

- 77 and 78 East Center Street, Woodbury City, Gloucester County
- 856 Main Street, Mantua Township, Gloucester County
- Tyler's Mill Road Bridge over Chestnut Branch, Mantua Township, Gloucester County
- 628-634 Kaighns Avenue (Victory Garage), Camden City, Camden County

I note that Table 3 of the submitted Historic Architectural Reconnaissance Survey Report indicates the Consultant's opinion that the Jesse Starr School, Camden City, Camden County (SHPO Opinion 10/19/1992) is no longer eligible for listing in the NJ and NRHP due to alterations. Please provide the HPO with information describing the extent of changes to the resource and how they impact the significance and eligibility of the Jesse Starr School. Additionally, the HPO would appreciate knowing whether any bridges will be modified as part of the proposed project. Railroad infrastructure, including bridges, should be considered when assessing effects to the corridor.

Archaeology

Upon review of the addendum Phase IA report referenced above, the HPO concurs with the following recommendations regarding the need for archaeological survey within the undertaking's area of potential effects (APE):

No additional archaeological survey is necessary at the following locations:

- Camden north of WRTC;
- Camden Ferry Avenue South to Newton Creek;
- Newton Creek into Gloucester;
- Gloucester Station Area;
- Gloucester to Little Timber Creek;
- Former North Woodbury Station (abandoned);
- Brooklawn to Big Tiber Creek and Westville;
- Woodbury Station area;
- Wenonah Station area;
- Mantua Creek crossing south of Wenonah;
- Mantua/Pitman Station along Tylers Mill Road; and
- Pitman Station area;

The Phase IA addendum report makes recommendation that the Glassboro Station and power house location (PTA 9) to be avoided for temporary laydown and use during implementation of the undertaking. *The HPO concurs with this assessment. If avoidance of these areas is not possible, Phase IB archaeological survey will be necessary (see below).*

Phase IB archaeological Survey is Appropriate at the following Locations:

- PTA 1 (GPR and backhoe testing);
- PTA 2N;
- PYA 2S (GPR and backhoe testing);
- PTA 3;

- PTA 4;
- PTA 5;
- PTA 6;
- PTA 7;
- PTA 8;
- PTA 9; and
- PTA 10.

In addition to the report recommendations above, Phase IB archaeological survey is also appropriate at the following locations:

- Camden, Wright Street south to Kaighns Avenue;
- Red Bank Avenue Station in Woodbury;
- Woodbury Heights Station;
- Monongahela Brook crossing north of Wenonah (once construction methods identified);
- Eastern undeveloped portion of the Sewell Street VMF;
- Chestnut Branch tributary crossing at Heston Road [based on HPO collector information];
- Rowan University West Station between Heston and Mullica Hill Roads [based on HPO collector information];
- PTA 9: Proposed rail line into the center of Glassboro [proposed Glassboro Station];
- Off-Alignment at Cooper Street and Evergreen Avenue; and
- Off-Alignment at Tylers Mill Road and Main Street.

The above referenced addendum Phase IA archaeological report states that areas PTA 1, PTA 3, and PTA 9 are archaeologically sensitive but if any soil remediation activities are necessary, no archaeological survey is recommended. Please be aware, it is important to understand if project activities such as railroad construction and remediation activities necessary for the undertaking have the potential to adversely affect historic properties within the APE. Therefore, additional consultation between the FTA, HPO and consulting parties is recommended for the coordination of remediation actions as part of the analysis of the effects of the larger undertaking on historic properties within the APE.

In addition, based on submitted GIS plans and report text, if the construction plans appear to be preliminary and conceptual. Therefore, it is unclear if temporary laydown and staging areas have yet been identified in light of the addendum Phase IA report recommendations for the former Glassboro Railroad Avenue Station. If temporary works areas have not been included within the project's APE for Phase I archaeological assessment, additional consultation regarding project impacts on historic properties will need to be developed in the future once these areas are identified.

Phase IA Report Editorial Comments

Site conditions, resources identified, and report recommendations would have been greatly enhanced with site photographs.

The addendum report did not include a section discussing the Mantua Creek crossing south of Wenonah discussed in the conclusions list for areas not requiring archaeological survey.

The addendum Phase IA report makes reference to geomorphological investigations (e.g., Sewell Station area [PTA 6; P. 14]) but this information was not included in the report or provide as an appendix for the HPO for more fully understanding your project assessment and informing HPO comment.

Please provide the HPO a copy of the above referenced reports on a CD in PDF format at your earliest convenience for our electronic library.

Additional Comments

Thank you again for providing the opportunity to review and comment on the potential for the above-referenced project to affect historic and archaeological properties. The HPO looks forward to receiving ah list of Consulting and Interested Parties, along with a Public Involvement Plan as part of continued consultation for this undertaking. Additionally, the HPO looks forward to being provided the opportunity to comment on the requested surveys discussed above. Please reference HPO project number 10-1360, in any future calls, emails, submissions, or written correspondence to help expedite your review and response. If you have any questions, please do not hesitate to contact Vincent Maresca of my staff at (609-633-2395) with questions regarding archaeology or Patty Chrisman (609-984-0850) with questions regarding historic architecture, historic districts, or historic landscapes.

Sincerely,



Daniel D. Saunders
Deputy State Historic
Preservation Officer

attachment

DDS/PC/VM

c: Keith Lynch, FTA
Nicole Minnichbach, USACE
Xavier Riva, A.D. Marble & Company
Brooke Blades, A.D. Marble & Company

Appendix C

2013 Geomorphological Study

Geo-Sci Consultants, LLC

4410 Van Buren Street, University Park, Maryland 20782

tel: 301 277 3731

fax: 301 277 2147

**GEOARCHAEOLOGICAL INTERPRETATIONS
OF SELECTED LOCATIONS ALONG THE
GLASSBORO-CAMDEN LINE, NEW JERSEY**

Submitted to
A.D. Marble Company, Inc.

By
Daniel P. Wagner, Ph.D.
Pedologist

October 21, 2013

Introduction

This report discusses geoarchaeological interpretations of soils and landscapes in the vicinities of six selected locations along the Glassboro-Camden Line in southwest New Jersey. Locations were chosen primarily on the basis of geomorphic attributes that may have been of special appeal to prehistoric populations. In this regard proximity to major streams was a particular consideration. In contrast to positive attributes, however, was also a factor employed to eliminate some locations from consideration. This was apparent degrees of modern disturbances or other landscape modifications which have, of course, affected many locations in this part of New Jersey.

Evaluation techniques included interpretations of historic and modern map data as well as field investigations of those locations where intact soils and landscapes seemed possible. Field efforts were undertaken on October 9, 2013 and entailed pedestrian traversal of landscapes in and near the examined areas, together with soil examinations by means of hand auger borings. Any soil profiles described in detail were done so in accordance with standard pedological techniques and nomenclature for the field description of soils.

Physiology and Geology

The study location is within the Coastal Plain Physiographic Province. This largest of New Jersey's provinces spans over half of the State and encompasses all of the region southeast of a line roughly running between Perth Amboy in the north and Trenton in the south. The Coastal Plain province is further divided into several sections, and the project corridor spans both the Inner Coastal Plain section near the western limit of the province as well as the western portion of the Outer Coastal Plain section. Most of the uplands in both sections are formed in sediments of considerable antiquity ranging from Cretaceous in the western section near the Delaware River to Tertiary across a broader southeastern region. However, in lower elevational, shoreline settings such as those along principal tributaries to the Delaware River, deposits are mostly of Quaternary origins more directly associated with existing waterways or their Late Pleistocene precursors. Such deposits can be highly variable in composition, but most are typically sandy to gravelly. Additionally, it is not uncommon for older Quaternary deposits to occur as relatively thin surface mantles atop landforms composed primarily of much more ancient Tertiary or Cretaceous sediments.

Although not of the extreme antiquity of higher more interior uplands, most Quaternary upland deposits are nevertheless principally of Pleistocene origins that usually predate the first human presence within the region. Accordingly, near-surface restrictions apply for the great majority of cultural resources, and the main natural mechanisms for deeper occurrences are those of bioturbation. More coarse-textured soils, which are prevalent throughout the region, tend to have thicker biomantle zones, and the introduction of artifacts into upper subsoil levels as much as two feet deep is not uncommon.

Lowland Quaternary deposits and landforms of the Coastal Plain tend to be related to Pleistocene glacial cycles in which fluctuations in sea level and climate forced correlative responses in erosional and sedimentation processes. Although all of the major stream systems along the project corridor are now tidally influenced, estuarine conditions brought on by marine transgression during the Holocene have not always characterized these Coastal Plain settings. For much of the time since the Pleistocene the region was simply within the alluvial watershed of a freshwater Delaware River, and streams were deeply incised to levels controlled by previously lower sea stands.

Perhaps as much as 250 feet lower than present at the time of the Last Glacial Maximum¹, it was not until almost the middle of the Holocene before the rising sea established brackish conditions in this portion of the Delaware Valley. With this change flow regimes shifted from free flowing, higher energy systems to sluggish ones in which estuarine sedimentation progressively filled the previous valleys. Other consequences would also have ensued during the course of this tidal transgression. Extensive land areas adjacent to rivers were inundated or destroyed, and shorelines migrated landward as rivers expanded in breadth. Also, as is common along virtually all waterway shorelines near major urban areas of the East Coast, some amount of channel dredging possibly accompanied by artificial filling of former marshes and even open water is a possibility. Conversely, silting in of waterways due to greatly accelerated rates of historic erosion of the uplands is also usually in play.

Soils and Geomorphology

Six locations were ultimately chosen for varying degrees of scrutiny. For the three northern locations where the rail line crosses major stream valleys, evaluations of map data were sufficient to develop geoarchaeological assessments. Others entailed both map interpretations as well as direct field examinations. The particulars of each location are separately addressed below and are arranged in a north to south progression.

Maintenance Facility Site 11

This area located at the crossing of Newton Creek has been heavily modified. Not only is there now a HAZMAT issue on the southeast side of the creek, but early topographic mapping in 1848 and 1891 indicate marshland along most shorelines. As suggested by street layouts shown in 1891 on the southwest side, this area may have been more stable, inhabitable terrain; however the elevation was below 10 ft, and even then the land could well have been the product of early filling. In any event this location is now well removed from the modern shoreline. Whereas the breadth of Newton Creek where it was crossed by the rail line in 1891 was some 1400 ft in length, today it is only about 400 ft. This indicates a history of extensive filling that not only produced broad swaths of made land in areas of former open water, but

¹ Fletcher, C.H. 1988. Holocene sea level history and neotectonics of the United States Mid-Atlantic region: Applications and corrections. *Journal of Geology* 96: 323-337.

also very likely entailed deep filling of marshes and other low-lying positions. It is presently difficult to estimate how the made land is distributed on either side of the creek, but presumably several hundred feet occur on both sides. The Soil Survey of Gloucester County supports this assessment. All land within hundreds of feet of the creek is identified as Urban Land consisting either of buildings and pavement or introduced unnatural materials.

Little Timber Creek

As with positions around Newton Creek, widespread land disturbance has also occurred around Little Timber Creek. Based on the 1891 topographic map two principal landscape types appear to have originally been present. These include a broad marsh to the north and an abruptly rising upland to the south. Extensive filling has greatly altered both the marsh and creek. From the combined 700-ft breadth of water and marsh at that time, less than 100 feet of water remains today, although marsh and a diked water impoundment are respectively present in the northwest and northeast quadrants. Less filling probably occurred south of the creek, but roughly 200 ft of made land appears to extend outward from the original upland position where the 1891 map indicates elevations were between 10 and 20 ft. This upland area are is, however, heavily built upon, and given the usual Pleistocene antiquity typically assigned to regional upland landscapes, severe disturbances to the upland surface translate to comparable disturbances to any cultural material that may once have been present.

The area in the vicinity of the crossing of Little Timber Creek has virtually no potential for containing intact prehistoric cultural deposits. To the north of the creek originally poorly drained marshy conditions and extensive filling remove any prospects for a cultural resource potential. The upland area some 200 ft south of the modern shoreline has been so extensively disturbed by house and road construction that little if any potential remains here as well.

Big Timber Creek

Big Timber Creek meanders through a valley originally some 2,000 ft wide. During the Late Pleistocene and through the Early Holocene the creek was no doubt deeply incised, and probably was flanked by inhabitable alluvial landforms. With marine transgression, however, the valley would have filled with estuarine sediments that built at a rate in step with sea level rise. Not surprisingly, historic mapping shows low-lying marshy terrain on both sides of the creek. This lowland has been variably filled, possibly beginning as early as colonial time. Even today unfilled positions within the valley are not inhabited, and after about the middle of the Holocene there would not have existed stable, well drained ground suitable for occupation until the arrival of Europeans and the initiation of intentional filling.

Mantua Boulevard Station Parking Area

This several-acre site occupies an upland interfluvial position between Mantua Creek and Chestnut Branch. More closely situated to Mantua Creek and lying at an elevation of nearly 70 ft, the landscape looms above the nearly tidal creek. Presently cultivated, it also likely has a prolonged history of agriculture; but except for the effects of plowing it has probably otherwise changed very little since the Late Pleistocene. Hence, as would be typical for most of the regional uplands any cultural resources present should be restricted to near-surface levels.

Pedestrian survey revealed the landscape to be uniform throughout the area, with the surface characterized by a sandy texture and also containing a few gravels. A soil examination (Table 1) identified a well drained sandy soil consistent with the Freehold soil series that is mapped at the location in the Soil Survey of Gloucester County. This soil and other similar sandy soils are regionally common, and with such textures upper bioturbational zones potentially containing cultural materials are often relatively thick. At this location, however, the zone is not so thick and encompasses the plow zone (Ap) and underlying upper subsoil horizon (E) extending to the depth of 14 in. Beneath this is a dense fragipan (Btx) horizon that would be highly unlikely to contain any artifacts. Such a subsoil horizon is consistent with the presumed Pleistocene age of the landscape, as both its fragic (x) and argillic (t) properties both signal an advanced stage in soil development.

Table 1. Soil profile description for the Mantua Boulevard Station parking area.

| Horizon | Depth (in) | Properties |
|---------|------------|--|
| Ap | 0-7 | Dark brown (10YR 3/3) loamy sand; very friable consistence |
| E | 7-14 | Dark yellowish brown (10YR 3/4) loamy sand; very friable consistence |
| Btx | 14-24+ | Strong brown (7.5YR 4/6) sandy loam; brittle; firm consistence |

Other comments: Upland interfluvial position; 3% slope; probably moderately well drained; minor gravel, mostly small pebbles throughout; auger refusal on gravel at 24 in; described 10/9/13

Mantua/Pitman Station Parking Area

This parking location also occupies an upland interfluvial position, in this instance between the headwaters of two small tributaries to Chestnut Branch. Pedestrian survey identified two principal landscape settings consisting of mostly disturbed higher terrain over roughly the northern half of the property, and a poorly drained position to the south. Some disturbance has also occurred within the poorly drained area adjacent to the rail line where it appears that some fill material from the excavated rail grade may have been disposed of. The remainder of the lower area is distributed between wooded and open field settings, both of which display surface indications of severely impeded drainage. These include very dark coloration of the surface soil and the presence of hydrophytic vegetation such as rushes, sedges and ferns. Even in a wholly undisturbed state this position would have been too poorly drained for occupation and is thus highly unlikely to contain any prehistoric cultural resources.

The more favorably drained northern terrain is situated about 4 to 5 ft higher than the wetland, but it is nearly everywhere severely disturbed. Surface contours are suggestive of

extensive earth movement, some of which was even ongoing at the time of investigation. A boring at a location where surface disturbance was less overt encountered only earthen and gravelly fill materials to refusal on gravel at the depth of 4 ft. There may be some isolated remnants of intact soils of unpredictable distribution, but for the most part disturbances have been thorough enough that little if any prospects remain for intact cultural resources.

Maintenance Facility Site 2 (south of Glassboro along Buck Road)

This southernmost of the examined locations is also the only one where rather than to the north, surface drainage is directed southward toward Delaware Bay mainly via tributaries to the Maurice River. The headwater of one such tributary closely approaches the west side of the location. As with the previous location this much larger area spans both well drained upland terrain as well as a wetland. The wetland is by far the greater component of the area and comprises about the central two thirds. Even to the south of this the drainage appears to be at least somewhat limiting for occupation, and the only portion of the area likely to have no drainage restrictions for human occupation constitutes about the northern fifth. This corresponds to the yard areas of a residence as well as mixed grassy and wooded areas north and east of the residence. Some locations here have likely suffered limited disturbances, but most surfaces appear to be largely intact. Accordingly, the usual archaeological interpretation for the regional uplands applies, and there could be some potential for prehistoric cultural resources in near-surface levels. In fact, given the proximity to the large wetland with its spectrum of floral and faunal resources, the potential could be quite good.

Appendix 7-C: Intensive Level Forms

March 11, 2020

Ms. Katherine J. Marcopul
Administrator and Deputy State Historic Preservation Officer
New Jersey Department of Environmental Protection
Historic Preservation Office
501 E. State Street
Trenton, NJ 08609

Re: HPO Project # 10-1360
Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, Multiple Municipalities

Dear Ms. Marcopul:

We are requesting technical review assistance for 17 intensive-level historic architecture studies associated with the Glassboro-Camden Line Light Rail Project. The review is required per the state permits needed for the project.

NJ SHPO Intensive-Level Survey Forms for review and concurrence are included for the following 17 individual properties:

- Jesse W. Starr School, 823 Pine Street, Camden
- John G. Whittier School, 740 Chestnut Street, Camden
- Owens Illinois Glass Company, 70 Sewell Street, Glassboro
- J.R. Quigley Company Office and Store, 811 Market Street, Gloucester
- Sewell Train Station, 782 Atlantic Avenue, Sewell (Mantua Township)
- 85 Aberdeen Place, Woodbury
- 86 Aberdeen Place, Woodbury
- 77 East Centre Street, Woodbury
- 78 East Centre Street, Woodbury
- 856 Main Street, Sewell (Mantua Township)
- Tyler's Mill Road Bridge over Chestnut Branch, Mantua Township
- Victory Garage, 628-634 Kaighn Avenue, Camden
- 7 N Evergreen, Woodbury
- 400 North Woodbury Road, Pitman
- 806 Market Street, Gloucester
- Union Cemetery, Powell Street, Gloucester
- Presbyterian Church at Woodbury Cemetery, 800 N. Broad Street, Woodbury

One property that had been evaluated as potentially eligible during the December 2013 Reconnaissance Survey, Farr & Bailey Manufacturing Co., 726 Kaighn Avenue,

Camden, was demolished between 2014 and 2018; photographs of the now-vacant site are attached to this letter.

In addition, we request your review and approval of the list of county/municipal personnel and local historical societies to be consulted as part of the public involvement requirements of the EO215 and permitting process. The list is included herein.

If you have any questions or require additional information, please contact A.D. Marble architectural historian, Patricia Slovinac, at 717-971-1905.

Sincerely,
A.D. Marble

A handwritten signature in cursive script that reads "Patricia Slovinac".

Patricia Slovinac
Senior Architectural Historian

cc: Cade Hobbick, STV
John Manzoni, STV

Enclosures:
NJ SHPO Survey Forms (as detailed above)
Photographs of 726 Kaighn Avenue, Camden
Contact List for Public Involvement

BASE FORM

Historic Sites #:

Property Name: Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68
Street Address: Street #: 70 86 Apartment #: _____
(Low) (High) (Low) (High)
Prefix: _____ Street Name: Sewell Suffix: _____ Type: ST
County(s): Gloucester **Zip Code:** 08028
Municipality(s): Glassboro Borough **Block(s):** 59.01; 155
Local Place Name(s): N/A **Lot(s):** 4, 5, 6, 7, 8; 1
Ownership: Private **USGS Quad(s):** Pitman East

Photograph 1: Overview of the plant from the primary Sewell Street entrance. Looking southwest (December 2018).



Description: The property is comprised of six tax parcels totaling approximately 34.1 acres and is situated on the southwest side of Sewell Street in Glassboro, Gloucester County. The extant 1918 industrial plant housed a glass bottle factory from 1918 to 1929, and later functioned as a metal and plastic bottle closure (bottle cap) factory from 1937 to 1995. The plant consists of the original 1918 core (which included a furnace room, manufacturing plant, storehouse, wooden box shop, and machine shop), as well as several mid- to late-twentieth-century additions. Five small ancillary buildings/structures are also present on the property: a *circa*-1953 fire pump house; a *circa*-1953 water tank; a *circa*-1953 railroad siding; a *circa*-1960 utility meter building; and a *circa*-1980 garage. The property currently houses the Route 55 Industrial Center and is recommended individually eligible for listing in the National Register. It is not located within an existing or potential historic district. *See Continuation Sheet.*

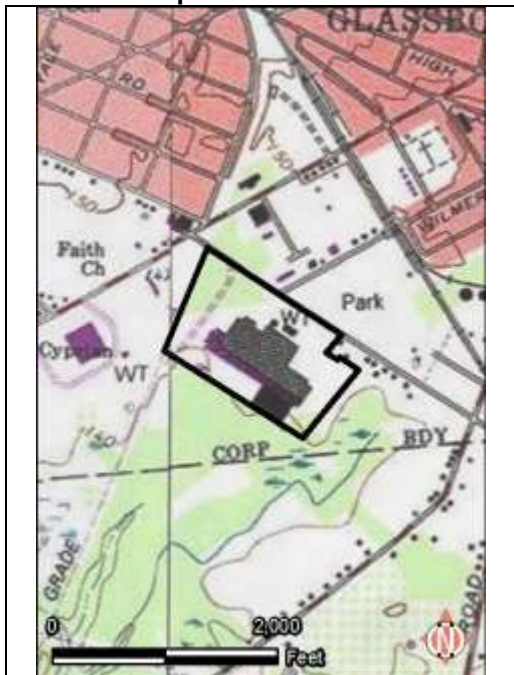
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

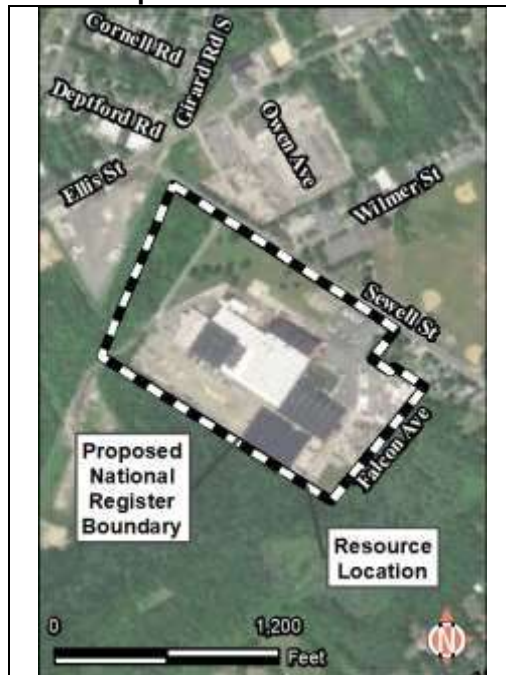
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet

Additional Information:

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)

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

| | | | |
|----------------------------------|---|-----------------------------------|---|
| Common Name: | <u>Route 55 Industrial Center</u> | | |
| Historic Name: | <u>Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68</u> | | |
| Present Use: | <u>Industrial Activity – Industrial Park</u> | | |
| Historic Industry: | <u>Glass Works</u> | Building ID: | <u>N/A</u> |
| Construction Date: | <u>1917-1918</u> | Source: | <u>Lockhart et al. 2010</u> |
| | <u>1948; ca. 1953;</u> | | <u>Bole and Walton 1964; Owens-Illinois Glass Company</u> |
| | <u>ca. 1960; ca.</u> | | <u>1948; NETR Online Historic Aerials website, accessed</u> |
| Alteration Date(s): | <u>1967; ca. 1980</u> | Source: | <u>May 27, 2014</u> |
| Designer: | <u>Unknown</u> | Physical Condition: | <u>Good</u> |
| Builder: | <u>Unknown</u> | Remaining Historic Fabric: | <u>Medium</u> |
| Style: | <u>None</u> | | |
| | | Length: | <u>985 feet</u> |
| | | Stories: | <u>1-2</u> |
| | | Width: | <u>665 feet</u> |
| | | Bays: | <u></u> |
| Exterior Finish Materials | <u>Brick, Running Bond</u> | | |
| Foundation Materials: | <u>Concrete</u> | | |
| Structural System: | <u>Steel Frame</u> | Roof System: | <u>Steel Frame</u> |
| Roof Finish Materials: | <u>Metal</u> | | |
| Equipment/Machinery: | <u>None extant</u> | | |
| Transportation Links: | <u>Rail siding and loading dock</u> | | |

Exterior Description: *See Continuation Sheet*

Interior Description: Interior access was requested, but denied. Email correspondence with a representative of Industrial Investments, Inc., the property manager, revealed the historic machinery, equipment, furniture, and other fixtures had been removed (Brown 2014).

Setting: The former glass plant is situated on the southwest side of Sewell Street, at the outskirts of two residential neighborhoods: one developed during the mid-nineteenth to early twentieth centuries (central Glassboro), and the other developed in the early to mid-twentieth century (Chestnut Ridge Estates). The plant is situated adjacent to the alignments of the former Philadelphia & Reading Railroad's Williamstown Branch and the West Jersey Railroad's Bridgeton Branch, and spur lines of the branches historically served the plant; a portion of one spur of the former Bridgeton Branch remains extant near the southwest (rear) property line. Mid- to late-twentieth-century commercial properties currently border the property to the north and northwest. A mid-twentieth-century VFW post and a late-twentieth-century municipal ball field are located directly across Sewell Street to the east. Predominantly early-twentieth-century residential properties are located immediately adjacent to the southeast. A large wooded lot is located immediately southwest of the property. The general character of the area can be described as suburban mixed use.

| | | | |
|---------------|--|-------|------------------------|
| Survey Name: | <u>Glassboro-Camden Line Light Rail Project</u> | Date: | <u>January 6, 2020</u> |
| Surveyor: | <u>Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians</u> | | |
| Organization: | <u>A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406</u> | | |

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Route 55 Industrial Center (Fire Pump House)
Historic Name: Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68
Present Use: Industrial Activity – Light Industrial
Historic Use: Industrial Activity – Light Industrial
Construction Date: Ca. 1953 **Source:** NETR Online Historic Aerials website, accessed May 27, 2014
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Style: None
Form: Other **Stories:** 1
Type: Other – Fire Pump House **Bays:** 1
Roof Finish Materials: Unknown
Exterior Finish Materials Concrete Block

Exterior Description: A *circa*-1953, one-story, 12-foot-by-16-foot cinder block fire pump house is located adjacent to the southeast corner of the factory, along with a *circa*-1953 steel water tank. The building rests on a concrete slab and has a flat roof with metal flashing. The roof material is not visible. A wood pedestrian door is present in the southwest elevation. A six-point valve with hose connections is located adjacent to the entrance at the base of the southwest elevation. There are no other openings in the building. The water tank and pump house were erected around the same time as Unit K while the plant was operating as the Owens-Illinois Closure Plant No. 68, which manufactured metal and plastic bottle caps.

Interior Description: The interior of the building was not accessible during this survey, and no information about the interior organization is known at this time.

Setting: The former glass plant is situated on the southwest side of Sewell Street, at the outskirts of two residential neighborhoods: one developed during the mid-nineteenth to early twentieth centuries (central Glassboro), and the other developed in the early to mid-twentieth century (Chestnut Ridge Estates). The plant is situated adjacent to the alignments of the former Philadelphia & Reading Railroad's Williamstown Branch and the West Jersey Railroad's Bridgeton Branch, and spur lines of the branches historically served the plant; a portion of one spur of the former Bridgeton Branch remains extant near the southwest (rear) property line. Mid- to late-twentieth-century commercial properties currently border the property to the north and northwest. A mid-twentieth-century VFW post and a late-twentieth-century municipal ball field are located directly across Sewell Street to the east. Predominantly early-twentieth-century residential properties are located immediately adjacent to the southeast. A large wooded lot is located immediately southwest of the property. The general character of the area can be described as suburban mixed use.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Route 55 Industrial Center (Utility Meter Building)

Historic Name: Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68

Present Use: Industrial Activity – Light Industrial

Historic Use: Industrial Activity – Light Industrial

Construction Date: Ca. 1960 **Source:** NETR Online Historic Aerials website, accessed May 27, 2014

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

Designer: Unknown **Physical Condition:** Good

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

Style: None

Form: Other **Stories:** 1

Type: Other – Utility Meter Building **Bays:** 1

Roof Finish Materials: Unknown

Exterior Finish Materials Concrete Block

Exterior Description: A *circa*-1960, one-story, 10-foot-by-8-foot cinder block utility meter building is present at the northern edge of the property, just west of the main entrance from Sewell Street. The building rests on a concrete slab and has a flat roof with metal flashing. The roof material is not visible. A wood pedestrian door with cross bracing is present in the southwest elevation. There are no other openings in the building. The building was erected while the plant was operating as the Owens-Illinois Closure Plant No. 68, which manufactured metal and plastic bottle caps.

Interior Description: The interior of the building was not accessible during this survey, and no information about the interior organization is known at this time.

Setting: The former glass plant is situated on the southwest side of Sewell Street, at the outskirts of two residential neighborhoods: one developed during the mid-nineteenth to early twentieth centuries (central Glassboro), and the other developed in the early to mid-twentieth century (Chestnut Ridge Estates). The plant is situated adjacent to the alignments of the former Philadelphia & Reading Railroad's Williamstown Branch and the West Jersey Railroad's Bridgeton Branch, and spur lines of the branches historically served the plant; a portion of one spur of the former Bridgeton Branch remains extant near the southwest (rear) property line. Mid- to late-twentieth-century commercial properties currently border the property to the north and northwest. A mid-twentieth-century VFW post and a late-twentieth-century municipal ball field are located directly across Sewell Street to the east. Predominantly early-twentieth-century residential properties are located immediately adjacent to the southeast. A large wooded lot is located immediately southwest of the property. The general character of the area can be described as suburban mixed use.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020

Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians

Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

STRUCTURE ATTACHMENT

Historic Sites #:

Common Name: Route 55 Industrial Center (Railroad Siding)
Historic Name: Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68
Present Use: No Activity
Historic Use: Industrial Activity – Light Industrial
Construction Date: Ca. 1953 **Source:** NETR Online Historic Aerials website, accessed May 27, 2014
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Type: Other – Railroad Siding
Roof Finish Materials: N/A
Exterior Finish Materials N/A

Exterior Description: A *circa*-1953 railroad siding extends approximately 1,000 feet within the property boundary, adjacent to and parallel with its southwest border. The two steel rails and wood ties are partially visible; a portion of the siding has been covered with gravel at its southeast end, closest to Unit K. The siding is currently inactive. It was installed around the same time as Unit K while the plant was operating as the Owens-Illinois Closure Plant No. 68, which manufactured metal and plastic bottle caps. The siding appears to have served Unit K; it aligns with an opening in the northwest elevation of the building. The presence of rails within the building could not be verified because interior access was denied. Likewise, the condition of the rails beyond the property (to the northwest) could not be verified due to property access restrictions.

Interior Description: N/A

Setting: The former glass plant is situated on the southwest side of Sewell Street, at the outskirts of two residential neighborhoods: one developed during the mid-nineteenth to early twentieth centuries (central Glassboro), and the other developed in the early to mid-twentieth century (Chestnut Ridge Estates). The plant is situated adjacent to the alignments of the former Philadelphia & Reading Railroad's Williamstown Branch and the West Jersey Railroad's Bridgeton Branch, and spur lines of the branches historically served the plant; a portion of one spur of the former Bridgeton Branch remains extant near the southwest (rear) property line. Mid- to late-twentieth-century commercial properties currently border the property to the north and northwest. A mid-twentieth-century VFW post and a late-twentieth-century municipal ball field are located directly across Sewell Street to the east. Predominantly early-twentieth-century residential properties are located immediately adjacent to the southeast. A large wooded lot is located immediately southwest of the property. The general character of the area can be described as suburban mixed use.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
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Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

STRUCTURE ATTACHMENT

Historic Sites #:

Common Name: Route 55 Industrial Center (Water Tank)

Historic Name: Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68

Present Use: Industrial Activity – Light Industrial

Historic Use: Industrial Activity – Light Industrial

Construction Date: Ca. 1953 **Source:** NETR Online Historic Aerials website, accessed May 27, 2014

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

Designer: Unknown **Physical Condition:** Good

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

Type: Other – Water Tank

Roof Finish Materials: Metal

Exterior Finish Materials Other - Steel

Exterior Description: A *circa*-1953 steel water tank measuring approximately 30 feet wide and 20 feet tall is located adjacent to the southeast corner of the factory, along with a *circa*-1953 fire pump house. The tank rests on a concrete slab. A steel ladder and a small, shed-roofed, metal-clad storage bin and vent are attached to the northwest side. The water tank and pump house were erected around the same time as Unit K while the plant was operating as the Owens-Illinois Closure Plant No. 68, which manufactured metal and plastic bottle caps.

Interior Description: The interior of the structure was not accessible during this survey, and no information about the interior organization is known at this time.

Setting: The former glass plant is situated on the southwest side of Sewell Street, at the outskirts of two residential neighborhoods: one developed during the mid-nineteenth to early twentieth centuries (central Glassboro), and the other developed in the early to mid-twentieth century (Chestnut Ridge Estates). The plant is situated adjacent to the alignments of the former Philadelphia & Reading Railroad's Williamstown Branch and the West Jersey Railroad's Bridgeton Branch, and spur lines of the branches historically served the plant; a portion of one spur of the former Bridgeton Branch remains extant near the southwest (rear) property line. Mid- to late-twentieth-century commercial properties currently border the property to the north and northwest. A mid-twentieth-century VFW post and a late-twentieth-century municipal ball field are located directly across Sewell Street to the east. Predominantly early-twentieth-century residential properties are located immediately adjacent to the southeast. A large wooded lot is located immediately southwest of the property. The general character of the area can be described as suburban mixed use.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020

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ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The former Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68 is recommended locally significant under Criterion A in the areas of industry and economics for its role in the industrial history and economic development of Glassboro. The plant represents the last of the borough's glass works and the end of a glass-making era that spanned over 150 years. The plant was also one of the borough's largest employers from its opening in 1918 until its closure in 1995, supporting the local economy and the borough's twentieth-century growth; its period of significance (1918 to 1964) reflects this continuity of local influence. The plant is also recommended locally significant under Criterion C in the areas of architecture and engineering as a representative example of an intact, early-twentieth-century glass factory that retains character-defining features from the period of glass production (1918 to 1929). Despite the loss of ancillary features and equipment and the construction of several additions, the plant retains the original (1918) factory building (including the original furnace room, manufacturing plant, storehouse, machine shop, and wooden box shop), enabling it to convey its historic character and significant associations in this area.

Eligibility for New Jersey

and National Registers:

Yes No

National

Register Criteria:

A B C D

Level of Significance

Local State National

Justification of Eligibility/Ineligibility: The former Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68 is recommended eligible for listing in the National Register under Criterion A at the local level in the areas of industry and economics for its role in the industrial history and economic development of Glassboro, with a period of significance that extends from its construction in 1918 through 1964 (the end date representing the 50-year age cutoff due to the plant's continuous operation until the mid-1990s). The property is also recommended eligible under Criterion C at the local level in the areas of architecture and engineering as a representative example of an intact, early-twentieth-century glass factory that retains character-defining features from the period of glass production (1918 to 1929), including the entire original factory building (comprised of the former furnace room, manufacturing plant, storehouse, machine shop, and wooden box shop). The property retains integrity of location, setting, design, association, and feeling. It retains its original location on the southwest side of Sewell Street near Wilmer Street, as well as its suburban, mixed-use setting. The building has undergone a number of alterations, including the removal of the original industrial windows and doors and the subsequent infilling of the original openings; the installation of smaller, modern windows and doors; and the construction of a number of additions. Several ancillary buildings related to glass production and all but one railroad siding have been removed. These alterations have resulted in a loss of integrity of workmanship and materials; however, due to the evolving, industrial nature of the property and the rarity of this property type locally, these modifications do not significantly detract from the property's ability to convey its type, period, or associations. The plant retains the original 1918 core associated with glass production and the mid-twentieth-century additions that allowed it to continue serving the Glassboro community as a closure plant after 1937. The retention of integrity of location, setting, and design contribute to retention of integrity of feeling and association as well. The property is not recommended eligible under Criterion B because it is not directly associated with a significant individual. The property is not located within an existing or potential historic district. Archaeological investigations are currently ongoing for the Glassboro-Camden Line Light Rail Project; therefore, the resource cannot be assessed for eligibility under Criterion D at this time.

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: Base Form, Industry Attachment (Plant), Building Attachment (Fire Pump House), Building Attachment (Utility Meter Building), Structure Attachment (Water Tank), Structure Attachment (Railroad Siding), Continuation Sheet, Eligibility Worksheet

ELIGIBILITY WORKSHEET

Historic Sites #:

Narrative Boundary Description: The proposed National Register boundary reflects the perimeter of six current tax parcels that comprise the property and encompass a total of 34.1 acres (Block 59.01, Lots 4 to 8 and Block 155, Lot 1). The boundary includes the 1918 plant, *circa*-1953 fire pump house and water tank, *circa*-1953 railroad siding, *circa*-1960 utility meter building, and *circa*-1980 garage, along with the parking lots, yard, driveway, and wood lot that immediately surround the buildings within the aforementioned parcel boundaries. Contributing features to the property include the plant, pump house, water tank, utility meter building, and railroad siding, which are the only extant built features that were historically associated with the property and retain integrity from the period of significance (1918 to 1964). The boundary includes a small buffer around the extant buildings and structures and retains sufficient acreage to reflect the industrial use and suburban setting of the property.

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CONTINUATION SHEET

Historic Sites #:

Description (continued):

A brief overview of the glass-making process is warranted to gain a better understanding of the physical features of a glass plant. Silica sand, which naturally occurs in the area surrounding Glassboro, is the basic raw material for glass production. Various fluxing materials and stabilizers, including soda ash (sodium carbonate) and lime (calcium oxide), are mixed with the sand, and the mixture is fed slowly into gas- or oil-fed, clay block furnaces (also known as tanks) by a machine. The mixture is then heated to about 2,700 degrees Fahrenheit to produce molten glass, which is achieved by applying heat from a gas or fuel oil flame to the dry mixture inside the furnaces for a long period of time (Board of Education, Muncie City Schools [Board of Education] 1939:10-11; University of Toledo, Ward M. Canaday Center for Special Occasions [University of Toledo] 2006). Molten glass is distributed to a mold (the specific method varies based on the end product), from which the glass is removed after it is cool enough to hold its shape. Conveyor belts move the glass through annealing lehrs¹ of progressively cooler temperature until they are cool enough to be packed into cartons or stored (Board of Education 1939:13; Paquette 2010:24). The three primary components of a twentieth-century glass factory include: 1) the batch house, where raw materials are handled; 2) the hot end, including the furnaces, annealing ovens, and forming machines; and 3) the cold end, where product coating, inspection, packaging, labeling, and storage occur.

Overview Description

The Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68 (current Route 55 Industrial Center) is comprised of a 370,000-square foot industrial plant on six lots (Block 59.01, Lots 4 to 8 and Block 155, Lot 1) totaling 34.1 acres (Industrial Investments, Inc. website, accessed May 27, 2014; New Jersey Assessment Records website, accessed July 3, 2014). Two adjacent lots with common ownership (Block 59, Lots 14 and 15) were excluded from the resource boundary because they are separated from the rest of the property by a narrow corridor and they do not contain any extant buildings or structures, nor were any built resources located on these lots historically.

The extant 1918 core of the plant, a steel frame building with brick walls, is comprised of the former furnace room (currently designated Unit A), manufacturing plant (Unit D), storehouse (Unit G), machine shop (Unit E), and wooden box shop (Unit H). Additions to the 1918 plant were made in 1948 (Units B and F), ca. 1953 (Unit K), ca. 1960 (Unit I), ca. 1967 (Unit C), and ca. 1980 (Unit J and a covered truck loading platform; Photographs 1 to 28; Figures 1 and 2). Five small ancillary buildings/structures are also present on the property: a *circa*-1953, one-story, concrete block fire pump house; a *circa*-1953 steel water tank; a *circa*-1953 railroad siding; a *circa*-1960, one-story, concrete block utility meter building; and a *circa*-1980 metal-clad garage (Photographs 29 to 34). In 2014, the plant building is immediately surrounded on all sides by an asphalt-paved parking lot. A small yard planted with grass and mature trees is located at the north corner of the property. A chain-link fence surrounds the property. Two entrances provide access from Sewell Street; the main entrance is located east of Wilmer Street, and a secondary entrance located west of Wilmer Street provides access to the rear of the plant via a long driveway along the western property line (Photographs 1, 2, 34 to 36). The plant is situated adjacent to the alignments of the former Philadelphia & Reading Railroad's Williamstown Branch and the West Jersey Railroad's Bridgeton Branch², and spur lines of the branches historically served the plant; a portion of one spur of the former Bridgeton Branch remains extant near the southwest (rear) property line (Photographs 33 and 34).

The entire building rests on a concrete foundation. The manufacturing plant (Unit D), storehouse (Unit G), wooden box shop (Unit H), and machine shop (Unit E) have sawtooth roofs. The steeper, northeast sides of the ridges are glazed to admit natural light into the manufacturing space while shielding workers from direct sunlight. Based on historic Sanborn fire insurance maps, the manufacturing plant (Unit D), storehouse (Unit G), and machine shop (Unit E) had wood block flooring over reinforced concrete slabs; however, it is unclear if the wood blocks remain in place because interior access to the plant was denied (Sanborn Map Company 1923). The furnace room (Unit A), supply storage area (occupying the west side of the storehouse/Unit G), and wooden box shop (Unit H) had concrete floors. The ceiling throughout most of the building consisted of gypsum on exposed steel trusses

¹ A Lehr is a long oven in which glassware is annealed (heated to alter its properties).

² The Williamstown Branch was abandoned in 1969, and the Bridgeton Branch was abandoned in the 1980s; they are no longer evident in the vicinity of the plant (Delaware Valley Regional Planning Commission [DVRPC] 1997:42; South Jersey Rail website, accessed July 3, 2014).

CONTINUATION SHEET

Historic Sites #:

(Sanborn Map Company 1923). A concrete loading platform extends across the southwest elevations of the former storehouse (Unit G), supply storage area, and wooden box shop (Unit H).

With the exception of the *circa*-1967 office addition (Unit C), most original window openings throughout the plant have been filled in with brick or cement block, or covered with metal sheathing. Smaller, vinyl, one-over-one, double-hung sash windows have been installed in some of the filled openings. Vinyl awning windows have also been installed in the exterior walls of the 1918 furnace room (Unit A). The sawtooth roofs retain the original clerestory windows. The original plate glass windows remain in the *circa*-1967 office addition (Unit C), and the office retains a modern steel and glass door. Most entrances elsewhere in the plant contain non-original steel doors. Garage bays contain modern roll-up doors. Garage bays were inserted and a concrete loading dock with a metal awning was added across the southeast elevation of the former furnace room in the late twentieth century.

Furnace Room (Unit A³)

The two-story, rectangular (approximately 95-foot-by-265-foot) furnace room has a metal-clad, front gabled roof, with its eaves aligned parallel to Sewell Street (Photographs 1 to 9). There are parapets at the gable ends, and the five original metal vents on the ridge were removed ca. 2017. The symmetrical southeast elevation (façade) is comprised of three bays consisting of three sets of paired shipping bays in the first story and three large, infilled industrial window bays in the second story. A modern metal awning that extends across the first story shelters the shipping bays. A series of small, vinyl windows has been installed in the brick infill that occupies the original window openings. A small, metal, louvered vent is centered at the top of the elevation.

The southwest (side) elevation is obstructed by the attached machine shop (Unit D). The northwest (rear) elevation is divided into three primary bays, with a number of openings occupying each bay. Two vehicular entrances are present in the northeast bay in the first story. The central bay does not contain any openings in the first story, but is sheltered with a modern shed roof supported by a steel post. The southwest bay and a portion of the central bay in the first story are obstructed by four small, one-story, brick additions that appear to date to the first half of the twentieth century. Large, infilled industrial window bays occupy the second story. Five small openings have been installed in the brick infill that occupies the original window openings; however, these have also been filled in. A small, metal, louvered vent is centered at the top of the elevation.

The northeast (side) elevation is divided into 12 bays that historically contained large industrial windows, similar to the southeast and southwest elevations. All of the large openings have been filled in. A number of small, vinyl window openings and two modern steel doors have been installed at the southeast end of the elevation. A modern, open steel staircase provides access to a second-story pedestrian entrance. A *circa*-1980 metal-clad, covered truck loading platform measuring approximately 15 feet by 55 feet (oriented parallel to Unit A) is attached to the northwest end of the elevation.

Based on Sanborn maps, the furnace room contained three furnaces in 1923, 1929, and 1949; however, these are no longer extant (Brown 2014).

Machine Shop (Unit E)

The one-story, rectangular (approximately 95 feet by 265 feet) machine shop projects from the northwest side of the manufacturing plant (Unit D), parallel to but offset from the furnace room (Unit A) and perpendicular to the wooden box shop (Unit H) (Photographs 2 and 10). Only the northeast and northwest exterior elevations are exposed (the southeast elevation is attached to Unit D and the southwest elevation is attached to Units H and I). The northeast elevation is comprised of approximately ten bays that originally contained large industrial windows; the openings have been filled in. A vehicular entrance and a pedestrian entrance have been installed in one of the bays near the northwest end of the elevation. The visible northeast slope of the monitor roof is clad with standing seam metal sheathing. Unit B and an associated loading dock are attached to the far northwest end of the elevation. The asymmetrical northwest elevation is comprised of four bays with infilled openings. A pedestrian entrance and four vinyl windows have been installed near the southwest end of the elevation.

³ The building units are described in chronological order by construction date and then by location.

CONTINUATION SHEET

Historic Sites #:

Manufacturing Plant and Storehouse (Units D and G)

Attached to the southwest side of the furnace room (Unit A) is a one-story, brick manufacturing plant and storehouse with overall dimensions of approximately 300 feet by 265 feet (Photographs 3, 12, 25, and 26). This area historically contained six annealing lehrs, which were long, tunnel-shaped, temperature-controlled kilns that slowly cooled the glass to relieve internal stress prior to packing (Sanborn 1923, 1929, 1949). The lehrs are no longer present (Brown 2014). The manufacturing plant (Unit D) does not have any exposed exterior elevations; it is bordered to the northeast by Unit A, to the southeast by the office (Unit C), to the southwest by the storehouse (Unit G), and to the northwest by the machine shop (Unit E). The building's monitor roof is the only visible feature of the exterior. Only the southwest elevation of the storehouse (Unit G) is visible from the exterior (Photograph 12). Four recessed shipping bays located in the northwest half of the elevation are sheltered by the primary roof and served by a concrete loading dock. Three window bays containing paired vinyl awning windows occupy the southeast end of the elevation.

Wooden Box Shop (Unit H)

The one-story, rectangular (approximately 180 feet by 70 feet), concrete block wooden box shop is attached to the northwest side of the storehouse (Unit G), with its long side oriented parallel to the storehouse. Only the southwest elevation of Unit H is visible from the exterior (the southeast elevation is attached to Unit G, the northwest elevation is attached to Unit I, and the northeast elevation is attached to Unit E; Photograph 13). The exposed southwest elevation is comprised of four bays. Two shipping bays occupy the northwest half of the elevation. A pedestrian entrance occupies the third bay, and two small vinyl windows occupy the fourth (southeastern) bay. The pedestrian entrance and small windows are associated with a former supply storage area (approximately 180 feet by 43 feet) that is sandwiched between the storehouse and the wooden box shop but does not have an assigned unit number.

Unit B

Two additions were made in 1948 (Units B and F). Unit B, a small, one-story, brick addition measuring approximately 65 feet by 145 feet, was added to the north corner of the plant, adjacent to the former machine shop (Photographs 14 and 15). The southwest elevation of Unit B is attached to Unit E. The northwest elevation consists of three bays. Two large, infilled window bays are present at the southwest end of the elevation, and a pedestrian entrance has been installed in the infill of the far southwestern bay. The far northeastern bay contains a shipping bay and a pedestrian entrance. The northeast elevation consists of five large, infilled window bays. The southeast elevation consists of three bays. Large, infilled window openings occupy the outer bays, and a pedestrian entrance has been installed in the infill of the southwestern bay. A shipping bay occupies the central bay. A concrete loading dock extends across the entire elevation and is sheltered by a flat steel roof with steel corner posts.

Unit F

Unit F, a one-story brick warehouse/manufacturing facility with a monitor roof that measures approximately 200 feet by 312 feet, was added to the southeast side of the former storehouse in 1948 (Photographs 16 to 19). The southeast elevation of Unit F is comprised of seven bays. The first and fifth bays (counted from the southwest end) are vehicular entrances. The second, third, and sixth bays consist of large window openings. A ribbon of modern vinyl sliding windows has been installed at the bottom of each large window opening, with glass block above. The seventh bay contains a slightly smaller window opening that has the same vinyl ribbon windows installed at the base of the opening, topped by corrugated plastic sheathing. The fourth bay is obstructed by a one-story, flat-roofed, concrete block addition. There are two openings in the southwest elevation of this small addition: a pedestrian entrance and a window opening containing paired, vinyl, four-light awning windows.

The southwest elevation of Unit F consists of a series of large window bays that contain the same mixture of vinyl windows topped by glass block as seen in the southeast elevation. The northeast elevation of Unit F is comprised of ten bays. The first bay (counted from the southeast end) contains a pair of vinyl sliding windows and a louvered vent. Bays two and four contain pedestrian entrances. Bay three contains a pair of aluminum sliding windows. Bays five and six consist of large window bays filled with glass block. Bays seven through nine consists of three large window bays that contain the same mixture of vinyl windows topped by glass block, as seen in the southeast and southwest elevations. Bay ten is a former industrial window bay that has been filled in with brick.

CONTINUATION SHEET

Historic Sites #:

Unit K

Between 1951 and 1956 (ca. 1953), a one-story, brick, flat-roofed addition with corrugated metal sheathing was constructed at the south corner of the plant, located immediately southwest of Unit F and connected to it by sheltered a walkway (hyphen; Photographs 20 to 23). The southeast elevation of Unit K consists of 13 bays. The elevation is dominated by ten shipping bays that are sheltered by a continuous metal awning. A pedestrian entrance and two window bays containing paired, vinyl, one-over-one, double-hung sash types are located at the far northeast end of the elevation. The southwest elevation contains only one opening: a pedestrian entrance located in a projecting, concrete block bay located near the southeast end of the elevation. The northwest elevation contains three openings: a vehicular bay and adjacent pedestrian entrance is located at the northeast end of the elevation, and a tall, narrow rail car entrance is located at the southwest end. The northeast elevation of the building was not accessible for inspection.

Unit I

Between 1956 and 1963 (ca. 1960), a one-story, concrete, flat-roofed addition (measuring approximately 200 feet square) was erected at the junction of the former wooden box shop (Unit H) and machine shop (Unit E), filling out the plant's west corner (Photograph 24). Only the southwest exterior elevation of Unit I is visible (the southeast elevation is attached to Unit H, the northeast elevation is attached to Unit E, and the northwest elevation is attached to Unit J). The southwest elevation consists of six bays, including five shipping bays and a pedestrian entrance at the southeast end.

Unit C

Between 1965 and 1970 (ca. 1967), a one-story, L-shaped office with a flat roof and a combination of brick walls and glass curtain walls was added at the junction of the former manufacturing plant (Unit D) and Unit F (Photographs 3, 25 to 27).

Unit J

A metal-clad, gable-roofed warehouse measuring approximately 200 feet by 100 feet was erected at the building's west corner between 1970 and 1992 (ca. 1980; Photograph 28).

Covered Truck Loading Platform

A metal-clad, covered truck loading platform measuring approximately 15 feet by 55 feet was added at the northwest corner of the former furnace room between 1970 and 1992 (ca. 1980; Photograph 7).

Ancillary Buildings

Five secondary buildings/structures remain extant on the property (*see appended Building and Structure Attachments*). A *circa*-1953, one-story, 12-foot-by-16-foot concrete block fire pump house with a flat roof and a wood door is located adjacent to the southeast corner of the factory, along with a *circa*-1953 steel water tank (Photographs 20, 29, and 30). A *circa*-1953 railroad siding extends approximately 1,000 feet adjacent to and parallel with the southwest property line (Photographs 33 and 34). A *circa*-1960, one-story, 10-foot-by-8-foot concrete block utility meter building with a flat roof and a wood door is present at the northern edge of the property, just west of the main entrance from Sewell Street (Photograph 31). A *circa*-1980 metal-clad garage measuring 42 feet by 70 feet is situated approximately 150 feet east of the former storehouse (Photograph 32).

A number of other ancillary facilities that were formerly associated with the glass bottle and metal closure manufacturing processes have been removed from the property. Based on Sanborn maps from 1923 and 1929, the following features existed in the front yard area between the plant and Sewell Street: a one- to two-story building used for gas production (situated immediately northeast of the plant's furnace room); an iron flue that extended from the gas production plant to the outside of the furnace room; a one-story pump house; a one- to two-story switch board room; an iron water cooling tank; a one-story garage; a reinforced concrete, 115,000-gallon reservoir; a small, one-story office; a row of concrete stock bins with an associated conveyor belt leading to an interior glass crushing room adjacent to the manufacturing plant; an oil filter plant and several associated oil tanks; and a 65,000-gallon water tank. Several coal piles also occupied this area. A few secondary buildings were also present in the area southeast and southwest of the plant: a stone cutting/storehouse facility; a storehouse for paper box stock (replaced between 1923 and 1929 by a larger warehouse with a railroad siding and wooden platform, none of which remain extant); and a small, one-story sewage disposal plant. A lumber pile also formerly existed in the area southwest of the plant. Most of the ancillary facilities were demolished by 1942; however, the

CONTINUATION SHEET

Historic Sites #:

garage remained in place until the early 1960s, and the gas production house remained until ca. 2004. The Philadelphia & Reading Railroad's Williamstown Branch and the West Jersey Railroad's Bridgeton Branch had several sidings extending into the plant property; however, the siding tracks have been removed, except for the aforementioned *circa*-1953 track along the property's southern border (Photographs 33 and 34; Sanborn 1923, 1929, 1949; NETR Online Historic Aerials website, accessed July 3, 2014).

History:

Overview of Glassboro's Glass Manufacturing Industry

The earliest glass works in Glassboro (and the second in the state) was established in 1779 by Solomon Stanger and six of his brothers in the vicinity of the block currently bound by West Street, Delsea Drive, New Street, and State Street. The glassworks opened in 1781, and five years later it was conveyed to Quaker investors Thomas Heston and Thomas Carpenter, though the Stangers remained involved in the operation (New Jersey Department of Transportation [NJDOT] 2000:19-20; Bole and Walton 1964:26). Heston and Carpenter expanded the works in the early 1800s and made transportation improvements to facilitate product shipment. The name of the plant changed to the New Jersey Glass Manufactory and then the Olive Glass Works within the first decade of the nineteenth century. The plant changed hands several times after the deaths of Heston (1802) and Carpenter (1813), and in 1824 it merged with the adjacent Harmony Glass Works. The Harmony Glass Works, formed in 1813 by Lewis Stanger, occupied the block currently bound by New, Academy, High, and Main streets. The Harmony Glass Works was the Borough's only glass plant for ten years, Lewis and George Stanger opened the Temperanceville Glass Plant in 1834 in South Glassboro on the site that would later be occupied by the South Jersey Gas Company (a short distance south of the Harmony works, north of Grove Street between S. Main and Academy streets; extant buildings erected ca. 1964 to 1985) (NJDOT 2000:24-25; Bole and Walton 1964:107-112; NETR Online Historic Aerials website, accessed July 3, 2014).

In 1835, Thomas H. Whitney purchased a one-third interest in the Harmony Glass Works, and within three years he gained full ownership of the plant. Following the addition of Thomas' brother Samuel Whitney to the firm, the operation became known as the Whitney Brothers Glass Works. The Whitney plant continued to expand, occupying the southern half of the aforementioned block bound by New, Academy, High, and Main streets, as well as a portion of the block to the immediate south across High Street by 1895. Several railroad sidings connected the plant to the West Jersey Railroad and the Atlantic City Railroad. Business boomed through the late nineteenth century with little competition (Bole and Walton 1964:169-172; Sanborn-Perris Map Company 1895).

The Temperanceville Glass Works was the only other glass plant in town in the mid-1830s, manufacturing primarily window glass and a small amount of hollow ware. In 1842, the Stanger family sold the Temperanceville plant to Thomas Whitney, who immediately transferred it to his brother (Eben Whitney) and brother-in-law (Woodward Warrick; Bole and Walton 1964:111-112). The plant is shown on the 1861 atlas of Glassboro as "W. Warrick Glass Works" (Bole and Walton 1964:160). The plant closed in 1891 after years of labor unrest and financial instability. The Whitney Glass Works acquired the Temperanceville plant in June 1893, but was unable to sustain production. The plant permanently closed less than one year later, though the Whitney company retained ownership (Bole and Walton 1964:169-172). The 1895, 1900, and 1905 Sanborn maps label the plant "Whitney Window Glass Works," and the 1910 Sanborn map indicates ownership by Whitney Glass Works. All four maps note the plant's limited use, and by 1910 its condition was noted as "dilapidated." The Temperanceville plant was gone by 1923 (Sanborn-Perris Map Company 1895, 1900; Sanborn Map Company 1905, 1923). Solomon Stanger operated a small glass works from about 1848 to 1852; however, this plant did not pose a serious threat to the Whitney Glass Works (Bole and Walton 1964:112-114).

A large fire damaged part of the Whitney Glass Works in 1895; however, the damaged buildings were quickly rebuilt (Bole and Walton 1964:168-169). The factory employed approximately 1,000 people in 1896 (Walton 1980). In 1909, the Whitney plant received a license to use the Owens Bottle Machine Company's fully automatic bottle machine to manufacture pharmacy bottles. The new technology, which revolutionized the glass bottle manufacturing industry by automating the entire bottle-making process, required a substantial overhaul of the plant. By the end of 1911, there were seven Owens machines in place at the Whitney plant (Lockhart et al. 2010:55). By 1912, the highly efficient machines put over 100 skilled glassblowers out of work (NJDOT 2000:35). Although the Whitney operation remained successful, the Owens Bottle Machine Company bought the controlling stock of the company in 1915, after the administrators of Dudley Whitney's estate requested that the Owens

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Bottle Machine Company take up Mr. Whitney's personal stock since there were no family successors to the business. The Whitney plant retained its own identity until July 1, 1918, when it was dissolved following the Owens Bottle Machine Company's acquisition of the remaining assets (Lockhart et al. 2010:55-56; Bole and Walton 1964:239). The Whitney plant was abandoned in 1919 and demolished in 1922 (NJDOT 2000:35; Lockhart et al. 2010:55-56). In 2014, there are no eighteenth- or nineteenth-century glass works facilities remaining in Glassboro.

The Owens Bottle Machine Company began construction of a new glass plant on Sewell Street in Glassboro in 1917, and opened the plant the following year at a cost of approximately \$1 million (Lockhart et al. 2010:55-56; Bole and Walton 1964:239). The old and new plants coexisted in Glassboro until the Whitney plant was abandoned in 1919. During this period, the two plants were referred to as "Glassboro #1" (Whitney plant) and "Glassboro #2" (Sewell Street plant). They were also known as Plants No. 7 and 8, respectively (Lockhart et al. 2010:55-56). The Owens Bottle Machine Company (later the Owens Bottle Company) Plant No. 8 at present-day 70 to 86 Sewell Street, which currently houses the Route 55 Industrial Center, closed in 1929 due to overproduction that outpaced demand (Bole and Walton 1964:240; Holloran 2006:5). The plant reopened in 1937 as the Owens-Illinois Closure Plant No. 68, dedicated to the manufacture of steel and aluminum closures for jars and bottles (Sanborn 1949; Holloran 2006:6). Thus, the year 1929 marked the end of the glass production industry in Glassboro, though the Owens-Illinois (later Anchor Hocking Corporation) plant continued to employ hundreds of Glassboro and other local workers through the mid-1990s (Bole and Walton 1964:313; Holloran 2006:5-6; Reynolds 1995).

The Owens Automatic Bottle-Making Machine

Mike Owens, the inventor of a several machines that revolutionized the glass industry, began working in glass factories at the age of 10, shoveling coal into furnaces, transferring bottles to and from annealing lehrs, and opening and closing molds for glass blowers. In 1888, at the age of 29, Owens was recruited by Ed Libbey, the proprietor of the New England Glass Company's W.L. Libbey & Son Factory in Toledo, Ohio. Owens was quickly promoted to foreman and subsequently plant superintendent, which allowed him to make productive use of his inventiveness. Owens assumed the role of plant superintendent for the company's Findlay, Ohio glass bulb plant, in 1891, where he conceived the idea for a semi-automatic glass bulb-making machine. The concept for this machine was to automate the opening (bellowing) of a light bulb mold, a task traditionally performed by child laborers. The machine drastically increased bulb production from about 200 hand-blown bulbs in five hours to 2,000 bulbs in the same period of time (Paquette 2010:18-21).

After successfully testing and selling the prototype, Ed Libbey started a new company called the Toledo Glass Company in 1895 that developed, procured patents for, and sold inventions related to glass manufacturing. Owens immediately joined the new company and began work at its new test plant in Toledo. Within the next two years, Owens modified his bulb machine to blow drinking glasses and lamp chimneys. In 1898, Owens turned his attention to the development of a fully automatic glass bottle blowing machine. The need for such a machine grew out of demand for glass containers in the last quarter of the nineteenth century, which resulted from technological advancements in food processing and packaging. Owens worked on the project for five years as an employee of the Toledo Glass Company, building on his previous engineering schemes and the work of others in development of semi-automatic bottle machines, and finally perfected the machine in 1903. Based on several secondary sources, the device changed the manufacture of glass objects more profoundly than any other invention of the previous 2,000 years (Paquette 2010:21-24). The first commercial model, designated the "A" machine, was offered for production and license in 1905 (University of Toledo 2006). The editor of a contemporary trade magazine wrote, "The Owens machine stands alone in a class unapproached by other inventors" (Paquette 2010:24).

Jack K. Paquette, in his book *The Glassmakers, Revisited: A History of Owens-Illinois, Inc.* describes the machine's production process as follows:

As the giant machine rotated on its axis, each arm carried a "blank" and a "blow" mold over a revolving pot of molten glass. The pot was built into a combustion chamber located adjacent to a continuous regenerative tank to which it was connected by a trough. This allowed the liquid glass to flow continuously from the tank to the revolving pot, where heaters maintained the molten material at the precise temperature required for a specific bottle size or weight.

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As an arm, with its pair of molds, passed over the pot, it was lowered so that a measured quantity of the hot glass could be sucked up into the blank mold. At that precise moment, a chisel-shaped knife swept across the mold's base, severing the string of excess glass hanging there. Because the blank mold was attached to the neck ring device that formed the mouth and lip of the bottle, when it subsequently opened and dropped about 36 inches, it left a specified amount of glass – called a "parison" – suspended from the neck ring. A quick puff of compressed air was introduced into the parison at this point, just before the second, or "blow," mold rose from below to envelop the parison in preparation for the final step in the bottle forming process. Air blown into the bottle's preformed opening, or "mouth," flattened the still-molten glass against the blow mold's sides to form a complete bottle, which, as the mold opened once more, was dropped onto a belt that conveyed it to an annealing lehr...

Eventually, the rotating colossus was designed to manufacture 10 bottles a minute, or 14,000 in a 24-hour period. This compared with the approximately 3,600 bottles being produced per day by the typical glasshouse hand shop employing seven men and boys. And, when operated by two men on a typical 12-hour shift, the Owens machine could produce bottles at a cost of 8 to 15 cents per gross, versus \$1.32 per gross for hand-blown bottles. (Paquette 2010:24)

The Owens Bottle Machine Company was incorporated in September 1903 to manufacture and sell licenses for use of the fully automatic machine. The company's production royalty rates were initially cost-prohibitive for most glass companies; however, publicized success stories turned business around by 1909. Five licensing agreements were signed in that year, followed by another six by 1914. By 1920, there were approximately 200 Owens automatic bottle-making machines operating in glass factories nationwide. The Owens Bottle Machine Company also increased its own production during this period, initially opening a new plant in West Toledo in 1903 and then branching out with the acquisition or construction of 15 additional glass container plants between 1909 and 1915 (resulting in 17 total plants, including the original Toledo Glass Company facility). A 1919 name change to the Owens Bottle Company demonstrated the importance of glass container production to the company (Paquette 2010:25-26).

Over 300 versions of the Owens automatic bottle making machine were produced between 1908 and 1927 (University of Toledo 2006). Models "AN" and "AR," developed in 1912, could produce 35 to 50 bottles per minute, or approximately 50,000 to 72,000 per day. The "AR" model was designated as an International Historic Engineering Landmark by the American Society of Mechanical Engineers in 1983 (American Society of Mechanical Engineers 1983:4-6). By 1923, 94 percent of glass bottles manufactured in the U.S. were produced mechanically by the Owens machine or similar semi-automatic machines. The superior Owens machine dominated the market in the U.S. and abroad, and had several far-reaching effects: 1) it enabled the U.S. government to establish standard product and packaging specifications; 2) it enabled the use of efficient packing and filling lines, reducing costs to manufacturers and consumers; and 3) it ended child labor in the glass industry (Paquette 2010:27).

Owens Bottle Company Plant No. 8

As previously mentioned, the Owens Bottle Machine Company built its new, million-dollar Glassboro plant on Sewell Street in 1917 to 1918. This plant became known as the company's Plant No. 8. It was one of 17 plants (and the only New Jersey plant) owned and operated by the Owens Bottle Machine Company and its 1919 successor, the Owens Bottle Company, between 1903 and 1929 (Lockhart et al. 2010:52). Plant No. 8 housed six Owens automatic bottle-making machines and produced prescription, proprietary, household, chemical, toiletry, and cosmetic bottles (Lockhart et al. 2010:56). A company publication of 1968 included reminiscence that Plant No. 8, "was at that time [1918] the largest and most modern glass container plant in the east [United States]" (Owens-Illinois 1968). An undated publication of the Glassboro Historic Preservation Commission mirrored this statement (DeEugenio n.d.).

The plant was operated by the Owens Bottle Company of Toledo, Ohio through 1928. In 1929, the Owens Bottle Company merged with the Illinois Glass Company of Alton, Illinois, to form the Owens-Illinois Glass Company, the largest glass company in the world at the time (Lockhart et al. 2010:56; Board of Education 1939:6-7; University of Toledo 2006). Due to an overproduction of bottles that surpassed consumer demand, the new management immediately ceased bottle production at Plant No. 8 and closed the facility; however, the Owens-Illinois Glass Company retained ownership of the property (Bole and Walton 1964:240; Holloran 2006:5). The closure of Plant No. 8, the last glass factory to operate in Glassboro, marked the end of a significant era for the borough. The

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Owens-Illinois Glass Company purchased the Cumberland Glass Works in Bridgeton, Cumberland County, New Jersey, in 1929, where some of the Glassboro glass workers found employment after the closure of Plant No. 8 (Boggs 2011).

Owens-Illinois Closure Plant No. 68

Plant No. 8 remained closed from 1929 until ca. 1937, when the Owens-Illinois Glass Company reopened the facility as Closure Plant No. 68 to manufacture plastic, steel, and aluminum closures for jars and bottles (Sanborn 1949; Holloran 2006:6). Approximately 300 people were hired. The plant was remodeled and retooled for the new use (and the old glass-blowing equipment and machinery presumably removed); however, no changes were made to the overall footprint of the building (Author unknown 1954; Stout 1995; Sanborn 1929, 1949).

The transition away from glass products may be reflective of a company-wide trend toward product diversification. In the early to mid-1930s, the Owens-Illinois Glass Company began manufacturing plastic closures, fiberglass, and glass blocks. In 1946, the company began production of television picture tubes. The company changed its name to Owens-Illinois, Inc., in 1954, reflecting the shift. In the second half of the 1950s, the company branched out to corrugated and plastic container manufacturing. Product development and research continued into the 1960s, and the company remained one of the largest manufacturers of glass containers in the world as of 2006 (University of Toledo 2006). At some point between 1937 and 1989, Plant No. 68 came under the operation of "Owens-Illinois Closure, Inc.," though it is uncertain exactly when this transition occurred.

Closure Plant No. 68 was the Owen-Illinois Company's principle closure producing unit. It manufactured millions of bottle closures each month, achieving annual production of over one billion units each year between 1942 and 1946 (Author unknown 1954; Owens-Illinois Glass Company 1948). In 1947, plant manager Frank B. Ward announced plans for an enlargement of the facilities at Plant No. 68. The plant was expanded in 1948, making it "the largest of the Company's closure units in this country, at present employing nearly 700 people" (Bole and Walton 1964:313). This is not reflected in the 1949 Sanborn Map edition; however, a note on that map reveals it was "not corrected since April 1942." An aerial image from 1951 shows two additions to the plant (Units B and F), confirming the 1948 expansion. A newspaper article dated August 11, 1954, reported that the 1948 remodeling and enlargement was intended to allow the plant to become

...a completely self-contained closure manufacturing unit. Previously some of the lithographing [metal decorating] operations performed in connection with the manufacture of metal closures had been done at other locations. In addition, storage and shipping facilities were improved and more space was made available for several department activities. (Author unknown 1954)

A company publication produced in 1948 reveals the plant was comprised of a number of departments, including service, purchasing, service engineer, laboratory, raw materials, molded cap (responsible for production of plastic closures and custom plastic products), metal decorating, shearing, metal cap, inspection, warehouse and shipping, machine repair, maintenance, production engineer, plant superintendent, industrial engineering, budget supervisor, accounting, and personnel. As mentioned previously, the metal decorating department, which was responsible for designing closures and decorating and coating sheet metal, was one of the departments that benefitted from the 1948 expansion; other functions that moved to the new additions included the warehouse and shipping department (occupying 32,000 square feet in one of the new additions), and paper lining operations of the metal cap department. The new warehouse and shipping facility was served by a shipping dock that could accommodate six large trucks and a partially covered railroad siding long enough for four large freight cars (Owens-Illinois Glass Company 1948).

In 1954, the plant employed approximately 725 people (Author unknown 1954). The plant was further expanded ca. 1953, ca. 1960, ca. 1967, and ca. 1980 (NETR Online Historic Aerials website, accessed July 3, 2014). A company publication from 1968 stated that the plant employed approximately 600 people, 69 percent of whom were male, contributing over 3.5 million dollars annual payroll. At that time, 95 percent of employees reportedly lived within 15 miles of the plant, and approximately 75 percent were homeowners. The employees were described as

...good citizens, stable and respected, and take a prominent part in community life. They are active in church work and such organizations as Rotary, Kiwanis, Lions, Y's Men, veteran organizations, fraternal groups, Boy and Girl Scouts, Parent-Teacher Association and many others. You will find them active in local

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government with membership on the Planning Board, Board of Adjustment, Board of Education and Election Board. (Owens-Illinois 1968)

The plant was described as the "Largest in the world under one roof, consisting of approximately 350,000 square feet. Producing over two billion, 700 million closures in 1966 and anticipating to exceed three billion in 1967" (Owens-Illinois 1968). A newspaper article reported in 1995 that the workforce primarily consisted of older men and women during the Korean conflict and the Vietnam era (Stout 1995). *Glassboro Sixty-Eighter* newsletters produced by Plant No. 68 in the 1950s reveal the Owens-Illinois company offered numerous benefits and services to its employees and the Glassboro community, including but not limited to employee educational assistance, welfare services, an annual family picnic, holiday parties, year-round recreational events, and a summer employment program for local teachers (Owens-Illinois 1956, 1958).

Anchor Hocking Corporation Glassboro Closure Plant

Owens-Illinois Closure, Inc., conveyed Plant No. 68 to the Anchor Hocking Corporation in 1989 (Gloucester County Clerk 1833:70). The plant continued to manufacture steel and aluminum closures for jars and bottles under Anchor Hocking ownership from 1988 to 1995. In 1992, the company changed its name to Anchor Hocking Packing Company, which involved a formal property conveyance to the new company (Holloran 2006:5-6; Gloucester County Clerk 2266:284). At the time of the plant's closure in late 1995 or early 1996, it employed over 325 people (Reynolds 1995).

Route 55 Industrial Center

In September 1998, Anchor Hocking Packing Company sold the property to Glassboro Associates, L.P., of Ambler, Pennsylvania, for \$1.5 million (Holloran 2006:5-6; Gloucester County Clerk 2923:273). Glassboro Associates, L.P., converted the property into the Route 55 Industrial Center. Glassboro Associates, L.P., retained ownership of the property in 2018, and it continued to function as an industrial center with several tenants. Industrial Investments, Inc., manages the property.

Impacts on Glassboro's Development

Glassboro's early development history is closely tied to the glassworks that were established in this locale in the late eighteenth through mid-nineteenth centuries. The establishment of Temperanceville Glass Works (1834) and the acquisition and subsequent expansion of the Harmony Glassworks by the Whitney brothers (ca. 1838), combined with the arrival of the West Jersey Railroad in 1861, resulted in expansion in population, industry, commerce, social and educational institutions, government, transportation, and communications (Bole and Walton 1964:199-236). The population more than doubled from 1,269 residents in 1860 to 2,677 in 1900 (Bole and Walton 1964:182). Glass makers and those employed in glass-related industries represented the overwhelming majority of Glassboro's residents during the nineteenth century (Bole and Walton 1964:114-117, 182).

By ca. 1910, however, the glass industry was no longer the primary impetus for development in Glassboro. Orchards and canning facilities had a greater impact on the borough's economy during the early decades of the twentieth century. Glassboro's leaders recognized the automation of the glass industry and the decline of the Whitney family as threats to the town's economy and organized a Board of Trade, Improvement Association, and Chamber of Commerce in the early decades of the twentieth century with the intention of attracting new industries. As a result of their efforts, several new industrial and commercial operations were established in Glassboro by 1930, including the Glassboro-Pitman-Clayton Gas Company (later the New Jersey Gas Company and then the People's Gas Company), a silk stocking factory, a cement block manufacturer, a shirt works, several food stores, and a number of automobile agencies and garages. Collectively, these companies employed hundreds of local workers (Bole and Walton 1964:241, 299-300; Louis Berger Group 2000:27). The Glassboro Normal School, built on the former Thomas Whitney estate in 1922 to 1923, also contributed significantly to the town's twentieth-century expansion.

With all of the new agricultural, industrial, commercial, and institutional development that occurred in Glassboro between 1900 and 1930, it is difficult to determine the impact of the opening of the Owens Bottle Manufacturing Company's Plant No. 8 in 1918. It seems the plant was one of many factors that influenced the borough's 79 percent population growth (from 2,642 to 4,719 residents) during this period, as well as the establishments of four new neighborhoods (Chestnut Ridge Estates, Glassboro Estates, Glen Lake, and Glassboro Lawns) and three new public schools. It is assumed that many of the hundreds of glass workers affected by the Whitney plant

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closure were employed at the new facility (Bole and Walton 1964:242-244; Sanborn Map Company 1929; Louis Berger Group 2000:26-27). Plant No. 8 and other local industrial operations also provided employment to the Italian and black residents who migrated to Glassboro during this period. One local resident recollected that there were a few African Americans working at Plant No. 8 in 1929, and that the Owens Bottle Manufacturing Company made an effort to reach out to the black community of Glassboro in the 1950s. The company supported one of the first racially integrated Boy Scout troops by allowing them to use the company's recreational facilities (Bole and Walton 1964:242-243; Author unknown n.d.). When Plant No. 8 opened in 1918, many of its employees were likely housed in existing housing stock erected during the Whitney era. Research did not reveal information about worker housing sponsored by the Owens Bottle Manufacturing Company; however, some new building did occur in the area immediately adjacent to the plant at the southwest edge of central Glassboro in the 1910s, particularly on Sewell and Zane streets, in addition to the aforementioned newly established residential developments that sprung up in the 1920s-30s (Sanborn Map Company 1910, 1923, 1929).

The closure of Plant No. 8 in 1929, at the beginning of the Great Depression, was a serious blow to the borough's economy; however, the population continued to expand a modest 2.6 percent in the 1930s. When the plant reopened in 1937 as the Owens-Illinois Closure Plant No. 68, it employed approximately 300 people (Bole and Walton 1964:241-242). The expansion of the plant in 1948, along with the establishment of the Nannette Manufacturing Company and generally increased wartime production, helped to accelerate the borough's growth during the 1940s; Glassboro saw a 19.1 percent increase in population during this decade. The phenomenal 74.6 percent population growth (from 5,867 to 10,253 residents) and resultant housing boom of the 1950s reflected a nationwide post-war baby boom as well as a local migration of families to the borough's confines (Bole and Walton 1964:297, 312-318; Louis Berger Group 2000:28). The degree to which the Owens-Illinois closure plant affected this expansion is uncertain; however, it remained one of the borough's largest employers until its closure in 1995 (Reynolds 1995).

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Additional Photographs:



Photograph 2: Overview of the 1918 furnace room (Unit A, at left). The machine shop (Unit E) is just visible at the right. Looking south (November 2018).



Photograph 3: Southeast elevation (façade) of the 1918 furnace room (Unit A, at right), as well as the attached 1918 manufacturing plant and storehouse (Units D and G, at left background with sawtooth roof) and *circa*-1967 office (Unit C, at left mid-ground). Looking southwest (November 2018).

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Photograph 4: Southeast elevation (façade) of the 1918 furnace room (Unit A). Looking northwest (May 2014).



Photograph 5: Southeast (front) and northeast (side) elevations of the 1918 furnace room (Unit A). Note the metal vents that were removed ca. 2017. Looking west (May 2014).

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Photograph 6: Detail of northeast (side) elevation of the 1918 furnace room (Unit A). Note the infilled window bays, which originally contained large, multi-light industrial windows, and the modern windows and doors. Looking west (May 2014).



Photograph 7: Detail of northwest (rear) elevation of the 1918 furnace room (Unit A). Note the infilled window bays, which originally contained large, multi-light industrial windows. Looking south (May 2014).

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Photograph 8: Detail of small additions attached to the northwest elevation of the 1918 furnace room (Unit A). Looking southeast (May 2014).



Photograph 9: Northeast elevation of the 1918 machine shop (Unit E). The furnace room (Unit A) is visible to the left; Unit B is to the right. Looking southwest (November 2018).

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Photograph 10: Overview of the southwest elevation of the plant, showing (at left, from foreground to background) Unit J, Unit I, the wooden box shop (Unit H), and the storehouse (Unit G). Unit K is at right background. Looking southeast (May 2014).



Photograph 11: Southwest elevation of the 1918 storehouse (Unit G). Note the modern doors and windows. Looking east (May 2014).

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Photograph 12: Southwest elevation of the 1918 wooden box shop (Unit H). Note the modern doors and windows. Looking northeast (May 2014).



Photograph 13: Southeast and northeast elevations of the 1948 Unit B. Note the modern doors and windows. Looking west (May 2014).

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Photograph 14: Northeast and northwest elevations of the 1948 Unit B. The facility with the sawtooth roof (background) is the 1918 machine shop (Unit E). The northwest elevation of Unit E is also visible. Looking south (May 2014).



Photograph 15: Southwest and southeast elevations of the 1948 Unit F. Looking north (May 2014).

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Photograph 16: Southeast elevations of the 1948 Unit F. Looking southwest (May 2014).



Photograph 17: Southeast end of the northeast elevations of the 1948 Unit F. Looking southwest (May 2014).

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Photograph 18: Northwest end of the northeast elevation of the 1948 Unit F. Looking southwest. Note the letter C shown in this view refers to the adjacent office, the edge of which is visible at far right (May 2014).



Photograph 19: Southeast elevation of the *circa*-1953 Unit K. Looking northwest. The *circa*-1953 water tank is also shown at left (May 2014).

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Photograph 20: Detail of southeast elevation of the *circa*-1953 Unit K, showing the shipping bays with modern garage doors. Looking northwest (May 2014).



Photograph 21: Partial view of the southwest elevation of the *circa*-1953 Unit K. The *circa*-1953 fire pump house is visible in the background. Looking southeast (May 2014).

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Photograph 22: Northwest elevation of the *circa*-1953 Unit K. Looking southeast (May 2014).



Photograph 23: Southwest elevation of the *circa*-1960 Unit I. Looking east (May 2014).

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Photograph 24: Overview of the *circa*-1967 office (Unit C). The sawtooth roof of the 1918 manufacturing plant and storehouse is visible at right-background, and the monitor roof of Unit F is visible at left-background. Looking west (November 2018).



Photograph 25: Detail of southeast elevation of the *circa*-1967 office (Unit C). Looking northwest (May 2014).

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Photograph 26: Northwest and southwest elevations of the *circa*-1980 Unit J. Looking east (May 2014).



Photograph 27: Overview of the *circa*-1953 fire pump house and water tank located adjacent to the plant's south corner. Looking east (May 2014).

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Photograph 28: Northwest (side) and southwest (front) elevations of the *circa*-1953 fire pump house. Looking east (May 2014).



Photograph 29: Southwest (front) and southeast (side) elevations of the *circa*-1960 utility meter building. Looking north (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 30: Northwest (front) and southwest (side) elevations of the *circa*-1980 garage. Looking northeast (May 2014).



Photograph 31: Partially buried *circa*-1953 railroad siding located just inside the southwest property line (the rails are visible in the background). It appears that this line, which extended from the West Jersey Railroad's Bridgeton Branch, was installed to serve Unit K (ca. 1953), as it is aligned with an opening in the building's northwest elevation. Looking northwest (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 32: Partially buried *circa*-1953 railroad siding located just inside the southwest property line. It appears that this line, which extended from the West Jersey Railroad's Bridgeton Branch, was installed to serve Unit K (ca. 1953), as it is aligned with an opening in the building's northwest elevation (visible at right background). Looking southeast (May 2014).

CONTINUATION SHEET

Historic Sites #:

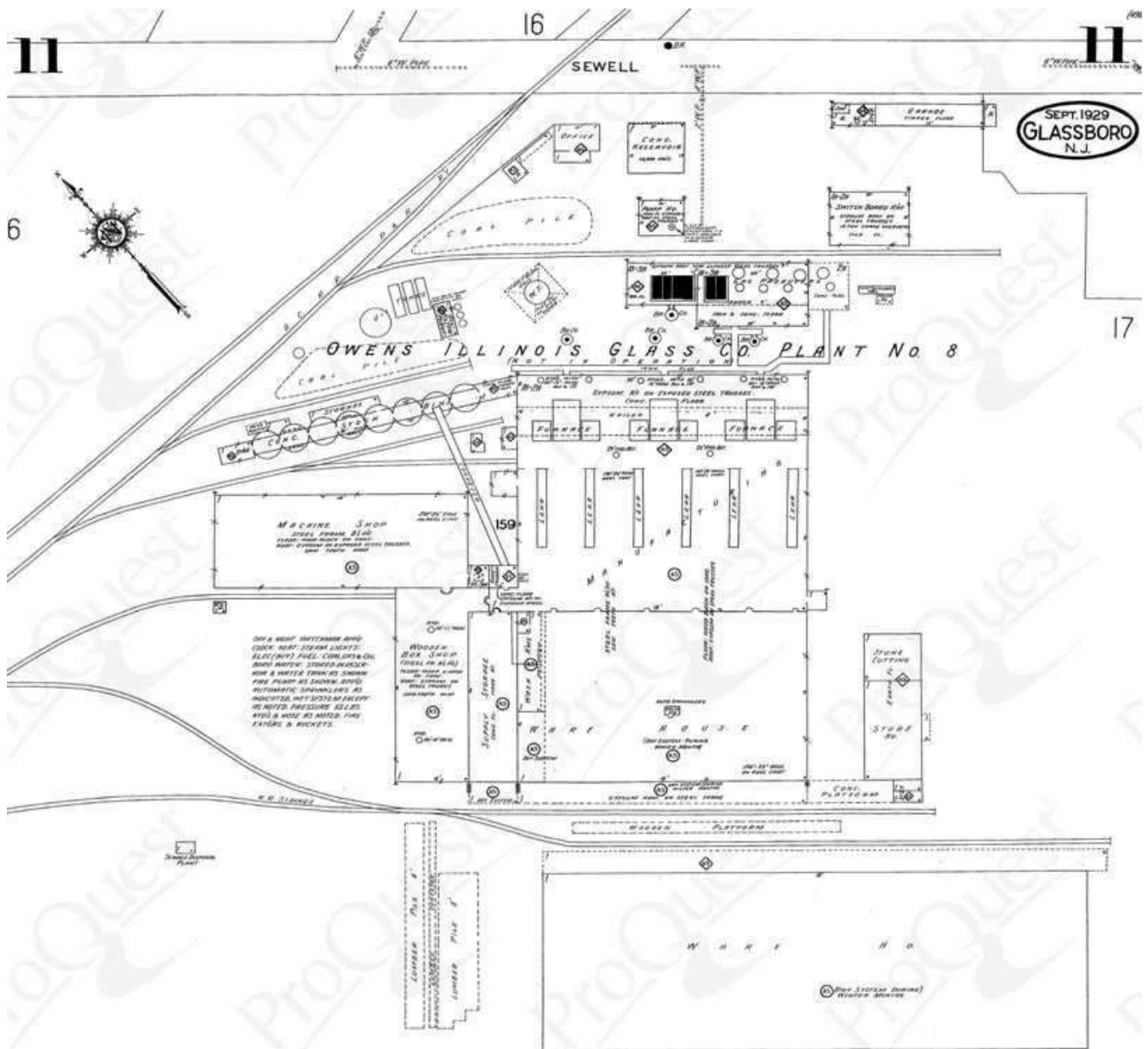


Figure 1: 1929 Sanborn map of Glassboro showing the Owens-Illinois Glass Company Plant No. 8. Note this plan is oriented with Sewell Street at the top (Sanborn Map Company 1929).

CONTINUATION SHEET

Historic Sites #:

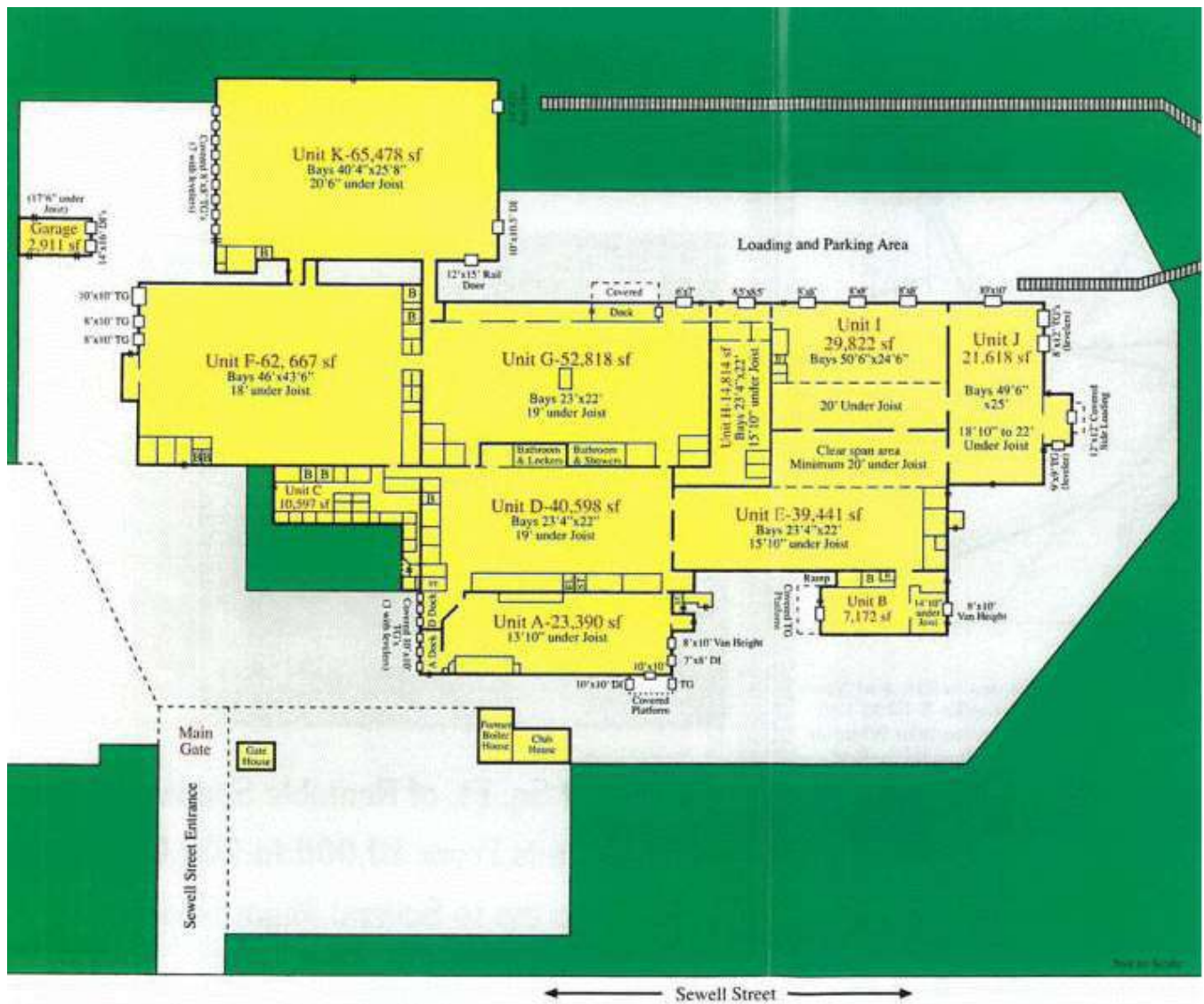


Figure 2: Recent floor plan of the Route 55 Industrial Center, showing the current layout of units within the former plant. The garage (top left) remains extant, but the gate house, former boiler house, and club house shown at the bottom of this image are no longer present. The extant railroad siding is shown at top right. The extant fire pump house, water tank, and utility meter building are not shown. Note this plan is oriented with Sewell Street at the bottom (Source: Industrial Investments, Inc. website, accessed May 27, 2014).

BASE FORM

Historic Sites #:

Property Name: 806 Market Street
Street Address: Street #: 806 Apartment #: _____
(Low) (High) (Low) (High)
Prefix: _____ Street Name: Market Suffix: _____ Type: St
County(s): Camden **Zip Code:** 08030
Municipality(s): Gloucester City **Block(s):** 136.02
Local Place Name(s): N/A **Lot(s):** 61
Ownership:: Private **USGS Quad(s)** Camden

Photograph: Northeast (façade) and northwest (side) elevations of the former Gallagher Brothers Inc. property at 806 Market Street. Looking southeast (January 2019).



Description: The property consists of a *circa*-1925 two-story, office building with a hip roof; a *circa*-1930 one-story gas station; and a *circa*-1930 concrete block garage/workshop building on a .08-acre lot (Block 136.02, Lot 61) located at the southeast corner of the intersection of Market Street and the former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) in Gloucester City, Camden County, New Jersey. The property is recommended not individually eligible due to a lack of significance and integrity. The property is not located within an existing or potential historic district. *See Continuation Sheet.*

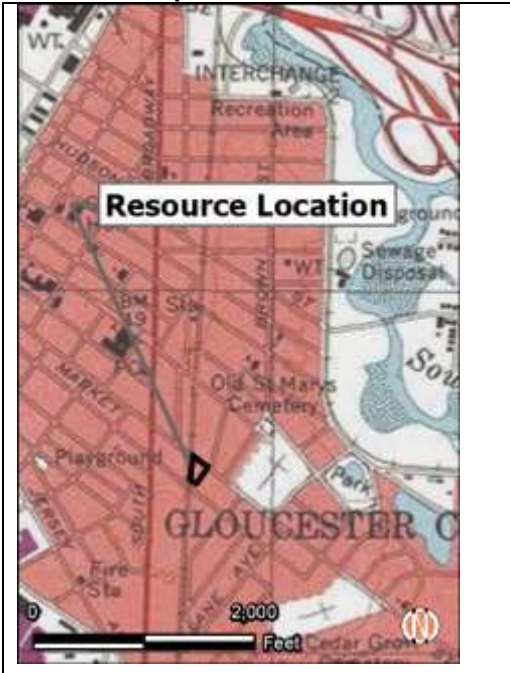
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

BASE FORM

Historic Sites #:

Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

Location Map:



Site Map:



Bibliography/Sources: See continuation sheet.

Additional Information:

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: 806 Market Street (Office Building)
Historic Name: Gallagher Brothers, Inc.
Present Use: Commercial Activity- Office Activity (Private Business)
Historic Use: Commercial Activity- Office Activity (Private Business)
Construction Date: 1925 **Source:** New Jersey Assessment Records website
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Vernacular-Mission
Form: Commercial **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingles
Exterior Finish Materials Stucco

Exterior Description: The property consists of a *circa*-1925 two-story, office building with a hip roof; a *circa*-1930 one-story gas station; and a *circa*-1930 concrete block garage/workshop building on a .08 acre lot (Block 136.02, Lot 61) located at the southeast corner of Market Street and the former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) in Gloucester City, Camden County, New Jersey. The office faces northeast toward Market Street and is situated at the northwest corner of the property and is set back approximately 10 feet from the road. The property is accessible from both Market Street and Powell Street via a gravel driveway that runs through the property, on either side of the driveway is shrubbery and small trees. The southeast border of the property is bordered by a metal chain link fence. The north (front) boundary is defined by Market Street, the east boundary is defined by a residential property, the south boundary is defined by Powell Street, and the west boundary is defined by Conrail's Vineland Secondary Track. See *Continuation Sheet*.

Interior Description: The interior of the building was not accessible during this survey, and no information about the interior organization is known at this time.

Setting: The property is located at the southeast corner of Market Street and the former West Jersey Railroad Main Line (WJRR). The general character of the neighborhood is urban mixed use. The property is immediately surrounded by predominantly late-nineteenth to mid-twentieth-century residential and commercial properties set very close to the roads within an orderly street grid. There is variety in the age, scale, and stylistic features of buildings in the immediate vicinity. There is no previously identified historic district in this area. The former WJRR, currently in operation as Conrail's Vineland Industrial Track, abuts the western property boundary.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Sara Quinlan, Architectural Historian
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 806 Market Street (Gas Station)
Historic Name: Gallagher Brothers, Inc.
Present Use: No Activity
Historic Use: Unclassifiable Activities
Construction Date: ca. 1930 **Source:** Sanborn
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other
Form: Commercial **Stories:** 1
Type: Other **Bays:** 3
Roof Finish Materials: Terracotta
Exterior Finish Materials Stucco

Exterior Description: The *circa*-1930 gas station is located approximately 50 feet east of the office building. The one-story, wood-framed building, is clad with stucco and supported by a brick foundation on a concrete pad. It has a hip roof with open eaves and exposed rafter tails, and is covered with terracotta tiles. Window openings throughout the building contain six-over-one, wood, double-hung sash window with a brick sill, unless otherwise noted. The northeast (front) elevation has three bays (Photographs 5 and 6). The east and west bays each have a typical window. The central bay has a modern wood door with a diamond light, and an infilled transom opening above. The northwest (side) elevation has one bay with a typical wood window (Photographs 6 and 7). The southwest (rear) elevation has two bays (Photograph 7). The west bay has a two-light over a four-panel wood door, with a brick lintel. The east bay has what looks to be a typical window; the lower pane is obstructed from view. The southeast (side) elevation has one bay with a typical wood window (Photograph 8).

Interior Description: The interior of the building was not accessible during this survey, and no information about the interior organization is known at this time.

Setting: The property is located at the southeast corner of Market Street and the former West Jersey Railroad Main Line (WJRR). The general character of the neighborhood is urban mixed use. The property is immediately surrounded by predominantly late-nineteenth to mid-twentieth-century residential and commercial properties set very close to the roads within an orderly street grid. There is variety in the age, scale, and stylistic features of buildings in the immediate vicinity. There is no previously identified historic district in this area. The former WJRR, currently in operation as Conrail's Vineland Industrial Track, abuts the western property boundary.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Sara Quinlan, Architectural Historian
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 806 Market Street (Garage/Workshop)
Historic Name: Gallagher Brothers, Inc.
Present Use: No Activity
Historic Use: Transportation and Movement Activity-Vehicular Parking
Construction Date: 1930 **Source:** Sanborn
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: None
Form: Commercial **Stories:** 1
Type: Garage **Bays:** 2
Roof Finish Materials: Unknown
Exterior Finish Materials Concrete, Plywood

Exterior Description: The *circa*-1930 garage/workshop is located approximately 85 feet east of the office building. The one-story, concrete block and plywood structure has two modern metal rolling garage doors on its northeast (front) elevation (Photograph 9). The northwest (side) elevation has concrete block walls to the north and plywood walls to the south (Photographs 10-13). The concrete block portion of the northwest elevation does not have any openings (Photograph 11); this portion is covered by a butterfly roof, with the "V" visible on the northwest and southeast elevations. The plywood section of the northwest elevation has four bays and is topped by a shed roof (Photographs 12 and 13). The first bay (from the north) has two sets of three, one-light, wood, fixed windows, below which is a one-light, wood, fixed window. The second bay has two sets of three, one-light, wood, fixed windows and a pair of one-light, wood, fixed windows. Below the middle set of windows is a one-light, fixed, wood window. The third bay from the north has a plywood door with a single light, and a three-light transom. The final bay protrudes slightly beyond the rest of the northwest elevation. This bay has two large sliding wood doors, each with two central lights and two cross panels (Photograph 13). The southwest (rear) elevation is constructed of concrete blocks, with no discernable features (Photograph 10). The southeast (side) elevation was not accessible during the survey.

Interior Description: The interior of the building was not accessible during this survey, and no information about the interior organization is known at this time.

Setting: The property is located at the southeast corner of Market Street and the former West Jersey Railroad Main Line (WJRR). The general character of the neighborhood is urban mixed use. The property is immediately surrounded by predominantly late-nineteenth to mid-twentieth-century residential and commercial properties set very close to the roads within an orderly street grid. There is variety in the age, scale, and stylistic features of buildings in the immediate vicinity. There is no previously identified historic district in this area. The former WJRR, currently in operation as Conrail's Vineland Industrial Track, abuts the western property boundary.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Sara Quinlan, Architectural Historian
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See continuation sheet.

Significance: The former Gallagher Brothers Inc. property at 806 Market Street is recommended as not individually significant based on its lack of architectural significance and integrity. In addition, it does not represent a significant event, trend, or person. It is not located within an existing or potential historic district.

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 former Gallagher Brothers Inc. property at 806 Market Street is recommended not individually eligible for listing in the National or State Registers under Criterion A because it does not represent a significant event or trend. While Gallagher Brothers Inc. was active in the South Jersey Fuel Merchants Association until at least 1973 and were awarded coal contracts in the local community, they were one of many fuel oil companies in the surrounding area and research did not reveal that Gallagher Brother's Inc. played a significant role in the development of Gloucester City. The property is recommended not individually eligible under Criterion B because it is not directly associated with a significant individual. The property is recommended not individually eligible under Criterion C due to its lack of architectural significance and integrity. The office building represents a nondescript example of a vernacular Mission building and lacks architectural distinction. In addition, the buildings on the property have undergone alterations including the replacement of the office building's original doors and windows, the in-fill of two door openings, the modification of the rear porch of the office building, and the addition of two modern metal garage doors. Archaeological investigations are currently ongoing for the Glassboro-Camden Line Light Rail Project; therefore, the resource cannot be assessed for eligibility under Criterion D at this time.

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: Base Form, Building Attachment, Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

Survey Name: Glassboro-Camden Line Light Rail Project

Surveyor: Sara Quinlan, Architectural Historian

Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

Date: January 06, 2020

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Office

The primary building is a two-story, vernacular Mission style building, originally used for an office (Photographs 1-4). The building is supported by a foundation that has been parged with pebbles and topped by a vertical brick water table. The exterior walls are clad with stucco. Window openings throughout the office building contain modern, one-over-one, vinyl, double-hung sash windows with brick sills and arched brick lintels, unless noted below. The building has a hipped roof with open eaves and exposed rafter tails; it is covered in asphalt shingles.

The northeast (façade) elevation faces Market Street; both floors have three bays (Photographs 1-2). On the first floor the east bay has an infilled opening that is marked by a recessed area and an arched brick lintel. The central bay has group of three typical windows under a singular arched brick lintel with a brick sill. The west bay has a modern metal door with a diamond light. The door is covered by a pent roof covered with asphalt shingles and supported by wood brackets. Providing access to the door are four concrete and brick steps with a simple metal railing. On the second floor of the northeast elevation, the east and west bays each have one typical window. The central bay has two typical windows under an arched brick lintel with a brick sill. The roof is pierced by an arched gable dormer, the top of which is lined with red brick; the dormer contains a metal louver.

The northwest (side) elevation has two bays on both the first and second floors; each bay contains one typical window (Photographs 1 and 3). In the foundation under the north bay is a modern, two-light, wood, fixed window.

The southwest (rear) elevation has four bays on the first floor and three bays on the second floor (Photograph 4). The west bay on the first floor contains one typical window, although it does not have a brick lintel. The second bay from the west contains a modern metal door with a brick lintel that extends into the foundation; the brick used for the lintel is different than the other brick, indicating the doorway is likely a later modification. The third bay from the west has one typical window, and the eastern bay contains a modern metal door. The first floor is framed by a hipped roof porch, the western part of which appears to have been enclosed based on the different brick. The eastern part of the porch has a concrete deck and wood posts to support the roof. On the second floor, the west and east bays each have a typical window, the central bay has a slightly smaller version of the typical window. On the south slope of the roof is an interior brick chimney with corbeling. In the foundation is a two-light, wood, fixed window and a modern metal door at floor level, which leads to the basement.

The southeast (side) elevation has two bays (Photograph 4). The south bay has a pair of one-over-one, vinyl, fixed windows with a vinyl surround. The north bay has an infilled door opening with an arched brick lintel. Both of the bays on the second floor have typical windows.

History (continued):

Local Development Context

Gloucester City has its roots in the earliest settlement along the Delaware, beginning in the early seventeenth century. In 1686, a petition was successfully made by local residents to establish Gloucester County. Gloucester Town was formed as the county seat, and streets with 86 lots were laid out in early 1686. In the 1780s, a majority of county shareholders voted to relocate the county seat to Woodbury, and Gloucester Town reverted to a quiet hamlet. By the early 1800s, Gloucester Town was a popular location for foxhunting, berrying, and fishing, and many Philadelphians visited for recreational purposes. The village had only a handful of buildings at this time, most of which were houses (Llewellyn 1976:3, 57; Prowell 1886:582-588). Gloucester Town remained in Gloucester County until 1844, at which time the State Legislature passed an act creating Camden County to accommodate the increasing population in north and northwest townships of Gloucester County (Llewellyn 1976; 34).

In the mid-19th century the little resort village transformed to a small industrial city, after David Sands Brown purchased 100 acres of land and built a large conglomerate of textile factories. Brown and his associates also established the Gloucester Land Company in 1846 to manage and sell building lots in the city for homes and businesses. Between ca. 1850 and the early 1870s, Brown established additional companies to specialize in various aspects of textile manufacturing (Jordan 1921:117-118; Llewellyn 1976:81-82, 90-91; Munn 1968:3; Seitz 2011). All of these companies invigorated the economy of Gloucester City and spurred the rapid development of

CONTINUATION SHEET

Historic Sites #:

housing, institutions, and businesses in the city (Llewellyn 1976:81-82). Gloucester City was incorporated in 1868 and continued its steady growth. By 1886, Gloucester City boasted seven industrial concerns, most of which were affiliated with Brown. The city's population was 5,966, and it contained 1,137 houses served by municipal water and sewer systems (Prowell 1886:582).

Mid-nineteenth- to early-twentieth-century development in Gloucester City was also significantly influenced by the arrival of railroads. Gloucester City was served by the Camden & Woodbury Railroad in the 1840s. The West Jersey Railroad (WJRR) Company was formed in 1853 to build a rail line from Camden across New Jersey to Cape Island in Cape May County, passing through Gloucester City east of the Gloucester and Woodbury Turnpike (now Broadway) along the former Camden & Woodbury Railroad alignment. The portion of the WJRR line between Camden and Woodbury was completed in 1856 (Llewellyn 1976:112). Sidings of the WJRR served several small industrial operations in the first half of the twentieth century, including Gallagher Brothers Inc. (Sanborn Map Company 1945). The competing Camden, Gloucester & Mt. Ephraim Railroad served larger industrial facilities along Newton Creek and Delaware River in Gloucester City starting in the 1870s; however, the WJRR was the primary passenger line through the city (Gladulich 1986:27-35; Sanborn Map & Publishing Company 1886; Sanborn Map Company 1923).

Property History

In 1926, John J. & Kathryn B. Gallagher and Joseph B. & Ethel R. Gallagher acquired the land located at the southeast corner of Market Street and the former West Jersey Railroad Main Line (Camden County Clerk 3547:776). John J. and Joseph B. Gallagher began an ice delivery business known as Gallagher Brothers Inc. in Gloucester City ca. 1914. In 1921, they took over the Cickle Brothers Coal Company, expanding their business into coal and building industrial supplies (*Courier Post* 1924a). In 1924¹, Gallagher Brothers Inc. erected four large coal silos (no longer extant), the latest coal storage innovation, at the Market Street property to hold approximately 15,000 tons of heating coal (*Courier Post* 1924a; *Courier Post* 1924b). According to tax records and an advertisement for Concrete Specialities Company, Gallagher Brothers Inc. erected the extant office building in 1925 (New Jersey Assessment; *Courier Post* 1926). There is no references to the construction dates of the extant gas station and garage/workshop in these records; however, they appear on the 1930 Sanborn map. The company maintained a fleet of delivery trucks, so it is likely they were housed in the garage/workshop; it is unclear if the gas station was used to pump heating oil for delivery to customers or gas for the delivery trucks. Research did not indicate when the coal silos were removed or the garage/workshop modified, but according to available Sanborn maps, it was sometime prior to 1981.

Gallagher Brothers Inc. was a member of the South Jersey Fuel Merchants Association (*Courier Post* 1958, 1973) and active in the local community. They bid on local heating coal contracts with the Gloucester Board of Education and were awarded contracts on at least two occasions in 1927 and 1929 (*Courier Post* 1927, 1929). Sometime between 1945 and 1958, Gallagher Brothers Inc. switched from distributing heating coal to heating oil (*Courier Post* 1945, 1958). Gallagher Brothers Inc. amended its name to M.C.H. Holding Co., Inc., on August 17, 1977 (Camden County Clerk 3547:776). In February 1978, Marion C. Hughes, president and owner of M.C.H. Holding, Co., Inc., sold the property to Samuel M. Garrin & Margaret Anne K. McCray for \$38,300 (Camden County Clerk 3547:776). It is not clear how or whether the extant buildings at 806 Market Street were used during their ownership. In 1982, the Garrin's sold the property to the current owner Steven Pedrick for \$63,000 (Camden County Clerk 3846:388). Pedrick opened a construction company on the property, as well as a fuel company; both were operating as of 2019.

References:

Camden County Clerk

Var. Camden County Land Records. On file at Camden City Hall, Camden City, New Jersey.

Courier Post

1924a "Silos will bar coal famine in Gloucester." *Courier Post*, December 11, 1924. Available online at <https://www.newspapers.com/image/478803508/?terms=%22Gallagher%2BBrothers%22>, accessed July 23, 2019.

¹ Deed records indicate the Gallagher brothers purchased the property in 1926; however, according to the *Courier Post* article, they built the silos two years earlier in 1924.

CONTINUATION SHEET

Historic Sites #:

- 1924b "Finish Big Silos." *Courier Post*, December 16, 1924. Available online at <https://www.newspapers.com/image/447899513/?terms=%22Gallagher%2BBrothers%22>, accessed July 23, 2019.
- 1926 "Concrete Specialties Co." *Courier Post*, January 23, 1926. Available online at <https://www.newspapers.com/image/446300896/?terms=%22Gallagher%2BBrothers%22>, accessed July 23, 2019
- 1927 "Gloucester awards School Coal Contract." *Courier Post*, April 21, 1927. Available online at <https://www.newspapers.com/image/480112875/?terms=%22Gallagher%2BBrothers%22>, accessed July 23, 2019.
- 1929 "3 Firms win contracts for Gloucester Coal." *Courier Post*, April 24, 1929. Available online at <https://www.newspapers.com/image/480394412/?terms=%22Gallagher%2BBrothers%22>, accessed July 23, 2019.
- 1945 "Coal Dealers call meeting in crisis." *Courier Post*, January 17, 1945. Available online at <https://www.newspapers.com/image/480417724/?terms=%22Gallagher%2BBrothers%22>, accessed July 23, 2019.
- 1958 "South Jersey Fuel Merchants Association." *Courier Post*, May 20, 1958. Available online at <https://www.newspapers.com/image/180851922/?terms=%22Gallagher%2BBrothers%22>, accessed July 23, 2019.
- 1973 "South Jersey Fuel Merchants Association." *Courier Post*, April 10, 1973. Available online at <https://www.newspapers.com/image/181330943/?terms=%22Gallagher%2BBrothers%22>, accessed July 23, 2019.
- 1991 "Marion Hughes, 88, ran fuel oil company." *Courier Post*, January 4, 1991. Available online at <https://www.newspapers.com/image/182789656/?terms=%22Gallagher%2BBrothers%2C%2BInc.%22>, accessed June 10, 2019.
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1921 *Encyclopedia of Pennsylvania Biography*. Lewis Historical Publishing Company, New York, New York.
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1976 *First Settlement on the Delaware River*. Gloucester City American Revolution Bicentennial Committee, Gloucester City, New Jersey.
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1968 *Gloucester City, New Jersey: 100th Anniversary*. Centennial Committee, Gloucester City, New Jersey.
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Camden County Tax Records, <http://www.njactb.org/>, accessed June 10, 2019.
- NETR Online Historic Aerials website
<http://www.historicaerials.com/aerials.php?code=404>.
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1886 *The History of Camden County, New Jersey*. L.J. Richards & Co., Philadelphia, Pennsylvania.

CONTINUATION SHEET

Historic Sites #:

Sanborn Map Company

1923 *Insurance Maps of Gloucester City, Camden County, New Jersey*. Sanborn Map Company, New York, New York. Available online at www.freelibrary.org, accessed July 28, 2014.

1930 *Gloucester City, New Jersey*. Sanborn Map & Publishing Company, New York, New York.

1945 *Insurance Maps of Gloucester City, Camden County, New Jersey*. Sanborn Map Company, New York, New York. Available online at www.freelibrary.org, accessed July 28, 2014.

Sanborn Map & Publishing Company

1886 *Gloucester City, New Jersey*. Sanborn Map & Publishing Company, New York, New York.

Seitz, Phillip

2011 "Slavery History: The Cotton King of Philadelphia." Blog post on TheHistoryTeller.com website, 7 August. Available online at <http://thehistoryteller.com/2011/reports/the-cotton-king/>, accessed 25 June 2014.

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Northeast elevation (façade) of the former Gallagher Brothers Inc. office at 806 Market Street.. Note the infilled entrance at the left. Looking southwest (January 2019).



Photograph 3: Northeast (facade) and northwest (side) elevations. Looking southeast (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: Southwest (rear) and southeast (side) elevations. Looking northwest (January 2019).



Photograph 5: Northeast (front) elevation of the former Gas Station. Looking southeast (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: Northeast (façade) and northwest (side) elevations of the Gas Station. Looking southeast (January 2019).



Photograph 7: Northwest (side) and southwest (rear) elevations of the Gas Station. Looking northeast (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 8: Southwest (rear) and southeast (side) elevations of the Gas Station. Looking northwest (January 2019).



Photograph 9: Northeast (front) elevation of the Garage/Workshop. Looking southwest (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 10: Northwest (side) and southwest (rear) elevations of the Garage/Workshop. Looking northeast (January 2019).



Photograph 11: North portion of northwest (side) elevation of the Garage/Workshop; note the concrete block construction. The façade of the gas station is visible on the right. Looking east (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 12: Middle portion of northwest (side) elevation of the Garage/Workshop. Note the plywood construction. Looking northeast (January 2019).



Photograph 13: Southern portion of northwest (side) elevation of the Garage/Workshop. Note the plywood construction. Looking east (January 2019).

Survey Name: Glassboro-Camden Line Light Rail Project
Surveyor: Sara Quinlan, Architectural Historian
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

Date: January 6, 2020

BASE FORM

Historic Sites #:

Property Name: J.R. Quigley Company Office and Store

Street Address: Street #: 811 Apartment #: _____
 (Low) (High) (Low) (High)

Prefix: _____ Street Name: Market Suffix: _____ Type: ST

County(s): Camden **Zip Code:** 08030

Municipality(s): Gloucester City **Block(s):** 139

Local Place Name(s): N/A **Lot(s):** 1

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

Photograph 1: South (front) and east (side) elevations of the former J.R. Quigley Company office and store at 811 Market Street. Looking northwest (May 2014).



Description: The property consists of a 1929 two-story, brick, detached commercial building (currently in use as a church) on a 0.34-acre lot (Block 139, Lot 1) at the northwest corner of Market Street and Washington Avenue in Gloucester City, Camden County, New Jersey. The property was previously documented as part of the 2006 *Camden County Historic Resources Survey* and was recommended eligible for listing in the National Register of Historic Places under Criterion C (Kise Straw and Kolodner 2006). The property is currently recommended individually eligible under Criterion C as a rare, intact, local example of an Art Deco-style commercial building. The property is not located within an existing or potential historic district. See *Continuation Sheet*.

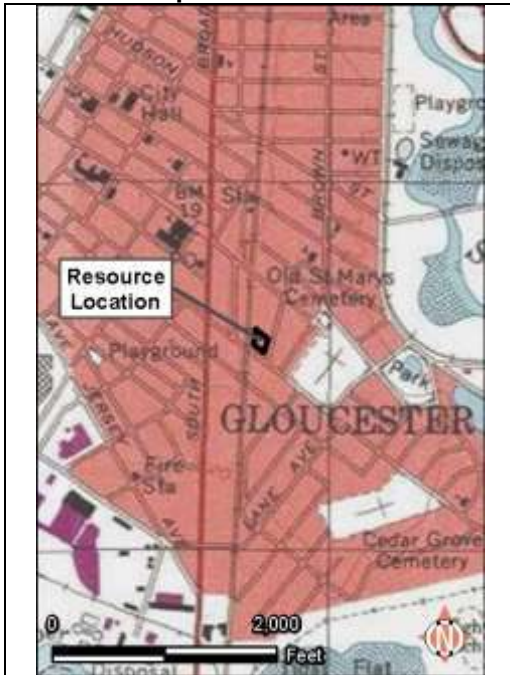
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
 National Register: _____ Local Designation: _____
 New Jersey Register: _____ Other Designation: _____
 Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
 Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
 Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

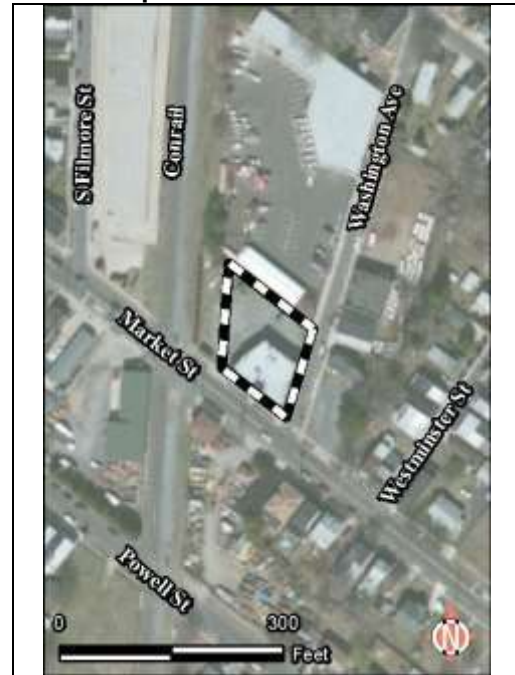
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet

Additional Information:

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: Lighthouse Baptist Church
Historic Name: J.R. Quigley Company Office and Store
Present Use: Institutional Activity – Religious Activity (Church)
Historic Use: Commercial Activity – Office Activity (Private Business)
Construction Date: 1929 **Source:** Date stone; Sanborn Map Company 1930
Alteration Date(s): Ca. 1997 **Source:** Lighthouse Baptist Church 2006
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Art Deco
Form: Commercial **Stories:** 2
Type: N/A **Bays:** 9
Roof Finish Materials: Unknown
Exterior Finish Materials: Brick, Flemish Stretcher Bond

Exterior Description: The property consists of a 1929 two-story, brick, detached commercial building (currently in use as a church) on a 0.34-acre lot (Block 139, Lot 1) at the northwest corner of the intersection of Market Street and Washington Avenue in Gloucester City, Camden County, New Jersey. The property is bounded by Market Street to the south, the former West Jersey Railroad (WJRR) to the west, a mid- to late-twentieth-century commercial property at 101 Washington Avenue to the north, and Washington Avenue to the east. The building faces south toward Market Street and is set immediately adjacent to the sidewalks along Market Street and Washington Avenue. A gravel parking lot abuts the building to the immediate north and west. Gravel driveways provide vehicular access from Market Street and Washington Avenue. Rows of shrubs delineate the west and north property lines. *See Continuation Sheet.*

Interior Description: The interior of the building was not accessible during this survey, and no information about the interior organization is known at this time.

Setting: The property is located at the northwest corner of the intersection of Market Street and Washington Avenue in Gloucester City, Camden County, New Jersey. The general character of the neighborhood is urban mixed use. The property is immediately surrounded by predominantly late-nineteenth to mid-twentieth-century residential and commercial properties set very close to the roads within an orderly street grid. There is variety in the age, scale, and stylistic features of buildings in the immediate vicinity. There is no previously identified historic district in this area. The former WJRR, currently in operation as Conrail's Vineland Industrial Track, abuts the western property boundary and associated railroad sidings historically served the property; however, the sidings are no longer present.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The former J.R. Quigley Company office and store at 811 Market Street is recommended individually significant as a rare, intact example of a 1929 Art Deco-style commercial building in Gloucester City, Camden County. Its period of significance reflects the construction date, 1929. The only contributing feature to the property's significance is the 1929 building. The property does not represent a significant event, trend, or person, nor is it located within an existing or potential historic district.

**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 former J.R. Quigley Company office and store at 811 Market Street is recommended individually eligible for listing in the National Register at the local level under Criterion C for its architectural significance as a rare, intact example of a 1929 Art Deco-style commercial building in Gloucester City. The building typifies the Art Deco style with its smooth wall surfaces, decorative brickwork in chevron and other geometric patterns, and vertical towers (McAlester 2013:581). The property retains integrity of location, setting, design, workmanship, materials, association, and feeling. It retains its original location at the northwest corner of the intersection of Market Street and Washington Avenue, as well as its urban mixed use setting. The building has undergone relatively minor alterations, including the replacement of approximately one-half of the original wood windows with sympathetic replacement units, the in-fill of one former entrance, and the placement of wood boards over two of the large commercial windows in the facade. These modifications do not affect the property's ability to convey its type, style, period, or associations. The building retains its original siting, form, the majority of its exterior materials, and its stylistic detailing; therefore, it retains integrity of design, workmanship, and materials. Because the property retains the aforementioned aspects of integrity, it also retains integrity of feeling and association. The property is recommended not individually eligible under Criterion A because it does not represent a significant event or trend. Research did not reveal that J.R. Quigley Company played a significant role in the development of Gloucester City. The property is recommended not individually eligible under Criterion B because it is not directly associated with a significant individual. The property is not located within an existing or potential historic district. Archaeological investigations are currently ongoing for the Glassboro-Camden Line Light Rail Project; therefore, the resource cannot be assessed for eligibility under Criterion D at this time.

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: Base Form, Building Attachment, Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: The proposed National Register boundary is comprised of the current tax parcel boundary of the property at 811 Market Street (Block 139, Lot 1) and encompasses 0.34 acre. The boundary includes all extant features that were historically associated with the property and retain integrity from the period of significance (1929).

Survey Name: Glassboro-Camden Line Light Rail Project

Date: January 6,
2020

Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians

Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The only building on the property is a 1929 two-story, detached, Art Deco-style commercial building with a brick structural system (Photographs 1 through 12). The building has a trapezoidal footprint with its south elevation (façade) measuring approximately 90 feet wide and its north (rear) elevation measuring approximately 55 feet wide. The building is approximately 69 feet long. It rests on a brick foundation, and its brick exterior walls exhibit a Flemish stretcher bond pattern. The flat roof has parapets on each elevation. The windows are primarily vinyl, four-over-four, double-hung sash units with wood surrounds, brick sills, and brick lintels, except where noted below. Three towers are present, one centered in the façade and the others located at the southeast and southwest corners of the building. The parapet roof is stepped slightly higher at the northeast and northwest corners of the building, creating the look of towers at these corners as well. The east (street side) elevation of the northeast tower looks the same as the southeast and southwest (façade) towers; however, the other elevations of the towers at the rear corners of the building are not elaborately decorated. Art Deco stylistic features of the building include smooth wall surfaces,¹ decorative brickwork in chevron and other geometric patterns, and vertical towers (McAlester 2013:581). The building has a cornerstone at the southeast corner bearing the dates 1888 and 1929, representing the establishment of the J.R. Quigley Company (for which this building originally served as an office and store) and the construction date of the extant building respectively (Photograph 6). The building looks very much as it did in 1937, based on an illustrated J.R. Quigley Company catalog of that year (Figure 1) (J.R. Quigley Company 1937).

The south elevation (façade) consists of nine bays separated by full-height brick pilasters (Photographs 1 through 5). The main entrance occupies the first story of the central bay and contains a modern steel and glass double door. A tower accentuates the central bay and rises two stories above the entrance. Two small iron railings with zigzag patterned rails are perched on a narrow ledge just above the entrance at the base of the tower, flanking the second-story windows and forming a balconet. The second and third stories of the tower each contain a pair of typical windows. The windows in each pair are divided vertically by a narrow band of brickwork that was formed by stacking the bricks at an angle, with the corners protruding from the wall. Chevron-patterned brickwork is present beneath the window pairs. More angular, protruding brickwork is present at the top of the tower, which also features stepped brick vertical projections at the corners. The west and east end bays of the building also contain towers, though they rise only two stories and do not project as high over the roofline as the central bay tower. The end bays each contain a pair of wood, four-over-four, double-hung sash windows in the first story and a pair of typical replacement windows in the second story. The vertical and horizontal brickwork between, below, and above the windows in the outer bays is the same as in the central bay. The towers have flat tops and are surmounted by original flagpoles on stepped bases. The remaining six bays each have a large commercial window opening in the first story and three typical window openings in the second story. Vertical bands of angular, protruding brickwork (as previously described) divide each of the three second-story windows in each bay. Patterned, geometric brickwork formed from projecting headers is present beneath each window. The first story openings in bays two and eight (counted from west to east) have been covered with wood; it is unclear if the commercial windows remain intact beneath the wood. The first-story window openings in bays three, four, six, and seven contain modern plate glass windows with steel frames.

The west (side) elevation consists of six bays, all of which contain window openings (Photographs 7 through 8). Bays one through five (counted from north to south) each contain single, vertically-aligned typical windows in each story. Bay six only contains a first-story window. A former pedestrian entrance between bays six and seven has been filled with chevron-patterned brickwork. Bay seven is comprised of the southwest corner tower, and its openings, windows, and decorative features are the same in this elevation as previously described on the facade. The first-story windows in all bays of the west elevation are smaller than their openings, and wood panels fill the spaces above the windows.

The north (rear) elevation consists of nine bays (Photographs 8 through 9). Bays three and eight (counted from east to west) contain entrances in the first story and lack second-story openings. The entrances contain modern replacement doors and are topped by faux arches framed by brick headers and filled with chevron-patterned brickwork. The remaining bays contain windows. Bays five and six have windows in the first story only; the others

¹ Exposed brick walls such as those found in the extant building at 811 Market Street are not uncommon in Art Deco-style buildings, though stucco was often used to cover exterior wall surfaces as well.

CONTINUATION SHEET

Historic Sites #:

have vertically-aligned windows in both stories. All of the first-story windows in this elevation are wood, two-over-two, double-hung sash, and the second-story windows are typical replacement units.

The east (side) elevation consists of seven bays separated by brick pilasters (Photographs 9 through 10). Bays one and seven (counted from south to north) are comprised of the southeast and northeast corner towers respectively, and their openings, windows, and decorative features are the same in this elevation as previously described for the corner towers in the façade. Bays two and six are similar to one another, containing a central vertical pilaster that further subdivides the bays. Bay two has two typical windows in the second story, divided by the central pilaster. The area below the windows is occupied by flat, chevron-patterned brickwork. Bay six is the same, except that it has two wood, four-over-four, double-hung sash windows in the first story. Bays three and five do not contain any openings, but instead feature a central, vertical ribbon of raised brickwork formed by protruding headers assembled into a repeated diamond-shaped pattern. Bay 4, the central bay, contains three window openings in both stories, which are vertically separated by bands of angular, protruding brickwork (as described on the façade). Flat, chevron-patterned brickwork is present beneath all window openings. The first-story windows are wood, four-over-four, double-hung sash types, and the second-story windows are typical replacement units.

History:

Local Development Context

Gloucester City has its roots in the earliest settlement along the Delaware, beginning in the early seventeenth century. In 1686, a petition was successfully made by local residents to establish Gloucester County. Gloucester Town was formed as the county seat, and streets with 86 lots were laid out in early 1686. In the 1780s, a majority of county shareholders voted to relocate the county seat to Woodbury, and Gloucester Town reverted to a quiet hamlet. By the early 1800s, Gloucester Town was a popular location for foxhunting, berrying, and fishing, and many Philadelphians visited for recreational purposes. The village had only a handful of buildings at this time, most of which were houses (Llewellyn 1976:3, 57; Prowell 1886:582-588).

Much of Gloucester City's transformation from a resort village to a small industrial city is attributed to David Sands Brown, a prominent industrialist who was responsible for creating a large conglomerate of textile factories in Gloucester City during the mid-1800s. Brown purchases 100 acres of land in Gloucester City and formed the Washington Manufacturing Company cotton mills in 1845. Brown and his associates also established the Gloucester Land Company in 1846 to manage and sell building lots in the city for homes and businesses. Between ca. 1850 and the early 1870s, Brown established additional companies to specialize in various aspects of textile manufacturing, including the Gloucester Manufacturing Company, the Ancona Printing Company, and the Gloucester Gingham Mills. Brown also purchased the Gloucester Iron Works in 1871 and helped form the Gloucester Gas Light Company, as well as the Camden, Gloucester, & Mt. Ephraim Railroad in 1873 (Jordan 1921:117-118; Llewellyn 1976:81-82, 90-91; Munn 1968:3; Seitz 2011). All of these companies invigorated the economy of Gloucester City and spurred the rapid development of housing, institutions, and businesses in the city (Llewellyn 1976:81-82). Gloucester City was incorporated in 1868 and continued its steady growth. By 1886, Gloucester City boasted seven industrial concerns, most of which were affiliated with Brown. The city's population was 5,966, and it contained 1,137 houses served by municipal water and sewer systems (Prowell 1886:582).

As of 1886, Gloucester City had only one lumber yard among its industrial concerns, and this had been the case since the 1840s. Prowell's history states: "One lumber-yard at a time has sufficed the little city, and there has never been competition in the trade" (Prowell 1886:595). The single lumber yard was Stinson and Dickensheets, established in 1849 at the northwest corner of King and Market Streets under different proprietors. It incorporated as Stinson & Dickensheets in 1868 (Llewellyn 1976:96-97; Prowell 1886:595). The lack of competition experienced by this operation through the 1880s would change in the following decades, with the introduction and expansion of the J.R. Quigley Company.

Mid-nineteenth- to early-twentieth-century development in Gloucester City was also significantly influenced by the arrival of railroads. Gloucester City was served by the Camden & Woodbury Railroad in the 1840s. The West Jersey Railroad (WJRR) Company was formed in 1853 to build a rail line from Camden across New Jersey to Cape Island in Cape May County, passing through Gloucester City east of the Gloucester and Woodbury Turnpike (now Broadway) along the former Camden & Woodbury Railroad alignment. The portion of the WJRR

CONTINUATION SHEET

Historic Sites #:

line between Camden and Woodbury was completed in 1856 (Llewellyn 1976:112). Sidings of the WJRR served several small industrial operations in the first half of the twentieth century, including the J.R. Quigley and Stinson & Dickensheets lumber yards (Sanborn Map Company 1909, 1923, 1945). The competing Camden, Gloucester & Mt. Ephraim Railroad served larger industrial facilities along Newton Creek and Delaware River in Gloucester City starting in the 1870s; however, the WJRR was the primary passenger line through the city (Gladulich 1986:27-35; Sanborn Map & Publishing Company 1886; Sanborn Map Company 1923).

Property History

The extant building at 811 Market Street was erected in 1929. The following background history is provided to gain an understanding of the development of the property and the surrounding block in the late-nineteenth to mid-twentieth centuries. The property on which the 1929 building was erected was associated with the J.R. Quigley Company, a supplier of lumber and building materials, for the first half of the twentieth century (ca. 1894 to 1958). Only three of the approximately 17 buildings that were erected during this period in association with the J.R. Quigley Company complex at Market Street and Washington Avenue remain extant: the subject 1929 Art Deco-style building at present-day 811 Market Street; a *circa*-1920 to 1925 warehouse building at present-day 136 Washington Avenue; and a *circa*-1950 garage/warehouse building at present-day 101 Washington Avenue.² The primary development period of the Quigley complex was ca. 1894 to 1930.

In 1894, John R. Quigley of Gloucester City and his wife, Mary, acquired the first two parcels of what would eventually be several contiguous tracts in the block bordered by Market Street to the south, Washington Avenue to the east, Cumberland Street to the north, and the WJRR to the west. John R. Quigley entered the coal business in the late-nineteenth century (Hull and Hale 1918:236). The 1888 date stone on the extant 811 Market Street building suggests that Quigley's coal and lumber business was established some years earlier than the aforementioned Gloucester City land purchase, presumably at another location.

The two parcels acquired in 1894, which comprised the southern section of the block, were purchased by the Quigleys from William Costello and his wife, Eva, of Gloucester City for \$2,000 on December 3 (Camden County Clerk 204:390). The property, which included a three-story dwelling (no longer extant) at the site of the current building, became the nucleus of John R. (J.R.) Quigley's coal, lumber, and building materials business. The 1902 Sanborn map shows the property labeled as the "John R. Quigley Coal and Wood Yard." The property featured a WJRR siding leading to a coal shed, as well as the aforementioned three-story dwelling, a two-story flour and feed building, a one-story office building, and two stables with attached wood sheds (Sanborn Map Company 1902). The 1907 Hopkins map shows the various lots comprising the Quigley property and two oblong buildings set parallel to one another at the center of the property. It also shows that competitor Stinson & Dickensheets owned the vacant land directly across the railroad tracks (to the west), where they eventually relocated their lumber business (Hopkins 1907).

The 1909 Sanborn map reveals 12 buildings on the J.R. Quigley property, which was labeled as "J.R. Quigley Coal, Wood, Etc." All of the buildings present in 1902 were again shown on the 1909 map, except the flour and feed building, which had been replaced by a cement warehouse. One of the wood sheds had been converted to a wagon shed. New buildings included a one-story stable, a two-story building housing cement and hay, a lime stack, an additional wagon shed, a hen house, and a hog house. The two parallel buildings shown on the 1907 Hopkins map do not appear on the 1909 Sanborn map (Sanborn Map Company 1909).

On November 15, 1909, John and Mary Quigley conveyed eight tracts, including the land purchased in 1894 and lots elsewhere in Gloucester City, to the J.R. Quigley Company for \$1 (Camden County Clerk 343:170). The 1915 Sanborn map shows many of the same buildings as in 1909; however, the hog house, coal shed, and office were gone. The former cement warehouse housed oils, paints, and hardware in 1915 (Sanborn Map Company 1915).

² The property at 811 Market Street was documented and evaluated as a standalone resource due to the division of the former J.R. Quigley Company complex into several different properties in the second half of the twentieth century and the general lack of integrity of the other properties. Though the three properties were historically associated, they currently lack a visual or physical connection due to the construction of a late-twentieth-century equipment storage shed and a *circa*-1925 dwelling between the former J.R. Quigley Company buildings.

CONTINUATION SHEET

Historic Sites #:

During 1919, J.R. Quigley Company acquired five additional small lots within the block bounded by Market Street, Washington Avenue, Cumberland Street, and the WJRR, one of which contained a dwelling; the rest are presumed to have been unimproved at the time, based on the low transaction costs (ranging from \$100-\$250). Following these transactions, J.R. Quigley Company owned the block extending north to the rear yard boundaries of houses on Cumberland Street (Camden County Clerk 2217:405). The company also acquired mostly vacant land across Washington Street (to the east) at the same time, including present-day 136 Washington Avenue. The 1923 Sanborn map, with the property labeled as "J.R. Quigley Co. Lumber, Building Mat'l," shows the lumberyard occupying both sides of Washington Avenue. The former dwelling at the northwest corner of Market Street and Washington Avenue had been converted to an office. Several small buildings had been removed, including three stables/wood houses, the hog house, and the hen house. A dwelling on the west side of Washington Avenue, acquired in 1919, was converted for use as a storage facility. A new railroad siding had been built into the midst of the yard, along with a new sawmill and several lumber sheds and storage buildings. Two lumber piles were also present. A new warehouse and lumber piles were added on the east side of Washington Avenue; the former warehouse (extant) is presently designated 136 Washington Avenue (Sanborn Map Company 1923). The 1924 city directory contained a back-cover advertisement for J.R. Quigley Company, which then sold lumber, millwork, terra-cotta pipe, building materials (brick, cement, lime, plaster, sand and gravel), builders' and engineers' hardware, and coal. The millwork was processed in Quigley's own mills; the advertisement stated, "Our mills are up-to-the-minute and have only thoroughly experienced mill men. No job is too small or too large" (Polk 1924).

The extant Art Deco-style building at 811 Market Street was constructed in 1929, based on its date stone, replacing the dwelling and warehouse that had previously stood at the northwest corner of the intersection of Market Street and Washington Avenue. The new building was labeled as an office and store on the 1930 Sanborn map (Figure 2). Aside from the addition of the 1929 building, the J.R. Quigley Company complex remained relatively unchanged in 1930. One notable change was the expansion of the warehouse on the east side of Washington Avenue (present-day 136 Washington Avenue; this building is currently on a separate tax parcel from 811 Market Street) (Sanborn Map Company 1930).

A 1937 J. R. Quigley Company catalog outlines the extensive array of lumber, millwork, windows, doors, and building supplies manufactured and sold by the company. The title page of the catalog includes a pen and ink sketch of the extant 1929 building at 811 Market Street, featuring four-over-four sash windows and flagpoles mounted on the center and end towers (Figure 1). The first story had six large display windows across the front and a central entrance door. In addition to the main plant at Market Street and Washington Avenue, the company maintained warehouses at another location in Gloucester City and operated a branch in Cressona, Pennsylvania. The company manufactured both stock millwork and custom products (J.R. Quigley Company 1937). Historic aerial maps show that between 1940 and 1957 (ca. 1950), a new L-shaped garage/warehouse building (extant) was constructed at the northeast corner of the property, and the railroad siding was out of use and becoming overgrown (NETR Online Historic Aerials website, accessed July 28, 2014).

By 1958, J.R. Quigley Company was headquartered in Newark, New Jersey. On July 16, 1958, J.R. Quigley Company sold the 811 Market Street property to Robbins-Quigley of 816 Market Street, Gloucester City, for \$1 (Camden County Clerk 2217:405). The extensive recitation in this deed outlines the many parcels that made up the J.R. Quigley Company plant on what is now block 139, as well as the property east of Washington Street on block 140. Robbins-Quigley eventually became Robbins Door and Sash. Robbins-Quigley sold off some of the land on the east side of Washington Street between 1958 and 1961 (Camden County Clerk 2825:413). On August 12, 1965, Robbins Door and Sash sold six parcels of the lumber plant, including all of its land on Block 139, to Sol Goldes of Haddonfield for \$1 (Camden County Clerk 2825:413). Sol Goldes and his wife, Birdie, then subdivided the plant and sold the front portion of the property, containing 0.34 acre and including the extant 1929 building at 811 Market Street, to Grover G. Goldy and his wife, Florence, for \$40,000 on April 14, 1972 (Camden County Clerk 3233:401). The remainder of the lumber plant passed into other hands and most of the buildings were removed by 1967 (NETR Online Historic Aerials), except for the extant, *circa*-1950 garage/warehouse at present-day 101 Washington Avenue and the extant *circa*-1920 to 1925 warehouse at present-day 136 Washington Avenue.

It is not clear how or whether the extant building at 811 Market Street was used between 1965 and 1984. Aerial views ca. 1965-1970 show the building surrounded by vegetation with no off-street parking area (NETR Online

CONTINUATION SHEET

Historic Sites #:

Historic Aerials website, accessed July 28, 2014). Twelve years after their purchase, the Goldys sold the 0.34-acre property to Robert J. Carr and his wife, Vicki, on January 4, 1984, for \$145,000 (Camden County Clerk 4019:30). The extant building at 811 Market Street then became an auto parts store operated by James Carr (Brown 1996; Kise Straw & Kolodner 2006). A 1995 aerial view shows a gravel parking area on the west side of the building (NETR Online Historic Aerials website, accessed July 28, 2014). After conversion plans were approved by the Gloucester City Planning Board, the Carrs sold the 0.34-acre property at 811 Market Street to the Lighthouse Baptist Church on December 18, 1996, for \$155,000 (Brown 1996; Camden County Clerk 4860:845). The building was subsequently renovated for use by the Lighthouse Baptist Church congregation, which moved in during June 1997. The first floor was gutted and renovated with classrooms, a nursery, offices, and restrooms. Central heating and air conditioning were added. A second phase of the project intended to renovate the second floor into six additional classrooms, a conference room, office, workroom, fellowship hall, and kitchen, although it is not known whether this work was completed (Lighthouse Baptist Church 2006). The Lighthouse Baptist Church retained ownership of the property in 2018.

The property was documented in the 2006 *Camden County Historic Resources Survey* as 811 Market Street. The resource was recommended eligible for listing in the National Register of Historic Places under Criterion C as an example of the Art Deco style (Kise Straw & Kolodner 2006).

Art Deco Style

The Art Deco style was regionally popular from ca. 1920 to 1940. Its identifying features include a smooth wall surface, often (but not always) covered with stucco; stylized geometric motifs, such as zigzags and chevrons, as decorative elements in the facade; and towers and/or other vertical projects above the roof line (McAlester 2013:581). No other examples of Art Deco-style architecture were observed in Gloucester City during fieldwork conducted in association with the Glassboro-Camden Line Light Rail Project.

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CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: West (side) and south (front) elevations of the former J.R. Quigley Company office and store at 811 Market Street. Looking east (November 2018).



Photograph 3: South elevation (façade). Looking northwest (November 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: Detail of brickwork and ironwork in the second story of the façade's central tower. Looking northeast (May 2014).



Photograph 5: Detail of the date stone at the building's southeast corner. The inscriptions 1888 and 1929 represent the year the J.R. Quigley Company was established and the year this building was erected, respectively. Looking north (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: West (side) elevation. Looking southeast (May 2014).



Photograph 7: North (rear) and west (side) elevations. Looking south (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 8: North (rear) elevation. Looking southwest (November 2018).



Photograph 9: East (side) elevation. Looking northwest (November 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 10: Overview showing the building at 811 Market Street (at left) in context. Looking east from just west of the former WJRR tracks (May 2014).

CONTINUATION SHEET

Historic Sites #:

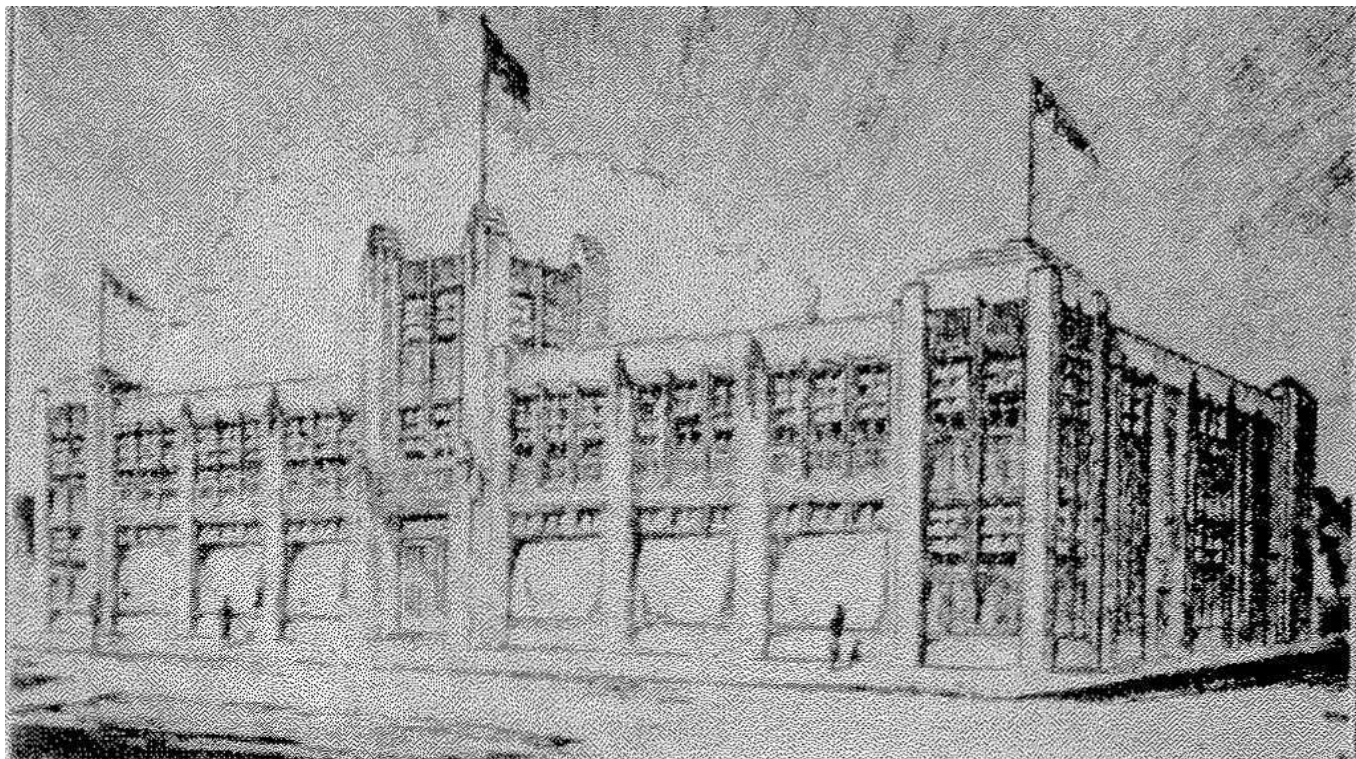


Figure 1. 1937 illustration of the J.R. Quigley Company office and store (811 Market Street), published in *Quigley's Wholesale Millworks Catalog No. 18*. (Source: J.R. Quigley Company 1937)

CONTINUATION SHEET

Historic Sites #:



Figure 2. 1930 Sanborn map of Gloucester City showing the former J.R. Quigley Company office and store (811 Market Street) in context. Most of the other buildings associated with the J.R. Quigley Company complex are no longer extant, with the exception of a *circa*-1920-25 warehouse shown on the east side of Washington Avenue (present-day 136 Washington Avenue) and a *circa*-1950 garage/warehouse (present day 101 Washington Avenue) that is not depicted in this image. Note the proximity to the former WJRR tracks and the two sidings (no longer present) that historically served the complex.

Survey Name: Glassboro-Camden Line Light Rail Project

Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians

Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

Date: January 6, 2020

BASE FORM

Historic Sites #:

Property Name: 856 Main Street
Street Address: Street #: 856 Apartment #: _____
(Low) (High) (Low) (High)
Prefix: _____ Street Name: Main Suffix: _____ Type: ST
County(s): Gloucester **Zip Code:** 08080
Municipality(s): Mantua Township **Block(s):** 254
Local Place Name(s): N/A **Lot(s):** 8
Ownership: Private **USGS Quad(s):** Woodbury

Photograph 1: Northeast elevation (façade) of dwelling at 856 Main Street. Looking southwest (December 2018).



Description: The property consists of a *circa*-1920, two-story, stone-clad, wood frame, Colonial Revival-style dwelling; a *circa*-1920, one-story, cinderblock animal shelter (possibly a former dog kennel); and a modern, one-story, wood frame playhouse on a 3.2-acre lot (Block 254, Lot 8) located on the southwest side of Main Street at the intersection with Tylers Mill Road in Mantua Township, Gloucester County, New Jersey. The property is recommended individually eligible for listing in the National Register. *See Continuation Sheet.*

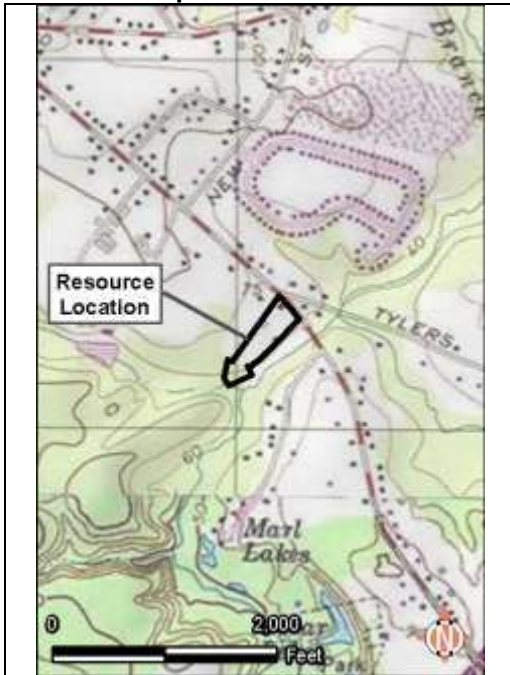
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

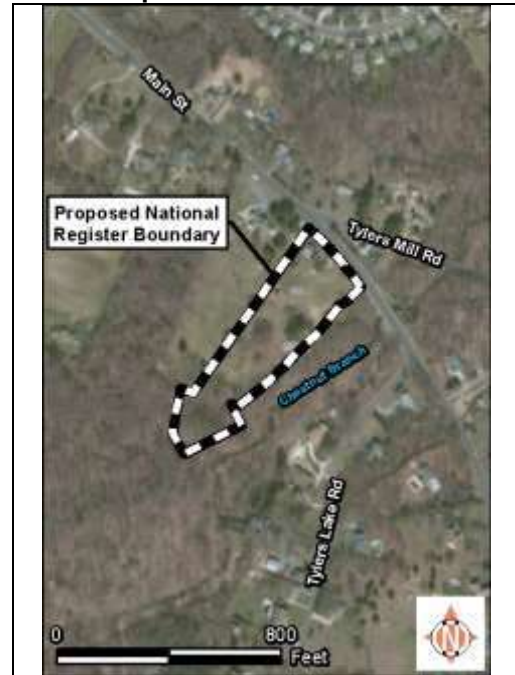
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet

Additional Information:

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: 856 Main Street (Dwelling)
Historic Name: Hoffman/Rumney Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1920 **Source:** Deeds; historic aerial imagery; physical evidence
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** High
Style: Colonial Revival
Form: Center Hall **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Other – Composition Shingles
Exterior Finish Materials: Stone, Coursed Rubble

Exterior Description: The property consists of a *circa*-1920, two-story, stone-clad, wood frame, Colonial Revival-style dwelling; a *circa*-1920, one-story, cinderblock animal shelter (possibly a former dog kennel); and a modern, one-story, wood frame playhouse on a 3.2-acre lot (Block 254, Lot 8) located on the southwest side of Main Street at the intersection with Tylers Mill Road in Mantua Township, Gloucester County, New Jersey. The dwelling faces northeast toward Main Street and is set back approximately 50 feet from the road (Photographs 1 to 4 and 9). The animal shelter and playhouse are located in the rear yard, situated approximately 155 feet southwest and 200 feet south of the dwelling, respectively (Photographs 6 to 8). The dwelling is surrounded by a large, grassy yard planted with mature trees and shrubs. The landscaped yard is raised approximately 3 feet above street level. A low stone wall (less than 1 foot high) delineates the northeast and southeast edges of the front lawn (Photograph 9). A small garden surrounded by a wood post fence is present in the rear yard, approximately 80 feet southwest of the dwelling, and a partial concrete foundation of a former outbuilding is located immediately south of the garden (Photograph 5). Historic aerial images reveal that two large outbuildings existed near this foundation in the 1940s to 1950s, but both were gone by 1956 (NETR Online Historic Aerials, accessed June 17, 2014). Main Street defines the northeast property line, the driveway of a neighboring property defines the southeast edge, a woodlot defines the southwest edge, and a tree line partially defines the northwest property line. A U-shaped brick driveway located south of the dwelling provides vehicular access to the lot from Main Street, and brick walkways extend from the driveway to the front and rear entrances to the dwelling. See *Continuation Sheet*.

Interior Description: The interior of the building was not accessible during this survey, and no information about the interior organization is known at this time.

Setting: The property is located on the southwest side of Main Street at the intersection with Tylers Mill Road in Mantua Township, Gloucester County, New Jersey. The property is bordered on all sides by predominantly early-to late-twentieth-century suburban, residential development along Main Street and Tylers Mill Road. The area lacks a uniform street grid or setbacks, and lots and dwellings vary in size. The property is not located within an existing or potential historic district.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 856 Main Street (Animal Shelter)
Historic Name: Hoffman/Rumney Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1920 **Source:** Deeds; historic aerial imagery; physical evidence
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Other – Dog Kennel **Bays:** 7
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Stucco

Exterior Description: The *circa*-1920 animal shelter (possibly a former dog kennel) is located in the rear yard, situated approximately 155 feet southwest of the dwelling (Photographs 6 and 7). The one-story, cinderblock structure is partially clad with stucco. The hipped roof is covered in asphalt shingles. The building faces southwest, away from the dwelling. The southwest elevation (façade) consists of seven bays (from west to east: window, window, window, door, window, window, door). The window openings in Bays 1 to 3, 5, and 6 (counted from the west end) are covered with plywood. Bay 4 contains a sliding, wood, vertical plank barn door. Bay 7 contains a wood, three-light over two-panel pedestrian door. The northwest and southeast (side) elevations do not contain any openings. The northeast (rear) elevation contains eight evenly spaced, rectangular openings along the bottom of the elevation. A chain link fence enclosure abuts the building's southeast (side) elevation. A wire fence enclosure abuts the northeast (rear) elevation, with wood posts (presumably used for securing animals on tethers) at evenly spaced intervals along the fence.

Interior Description: The interior of the building was not accessible during this survey, and no information about the interior organization is known at this time.

Setting: The property is located on the southwest side of Main Street at the intersection with Tylers Mill Road in Mantua Township, Gloucester County, New Jersey. The property is bordered on all sides by predominantly early- to late-twentieth-century suburban, residential development along Main Street and Tylers Mill Road. The area lacks a uniform street grid or setbacks, and lots and dwellings vary in size. The property is not located within an existing or potential historic district.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The property at 856 Main Street is recommended individually significant under Criterion C as an intact, representative example of a *circa*-1920 Colonial Revival-style dwelling in Mantua Township, Gloucester County. Its period of significance reflects the construction date, ca. 1920. Contributing features to the property's significance include the dwelling and 3.2-acre lot with landscaping, stone wall, and plantings. The *circa*-1920 animal shelter and modern playhouse on the lot do not contribute to the property's significance. The property does not represent a significant event, trend, or person, nor is it located within an existing or potential historic district.

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 property at 856 Main Street is recommended individually eligible for listing in the National Register at the local level under Criterion C for its architectural significance as an intact, representative example of a *circa*-1920 Colonial Revival-style dwelling in Mantua Township. The dwelling typifies the Colonial Revival style with its symmetrical façade; accentuated front entry with gabled portico supported by slender Doric columns; double-hung windows with multi-pane glazing; and simple, rectangular massing with side-gable roof (McAlester 2013:408-432). The dwelling is one of the best-preserved examples of the style in Mantua Township. The property retains integrity of location, setting, design, workmanship, materials, association, and feeling. It retains its original location on the southwest side of Main Street at the intersection with Tylers Mill Road. Although the property's setting was more rural than suburban in the first half of the twentieth century, the mid- to late-twentieth-century suburban residential development that characterizes the general area has not encroached upon the property's immediate setting; the property at 856 Main Street and immediately adjacent properties to the northwest are former farmsteads that retain sufficient open space to convey a sense of their historic setting. The dwelling at 856 Main Street has not undergone any significant alterations. Two former outbuildings that were historically located in the rear yard are no longer extant; however, their removal does not affect the property's ability to convey its type, style, period, or associations. The dwelling retains its original siting, form, exterior materials, stylistic detailing, and surrounding landscaped yard; therefore, it retains integrity of design, workmanship, and materials. The retention of the aforementioned aspects of integrity contributes to the retention of integrity of feeling and association as well. The property is recommended not individually eligible under Criterion A because it does not represent a significant event or trend. It is recommended not individually eligible under Criterion B because it is not directly associated with a significant individual. The property is not located within an existing or potential historic district. Archaeological investigations are currently ongoing for the Glassboro-Camden Line Light Rail Project; therefore, the resource cannot be assessed for eligibility under Criterion D at this time.

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: Base Form, Building Form (Dwelling), Building Form (Animal Shelter), Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: The proposed National Register boundary is comprised of the current tax parcel boundary (Block 254, Lot 8) and encompasses 3.2 acres. The boundary includes the *circa*-1920 dwelling and stone wall, which retain integrity from the period of significance (ca. 1920). Non-contributing features within the boundary include the *circa*-1920 animal shelter and modern playhouse. The boundary also includes a small buffer around the extant building and it retains sufficient acreage to reflect the rural setting of the property until the mid-twentieth century.

Survey Name: Glassboro-Camden Line Light Rail Project
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Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

Date: January 6, 2020

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Dwelling (ca. 1920)

The primary building is a single-family, detached, two-story, Colonial Revival-style dwelling of wood frame construction with rough-cut, coursed stone veneer exterior wall cladding (Photographs 1 to 4). The dwelling rests on a stone-clad, concrete foundation. The side-gable roof is covered with composition shingles and has close-raked, wood cornices and boxed eaves. An exterior stone chimney is centered on the northwest (side) elevation. Most window openings throughout the dwelling contain wood, six-over-one, double-hung windows with simple wood surrounds and decorative stone lintels, except where noted below. Decorative, two-panel wood shutters flank most windows. The basement window openings contain wood, three-light hopper windows. A pair of wood garage doors in the basement level of the dwelling's southeast (side) elevation provides vehicular access from the driveway. A small, one-story entry wing/mud room with a hipped roof is attached to the southwest (rear) elevation at the dwelling's south corner. Features of the Colonial Revival style include the symmetrical façade; accentuated front entry with gabled portico supported by slender Doric columns; double-hung windows with multi-pane glazing; and simple, rectangular massing with side-gable roof (McAlester 2013:408-432).

The symmetrical northeast elevation (façade) is three bays wide (Photographs 1 and 2). The first story consists of a central entrance bay flanked by two window bays. The window bays each contain a single typical window. The entrance bay contains a wood, eight-light-over-two-panel door with a simple wood surround and a modern storm door. A four-light wood transom is present above the door, and the stone veneer above the transom is laid in a fan pattern. The portico that shelters the entrance is comprised of a gabled door hood with a curved underside, which is supported by slender Doric columns. A curved concrete and brick stoop provides access to the entrance. A pent roof extends across the top of the first story. The second story consists of three window bays, each containing a single typical window.

The southeast (side) elevation has an irregular fenestration pattern (Photographs 2 and 3). The driveway cuts through the slightly elevated, landscaped yard and extends all the way to the southeast elevation of the dwelling, where a pair of hinged, wood-paneled garage doors provides vehicular access to the basement level. The garage entrance is the southern bay in the basement level; the northern bay contains a series of three wood, three-light hopper windows. The first story of the dwelling's southeast elevation consists of two bays: the southern bay contains two paired windows that are slightly smaller than the typical windows; and the northern bay contains two single, typical windows. The second story consists of two window bays, with the southern bay containing one typical window and the northern bay containing two typical windows. The attic level contains a series of three windows that are slightly smaller than typical. The southeast elevation of the small, one-story, rear wing consists of one bay containing a single, wood, one-light, fixed window.

The symmetrical southwest (rear) elevation consists of three bays in both stories, though the eastern bay in the first story of the main block is obstructed by the one-story rear wing (Photograph 3). The two visible window bays in the first story each contain a single typical window. A pent roof extends across the top of the first story. The southwest elevation of the rear wing consists of a ground-level entrance containing a wood, eight-light-over-two-panel door and a paired window (slightly smaller than typical) set high in the elevation. The second story of the main block consists of three window bays, each containing a single typical window.

The northwest (side) elevation consists of three vertically aligned window bays, each containing a single typical window, in the first and second stories (Photograph 4). The attic level contains two windows that are slightly smaller than typical. A stone exterior chimney is entered in the elevation.

History:

Local Development Context

Mantua Township was created from Greenwich Township in 1853. Settlement in the area began ca. 1675, and farming predominated in the township, due to its rich soil. The first railroad line, the Camden and Woodbury Railroad, was built as far as Mantua but was defunct by the 1840s. Later, this line was obtained and rebuilt by the West Jersey Railroad, which began operation from Camden to Glassboro in 1861 (Mantua Township Historical Commission and Mantua Township Lions Club 1976:110). Mantua Township also contained marl deposits, which

CONTINUATION SHEET

Historic Sites #:

became an important local industry during the late 1800s.¹ The mining of marl began on a commercial scale in the 1860s; the West Jersey Marl and Transportation Company of Woodbury operated pits in the eastern part of Mantua Township from 1863 to 1920. Rail spurs and workers' housing were built to facilitate the operation. The main marl pits in the township were located between Barnsboro and Pitman (*Jersey News* 1961; MAAR Associates, Inc. 1987:53-54; Mantua Township Historical Commission and Mantua Township Lions Club 1976:168, 186-191). The availability of rail transportation also increased truck farming and plant/seed nurseries; agriculture remained the primary industry in the township through the early twentieth century. Several small villages developed in the township by the late 1800s, but the landscape was predominantly rural into the 1900s (*Jersey News* 1961; MAAR Associates, Inc. 1987:53-54). Suburban residential development transformed the landscape in the mid- to late twentieth century (NETR Online Historic Aerials, accessed June 17, 2014).

Property History

The 3.2-acre property at 856 Main Street was formerly part of a larger tract of 44.5 acres that was approximately 1,500 feet wide along Main Street and 2,300 feet deep (extending southwest from Main Street), though irregular in shape.² Tyler's Mill Pond, which was located generally within the alignment of present-day Chestnut Branch, formed the southeast border of the southern portion of the tract (outside of the current property boundary). Tyler's Mill Pond was a popular resort area with cottages on its west bank in the early twentieth century; however, at an unknown date the mill dam broke in a storm, and the pond drained into Chestnut Branch.³ The 44.5-acre tract was owned by Joseph A. Clark, who died and bequeathed the property to his son, Joseph A. Clark, Jr. (Gloucester County Clerk 326:26). On January 11, 1912, Joseph A. Clark, Jr., a single man of Mantua Township, conveyed the 44.5-acre property to Lucy H. Bishop, also of Mantua Township, for \$3,800 (Gloucester County Clerk 236:26).

Lucy H. Bishop, a widow, subdivided the property and retained 21 acres at the north corner, including two farms fronting on Main Street. She sold the remaining 23.4 acres (containing the current house lot) to William Hoffman and his wife, Clara, of Collingswood, for \$1 on April 23, 1920 (Gloucester County Clerk 289:192). This 23.4-acre property had an irregular footprint and retained the frontage on Tyler's Mill Pond. It is presumed that the extant dwelling was erected during the Hoffmans' tenure, ca. 1920. Less than two years later, William and Clara Hoffman, now of Mantua Township, sold the 23.4-acre property to Harriet Rumney of Philadelphia, wife of Hiram C. Rumney, for \$1 on January 21, 1922 (Gloucester County Clerk 304:370). Harriet Rumney kept the property for over eight years, selling the 23.4-acre property to Elsie Rumney, the wife of Raymond C. Rumney, for \$1 on December 31, 1930 (Gloucester County Clerk 455:340). The relationship between the two Rumney couples is unclear.

The extant house can be seen in aerial views from 1931 and 1940, which reveal plowed farm fields on the property to the south and west of the dwelling and outbuildings. By 1931, two adjacent farmsteads had been established to the northwest of 856 Main Street, on land that was formerly part of the 44.5-acre tract. The extant animal shelter's presence in 1931 is unclear due to the poor quality of aerial imagery; however, it was present in 1940 and is presumed to be contemporary with the dwelling (ca. 1920). Two additional outbuildings were located east of the extant animal shelter in the 1950s and earlier; one was located immediately east of and perpendicular to the existing animal shelter and was visible on the 1931 to 1951 aerials, but had disappeared by 1956 (NETR Online Historic Aerials, accessed June 17, 2014). A foundation ruin of this building remains visible on the property. The other former outbuilding was located immediately south of and perpendicular to the aforementioned building, but was gone by 1951 (NETR Online Historic Aerials, accessed June 17, 2014). The uses of the two demolished outbuildings are unknown; however, they may have been barns or sheds. Agricultural use of the property seems to have ended by the 1950s, as a dwelling (present-day 844 Main Street) was erected on the former farmland to the immediate northwest by 1951, and subsequent aerial images do not show plowed fields. Tyler's Mill Pond is not visible in the 1931 or later images; the mill dam had washed away and the pond was drained sometime between 1920 and 1940 (NETR Online Historic Aerials, accessed June 17, 2014).

¹ Marl pits, containing soft concentrations of calcium carbonate, were found throughout southern New Jersey. Marl was extracted from the pits and used to enrich impoverished soil, aiding agricultural development.

² The present-day 3.2-acre property comprising 856 Main Street is located at the eastern corner of the former 44.5-acre tract.

³ Cottages that may have been associated with the Tyler's Mill Pond resort area were located adjacent to (on the southeast side) but outside of the 44.5-acre (and later 23.4-acre) tract historically associated with 856 Main Street. Research did not reveal any direct association between the property at 856 Main Street and the Tylers Mill Pond resort area, nor is there any physical, aboveground evidence of an association. The land that historically fronted on Tyler's Mill Pond is not part of the current 3.2-acre property. The mill and mill pond are no longer evident.

CONTINUATION SHEET

Historic Sites #:

Elsie and Raymond Rumney obtained a second parcel totaling 10.24 acres from the Davenport family in 1943 (Gloucester County Clerk 648:380). This parcel lay to the south of the 23.42-acre tract and fronted on the former Tyler's Mill Pond, which by then had been drained. On April 18, 1950, the Rumneys sold both the 23.4-acre tract and the 10.24-acre tract to Emma Cramer, a widow from Philadelphia, for \$1 (Gloucester County Clerk 648:380). On May 4, 1950, Emma Cramer sold the two tracts to Frederick Kiefer, Jr., and his wife, Minnie, of Philadelphia. The deed for this transaction was not located, but was referenced in a deed of May 4, 1950, in which Frederick and Minnie Kiefer conveyed the property back to Emma Cramer and her son, Frederick J. Cramer, as joint tenants with right of survivorship for \$1 (Gloucester County Clerk 651:290). This deed conveyed the 23.4-acre house tract and the 10.2-acre secondary tract, excepting four lots which Emma Cramer had subdivided out of the property and then sold to the Kiefers on April 18, 1950 (Gloucester County Clerk 648:424). One of these lots was the house lot at present-day 844 Main Street; the other lots fronted on the old mill pond site.

Emma Cramer died on June 30, 1977, and the property became vested in Frederick Cramer. On October 13, 1981, Frederick Cramer transferred the property into the names of himself and his wife Ruth Cramer to clear the title (Gloucester County Clerk 1437:941). During the Cramer ownership, the overall 33-acre property was subdivided into two lots. The house lot (part of Lot 8 in Block 254) was included in the 3.2 acres. The remainder of the original property, including the rest of Lot 8; and Lots 10, 11, 12, and 44 of Block 254, was renamed as Lot 8.01. Frederick Cramer died on February 18, 2000, and Ruth Cramer relocated to Grapevine, Texas. Ruth transferred the house lot (now known as part of Lot 8, Block 254) to herself via a subdivision deed on September 23, 2002. Ruth also sold Lot 8.01 to Gloucester County for \$228,000 under the New Jersey Department of Environmental Protection's Green Acres Program (Gloucester County Clerk 3485:204). This placed conservation restrictions on the rural property, preventing further development except for recreational or conservation purposes.

On the same date, September 23, 2002, Ruth Cramer sold the house lot (3.2 acres, part of Lot 8) to Kirk C. Jones and his wife, Gail P. Jones, for \$270,000 (Gloucester County Clerk 3491:130). Kirk and Gail Jones lived at 856 Main Street for eight years and then sold it to Bryan S. DiMenna, a married man, on December 10, 2010, for \$305,000 (Gloucester County Clerk 4833:217). Bryan DiMenna and his wife, Alexandra, resided at the property for nearly seven years. On June 16, 2017, they sold it to Thomas M. and Ashley J. Brewer for \$262,000; the Brewers retained ownership of the property in 2018 (Gloucester County Clerk 5680:21).

Colonial Revival Style

The Colonial Revival style was regionally popular from ca. 1880 to 1955. Its identifying features include a symmetrical façade, typically with a central entrance; an accentuated front entrance with a gabled door hood or entry porch, often exhibiting a pediment, supported by pilasters or slender columns; sidelights and/or fanlights at the entrance; and double-hung windows, commonly paired and often with multiple panes in at least one sash. Most residential examples of the style have side-gabled, hipped, or gambrel roofs. Additional common features include one-story side wings and boxed cornices with little overhang, sometimes decorated with modillions or dentils (McAlester 2013:408-432). Within Mantua Township, there are many examples of dwellings with Colonial Revival stylistic features; however, the dwelling at 856 Main Street is one of very few intact, high style examples (based on a windshield survey and desktop review of aerial street views).

References:

Gloucester County Clerk

var. Gloucester County Land Records. On file at Gloucester County Administrative Building, Woodbury City, New Jersey.

Jersey News

1961 "Mantua Township-Sewell History." April 19, 1961. On file at the Gloucester County Historical Society, Woodbury, New Jersey.

CONTINUATION SHEET

Historic Sites #:

MAAR Associates, Inc.

1987 Gloucester County Cultural Resource Survey. Prepared by MAAR Associates, Inc., Newark, Delaware, for the Gloucester County Office of Municipal and County Government Services, Deptford, New Jersey. On file at the New Jersey State Historic Preservation Office, Trenton, New Jersey.

Mantua Township Historical Commission and Mantua Township Lions Club

1976 *A Bicentennial Look at Mantua Township*. Mantua, New Jersey.

McAlester, Virginia Savage

2013 *A Field Guide to American Houses*. Alfred A. Knopf, New York, New York.

NETR Online Historic Aerials

2014 <http://www.historicaerials.com>, accessed June 17, 2014.

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Southeast (side) elevation of dwelling at 856 Main Street. Looking northwest (December 2018).



Photograph 3: Southwest (rear) elevation of dwelling at 856 Main Street. Looking northeast (December 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: Northwest (side) elevation of dwelling at 856 Main Street. Looking south (May 2014).



Photograph 5: Overview of the property at 856 Main Street from the rear yard, showing the fenced garden (mid-ground) and partial foundation of a former outbuilding (foreground). Looking northeast toward the dwelling (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: Northwest (side) and southwest (front) elevations of the animal shelter at 856 Main Street. Looking east (May 2014).



Photograph 7: Southeast (side) and northeast (rear) elevations of animal shelter at 856 Main Street. Note the side and rear fenced enclosures. Looking west (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 8: North and west elevations of modern playhouse at 856 Main Street. Looking southeast (May 2014).



Photograph 9: Overview of the property, looking northwest along Main Street. Note the driveway (foreground) and the low stone wall in the front yard (mid-ground) (May 2014).

Survey Name: Glassboro-Camden Line Light Rail Project
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

Date: January 6, 2020

BASE FORM

Historic Sites #:

Property Name: Presbyterian Church at Woodbury Cemetery
Street Address: Street #: 800 Apartment #: _____
(Low) (High) (Low) (High)
Prefix: N Street Name: Broad Suffix: _____ Type: ST
County(s): Gloucester **Zip Code:** 08096
Municipality(s): Woodbury Borough **Block(s):** 127
Local Place Name(s): N/A **Lot(s):** 5
Ownership: Private **USGS Quad(s):** Woodbury

Photograph 1: The Presbyterian Church at Woodbury Cemetery at 800 N Broad Street. Looking east (February 2019).



Description: The Presbyterian Church at Woodbury Cemetery is located within the City of Woodbury, Gloucester County, New Jersey. The grounds, which appear as one parcel on the city tax map as Lot 127 Block 5, are comprised of just over 1 acre, fronting on N Broad Street and extending back to the West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track). Formerly the site of the Presbyterian Meeting House and Burying Ground erected in 1721, the church relocated to Broad and West Centre Streets in 1833, but the cemetery remained in this location. The property is recommended not individually eligible due to a lack of significance and integrity. The property is not located within an existing or potential historic district. See *Continuation Sheet*.

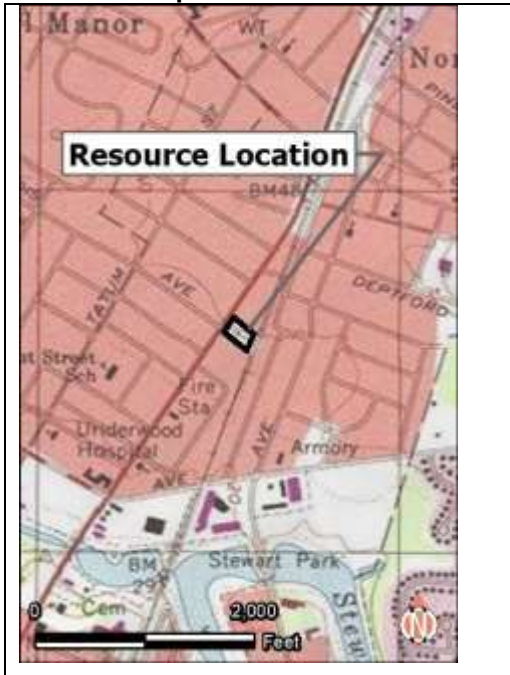
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 6, 2020
Surveyor: Sara Quinlan, Architectural Historian
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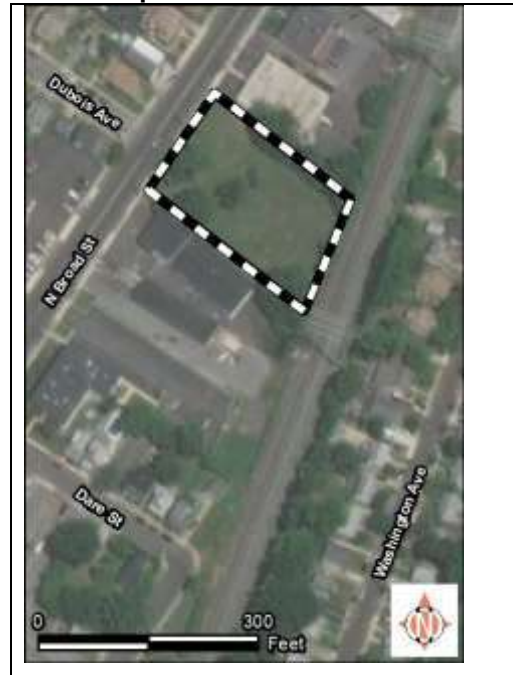
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See continuation sheet

Additional Information:

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)