Extension Historic District. Upon further review, and in light of prior cultural resource evaluations that found this district ineligible, with which the HPO concurred, it is my revised opinion that the district does not survive with sufficient integrity to be considered an eligible historic district.

It is also my revised opinion that the **North (Hudson) River Tunnels, Milepost 3.0, Bergen Portal, to 10th Avenue Portal, Amtrak NEC, Hudson County, Jersey City and Weehawken Township to New York City, New York, are themselves eligible** under Criterion C as intact and significant early 20th century railroad engineering structures which combined advances in tunneling technology with advances in railroad electrification to form the first major direct railroad connection between New York and New Jersey. The tunnels were associated with the Pennsylvania Railroad's New York Extension representing the continued expansion of the railroad and were planned as part of overall improvements in the New York metropolitan corridor (Criterion A). *Union City North Bergen Twp.*

My opinions for the other historic properties identified in our previous comments remain unchanged, and will be addressed in future consultation regarding signal tower consolidation.

P. McGinley
November 12, 1998
HPO-K98-29

Page 2

800.5 Assessing Affects

I concur with your finding that the project will have **no adverse effect** on identified historic properties provided that, prior to demolition, the photographic and descriptive documentation outlined in Section C (page 8) of the Report is completed, and will be incorporated into future overall documentation as described in Section B (page 7).

Thank you for your participation in the Section 106 process. I look forward to continued consultation as design progresses on additional phases of the project. Please call Kinney Clark of this office should you have any questions (609-292-2023).

Yours truly,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DG/kc99-0119

c Alex Chavrid, Office of Railroad Development
Julian W. Adams, NY HPO
C. Scott, NJ HPO



State of New Jersey

Department of Environmental Protection

Division of Parks & Forestry
Historic Preservation Office
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FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

Christine Todd Whitman
Governor

HPO-K99-95
November 17, 1999

Mr. Steve Hochman
Environmental Team Leader
Division of Project Management
New Jersey Department of Transportation
P O Box 600
1035 Parkway Ave
Trenton NJ 08625-0600

Dear Mr. Hochman:

As Deputy State Historic Preservation Officer (SHPO) for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on 18 May 1999 (64 FR 27073-27084), I am providing continuing consultation comments for the following proposed undertaking:

**Replacement of US Route 1&9 and NJ Route 3 over Amtrak
Roadway Improvements US Route 1&9 and NJ Route 3
North Bergen Township, Hudson County**

Summary: Previous consultation concluded that the project will have no adverse effect upon Pennsylvania Railroad Substation Number 3 and no effect upon North River [Pennsylvania Railroad] Tunnel West Portal. Additional historic properties, Structure 0917150, the **Route 3 [I-495] Viaduct over US Route 1&9 and Conrail**, and the **Route 3 [I-495] Highway Approach to Lincoln Tunnel Historic District**, are eligible for listing in the National Register of Historic Places. **This is a new SHPO Opinion.** Neither of these two newly identified historic properties or any archaeological historic properties will be affected by the project.

800.4 Identifying Historic Properties

These comments are in response to your letter dated **October 15, 1999**, received at this office **October 18, 1999**, with a revised cultural resources report prepared by Hunter Research, Trenton, New Jersey, August 1999 (Revised October 1999) accessioned in the Historic Preservation Office (HPO) library as **HUD F 296c**. Previous consultation

Mr. Steve Hochman, Environmental Team Leader
Division of Project Management, NJDOT
November 17, 1999
Page 3 of 3

800.4 (d) Results of Identification and Evaluation

Previous consultation (HPO-D96-108, April 23, 1996) concluded that the project will have no adverse effect upon Pennsylvania Railroad Substation Number 3 and no effect upon North River [Pennsylvania Railroad] Tunnel West Portal. I concur with the submitted documentation that the project will also have no effect upon either the **Route 3 [I-495] Highway Approach to Lincoln Tunnel Historic District** or the **Route 3 [I-495] Viaduct over US Route 1&9 and Conrail**. I also concur with the conclusion that no archaeological historic properties have been identified within the APE of the proposed project. Translated into the current language of 36 CFR Part 800, Protection of Historic Properties, **no historic properties will be affected** by the project.

If you have any questions regarding these comments, please contact HPO staff Michael Gregg for archaeology (633-2395) and Charles Scott for architecture (633-2396).

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG:/CS
c:/ C/K99-95
Log # 99-2178
R. Prescott, FHWA
A. Fekete, NJDOT, BES
I. Sypko, NJDOT



Federal Emergency Management Agency

WTC Federal Recovery Office Annex

80 Centre Street, 3rd Floor

New York, NY 10013

FEMA-1391-DR-NY

February 21, 2003

Ms. Dorothy Guzzo
State Historic Preservation Officer
New Jersey Department of Environmental Protection
Historic Preservation Office
Trenton, New Jersey 08625-0404

03-1097-1
HPO-B2003-169 PROD

RE: Proposed Transportation Security Measures,
Lincoln Tunnel, Weehawken, Hudson County,
New Jersey
1391-0007

Dear Ms. Guzzo:

The Federal Emergency Management Agency (FEMA) is reviewing applications for funding through its Hazard Mitigation Grant Program (HMGP). Among these applications is the May 15, 2002 proposal from the Port Authority of New York and New Jersey. Pursuant to Section 106 of the National Historic Preservation Act of 1966, FEMA is seeking the comments of the New Jersey State Historic Preservation Office (SHPO) about the above-referenced HMGP project.

It is our understanding that specific components of the Lincoln Tunnel have been previously determined eligible by the New York and New Jersey SHPO's including the north ventilator at the foot of 39th Street in Manhattan and the ventilation building and the entrance to the tunnel in New Jersey. This information is found in the New York Building Structure Inventory Form completed in September 1989 for site #26101-1352, and in a letter from the New Jersey Deputy Historic Preservation Officer, James F. Hall, to Ms. Chitra R. Radin of New Jersey Transit, dated February 28, 1991.

After the Holland Tunnel, the Lincoln Tunnel was the second tunnel constructed by the Port Authority of New York connecting Manhattan with New Jersey. The Lincoln Tunnel, located between 29th Street in Manhattan and Weehawken, New Jersey, consists of three separate tubes: the center tube, completed in 1937, the north tube, completed in 1945, and the south tube, completed in 1957. The three tubes provide great flexibility in handling forty million vehicles a year, making it the busiest tunnel in the world.

The overall lengths of the tubes (between portals) are 7,482 feet for the north tube, 8,216 feet for the center tube, and 8,006 feet for the south tube. Contributing features of the Lincoln

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Tunnel include the entrance portals, the tubes, and the above-ground ventilation structures. The maximum depth of the tunnel, mean high water mark to the roadway, is 97 feet. The tubes are of cast iron construction with the exterior diameter of 31 feet. The interior walls are lined with glazed tile.

The Lincoln Tunnel was designed by Architect Aymar Embury II (1880-1966) and its construction was supervised by civil engineer Othmar H. Ammann (1879-1965). Embury was an avowed traditionalist who studied architecture and engineering. During the 1930's, Embury was associated with Robert Moses and became the architect in charge of a large number of public work projects. Besides the Lincoln Tunnel, these include the Triborough and the Bronx-Whitestone Bridges, the Central Park Zoo, the Prospect Park Zoo, and a number of swimming pools in New York City parks. On several of these projects, Embury worked in association with Ammann, the chief engineer of the Port of New York Authority and the Triborough Bridge and Tunnel Authority. Ammann was one of America's leading engineers and was responsible for many of New York City's great bridges and tunnels, including the George Washington Bridge, Triborough, Bronx-Whitestone, Throgs Neck, and Verrazano-Narrows Bridges.

As discussed during our meeting with representatives of the New York SHPO and the New Jersey SHPO on February 12, 2003, FEMA considers the Lincoln Tunnel eligible for listing in the National Register of Historic Places under Criterion C in the area of engineering and under Criterion A in the areas of automobile transportation and regional planning. The tunnel's period of significance is 1937-1957. Furthermore, as discussed during our meeting with the New York and New Jersey SHPO representatives, we believe that the proposed improvements will have No Adverse Effect to historic properties if the following condition is met:

1. All approach signage will be freestanding and placed so as not to obscure the views of the tunnel portals.

In the interest of expediting the review of this project, we seek your concurrence with our finding of effect for the above-referenced HMGP Application. If your office concurs with this finding of effect, please sign on the line below and return the original copy of this letter to the address above. Should you have questions about this project, please contact me at (212) 680-3628, or Jeffrey Durbin, FEMA TAC Architectural Historian, at (212) 693-7450.

Sincerely,



Robert Tranter
Regional Environmental Officer

RT:jld

Based on our review of the proposed scope of work for this undertaking, I concur with the above determination that the Lincoln Tunnel is eligible for listing in the National Register

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of Historic Places, but that the undertaking will have No Adverse Effect to historic properties if the above-described condition is followed:

Dorothy Muzzy
Name:

Deputy State Historic Pres. Officer
Title:

2/25/03

**ATTACHMENT G: ADDITIONAL DOCUMENTATION FOR PREVIOUSLY KNOWN
RESOURCES – PROJECT COMPONENT G**

G.1

a 2. 8th Street Passenger Depot

Basic measurements, photographs, and visual observation were made of this structure. It is a masonry building 73 feet long (with a bay window for tickets projecting 3½ feet at the east end and 28½ feet wide, under a shed roof 96 feet by 38½ feet which was originally supported by a dozen columns and four large pillars. The tower, which is about 10 feet square, reaches a maximum height of about 36 feet, with an additional 10 feet of aerial. A gable roof crests at 24 feet, but there is no upper floor space in use. A cellar underlies most of the building.

In 1906 ¹ an addition was made to the shelter roof at the east end. This extended from 25 to 40 feet south-east at an angle, supported by eight additional columns and covers a news kiosk and two sets of stairs which lead to a pedestrian underpass to a shelter which used to stand opposite the depot across the set of tracks. This underpass has recently been boarded over, to prevent juvenile misuse of the tunnel. ²

1.Dated in the cement.

2. Interview of 9 July, 1975, with Mr. Walter Zjawin Freight Manager, CRRNJ Bayonne Passenger Depot.

is basically intact, except for a redesigned front (south) entrance, which was part of the 1948 renovation. The slate roof and masonry are sound, although some gutters should be replaced. The wooden office, which is discordant with the rest of the building as badly weathered.

A number of pleasing details of design, such as the rustic masonry with tooled edges on the arches, and quatrefoil rosettes, are shown in photographs. This depot design uses the "tower motif" which is best marked on the Central Railroad of New Jersey Depot in Elizabeth, and became a trademark of the Railroad. As such, and in view of the good structural condition, the aesthetic balance of the design, and the way it represents the H.H. Richardson era of American architecture, this station should be preserved.

Location : Map Coordinates. N 663,680
(tower) E 2,149,230

and alter its setting, and will;

(e) contribute to neglect of the property resulting in its deterioration.

Avoidance : The effects could be at least mitigated, if not avoided by design of Route 169 so that it is (A) at or below the present surface of the railbeds and depot, and (B) is as far away from (south of) the Depot as possible. The building could be moved, but presumably the cost of relocating a masonry structure is great, and masonry does not lend itself easily to such treatment. The depot should be preserved in its present location, in its present surroundings as far as possible, and should also be measured to record its features.

Preservation Priority Rating A.

Passenger Depot at Somerville, N. J., Central Railroad of New Jersey. The passenger depot of the Central Railroad of New Jersey at Somerville, N. J., shown in Figs. 558 to 560, designed by ~~Mr. Frank W. Bodine, Architect, Asbury Park, N. J.,~~ and built under the direction of ~~Mr. Wm. H. Padden, Superintendent, C. R. R. of N. J.,~~ is a stone building, with slate roof, the main portion of the building being only one story high. The ground-plan shows a general waiting-room, 21 ft. X 32 ft.; a ladies' waiting-room, 15 ft. X 16 ft., with toilet-room attached; a smoking-room, 12 ft. X 15 ft., with gentlemen's toilet-room attached; a baggage-room, 12 ft. X 17 ft.; and a ticket and telegraph office. The rooms on the upper floor are utilized for offices. The stone used in the building is light-

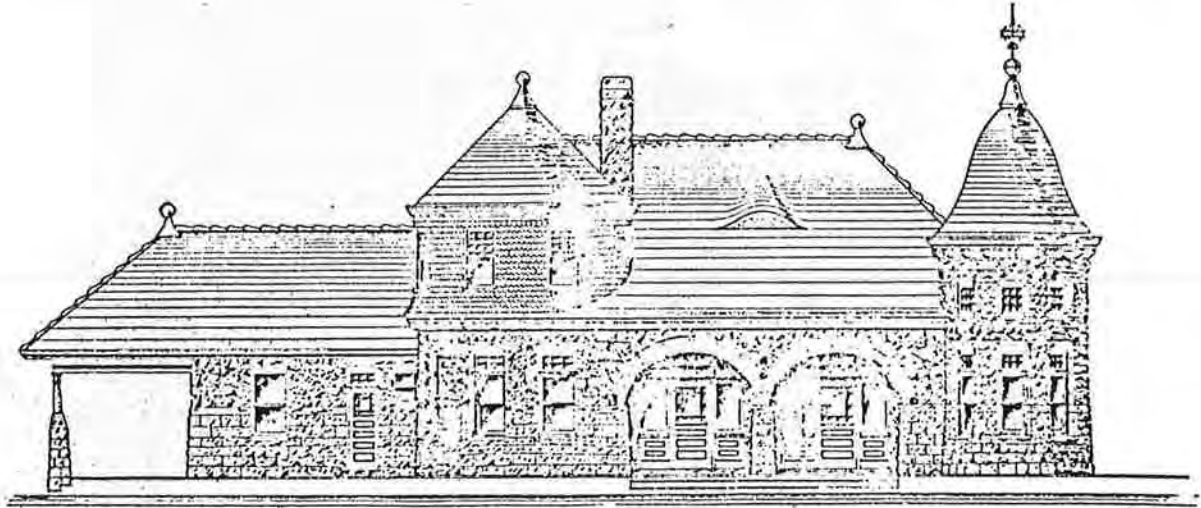


FIG. 558.—FRONT ELEVATION.

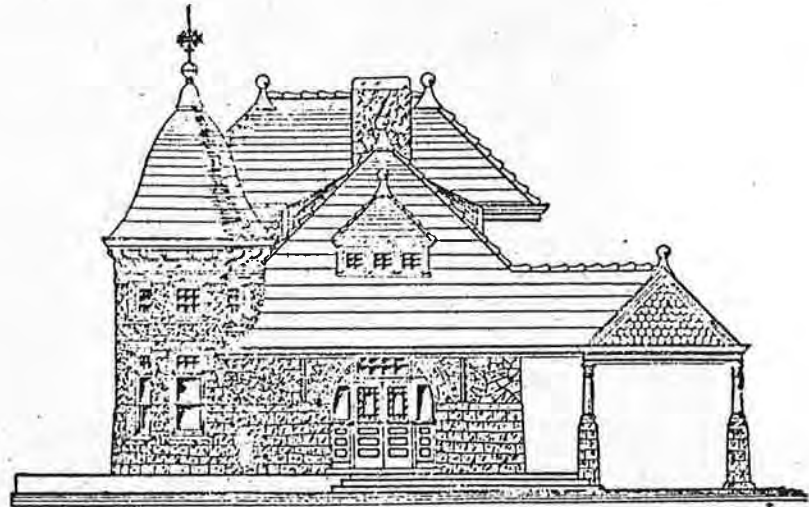


FIG. 559.—END ELEVATION.

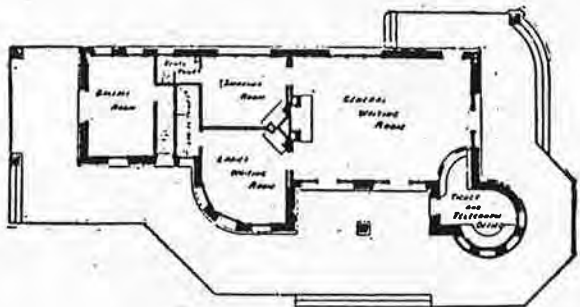
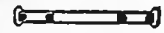


FIG. 560.—GROUND-PLAN.

colored Jersey sandstone. The interior is finished in wood. The building is lighted by electricity and heated by steam. There is a *porte cochère* at one corner of the building.

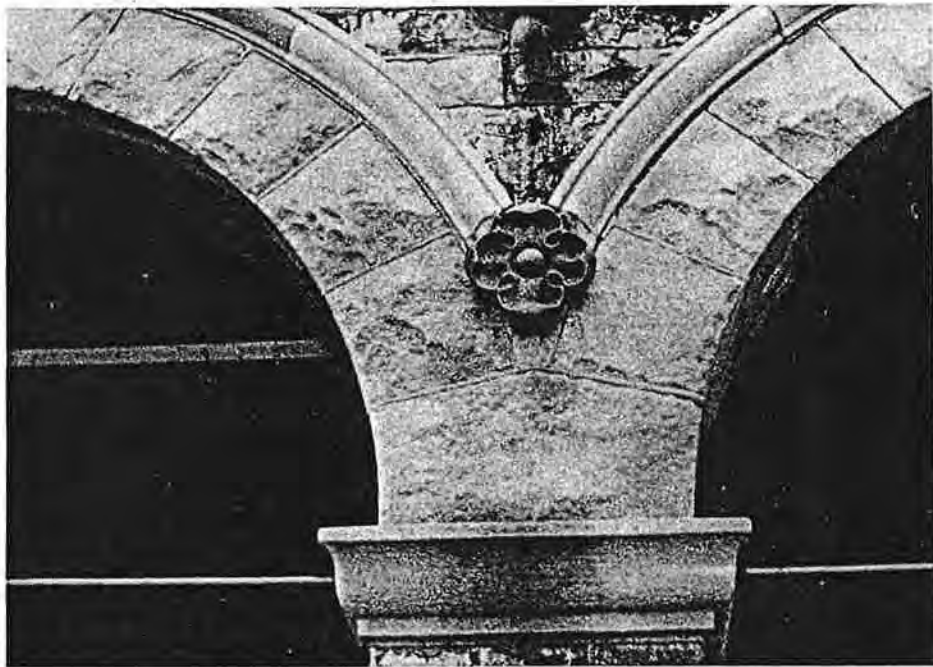
C.R.R.N.J. passenger Depot at Somerville, showing arches and spire on tower like those on 8th St. depot.



View of the east end of the 8th Street Depot, showing 1906 addition which covers News Stand, and Stairs (by three standing figures).



Detail of roof and front arch of West face.



Detail of cut stone window arch, and remaining glass panes on south side of station.

G.2

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0962156 COUNTY: HUDSON OWNER: STATE AGENCY ROUTE: 4009

MILEPOINT: 000000 TOWNSHIP: JERSEY CITY

FACILITY CARRIED: GATES AVE

NAME/FEATURE INTERSECTED: GATES AVE OVER CONRAIL BAYONNE BRANCH

TYPE: THRU TRUSS

DESIGN: WARREN

MATERIAL: STEEL # SPANS: 002 LENGTH: 000183 WIDTH: 0178

DATE OF CONSTRUCTION: 1906 ALTERATION: SOURCE: NJDOT

DESIGNER/PATENT: CNJ RR OFFICE OF ENGINEER BUILDER: UNKNOWN

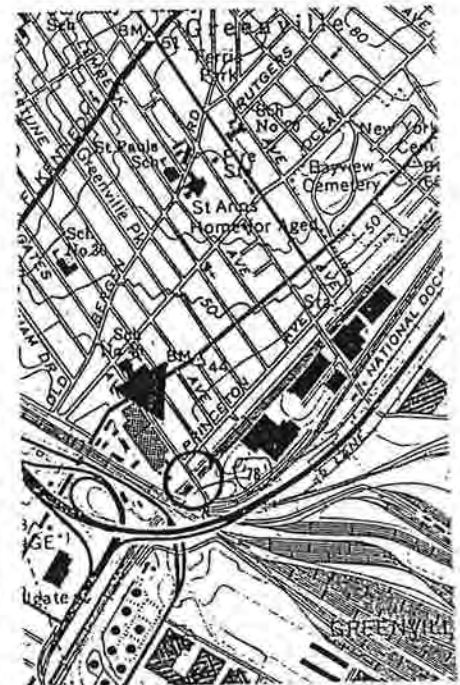
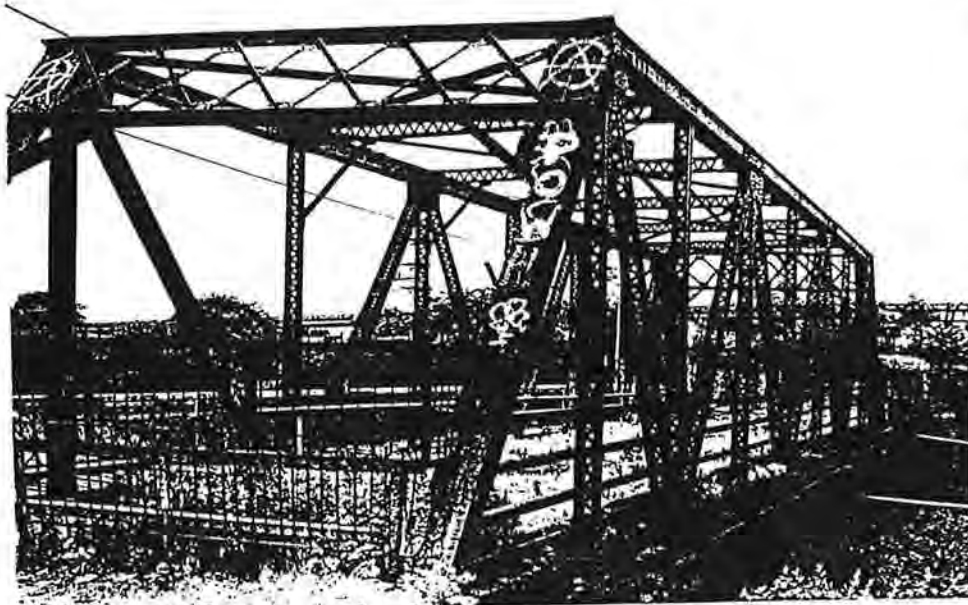
SETTING/CONTEXT: The bridge carried a city street over the multitracked main line of the CNJ railroad. It is now closed, and the railroad is reduced to a Conrail freight branch. The span is located on the east edge of an undistinguished urban residential area of late-19th and early-20th century rowhouses, all remodeled. To the east is vacant land formerly used for railroad purposes, and a busy highway (NJ 440).

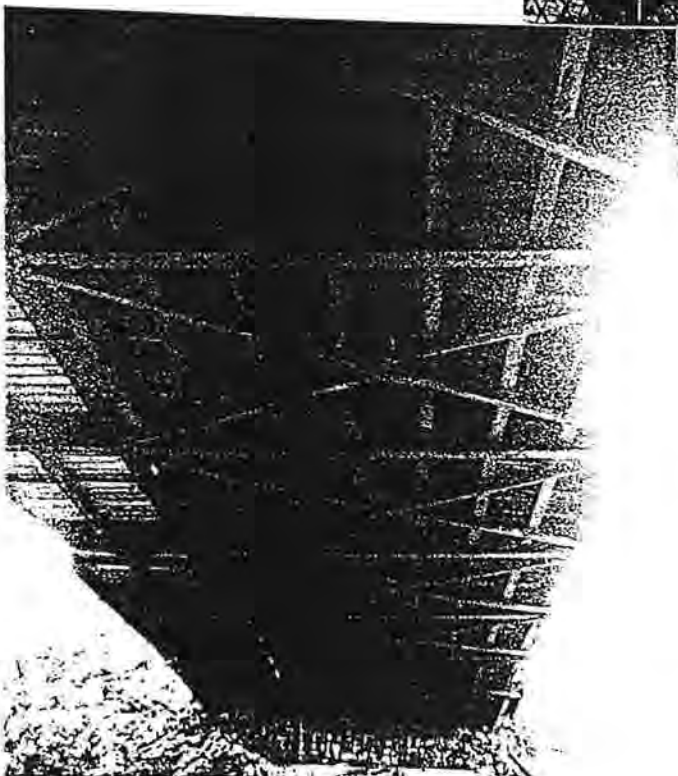
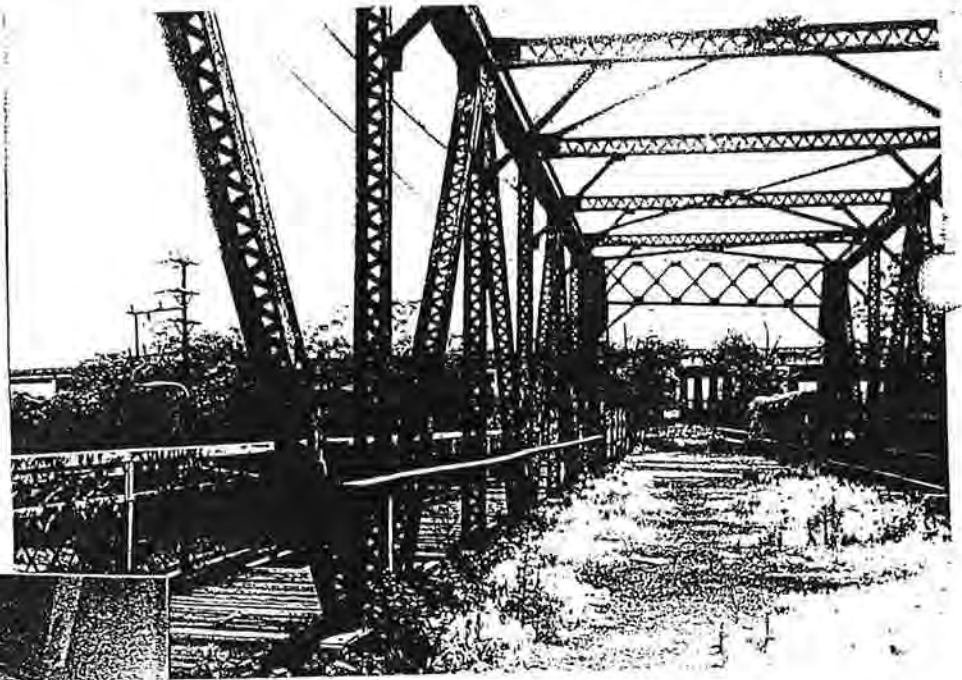
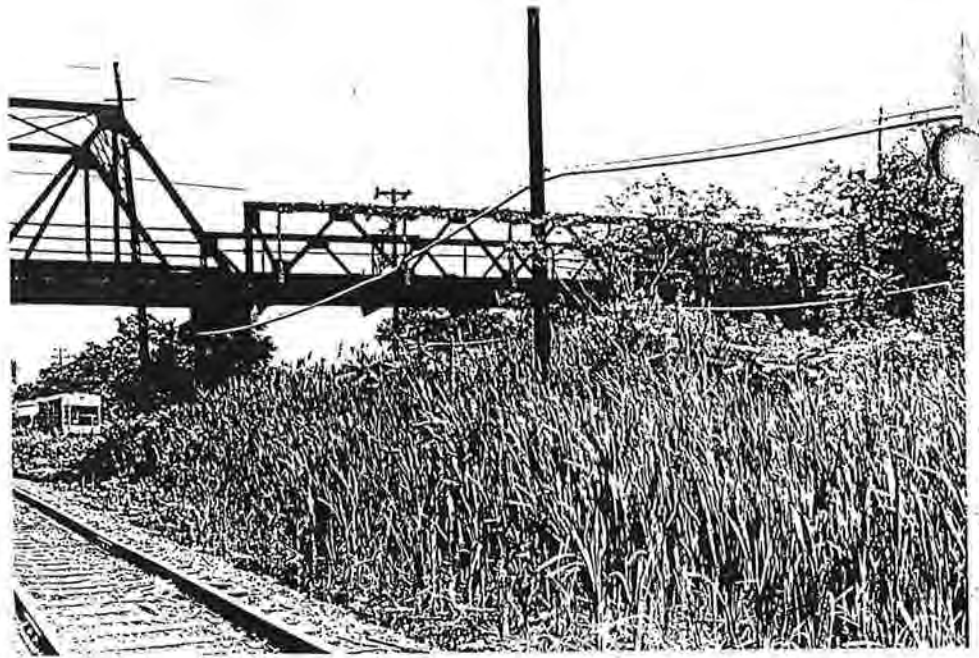
CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Not Eligible

SUMMARY: The 2-span rivet-connected bridge is composed of a Warren thru truss and a Warren pony truss supported on a stone abutment on the south and a concrete abutment on the north. Neither span exhibits unusual design details, but they are good, unaltered examples of their type and are thus technologically distinguished. The bridge is one of three thru trusses built in the vicinity by the CNJ RR between 1901 and 1910. Similar bridges built for the CNJ are in Union County.

PHOTO:201:28-31 REVIEWED BY: TF/AGL DATE: 06/07/19 QUAD: Jersey City





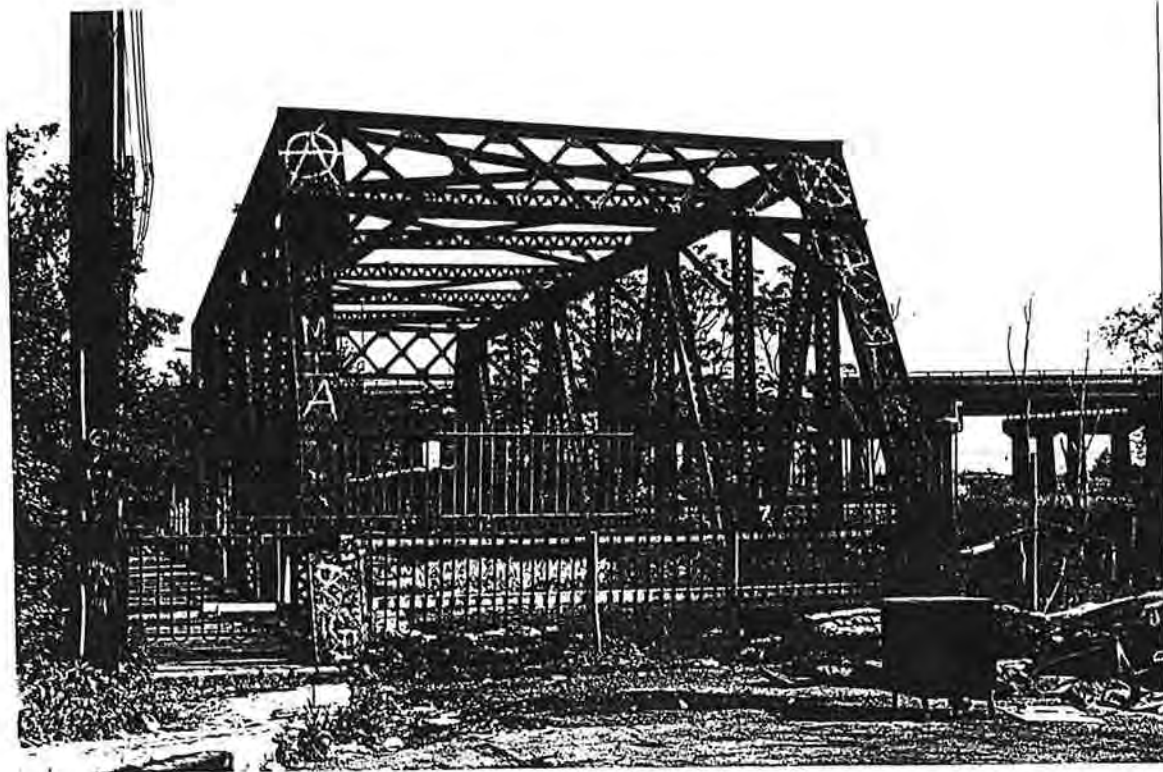
0962156

Bibliography: Anderson, Elaine. The Central Railroad of New Jersey's First 100 Years. Center for Canal History and Technology. 1984.

Physical Description: The slightly skewed 2-span bridge is composed of one 5-panel rivet-connected Warren thru truss span and a Warren pony truss approach span. The pony truss is unusual in that the end posts are not inclined. The southern abutment is stone while the one on the northern end is concrete. A built-up steel bent supports the middle portion. The verticals and diagonals of the thru truss are composed of laced back-to-back angles while the inclined end posts and top chord are built-up box sections. The portal braces are lattice, and the lateral braces are laced. The cantilevered sidewalk on one side only is enclosed with the original lattice railing. The bridge is closed to all traffic, but it appears to be in unaltered condition. Its details are not distinctive and are typical of the early 20th century.

Historical and Technological Significance: The 1906 two-span bridge is a representative example of common bridge types; the Warren thru truss and the Warren pony truss. Neither span exhibits any distinctive construction details. They are both typical of the type and details used by the CNJ throughout both Hudson and Union counties.

Historically the bridge chronicles Hudson County's important position in the transportation history of the greater metropolitan area, as do the four other metal trusses bridges the line built that survive in the county (0900003, 0962152, 0962154, 0962155). The county is rich in major rail corridors because of its location opposite New York City. The Central Railroad of New Jersey was chartered in 1847, after which it developed its route from Elizabeth to Jersey City and west to the anthracite coal region of eastern Pennsylvania. The route to Jersey City was completed in 1864. The bridge carries a city street over the former CNJ main line to an industrial area containing primarily the CNJ's locomotive facilities, once said to be the largest in the U.S. The yard, begun in the 1860s, was developed on filled land to handle passenger as well as freight trains. All elements of that facility were destroyed in the creation of Liberty State Park. This is one of four thru truss bridges the CNJ built in the area between 1901 and 1910. 0962152 (Communipaw Avenue bridge built in 1908) was evaluated as significant. That bridge was demolished by the railroad in 1992. CNJ thru truss bridges of similar age, type, and design are also extant in Union County.



Gates Avenue Bridge -Gates Avenue over the Bayonne Branch. The Gates Avenue Bridge is an open hearth steel through riveted skew truss bridge. The bridge was built in 1906 by the Central Railroad of New Jersey and is located at milepost 3.65 of the Bayonne Branch. The bridge is constructed of plate girder floor beams, I - beam stringers and a timber planking deck. A cantilevered timber plank 6 foot 6 inch wide sidewalk with the original lattice railing remains intact. A Lehigh Valley span formerly joined this bridge at the south end making it a continuous bridge. Although in poor condition, the bridge appears to be relatively unaltered. The bridge is closed to both pedestrian and vehicular traffic. This area is currently used by local buses as an unofficial turn around and waiting area.

Truss bridges were the cheapest and most efficient method of spanning distances of more than 100 feet. Developed by two Englishmen in 1848, the Warren truss was a simpler and more economical metal truss than the earlier and more commonly used Pratt truss.

There are few steel truss railroad bridges that remain intact in the State of New Jersey. NJ TRANSIT's 1991 Historic Bridge Survey found only nine through truss bridges remaining on the currently operating system.

In accordance with the National Register criteria for eligibility for railroad bridges developed by NJ TRANSIT and the New Jersey Historic Preservation Office, Gates Avenue Bridge is eligible for the National Register under Criterion C, as one of the few remaining intact examples of an through Warren truss with very few alterations. The Gates Avenue Bridge is endangered as an abandoned structure.

PROPERTY:

p. Conrail Bridge 2.32 over Pacific Avenue (SHPO Opinion: 10/26/95)

Conrail Bridge 2.32 over Pacific Avenue is eligible for listing on the National Register under Criterion C as an excellent and intact example of a Pratt riveted through truss railroad bridge. The bridge is also a contributing structure to the Morris Canal Historic District.

Its character defining features are:

1. Cut stone abutments
2. Riveted through trusses
3. Its setting over Pacific Avenue and the former Morris Canal alignment

PROJECT

The LRT with its trackway, vehicle, catenary wires and poles will travel approximately 400 feet south of Conrail Bridge 2.32.

EFFECTS ASSESSMENT

APPLICATION OF CRITERIA OF EFFECT (36 CFR 800.9 (a))

The introduction of the LRT will not alter the characteristics of the property that may qualify it for the National Register. The introduction of the LRT will not alter features of the property's setting or use that contribute to its significance.

Due to the distance from this resource, the LRT will have no effect on the Conrail Bridge 2.32 over Pacific Avenue.

PROPERTY:

q. Conrail Bridge 2.77 (SHPO Opinion: 2/17/95)

Conrail Bridge 2.77 is eligible for the National Register under Criterion C as an intact example of a riveted truss railroad bridge - a once common bridge type, few of which survive today. Its character defining characteristics are:

1. The two span riveted steel through truss bridge members
2. The severe skew
3. Its setting over the former CNJ Communipaw Avenue Railroad and Ferry Terminal approach tracks (now filled)

Conrail Bridge 2.77

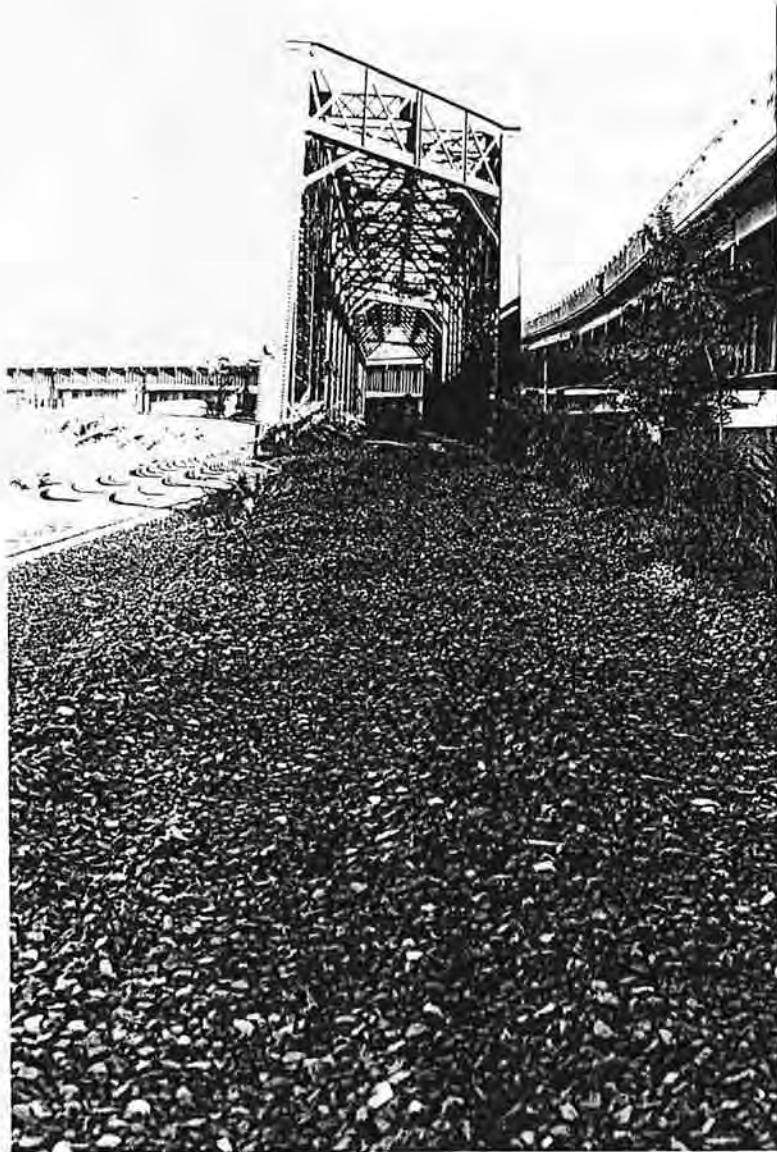
(Lehigh Valley Railroad over the Central Railroad of New Jersey)

Bridge 2.77 is located west of the Turnpike Viaduct, east of Conrail's National Docks Line, and north of Communipaw Avenue near Johnston Street in Jersey City. The bridge is a two span riveted through truss bridge constructed of open hearth steel. The west span measures 159 feet 9 inches long and the east span measures 136 feet 3 inches long.

Conrail Bridge 2.77 was constructed in 1908 by the Lehigh Valley Railroad and fabricated by the American Bridge Company. The bridge formerly carried a single track of the Lehigh Valley Railroad (LVRR) over the multiple tracks of the CNJ as they approached the CNJ passenger terminal on the Hudson River waterfront. The current 1908 bridge replaced a pin connected truss bridge built in 1882 by Cofrede and Saylor, Engineers and Bridge Builders in Philadelphia. The two spans remain intact but the bridge is currently not in use as all tracks have been removed.

Bridge 2.77 has been altered substantially since its original construction to include repairs to the truss, new rivets and bolts in 1931 by the LVRR and in 1981-82, Conrail repaired the bridge with new welding, replaced rusted rivets with bolts, reinforced columns and reinforced the stone abutments with concrete. Tracks have been removed, crossties are missing and the steel is corroded.

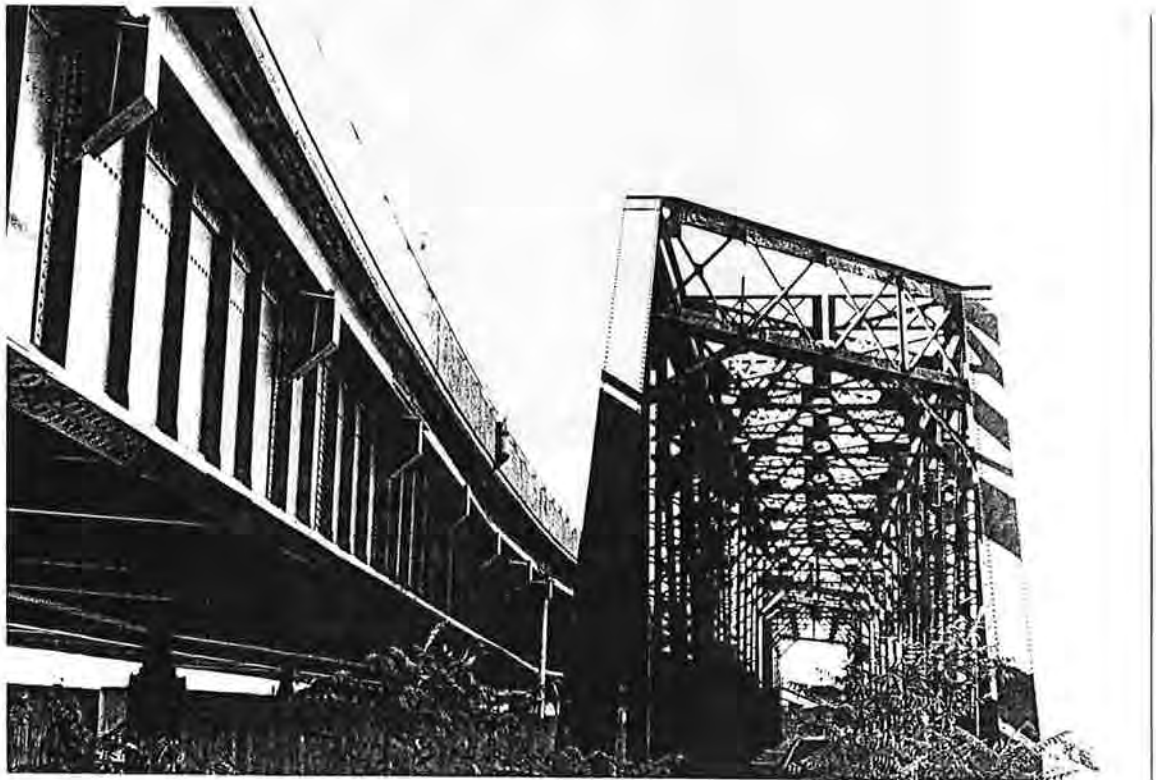
Despite these alterations and the deteriorated condition of this structure, this is a rare and basically intact example of a riveted through truss railroad bridge. Bridge 2.77 is recommended as eligible for listing in the National Register under Criterion C as an older surviving example of a riveted through truss railroad bridge.



1. Conrail Bridge 2.77
Facing Northeast
January 1994



2. Conrail Bridge 2.77
Facing Northeast
January 1994



3. Conrail Bridge 2.77
Facing Southwest
January 1994

G.4

Schiavone-Bonomo Corporation, One Aetna Street at Jersey Avenue

The Schiavone-Bonomo Corporation Building is a two story brick building in the Art Moderne style. The front entrance bay which projects from the main building plane, is characterized by triplet doors and a transom of aluminum. Art Moderne style aluminum sconces flank either side of the front entrance. A flag pole is mounted on the roof above the front entrance bay. Window bays are demarcated by brick pilasters that are capped with concrete. The cornice, base course and window trim are also of concrete. Windows are paired four light steel casement type. Projecting from the west is a two story addition with four single four light windows and a continuous band of concrete trim above the first and second story windows. A concrete datestone on the addition is etched with "1938". The lettering on the building is of aluminum in an Art Deco style font.

The Schiavone-Bonomo Corporation Building is an highly decorative and intact Art Moderne industrial building. This building was built in an unusually decorative style especially in consideration of its remote location at the current terminus of Jersey Avenue near Mill Creek along the former alignment of the now defunct CNJ RR (no tracks remain). The aluminum detailed front entrance bay is remarkably intact, even the doors and the sconces are original. The addition is clearly not part of the original structure but is compatible and does not detract greatly from the overall integrity of the building.

The Schiavone-Bonomo Corporation Building is eligible for the National Register under Criterion C as an excellent and intact example of the Art Moderne style as applied to an industrial building.

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

0906-E132A
FIRE HOUSE #12
140 MORRIS STREET
BLOCK 132 LOT W

Fire House #12 is eligible for listing on the National Register as an individual building or as part of a firehouse theme nomination. It meets Criterion C of the National Register's standards for evaluation. This later nineteenth century building represents the distinct characteristics of a Victorian Gothic firehouse, including the proportions (height and width), the traditional large middle door flanked by a window and a smaller door, the lively combination of brick and stone, the exuberant, slightly angular ornament and the wooden cornice. The building is relatively intact.

The primary alteration is the painted brick and stone, which temporarily robs the building of its polychromy. Other alterations include windows and ornament lost through deterioration. The building is in poor condition, the rear might have been burned out and the interior detail has probably not survived. Judging from the style, it dates approximately from the 1870's. This high style is uncommon for the period and is not reflected in any other firehouses in Jersey City. It deserves recognition despite the poor condition.

G.6

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

0906-E62
39-41 ESSEX STREET
BLOCK 33 LOT M

39-41 ESSEX STREET is eligible to be included in a National Register theme nomination of waterfront commercial/industrial buildings from 1910 to 1930, meeting Criteria B and C of the National Register standards for evaluation. Built in about 1909, the large, blocky, brick and concrete structure, with its multi-paned casement windows, has the characteristics of the early twentieth century utilitarian industrial structures which define the architectural landscape of the Jersey City waterfront. It is a very simple building, basically intact, which is nevertheless a good representative of the type.

These industrial/commercial structures were built in a utilitarian style. The main design features are the very large, horizontally-oriented band of multi-paned casement windows and the extremely simple, stark facades. The proportions are very blocky and square. The earliest of these structures, after about 1910, have classical elements such as pilasters and dentillation. These warehouses were much larger - taller and wider - than their nineteenth century predecessors. The earlier twentieth century structures were built of brick or brick and concrete, while the later structures, approximately after 1915, were constructed of concrete. There was a great deal of overlap, however. The building type probably grew out of the commercial classical style of the early twentieth century. They are an imposing element of the industrial landscape of Jersey City and of such other cities on the New Jersey waterfront as Hoboken.

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

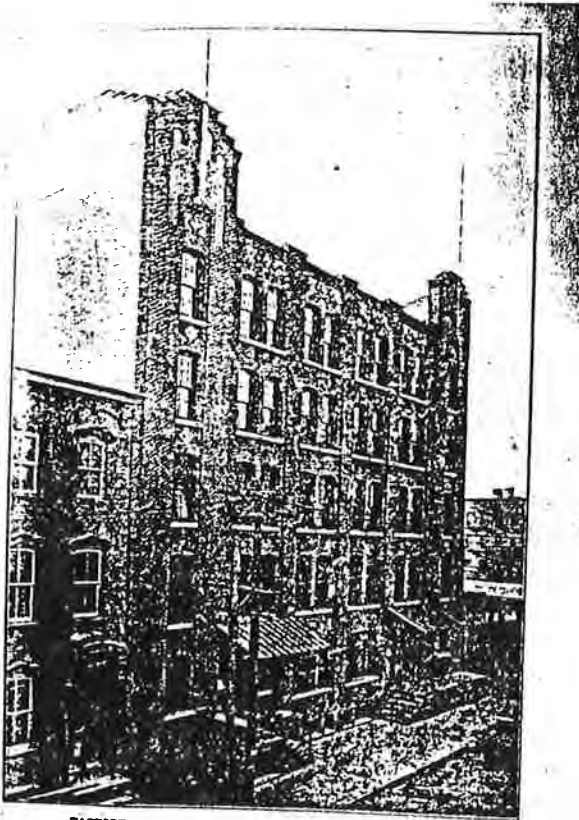
39-41 ESSEX STREET

PAGE 2

The railroads, in particular the tubes to Manhattan, were a major force in Downtown Jersey City's development in the early twentieth century. Large warehouses and factories were built on and near the waterfront and the railroad terminals during the boom periods before and after World War I. Located near the waterfront in downtown Jersey City, 39-41 Essex Street is associated with one of the most significant periods in the development of Jersey City as an important port and terminal region by virtue of its industrial building type, its waterfront (or canal-front) location and its 1909 date, which is early for the type.

CONTINUATION SHEET
 Photographs of site No. 10906-E62
 NJHS1: Jersey City, 7/41

41 Essex Street
 S.A. Wald Marine Cargo
 Salvors
 (formerly: Causse Import)
 Hill + Stout, architects
 built 1909

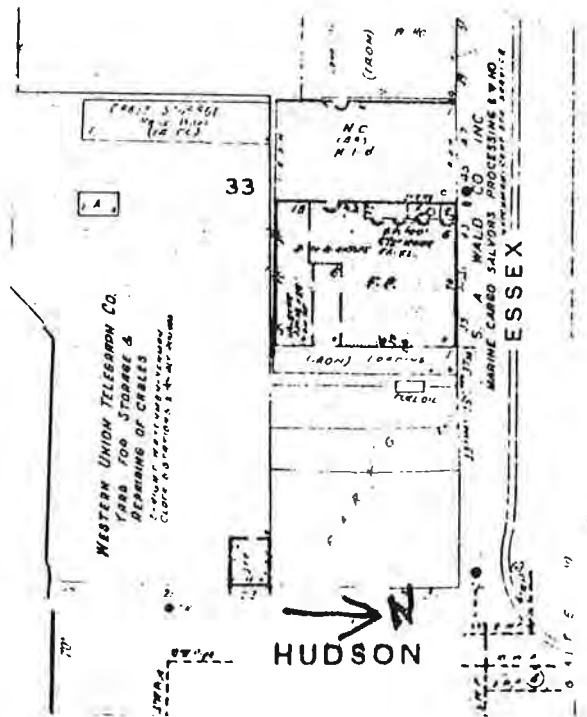


FACTORY FOR CAUSSE IMPORTING & MANUFACTURING CO.
 Jersey City, N. J.
 Hill + Stout, Architects.



Neg: contact 75/28 (1981)
 N-W corner

Neg: contact 81A/33
 Architects + Builders Mag.
 Feb. 1909, p. 220
 N-E corner



NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES
HISTORIC PRESERVATION SECTION
INDIVIDUAL STRUCTURE SURVEY FORM

Paulus Hook neighbor-
hood
city code 2b

HISTORIC SITES INVENTORY NO.

0906-E62'

HISTORIC NAME: Rogers-Pyatt Shellac Co(1919) COMMON NAME: S.A. Wald Marine Cargo Salvors
LOCATION: 41 Essex St(1909= cause importing BLOCK/LOT 33/M
mfg)
MUNICIPALITY: Jersey City COUNTY: Hudson
USGS QUAD: JC UTM REFERENCES:
OWNER/ADDRESS: Zone/Northing/Easting

DESCRIPTION

Construction Date: ca.1909 Source of Date: Architects & Builders, May 1909
Architect: Hill and Stout Builder:
Style: early 20th century industrial with Form/Plan Type: rectangular with 2 front entrances
"modern" details.
Number of Stories: 6b, 6 bays
Foundation: brick
Exterior Wall Fabric: brick, stucco panels meet with colored tiles.
Fenestration: single windows
Roof/Chimneys: end bays wide with single windows inner bays, 2nd^{-6th} story, double windows
with brick mullions; 1st-5th stories, all openings, segmental arched
Additional Architectural Description:
2-6 stories all windows 6/6 wood double hung. Inner bays 1st story. Large arched
truck dock with early wood doors and large, arched wood windows.
Parapet above building and bays raised to create corner towers; between windows in
end bays and along parapet; stucco panels decorated with inset bricks and colored
tiles; curved iron brackets support copper awnings over truck docks; wall
buttresses between bays capped by red tiles.

PHOTO X

Negative File No.

Map (Indicate North)

contact
75/28

see continuation sheet

81A/33

HISTORIC PRESERVATION SECTION, 109 WEST STATE ST., KENILTON, NEW JERSEY 07033

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

Building is situated at foot of Essex St. and the Morris Canal Basin, it's flanked by low corrugated steel sheds, otherwise, no neighboring building; overgrown yard to south

SURROUNDING ENVIRONMENT: Urban Suburban Scattered Buildings
Open Space Woodland Residential Agricultural Village
Industrial Downtown Commercial Highway Commercial Other water basin

SIGNIFICANCE:

This building is the only remaining industrial building an this once-busy block; its significance is in-creased by the early design of its windows entries and awnings.

ORIGINAL USE: industrial

PHYSICAL CONDITION: Excellent Good

PRESENT USE: same
Fair Poor (extension of
No Part of District Paulus Hook
Zoning Deterioration

REGISTER ELIGIBILITY: Yes Possible
THREATS TO SITE: Roads Development
No Threat Other

COMMENTS:

woodwork and brickwork need repair

REFERENCES:

(1909) Architects & Builders Magazine, NS 10, O.S. 41, Ne5, p.220

Hopkins, Plat Book of Jersey City, 1919

RECORDED BY: J. Brooks, (O. Hadley)
ORGANIZATION:

DATE: 8/81

Urban Research & Design

G.7

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

0906-E215C

PATH TUBE ENTRANCE

- PAGE 2

In 1909 the H & M opened a tunnel providing rail service from Jersey City to its huge new Hudson Terminal building on Church Street. The first passengers travelled from Exchange Place to Cortland Street on July 19, 1909. "Pictures taken in Jersey City on that day show every house decorated with flags. The streets were crisscrossed with flying flags and bunting." (Herman Rudolph, History of Jersey City from the Earliest Times to the Present, n.d. Files, J.C. Public Library).

It was this line that became the essential one as it led from the Pennsylvania Railroad terminal to New York's nucleus of economic activity, the blocks below Chambers Street in lower Manhattan. It would have done more to aid in Jersey City's growth, but the Pennsylvania Railroad dug its own tunnel and built its own famous 34th Street Station by 1910. After Penn Station was built, Jersey City no longer functioned as a turnstile controlling access to Manhattan but it flourished as a commuter and industrial suburb.

Architecturally, the structure has been altered, but the dentillated metal cornice, rusticated stone basement and original small, squarish proportions have survived. These features combine to embody the distinctive characteristics of the last original tube station in Jersey City. The station serves as a visual reminder of the exciting periods in the nineteenth and early twentieth century when rapidly developing new modes of transportation had a significant impact on peoples' lives. This entrance is significant for its rarity and for its historical importance.

The Station

The Pavonia Station (originally called the Erie Terminal Station), constructed in 1909, was one of the original Hudson and Manhattan Railroad Company stops on the Hoboken to Exchange Place line (New York Times 1908a; Electric Railroaders Association 1960).

The above-ground station or head house (trains being below grade) is a two story, five-sided building constructed of five-course common bond brick with segmentally arched windows and a stone water table and foundation. The dominant feature of the south facade is a pair of large tripartite windows, originally 9/9 with incorporated multi-paned transoms (Figure 6). Brick quoins and three symmetrically arranged brick pilasters topped with stone capitals organize the building's facade (Hudson & Manhattan Railroad Company 1909a).

Two entrances, each with three metal doors, are covered with a curved iron canopies. The canopies are supported on brackets and hung from chains attached to wall plates decorated with an "M&E," for Manhattan & Hudson Railroad Company (Figure 7). Three raised metal rectangular panels embellish the spandrels between the windows and entrance canopies. A slightly raised concrete platform on the sidewalk extends across the entire facade.

The east elevation has one window, originally 9/9, on the second floor. The rear or north wall has three second floor windows, also originally 9/9, and a double wooden freight door, since removed. The first floor has one window, and a sliding double wooden freight door, which has also been removed. The west elevation contains one window on the second floor, similar to all others on the secondary elevations, and two small arched windows, toward the north, on the first floor. The narrow (approximately 10') southwest elevation is windowless. It should be noted that all windows are now sealed. The building's five-sided configuration probably results from the position of the train tubes relative to the street.

The first floor of the head house contained bathrooms, two elevators, and a staircase which led to the trains below. The second floor of the structure was used for housing the elevator mechanisms and for storage (Figure 5).

Although the head house is the structure under consideration, it should be noted that this is only one segment of a larger transportation network, and that to fully understand the above ground components of this system, the underground element must be examined as well.

Below grade is an arcaded concourse level with cast iron columns that have decorative floral patterns with an "E", for Erie

Station, on each side of the capitals (Figure 8). Underneath this level are the two train tubes, with a central platform for boarding. Around 1911, a brick passageway was built on the concourse level to connect the station to the Erie Train and Ferry Terminal (Figure 9) further east, on Pavonia Avenue on the bank of the Hudson River (Hudson & Manhattan Railroad Company 1908a & b; Electric Railroaders Association 1960).

Between 1912 and 1924 a second concourse level was added above the original level. Like the first, it was arcaded, with staircases linking both platforms. The date for this construction is somewhat vague because of conflicting documentation. The Electric Railroaders Association, Inc. guess the date as 1912. However, a plan produced in 1912 (Figure 10) by the Hudson and Manhattan Railroad Company shows the two concourses with the planned level crossed out and the words "not constructed" written across only the second concourse drawing. A 1924 drawing by the railroad shows the concourse built (Figure 11). The Electric Railroaders also mentioned additional passageways built in 1924. These probably connected far ends of the station to the concourse and to the connecting tunnel to the Erie Railroad Terminal. A 1942 drawing shows few changes made to the head house through the years.

In 1954 a "Speedwalk," or human conveyor belt, similar to those found in airports today, was built in the tunnel to the Erie Terminal. Because of mechanical difficulties, it was abandoned within a few years (Jack Storm, Personal Communication, 27 October 1983).

Much of this infra-structure remains today. The current Pavonia Station entrance, built ca. 1955, is just east of the original head house which was abandoned and sealed in the same year. The later station is a corrugated metal shed with a staircase descending to the tunnel that connected the Erie Terminal to the original station. The tunnel has been redesigned to provide access to the PATH trains. The original concourses were sealed ca. 1963 (Jack Storm, Personal Communication, 27 October 1983).

f) **14th Street Viaduct**

14th Street over the Conrail River Line
Hoboken, Hudson County

Description

The 14th Street Viaduct is a 31-span steel deck girder and Warren deck truss bridge that carries a four-lane street from Hoboken up to Bergen Hill in Jersey City Heights (Photo 21). The viaduct carries the roadway over the Conrail Line and a small industrial neighborhood. See the *New Jersey Historic Bridge Survey* form for additional description and history.

History

The 31-span viaduct was originally built in 1910 and forms an important route from Hoboken to Bergen Hill. Rehabilitations conducted in 1938, 1983, and 1987 were in keeping with the original design. See the *New Jersey Historic Bridge Survey* form for additional history.

Significance

The 14th Street Viaduct is eligible for listing on the National Register under Criterion C as an impressive engineering solution to a difficult problem of providing vehicular access from Bergen Hill down to Hoboken. The viaduct is also significant for its historic associations as the first major roadway that scaled the Bergen Hill.

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0900016 COUNTY: HUDSON OWNER: COUNTY ROUTE: 9009

MILEPOINT: 000000 TOWNSHIP: HOBOKEN CITY

FACILITY CARRIED: 14TH STREET

NAME/FEATURE INTERSECTED: 14TH STREET VIADUCT OVER CONRAIL

TYPE: DECK GIRDER & DECK TRUSS

DESIGN: WARREN

MATERIAL: STEEL # SPANS: 031 LENGTH: 001460 WIDTH: 0410

DATE OF CONSTRUCTION: 1910 ALTERATION: 1938, 1987 SOURCE: NJDOT

DESIGNER/PATENT: WADDELL & HARDESTY (1938) BUILDER: UNKNOWN

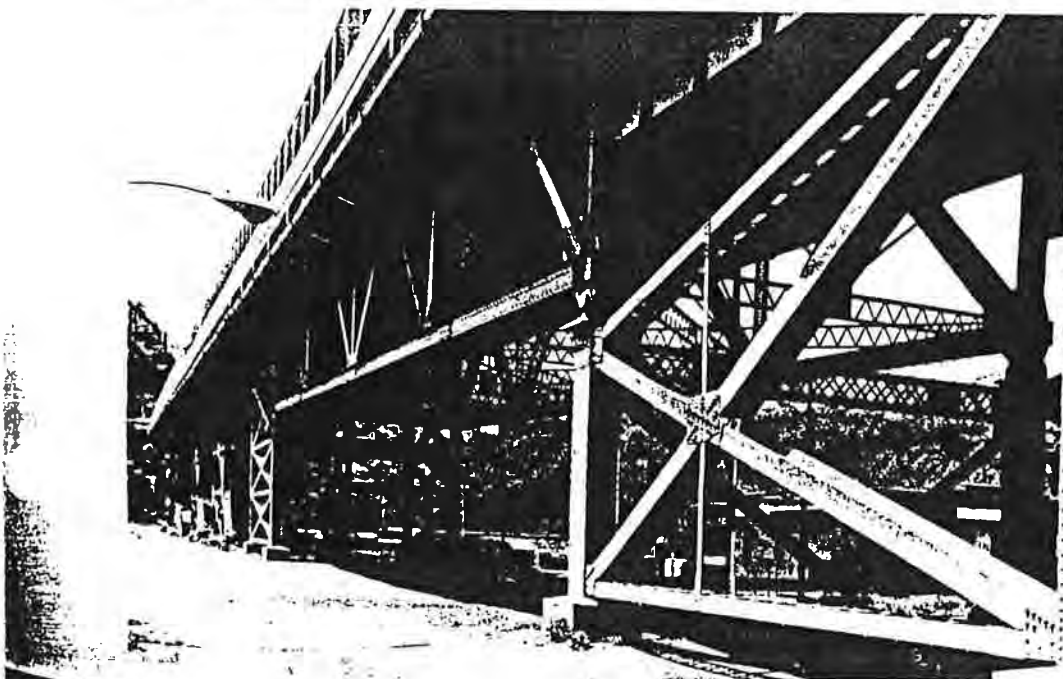
SETTING/CONTEXT: The viaduct carries a four-lane street from the low-lying land of Hoboken up the side of Bergen Hill (also known as the Palisades) to the Jersey City Heights neighborhood. Under the viaduct are parking lots and undistinguished 20th-century industrial structures, as well as Conrail's River Line. At its foot, at the east end, is a group of 19th-century commercial structures with historic district potential.

CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Eligible

SUMMARY: The long, 31-span bridge consists of 2 Warren deck truss spans, 27 deck girder spans, and 2 stringer spans supported on steel bents that were strengthened in 1938 and concrete abutments. The truss bearings and footings were also upgraded in 1938. While the spans themselves are not technologically innovative, the structure as a whole is impressive given its size, date of construction, and state of preservation. It was rehabilitated again in 1987, the year the roadway was widened.

PHOTO: 26-8-12, 15, 30-3 REVIEWED BY: TF/AGL DATE: 05/17/19 QUAD: Weehawken



0900016

Bibliography: Hudson County Engineer Office: Bridge File.

Physical Description: The viaduct consists of 31 span; 2 are Warren deck trusses, 27 are built-up deck girders, and 2 are steel stringers. It is supported on steel bents, some on concrete plinths, and concrete piers and abutments. The trusses have hinged bearings. Most of the bents are composed of four built-up steel columns with heavy lateral bracing. One bent that was rehabilitated in 1983 has only two columns that rest on heavy steel girders that distribute the load. In 1938 the viaduct was rehabilitated and strengthened by the addition of new floor beams, heavier bents and new footings, and lateral bracing. That rehab was done after plans prepared by Waddell & Hardesty. In 1987 A. G. Lichtenstein prepared plans for another rehabilitation that included changing the way the previously canted bearings work and conversion of one sidewalk to part of the roadway. Both rehabilitations were sensitive to the original design of the structure.

Historical and Technological Significance: The 31-span viaduct was originally built in 1910, and it forms an important route from Hoboken up the Bergen Hill to Jersey City. Bergen Hill, also called the Palisades, is a mile-wide ridge that runs parallel to the Hudson River for many miles. The approximately mile-square town of Hoboken lies between the ridge and the river. Because the east side of the hill is a steep cliff about 100' high, access from Hoboken to Jersey City was limited. At the south end of Hoboken there are old roads that scale the hill, but at the north end, there were none until the 14th Street viaduct was completed in 1910. Thus, in addition to its local historical significance, the viaduct is an impressive engineering solution to a difficult transportation problem, and it utilizes a variety of bridge types in that solution. It is technologically significant. The 1938 strengthening and rehabilitation was designed by the noted consulting engineer firm of Waddell & Hardesty which was formed after 1927.

Boundary Description & Justification: The bridge is evaluated as individually significant. The boundary is limited to the substructure and superstructure of the bridge itself.

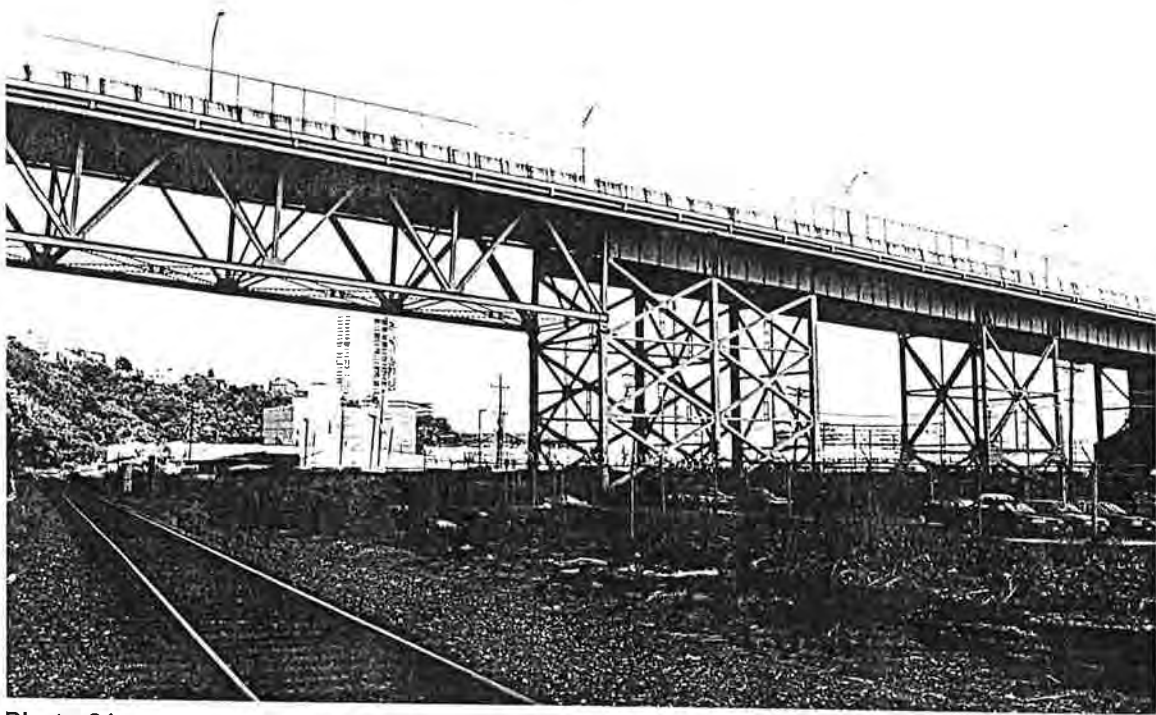


Photo 21:

14th Street Viaduct
Facing North, 09/97

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF NEW JERSEY HERITAGE
INDIVIDUAL STRUCTURE SURVEY FORM
HISTORIC SITES INVENTORY NO. 0910-2088

HISTORIC NAME: Doric Temple
COMMON NAME: Doric Temple
LOCATION: 906 Palisade Avenue
MUNICIPALITY: Union City
USGS QUAD:
OWNER/ADDRESS:
BLOCK/LOT: Block 186
COUNTY: Hudson
UTM REFERENCES:

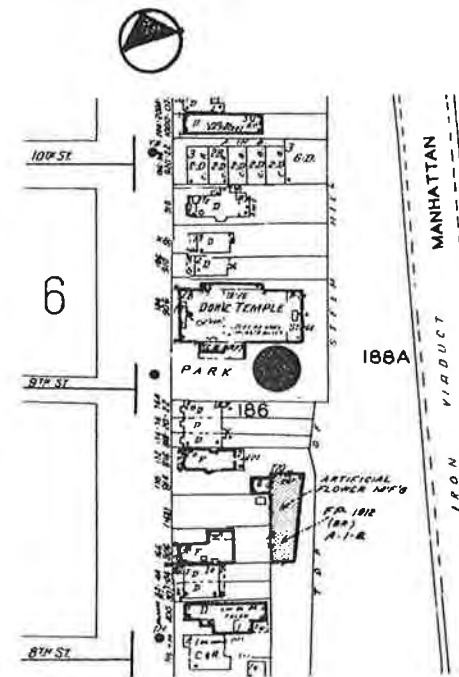
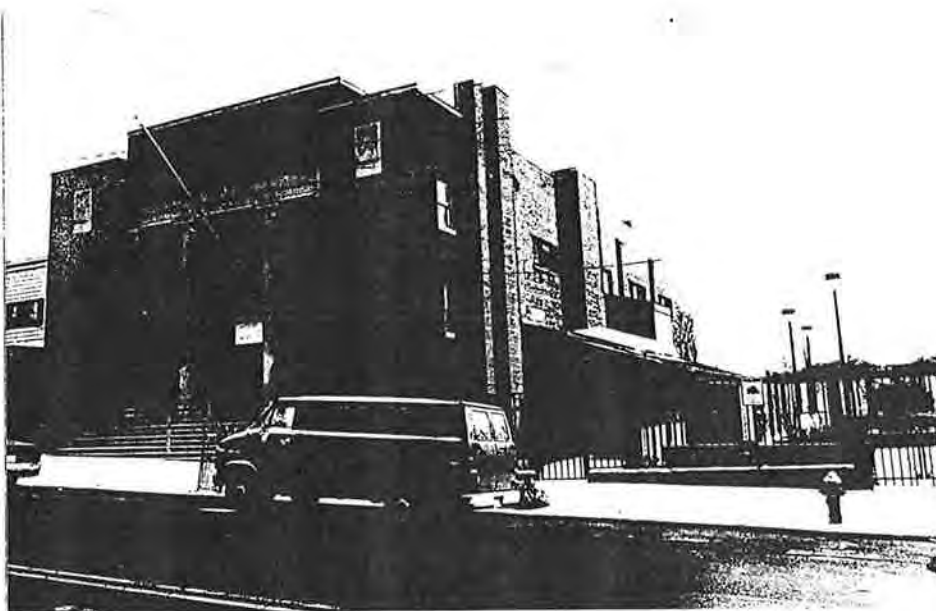
DESCRIPTION

Construction Date: 1921
Architect:
Style: Neoclassical
Number of Stories: 2
Foundation:
Exterior Wall Fabric: red brick
Fenestration: 1/1 wood sash at side elevations
Roof/Chimneys: flat roof
Source of Date:
Builder:
Form/Plan Type: rectangular

Additional Architectural Description:

The Doric Temple is a red brick structure with a flat roof and cast stone coping. The central entrance is flanked by paired colossal cast stone columns in antis supporting a simple entablature. A bracketed, cast stone lintel above the steel entry doors reads "Doric Temple" and Masonic symbols are carved in the parapet at the end bays. The south elevation features a 1-story shed-roofed addition.

PHOTO Negative File No. 2-2 Map (Indicate North)



SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The Doric Temple faces west toward Palisade Avenue.

SURROUNDING ENVIRONMENT: Urban: Suburban: Scattered Buildings:
Open Space: Woodland: Residential: Agricultural: Village:
Industrial: Downtown Commercial: Highway Commercial: Other:

The Doric Temple is located within a residential neighborhood of 2-story wood-frame dwellings.

SIGNIFICANCE:

The Doric Temple is significant as one of two masonic temples within Union City. The land upon which the Doric Temple stands had been divided into lots by the time of the 1909 Hopkins Atlas. By 1923, the Temple and the surrounding wood frame buildings had already been erected on Barclay (9th street) and Fulton (10th Street).

In addition to meetings of the Masonic order, the Doric Temple has accommodated other groups including the Doric Fellowcraft Club and the Doric Lodge No. 86, a group that originally held its meetings in the First Baptist Church.

The Doric Temple is a brick building with steel frame and has remained unaltered since its construction.

ORIGINAL USE: Civic PRESENT USE: Civic
PHYSICAL CONDITION: Excellent: Good: Fair: Poor:
REGISTER ELIGIBILITY: Yes: Possible: No: Part of District:
THREATS TO SITE: Roads: Development: Zoning: Deterioration:
No Threat: Other:

COMMENTS: The Doric Temple is associated with Union City's Historic Contexts B and C. Within the context of Masonic lodges in New Jersey, it is an excellent example of this building type. It is eligible for the New Jersey and National Registers under Criteria A and C.

REFERENCES:

Shaw, William H., History of Essex and Hudson Counties, New Jersey, v. 2, Philadelphia, Everts and Peck, 1884, p. 1308.

Hopkins, G.M., Atlas of Hudson County, New Jersey, v.2., Philadelphia, 1909.

Hopkins, G.M., Plat Book of Hudson County, v. 2, 1923.

RECORDED BY: Maria Mistral
ORGANIZATION: Sullebarger Associates

DATE: September 1992



Address: 818 Palisade Avenue

Inventory #: 0910-2085

Neg. File #: 1-34

Style: Altered/Queen Anne

Date: c. 1890

Description: 2 stories plus basement; attached rowhouse; aluminum siding; square projecting bay on right w/false gable; alum.-clad cornice; 1/1 alum. sash; entry on left w/alum. awning.

Inclusion in Intensive-Level Survey: no

References:



Address: 820 Palisade Avenue

Inventory #: 0910-2086

Neg. File #: 1-35

Style: Altered/Queen Anne

Date: c. 1890

Description: 2 stories plus basement; attached rowhouse; permastone facade; square projecting bay on left with stuccoed pediment; cornice and brackets stuccoed; entry on right w/alum. awning; iron fence w/stone piers.

Inclusion in Intensive-Level Survey: no

References:



Address: 822 Palisade Avenue

Inventory #: 0910-2087

Neg. File #: 1-36

Style: Altered/Queen Anne

Date: c. 1890

Description: 2 stories plus basement; attached rowhouse; asbestos siding; square projecting bay on right w/false gable; cornice and brackets stuccoed; steel casement picture window at 1st story, 1/1 alum. sash at 2nd; iron fence w/stone piers.

Inclusion in Intensive-Level Survey: no

References:



Address: 906 Palisade Avenue, "Doric Temple"

Inventory #: 0910-2088

Neg. File #: 2-2

Style: Neoclassical

Date: 1921

Description: Red brick; flat roof with cast stone coping; central entrance flanked by paired colossal cast stone columns in antis and entablature; steel entry doors with cast stone bracketed lintel reading "Doric Temple." Masonic symbols at parapet in end bays; 1-story brick, shed-roofed addition and park on S. side.

Inclusion in Intensive-Level Survey: yes

References:

G.11

Mechanics Trust Company Building (Bayonne Head Start) -This structure, located at 21 West Eighth Street is a two story bank building of granite with a truncated hip roof of seamed metal. It is of rectangular plan and three bays wide on the main facade which faces West Eighth Street.

The impressive main facade is composed of three bays each with a large semi-circular arched window with a keystone. The main entrance is located within an elaborate door surround surmounted with a large medallion and cornucopias and flanked by smooth-shafted two story high columns of the Ionic Order. The robust Classical detailing includes a modillioned cornice, and a large centrally located broken pedimented parapet with voluted buttresses and a sculpted medallion.

The Mechanics Trust Company Building was designed in the Beaux Arts style by Arthur Curtis Longyear, a prominent Bayonne architect. Constructed in 1886, it was the first bank building in Bayonne. The Bank was chartered in 1872 and its original incorporators included many prominent early citizens of Bayonne such as Henry Meigs, Jr, the first Mayor of Bayonne (who served for five terms); Rufus Story and Jacob Schuyler, members of the first Common Council; and Col. Hiram Van Buskirk, the first Street Commissioner.

The Bank was one of a entire block of elegant commercial buildings that comprised Depot Square, one of the most important business districts of the community of Bergen Point. The Eighth Street Depot formerly stood across from Depot Square. The Building survives as the only architecturally intact building of the former Depot Square. It is currently used as offices for Bayonne Head Start.

The Mechanics Trust Bank Building is in excellent condition and, as evidenced by historic photographs, has virtually no alteration to the original facade. The Building is significant as an excellent and intact representative of the Beaux Arts Classicism, for its historical associations with an early banking institution of Bayonne, and as the best remaining structure in the former Depot Square commercial district of Bergen Point. The Mechanics Trust Company Building is eligible for the National Register under Criterion A and C.





HPO-A2002-217PROD

State of New Jersey

Department of Environmental Protection

Division of Parks & Forestry, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

James E. McGreevey
Governor

Bradley M. Campbell
Acting Commissioner

January 30, 2002

CERTIFICATION of ELIGIBILITY

Neil P. Barmann
Finance Department
City of Bayonne
639 Avenue C
Bayonne, NJ 07002-3898

Dear Mr. Barmann:

This letter is in response to your request for a formal certification of eligibility Bayonne Trust Company Bank Building, 229 Broadway, Bayonne, Hudson County, for inclusion in the New Jersey and National Registers of Historic Places.

Based on a review of the submitted documentation and other information already on file, it is my opinion, as Deputy State Historic Preservation Officer, that Bayonne Trust Company Bank Building was issued a State Historic Preservation Officer Opinion of Eligibility on December 9, 1994. Further, it is my opinion as Deputy State Historic Preservation Officer that the structure is eligible for listing in the New Jersey and National Registers of Historic Places under Criterion C, as an example of Beaux Arts in a financial institution. The building may also be eligible under Criterion A for its associations with early banking institutions in Bayonne, however, more information would be needed to make that determination.

A two-story, rusticated granite building, the Bayonne Trust Company Bank was designed by Lansing C. Holden, Sr. and constructed in 1912. The Bank portrays a fine example of the Beaux Arts style with its roofline balustrade, dentils, paired Ionic columns and decorated wall surfaces.

If you have further questions, please contact Sara André of my staff, at (609) 292-0032.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

Cc: New Jersey Historic Trust
DPG/sa

PRELIMINARY APPLICATION QUESTIONNAIRE

(Please type or print)

Name of Property: Bayonne Trust Company Building

Location of Property: Northwest corner of Broadway and West Ninth Street

Street Address: 229-231 Broadway

Municipality: Bayonne County: Hudson

Your Name: Neil P. Barmann Daytime Telephone Number: 201-858-6357

Address: 630 Avenue C, Bayonne NJ 07002-3898

WHICH OF THE FOLLOWING CLOSELY DESCRIBES YOUR REASON FOR PURSUING REGISTRATION FOR THIS PROPERTY

(Check all the reasons that apply)

- To seek public recognition of its historical, architectural, engineering, industrial, or archaeological value.
- To seek protection for this property from a harmful federal, state, county, or municipal project or undertaking.
(Describe the undertaking in the section below)
- To apply for restoration or rehabilitation grant funds from the New Jersey Historic Trust.
- To apply for an investment tax credit for the rehabilitation of an income-producing historic building.
- To get relief from the strict interpretation of building codes by demonstrating that this property is an historic building, and therefore subject to the historic building provisions of the New Jersey Rehabilitation Subcode.
- Other - Explain: _____

OWNERSHIP:

(Note: Applicants do not have to be the owners of the properties they seek to register, but if the owner of a privately-owned individual property objects to the listing, the property will not be listed in the National Register.)

Do you own the property? yes (Yes/No) If not, give the name, address, and telephone number of the owner.
(pending transfer)

Name of owner: _____ Daytime Telephone Number: _____

Address: _____

THREATS: IS THE PROPERTY THREATENED IN ANY WAY? DESCRIBE HOW OR FROM WHAT SOURCE THE PROPERTY IS THREATENED

Describe Threat (attach sheets if necessary): _____

The Bayonne Trust Company

The Bayonne Trust Company Building is a two story granite clad structure of rectangular plan. It is located at 231 Broadway at the northwest corner of Broadway and Ninth Street. The facades at Broadway and Ninth Street are characterized by paired, fluted Ionic columns and large segmentally arched windows of multiple lights. The entrance to the bank is located on Broadway in a pedimented portico. Original bronze entrance doors remain intact. The building has a flat roof with a balustraded parapet wall and cornice with modillions and dentils. Signage located at the frieze originally etched into the stone has been modified to read "United Jersey Bank". Original bronze entry lanterns remain intact as do original bronze grilles covering the window openings on the Ninth Street facade.

This two story granite-clad bank building was built in 1912 (source: datestone) by the Bayonne Trust Company, one of the earliest banking organizations in Bayonne having been incorporated in 1902. The building, an excellent and intact example of refined Beaux Arts Classicism, serves as a landmark on lower Broadway among other period structures that have been heavily modified. The Bank now houses the United Jersey Bank.

The Bayonne Trust Company Building is eligible for the National Register under Criterion C as rare example of an intact institutional building in Bayonne and as an excellent example of Beaux Arts Classicism. It is also eligible under Criterion A for its historical associations with an early banking institution of the early industrial community of Bayonne.



G.14

East 17th Street Apartment Buildings Streetscape - This streetscape on East 17th Street consists of three three story buff brick apartment buildings; 21- 23 E. 17th Street, 25-27 East 17th Street and 29-31 East 17th Street. One building in the streetscape, 25 - 27 East 17th Street, the George Goldman Apartment Building, has previously been determined eligible for listing on the National Register.

The 17th Street apartment buildings are each three stories high with a raised basement and flat roofs with modillioned and bracketed metal cornices with a garland motif on the frieze. The buff brick street facades are distinguished with red brick quoins and string courses. All window and door openings are segmentally arched and have red brick voussoirs and door surrounds. Transom panels of the arched windows are embellished with decorative detail in a floral motif. Decorative wrought iron fire escape/balconies are located at the center bays of each building.

The corner property, 21 - 23 East 17th Street, is distinguished by a decorative metal cornice with a swag and garland motif. This building originally had storefronts on the first story. The formerly glazed openings of the storefronts have been enclosed with brick and windows have been added. The original storefront entrance located on a diagonal has also been enclosed with a light-colored brick. Red brick quoins demarcate its original location. Despite the enclosure of the original storefronts, the modifications do not detract from the overall appearance of this group of buildings significantly to omit the building from this cohesive group.

Constructed circa 1880, these Italianate rowhouses display a level of craftsmanship, decoration and architectural integrity that is unusual for rowhousing in Bayonne. This group of apartment buildings, with a few minor alterations, remains essentially intact and survives as an excellent example of turn of the century residential buildings constructed during the peak of Bayonne's industrial development. The 17th Street Streetscape is eligible for National Register listing under Criterion C.



East 17th Street Streetscape
21-27 East 17th Street



Maidenform Brassiere Company Factory Building - The Maidenform Brassiere Company Factory Building is located at Avenue E and West 17th Street. The structure covers over three and one-half acres and is situated west of the tracks of the Central Railroad of New Jersey.

The factory building is a large four story brick industrial structure with two five story wings at north and south ends added in 1909. The building is a utilitarian style building with a minimal ornamentation. End wings are characterized with brick pilasters that extend the full height of the building and are accented with tie rods. Windows have limestone sills. The roof parapet at the end wings is stepped with terra cotta coping. Alterations include the enclosure of original segmentally arched window openings to accommodate new windows, an incompatible first floor entrance vestibule that projects from the Avenue E facade, and a small single story brick and stucco two car garage at the south end of the complex. This industrial style structure, originally constructed for Underwood Typewriter, was occupied by the Schwarzenbach Huber Company Silk Mills in 1902 and, since 1930, the Maidenform Brassiere Company.

The Maidenform Brassiere Company, one of the largest bra companies in the world, is famous for the invention of the brassiere uplift in 1922. Maidenform began as the Enid Manufacturing Company in 1922 and consisted of a small dress shop on East 57th Street, New York. Mrs. Ida Rosenthal, a seamstress of custom-made dresses invented a bra with form and uplift to make dresses fit better. The shop was soon swamped with orders for brassieres and Mrs. Rosenthal, with her husband, formed the Maidenform Brassiere Company. Three years after its initial founding, sales production increased and the company moved their manufacturing operations to Bayonne. In 1930, the company moved into to the current facility. The first branch plant was opened in Perth Amboy in 1941.

In the 1940s, Maidenform contributed to the war effort by manufacturing mosquito bars and bush jackets in addition to bras. One of the most important products of the factory during the war were "pigeon vests". Pigeon vests were bra-like security vests worn by each pigeon and were attached to the paratroopers. Vests were of specially treated porous fabric so that the birds could breathe and were adjustable to fit all sizes of birds.

In 1949, Maidenform launched its now famous "I Dreamed" advertising campaign in over 100 countries. The ads featured women who dream that they do everything from shopping to being a toreador - while wearing their Maidenform Bras. It proved to be one of the most successful advertising campaigns in Madison Avenue history.

The Maidenform Brassiere Company Factory Building is significant for its associations with the Maidenform Brassiere Company - the inventor of the uplift brassiere. The company has been a major employer in Bayonne for over half a century and is one of the largest brassiere manufacturers in the world.

The Maidenform Brassiere Company Factory is eligible for the National Register under Criterion A for its association with events that have made a significant contribution to the broad patterns of our history.



Maidenform Brassiere Company
Avenue E and West 17th Street



East 19th Street Streetscape - This streetscape consists of two vernacular Mission Revival style apartment buildings at 33-35 East 19th Street. Each building has three stories on a raised basement, a flat-roof and is clad, at the front facade only, in buff brick. The buildings are distinguished by red brick door and window surrounds, red brick string courses, and stepped parapets outlined with red brick. Windows are paired and have concrete sills. Doorways are arched with keystones. Concrete diamond panels embellish the cornices of both buildings.

31 East 19th is two bays wide with an offset entryway and 35 East 19th Street is three bays wide with a centrally located entryway. Otherwise, these two structures are alike and present a unified appearance on East 19th Street.

The East 19th Street Streetscape is an excellent example of early twentieth century domestic architecture that characterized Bayonne. Both structures have retained their architectural integrity and are good stylistic representations of vernacular Mission Revival architecture as applied to an urban setting and materials. The East 19th Street Streetscape is eligible for the National Register under Criterion C.



Mount Carmel Church Historic District

Bayonne, NJ

The Mount Carmel Church Historic District occupies the eastern end of the block bounded by Avenue E, East 22nd Street, Broadway, and East 23rd Street, in a predominantly Polish neighborhood. (See Figure 7.3.) The district comprises four major buildings, the most dominant of which is the Romanesque Revival Mount Carmel Church. (See Plates 7.1 and 7.2.) All four buildings have witnessed little alteration, in sharp contrast with the surrounding area. The district meets Criteria A and C of the National Register.

The Mount Carmel parish was founded in 1898 by several hundred Polish Catholic families.⁴⁸ The parish purchased farmland on 22nd Street for the erection of a church, and in 1899 the first church was built. This original church included a parochial school on the upper floor. The building was replaced in 1909 with the church that exists today. (See Figure 7.4.) The church is a red brick Romanesque Revival building with twin, spired towers and a triple portal entry. Terra cotta and corbelled brick ornament the principal facade, while colored tile work can be found at the rear of the building.

To the west of the church is the Romanesque Revival School of Our Lady of Mount Carmel, built in 1921 to house the parish school and convent. Its ornament is similar to that of the church, but executed in stone rather than terra cotta and featuring small gargoyles at the window surrounds.

To the east of the church is the parish Rectory, constructed in 1930. Eclectic in style, it is a three-story, three-bay, red-brick building with projecting one-story bays flanking the entry, a Romanesque portal with prominent keystone. A limestone Venetian Gothic frieze tops the building, and narrow limestone pilasters divide the bays.

To the east of the Rectory, facing Avenue E, is the YMCA, built c. 1920. The large, rectangular, red-brick building is Collegiate Gothic in style, with projecting 2nd and 10th bays. Ornamentation includes limestone quoins and window surrounds. A one-story projecting limestone pavilion emphasizes the building's entrance; the words "Young Men's Christian Association, United Industries Branch" are inscribed above the entry. The building has functioned as a YMCA since the 1930s; however, local residents report that the building was originally built by John D. Rockefeller as housing for Standard Oil Workers.

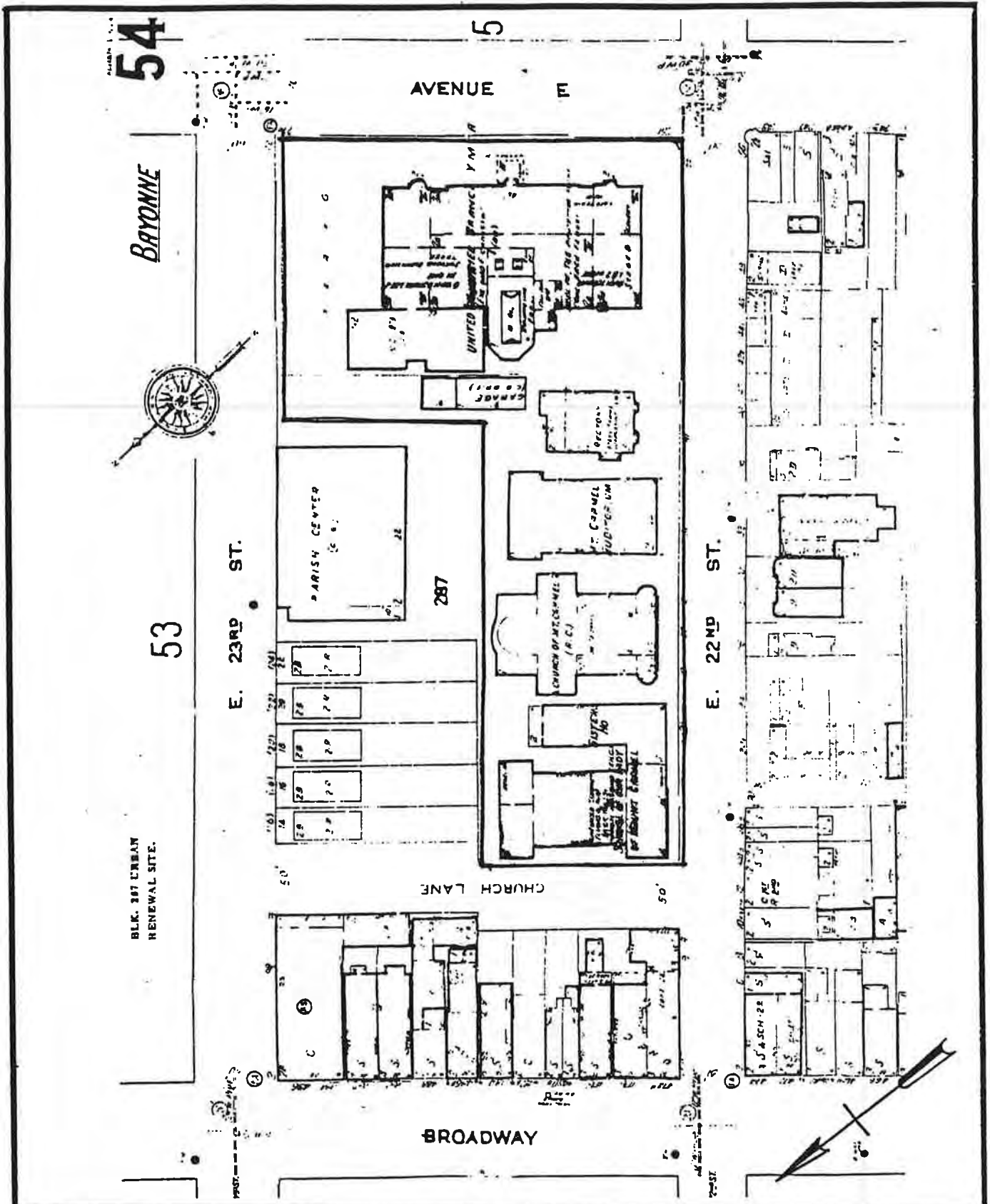


Fig. 7.3 Mount Carmel Historic District, Bayonne

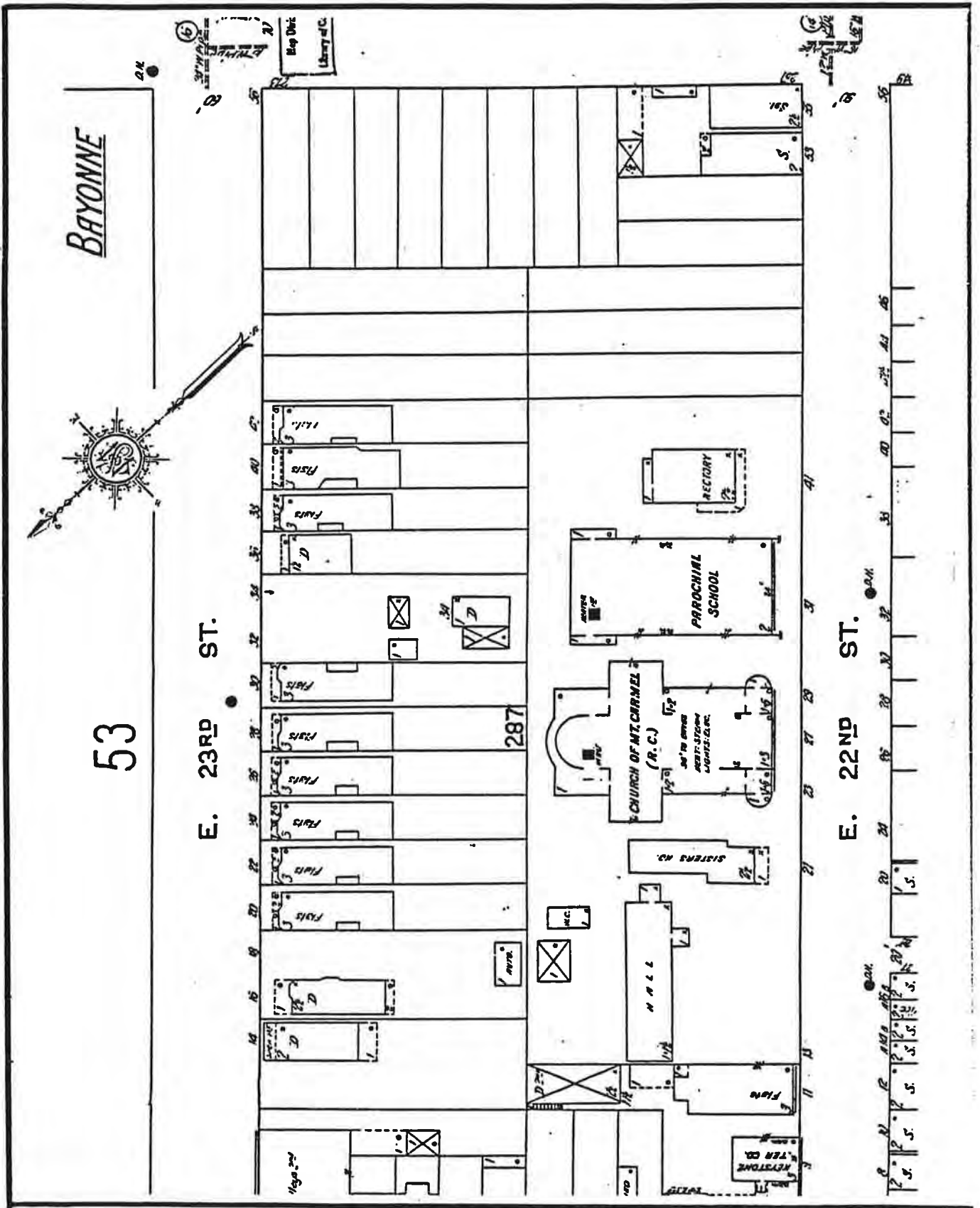


Fig. 7.4 Detail of map of Bayonne, Atlas of Hudson County, v. 10, pl. 54, Sanborn Map Co., 1912

CULTURAL RESOURCE SURVEY INVENTORY
HUDSON COUNTY SEWERAGE AUTHORITY
201 WASTEWATER FACILITY PLAN
PLANNING AREA II---BAYONNE

Base Map	II*
Reference	

Page 1 of 1 pages

Name: Mount Carmel Church District

Location: East 22nd Street west of Avenue E

Type of Resource: Turn of the 20th century district

Historic Designation: Potential NRHP district

Description: Most of the buildings in the Mt. Carmel district were constructed between 1890 and 1910, during which time Bayonne's population almost tripled (from 19,033 to 55,545). Mt. Carmel Church, a magnificent brick, somewhat Romanesque, edifice is the focus of the district. A large semi-circular arched portal is surmounted by a similarly shaped window (rather than a circular rose window). Two towers with spires flank the entrance. Small one-story apsidial-type appendages to the towers and the arched and corbelled brick work give the building its Romanesque character.

Adjacent to the church are later church buildings, a school and an auditorium. The residential structures are late 19th-century two- and three-story buildings. The late 19th-century industrial and shipping activity caused a great immigrant influx in Bayonne, as it did in all of Hudson County and elsewhere. Many of the Bayonne immigrants were Catholic, and the construction of the church was an answer to their needs.

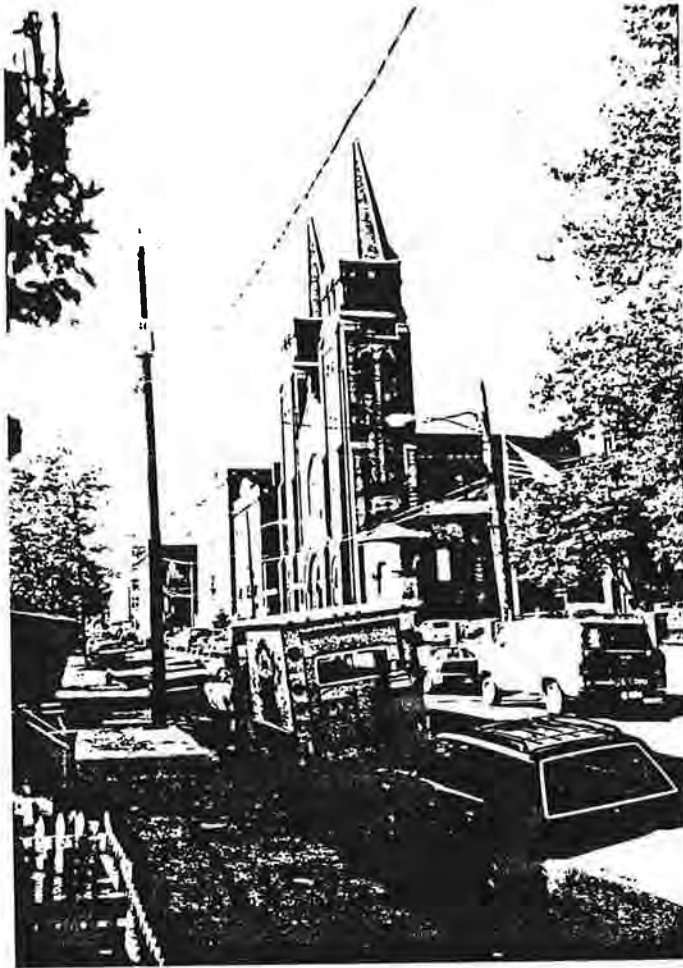
Mt. Carmel Church (David Abramson, photographer).

Researcher: DA

Date: Mar. 1978

HISTORIC CONSERVATION &
INTERPRETATION, INC.
Box 111, RD 3
Newton, N.J. 07860





**PL 7.1 Mount Carmel Historic District,
Our Lady of Mount Carmel Church and School
(above), Rectory (below)**





**Pl. 7.2 Mount Carmel Historic District,
United Industries Branch YMCA (above),
School #5 (Lincoln Community School)(below)**



BC
ob.
✓



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection

Robert C. Shinn, Jr.
Commissioner

Division of Parks and Forestry
Historic Preservation Office

CN-404

Trenton, N.J. 08625-0404

TEL: (609)292-2023

FAX: (609)984-0578

May 5, 1997

HPO-E97-73

CERTIFICATION OF ELIGIBILITY

Mr. Kristian Eshelman, Editor
Cultural Resource Consulting Group
54 Woodbridge Avenue
Highland Park, NJ 08904

Dear Mr. Eshelman:

This letter is written in response to your request for a certification of eligibility for the Bayonne YMCA, 259 Avenue E, City of Bayonne, Hudson County.

Based on a review of the submitted documentation, it is my opinion, as Deputy State Historic Preservation Officer, that the Bayonne YMCA is a contributing resource in the Mount Carmel Church Historic District and that the Bayonne YMCA is individually eligible for listing on the National Register of Historic Places.

Formally established in 1912, the Bayonne YMCA was created to serve the recreational, educational, and spiritual needs of the male youth employed in the industrial areas of Bayonne. To enrich the lives of their employees who used the YMCA facilities, local corporations funded the construction of the largest industrial YMCA building at 259 Avenue E. Most notable among these contributors was John D. Rockefeller, president of Standard Oil, who expressed his belief in joining corporate interests with employee concerns at the opening ceremonies. The academic YMCA building with Gothic Revival detailing was erected according to the designs of Shattuck & Hussey (Chicago) between 1919-1921, with Frederick Frost serving as Supervising Architect. The Bayonne YMCA is therefore significant under Criterion A (Industrial YMCA in urban centers, welfare work philosophy), Criterion B (John D. Rockefeller), and Criterion C (academic block with Gothic Revival detailing).

If you have any further questions, please contact Robert Craig of my staff at (609) 292-2023.

Sincerely,

Dorothy P. Guzzo
Administrator

DPG/mh
C:/WP5.1/BAYYMCA

CRCG



THE CULTURAL RESOURCE CONSULTING GROUP

54 Woodbridge Avenue, Highland Park, N.J. 08904
(908) 985-4380 Fax (908) 985-5989

1942 Brandywine Street, Philadelphia, PA 19130
(215) 977-8091 Fax (215) 977-8753

PLEASE REPLY TO: HIGHLAND PARK

RECEIVED

APR 1 1997

HISTORIC PRESERVATION OFFICE

Ms Dorothy Guzzo
New Jersey State Historic Preservation Office
Trenton, New Jersey

Re: Certification of Eligibility
Bayonne YMCA

March 26, 1997

Dear Ms Guzzo,

The YMCA of Bayonne is anticipating restoration of their building in the near future, and is considering the New Jersey Historic Trust Fund as a source of funding. Please accept the attached report as an application for a certificate of eligibility.

Thank you for your consideration. We would be happy to provide additional information upon request.

Sincerely,



Kristian Eshelman
Editor
Cultural Resource Consulting Group

cc. Jackie Glock
John Graziano

School #5 (Lincoln Community School)

Prospect Avenue and East 30th Street

Bayonne, NJ

School #5 (Lincoln Community School) was built between 1919 and 1921. Designed by architect Donald G. Anderson, the building replaced an earlier School #5 which had been located on East 22nd Street about one mile east of Avenue E, razed to make room for oil tanks. Bayonne's original school buildings, which numbered five, were built beginning in the late 1870s. Within ten years, the enrollment had doubled, and the city began constructing additional schools, beginning in 1888. A total of twelve schools were completed by 1912. As the older school buildings ceased to be functional or torn down, they were replaced with new buildings. Lincoln Community School was such a replacement, one of four new elementary schools constructed in the city during the years 1919-1920.

H-shaped in plan, as was the typical style for Bayonne schools, the orange-brick building features a two-story central block flanked by three-story projecting corner pavilions. (See Plate 7.2.) Windows grouped in bands provide a strong horizontal emphasis. The window bays are divided by colossal projecting brick piers, which are ornamented with terra-cotta shields carrying the Roman numeral V. The center bay is defined by an colossal arched entry surmounted by a giant terra cotta keystone and swags.

The building meets Criterion C of the National Register, as it is an outstanding example of formal school design with a strong Beaux-Arts influence.

DISTRICT NAME: Lehigh Valley Railroad Line
 MUNICIPALITY: South Plainfield
 COUNTY: Middlesex
 TYPE OF DISTRICT: Railroad corridor
 USGS QUAD: Plainfield

UTM REFERENCES: Zone/Northing/Easting
 A
 B
 C
 D

DESCRIPTION: (General description of district as a whole and boundaries)

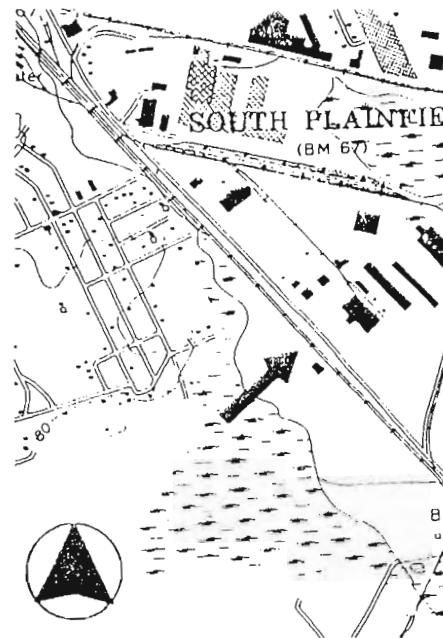
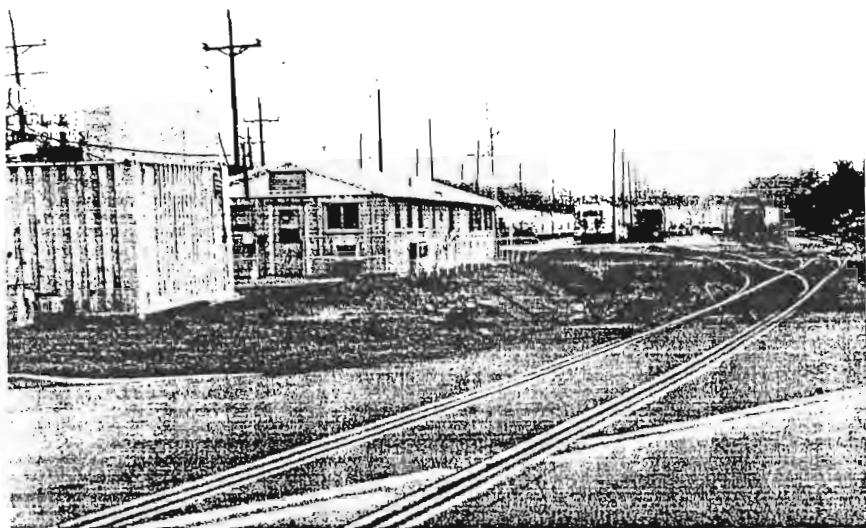
The Lehigh Valley Railroad Line consists of several components within South Plainfield, including: portions of the original main line which ran between Phillipsburg, New Jersey and Perth Amboy, New Jersey; portions of the 1888 line which connected the main line in South Plainfield with the Central Railroad of New Jersey in Roselle; the interlocking tracks between these two lines; the South Plainfield freight and coal yard (located at the intersections of Metuchen Road and Kentile Road near the juncture of the two lines); and numerous industrial sidings. The Lehigh Valley's lines through South Plainfield are indicated on the attached 1958 County road map.

The freight yard, running parallel to Kentile Road, is still in use by Conrail. The only structure on the site is a modern metal clad structure with a gable roof (see photograph).

The coal storage yard, which ran east from the freight yard for about a mile (see attached map), was abandoned in 1933. The circular pattern of the coal storage area can be seen in early twentieth century aerial photographs.

Character defining features include:

- numerous at grade crossings throughout the APE
- industrial sidings
- multi-track yard



APPROXIMATE NUMBER OF BUILDINGS: 1
 PHYSICAL CONDITION OF STRUCTURES: Excellent 1 % Good 0 % Fair 100 % Poor 0 %
 REGISTER ELIGIBILITY: Yes [] Possible [] No []
 THREATS TO DISTRICT/LOCAL ATTITUDES:

COMMENTS:

SIGNIFICANCE:

The Lehigh Valley Railroad is eligible for inclusion in the National Register of Historic Places under National Register Criterion A for its statewide significance in transporting coal from the Pennsylvania coal fields to the New York market and for its local significance in leading to the industrial development of both Perth Amboy and South Plainfield.

The Lehigh Valley Railroad Company was incorporated April 21, 1846 by a Special Act of the Legislature of Pennsylvania as the Delaware Lehigh Schuylkill and Susquehanna Railroad, began constructing its line in 1852, and ran its first coal train in 1855. Its line ran as far east as Phillipsburg, New Jersey where it connected with three other rail lines: the Central Railroad of New Jersey, the Bel-Del, and later the Morris and Essex.

However, the December 31, 1868 merger of the Delaware Lackawanna and Western and the Morris and Essex Railroads alarmed both the rivaling Central Railroad and the Lehigh Valley Railroads. Asa Packer, president of the Lehigh Valley Railroad, quickly initiated steps to develop his own line to the New York port. In the 1871 Annual Report of the Board of Directors, Packer reported that "Our Coal Trade has suffered for some years from the want of an independent outlet to tide water."

To remedy this problem, the Lehigh Valley leased the Morris Canal, attempted to buy the New Jersey West Line Railroad, acquired the unbuilt Bound Brook & Perth Amboy charter, and obtained a new charter for the Easton-to-Bound Brook line. The company's 1876 annual report indicated that on May 28, 1875, the Lehigh Valley Railroad made its first shipment of 125 cars of coal from Phillipsburg to Perth Amboy over its new line, and that on June 28, the line was formally opened for traffic and travel as the New Jersey Division. The report also indicated that to date they had shipped to the New Jersey Division 397,371 tons of coal, of which 348,992 tons went to Amboy for shipment. Only a year later, the Company's annual report (dated January 6, 1877) reported that they had shipped 881,459 tons of anthracite coal and that they had completed double tracking the line, and building sidings, station-houses etc., "furnished for the proper working of the line."

The Company's annual reports continued to reflect their prominent role in transporting Pennsylvania coal to the New York market. In January, 1878, the Company reported that their business had greatly increased and that it had "equaled our most sanguine expectations - 1,405,508 tons of coal having been carried over that road last year, being a gain of 524,049 tons, or about 59.5 per cent over 1876." Ten years later, the coal tonnage reports show another significant increase: 6,824,321 tons of anthracite coal and 59,636 tons of bituminous coal for a total of 6,883,957 tons. Within another four years, the numbers had again significantly increased: 10,332,954 tons of anthracite coal; 265,847 tons of bituminous coal; and 5,230,913 tons of miscellaneous freight.

SEE ATTACHED CONTINUATION SHEET

REFERENCES: (Include representation in existing surveys)

- Lehigh Valley Railroad Company minutes and records, Hagley Library, Greenville, DE, and Alexander Library, Rutgers Un.
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- Mead, Charles A. New Jersey's Relation to the Port of New York. Fourth Preliminary Report of the New Jersey Harbor Commission, February, 1914.
- Middlesex County Industrial Department. "Middlesex County", 1941.
- 1930/32, 1940, 1951, 1954, and 1962 aerial photography
- Middlesex County road map, 1958

ATTACHMENTS: (Indicate number)

MAPS: 2 PHOTOS: 1 SLIDES:

OTHER: (Specify)

RECORDED BY: Nancy L. Zerbe
ORGANIZATION: Nancy L. Zerbe Historic Preservation Consulting, Inc.
DATE: August, 1998 / revised July, 2001

LEHIGH VALLEY RAILROAD LINE STATEMENT OF SIGNIFICANCE – CON'T

As the line through South Plainfield grew, so did South Plainfield's role. In 1876, the Company built "a small passenger station at South Plainfield." Within 13 years of building the main line to Perth Amboy, the Lehigh Valley reported that "in order to reduce the distance by our line between the Delaware River and Jersey City, and to carry traffic a larger part of the distance on our own rails, we have promoted the construction of a new line, under the charter of the Roselle and South Plainfield Railroad Company, the capital stock of which is controlled by this Company." The new line would run 10 miles between South Plainfield on the Easton & Amboy Railroad to Roselle on the Central Railroad of New Jersey, and then the Lehigh Valley would use the Central to Jersey City under a "traffic contract" with the Central. In January, 1889, the Company reported that the new line was open to freight traffic as of December 17, 1888.

In 1887, the Company reported that "a new station building, comprising passenger waiting-room, freight house, and dwelling, has been erected, at South Plainfield." This station building was replaced by a new structure in 1895. But, the most significant step in terms of South Plainfield's role in the Lehigh Valley Railroad came in 1891 when the Board of Directors reported that "Owing to the value of lands and cost of storage facilities at tide shipping points a large tract of land has been procured at South Plainfield, New Jersey, adjacent to our tracks, at the junction of the Easton and Amboy line leading to Perth Amboy with our new line leading to New York Harbor."

A major change in the administration of the rail line occurred in 1892. The 1/17/1893 annual report of the Lehigh Valley Railroad Company indicated that "On February 11, 1892, the railroads, public works, transportation lines, and appurtenances of this company were leased and transferred to the Philadelphia and Reading Railroad Company for the full period of 999 years from the first day of December, 1891." The Philadelphia and Reading reported that acquisition of the Lehigh Valley "enables the Reading Company to compete with other trunk lines for the large volume of west-bound traffic from the eastern centres of trade and industry."

The Lehigh Valley Railroad Company's January, 1897 Annual Report listed "the coal yards and stocking grounds owned and controlled by our railroad and coal companies, together with their respective tonnage capacities". Of the 25 yards listed, only four had a tonnage capacity of 100,000 tons or more: South Plainfield (310,000); Perth Amboy (200,000); Buffalo, Cheektowaga Trestle (163,000); and West Superior Dock (100,000).

In 1927, the Lehigh Valley constructed additional tracks to facilitate efficient handling of business installed at numerous locations, including South Plainfield. The Lehigh Valley Railroad Company was reported to have "barely survived the depression. Increased revenues brought on by World War II only put off the inevitable. In 1960, passenger service was ended and in the 1970s, the Lehigh Valley became one of the six bankrupt railroads joined together to form the Conrail system."

The Lehigh Valley Railroad was instrumental in the industrial development of both Perth Amboy and South Plainfield. Wall and Pickersgill's county history stated that "The real industrial life of Perth Amboy began with the decision of the Lehigh Valley Railroad Company to make the city its tidewater terminus. Coal wharves were erected, and in 1876 the shipment of anthracite coal to eastern and foreign ports was commenced. After a few years the shipments of coal aggregated more than 2 million tons annually, and for a long time the total amount handled has been in excess of that amount. The coming and going of coal carriers brought other industries to the awakened city."

The Lehigh Valley Railroad's impact on South Plainfield was even more prominent. Local histories generally acknowledge the dramatic impact that the railroads had on developing South Plainfield.

Larry Randolph wrote "...if anything has left its mark upon this town, it is the railroad. Because of the railroad, South Plainfield is what it is today." (Randolph, 1981). A 1951 Courier News article on South Plainfield's industries stated "To the Lehigh Valley Railroad has been given much credit for aiding industrial development and job opportunities. In the beginning the railroad itself provided jobs. Later its main line brought materials to be fabricated, and it carried away the finished product. Along its right-of-way, the railroad acquired desirable parcels of land which later were sold to manufacturing companies and home developers. South Plainfield became an important stop for freight and express." (Courier News, 1951).

In 1912, the Spicer Manufacturing Company moved from Plainfield to South Plainfield, attracted by the proximity of the Lehigh Valley Railroad. Other industries which followed include the Rock Wool Corporation and Harris Steel (South Plainfield Jaycee-ettes, 1977, p.5). Throughout the twentieth century, areas in South Plainfield located near the Lehigh Valley Railroad (along Hamilton Boulevard, Metuchen Road, Kentile Road, and Park Avenue) continued to experience industrial development. A 1941 publication by the Middlesex County Industrial Department described South Plainfield as "Among its industrial advantages are an unlimited water supply, rapid rail facilities, labor of all types in large numbers and consistently low tax and insurance rates." A 1963 article in the Courier-News described the continued industrial development in South Plainfield in an article entitled "South Plainfield Big Contributor to Middlesex Development." (Courier-News, 1963). The new and/or expanded industries were in close proximity to the Lehigh Valley Railroad, along S. Clinton Avenue, Oak Tree Avenue, Kentile Road, Metuchen Road, Teeple Street, and Hamilton Boulevard.

In a 1973 freight study, South Plainfield Yard is described as "a receiving yard for traffic bound for Perth Amboy as well as industries on the Main Line between Read Valley and Clark... Crews also switch 15 local industries within yard limits." (DeLeuw, Cather)

In summary, the Lehigh Valley Railroad is eligible for inclusion in the National Register of Historic Places under Criterion A for its statewide significance in transporting coal from the Pennsylvania coal fields to the New York market and for its local significance in leading to the industrial development of both Perth Amboy and South Plainfield. The line's period of significance runs from 1875 when the first shipment was sent to Perth Amboy to 1951. Although the line was in service beyond 1951, its use past that time does not meet the test for "exceptional significance" for resources less than fifty years old.



State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

HPO-E06-58 PROD
HPO Log# 05-2335

LISA P. JACKSON
Commissioner

RON S. CORZINE
Governor

May 18, 2006

CERTIFICATION OF ELIGIBILITY

Ms. Mary Dierickx
125 Cedar Street, Suite 11S
New York, NY 10006

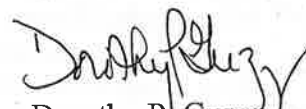
Dear Mary:

This letter is in response to your request for a formal certification of eligibility for the Hanover National Bank Repository building, in Jersey City, Hudson County, for inclusion in the New Jersey and National Registers of Historic Places.

Based on a review of the current preliminary application, it is my opinion, as Deputy State Historic Preservation Officer, that the Hanover National Bank Depository building is eligible for listing in the New Jersey and National Registers of Historic Places under National Register criteria A and C, for local significance in the areas of commerce, economics, and architecture. This is an early example of a bank depository building, a secure, offsite location for important records of a major, New York City bank, the Hanover National Bank. The impressive, fireproof construction of this building, combined with its anonymous appearance, provided the needed security for long-term document storage at a fraction of the cost of a comparable New York location. This is a rather early example of this building type.

If you have further questions, please contact Mr. Robert Craig of my staff, at (609) 984-0541, or by email at bob.craig@dep.state.nj.us

Sincerely,


Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG|BC: ..\e58

BUILDING ATTACHMENT

Historic Sites #:

Property Name: Hanover National Bank Repository

Street Address: Street #: 17 19 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: Winfield Suffix: _____ Type: St

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

Municipality(s): Jersey City **Block(s):** 1431

Local Place Name(s): Greenville **Lot(s):** M

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

Description:

This is a 3-story, 4-bay c1902 masonry commercial building with a 2-story, 4-bay matching c1925 addition. It was used at least by 1908 as back-office space for the NYC-based Hanover National Bank as a records storage building, probably one of the first back-office space uses in Jersey City.

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: Hanover National Bank Storage Building Date: March 8, 2006

Surveyor: Carla Cielo, Mary Dierickx

Organization: Mary B. Dierickx Architectural Preservation Consultants

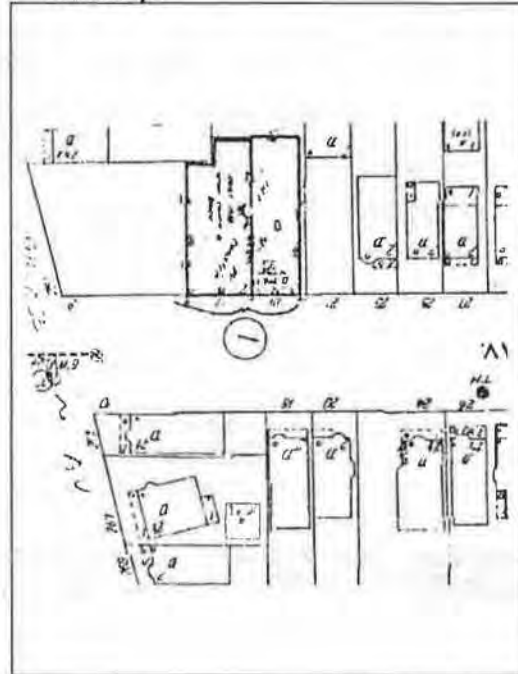
BUILDING ATTACHMENT

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See attached.

Additional Information: See attached.

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
(Known or potential Sites – if yes, please describe briefly)

BUILDING ATTACHMENT

Historic Sites #:

Common Name:	Hanover National Bank Repository		
Historic Name:	Hanover National Bank Repository		
Present Use:	Commercial		
Historic Use:	Commercial		
Construction Date:	c1902	Source:	Tax department/ historic maps
Alteration Date(s):	c1925	Source:	Sanborn map
Designer:		Physical Condition:	good
Builder:		Remaining Historic Fabric:	good
Style:	Classical Revival		
Form:	Commercial	Stories:	3 and 2
Type:	fire proof	Bays:	4 and 4
Roof Finish Materials:	asphalt		
Exterior Finish Materials	brick, terra cotta, sandstone		

Exterior Description:

The Hanover National Bank Storage Building is a Classical Revival style three-story light-orange brick building with sandstone trim, and a two-story yellow brick addition on the east side. The original c1902 building has four bays, and a flat roof. The ground floor has an arched vehicular entry, an arched doorway, and an elliptical window between the entries. The ground floor arches have sandstone keystones; the entryways have quoined sandstone corners. The second floor windows have flat arch lintels; the third floor windows have arched lintels with projecting sandstone keystones. The cornice has terra cotta dental and egg-and-dart ornamentation beneath a copper crown and large sandstone console brackets at both ends. The window sash is non historic.

The 1925 addition is also four bays with the same orange brick facade. Repeating the pattern of the earlier part of the building, the first floor windows have flat arch lintels and the second floor windows have arched windows with brick keystones. A garage entrance has been added on the ground floor and the windows have been blocked by plywood sheets. The cornice matches the appearance of the original cornice and has terra cotta dental and egg-and-dart ornamentation beneath a copper crown. The east side elevation reveals the addition's poured concrete floor construction in a geometric delineation with red brick infill.

Interior Description:

The main building has a rectangular plan with stairs with decorative iron rail at the right side and an elevator at the rear. The interior is largely open in plan, with some later partitions. Characteristic of its commercial use, there are exposed brick walls, concrete floors, and concrete arched and beamed ceilings. There is a suite of wood-paneled offices on the 2nd floor and There are two walk-in safes, on the 2nd floor of the main building and the 1st floor of the addition. The addition has a rectangular plan and is similar in style, with brick walls and concrete floors and ceilings.

Setting:

Nineteen Winfield Street is located in southeastern Jersey City, near the Hudson River as well as coastal railroad lines. It is in a residential neighborhood consisting of masonry and wood-frame, single-family houses dating mainly from the later 19th to the mid-20th century. The detached houses are set back from the street with front and rear yards. There are also pockets of later 19th century masonry and wood attached row houses built to the building line. Winfield Avenue is a tree-lined residential street.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See continuation Sheet

Significance:

See continuation Sheet

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 Hanover National Bank Repository is significant under National Register Criteria A and C. It is significant for its building type, a records storage building, and for its embodiment of the commercial Classical Revival style. Jersey City in the later 20th and the 21st century is the home of back-office space for corporations operating in New York City. This includes both offices and storage. This early 20th century building is the only known example of this type of back-office space use from this period. It is a largely intact example of the Classical Revival style, with its light-colored brick, use of such classically-inspired elements as the dentilled copper and brick cornice, keystone-arched windows, and alternating rectangular and arched openings, including an original arched garage door entrance. The building is significant for its association with the Hanover National Bank of New York City, a nationally important banking institution of the 19th and 20th centuries. Hanover Bank was founded in 1851 at the corner of Pearl Street and Hanover Square in Lower Manhattan. It is one of the earliest banks in the United States and has continued up to today as part of one of the largest banks, Chemical Bank.

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:

The property is enclosed in the boundaries of the entire building lot, Block 1431, Lot M. This is the historic building lot.

History & Significance

The Hanover National Bank Repository is significant under National Register Criteria A and C. It is significant as a good example of the commercial Classical Revival style and as an early example of a back-office records storage building. Jersey City in the later 20th and the 21st century is the home of back-office space for corporations operating in New York City. This includes both offices and storage. This early 20th century building is the only known example of this type of back-office space use from this period. It embodies the Classical Revival style, with its light-orange-colored brick, use of such classically-inspired elements as the dentilled copper and brick cornice, keystone-arched windows, and alternating rectangular and arched openings, including an original arched garage door entrance. The brick color is typical of early 20th century commercial and residential Classical Revival style buildings in New York City, but less common in Jersey City.

The inside embodies the characteristics of a repository, with walk-in safes on the 2nd floor of the main building and on the 1st floor of the addition. The handsome 2nd floor paneled offices in the main building were built for the staff. The open plan and commercial finishes of bare brick and concrete are visible reminders of the original and continued commercial use of the building.

Bank Repositories

Bank Repositories played an important role in the commercial banking business, where a central storage facility for legal documents was essential. The Hanover National Bank headquarters was in densely built and expensive Lower Manhattan, and the bank conducted business throughout the United States from the headquarters. There were no neighborhood branches, as they exist today, in the early years of banking. Nineteen Winfield is a rare example in Jersey City of this commercial warehouse use in the early 20th century.

The building is largely intact. It is a handsome building with superb exterior detailing. The floor plan represents its function during the Hanover National Bank period of use. The presence of an original vehicular entry indicates the security of driving into the building to unload documents. There is a safe and warehouse space in both the original section and the addition. Within the original building is a finished office, with paneled woodwork, a fireplace and wood floors. Both the addition and the original structure are noted as being of fireproof construction, suggesting the importance of the stored documents. The addition has a reinforced concrete skeletal system of columns, beams and girders, with infill brick.

Hanover National Bank Repository

19 Winfield Avenue, Jersey City, Hudson County, New Jersey

Hanover National Bank

The building is significant for its association with the Hanover National Bank of New York City, a nationally important banking institution of the 19th and 20th centuries. Hanover Bank was founded in 1851 at the corner of Pearl Street and Hanover Square in Lower Manhattan. At that time, Hanover Square was a busy center for wholesale trade, supporting the merchants of the nearby South Street Seaport.¹ Hanover Bank, which derived its name from the square, achieved initial success, and within two years erected its headquarters at 1 Hanover Square. This building is today recognized as the only surviving Italianate style bank building in lower Manhattan.² The bank quickly outgrew these facilities and moved to Nassau Street, and later the corner of Pine and Nassau Streets, where, in 1903, constructed a 22-story office tower with banking rooms and main offices. This building was designed by Rowe and Baker in the Neo-Renaissance style and was architecturally significant, but was demolished in recent years.³

Hanover's success came in part, from its commercial banking business. It grew from loans and investments for the reconstruction of southern states after the Civil war, and from westward development. It maintained a large cash reserve, and dealt in foreign exchange. In 1912, Hanover National Bank acquired Gallatin National bank, and became noted as one of the country's largest banking institutions.⁴ In 1961, Manufacturers Trust and the Hanover Bank merged and became Manufactures Hanover Bank. Delinquent international loans led to its eventual decline. In 1992 Manufacturers Hanover merged with Chemical Bank.⁵

History of the Building

Nineteen Winfield was constructed in c1902 as a private storage building for legal documents, most likely for the Hanover National Bank. Frank Wheeler bought the property from William and Mary Darling in 1902 and leased it to Hanover Bank as their storage facility at least by 1908.⁶ The bank bought the building from Frank Wheeler in 1922. The bank built an addition nearly matching the original building in 1925. The bank, in its various incarnations, owned the building until 1967. The building was used by Hanover National Bank as a records storage facility at least through the 1950s.⁷ Two large, built-in safes with the name "Hanover National Bank" remain on the premises.

¹ NY Times, April 26, 1912 p. 16

² Dolkart, Andrew S. 1990 p. 68

³ www.emporis.com Hanover National Bank Building

⁴ NY Times, April 26, 1912 p. 16

⁵ Jackson, 1991 p. 726

⁶ The Jersey City Tax department files.

⁷ The 1912 Sanborn map with updates to 1956, indicates that the building was storage house for legal documents.

Hanover National Bank Repository

19 Winfield Avenue, Jersey City, Hudson County, New Jersey

In the 1970s, the addition was used as a warehouse for Bergen Storage, and Duke Brothers Moving and Storage. Two new garage doors were added. The main building was used by Bradko Inc., Kordulak Brothers Inc. and the Winston Chemical Company.⁸ The addition continued to be used as a warehouse for Bergen Storage in the 1980s, but the main building changed occupants, and was leased by Winfield Trading company.

Neighborhood history

The township of Greenville was chartered in 1863, and was annexed into Jersey City in 1873. Despite a city street grid which was laid out in 1865, Greenville remained largely agriculturally oriented and rural, supplying the populous of Manhattan after the Civil War. In 1865, there were only about 1000 people residing within its 3 square miles.

The development of Greenville occurred swiftly throughout the first decade of the 20th century. Between 1905 and 1910, "more houses were built in Greenville than in all the rest of the city combined." Bergen Street emerged as the shopping street, and some industries sprang up throughout Greenville, but Greenville was mainly developed with single-family, detached, suburban-style housing.⁹

The Hanover National Bank Storage building was the first building constructed on its site. It was built at the onset of Greenville's building boom. The site is a corner lot at Winfield and Princeton Avenues. Princeton Avenue is the eastern most residential street in Greenville, and bordered a Central Railroad line. The storage building was also located within a few miles of the Central Railroad ferry terminal in Jersey City. In 1902 there were 13 banks in Jersey City. Hanover National bank did not have a branch in Jersey City.¹⁰

⁸ Hudson County reverse phonebook, February 1974

⁹ Brooks, 1982 p. 111-124

¹⁰ Boyd 1902-03

Building Attachment Continuation Form

Hanover National Bank Repository

19 Winfield Avenue, Jersey City, Hudson County, New Jersey

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New York Times "Hanover Absorbs Gallatin National" April 26, 1912 p. 16.

Internet sites

www.emporis.com Hanover National Bank Building

Maps

Fowler/ Bromley, *Atlas of Jersey City* 1887

Hopkins, *Atlas of Hudson County* 1908, Volume 1, plate 24

Hopkins *Atlas of Hudson County* 1928 plate 44

Sanborn Map Co. *Atlas of Hudson County*, 1898

Sanborn Map Co. *Atlas of Hudson County* 1912 updated to 1956

PHASE 2 SURVEY OF WARD F, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE
FOR THE NATIONAL REGISTER

0906-F

COMMUNIPAW LAFAYETTE HISTORIC DISTRICT

INCLUDING INVENTORY NUMBERS:

0906-F6BRAM 0906-F6PAC

0906-F6CPW 0906-F6PI

0906-F6HAL 0906-F6WH

0906-F6LAF

The proposed Communipaw Lafayette Historic District is eligible for inclusion on the National Register on the basis of Criteria C and D.

The northern edge of the District runs along the south side of Lafayette Street from the southwest corner of Pine Street to the southeast corner of Lafayette and Halladay Streets. The area lying immediately to the north has been excluded as being, by and large, in too deteriorated a condition for inclusion. The District's western edge extends along the east side of Halladay Street, from the southeast corner of Lafayette and Halladay Streets to the northeast corner of Halladay Street and Bramhall Avenue. The properties to the west of Halladay are largely in too deteriorated a condition to warrant inclusion. The District's southern edge runs in a series of jogs from the northeast corner of Halladay Street and Bramhall Avenue to the southeast corner of No. 149 Pine Street. There are no properties of architectural significance south of this boundary. The District's eastern edge runs along the western side of Pine Street from No. 149, to the southwest corner of Pine and Lafayette Streets. The properties to the east on Pine are again largely in too deteriorated a condition to be considered eligible for inclusion in the District.

Dutch Communipaw, the earliest settlement in the area, lay to the east of present day Lafayette, at approximately the intersection of Communipaw Avenue and Phillip Street. The site of the village was first surveyed and building lots laid out, in 1660, on a circular piece of upland at the mouth of Mill Creek,

PHASE 2 SURVEY OF WARD F, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE
FOR THE NATIONAL REGISTER

0906-F

COMMUNIPAW LAFAYETTE HISTORIC DISTRICT - PAGE 3

survived. The character of the neighborhood's quick growth, however, was far more dependent on the realities of the nearness of the yards of the New Jersey Central Railroad, the Morris Canal, the Bay and above all the river front, with its continually expanding number of factories, than on the hopes of the original developers.

By way of example of early industrial development in an area just south of Lafayette in the late 1860's, notice should be taken of the building of, "The Great Abattoirs of Communipaw (no longer extant)," described in Frank Leslie's Illustrated Newspaper (November 17, 1866), where, "...the marshes of Communipaw, below Jersey City, and fronting on Staten Island Sound and the Upper Bay, literally worthless for any other purpose except this and "docking out" to meet the wishes of the New Jersey Central Railroad Company,..." Communipaw Avenue, between Woodward and Garfield was already beginning to form into an industrial strip by the early 1870's; with its products being fed into the nearby systems of transportation. Industrial growth brought increasing numbers of immigrant laborers into downtown Jersey City and it was this population that contributed most significantly, in the long terms, to the growth of Lafayette. It must be emphasized though, that the neighborhood did not become a place populated exclusively by the unskilled or semi-skilled. The homes and workplaces of the middle class were also to be found here. Like other late 19th and early 20th century neighborhoods in Jersey City, Lafayette was a heterogeneous place.

The Communipaw Lafayette Historic District was, and still is, largely residential, with of course a certain number of churches and institutional structures bonded into the community, e.g. All Saints's Roman Catholic Church, (now The Cornerstone Church of Christ), at the corner of Communipaw and Pacific Avenues, built in 1908, and All Saints School & Lyceum on Lafayette,

NJ TRANSIT
HUDSON-BERGEN
LIGHT RAIL TRANSIT SYSTEM

REQUEST FOR
A DETERMINATION OF EFFECT

Hudson and Bergen Counties
New Jersey

F66

WJG

Prepared By:
Lynn Drobbin & Associates
for ICF Kaiser, Engineers, Inc.

December 18, 1995

E 142



Plate G.5 70-88 Essex Street
Paulus Hook Historic District. Facing Northwest. 5/95



Plate G.6 Communipaw-Lafayette Historic District
Pacific Avenue, Facing Northeast. 12/94

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0950163 COUNTY: HUDSON OWNER: ROUTE: 6109

MILEPOINT: 002210 TOWNSHIP: JERSEY CITY

FACILITY CARRIED: OCEAN AVE

NAME/FEATURE INTERSECTED: OCEAN AVE OVER CONRAIL (CENTRAL RR OF NJ)

TYPE: DECK GIRDER

DESIGN: OPEN WEB

MATERIAL: WROUGHT IRON # SPANS: 001 LENGTH: 000050 WIDTH: 0400

DATE OF CONSTRUCTION: 1890ca. ALTERATION: 1913 SOURCE: PLANS

DESIGNER/PATENT: CNJRR OFF OF CHIEF ENGINEER BUILDER: UNKNOWN

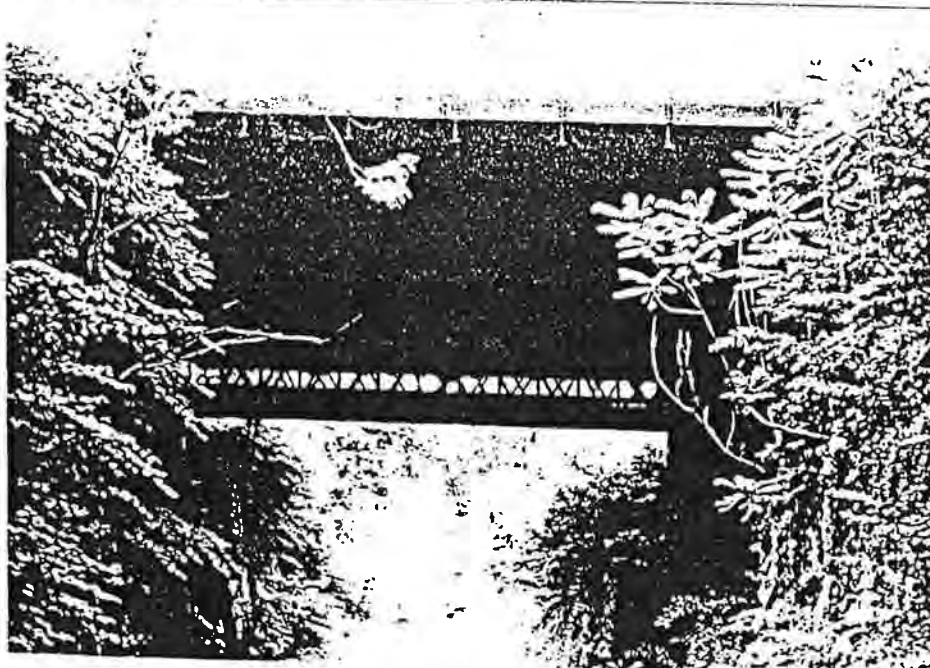
SETTING/CONTEXT: The setting consists of modernized single family homes and some 20th c apartment houses and small stores. The bridge crosses a deep cut through the city built in 1 the former Central RR of NJ as its Newark & New York Branch. Ths bridge is not the original over the cut. The railroad is now abandoned and the cut is overgrown with brush and tree

CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Eligible

SUMMARY: The bridge is composed of six rivet-connected open web deck girders supp ashlar abutments with concrete caps. The outermost girders have verticals while the inside not. The diagonals are composed of wrought iron T sections. The railings date to 1913 as flooring system and concrete abutment caps. The girders were in place in 1913, and 1 stylistically to ca. 1890. They represent a rare and complete example of an early railroad bridge type.

PHOTO: 29:12,23-27 REVIEWED BY: TF/AGL DATE: 05/31/19 QUAD: Jersey City



0950163

Bibliography: Schmidt, W.H.: "Costliest Railroad Now Half Abandoned." Trains Magazine. November 1948, p. 52. Schreiber, Mike: "Hudson County Trolley Lines" in Branford Electric Railway Journal. Vol. 26, (March-April 1980), p.8.

Physical Description: Rusticated ashlar abutments with concrete caps added in 1913 support six ca. 1890 rivet-connected wrought iron Howe truss open web deck girders, each composed of a top and bottom flange joined with riveted connections by diagonal cast or rolled T-section members. The fascia girders have verticals, built up with an unusual spacer in the center, while the inside girders do not. The flooring system of rolled floor beams and a concrete deck were part of the 1913 reconditioning of the span. The cantilevered sidewalks with iron fence-like railings were also added in 1913. A trolley line ran across the bridge until about 1938 (Schreiber, p. 8). The bridge and ashlar abutments are well preserved.

Historical and Technological Significance: When the rare wrought iron lattice deck girder bridge was constructed is not known, but it was in place in 1913, the year the structure was "reconditioned" by the Central Railroad of New Jersey (NJ). The flooring system, sidewalks, and railings were added that year as were the concrete abutment caps. The girders themselves were in place in 1913. They date stylistically to ca. 1890, and they represent a rare remaining example of a 19th-century bridge type. Another lattice or open web deck girder bridge is located at Bergen Avenue (0900011), also built over the same line. The Ocean Ave. span is technologically and historically significant as a rare example of a once-frequent bridge type (Criterion C). Approximately six of the open-web deck girders, all thought to be wrought iron, have been identified in the state, and all but one are railroad related. Other examples are located in Warren, Hunterdon, and Middlesex counties. Only three still function as deck girders.

The bridge carries a four-lane city street over a mile-long double track cut built in 1869 for the Newark & New York RR, a subsidiary of the CNJ, through Bergen Hill, a long rock ridge separating the waterfront of Hudson County from the land to the west. The Newark & New York RR was built to give the shortest, fastest route between Newark and the CNJ ferry terminal at Communipaw. In the 1920s, 38 local passenger trains traversed this route each way every weekday, stopping at four stations in the single mile of this cut in Jersey City. Passenger service ended in 1948 and the line was single tracked and used for freight only (Trains, p. 52). When Conrail took over the NJ's property in 1976, the line became the West Side Avenue Branch, but was abandoned by the mid-1980s. Track has been removed, and the right-of-way is now overgrown.

Boundary Description and Justification: The bridge is evaluated as individually significant. The railroad line was not evaluated for its historic district potential. The boundary is limited to the bridge itself.

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0900011 COUNTY: HUDSON OWNER: COUNTY ROUTE: 9109

MILEPOINT: 000000 TOWNSHIP: JERSEY CITY

FACILITY CARRIED: BERGEN AVENUE

NAME/FEATURE INTERSECTED: BERGEN AVENUE OVER CONRAIL (EX-CENTRAL RR OF NJ)

TYPE: DECK GIRDER

DESIGN: OPEN WEB

MATERIAL: WROUGHT IRON # SPANS: 001 LENGTH: 000054 WIDTH: 0360

DATE OF CONSTRUCTION: 1890ca. ALTERATION: SOURCE: STYLE

DESIGNER/PATENT: BUILDER: UNKNOWN

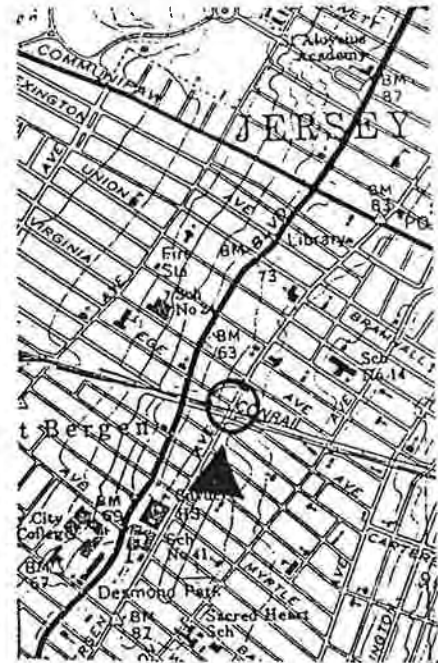
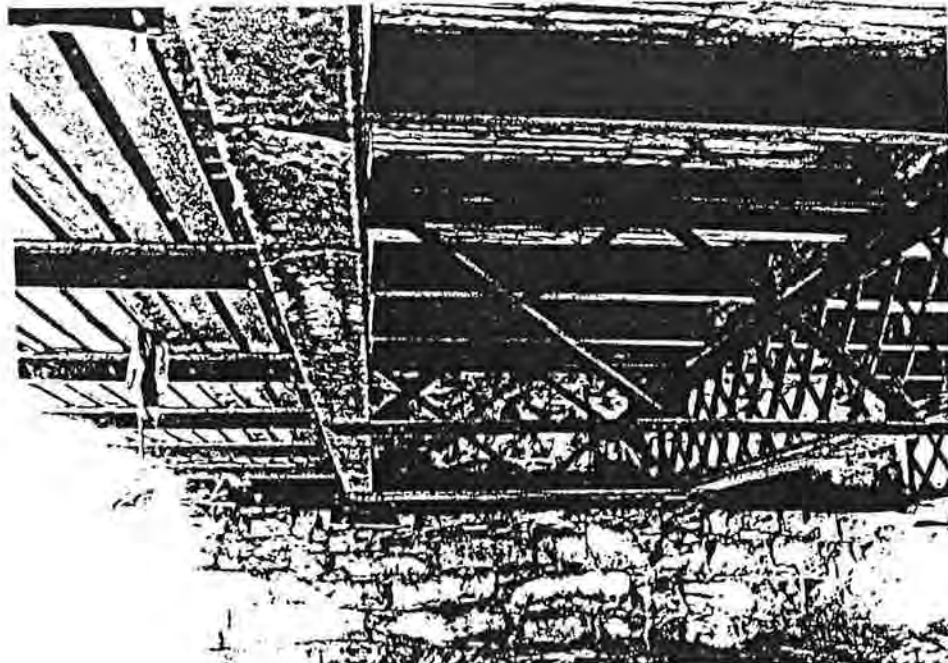
SETTING/CONTEXT: The bridge is in an undistinguished late 19th-century urban residential neighborhood. It carries a wide city street over now-abandoned 1869 cut built for the CNJ RR's Newark & New York Branch (later Conrail's West Side Avenue Branch). The railroad right-of-way is not maintained.

CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Eligible

SUMMARY: The bridge consists of 4 open web, triple-intersection deck girders with lateral bracing supported on ashlar abutments that probably predate this span. The flooring system with a concrete deck on rolled transverse beams is not original. The cantilevered sidewalks have metal picket railings. Information on when and by whom the bridge was constructed was not located, but stylistically it appears to be ca. 1890. A rare example of an early open web girder span, it is technologically significant.

PHOTO:28:4-6;29:3-6:3 REVIEWED BY: TF/AGL DATE: 05/31/19 QUAD: Jersey City



0900011

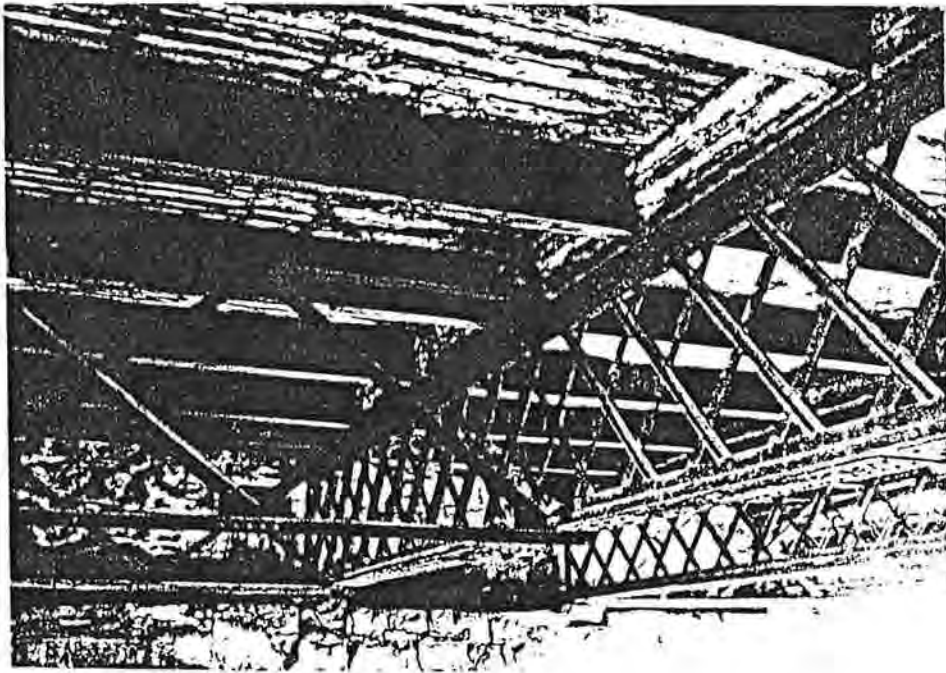
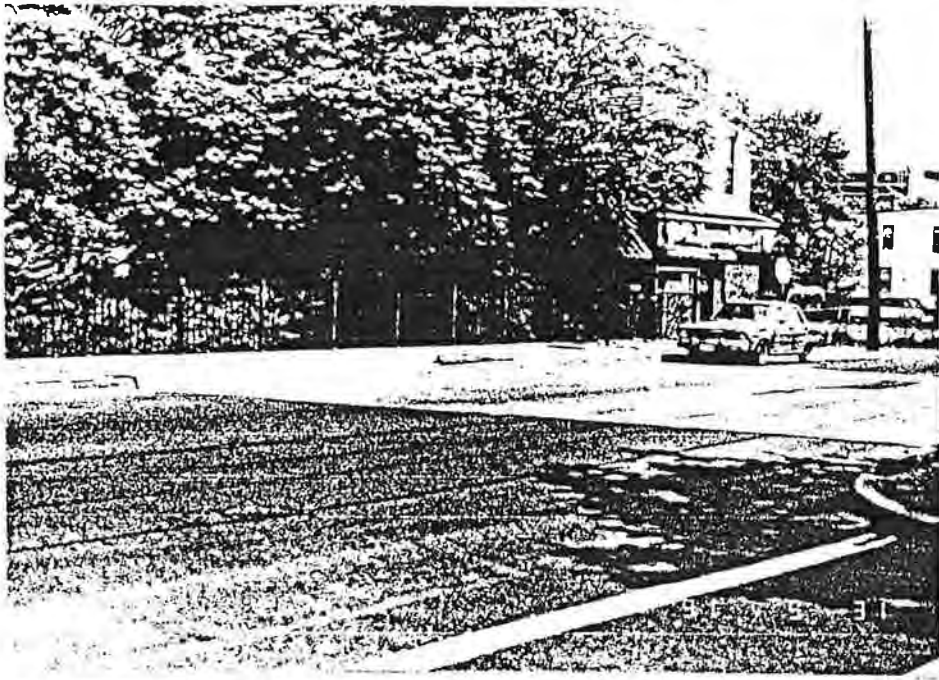
Bibliography: Schmidt, W.H. "Costliest Railroad Now Half Abandoned." Trains Magazine. November, 1948. NJDOT. Plan File.

Physical Description: The deck girder bridge consists of four triple-intersection or lattice open web girders supported on low masonry abutments resting on the solid rock walls of the railroad cut. The web diagonals are cast or rolled wrought-iron T-sections set back-to-back. The flanges are built up with plate and angles. The present flooring system is replacement, and it consists of rolled transverse beams and a concrete deck. The lateral braces set between the girders are angles, and they may also be an addition. The bridge has a cantilevered sidewalk enclosed by a metal railing that appears to date stylistically to 1913. The date attribution is based on stylistic similarities with the Ocean Avenue bridge (0950163).

Historical and Technological Significance: When the wrought-iron lattice-web deck girder bridge was fabricated has not been verified (no plans are on file with NJDOT, and the SI&A sheet indicates that no plans are available from Conrail), but stylistically it dates to at least ca. 1890. It is very similar to a lattice-web bridge over the same rail line at Ocean Avenue in Jersey City (0950163). The date of construction of the Ocean Avenue bridge is also unknown. This span is technologically significant as because it is a rare and well-preserved survivor of an early overpass bridge type, and it has the unusual T-section members. Several other examples of the T-section have been identified on late-19th century railroad bridges in the northern half of the state as well as on the Ocean Avenue span, but the detail is so rare and so early, that all spans with it have been evaluated as technologically significant.

The Bergen Avenue bridge carries a city street over a mile-long double-track cut built in 1869 for the Newark & New York Railroad through Bergen Hill, a long ridge separating the waterfront of Hudson County from the land to the west. The Newark & New York Railroad was built to give the shortest, fastest route between Newark and the Central Railroad of New Jersey (CNJ) ferry terminal at Communipaw. The line was built for and operated by the CNJ. In the 1920s, 38 daily local passenger trains traversed this route, which serviced four passenger stations in its mile-long roadway through Jersey City. Passenger service ended in 1948, and the line was single-tracked and used for freight only (Trains, p. 52). When Conrail took over the CNJ's property in 1967, the line became known as the West Side Avenue Branch. It was abandoned by Conrail in the mid-1980s.

Boundary Description & Justification: The bridge is evaluated as individually significant. The railroad route was not evaluated for its historic district potential. The boundary is limited to the bridge itself.



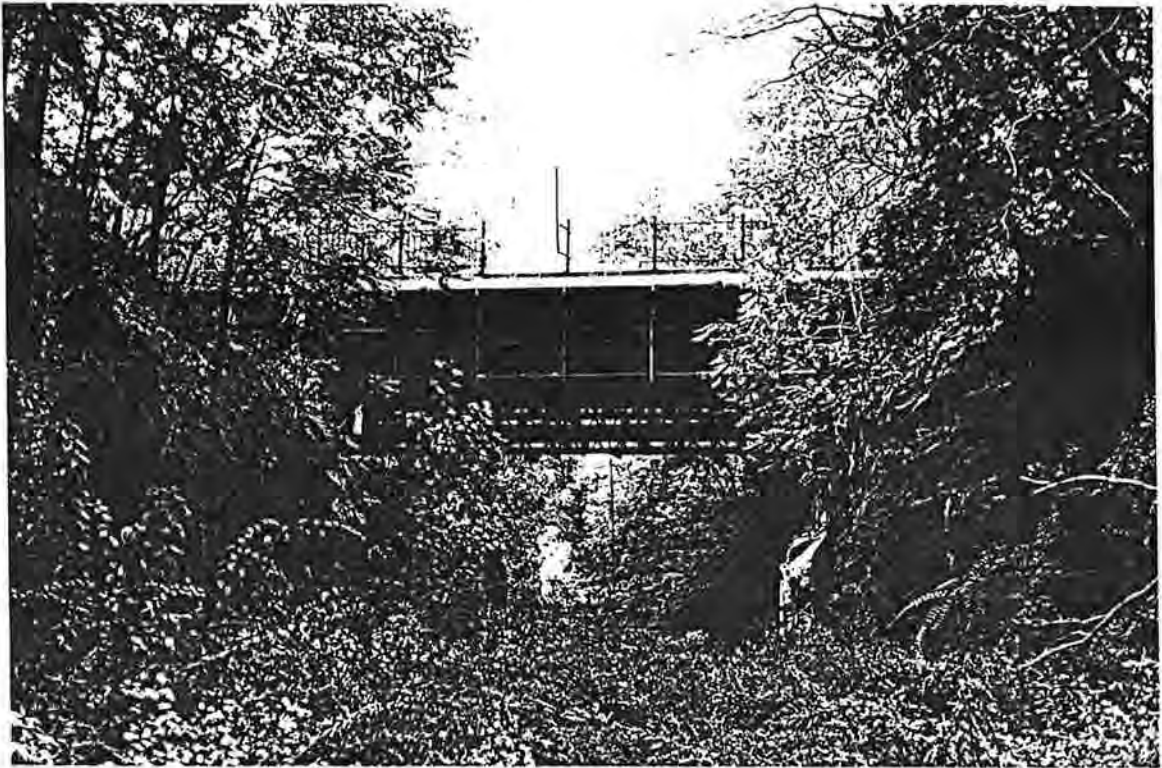


Plate 7.5 Bergen Avenue Bridge
Former CNJ RR Newark and New York Branch
Facing West, January 1994



Plate 7.6 Bergen Avenue Bridge
Former CNJ RR Newark and New York Branch
Facing East, January 1994

PHASE 2 SURVEY OF WARD B, JERSEY CITY

RECOMMENDED LIST OF SITES ELIGIBLE FOR THE NATIONAL REGISTER

0906-B4 WS1
374-378 WEST SIDE AVENUE
346-370 CLAREMONT AVENUE
BLOCK 1787

The brick factory complex bounded by the Newark and New York Railroad tracks on the north, Halstead on the east, Claremont on the south and West Side Avenue on the west, is eligible for individual listing on the National Register meeting Criterion C of the standards of evaluation. The complex varies in date with the earliest part, the three-story, twelve-bay 346 - 352 Claremont, dating from about 1905; and enlarged in approximately 1919. The later eight-story factory structure, located at 374-378 West Side Avenue was erected about 1920.

Number 346-370 Claremont is a good example of early Twentieth century utilitarian design with rétrograde C19th massing and brick ornament. Originally the Greek American Confectionary company, the building was subsequently enlarged in 1919 and incorporated as The Novelty Candy Company. Of particular note is the use of brick ornament at the segmentally-arched bay openings and the continuous ornamental brick courses located at the spandrel level between each window opening. The cornice level is ornamented with brick soldier courses. Although several of the original six-over-six windows have been blocked with brick infill or changed to a one-over-one configuration, the alterations do not jeopardize the eligibility of this utilitarian structure. Number 371-378 West Side Avenue is an excellent example of early 1920's factory design with the use of large expanses of horizontal windows carried within narrow bands of brick piers which terminate in suppressed segmental arches at the cornice level of this eight-story structure. The multi-paned casement windows are recessed, and devoid of ornament with the exception of the use of projecting concrete lintels which add to the horizontality of the factory structure. The roofline is marked by various brick mechanical system projections and a smoke stack that rises to approximately twenty stories in height. Although the original entrance has been altered, the complex overall is in remarkable repair and is currently occupied by the Lightolier Company.



Map No. 1

374-378 West Side

Block 1781

Neg. Contact

225/10 *after 1896*

*1926: (copy) Lightolier Co.
Corona Corp.*

Map No. 1

374-378 West Side
(view of 346-370 Claremont)
Block 1781

Neg. Contact

224/13

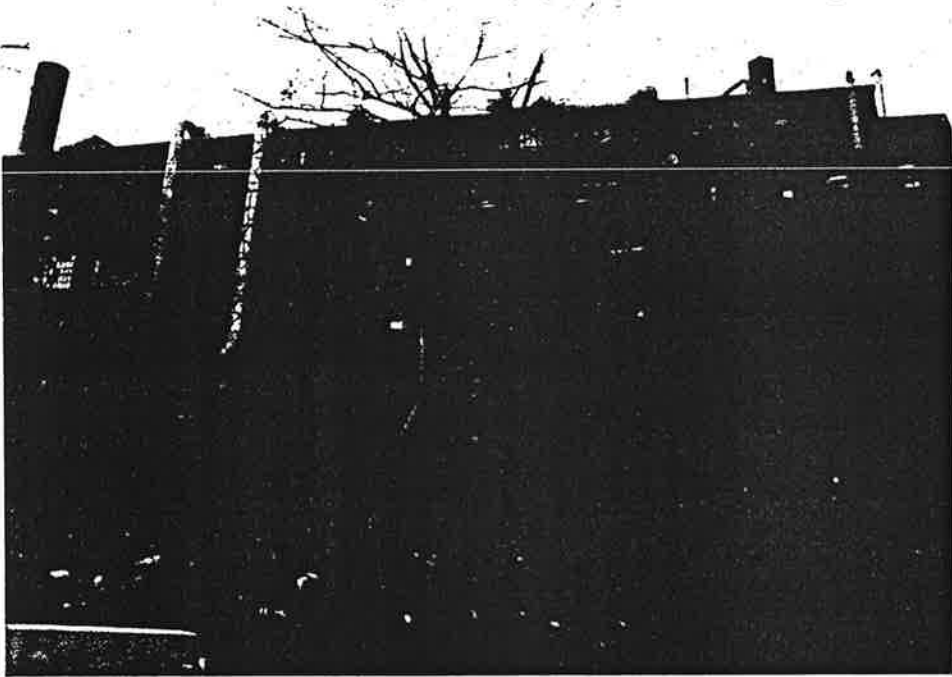


WEST SIDE AVENUE IN WEST BERGEN NEIGHBORHOOD OF SURVEY AREA (WARD) B

page 2 of 13 photo pages

NJHSI: 1985

0906-B4ws

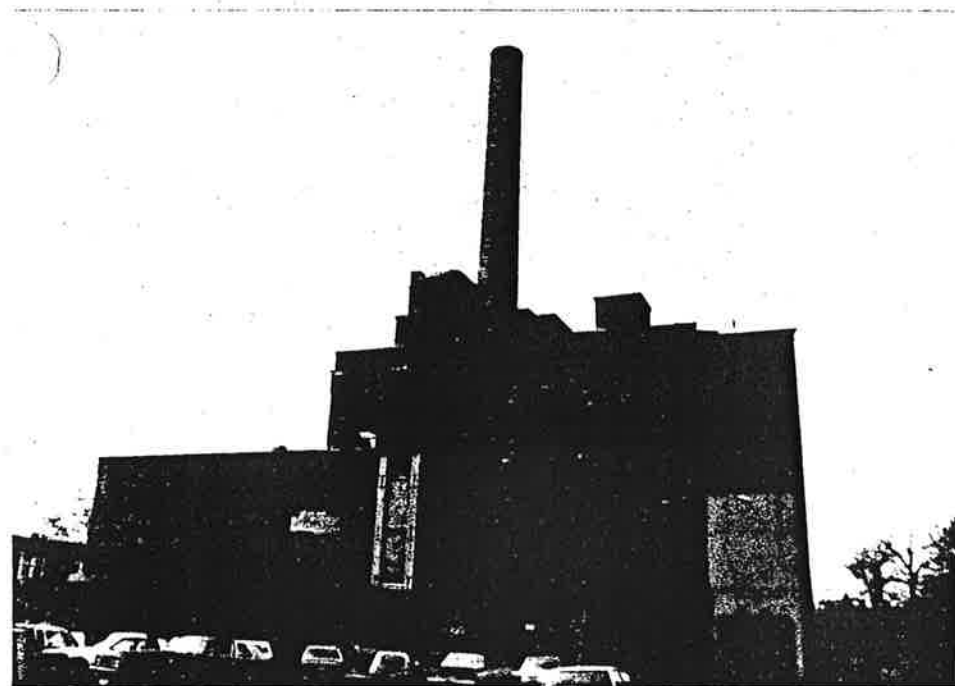


Map No. 1

374-378 West Side
(north facade)
Block 1781

Neg. Contact

225/15



Map No. 1

374-378 West Side
(1-11 Halstead)
Block 1781

Neg. Contact

224/11

G.27

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

0906-E215B
1 EXCHANGE PLACE
BLOCK 007 LOT 1-7

This 1920 classical commercial building is eligible for individual listing on the National Register. It meets Criterion C of the National Register's standards for evaluation. Designed by the architectural firm of Alfred & Bossom, it is an excellent, somewhat late, but intact example of the commercial classical style which immediately followed the much more elaborate Beaux Arts Style. It embodies the characteristics of this familiar commercial style: the 10-12 story height, the use of light brick and stone, austere classical details, including columns, dentillation, a rusticated stone basement and an imposing, modillioned cornice.

This style was a relatively common one in the first quarter of the twentieth century, and defined the architectural landscape of the period. Because of this impact on the turn-of-the century landscape, it should be considered a significant building type; well-designed, intact examples should be protected. Jersey City has a number of these structures, in particular in the Journal Square area. This is the only good intact example in the Downtown area and it compares favorably with the other early twentieth century commercial classical structures in the city.



State of New Jersey

Department of Environmental Protection

Division of Parks & Forestry
Historic Preservation Office
PO Box 404

Trenton, NJ 08625-0404

TEL: (609)292-2023

FAX: (609)984-0578

HPO-J99-20

Robert C. Shinn, Jr.
Commissioner

Christine Todd Whitman
Governor

October 7, 1999

CERTIFICATION of ELIGIBILITY

Mr. John Gomez
P.O. Box 68
Jersey City, NJ 07303-0068

Dear Mr. Gomez:

This letter is in response to your request for a formal certification of eligibility for the Hudson & Manhattan Railroad Powerhouse, 70-90 Bay Street, Jersey City, Hudson County, for inclusion in the New Jersey and National Registers of Historic Places.

Based on a review of the submitted documentation and other information already on file, it is my opinion, as Deputy State Historic Preservation Officer, that the Hudson & Manhattan Railroad Powerhouse is eligible for listing in the New Jersey and National Registers of Historic Places under Criterion A for its importance in electrical engineering history and transportation history. The completion of the Hudson & Manhattan Railroad tunnels (now the PATH tubes) was a major transportation and engineering event both for New Jersey and for the New York City metropolitan region. It is also my opinion that the building is eligible under Criterion C for its bold architectural expression, which befits the size and power that the powerhouse embodied, as one of the most impressive examples of the urban industrial system powerhouse as a building type whose survival is becoming increasingly rare.

A National Register nomination packet is enclosed. If you have questions about how to prepare a nomination, please contact Mr. Robert Craig of my staff, at (609) 984-0541.

Sincerely,

Dorothy P. Guzzo
Administrator

DPG/BC|.j20

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

WAREHOUSE HISTORIC DISTRICT

PAGE 3

HUDSON & MANHATTAN RAILROAD POWERHOUSE

Washington Avenue, e/s, between Bay and First Streets
0906-E1

This was the powerhouse for the Hudson & Manhattan Railroad. Built in about 1908, this is an excellent and intact example of an early twentieth century classical, almost Beaux Arts, monumental structure. The large, three story arched window is typical of the Beaux Arts Style, the light-colored, ornamental brickwork and the classical cornice are typical of the classical style of the period. The lavish architectural embellishments include battered basement walls.

BUTLER BROTHERS WAREHOUSE

99-121 Bay Street
0906-E5

This large, impressive and intact brick warehouse was built in 1905. The intricate decorative brickwork emphasizes the horizontal planes of the building, making it look even more massive. It does not readily fall into a style category, but is an excellent and eccentric early twentieth century commercial structure. It was designed by Jarvis Hunt, the Chicago architect who was the nephew of Richard M. Hunt. He also designed the Newark Museum.

P. LORRILARD CIGAR FACTORY ; LORRILARD WAREHOUSE

First Street, s/s & n/s, bet. Washington and Warren Sts.
0906-E5; 0906-E87-8

Both of these buildings were built at about the time P. Lorrilard moved to the Warehouse District in 1875. Lorrilard was one of the first companies to move into the district after the Pennsylvania Railroad filled in the area. They are typical of the industrial buildings of the period: large, horizontal red brick structures with long rows of small, multi-paned windows, like New England mills. They are excellent, relatively rare and intact examples of nineteenth century vernacular industrial structures.

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

0906-E DISTRICT 6

WAREHOUSE HISTORIC DISTRICT

INCLUDING INVENTORY NUMBERS:

0906-E1	0906-E89
0906-E5	0906-E283
0906-E6	0906-E284
0906-E7	0906-E285
0906-E8	0906-E346
0906-E87-8	0906-E347

The Warehouse District has all of the characteristics of a historic district: there is a significant concentration of excellent examples of industrial and commercial architecture grouped around a specific period (1875 to 1930); and it exhibits a distinct sense of place. It meets Criteria B and C of the National Register's standards for evaluation.

The whole area is surrounded by meadows and railroad yards, forming an industrial enclave. The historic district represents the best of the architecture of the entire warehouse area, which is twice as large as the district. Nearly every one of the buildings within this district is a fine, intact example of a nineteenth or early twentieth century warehouse. On the north, at Second Street, and on the east, at Greene Street, the district clearly ends at large expanses of railroad tracks. These boundaries are the same as those of the National Register nomination form prepared by Charles Wyatt Associates ~~and submitted by~~ Jersey City in 1984.
for

tp/M.D.
5-21-85

The other boundaries are slightly different; the Phase 2 Survey historic district is a little smaller. On the south, the Phase 2 Survey boundary is Morgan Street from Provost Street to Washington and Bay Street from Washington to Greene Street. Most of the south side of Morgan contains architecturally undistinguished and altered industrial or

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

WAREHOUSE HISTORIC DISTRICT

- PAGE 2

commercial structures. It is more usual to include both sides of a street in a district, since this is how it is actually experienced in person. Unlike residential neighborhoods, where the buildings on both sides of the street relate to one another, the buildings in this warehouse district, like the Butler Brothers Warehouse, are large and do not especially relate to the street. It is therefore possible to end this type of district on one side of the street, excluding the undistinguished architecture on the other side. The 1984 National Register nomination takes in 135-41 Morgan Street, a circa 1910 warehouse which does not appear to be intact or distinguished enough to warrant extending the natural boundary of the district to the south.

On the south east, the Phase 2 Survey district excludes the block bound by Bay, Morgan, Greene and Streets because the distinguished buildings, such as 89 Bay Street, have lost their architectural integrity through unsympathetic alterations, while the other buildings are not distinguished or intact enough to be included. On the west, the Phase 2 Survey excludes the undistinguished one story, circa 1915, A & P garage which was included in the 1984 National Register nomination.

The Warehouse District is one of the earliest industrial areas in Jersey City. The marshy land was filled in and developed by the Pennsylvania Railroad in 1872-4. It has been in continuous use as a warehouse district since that time. The following is a list of the most noteworthy buildings.

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

WAREHOUSE HISTORIC DISTRICT

PAGE 3

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Washington Avenue, e/s, between Bay and First Streets
0906-E1

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P. LORRILARD CIGAR FACTORY ; LORRILARD WAREHOUSE

First Street, s/s & n/s, bet. Washington and Warren Sts.
0906-E5; 0906-E87-8

Both of these buildings were built at about the time P. Lorrilard moved to the Warehouse District in 1875. Lorrilard was one of the first companies to move into the district after the Pennsylvania Railroad filled in the area. They are typical of the industrial buildings of the period: large, horizontal red brick structures with long rows of small, multi-paned windows, like New England mills. They are excellent, relatively rare and intact examples of nineteenth century vernacular industrial structures.

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

WAREHOUSE HISTORIC DISTRICT

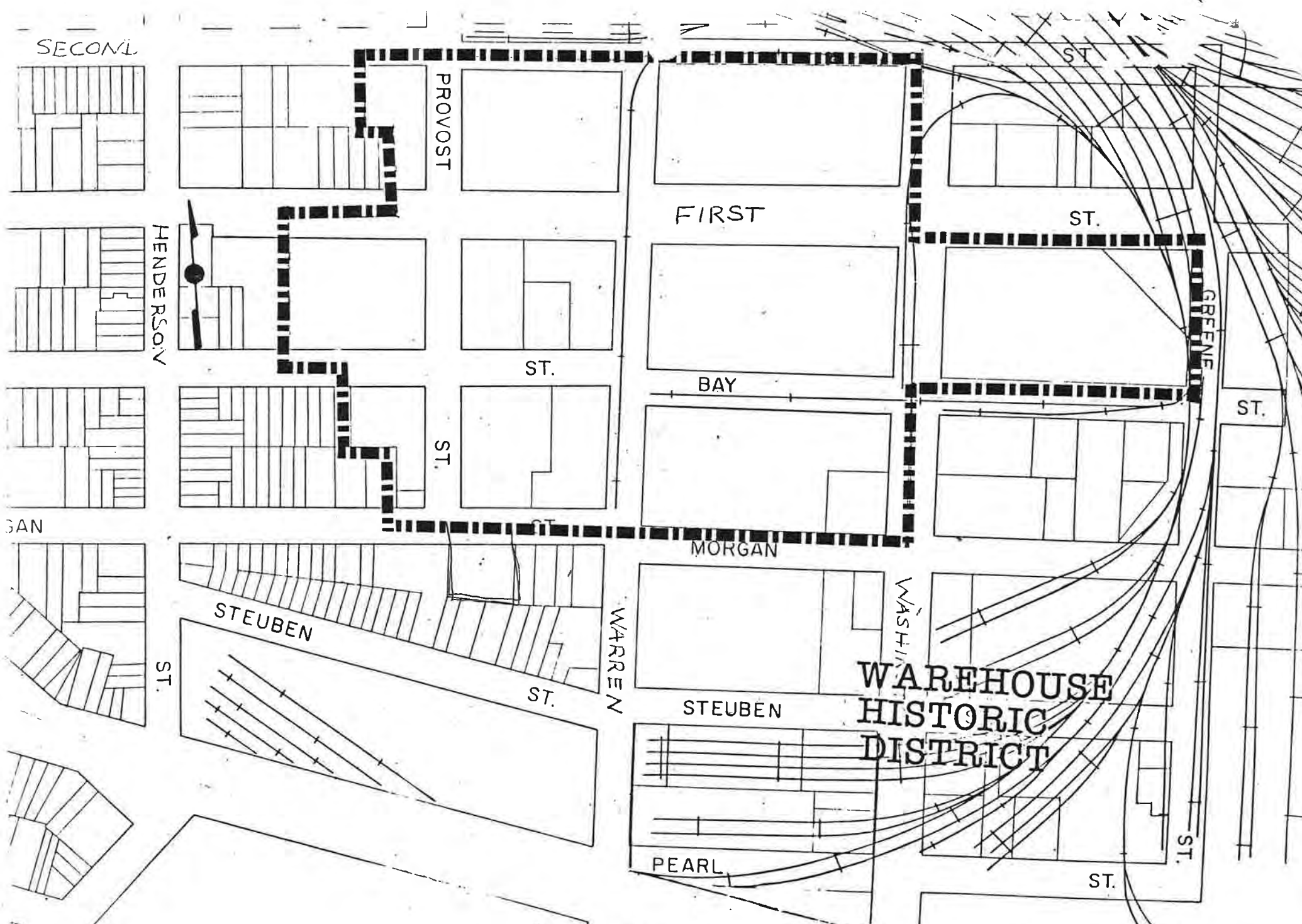
PAGE 4

31 PROVOST STREET
0906-E285

This structure was a machine shop, built by Juan Ribon & Partner. It dates from 1873 and 1887 and is a good example of a nineteenth century industrial building. It was one of the first buildings to be built in the area after the Pennsylvania Railroad filled in the land. The typical red brick facade was covered with cement, probably in the twentieth century. The building has handily retained the characteristics of its period and style, however, including the long rows of smallish sash windows and its distinctive shape, with the gable end of the roof facing the street.

There are several good, relatively intact examples of early twentieth century warehouses with large, horizontal windows and brick or concrete piers. They are: 126-34 Morgan Street (0906-E346); 18-30 Provost Street between Bay and First (0906-E8); 131-4 Bay Street (0906-E7) and 3-15 Provost Street (0906-E283).

The Merchant's Refrigerating Company at 142-4 First Street is included in the district because it is between two of the excellent, nineteenth century structures and would function as part of the district whether it was in or not. This building, built around 1912, is of the same age, proportion and style as the rest of the district. It has been altered so much, however, that it is no longer a good example of this type of structure. It was covered with concrete, stripping any facade ornament, the windows were bricked up and covered with concrete and only the corbelled brick cornice has survived.



PHASE II SURVEY OF WARD E, JERSEY CITY 3/85
MARY B. DIERICKX ARCHITECTURAL PRESERVATION

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

0906-E157

LACKAWANNA WAREHOUSE

16TH STREET BETWEEN JERSEY AND GROVE STREETS

BLOCK 292 LOT A-APL

The huge Lackawanna Warehouse, built in 1929-30, was one of the three projects sponsored by Mayor Hague in an unsuccessful attempt to spur Jersey City's development. It is a brick building, situated right next to the railroad tracks, and one of the major terminal warehouses in the city. It is typical of the warehouses of that period, with large, horizontally-oriented multi-paned windows and massive, blocky proportions. Vertical brick piers and stone string courses make it slightly more decorative than some of the more stark warehouses of the period, such as Harborside Terminal, another of Mayor Hague's development projects. As a major, intact terminal warehouse it meets Criteria B & C of the National Register's standards for evaluation.

The railroads were the prime force in Jersey City's development in the early twentieth century. Large warehouses and factories were built on and near the waterfront and the railroad terminals during the boom periods before World War I until the Depression. As one of the monumental development projects sponsored by Mayor Hague, and as one of the last large terminal warehouses to survive, the Lackawanna Warehouse is associated with significant events in Jersey City's history.



Plate 7.9 Lackawanna Warehouse and Viaduct
16th Street Between Jersey Avenue and Grove Street
Facing Northwest, December 1994



Plate 7.10 Lackawanna Warehouse and Viaduct
16th Street Between Jersey Avenue and Grove Street
Facing North on Grove Street, December 1994

7.2.4 POTENTIALLY ELIGIBLE RESOURCES

10 resources in the APE were evaluated for their potential for listing on the National Register of Historic Places. Of these 10 resources, 6 were considered potentially eligible for listing. Resources that were evaluated as potentially eligible are described below.

a) **Morristown Line Railroad Bridge over Grove Street (Manila Boulevard)**

NJ TRANSIT Morristown Line Milepost 0.66
Jersey City, Hudson County

Description

The bridge is actually two independent structures a few inches apart. The northern bridge consists of five through plate girders with open decks and has four track bays. The southern unit has four through plate girders with a ballasted concrete deck on steel floor beams; the bridge has three track bays. This pair of bridges carries seven tracks of the Morristown Line over Grove Street (Photo 11). Abutments under the four northern tracks are stone, abutments to the south are concrete (Photo 12). The original four track section of the Morristown Line Railroad Bridge over Grove Street (all tracks currently active) was built by the DL&W Railroad Engineering Department in 1896. The bridge was altered in 1930 by the addition of the southern three-bay unit with new concrete abutments; only one track bay of the 1930 unit is currently active.

Significance

The Morristown Line Grove Street Railroad Bridge, while not eligible for individual listing, is eligible for listing as a contributing resource to the DL&W Historic District. For additional information, see the Structure Inventory Form from the *NJ TRANSIT Historic Railroad Bridge Survey, Newark, NJ DeLeuw Cather and Company August 1991*.

b) **Morristown Line Railroad Bridge over Hoboken Avenue**

NJ TRANSIT Morristown Line Milepost 0.80
Jersey City, Hudson County

Description

The Morristown Line Railroad Bridge over Hoboken Avenue is actually three independent bridges side by side. The northern pair of bridges are three-span, through plate girder bridges with open decks built in 1905 by the DL&W Engineering Department and fabricated by the

LOCATION

NJ TRANSIT Line	Morristown	Milepost	0.66
Town/City	Jersey City	Feature Crossed	Grove Street
County	Hudson	Common Name	(2) Grove Street
USGS Quad	Jersey City	UIM Ref.	18.580980.4509620

PHYSICAL SUMMARY

Structure Type	Through plate girder	Deck Type	Open
Overall Length	72'	Width	61'
Spans	1	Span Length	72'
Material(s)	Steel	Design Loading	
Skew	81	Tracks	7
Inspection Report	Yes	Condition	Poor
Bridge Typology Code	1 2 3 13		

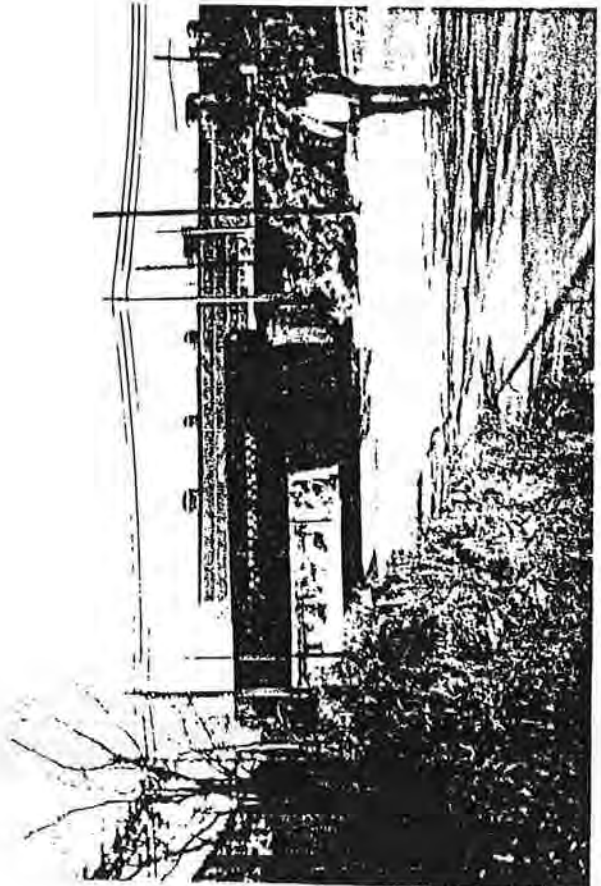
HISTORICAL SUMMARY

Date	1896	Date(s) Rebuilt	1930
Designer	D.L. & W. Engineering	Fabricator	Passaic Rolling Mil.
Patent		Historic Rail Line	D.L. & W., Morris & Essex Division

CULTURAL RESOURCE EVALUATIONS

National Register Status	National Register Date
State Register Status	State Register Date
Local Landmark Designation	
HAER Doc. #	
Type and Date of HAER documentation	

GRAPHICS



PHYSICAL DESCRIPTION OF BRIDGE AND SETTING

This single span, through girder and floorbeam bridge carries seven tracks of the Morristown Line over Grove Street. The abutments under the four northern tracks are stone masonry; the ones to the south are concrete. The four northern tracks have open decks; the three southern ones are ballasted. The bridge forms part of the Hoboken Terminal Yard.

STATEMENT OF TECHNOLOGICAL MERIT AND HISTORICAL SIGNIFICANCE

The first bridge on this site was a truss bridge, built on filled marshland when the Old Bergen Tunnel was constructed in 1877. New concrete abutments were added to the masonry from the earlier bridge in 1930, when three additional tracks were added. The girders for the new bridge were fabricated by the American Bridge Company.

This bridge is not historically or technologically significant. It is one of many steel, through plate girders on the line. Plate girders, which were more rigid than trusses and more economical for spans under 100' were used frequently by the railroads in the 19th century. The Grove Street Bridge is the only surviving example on the Morristown Line predating 1899, when William Haynes Truesdale became President of the D.L. & W. and embarked on an extensive rebuilding campaign.

RECOMMENDATION OF ELIGIBILITY TO NATIONAL REGISTER OF HISTORIC PLACES Not eligible

PRIMARY AND SECONDARY SOURCES

See New Jersey Transit Historic Bridge Survey, Phase II Report bibliography.

Survey Team M. Harper, B. Patel
Survey Date 10/31/90

Reviewer A.C.
Review Date 01/12/91

Photographs P1/6-9
Slides S1/6

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

HOLBROOK MANUFACTURING COMPANY
319 COLES STREET - PAGE 2

The railroads, in particular the tubes to Manhattan, were a major force in Downtown Jersey City's development in the early twentieth century. Large warehouses and factories were built on and near the waterfront and the railroad terminals during the boom periods before and after World War I. Located near the waterfront in an industrial tier in downtown Jersey City, surrounded by railroad tracks, 391 Coles Street is associated with one of the most significant periods in the development of Jersey City as an important port and terminal region by virtue of its industrial building type, its waterfront-railroad location and its 1920-26 date.

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR
THE NATIONAL REGISTER

0906-E35

L.O. KOVEN COMPLEX

100 PATTERSON PLANK ROAD & 31-5 HOPE STREET

BLOCK 740, 742

The L.O. Koven Complex is an integrated and well-preserved group of four industrial buildings dating from about 1890 to 1915. It is eligible for the National Register under Criterion C of the standards for evaluation.

The four red brick industrial buildings range from two to five stories in height. Three of the buildings are attached to each other, in a row fronting Patterson Plank Road. The fourth is on the other side of a small street. They are all intact and, individually and as a group, embody the characteristics of a late nineteenth-early twentieth century industrial complex. They are dramatically sited on the ridge along Patterson Plank Road and also, practically, across the street from the railroad tracks.

Two of the buildings are in a late nineteenth-early twentieth century industrial vernacular style, with rows of typical arched brick sash windows and little ornamental detail. The other building in the row is also industrial vernacular, but with overtones of the early twentieth century Classical Revival Style. The main characteristics of this style are the brick piers with plain stone capitals and the large, multi-paned arched casement windows. The fourth building is taller, five stories and was built later, perhaps in about 1915. It shares the same red brick, industrial vernacular tradition.

PHASE 2 SURVEY OF WARD D, JERSEY CITY

RECOMMENDED LIST OF SITES ELIGIBLE FOR THE NATIONAL REGISTER

0906-D6 OG28
269-71 OGDEN AVENUE
BLOCK 749

These row of two identical Italianate style residences are eligible for listing on the National Register, meeting Criterion C of the standards for evaluation. Built before 1873, and probably around 1860, these three-story, three-bay brick houses are good examples of the ornate, late Italianate style.

The cast iron ornament on the facade is particularly handsome and rare. The heavy, foliated, bracketed cast iron cornice and door lintels embody the late Italianate style. The segmentally-arched window lintels are equally fine. The buildings are largely intact. The most glaring and unsympathetic alteration is the addition of an aluminum porch hood over #269. The doors and windows have been replaced. There are Italianate row houses like these in Downtown Jersey City, but not that many with cast iron ornament. The row is significant for its age, relative intactness and Italianate cast iron ornament.

IP #	ADDRESS/LOCATION : PROPERTY NAME	DATE	Dist. S/D/S	Condition	USE
	268-272 Ogden Avenue Block: 750 (Contact: 244/8,9)	Between 1908- 1919	P Dist.	E	R2 3 matching Italianate Variant houses, 2 stories, brick, each with 2 entries and rectangular plan. #268-270 is a double house. GROUND STORY: Porch with ornate frieze set on brick piers extends across entire story; each house with 2 windows set into slightly curving bay. 2nd STORY: Each house with 3 windows with cornice heads; 2 windows set into slightly curving bay which is offset from that of ground story; bracketed cornice with dentils and swag and wreath decorated frieze. All windows rectangular with 1/1 sash and stone sills. #272 is identical to #268.
	269-271 Ogden Avenue Block: 749 (Contact: 10/22)	Before 1873	P Dist. (# 271 HDC- 1978)	E	R2 Twin Italianate rowhouses, 3 stories, brick; each with 3 bays, 1 main entry, and rectangular plan. Entries with transom and decorative, bracketed, segmentally arched stone head with ornate keystone; rectangular windows with 1/1 sash, stone sills, and decorative, segmentally arched stone heads; stone water tables; continuous cornice. Modern metal awning obscures portal head of #269. The cornice of #269 retains its brackets; they have been removed on #271. Property listed on 1873 map as belonging to J. Appold.

NEGATIVE
 FILE #

Contact:
 10/22

Ogden Avenue in Washington Village Neighborhood
of Survey Area (Ward D6) N5H5E # 0906-D6 0g,
Jersey City, Hudson Co.
Page 17 of 25 photo pages.



Site No. 0906-D6 0g
269-271 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 10/22
Map No. 28
(before 1873)



Site No. 0906-D6 0g
277-279 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 244/6
Map No. 29
(bet. 1919-1928)

Ogden Avenue in Washington Village Neighborhood
of Survey Area (Ward D6) NJHSE # 09.06 - D6 09,
Jersey City, Hudson Co.
Page 16 of 25 photo pages.



Site No. 0906-D6 09
268-272 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 244/8
Map No. 27
(bet. 1908-1919)



268-270 Ogden Ave.
Photo Neg. No. 244/9
Map No. 27 (Detail)

PHASE 2 SURVEY OF WARD D, JERSEY CITY

RECOMMENDED LIST OF SITES ELIGIBLE FOR THE NATIONAL REGISTER

0906-D6 OG27
268-72 OGDEN AVENUE
BLOCK 750

These three Renaissance Revival style residences are eligible for listing on the National Register, meeting Criterion C of the standards for evaluation. The identical row consists of one detached house next to two attached houses.

The two-story brick houses have one-story porches with ornate sheet metal cornices supported by brick posts. The foliate frieze matches that of the elaborate, bracketed cornice at the roofline. The houses embody the early 20th century academic classical style. The cornices, pedimented window lintels, and light brown, highly decorative brickwork are all characteristics of the style. Many of these early 20th century classical residences were built in Jersey City, but most have been altered, in particular those with porches. The houses at 268-272 Ogden Avenue are significant for having survived in a row, which highlights their design, and for their architectural integrity.

MAP #	ADDRESS/LOCATION : PROPERTY NAME	DATE	Signifi- cance to D/S	Condition	USE	DESCRIPTION: Style, Ext. Wall Fabric, Fenestration, Form, Roof, Major Features, Alterations, Stories, etc.	NEGATIVE FILE #
27.	268-272 Ogden Avenue Block: 750 (Contact: 244/8,9)	Between 1908- 1919	P Dist.	E	R ²	3 matching Italianate Variant houses, 2 stories, brick, each with 2 entries and rectangular plan. #268-270 is a double house. <u>GROUND STORY</u> : Porch with ornate frieze set on brick piers extends across entire story; each house with 2 windows set into slightly curving bay. <u>2nd STORY</u> : Each house with 3 windows with cornice heads; 2 windows set into slightly curving bay which is offset from that of ground story; bracketed cornice with dentils and swag and wreath decorated frieze. All windows rectangular with 1/1 sash and stone sills. #272 is identical to #268.	Contact: 244/8,9
8.	269-271 Ogden Avenue Block: 749 (Contact: 10/22)	Before 1873	P Dist. (#271 HDC- 1978)	E	R ²	Twin Italianate rowhouses, 3 stories, brick; each with 3 bays, 1 main entry, and rectangular plan. Entries with transom and decorative, bracketed, segmentally arched stone head with ornate keystone; rectangular windows with 1/1 sash, stone sills, and decorative, segmentally arched stone heads; stone water tables; continuous cornice. Modern metal awning obscures portal head of #269. The cornice of #269 retains its brackets; they have been removed on #271. Property listed on 1873 map as belonging to J. Appold.	Contact: 10/22

Ogden Avenue in Washington Village Neighborhood
of Survey Area (Ward D6) NJHSE # 0906-D609,
Jersey City, Hudson Co.
Page 16 of 25 photo pages.



Site No. 0906-D609
268-272 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 244/8
Map No. 27
(bet. 1908-1919)

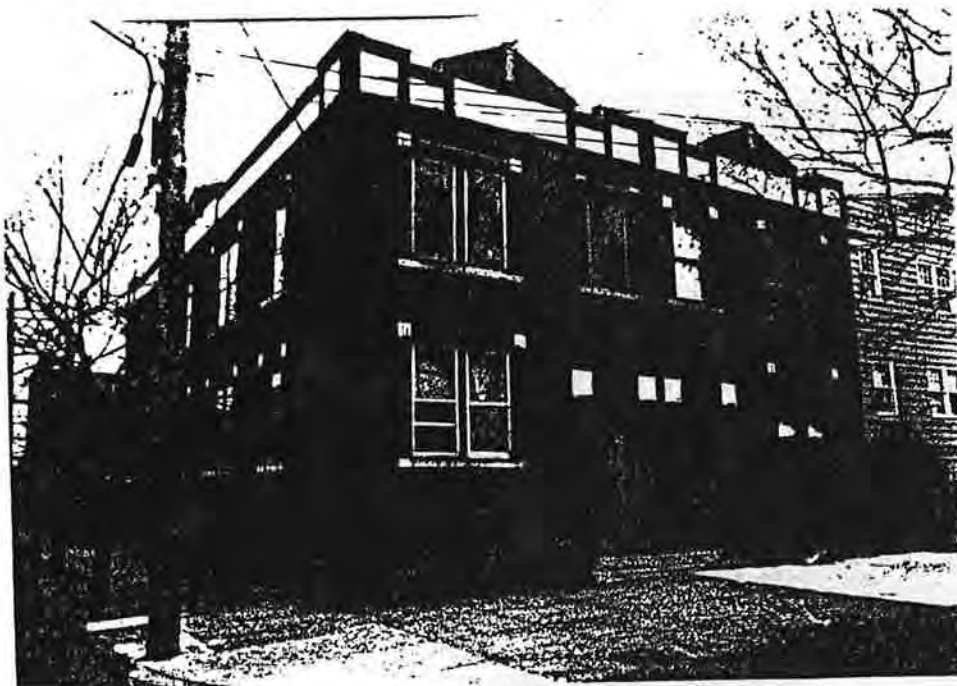


268-270 Ogden Ave.
Photo Neg. No. 244/9
Map No. 27 (Detail)

Ogden Avenue in Washington Village Neighborhood
of Survey Area (Ward D6) NJHSE # 0906-D6 09,
Jersey City, Hudson Co.
Page 17 of 25 photo pages.



Site No. 0906-D6 09
269-271 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 10/22
Map No. 28
(before 1873)



Site No. 0906-D6 09
277-279 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 244/6
Map No. 29
(bet. 1919-1928)

e) **Ferguson Bros. Manufacturing Company**

720 - 732 Monroe Street
Hoboken, Hudson County

Description

Ferguson Bros. Manufacturing Company consists of two five-story factory buildings. The building at 732 Monroe was constructed in 1900 and is brick with casement windows (Photo 19). Brick piers demarcate each bay. The building at 720 Monroe is concrete with casement windows and brick piers that demarcate each bay but differs from the 1900 structure as it exhibits an Art Deco style with corner piers that extend six stories and decorative stepped concrete elements at each pier at the parapet (Photo 20). Both structures are relatively intact with few modifications.

History

Ferguson Bros. Manufacturing Company was founded in New York City in 1898 and moved to a large factory at Eighth and Jackson Streets in Hoboken, New Jersey in 1900. Ferguson Bros. manufactured their Knickerbocker furniture, a line of gift type furniture including game tables, card tables and chairs, tabourets, folding screens, cedar chests, fabric-covered boxes, mahogany chests, small cigarette tables, lamps pyro-etched (burnt wood) novelties, framed tapestries and other furniture novelties and accessories (Figures 2 and 3). A full-page advertisement from the June 1903 edition of "*The Decorative Furnisher*" describes Knickerbocker Furniture as "quaint pieces for the den, library, hall and dining room."

By 1904, advertisements and articles in trade magazines such as "*The Decorative Furnisher*" and "*The Upholstery Dealer*" indicated that Ferguson Bros. had a showroom at 31 East 17th Street in New York City and 1319 Michigan Avenue in Chicago. Ferguson Bros. grew to be one of the most important industrial concerns of the City of Hoboken; by the 1920s they had constructed another factory building and by 1938 employed 515 people. In 1953, Ferguson Bros. was bought out by Sun-Glo Industries who subsequently moved to West Virginia.

Ferguson Bros. Manufacturing Company was one of the many firms in the early twentieth century that produced "Mission" or "Craftsman" style furniture. Associated with the Arts and Crafts movement in England and America, the Craftsman style was originated by William Morris in England and Gustav Stickley in the United States. Stickley, who had factories in New York City and in Syracuse, helped popularize this style through the publication of his magazine *The Craftsman*. As the popularity of the Mission style grew, a host of other furniture

manufacturers such as Grand Rapids, Lifetime, Quaint, Roycroft, Lifetime, and Michigan Chair Company also produced the Craftsman style furnishings and accessories that were characterized by clean, simple lines and rustic hand-hammered hardware. Currently, the popularity of the style has been revived and original Mission or Craftsman style furnishings are highly valued as collectibles with many present day furniture manufacturers producing reproductions.

Significance

Ferguson Bros. Manufacturing Company is eligible under Criterion C as excellent and intact examples of early twentieth century industrial buildings and under Criterion A for historic associations with Fergusons Bros. Manufacturing Company, designer and manufacturer of furniture in the Craftsman style.



Photo 19:

Ferguson Bros. Manufacturing Company
Facing Southwest, 09/97

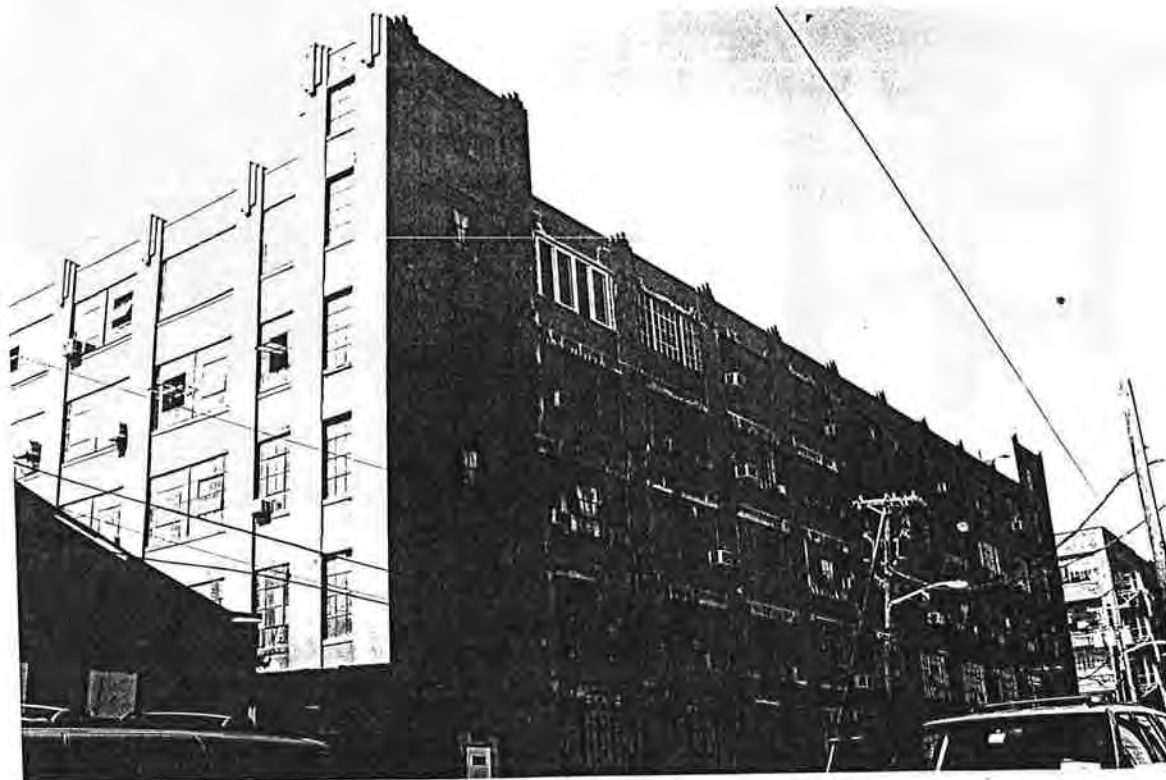
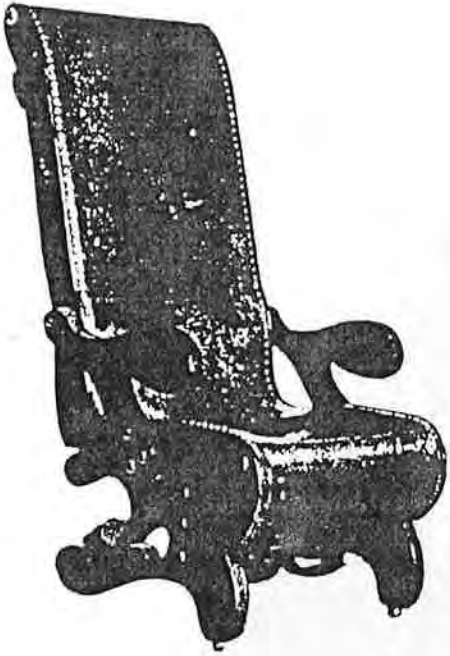


Photo 20:

Ferguson Bros. Manufacturing Company
Facing Northwest, 09/97



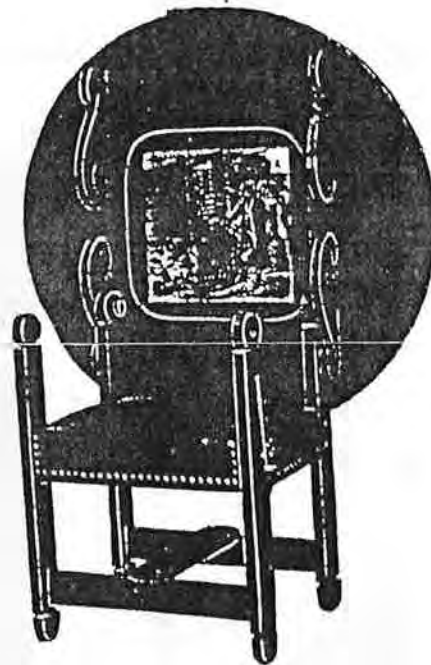
THE CAXTON LIBRARY CHAIR.

THE
"HOYLE"
TABLE
CHAIR
AS A
CHAIR

FERGUSON
BROS., MFG.
CO.



THE "HOYLE" TABLE CHAIR AS A TABLE.

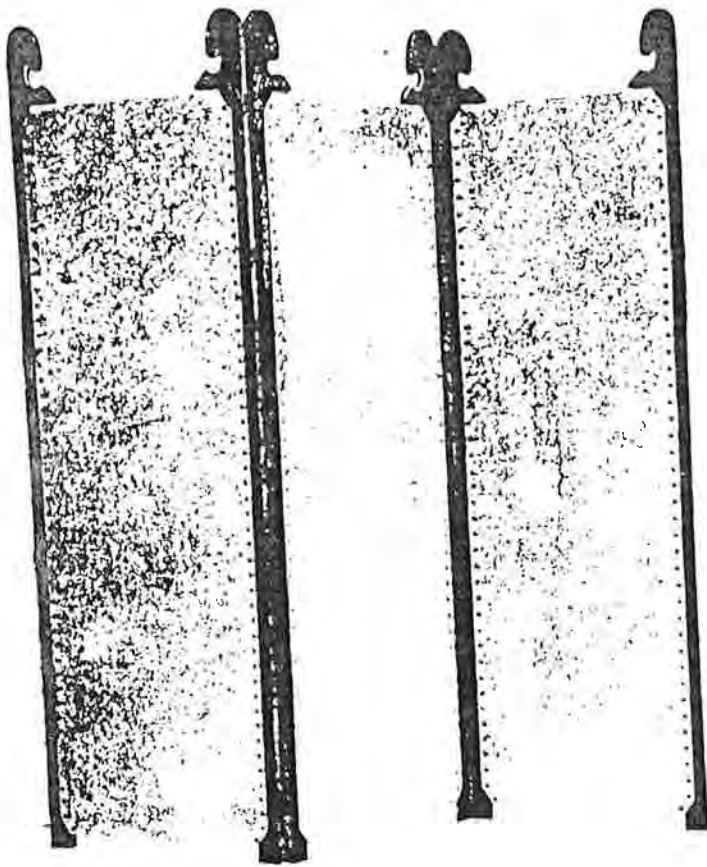


THE SOMERVILLE CARD-TABLE CHAIR.

FIGURE 2:

**EXAMPLES OF FURNITURE PRODUCED BY FERGUSON BROS.
MANUFACTURING COMPANY, HOBOKEN, NEW JERSEY**

Source: The Decorative Furnisher, 1903

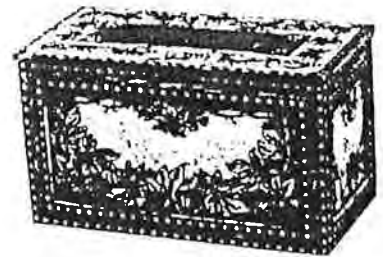
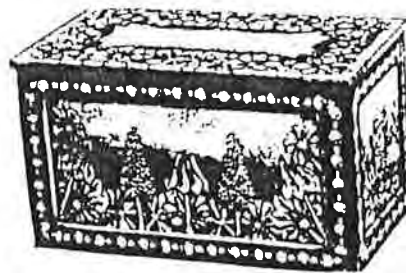


A FERGUSON SCREEN, FRAME FINISHED IN WEATHERED ASH, PANELS OF SELECTED JAPANESE RAW-HIDE; WROUGHT IRON NAILS.



LAMP AND STAND.

FERGUSON BRO. MFG. CO



NEW SHIRT WAIST BOXES. FERGUSON BRO. MFG. CO.

FIGURE 3:

EXAMPLES OF FURNITURE PRODUCED BY FERGUSON BROS. MANUFACTURING COMPANY, HOBOKEN, NEW JERSEY
 Source: *The Decorative Furnisher*, 1903

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

See below.

SURROUNDING ENVIRONMENT: Urban: x Suburban: Scattered Buildings:
Open Space: Woodland: Residential: x Agricultural: Village:
Industrial: x Downtown Commercial: Highway Commercial: Other:

SIGNIFICANCE:

The trolley system as it developed in Union City (then West Hoboken and Union Hill) provided a critical link between Hoboken's ferry system and the nascent local industries that sought to distribute their products. The trolley system was begun in 1860 by John H. Bonn, Jacob Schwertzer, and Nicholas Goelz, who named their organization the Hoboken and Weehawken Horse Car Railway. By 1862, the West Hoboken line numbered 8 cars and 5.8 miles of track, which ran along commercial streets such as Bergenline Avenue.

A new trolley line between Hoboken and West Hoboken was opened on November 19, 1893. This new line, which became known as "Hillside Road," served the trolley cars that ran from the 14th Street (Hoboken) ferry up the Palisades. Beginning at 15th Street in Hoboken, the line crossed branches of the New York Central and Erie Railroad on a steel bridge. The line continued up the Palisades until it reached the existing system at Palisade Avenue and 6th Street. During the course of its ascent, it followed the contours of the hill; at its steepest point the road reached a grade of only 5 1/2 percent. Because it took a sharp turn at one point, it was often referred to by locals as the "Horseshoe." Power for the line was supplied by the Hudson Electric Light Company power station at 15th and Bloomfield Streets in Hoboken.

(see continuation sheet)

ORIGINAL USE: Transportation PRESENT USE: Vacant/Not in Use
PHYSICAL CONDITION: Excellent: Good: Fair: Poor:
REGISTER ELIGIBILITY: Yes: Possible: x No: Part of District:
THREATS TO SITE: Roads: Development: x Zoning: Deterioration: x
No Threat: Other:

COMMENTS:

The Hillside Road trolley line is associated with Union City's Historic Context B. Further physical investigation of the site is necessary to determine the extent and conditions of the remains of this once-critical transportation route. Current repair work at the Manhattan Viaduct is not expected to disturb any of the remains of the site, although future development and deterioration of existing remains are ongoing threats to the site.

REFERENCES:

Francis, Edward T. and George W. Walrath, "The North Hudson County Railway," The Marker (National Railway Historical Society), vol. 5, No. 2, September 1946.
Manhattan Avenue Viaduct, Project # BNM-7893 (103), Section 106 file, Office of New Jersey Heritage, Trenton, New Jersey.

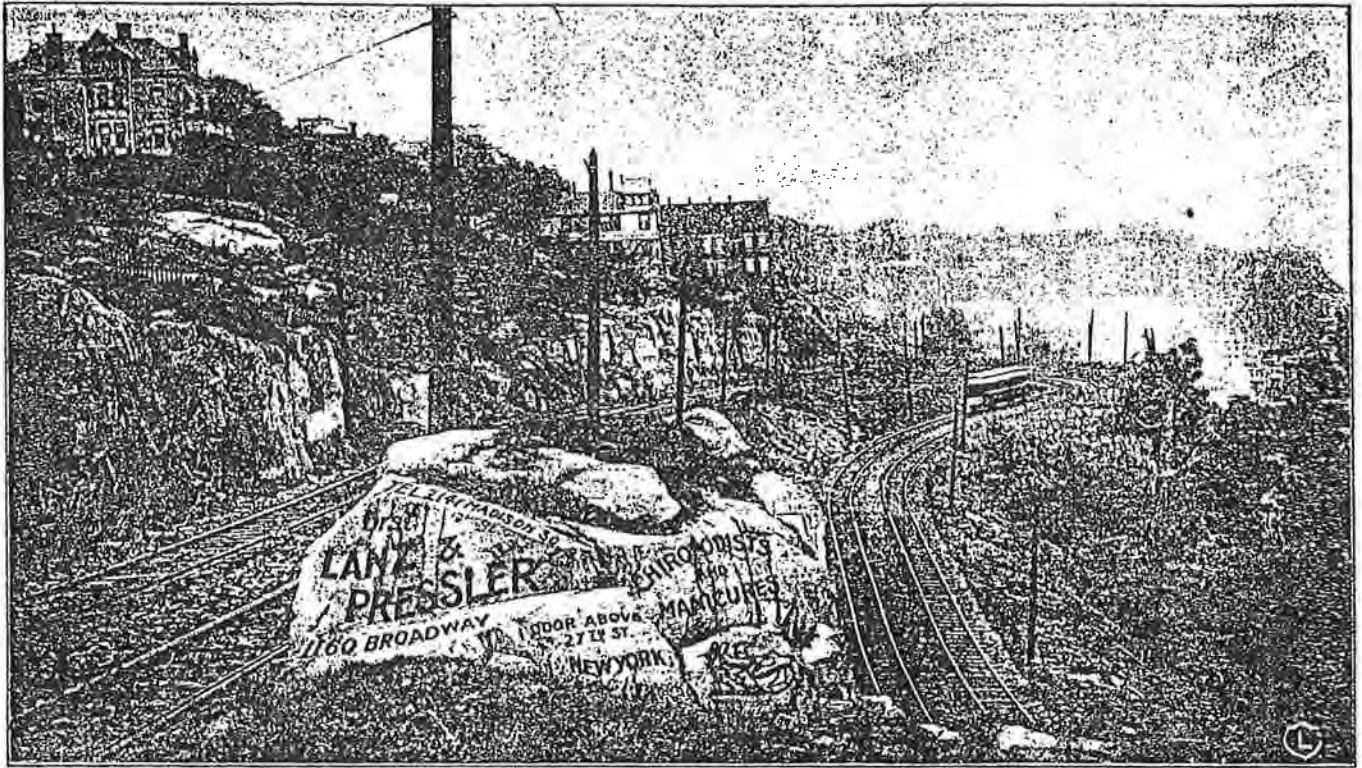
RECORDED BY: Meredith Arms Bzdak
ORGANIZATION: Sullebarger Associates

DATE: September 1992

Historic Sites Inventory No. 0910-2369
Continuation Sheet

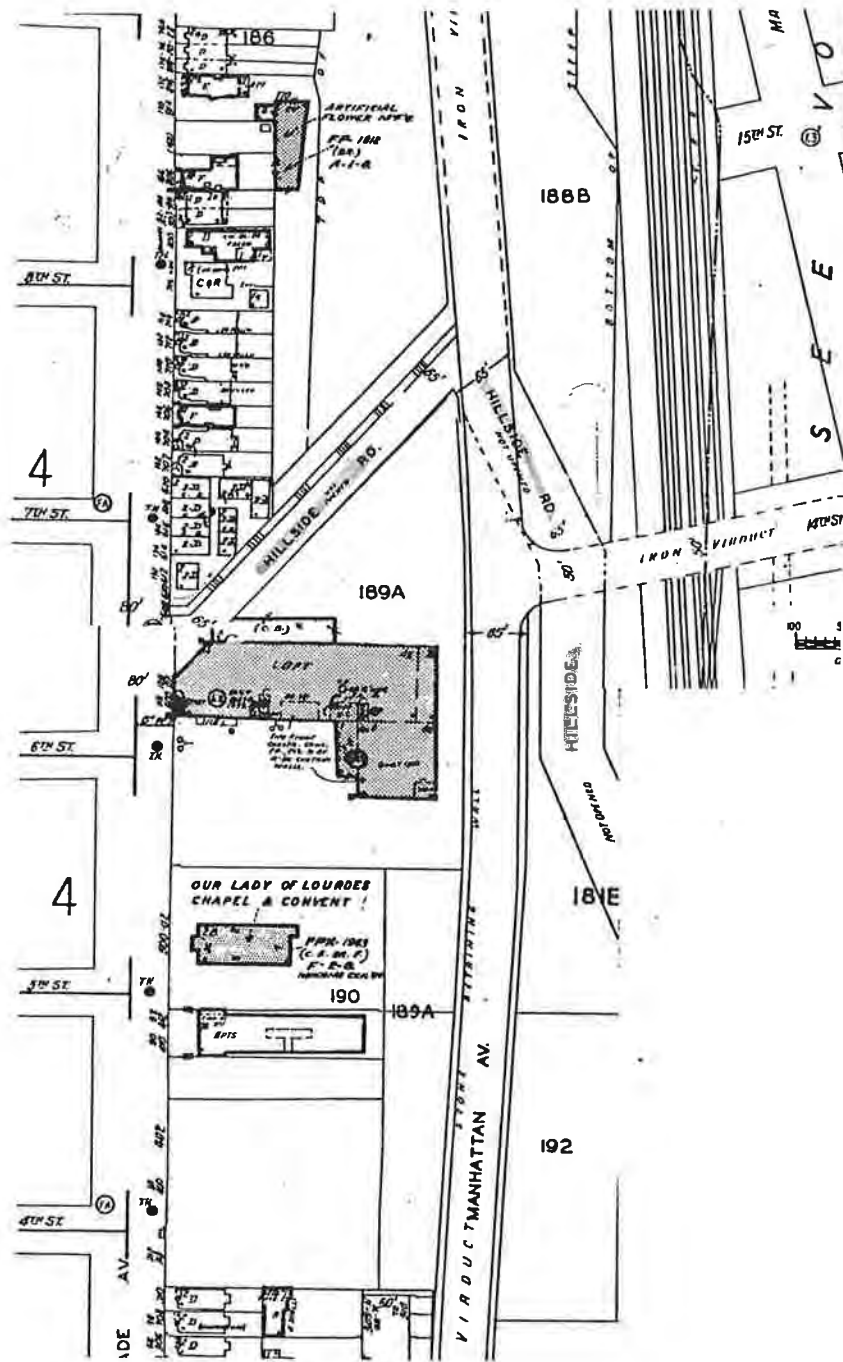
Construction of the Manhattan Avenue Viaduct (also known as the 14th Street Viaduct) from c. 1906 to 1912 visually obscured portions of Hillside Road. The new Viaduct was intended to provide better access to the Hoboken waterfront from the top of the Palisades. The 1923 Hopkins Atlas shows the Viaduct as it passes over the Hillside Road trolley line ("Public Service Rwy. Co."), which did not cease operation until 1928 (see attachment).

Current (1991) Sanborn maps do not show the remains of any trolley lines. They do show a "Hillside Road" (now inaccessible from Palisade Avenue in Union City) passing underneath the Manhattan Avenue Viaduct.



HORSESHOE CURVE ON HILLSIDE ROAD.

Detail, Hillside Road, from Drescher, History of West Hoboken, NJ 1609-1903, Lehne & Drescher Publishers, 1903.



Detail, Hillside Road and 14th Street Viaduct, Sanborn Map Co., Union City, v. 8, New York, 1991.

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL ANALYSIS

A.G. LICHTENSTEIN
& ASSOCIATES, INC.

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0917150 COUNTY: HUDSON OWNER: NJDOT ROUTE: 495

MILEPOINT: 000900 TOWNSHIP: NORTH BERGEN TOWNSHIP

FACILITY CARRIED: NJ 495

NAME/FEATURE INTERSECTED: NJ 495 OVER US 1&9 (TONNELE AVENUE) AND CONRAIL

TYPE: DECK GIRDER

DESIGN:

MATERIAL: STEEL # SPANS: 009 LENGTH: 001152 WIDTH: 0925

DATE OF CONSTRUCTION: 1939 ALTERATION: 1956 SOURCE: NJDOT

DESIGNER/PATENT: PORT OF NEW YORK AUTHORITY BUILDER: AMERICAN BRIDGE CO.

DRAFT

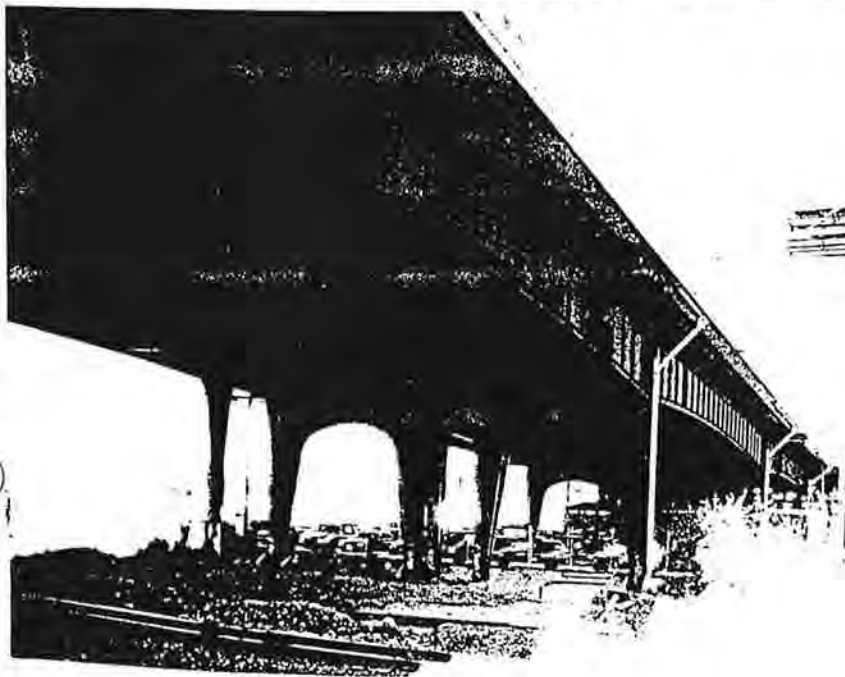
SETTING/CONTEXT: The bridge is at the edge of the Hackensack Meadows that is crisscrossed with interconnecting highways. It carries the approach from the west toward the Lincoln Tunnel, taking traffic from the Meadows level up to a cut through Bergen Hill. This viaduct is an integral part of the Lincoln Tunnel approach route built in the late 1930s, a historic and vital artery in the region's highway transportation network.

CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Eligible

SUMMARY: The bridge consists of nine deck plate girder spans, two of which include cantilevered sections. The longer spans have haunched girders. The bents are rigid frame steel arches. The structure was widened in 1956, but the original design is well preserved, and it is an eligible resource as an innovative design to the problem of carrying an important traffic artery from one general level (the Hackensack Meadows) to another (the surface of Bergen Hill, also known as the Palisades).

PHOTO: 24:4-12, 19:25:8 REVIEWED BY: TF/AGL DATE: 05/03/19 QUAD: Weehawken



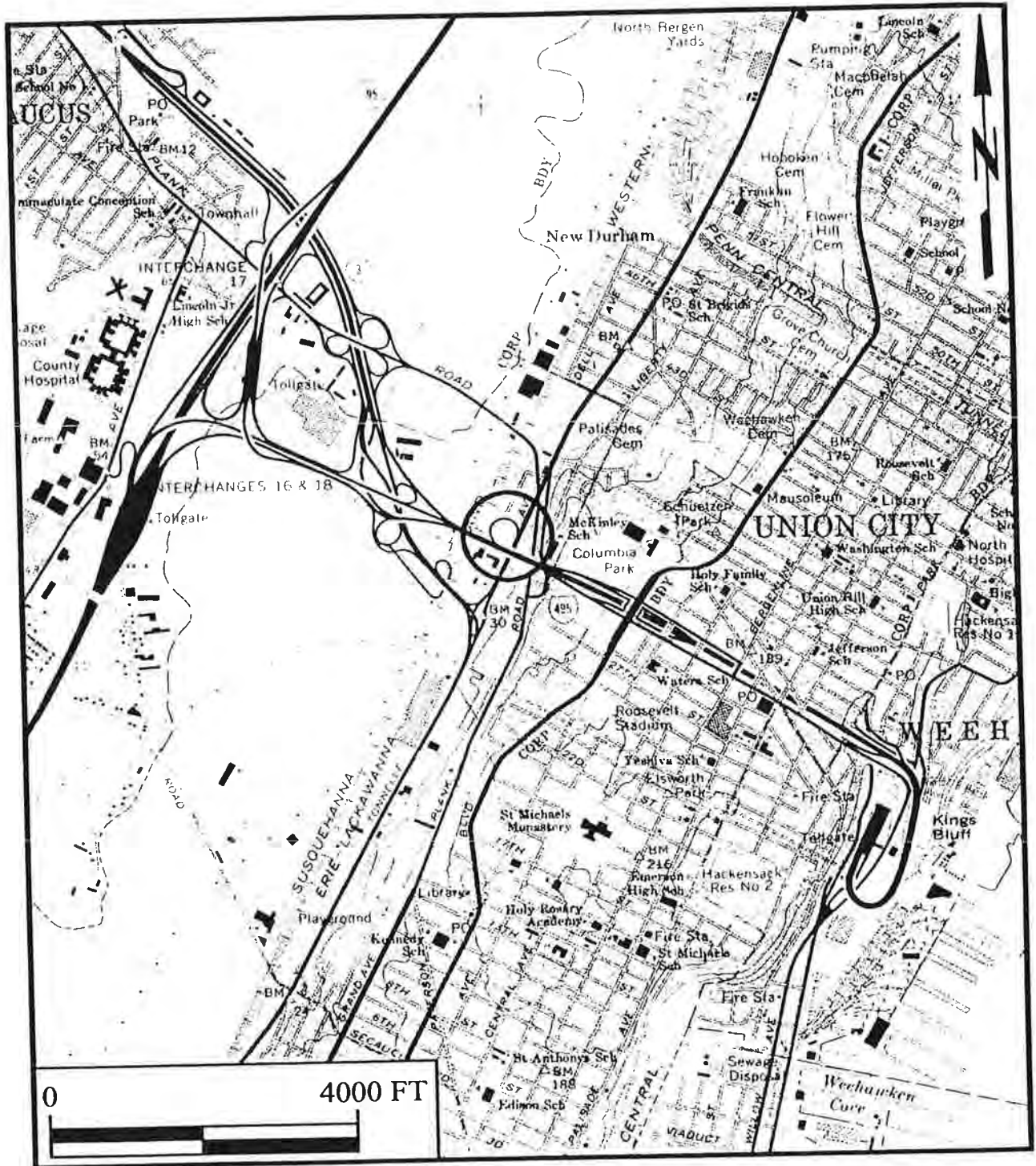


Figure 1.2. Detailed Location of Project Area (circled). Source: USGS 7.5' Topographic Series, Weehawken, NJ Quadrangle (1967 [Photorevised 1981]).

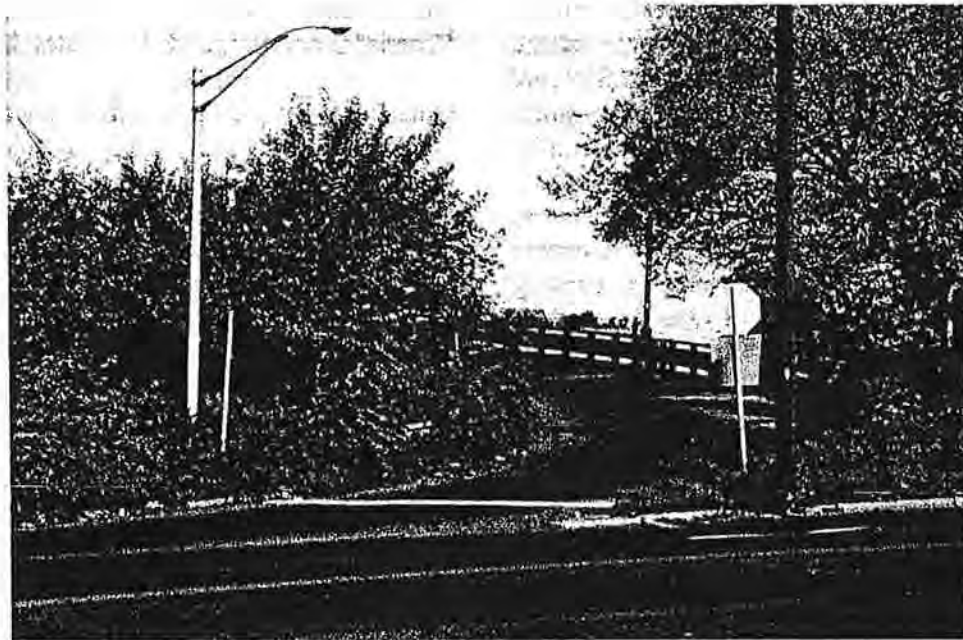


Plate 1.3. View looking west showing Route I-495 bridge off-ramp. U.S. Route 1 and 9 visible in foreground. (Photographer: Damon Tvaryanas, October 1999) [HRI Neg. #99020/7:4].

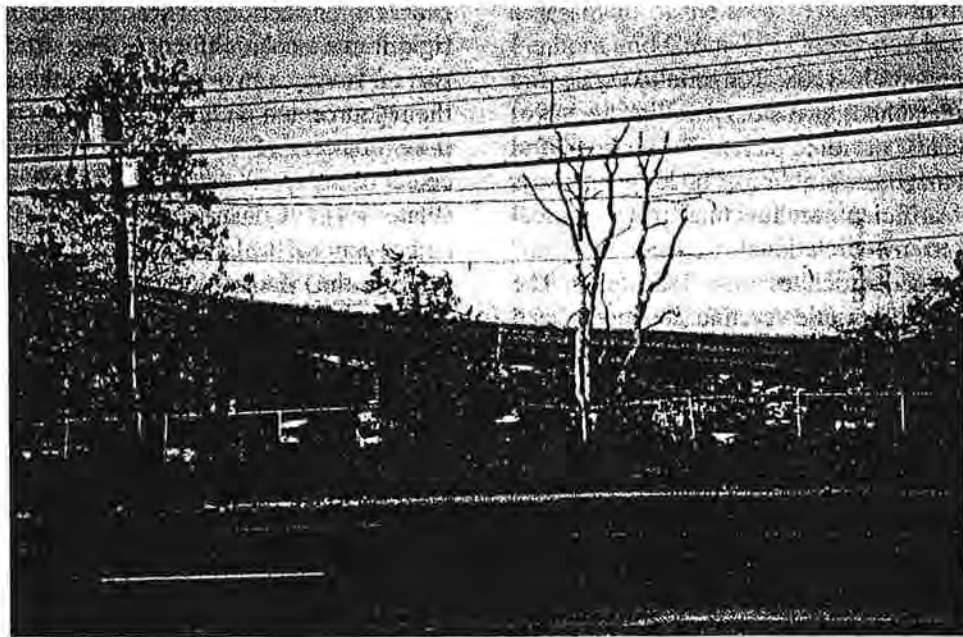


Plate 1.4. Detail view looking west showing terminus of Route I-495 over U.S. Route 1 and 9 bridge off-ramp. (Photographer: Damon Tvaryanas, October 1999) [HRI Neg. #99020/].

NJ 495 Viaduct over Baldwin Avenue and Conrail (The Helix)

Known as the Helix, this long curving viaduct is an original element of an approximately 2.8 mile long transportation artery built in 1938-1939 to serve as the main approach to the first tube of the Lincoln Tunnel (Plates 5.1 and 5.2). The helix is significant as an innovative engineering solution to building a highway with limited access and through a congested area. The Helix is eligible for the National Register under Criterion C for its technological significance. A survey form from the *Draft New Jersey Historic Bridge Survey, New Jersey Department of Transportation, Bureau of Environmental Analysis. A.G. Lichtenstein & Associates, Inc. 1993* for this resource is on the following page.

The other resource, the Pershing Road Bridge over the Conrail River Line, was evaluated in the field and in the *Draft New Jersey Historic Bridge Survey, New Jersey Department of Transportation, Bureau of Environmental Analysis. A.G. Lichtenstein & Associates, Inc. 1993* and identified as not eligible for listing on the National Register. The survey form for this resource is attached.

Two other resources were identified in the *Hudson River Waterfront AA/DEIS, Draft Historic Architectural Resources Background Study, Sullebarger Associates. October 14, 1991, Revised March 16, 1992* as potentially eligible for the National Register but were not in the area of immediate impact and were not reviewed by the SHPO as to their eligibility. These are:

The Kings Bluff Historic District

The Kings Bluff Historic District identified as potentially eligible for the National Register under Criterion A and C as an early twentieth century upper middle class subdivision that reflects the stylistic influences of that period. Additional information on this resource may be found in the *Hudson River Waterfront AA/DEIS, Draft Historic Architectural Resources Background Study, Sullebarger Associates. October 14, 1991, Revised March 16, 1992* Chapter IV. page 22.

The Gregory Highpoint Historic District

The Gregory Highpoint Historic District was identified as eligible for the National Register under Criterion A and C as an excellent and intact example of a rowhouse neighborhood constructed in the first decade of the twentieth century. Additional information on this resource may be found in the *Hudson River Waterfront AA/DEIS, Draft Historic Architectural Resources Background Study, Sullebarger Associates, October 14, 1991, Revised March 16, 1992, Chapter IV. page 26.*

G.41

Lincoln Tunnel Entrance and Ventilation Buildings

Weehawken, NJ

The Lincoln Tunnel was built in three phases: The South Tube was begun in May, 1934; the North Tube was begun in February 1937; and a third tube was initiated in May 1957. The Lincoln Tunnel, in addition to the existing Holland Tunnel and the George Washington Bridge, became a crucial transportation link between New Jersey and New York City, conveying millions of vehicles each year. Although construction of the Tunnel was phased, its design is unified; it is an excellent example of the Art Moderne style. (See Plates 4.11 and 4.12.) The Lincoln Tunnel Entrance and Ventilation Buildings are eligible for the National Register under Criteria A and C.

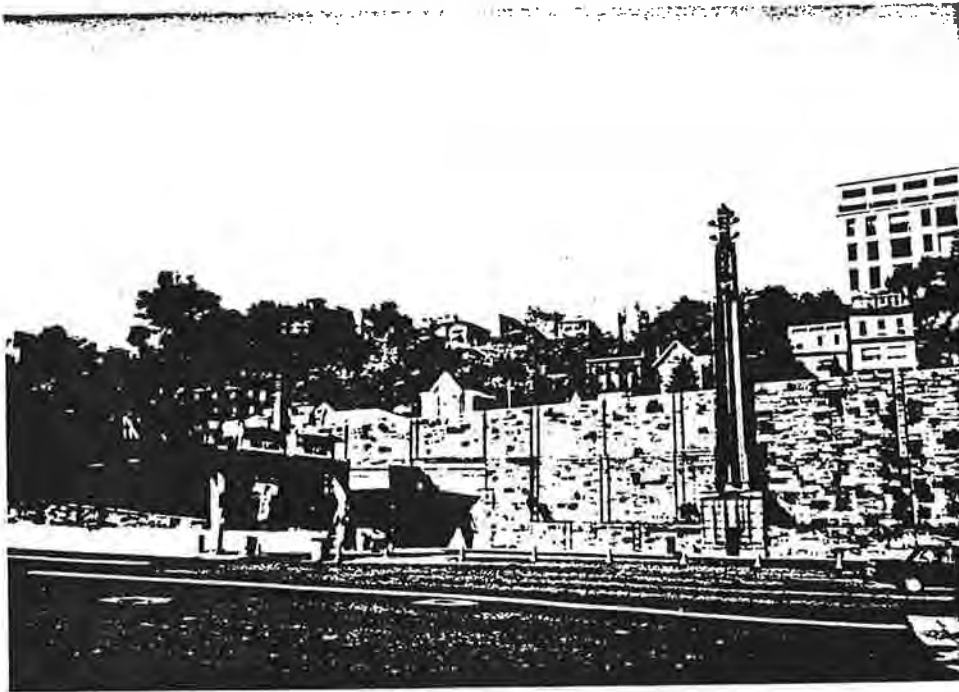
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While construction on the first tube (the South Tube) proceeded accordingly following the groundbreaking, construction on the North Tube was delayed for three years after its initiation due to insufficient traffic. Once the North Tube was opened, on February 1, 1945, the South Tube was converted to a one-way, two-lane eastbound road, while the North Tube handled the westbound traffic. Construction of the North Tube was in part necessitated as well as expedited by World War II, for the War Production Board recognized the need for a roadway to facilitate rapid transport of military personnel and material between New York City and New Jersey. Following the war, the Lincoln Tunnel accommodated increased civilian traffic. The 1945 Annual Report of the Port of New York Authority notes that in 1944, the South Tube was used by approximately 5,700,000 military vehicles, trucks, buses, and passenger cars.⁸

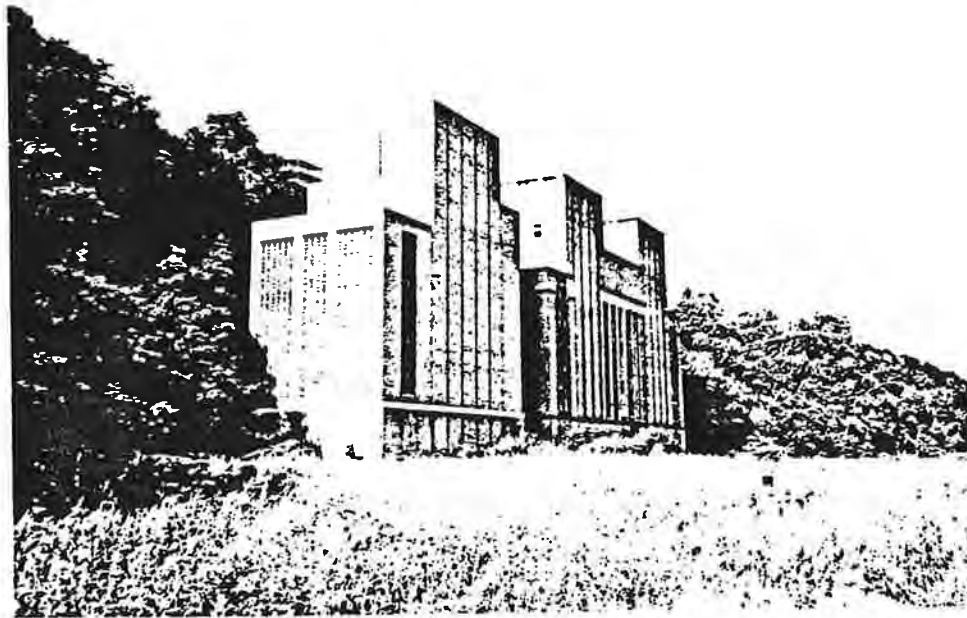
The third tube of the Lincoln Tunnel cost \$95,000,000 and was opened on May 25, 1957, making the tunnel the only three-tube underwater tunnel in existence.⁹ Its construction, which took four years and eight months, increased the tunnel capacity by 50 percent. In conjunction with construction of the third tube, the New Jersey approach to the tunnel was widened as well as the North Bergen Viaduct. In addition, the tunnel plaza was expanded and new ramps to and from local streets were added.

The tunnel's two ventilation buildings, located northeast of the tunnel portal at the foot of the Palisades, change the air in all three tubes every ninety seconds. The first tower was built in 1936-7, and the second was probably built during the 1950s in conjunction with the third tube. Both towers are steel-framed structures with orange brick curtain walls and concrete slab floors. Their blocky massing is alleviated by vertical grilles and recessed banding. Like the other tunnel structures, the ventilation buildings are handsome examples of utilitarian architecture.

The Lincoln Tunnel entrance was designed in the Moderne style popular in the 1930s and 40s. A style which was an attempt to address man's reliance on the functional machine, it was wholly appropriate for utilitarian and industrial buildings. Materials used include random ashlar masonry for the walls and concrete for the arched openings to the tubes. The original steel lighting standards not only harmonize stylistically, but are also significant for the way in which they draw attention to the Tunnel, announcing its presence within the surrounding landscape.



**Pl. 4.12 Lincoln Tunnel Entrance (above) and
Ventilation Buildings (below)**



West Shore Railroad Tunnel

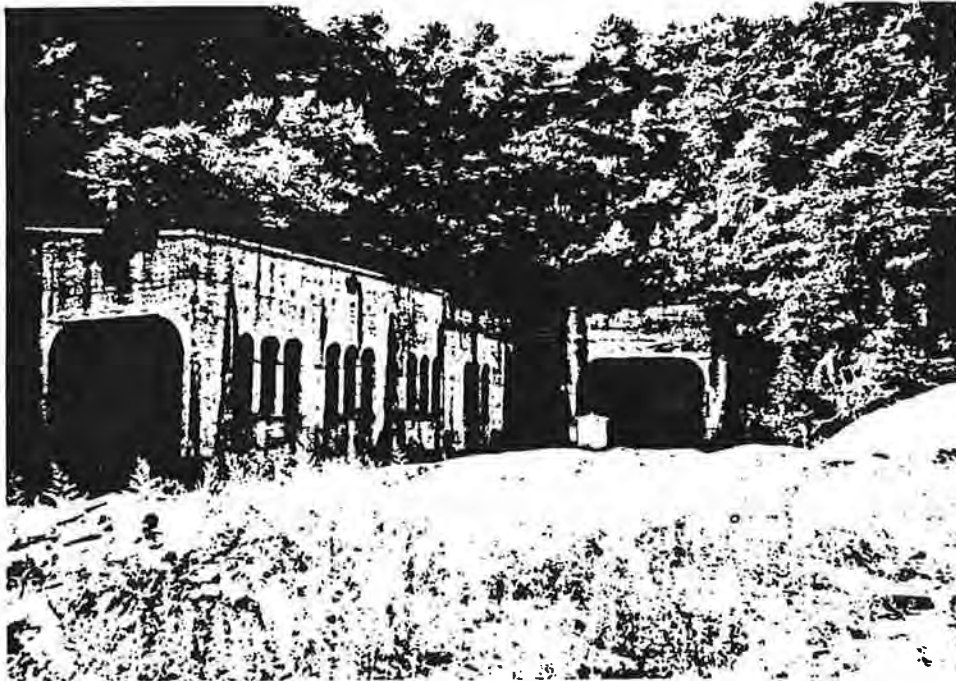
Weehawken, NJ

Extending under 48th Street, with its western portal in North Bergen and its eastern portal in Weehawken, this tunnel was constructed in 1881-1883 as a joint venture of the New York, West Shore, and Buffalo and the New York, Ontario, and Western railroad companies. Although competition for access to the riverfront was fierce, railroad companies made numerous deals which enabled them to share facilities and to lease tracks and equipment. Eager for its own piece of the Hudson County waterfront, the New York Central Railroad leased the West Shore line for a 475-year period beginning in 1886. Subsequently the tunnel was taken over by the Pennsylvania Railroad.

The tunnel is 4,000 feet long. The eastern portal (Plate 4.1) is constructed of reinforced concrete and pierced with triple arched openings. This portal was refaced in 1909.

The West Shore Railroad Tunnel is eligible for the National Register under Criterion A because of its critical importance to transportation access to the Hudson river waterfront at Weehawken.

(Additional information is provided on this resource in the archeological report.)



Pl. 4.1 West Shore Railroad Tunnel

ATTACHMENT H: RECORD OF PUBLIC CONSULTATION

Agencies and individuals with an identified interest in history or historic preservation were contacted as part of this work. Information was requested regarding opinions as to the significance of properties within the APE, project compatibility/incompatibility with existing historic resources, project effect(s) on eligible resources, and other thoughts and concerns relevant to the review process for the project. As a result, the following persons and/or organizations were contacted requesting information on and possible impacts to historic resources.

On October 19, 2016, RGA received a response from James P. Bruno, Esq., attorney for the Town of Kearny, stating that Kearny would like to be a consulting party for the purposes of Section 106 review and that Mr. Bruno would act as the designated representative for the Town. On November 4, 2016, FTA received a response from Susan Bacher, Historic Preservation Representative for the Delaware Tribe, stating that the Tribe wishes to enter consultation, as the APE is within an area of high probability for buried historic resources of significance to the Tribe. No other responses have been received to date.

Identified Consulting Parties:

Federal Transit Administration (Lead Agency)
New Jersey Transit Corporation (Applicant)

Robert Cotter, Director
Jersey City Historic Preservation Commission
30 Montgomery Street, 14th Floor
Jersey City, NJ 07302

Dennis English, Chairperson
Hoboken Historic Preservation Commission
Hoboken City Hall
94 Washington Street
Hoboken, NJ 07030

Mayor Alberto Santos
Town of Kearny
402 Kearny Avenue
Kearny, NJ 07030

James P. Bruno, Esq.
Castano Quigley LLC
155 Passaic Avenue, Suite 340
Fairfield, NJ 07004

Bayonne Historic Preservation Commission
City of Bayonne
630 Avenue C
Bayonne, NJ 07002

Mayor Brian P. Stack
City of Union City
3715 Palisade Avenue
Union City, NJ 07087

Mayor Nicholas J. Sacco
Township of North Bergen
4233 Kennedy Boulevard
North Bergen, NJ 07047

Weehawken Historical Commission
Weehawken Town Hall
400 Park Avenue
Weehawken, NJ 07086

Identified Tribal Consulting Parties:

Ms. Neckole Alligood
Tribal Historic Preservation Officer
Delaware Nation
ATTN: Cultural Preservation Department
P.O. Box 825
31064 State Highway 281
Anadarko, OK 73005

Blair Fink
Delaware Tribe Historic Preservation Office
Temple University, Department of Anthropology
Gladfelter Hall, Room 207
1115 W. Polett Walk
Philadelphia, PA 19122

Ms. Robin Dushane
Tribal Historic Preservation Officer
Eastern Shawnee Tribe of Oklahoma
70555 East 128 Road
Wyandotte, OK 74370

Kim Jumper
Tribal Historic Preservation Officer
Shawnee Tribe of Oklahoma
P.O. Box 189
29 South Highway 69A
Miami, OK 74355

Identified Interested Parties:

Justin Frohwirth, President
City of Jersey City Landmarks Conservancy
P.O. Box 68
Jersey City, NJ 07303-0068

Robert Foster, Director
Hoboken Historical Museum
P.O. Box 3296
Hoboken, NJ 07030

Identified Tribal Consulting Parties, cont.:

William LaRosa
Director
Hudson County Office of Cultural Affairs & Tourism
Justice Brennan Court House
583 Newark Avenue
Jersey City, NJ 07306

Mr. Richard Wilson, President
Jersey Central Chapter
National Railway Historical Society
P.O. Box 700
Clark, NJ 07066

Jim Mackin, President
Roebling Chapter
Society for Industrial Archeology
370 Riverside Drive, Apt. 2B
New York, NY 10025

Dr. Ilene Grossman-Bailey, President
Archaeological Society of New Jersey
36 E. Palmer Street
Morrisville, PA 19067

Gerard Karabin, City Historian
Union City Museum of History
420 15th Street
Union City, NJ 07087



U.S. Department
Of Transportation
**Federal Transit
Administration**

Region II
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

October 6, 2016

Neckole Alligood
Tribal Historic Preservation Officer
Delaware Nation
Attn: Cultural Preservation Department
PO Box 825
31064 State Hwy. 281
Anadarko, OK 73005

RE: Request for Identification of Properties of Religious and Cultural Significance and Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Ms. Alligood,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) propose to construct a microgrid within the Koppers Coke Peninsula Redevelopment Area in the Town of Kearny. The proposed microgrid will consist of an approximately 104 megawatt (MW) natural gas fired electric power generating plant and associated infrastructure to enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems.

The proposed 104 MW generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; a ring road; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the Kearny Substation) will be built to the west of and replace Amtrak's existing Substation 41 (Sub 41) and will require the construction of a fill pad in Cedar Creek Marsh. Several transmission lines will be installed between the Main Facility site and the NJ TRANSIT Mason, Kearny, West End, and Henderson substations. Three installation methods are being considered: the use of existing transmission line towers and poles; the installation of duct banks and submarine cables; and the installation of monopoles. Where the transmission line travels east from John F. Kennedy Boulevard in Jersey City, it will take one of two routes to the east end of the Bergen Tunnels at the foot of the Palisades: either straight along the existing railroad right-of-way (ROW) through the Bergen Tunnels; or southeast through the Bergen Archways ROW and north along the Palisades (see attached project location map).

In advance of the referenced project, archaeological and visual effects assessments will be completed in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources

eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA and NJ TRANSIT must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

If you are aware of any historic properties that may be affected by the project to which your tribe attaches cultural or religious significance, we respectfully request that you reply within 30 days of receipt of this letter so that the FTA can consult with you regarding the proposed project. If possible, the FTA respectfully requests that you contact us via e-mail or phone to ensure timely receipt of your comments and interest in the project.

Please contact Ms. Nina Chung of my staff as follows:

Mail:

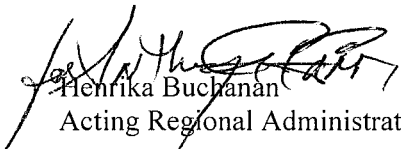
U.S. Department of Transportation
Federal Transit Administration, Region 2
One Bowling Green, Room 429
New York, NY 10004-1415

Phone: 212-668-2180

Email: Nina.Chung@dot.gov

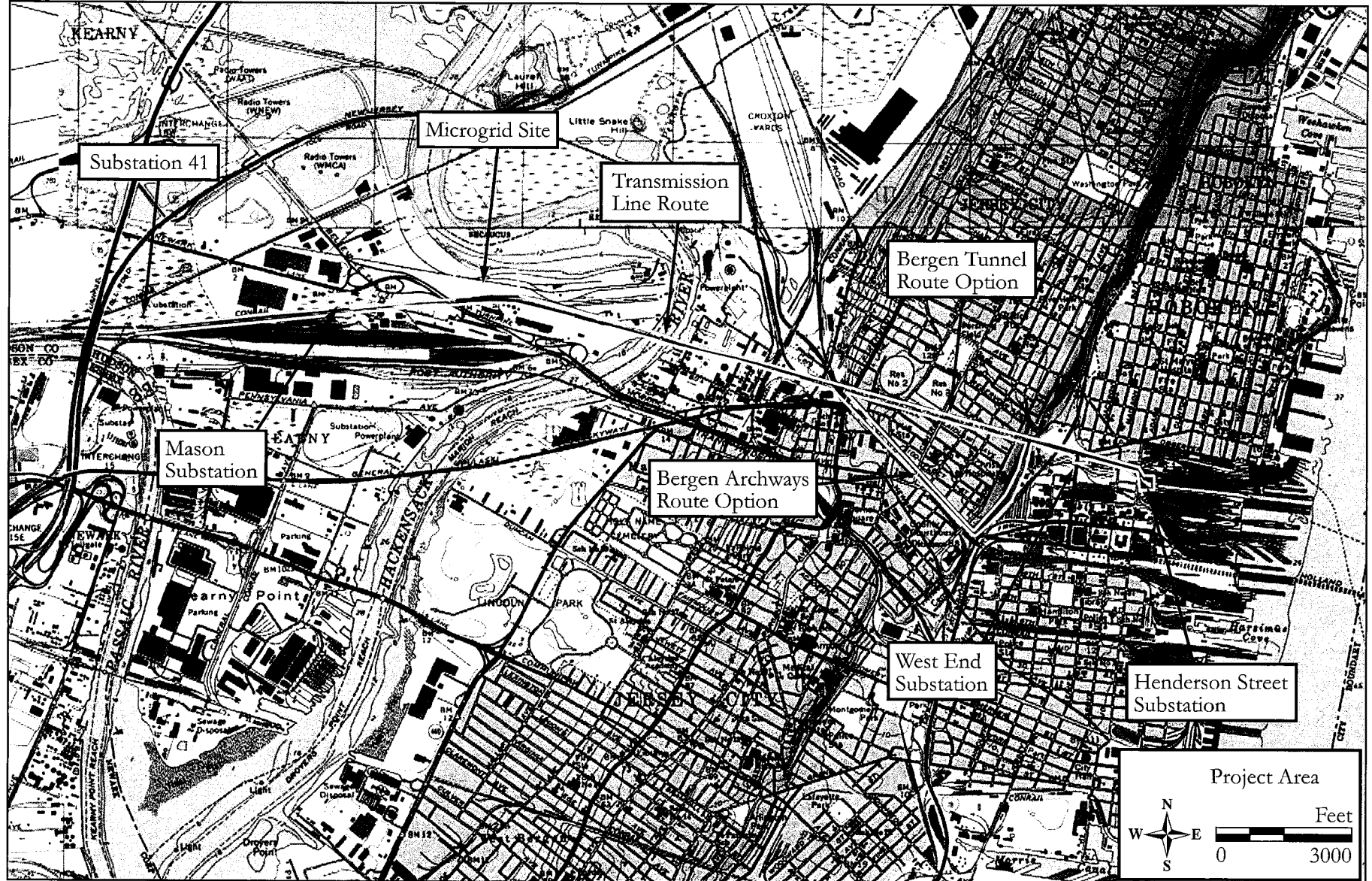
The FTA looks forward to consulting with you should you have any concerns that the proposed project may affect resources of significance to your tribe. Thank you for your assistance in this matter.

Sincerely,


Henrika Buchanan
Acting Regional Administrator

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
Dara Callender, Manager, Environmental Compliance, NJ TRANSIT
Harold Olarte, Program Manager, BEM Systems, Inc.
Damon Tvaryanas, Principal Senior Historian, RGA, Inc.

Enc: Project location map



Project Location Map

(1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photorevised 1981]).



U.S. Department
Of Transportation
**Federal Transit
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New York
New Jersey

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New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

October 6, 2016

Susan Bachor
Delaware Tribe Historic Preservation Office
P.O. Box 64
Pocono Lake, PA 18347

RE: Request for Identification of Properties of Religious and Cultural Significance and Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Ms. Bachor,

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Please contact Ms. Nina Chung of my staff as follows:

Mail:

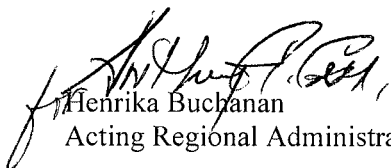
U.S. Department of Transportation
Federal Transit Administration, Region 2
One Bowling Green, Room 429
New York, NY 10004-1415

Phone: 212-668-2180

Email: Nina.Chung@dot.gov

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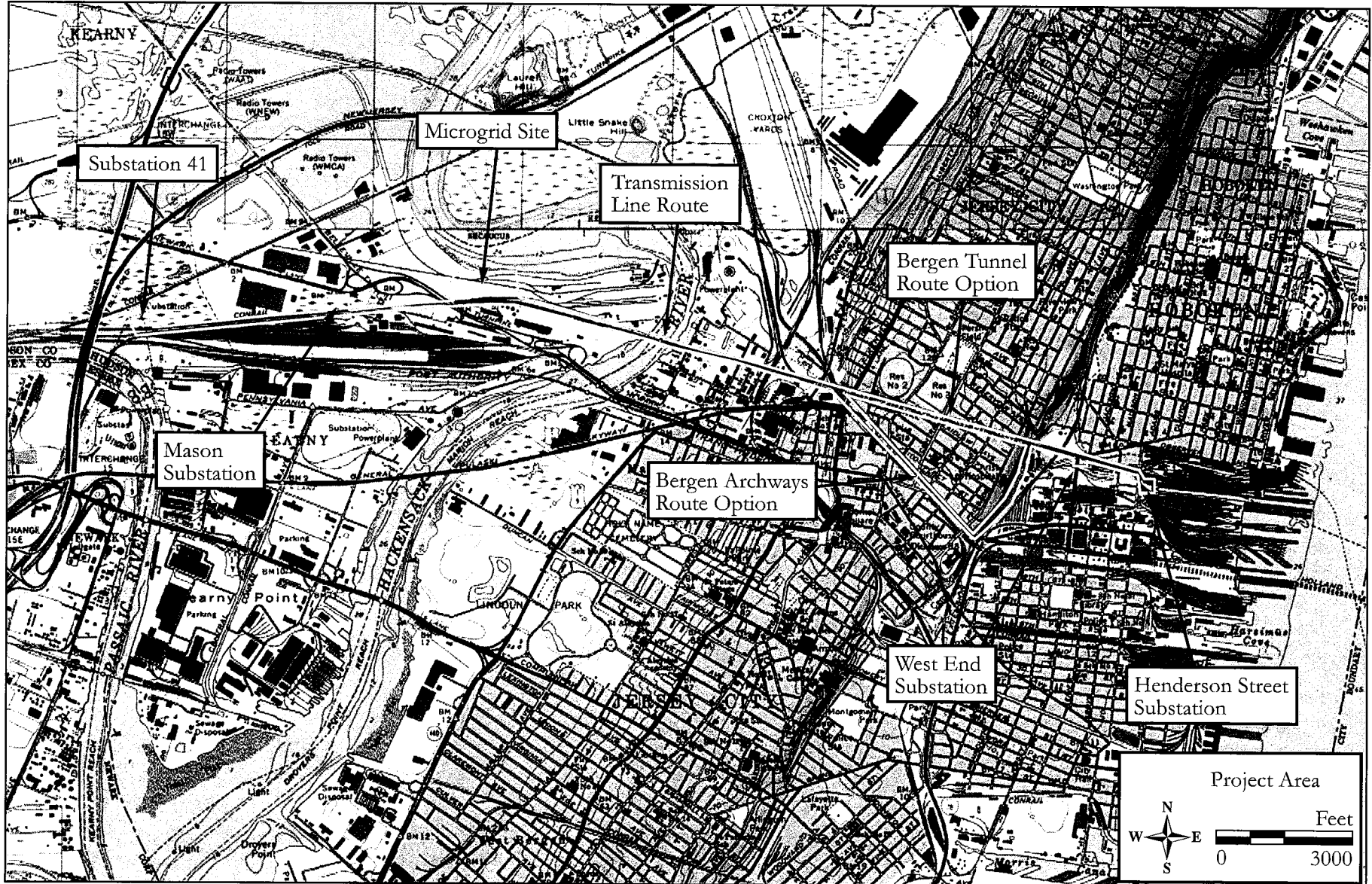
Sincerely,



Henrika Buchanan
Acting Regional Administrator

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
Dara Callender, Manager, Environmental Compliance, NJ TRANSIT
Harold Olarte, Program Manager, BEM Systems, Inc.
Damon Tvaryanas, Principal Senior Historian, RGA, Inc.

Enc: Project location map



Project Location Map

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**Federal Transit
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New York
New Jersey

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New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

October 6, 2016

Robin Dushane
Tribal Historic Preservation Officer
Eastern Shawnee Tribe of Oklahoma
70500 East 128 Road
Wyandotte, OK 74370

RE: Request for Identification of Properties of Religious and Cultural Significance and Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Ms. Dushane,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) propose to construct a microgrid within the Koppers Coke Peninsula Redevelopment Area in the Town of Kearny. The proposed microgrid will consist of an approximately 104 megawatt (MW) natural gas fired electric power generating plant and associated infrastructure to enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems.

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Please contact Ms. Nina Chung of my staff as follows:

Mail:

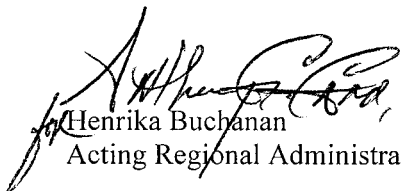
U.S. Department of Transportation
Federal Transit Administration, Region 2
One Bowling Green, Room 429
New York, NY 10004-1415

Phone: 212-668-2180

Email: Nina.Chung@dot.gov

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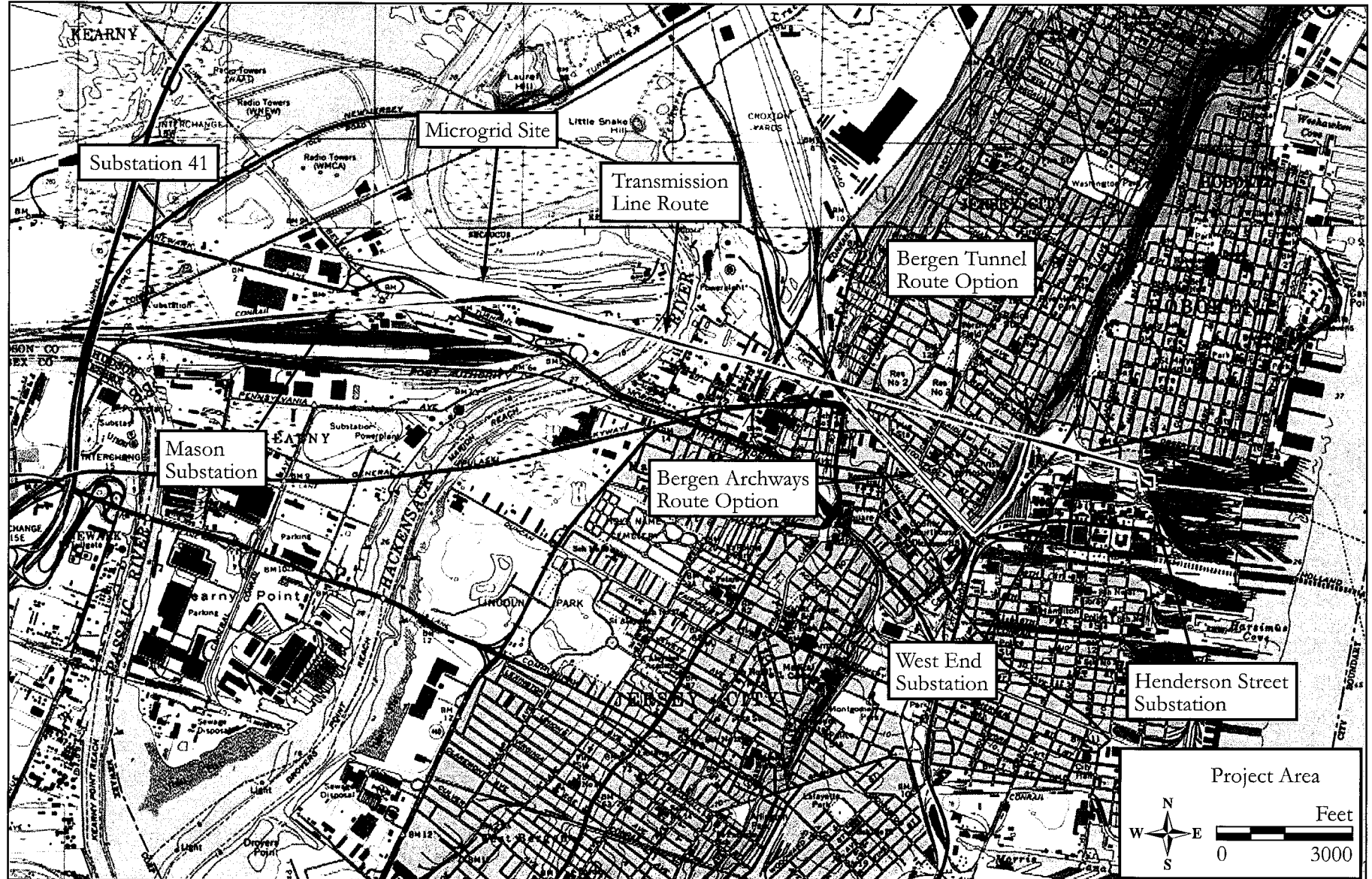
Sincerely,



Henrika Buchanan
Acting Regional Administrator

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
Dara Callender, Manager, Environmental Compliance, NJ TRANSIT
Harold Olarte, Program Manager, BEM Systems, Inc.
Damon Tvaryanas, Principal Senior Historian, RGA, Inc.

Enc: Project location map



Project Location Map

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U.S. Department
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One Bowling Green
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212-668-2170
212-668-2136 (Fax)

October 6, 2016

Kim Jumper
Tribal Historic Preservation Officer
Shawnee Tribe of Oklahoma
PO Box 189
29 South Highway 69A
Miami, OK 74355

RE: Request for Identification of Properties of Religious and Cultural Significance and Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Ms. Jumper,

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Please contact Ms. Nina Chung of my staff as follows:

Mail:

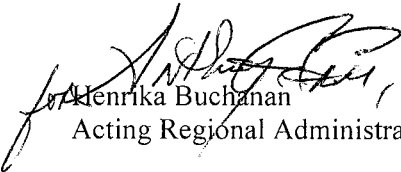
U.S. Department of Transportation
Federal Transit Administration, Region 2
One Bowling Green, Room 429
New York, NY 10004-1415

Phone: 212-668-2180

Email: Nina.Chung@dot.gov

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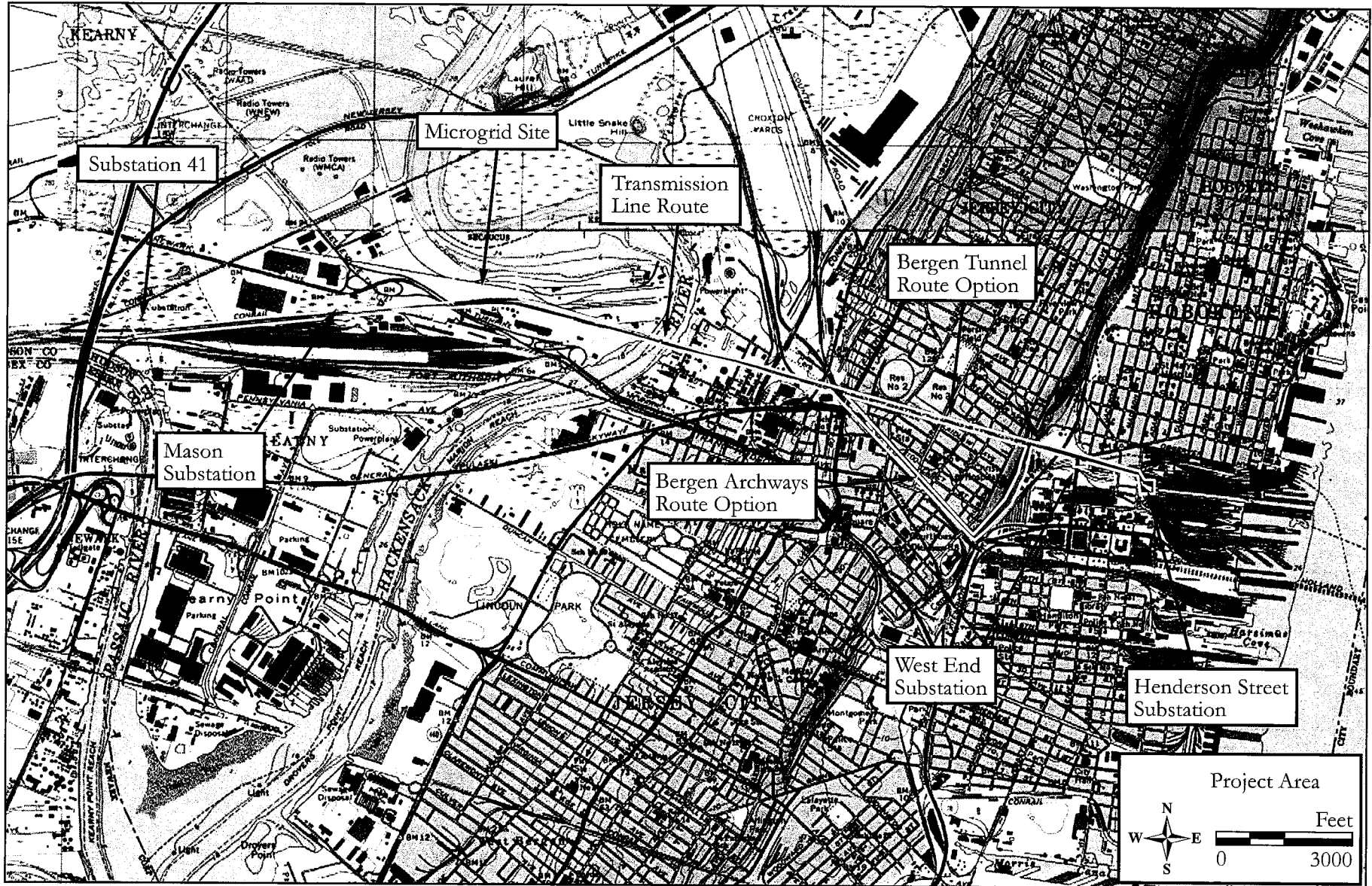
Sincerely,



Henrika Buchanan
Acting Regional Administrator

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
Dara Callender, Manager, Environmental Compliance, NJ TRANSIT
Harold Olarte, Program Manager, BEM Systems, Inc.
Damon Tvaryanas, Principal Senior Historian, RGA, Inc.

Enc: Project location map



Project Location Map

(1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photorevised 1981]).

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Dennis J. Martin, Interim Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

October 4, 2016

Dennis English, Chairperson
Hoboken Historic Preservation Commission
Hoboken City Hall
94 Washington Street
Hoboken, NJ 07030

Re: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Mr. English:

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Peninsula Redevelopment Area in the Town of Kearny. The proposed microgrid will consist of an approximately 104 megawatt (MW) natural gas fired electric power generating plant and associated infrastructure to enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems.

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In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey

State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

You or your organization have been identified as a potential Consulting Party for the project. On behalf of the FTA, we invite you to participate in the Section 106 process. If you would like to participate as a consulting party, we respectfully request that you reply within 10 days of receipt of this letter so that the FTA and NJ TRANSIT can consult with you regarding the project. If possible, NJ TRANSIT requests that you contact us via e-mail or phone to ensure timely receipt of your comments and acknowledgment of your interest in this project. If representing an organization, we ask that your organization designate one representative to participate on behalf of the group. If you become a Consulting Party, you can expect to receive information about the project and requests for comments regarding the potential effects of the project on historic properties. There will also be opportunities to consider measures to avoid, minimize, or mitigate adverse effects on historic properties. The project team will compile your comments together with those received from other consulting parties, and give them consideration as the project proceeds through design. Please note that the Section 106 process is concerned solely with the effects of the proposed project on historic properties. If you do not respond, it will be assumed that you or your organization does not wish to be a Consulting Party for the project at this time.

Please send responses to the project cultural resources consultant as follows:

Mail:

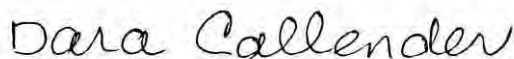
Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey 08512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

We look forward to consulting with you should you have any concerns that the project may affect resources of significance to your organization. Thank you for your assistance in this matter.

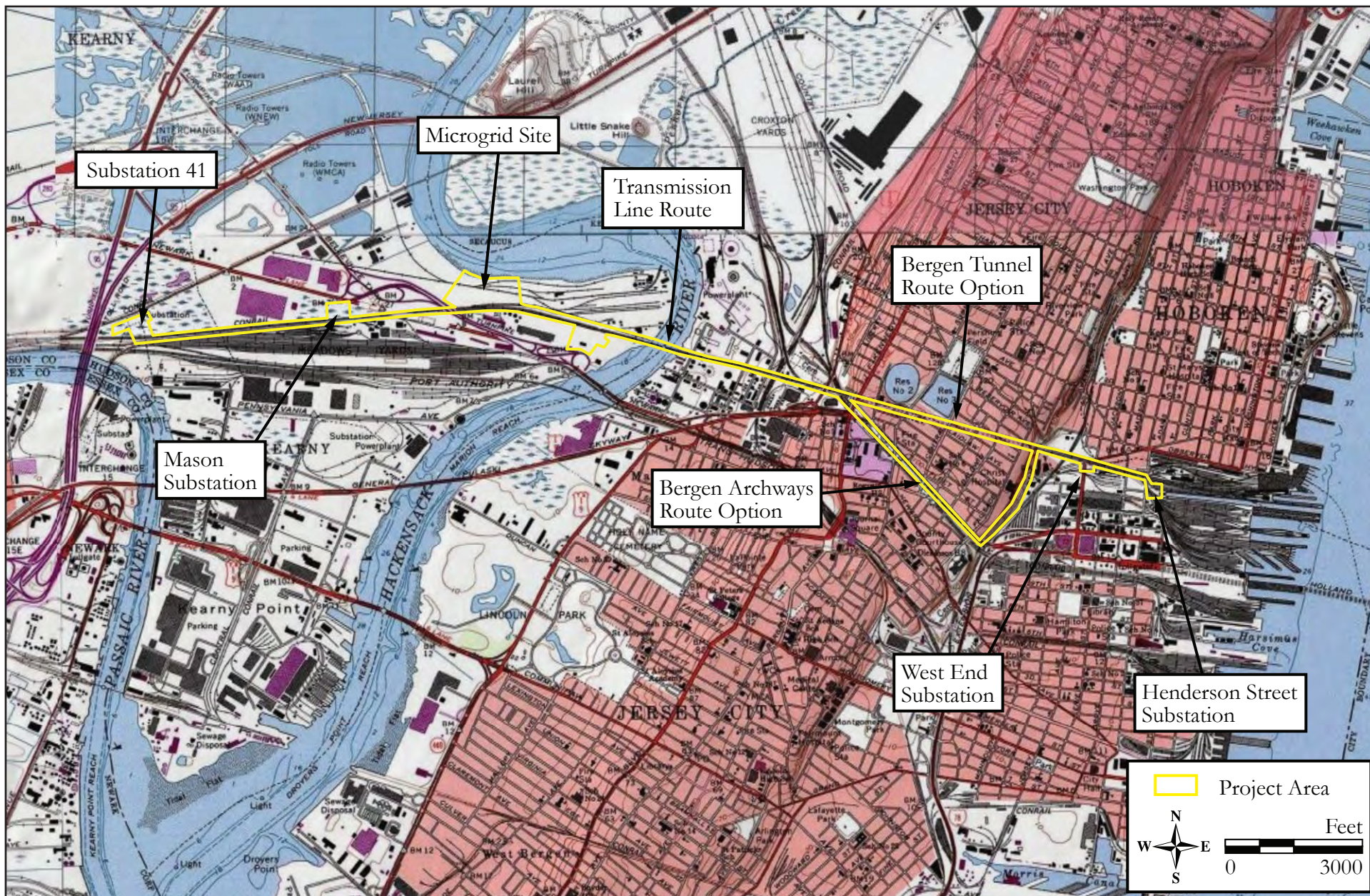
Sincerely,



Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
Harold Olarte, BEM Systems, Inc.

Enc: Project location map



Project Location Map

(1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photorevised 1981]).

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Dennis J. Martin, Interim Executive Director



October 4, 2016

Robert Cotter, Director
Jersey City Historic Preservation Commission
30 Montgomery Street, 14th Floor
Jersey City, NJ 07302

Re: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Mr. Cotter:

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You or your organization have been identified as a potential Consulting Party for the project. On behalf of the FTA, we invite you to participate in the Section 106 process. If you would like to participate as a consulting party, we respectfully request that you reply within 10 days of receipt of this letter so that the FTA and NJ TRANSIT can consult with you regarding the project. If possible, NJ TRANSIT requests that you contact us via e-mail or phone to ensure timely receipt of your comments and acknowledgment of your interest in this project. If representing an organization, we ask that your organization designate one representative to participate on behalf of the group. If you become a Consulting Party, you can expect to receive information about the project and requests for comments regarding the potential effects of the project on historic properties. There will also be opportunities to consider measures to avoid, minimize, or mitigate adverse effects on historic properties. The project team will compile your comments together with those received from other consulting parties, and give them consideration as the project proceeds through design. Please note that the Section 106 process is concerned solely with the effects of the proposed project on historic properties. If you do not respond, it will be assumed that you or your organization does not wish to be a Consulting Party for the project at this time.

Please send responses to the project cultural resources consultant as follows:

Mail:

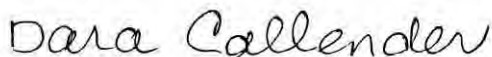
Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey 08512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

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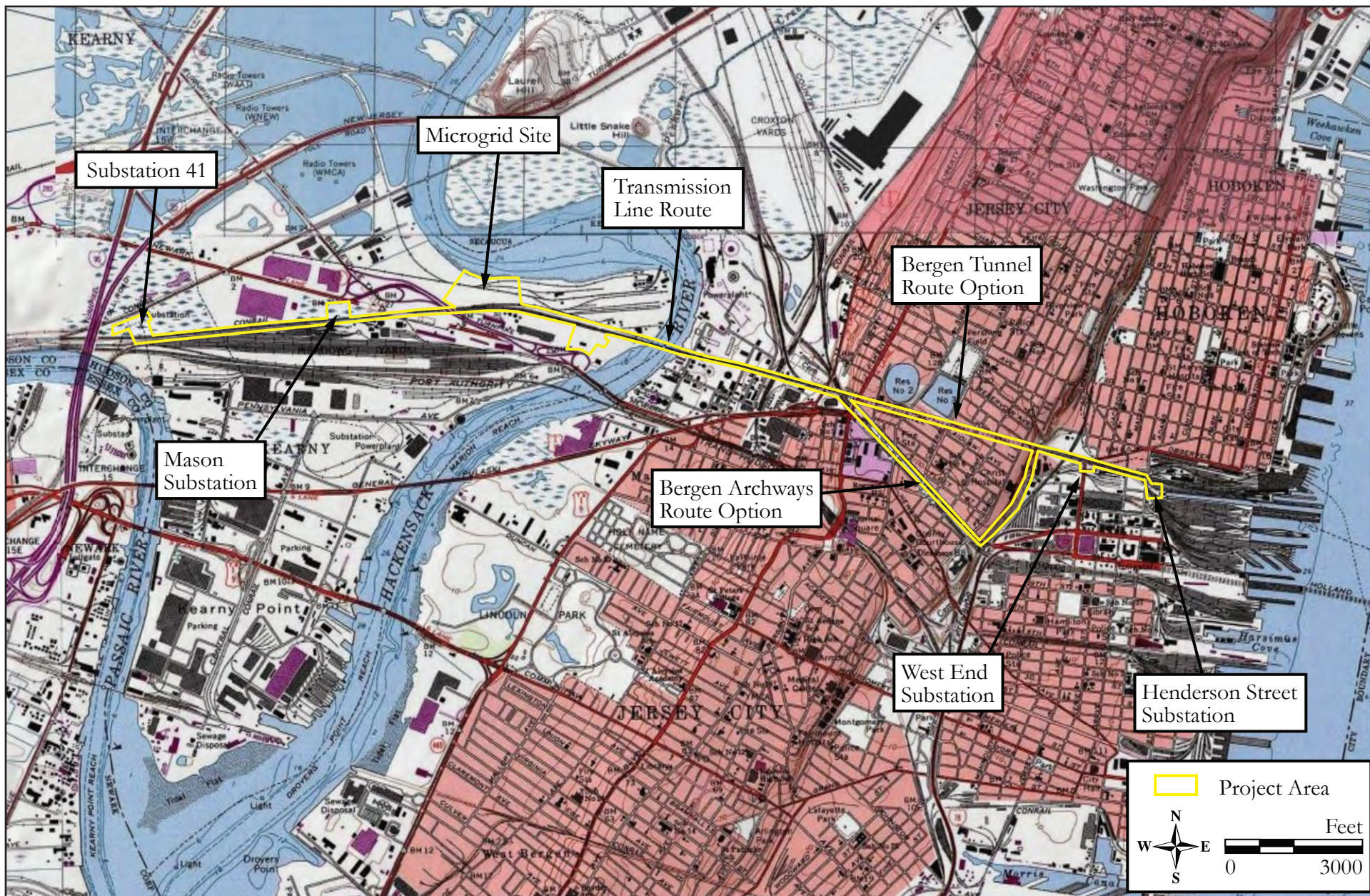
Sincerely,



Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
Harold Olarte, BEM Systems, Inc.

Enc: Project location map



Project Location Map

(1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photorevised 1981]).

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Dennis J. Martin, Interim Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

October 4, 2016

Mayor Alberto Santos
Town of Kearny
402 Kearny Avenue
Kearny, NJ 07030

Re: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Mayor Santos:

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Peninsula Redevelopment Area in the Town of Kearny. The proposed microgrid will consist of an approximately 104 megawatt (MW) natural gas fired electric power generating plant and associated infrastructure to enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems.

The proposed 104 MW generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; a ring road; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the Kearny Substation) will be built to the west of and replace Amtrak's existing Substation 41 (Sub 41) and will require the construction of a fill pad in Cedar Creek Marsh. Several transmission lines will be installed between the Main Facility site and the NJ TRANSIT Mason, Kearny, West End, and Henderson substations. Three installation methods are being considered: the use of existing transmission line towers and poles; the installation of duct banks and submarine cables; and the installation of monopoles. Where the transmission line travels east from John F. Kennedy Boulevard in Jersey City, it will take one of two routes to the east end of the Bergen Tunnels at the foot of the Palisades: either straight along the existing railroad right-of-way (ROW) through the Bergen Tunnels; or southeast through the Bergen Archways ROW and north along the Palisades (see attached project location map).

In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the

resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

You or your organization have been identified as a potential Consulting Party for the project. On behalf of the FTA, we invite you to participate in the Section 106 process. If you would like to participate as a consulting party, we respectfully request that you reply within 10 days of receipt of this letter so that the FTA and NJ TRANSIT can consult with you regarding the project. If possible, NJ TRANSIT requests that you contact us via e-mail or phone to ensure timely receipt of your comments and acknowledgment of your interest in this project. If representing an organization, we ask that your organization designate one representative to participate on behalf of the group. If you become a Consulting Party, you can expect to receive information about the project and requests for comments regarding the potential effects of the project on historic properties. There will also be opportunities to consider measures to avoid, minimize, or mitigate adverse effects on historic properties. The project team will compile your comments together with those received from other consulting parties, and give them consideration as the project proceeds through design. Please note that the Section 106 process is concerned solely with the effects of the proposed project on historic properties. If you do not respond, it will be assumed that you or your organization does not wish to be a Consulting Party for the project at this time.

Please send responses to the project cultural resources consultant as follows:

Mail:

Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey 08512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

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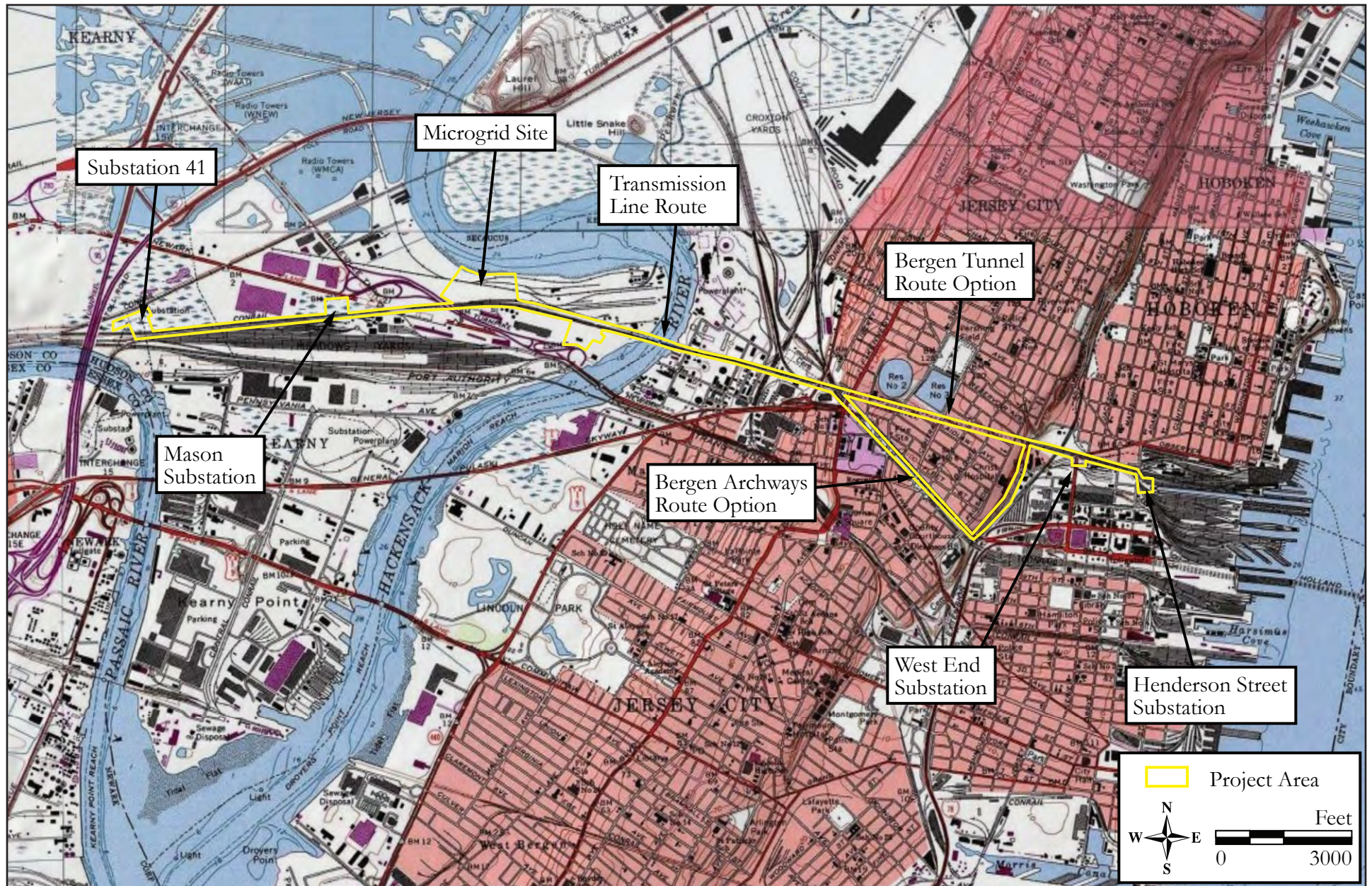
Sincerely,



Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
Harold Olarte, BEM Systems, Inc.

Enc: Project location map



Project Location Map

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Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 31, 2017

Dr. Ilene Grossman-Bailey, President
Archaeological Society of New Jersey
36 E. Palmer Street
Morrisville, PA 19067

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of
Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Dr. Grossman-Bailey,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

The proposed 190MW generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson Street substations (see attached project area map). To provide service along NJ TRANSIT's HBLR, power would be distributed to the individual traction power substations along the HBLR right-of-way. The HBLR is approximately 15 miles in length and extends from Tonnel Avenue in North Bergen to 8th Street in Bayonne, including one spur through West Bergen to West Avenue Station. From the new NJ TRANSITGRID Hoboken East Substation to the HBLR, power would be conveyed through electrical lines. The existing traction power substations along the HBLR line would require switchgear revisions to allow for incoming power from the microgrid feeders. Upgrades required for this power distribution would occur within existing transportation rights-of-way. The electrical lines along HBLR may be installed on new utility poles (up to 39 feet high) and/or within duct banks.

In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

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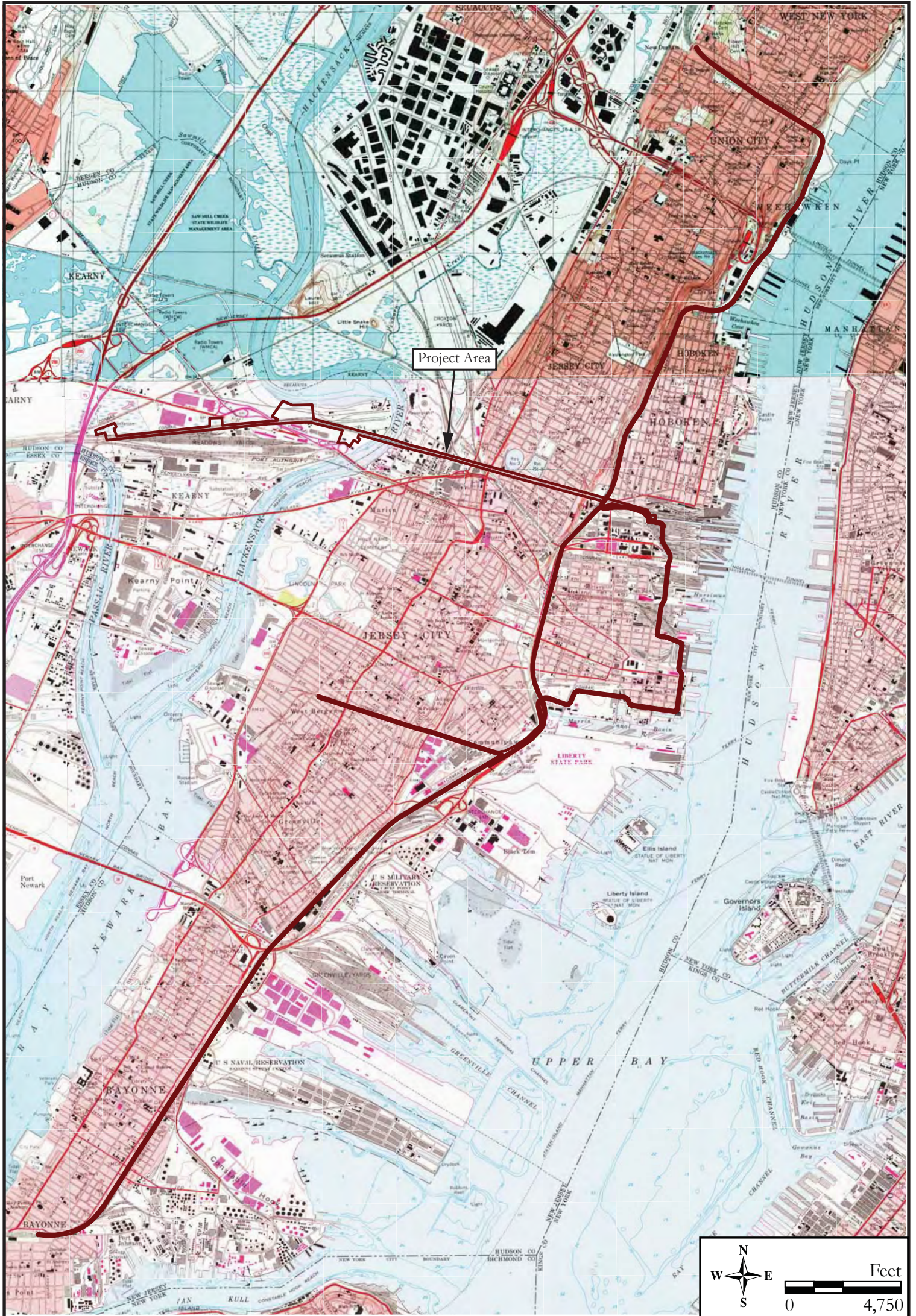
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Dara Callender
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Enc: Project area map



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[photo revised 1981]).

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 31, 2017

Robert Foster, Director
Hoboken Historical Museum
P.O. Box 3296
Hoboken, NJ 07030

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of
Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Mr. Foster,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

The proposed 190MW generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson Street substations (see attached project area map). To provide service along NJ TRANSIT's HBLR, power would be distributed to the individual traction power substations along the HBLR right-of-way. The HBLR is approximately 15 miles in length and extends from Tonnel Avenue in North Bergen to 8th Street in Bayonne, including one spur through West Bergen to West Avenue Station. From the new NJ TRANSITGRID Hoboken East Substation to the HBLR, power would be conveyed through electrical lines. The existing traction power substations along the HBLR line would require switchgear revisions to allow for incoming power from the microgrid feeders. Upgrades required for this power distribution would occur within existing transportation rights-of-way. The electrical lines along HBLR may be installed on new utility poles (up to 39 feet high) and/or within duct banks.

In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

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Cranbury, New Jersey -8512

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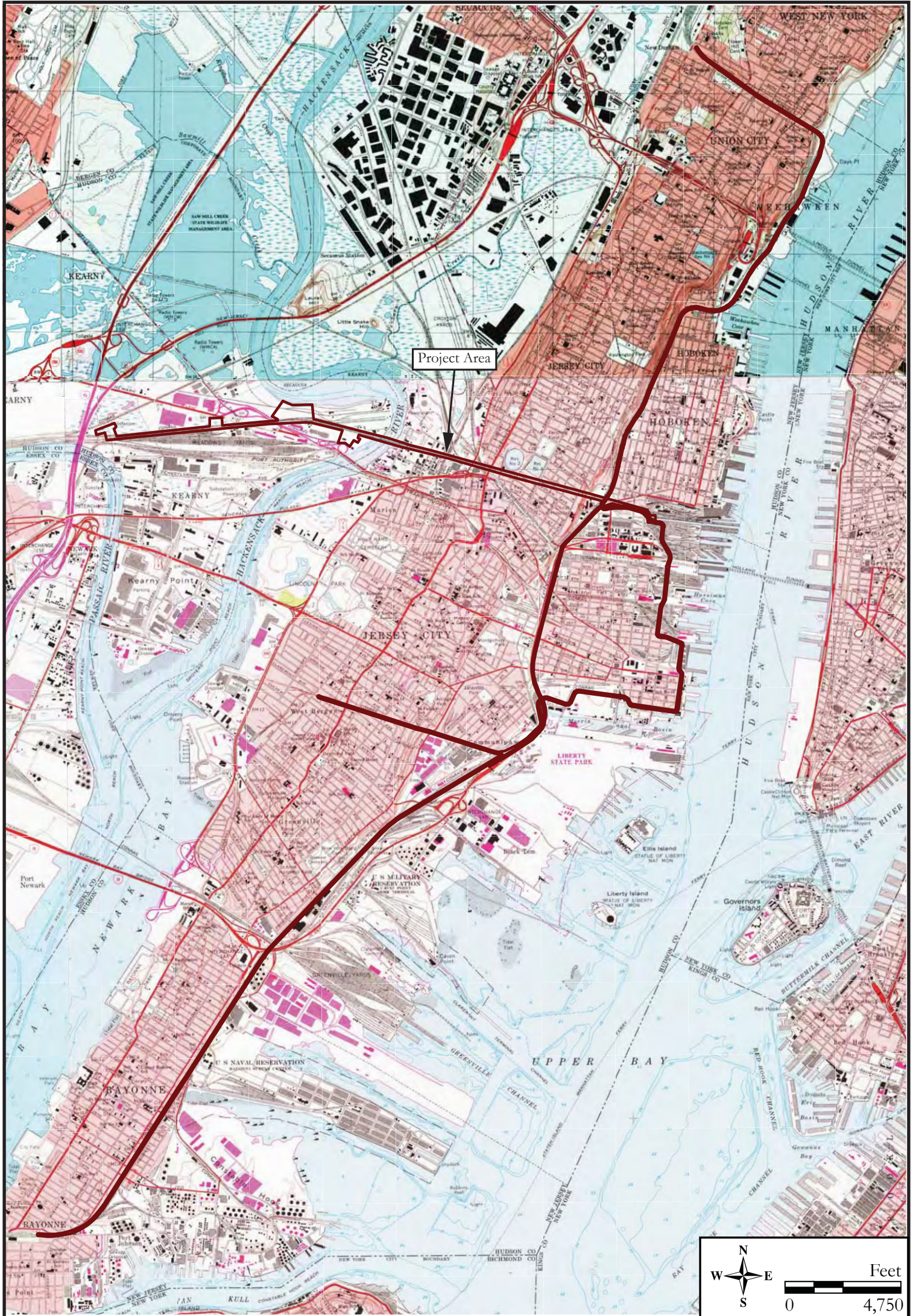
Sincerely,



Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
Harold Olarte, BEM Systems, Inc.

Enc: Project area map



Project Area Map
(from 1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY
[photo revised 1981]).

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 31, 2017

William LaRosa, Director
Hudson County Office of Cultural Affairs and Tourism
Justice Brennan Court House
583 Newark Avenue
Jersey City, NJ 07306

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Mr. LaRosa,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

The proposed 190MW generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson Street substations (see attached project area map). To provide service along NJ TRANSIT's HBLR, power would be distributed to the individual traction power substations along the HBLR right-of-way. The HBLR is approximately 15 miles in length and extends from Tonnel Avenue in North Bergen to 8th Street in Bayonne, including one spur through West Bergen to West Avenue Station. From the new NJ TRANSITGRID Hoboken East Substation to the HBLR, power would be conveyed through electrical lines. The existing traction power substations along the HBLR line would require switchgear revisions to allow for incoming power from the microgrid feeders. Upgrades required for this power distribution would occur within existing transportation rights-of-way. The electrical lines along HBLR may be installed on new utility poles (up to 39 feet high) and/or within duct banks.

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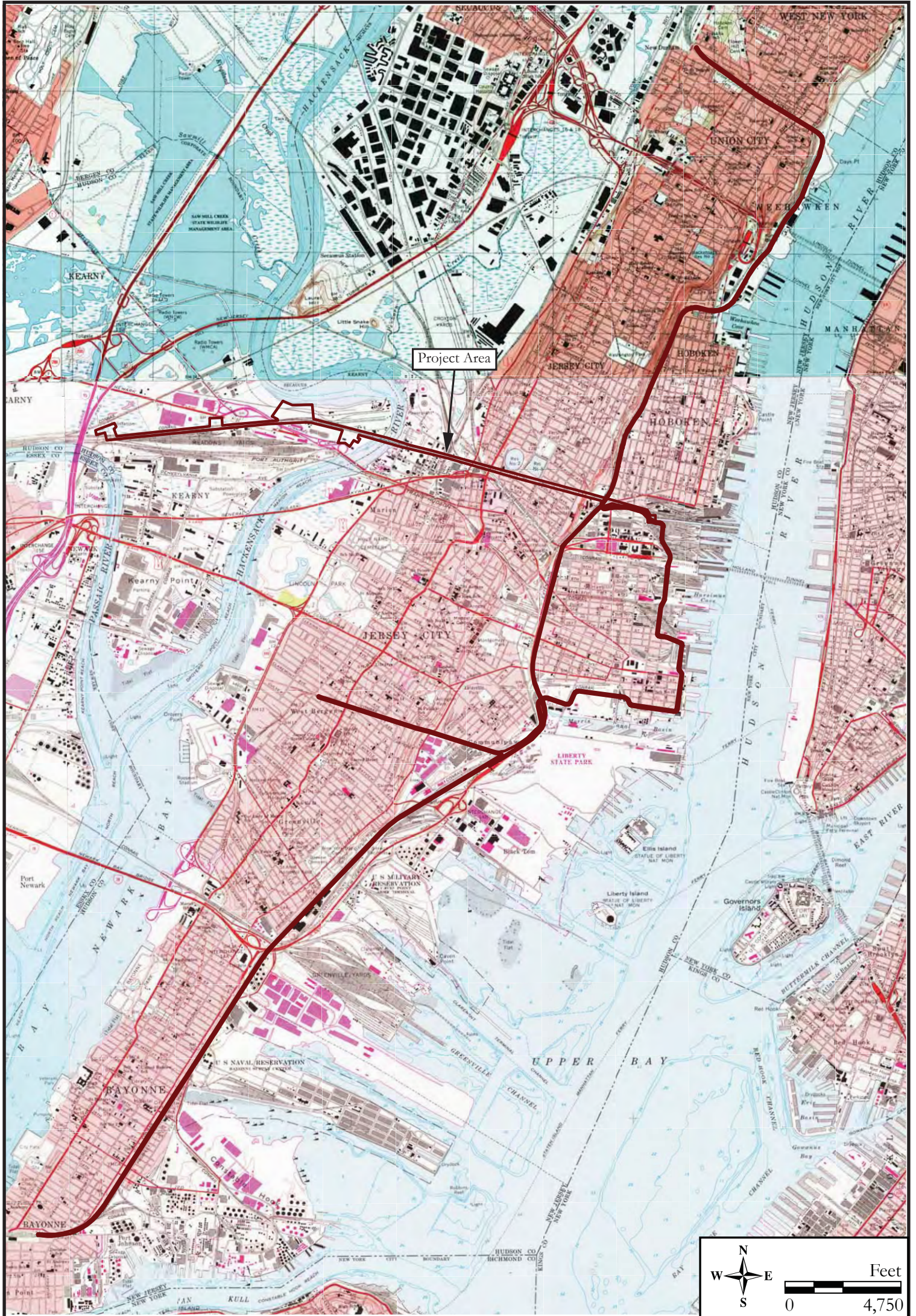
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Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 31, 2017

Justin Frohwirth, President
City of Jersey City Landmarks Conservancy
P.O. Box 68
Jersey City, NJ 07303-0068

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of
Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Mr. Frohwirth,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

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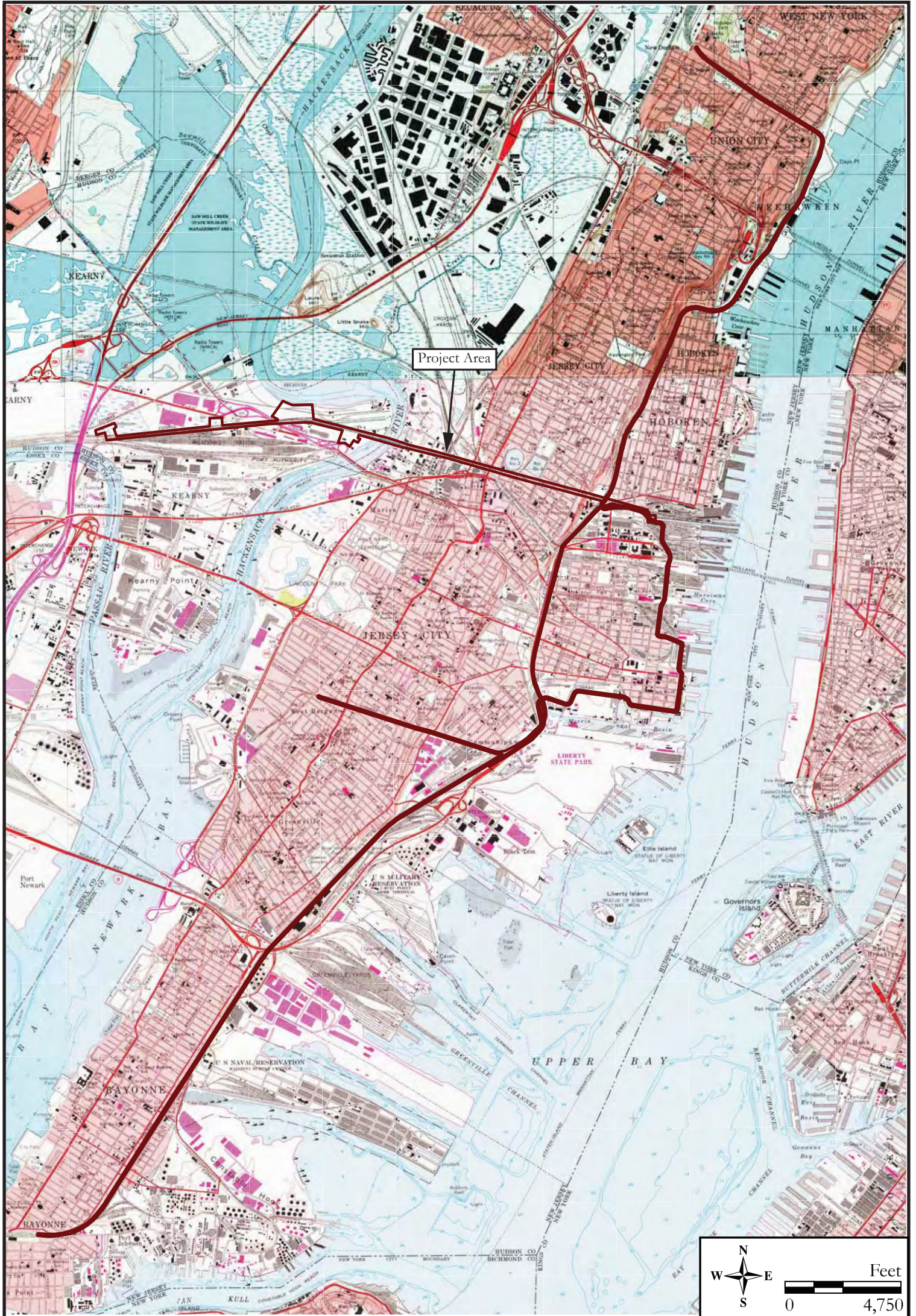
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NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 31, 2017

Richard Wilson, President
Jersey Central Chapter
National Railway Historical Society
P.O. Box 700
Clark, NJ 07066

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NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of
Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Mr. Wilson,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

The proposed 190MW generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson Street substations (see attached project area map). To provide service along NJ TRANSIT's HBLR, power would be distributed to the individual traction power substations along the HBLR right-of-way. The HBLR is approximately 15 miles in length and extends from Tonnel Avenue in North Bergen to 8th Street in Bayonne, including one spur through West Bergen to West Avenue Station. From the new NJ TRANSITGRID Hoboken East Substation to the HBLR, power would be conveyed through electrical lines. The existing traction power substations along the HBLR line would require switchgear revisions to allow for incoming power from the microgrid feeders. Upgrades required for this power distribution would occur within existing transportation rights-of-way. The electrical lines along HBLR may be installed on new utility poles (up to 39 feet high) and/or within duct banks.

In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

If you are aware of any significant prehistoric or historic archaeological resources or historic properties that may be affected by the project, or have any information regarding the project site, please respond within 10 days of receipt of this letter. If possible, NJ TRANSIT requests that you contact us via e-mail or phone to ensure timely receipt of your comments and acknowledgment of your interest in this project. The project team will compile comments received and give them consideration as the project proceeds through design. Please note that the Section 106 process is concerned solely with the effects of the proposed project on historic properties.

Please send responses to the project cultural resources consultant as follows:

Mail:

Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey -8512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

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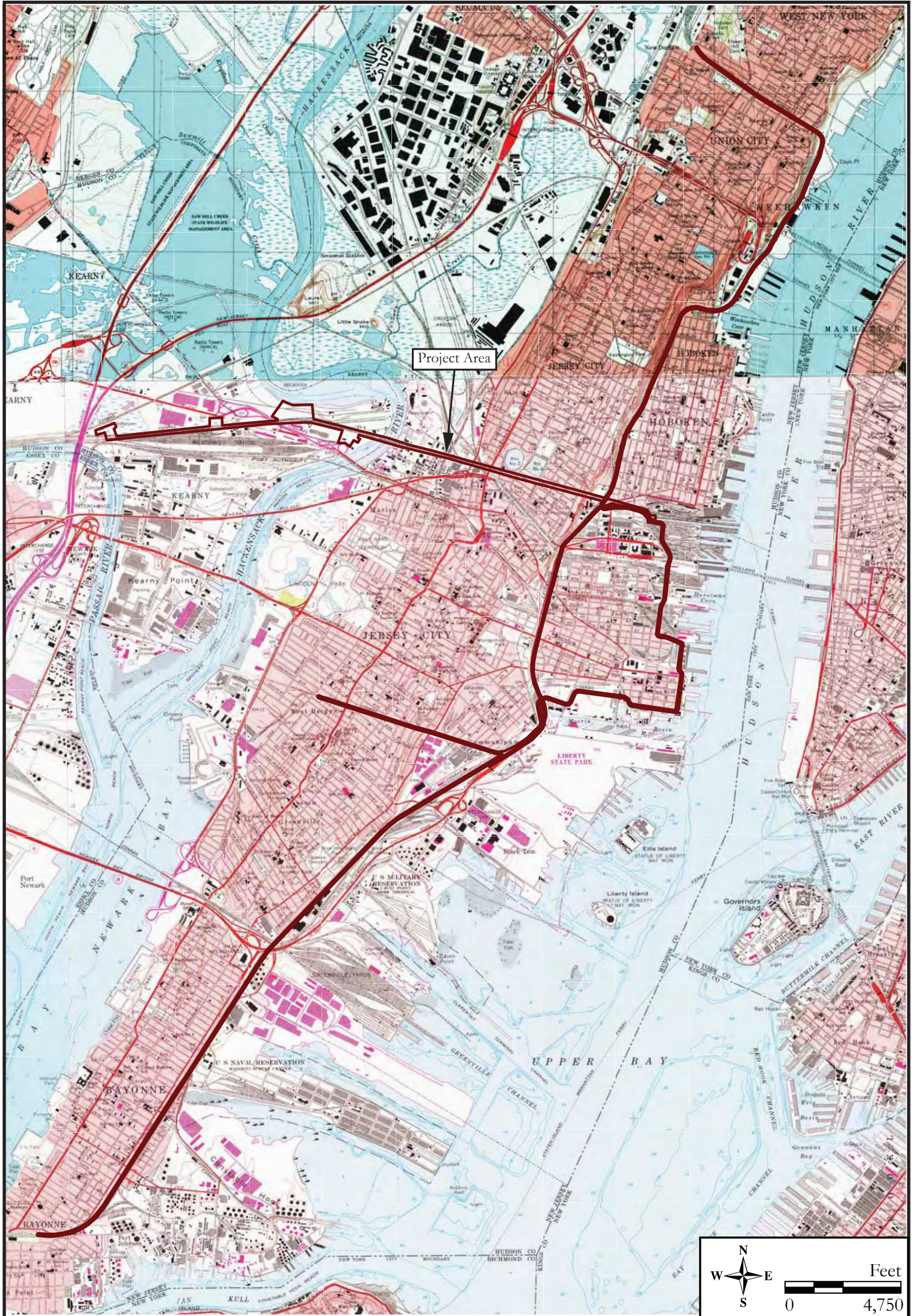
Sincerely,



Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
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Project Area Map
(from 1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photo revised 1981]).

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 31, 2017

Jim Mackin, President
Roebling Chapter
Society for Industrial Archeology
370 Riverside Drive, Apt. 2B
New York, NY 10025

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of
Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Mr. Mackin,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

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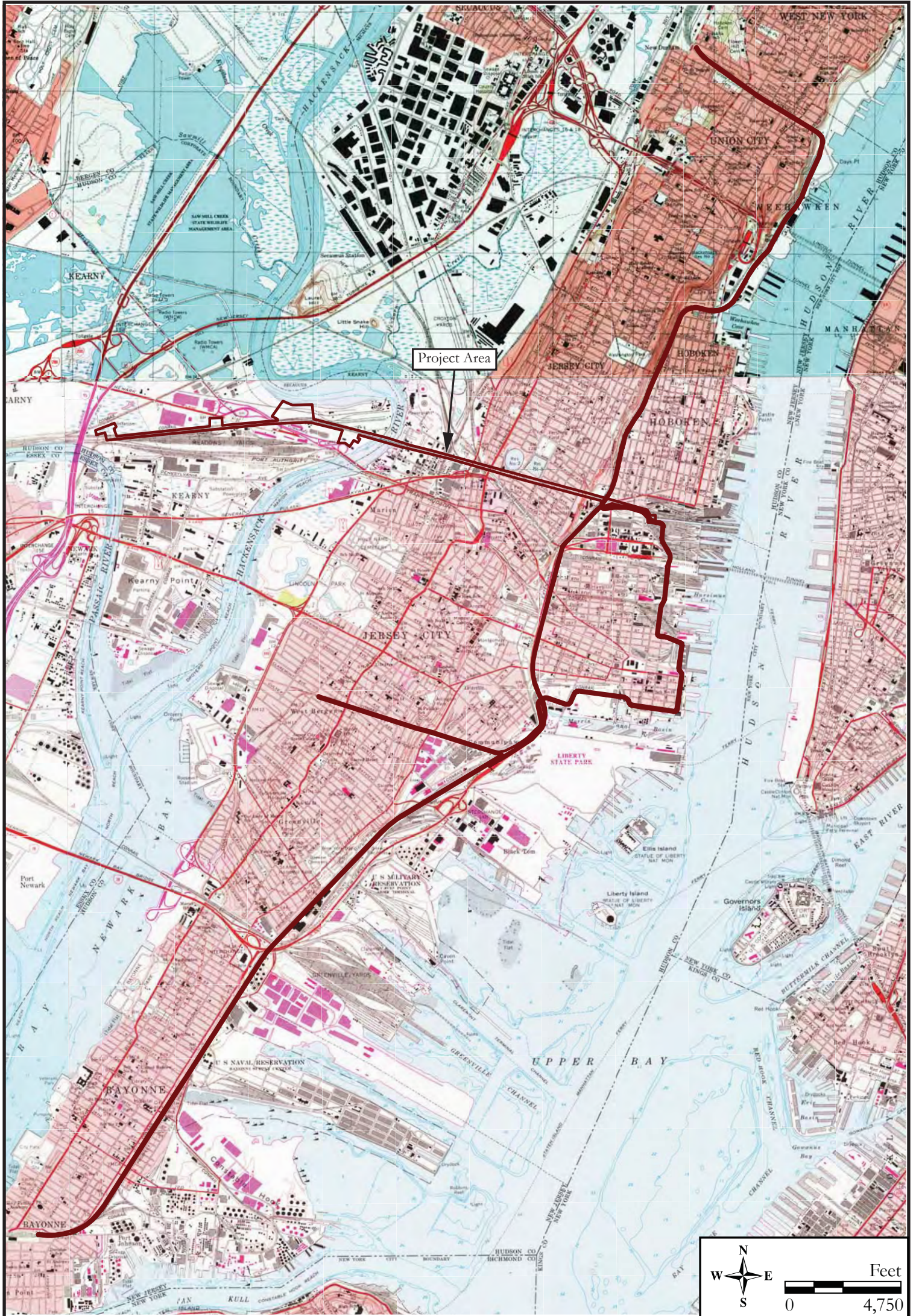
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Dara Callender
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Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

May 8, 2017

Bayonne Historic Preservation Commission
City of Bayonne
630 Avenue C
Bayonne, NJ 07002

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Bayonne Historic Preservation Commission,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

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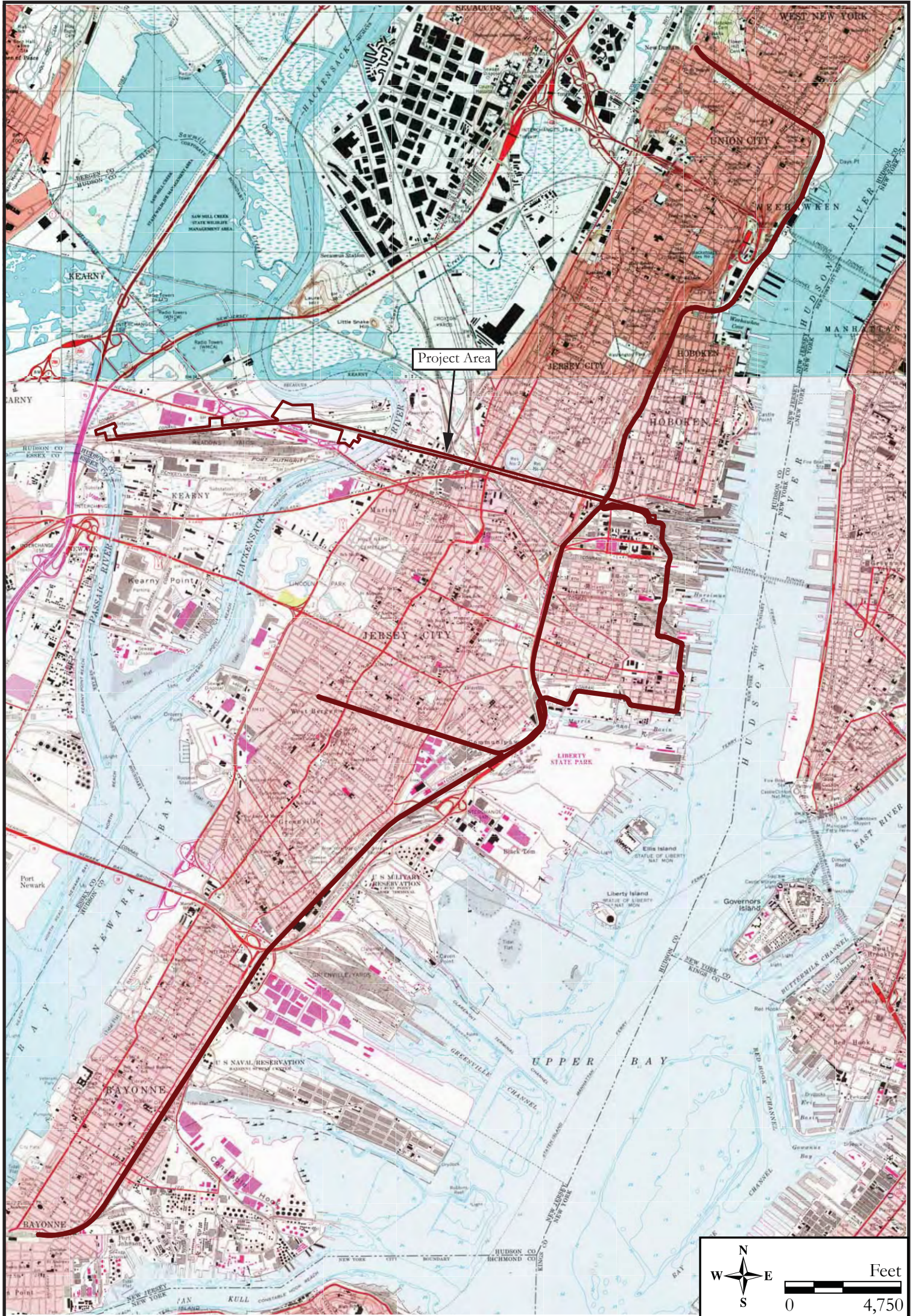
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Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

May 8, 2017

Mayor Nicholas J. Sacco
Township of North Bergen
4233 Kennedy Boulevard
North Bergen, NJ 07047

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of
Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Mayor Sacco,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

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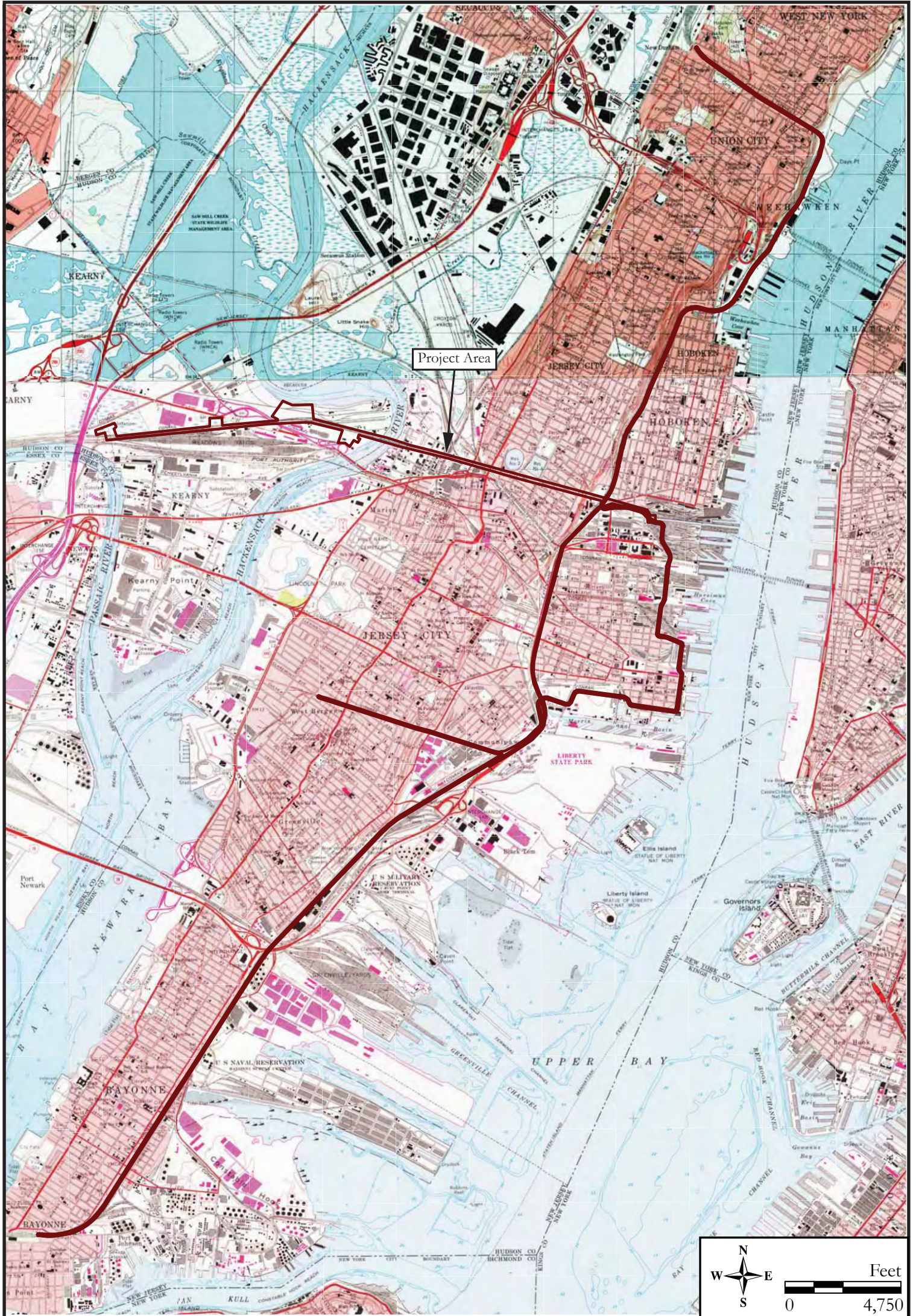
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Enc: Project area map



Project Area Map
(from 1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photo revised 1981]).

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

May 8, 2017

Mayor Brian P. Stack
City of Union City
3715 Palisade Avenue
Union City, NJ 07087

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Mayor Stack,

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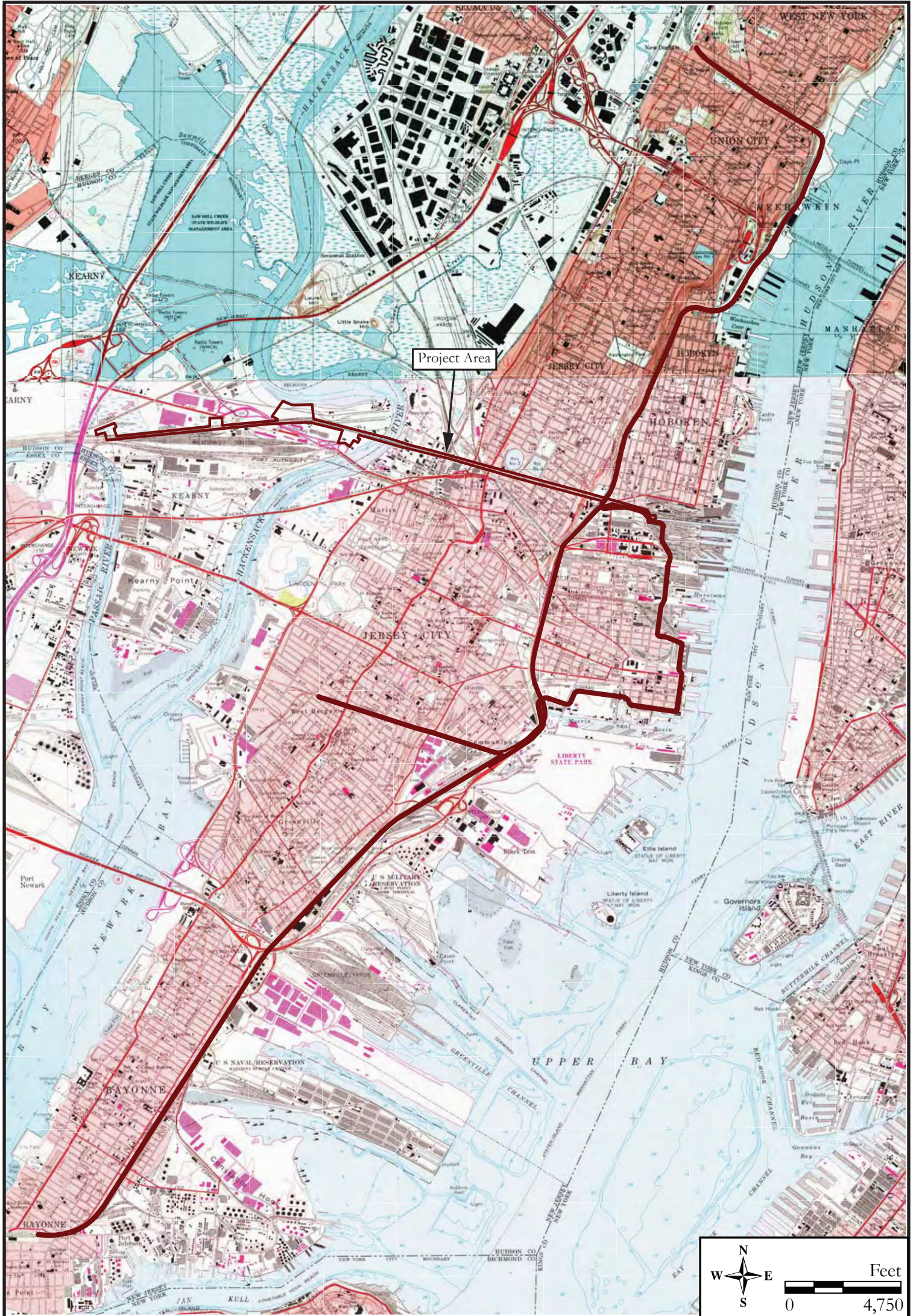
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NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

May 8, 2017

Weehawken Historical Commission
Weehawken Town Hall
400 Park Avenue
Weehawken, NJ 07086

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Weehawken Historical Commission,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

The proposed generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson Street substations (see attached project area map). To provide service along NJ TRANSIT's HBLR, power would be distributed to the individual traction power substations along the HBLR right-of-way. The HBLR is approximately 15 miles in length and extends from Tonelle Avenue in North Bergen to 8th Street in Bayonne, including one spur through West Bergen to West Avenue Station. From the new NJ TRANSITGRID Hoboken East Substation to the HBLR, power would be conveyed through electrical lines. The existing traction power substations along the HBLR line would require switchgear revisions to allow for incoming power from the microgrid feeders. Upgrades required for this power distribution would occur within existing transportation rights-of-way. The electrical lines along HBLR may be installed on new utility poles (up to 39 feet high) and/or within duct banks.

In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect

such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

You or your organization have been identified as a potential Consulting Party for the project. On behalf of the FTA and Amtrak, we invite you to participate in the Section 106 process. If you would like to participate as a Consulting Party, we respectfully request that you reply within 10 days of receipt of this letter so that the FTA and NJ TRANSIT can consult with you regarding the project. If possible, NJ TRANSIT requests that you contact us via e-mail or phone to ensure timely receipt of your comments and acknowledgment of your interest in this project. If representing an organization, we ask that your organization designate one representative to participate on behalf of the group. If you become a Consulting Party, you can expect to receive information about the project and requests for comments regarding the potential effects of the project on historic properties. There will also be opportunities to consider measures to avoid, minimize, or mitigate adverse effects on historic properties. The project team will compile your comments together with those received from other Consulting Parties, and give them consideration as the project proceeds through design. Please note that the Section 106 process is concerned solely with the effects of the proposed project on historic properties. If you do not respond, it will be assumed that you or your organization does not wish to be a Consulting Party for the project at this time.

Please send responses to the project cultural resources consultant as follows:

Mail:

Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey -8512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

We look forward to consulting with you should you have any concerns that the project may affect resources of significance to your organization. Thank you for your assistance in this matter.

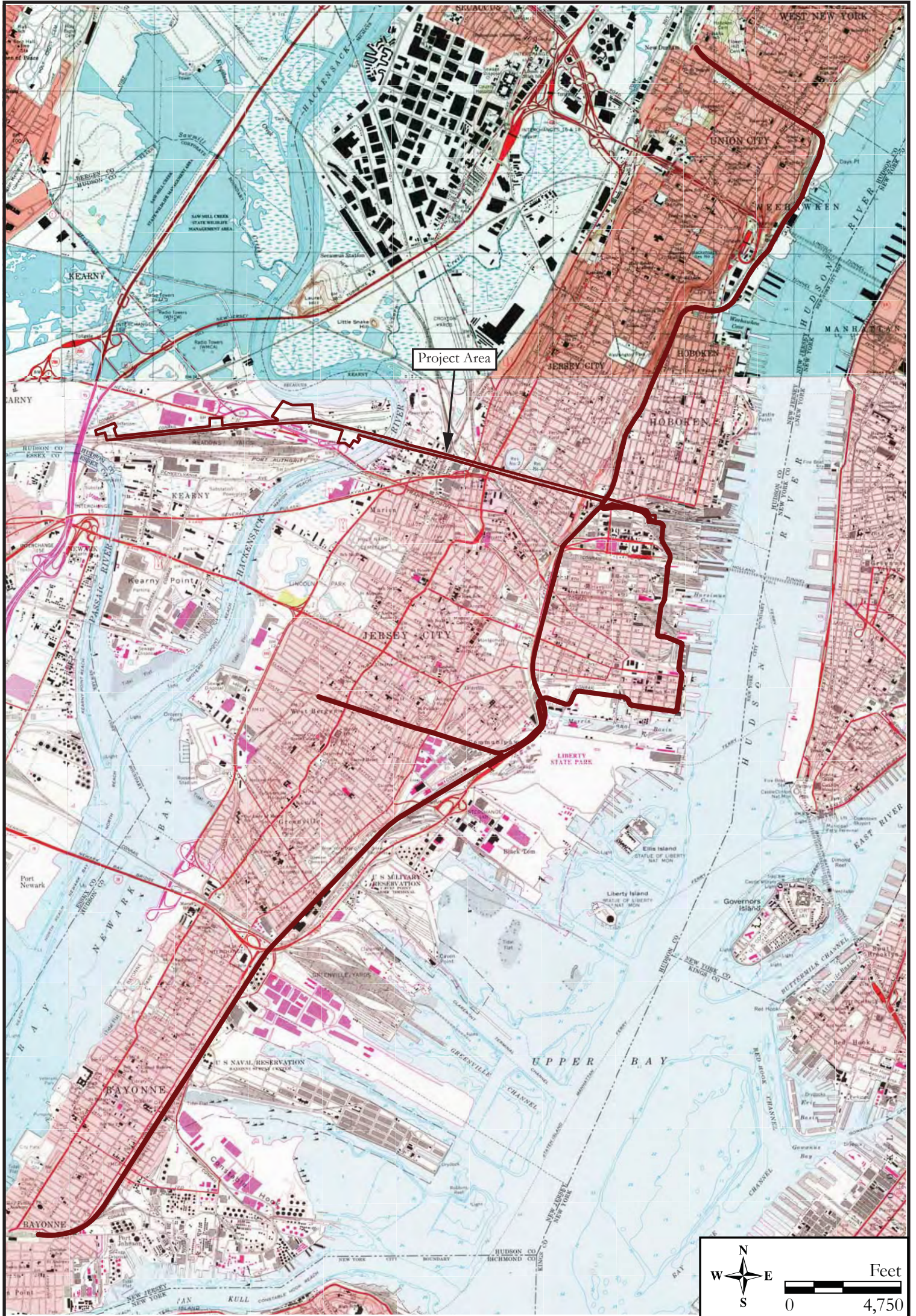
Sincerely,



Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
Harold Olarte, BEM Systems, Inc.

Enc: Project area map



Project Area Map
(from 1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY
[photo revised 1981]).

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

May 8, 2017

Gerard Karabin, City Historian
Union City Museum of History
420 15th Street
Union City, NJ 07087

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID TRACTION POWER SYSTEM
City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of
Union City, and Township of North Bergen, Hudson County, New Jersey

Dear Mr. Karabin,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

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In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

If you are aware of any significant prehistoric or historic archaeological resources or historic properties that may be affected by the project, or have any information regarding the project site, please respond within 10 days of receipt of this letter. If possible, NJ TRANSIT requests that you contact us via e-mail or phone to ensure timely receipt of your comments and acknowledgment of your interest in this project. The project team will compile comments received and give them consideration as the project proceeds through design. Please note that the Section 106 process is concerned solely with the effects of the proposed project on historic properties.

Please send responses to the project cultural resources consultant as follows:

Mail:

Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey -8512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

We look forward to speaking with you should you have any concerns that the project may affect resources of significance to your organization. Thank you for your assistance in this matter.

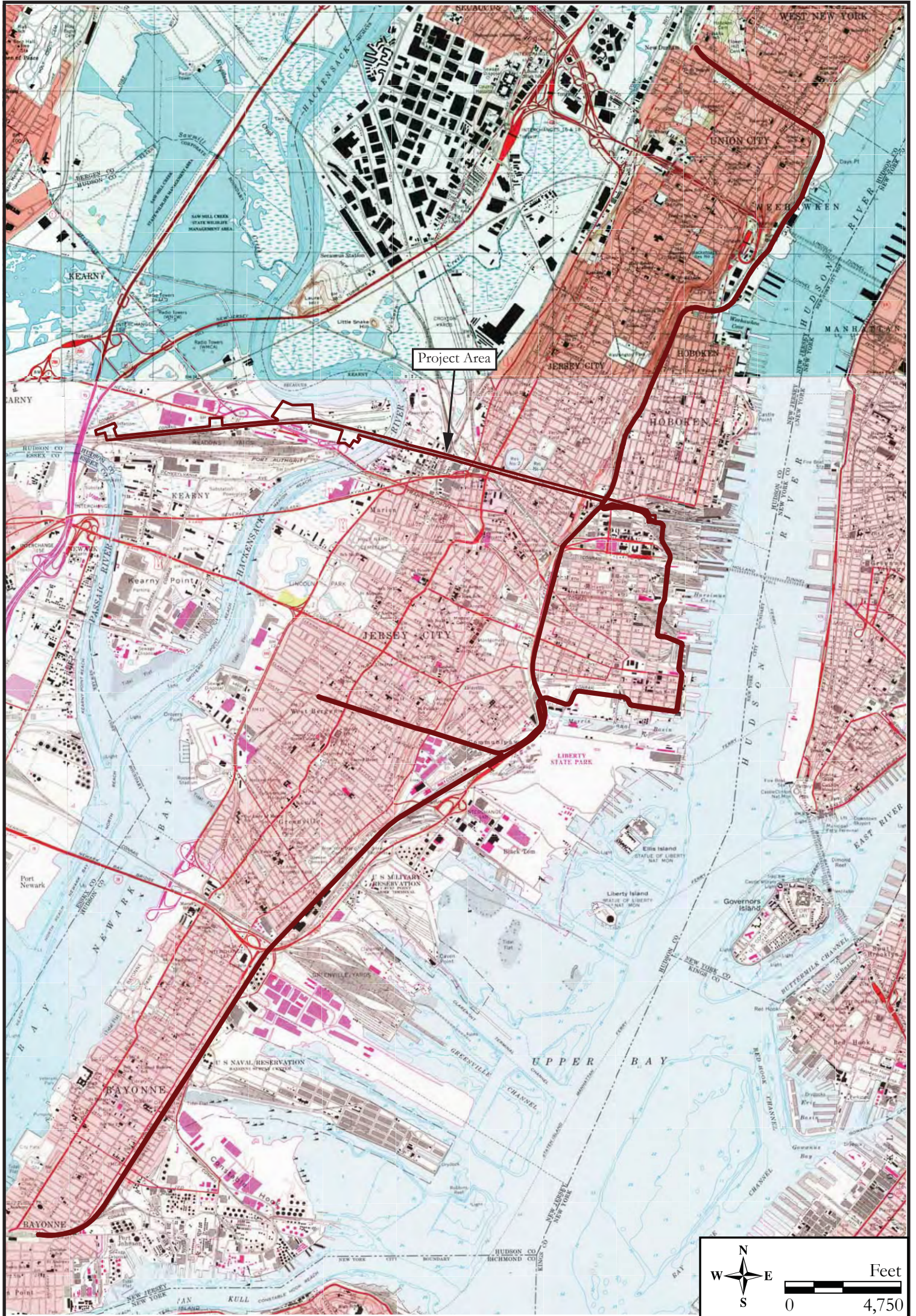
Sincerely,



Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
Harold Olarte, BEM Systems, Inc.

Enc: Project area map



Project Area Map
(from 1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY
[photo revised 1981]).

Lynn Alpert

From: James P. Bruno [jbruno@cq-law.com]
Sent: Wednesday, October 19, 2016 10:04 AM
To: Lynn Alpert
Cc: Mayor Alberto Santos (mayor@kearnynj.org); Martello, Michael; Gregory Castano Sr.; Michael J. Neglia (mneglia@negliaengineering.com); Time Matters
Subject: Invitation to the Town of Kearny to Consult-NJ TRANSIT GRID
Attachments: 20161019094320205.pdf

Lynn:

Our firm represents the Town of Kearny and, in response to the attached invitation, wants to participate as a consulting party in connection with the NJ TransitGrid project. Pursuant to the direction of Town officials, I will be the designated representative of the Town. My contact information appears below.

James P. Bruno, Esq.

Castano Quigley LLC

155 Passaic Avenue, Suite 340

Fairfield, NJ 07004

Direct Phone No. 973-287-4982

Phone: 973-808-1234 Fax: 973-808-8480

JBruno@cq-law.com

***Confidentiality Note:** The information contained in this transmittal and any documents accompanying the transmittal contain information from the Law Firm of Castano Quigley, LLC, which is confidential and/or legally privileged. The information is intended only for the use of the individual or entity named above. If you are not the intended recipient, or the employee or agent responsible for delivery to the intended recipient, or you received this transmittal in error, you are hereby notified that any disclosure, copying, distribution, dissemination or the taking of any action in reliance upon the contents of this transmittal is prohibited. Please notify us by telephoning immediately so that we can arrange for the return of the original documents at no cost to you.*



Delaware Tribe Historic Preservation Representatives
P.O. Box 64
Pocono Lake, PA 18347
temple@delawaretribe.org

November 4, 2016

U.S DOT
Federal Transit Administration
One Bowling Green, Rm. 429
New York, NY 10004-1415

Re: Section 106 Consultation for NJ TRANSITGRID Traction Power System Project,
Kearny, NJ

Ms. Buchanan:

Thank you for informing the Delaware Tribe of the above referenced project. The Delaware Tribe is committed to protecting historic sites important to our tribal heritage, culture and religion. We do wish to enter consultation and look forward to receiving the archaeological reports for this project. The project APE is within an area of high probability for buried historic resources.

We appreciate your cooperation and look forward to working together on our shared interests in preserving Delaware cultural heritage. If you have any questions, feel free to contact this office by phone at (610) 761-7452 or by e-mail at temple@delawaretribe.org.

Sincerely,

A handwritten signature in black ink on a light-colored background. The signature appears to be "Susan Bachor" written in a cursive style.

Susan Bachor
Delaware Tribe Historic Preservation Representative

ATTACHMENT I: INTENTIONALLY NOT INCLUDED

ATTACHMENT J: ANNOTATED BIBLIOGRAPHY

Author: Allee Davis and Lynn Alpert
Title: Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) Report, NJ TRANSITGRID TRACTION POWER SYSTEM project, City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey
Date: June 2017
RGA Database Title: NJ TRANSITGRID Revisions
RGA Project No: 2017-021
State: New Jersey
County: Hudson
Municipality: City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen
U.S.G.S. Quad: Jersey City, NJ-NY, Weehawken, NJ-NY, and Elizabeth, NJ-NY
Drainage Basin: Hackensack River, Newark Bay, Kill Van Kull, New York Bay, Atlantic Ocean; Hudson River, Upper New York Bay, Lower New York Bay, Atlantic Ocean
Regulation: Section 106; New Jersey Register of Historic Places Act
Project Type: Transportation: Mass Transit Improvements
Project Sponsor: New Jersey TRANSIT
Client: BEM Systems, Inc.
Level of Survey: Historic Architectural Resources Background Study and Effects Assessment
Cultural Resources: Old Main Delaware, Lackawanna and Western Railroad Historic District (NJHPO Opinion: 9/24/1996); Pennsylvania Railroad New York to Philadelphia Historic District (NJHPO Opinion: 10/2/2002); Pennsylvania Railroad New York Bay Branch Historic District (NJHPO Opinion: 4/22/2005); Essex Generating Station Historic District (NJHPO Opinion: 3/23/2015); Public Service Electric and Gas Company (PSE&G) Kearny-Essex-Marion Interconnection Historic District (NJHPO Opinion: 12/31/2013); Hackensack River Lift Bridges Historic District (NJHPO Opinion: 5/3/2002); People's Gas Light Company/ PSE&G Marion Office Historic District (NJHPO Opinion: 3/10/1999); Jersey City Water Works Historic District (NJHPO Opinion: 1/20/2003); Delaware, Lackawanna and Western Railroad Boonton Line Historic District (NJHPO Opinion: 9/18/2008); US Route 1 Extension [Pulaski Skyway] Historic District (NJR: 6/13/2005; NR: 8/12/2005); US Routes 1 & 9 Historic District (NJHPO Opinion: 3/8/1996); New Jersey Midland Railway / New York, Susquehanna and Western Railroad Historic District (NJHPO Opinion: 4/25/2006 and 1/30/2015); Erie Railroad Main Line Historic District (NJHPO Opinion: 2/20/2003); Erie Railroad Bergen Archways Historic District (NJHPO Opinion: 4/27/2000); Substation 4 (NJHPO Opinion: 9/12/1994); Edison Battery Company Property (NJHPO Opinion: 4/8/2008); Jersey City Water Works Pipeline (NJHPO Opinion: 5/7/1999); PSE&G Kearny Generating Station (NJHPO Opinion: 5/3/2002); Lower Hack Draw Bridge (NJHPO Opinion: 9/18/1996); Wittpenn Bridge [SI&A #0909150] (NJHPO Opinion: 2/7/2001); Pennsylvania Railroad Harsimus Branch (Conrail/ CSX) Bridge over the Hackensack River (NJHPO Opinion: 5/3/2002); Pennsylvania Railroad (PATH) Bridge over Hackensack River (NJHPO Opinion: 5/3/2002); St. Peter's Cemetery (NJHPO Opinion: 6/18/1996); West End Interlocking Tower (NJHPO Opinion: 1/20/1999); West-End Through Truss Bridges (NJHPO Opinion: 3/31/1997); Old and New Bergen Tunnels (NJHPO Opinion: 5/8/1998); JFK Boulevard Bridge [SI&A # 0951170] (NJHPO Opinion: 4/27/2000); Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel (NJHPO Opinion: 4/27/2000); Palisade Avenue Bridge [SI&A # 0951165] (NJHPO Opinion: 4/27/2000); Jersey

City High School [William Dickinson High School] (NJR: 12/31/1981; NR: 6/1/1982); Southern Hoboken Historic District (NJHPO Opinion: 1/30/80 and 2/28/1991 [extension]); the Hudson and Manhattan Railroad Transit System (PATH) Historic District (NJHPO Opinion: 3/4/2002); the Erie-Lackawanna Terminal (NJR: 12/7/2004; NR: 2/17/2005); the Grove Street Bridge (NJHPO Opinion: 1/20/1999); the Lackawanna Warehouse and Viaduct (NJHPO Opinion: 5/16/1995); the Holbrook Manufacturing Company (NJHPO Opinion: 2/28/1991); Engine Company #3, Truck #2 Firehouse (NJR: 2/9/1984; NR: 3/30/1984); the Continental Can Company Complex (NJHPO Opinion: 5/30/1997); Mechanic's Trust Company (NJHPO Opinion: 12/9/1994); Bayonne Trust Company (NJHPO Opinion: 12/9/1994; NR: 8/8/2006; NJR: 4/20/2006; COE: 1/30/2002); East 17th Street Apartment Buildings Streetscape (NJHPO Opinion: 12/9/1994); Maidenform Brassiere Company (NJHPO Opinion: 12/9/1994); East 19th Street Streetscape (NJHPO Opinion: 12/9/1994); Mount Carmel Historic District (NJHPO Opinion: 2/28/1991); YMCA of Bayonne (NJHPO Opinion: 5/5/1997); Public School Number 5 (NJHPO Opinion: 2/28/1991); Morris Canal (NR: 10/1/1974; NJR: 11/26/1973; NJHPO Opinion: 5/27/2004); Lehigh Valley Railroad Historic District (NJHPO Opinion: 3/15/2002); Pennsylvania Railroad New York Bay Branch Historic District (NJHPO Opinion: 9/10/2014); Hanover National Bank Repository (COE: 5/18/2006); Communipaw-Lafayette Historic District (NJHPO Opinion: 2/17/1995); Ocean Avenue Bridge (SI&A #0950163) (NJHPO Opinion: 5/16/1995); Bergen Avenue Bridge (SI&A #0900011) (NJHPO Opinion: 5/16/1995); Former Candy Factory (NJHPO Opinion: 2/28/1991); Paulus Hook Historic District (NR: 6/21/1982; NJR: 8/7/1981); Van Vorst Park Historic District (NR: 10/11/1984; NJR: 8/21/1984); One Exchange Place (Bank Building) (NJHPO Opinion: 2/28/1991); Commercial Trust Company Bank (NJHPO Opinion: 5/16/1995); Hudson and Manhattan Railroad Powerhouse (NR: 11/23/2001; COE: 10/7/1999); Warehouse Historic District (NJHPO Opinion: 2/28/1991); Great Atlantic and Pacific Tea Company Warehouse (NHL 6/2/1978; NR: 6/2/1978; NJR: 6/2/1978); Butler Brothers Warehouse (NJR: 10/26/2015; NJHPO Opinion: 9/5/2013); Holland Tunnel (NHL 11/3/1993; NR: 11/4/1993; NJR: 10/13/1995); L.O. Koven & Brothers Sheet Iron and Plate Steel Works (NJHPO Opinion: 2/28/1991); Pohlmann's Hall (NR: 9/5/1985; NJR: 7/5/1985); 269-271 Ogden Avenue (NJHPO Opinion: 2/28/1991); 268-272 Ogden Avenue (NJHPO Opinion: 2/28/1991); Ferguson Brothers Manufacturing Company (NJHPO Opinion: 10/16/1998); Old Hillside Road Trolley Horseshoe Curve (NJHPO Opinion: 5/21/1999); North (Hudson) River Tunnels (NJHPO Opinion: 11/12/1998); NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District (NJHPO Opinion: 11/17/1999); NJ Route 495 Viaduct (SI&A 3800031) (NJHPO Opinion: 5/16/1995); Lincoln Tunnel Entrance and Ventilation Buildings (NJHPO Opinion: 2/28/1991); Lincoln Tunnel (NJHPO Opinion: 2/25/2003); King's Bluff Historic District (NJHPO Opinion: 5/16/1995); West Shore Railroad Tunnel (NJHPO Opinion: 2/28/1991)