

LANDSCAPE ATTACHMENT

Historic Sites #:

Common Name: Presbyterian Church at Woodbury Cemetery

Historic Name: Presbyterian Burying Ground

Present Use: Institutional Activity - Religious Activity

Historic Use: Institutional Activity - Religious Activity

Construction Date: 1721 **Source:** Marker located on site

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

Primary Landscape

Architect/Designer: Unknown

Type: Church yards and cemeteries

Physical Condition: Good

Style: Other

Remaining Historic Fabric: Medium

Acreage: 1.02

Hardscape: N/A

Plantings: Mature Hardwoods

Other Features: Fences, Iron; Retaining walls, Brick and Concrete

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 grounds are relatively level in the eastern and southern sections of the cemetery, rising as the land extends northwest, requiring retaining walls along the north and west parcel lines.

The entrance to the cemetery is located on N Broad Street, at the south end of a concrete retaining wall, and consists of a chain link gate and driveway (Photograph 1). A modern chain link fence extends around the perimeter of the property; it sits above the concrete retaining wall along the west parcel line and atop a brick retaining wall along the north parcel line; the brick retaining wall differs in size and color as it extends east, indicating it was built in separate stages (Photographs 2 and 3). A historic marker noting the location of the original Meeting House is mounted on the façade of the wall (Photograph 4). *See continuation sheet.*

Setting: The property is located between N Broad Street (west) and the West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track; east). The property is abutted by commercial properties to the north and south. To the east and west of the property are residential neighborhoods.

Survey Name: Glassboro-Camden Line Light Rail Project

Date: January 6, 2019

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 Presbyterian Church at Woodbury Cemetery is recommended not individually significant. It is a small local cemetery with burials dating from the 1780s to the early twenty first century. The cemetery lacks aesthetic design elements, and features modest grave markers and pragmatic organization. Additionally, the property 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 Presbyterian Church at Woodbury Cemetery at 800 N Broad Street is recommended not individually eligible for listing in the National or State Register under Criterion A because it does not represent a significant event or trend. Research did not indicate that the Presbyterians had a significant impact on the early settlement or development of Woodbury, unlike the Quakers. Although the cemetery is one of the oldest in Gloucester County; it is not the first in the county or Woodbury as Quakers settled the area ca. 1683 and established a cemetery in 1715. Further, the Presbyterian Church and cemetery were originally located on the same parcel; the original church has been moved and rebuilt, and therefore, the burying ground is not associated with any structures or events of architectural or artistic distinction, or historical importance to meet Criteria Consideration A. The property is recommended not individually eligible under Criterion B because it is not directly associated with a significant individual. Although General Franklin Davenport and a number of other early settlers of Woodbury are interred in the cemetery, research did not reveal that these individuals were of transcendent importance, thus the property does not meet Criteria Consideration C or D. The property is recommended not individually eligible under Criterion C due to its lack of architectural significance. 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, Land Form, Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

Survey Name: Glassboro-Camden Line Light Rail Project

Surveyor: Sara Quinlan, Architectural Historian

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Date: January 6, 2020

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The cemetery contains approximately 230 known plots; very early graves were unmarked or had wooden markers that deteriorated overtime (Shanahan 2010; Davis 1960's). The majority of marked burials are laid out in fairly regular rows within the center of the cemetery, facing the same direction. Typical gravestones for these burials include modest gravestones less than 2 feet in height; there are only a few larger columns and stones (Photographs 10, 11, 15, and 18). The index from Eileen Shanahan indicates that most stones only include names, dates and family relationships of those interred; a few note their service in the armed forces. Only a few gravestones include epigraphs, namely those for prominent local figures and burials from the twentieth and twenty-first centuries. Prominent local figures are buried in the cemetery with modest gravestones (Photographs 16 and 17). Small bronze markers and American flags mark the burials of veterans scattered throughout the cemetery (Photographs 7, 10, and 18). There are two demarcated lots within the cemetery, each of which is sectioned off with wrought iron fencing. The Roe family lot is situated on the west side of the cemetery against the chain link fence, north of the entrance gate. A historic marker stands at the entrance to their lot marking the original site of the Presbyterian Meeting House on land donated by John Tatem (Photographs 8 and 9). The second lot is located northeast of the entrance and contains a cenotaph for Captain James F. Armstrong who was born in Woodbury and buried in New Haven, Connecticut (Photograph 10). Headstones of those re-interred from the Red Bank Avenue burial ground are displayed at the rear of the cemetery, but do not denote specific burials (Photographs 13 and 14).

The Presbyterian Church at Woodbury Cemetery is not formally landscaped. A few mature trees are scattered throughout the parcel, and there is some shrubbery growing along portions of the chain link fence. There are a few larger monuments amongst the smaller, simpler headstones, as well as a marker identifying the burials relocated from the Ward and Red Bank Avenue burial grounds (Photographs 10, 11, 15, and 18). Although the Red Bank Avenue headstones were relocated to the rear of the cemetery, research did not indicate that any Ward burial headstones were relocated.

History:

Local Development Context

Woodbury was initially settled by a Quaker family in 1683 (City of Woodbury). By 1715, it grew to a Quaker religious center with the construction of a Meeting House and cemetery (Stewart 1917: 266). Woodbury continued to thrive as a village at the onset of the American Revolutionary War; in 1777, British General Lord Cornwallis had his headquarters in Woodbury during his advance to capture Philadelphia (The City of Woodbury).

Woodbury remained a small village until the mid-nineteenth century when two railroads (the Camden and Woodbury and later the West Jersey) began operations through the town. Woodbury split from Deptford Township to become a separate municipality in 1854. The City of Woodbury experienced a significant period of growth from the 1870s through the early-twentieth century, as railroad-related commercial and industrial expansion (notably two glass works and Colonel George G. Green's patent medicine laboratory), spurred residential growth (Bensinger 1984; Jansen 1984).

Property History

The extant cemetery at 800 N Broad St was donated by John Tatem in 1721 to William Allen, Joseph Redman, Joseph Shippen, Humphrey Money, John Snowden, Peter Long, John Chew, Richard Chew, John Brown, and Alexander Randall, to be held in trust as a Meeting House and Burying Ground for the Presbyterian Church in Woodbury (Gloucester County Historical Society (GCHS) 1958; Moffett; Presbyterian Church 1971). The first church was built of logs and erected that same year (GCHS 1958; Moffett). The Presbyterian Burying Ground contains the graves of several pioneers of Woodbury, and is one of the oldest cemeteries in Gloucester County (Moffett).

In 1768, the sole remaining original trustee, Alexander Randall, conveyed the property to a new board of trustees. Once again in 1803, the remaining board members conveyed the property again to a new board of trustees "to and for the special use and purposes of a place of Worship and Burying Ground for the Presbyterian Congregation of Woodbury and to no other intent or purpose whatsoever" (Moffett). The original church was torn down in 1803, and the congregation built a new church a mile south on Broad Street (GCHS 1958; Presbyterian Church 1971). The original Presbyterian Burying Ground continued to be used consistently by the congregation

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until 1925; a few additional burials occurred from the early 1980's until 2007 (Presbyterian Church 1971; Shanahan 2010). Although mostly used by the Presbyterians, the Sexton and Superintendent of the Burying Ground could allow non-congregants to purchase a lot for \$3 each (Presbyterian Church 1971).

During the Revolutionary War, British troops occupied the church and the surrounding cemetery. British General Lord Cornwallis' troops camped in the cemetery when the British occupied Woodbury during the battle of Red Bank (Davis 1963; Presbyterian Church 1971). The congregation refused to attend the original church after the war, claiming it was "haunted" by British soldiers (Presbyterian Church 1971, 2015). A number of locally prominent Revolutionary War veterans are buried in the cemetery, including George W. Campbell, a medical officer on the staff of General George Washington, and Major General Franklin Davenport, a "first citizen"¹ of his day (Diary 1930s). At one time, General Davenport was considered "Gloucester County's Most Famous Citizen" (Jones et al. 1936). A grandnephew of Benjamin Franklin, General Davenport was also a US Senator; a US Congressman; helped stop the Whiskey Rebellion of 1794; and founded a number of organizations within the area, including the Deptford Free Library, the Academy School, and Woodbury Fire Company (Davis 1963; Jones et al 1936; Stewart 1927).

The cemetery includes a number of veterans from other historic wars including the War of 1812, the Civil War, and the Spanish-American War (Davis 1963). Other prominent local figures buried in the cemetery include John Sparks, Member of the Provincial Congress, and Alexander Randall, original Trustee for the Church and Graveyard as well as a witness to the deed for Billingsport, the first property acquired by the U.S. after the adoption of the Declaration of Independence (Stewart 1927). In the 1920's, Frank H. Stewart, president of the Gloucester County Historical Society, erected monuments to approximate Randall, Sparks, and Davenport's burial locations within the cemetery (Stewart 1927).

In 1962, the remains of more than 60 people were removed from the Ward family burial ground and the Red Bank Avenue burial ground and re-interred at the Presbyterian Cemetery (location unknown; *Gloucester County Times* 1963). The Red Bank Avenue burial ground was a nineteenth-century African American Burial ground and included the remains of 12 Civil War veterans. The remains of the Red Bank Avenue burials were moved to the Presbyterian Cemetery (location unknown), but the headstones remained in storage for over 30 years (*Gloucester County Times* 1963; Uzdavinis 2001). After 2001, the headstones were placed along the east side of the cemetery, resting in front of the fence near the railroad tracks.

References:

Anonymous

1936 "Presbyterian Graveyard of 1721 at Woodbury." Available at the Gloucester County Historical Society.

Bensinger, Trish

1984 National Register of Historic Places Nomination Form for the Woodbury Multiple Resource Area. Center for Historic Architecture and Engineering, University of Delaware, Newark, Delaware. On file at the New Jersey Historic Preservation Office, Trenton, New Jersey.

Davis, Rhoda E.

1963 "Old Burying Ground." Letter to the editor newspaper clipping available at Gloucester County Historical Society.

Davis, Rhoda

1960's "Presbyterian Burying Ground, Woodbury, New Jersey." List of burials available at Gloucester County Historical Society.

Diary of the Week

1930s Newspaper clipping available at Gloucester County Historical Society.

¹ General Franklin Davenport made a career out of being a leader in public life and civic duties in Woodbury and the surrounding area.

CONTINUATION SHEET

Historic Sites #:

Gloucester County Historical Society

1958 "Old Presbyterian Burying Ground." Bulletin of the Gloucester County Historical Society, June 1958, Vol. 6 No. 4. Available at the Gloucester County Historical Society.

The City of Woodbury

Unk. "History of Woodbury." City of Woodbury. Available online at <http://woodbury.nj.us/history/history-of-woodbury>, accessed July 24 2019.

Jansen, Deborah

1984 New Jersey Historic Preservation Office Historic District Survey Form for Green's Development District, Woodbury, Gloucester County (0822-001). Prepared as part of *New Jersey Historic Sites Inventory: Woodbury-0822*. University of Delaware, Newark, Delaware. On file at the New Jersey Historic Preservation Office, Trenton, New Jersey.

Moffet, Louis B.

Unk. "The Ancient Burying Ground of the Presbyterian Church, of Woodbury, N.J." Available at the Gloucester County Historical Society.

Gloucester County Times

1963 "Old Burying Grounds Gone." July 6, 1963. Available at the Gloucester County Historical Society.

Presbyterian Church at Woodbury

1971 "Presbyterian Church at Woodbury 250 years 1721-1971." Available at the Gloucester County Historical Society.

2015 "About Us." Available at <http://pcwoodbury.com/about-us/>, accessed June 18, 2019.

Shanahan, Eileen

2010 "Presbyterian, Ward, and Red Bank Burials." Available at the Gloucester County Historical Society.

Stewart, Frank H.

1917 "Notes on Old Gloucester County, New Jersey." Available online at <https://archive.org/details/notesonoldglouce01stew/page/n5>, accessed July 24 2019.

1927 Letter to the Board of Trustees regarding the granite markers for Alexander Randall, John Sparks, and General Franklin Davenport. Available at the Gloucester County Historical Society.

Uzdavinis, Brian

2001 "Historical gravestones getting new home." *Gloucester County Times*, March 13, 2001.

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Historic Sites #:

Additional Photographs:



Photograph 2: View of the Presbyterian Church at Woodbury Cemetery at 400 N Broad Street. Note the concrete retaining wall. Looking east (February 2019).



Photograph 3: Detail view of the brick retaining wall (left) and the concrete retaining wall (right). Looking southeast (January 2019).

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Photograph 4: Detail view of marker indicating the original location of the 1721 Presbyterian Meeting House, mounted in the center of the concrete retaining wall. Looking southeast (February 2019).



Photograph 5: View from the entrance of the cemetery. The mature trees planted throughout the cemetery are the only landscape features. Looking northeast (February 2019).

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Historic Sites #:



Photograph 6: View towards the eastern border of the cemetery. Looking southeast (February 2019).



Photograph 7: View towards to northern border of the cemetery. The Armstrong cenotaph plot is visible on the left. Looking northeast (February 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 8: View of the Roe family lot. Looking north (February 2019).



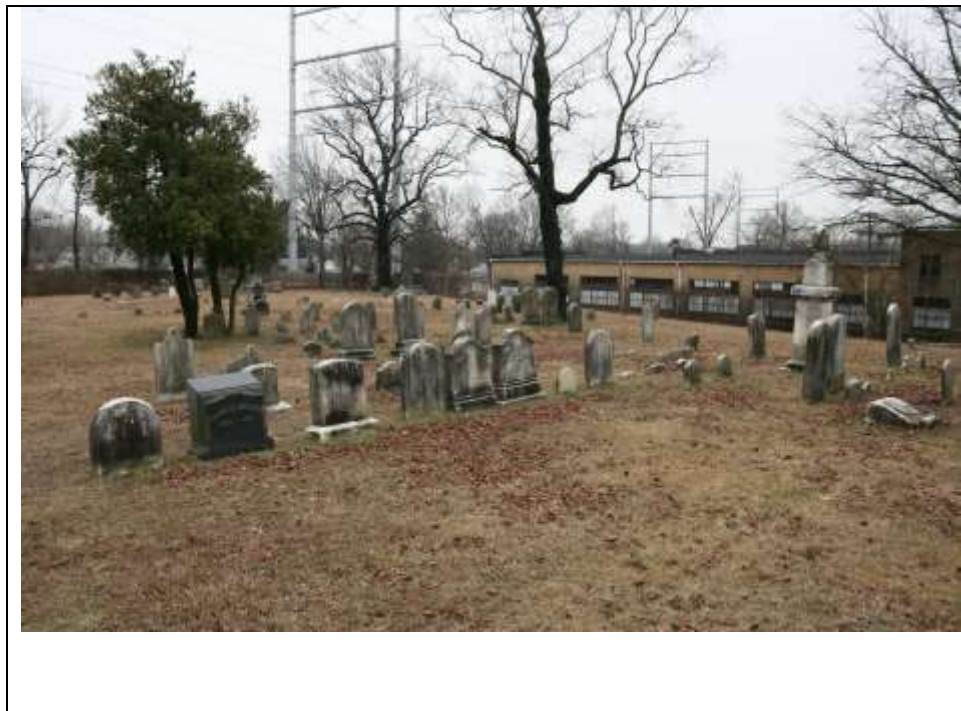
Photograph 9: Detail of marker noting original site of the Presbyterian Meeting House at the entrance of the Roe family lot. Looking east (February 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 10: Detail of Captain James F. Armstrong's cenotaph. Looking northwest (February 2019).



Photograph 11: View towards the southern border of the cemetery. Looking southeast (February 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 12: View towards the western border of the cemetery. Looking west (February 2019).



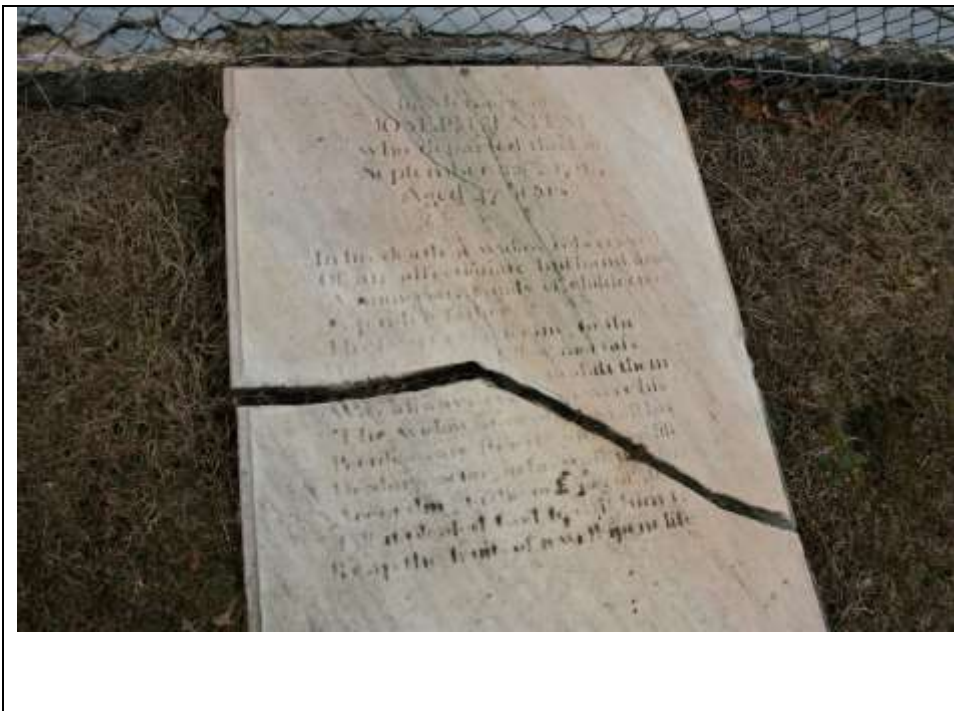
Photograph 13: View of the southeast side of the cemetery near the railroad tracks, note the relocated burial headstones on the right. Looking northwest (February 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 14: Detail view of the relocated Red Bank Ave headstones. Looking southeast (February 2019).



Photograph 15: Detail of John Tatem's headstone. John Tatem donated the land for the Cemetery in 1721. Looking west (February 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 16: Detail view of monument to General Franklin Davenport, the headstone does not denote burial. Looking east (February 2019).



Photograph 17: Detail view of monument to Alexander Randall, the headstone does not denote burial. Looking east (February 2019).

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Photograph 18: Detail view of monument to those transferred from the Ward and Red Bank Avenue Burial Grounds. Looking east (February 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: 7 N. Evergreen Avenue

Street Address: Street #: 7 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: N. Street Name: Evergreen Suffix: _____ Type: AVE

County(s): Gloucester **Zip Code:** 08096

Municipality(s): Woodbury City **Block(s):** 155

Local Place Name(s): N/A **Lot(s):** 17.01

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

Photograph 1: East (front) and north (side) elevations of dwelling at 7 N. Evergreen Avenue. Looking southwest (November 2018).



Description: The property consists of a *circa*-1910 two-story, wood frame dwelling and a *circa*-1920 one-story, wood frame garage on a 0.3-acre lot (Block 155, Lot 17.01) located at the northwest corner of N. Evergreen Avenue and Cooper Street in the city of Woodbury, Gloucester County, New Jersey. The property is located within the State Register (SR)-listed and National Register (NR)-eligible Green Era Historic District (part of the Woodbury Multiple Resource Area; SR listed/SHPO Opinion 2/19/88) and is recommended eligible as a contributing feature to the district. The property is recommended not individually eligible for listing in the National Register.

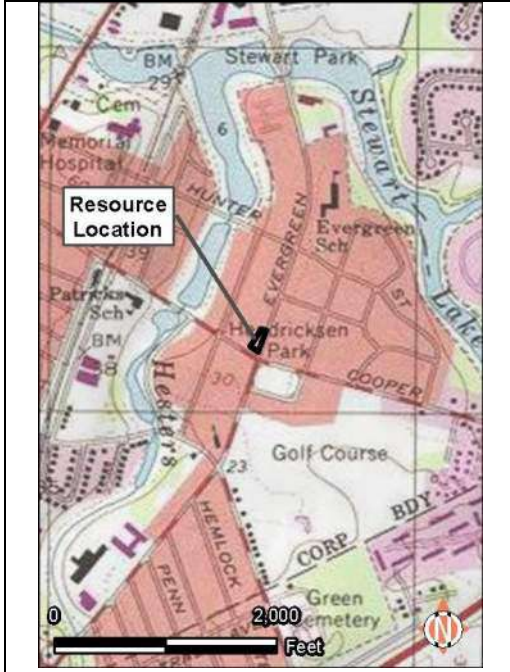
Registration and Status Dates:	National Historic Landmark: _____	SHPO Opinion: <u>2/19/88 (Green Era Historic District)</u>
	National Register: _____	Local Designation: _____
	New Jersey Register: <u>2/19/88 (Green Era Historic District)</u>	Other Designation: _____
	Determination of Eligibility: _____	Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
 Surveyor: Patricia Slovinac and Elizabeth Amisson, 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 Green Era Historic District

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: 7 N. Evergreen Avenue (Dwelling)
Historic Name: Pancoast Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1910 **Source:** Sanborn Map Company 1908, 1915; deeds
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Colonial Revival
Form: Center Hall **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Stone, Coursed Rubble; Vinyl Siding

Exterior Description: The property consists of a *circa*-1910 two-story, Colonial Revival-style, wood frame dwelling and a *circa*-1920 one-story, wood frame garage on a 0.3-acre lot (Block 155, Lot 17.01) located at the northwest corner of N. Evergreen Avenue and Cooper Street in the city of Woodbury, Gloucester County, New Jersey. The dwelling faces east towards N. Evergreen Avenue and is set back approximately 35 feet from the road. The garage is situated at the north end of the lot approximately 65 feet north of the dwelling. The dwelling is surrounded by a grassy yard with mature trees adjacent to the east, north, and west elevations. The eastern and southern boundaries of the lot are defined by concrete sidewalks along N. Evergreen Avenue and Cooper Street, respectively. A wide concrete driveway provides vehicular access to the lot from N. Evergreen Avenue.

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 N. Evergreen Avenue and Cooper Street in the city of Woodbury, Gloucester County, New Jersey. The property is located within the State Register-listed and National Register-eligible Green Era Historic District (part of the Woodbury Multiple Resource Area; SR listed/SHPO Opinion 2/19/88). It is bordered to the north, west, and south by single-family, detached dwellings of similar scale and setbacks. The Tudor Revival-style Evergreen Hall Apartments are located to the immediate east and Hendrickson Park, a city park, is located to the immediate southeast. The built environment in the immediate vicinity of the property is predominantly characterized by large, late-nineteenth- to early-twentieth-century residences in a suburban setting.

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BUILDING ATTACHMENT

Historic Sites #:

Common Name: 7 N. Evergreen Avenue (Garage)
Historic Name: Pancoast Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1920 **Source:** Sanborn Map Company 1915, 1923
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other – Detached Garage **Stories:** 1
Type: Garage **Bays:** 1
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Vinyl Siding

Exterior Description: The *circa*-1920 garage is situated at the north end of the lot, approximately 65 feet north of the dwelling (Photographs 6-7). The one-story, wood frame building rests on a concrete slab foundation and is clad in vinyl siding. The front gable roof is covered in asphalt shingles. The garage faces east toward N. Evergreen Avenue and is accessed by a large concrete driveway. The vehicular entrance in the east elevation (façade) contains a pair of wood, six-light over three-panel, sliding garage doors with a wood surround. The attic level contains a wood, six-over-six, double-hung window with a wood surround and wood, louvered shutters. The south (side) elevation of the garage consists of two bays. The western bay contains a pedestrian entrance with a wood, nine-light over two-panel door with a wood surround. The eastern bay contains a single window with a wood surround. The window was obscured at the time of the survey by closed wood, louvered shutters. The north (side) elevation also contains two bays, each with a window obscured by closed wood, louvered shutters. The west (rear) elevation of the garage was not accessible for inspection.

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 N. Evergreen Avenue and Cooper Street in the city of Woodbury, Gloucester County, New Jersey. The property is located within the State Register-listed and National Register-eligible Green Era Historic District (part of the Woodbury Multiple Resource Area; SR listed/SHPO Opinion 2/19/88). It is bordered to the north, west, and south by single-family, detached dwellings of similar scale and setbacks. The Tudor Revival-style Evergreen Hall Apartments are located to the immediate east and Hendrickson Park, a city park, is located to the immediate southeast. The built environment in the immediate vicinity of the property is predominantly characterized by large, late-nineteenth- to early-twentieth-century residences in a suburban setting.

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ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The property at 7 N. Evergreen Avenue is not individually significant. It represents an example of an altered, *circa*-1910 Colonial Revival-style dwelling and an associated *circa*-1920 garage. As an individual resource, it does not represent a significant event, trend, or person. The property is recommended significant as a contributing feature to the State Register-listed and National Register-eligible Green Era Historic District (part of the Woodbury Multiple Resource Area; SR listed/SHPO Opinion 2/19/88). The Green Era Historic District generally includes properties along the east side of Railroad Avenue between Cooper Street and E. Bayard Avenue; along Cooper Street from just west of the former West Jersey Railroad (currently Conrail's Vineland Industrial Track) to just east of Rugby Place; along portions of Woodland Avenue north and south of Cooper Street; and along N. Evergreen Avenue, N. Bayard Avenue, and Rugby Place between Cooper and Hunter Streets. It is characterized by late-nineteenth- to early-twentieth-century residential properties representing the Queen Anne, Stick, Colonial Revival, and Tudor Revival styles, which arose within Woodbury's East Side in association with Colonel George G. Green's patent-medicine industry. The property at 7 N. Evergreen Avenue is located within the district boundary, was erected during the district's period of significance (ca. 1872-1925), and retains sufficient integrity to convey its construction period, type, and associations. The Green Era Historic District is eligible at the local level under National Register Criterion A in the area of commerce and under Criterion C in the area of architecture.

Eligibility for New Jersey and National Registers: Yes (Contributing) No **National Register Criteria:** A B C D
Level of Significance Local State National

Justification of Eligibility/Ineligibility: The property at 7 N. Evergreen Avenue is recommended eligible as a contributing feature to the State Register-listed and National Register-eligible Green Era Historic District (part of the Woodbury Multiple Resource Area; SR listed/SHPO Opinion 2/19/88). The property is located within the district boundaries, was erected during the period of significance, and retains a sufficient degree of integrity to convey its construction period, type, and associations. The property is recommended not individually eligible for listing in the National Register due to a lack of significance and individual integrity. The property is recommended not individually eligible under Criterion A because as a standalone property 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. It is also recommended not eligible under Criterion C due to a lack of integrity that resulted from the construction of a two-story side addition and the widespread application of vinyl siding and replacement windows (these alterations do not prevent the property from contributing to the 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 (Garage), Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
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CONTINUATION SHEET

Historic Sites #:

Description (continued):

Dwelling (Ca. 1910)

The primary building is a detached, two-story, Colonial Revival-style dwelling of wood frame construction (Photographs 1-5). The building was designed as a single-family dwelling, but was converted to a group home in the late-twentieth century. The dwelling rests on a concrete foundation. The exterior walls are clad with rough-cut, rubble stone veneer on the first story and vinyl siding on the second story. The dwelling has an asphalt-clad, side-gabled roof with returns in the gable ends (north and south [side] elevations). Vinyl-clad, gabled dormers are present on the east (front) and west (rear) roof slopes. Most window openings contain vinyl, eight-over-eight, double-hung windows with vinyl surrounds or wood, eight-over-eight, double-hung windows with wood surrounds, except where noted below. Basement window openings contain wood, one-light hopper windows. Window openings in the basement level and first story have decorative stone lintels. Decorative, wood, louvered shutters flank most window openings in the first and second stories. Stone exterior chimneys are located on the north and south (side) elevations of the dwelling. A one-story, full-width, enclosed porch with a hipped roof is attached to the south (side) elevation. A one-story wing with a hipped roof is attached to the north (side) elevation, but it has been modified through the construction of an adjacent, modern, two-story addition at the east end of the north elevation. Colonial Revival stylistic details include the symmetrical façade, central entrance flanked by sidelights, entrance porch with Doric columns, one-story side wings, bay window, Palladian window, and gabled dormers (McAlester 2013:408-432).

The symmetrical east elevation (façade) of the main block is comprised of three bays, with vertically-aligned openings in all stories (Photographs 1-2). The first story consists of two window bays flanking a central entrance. The southern window bay contains a vinyl window. The central entrance bay contains a wood, nine-light over two-panel door with five-light sidelights and a three-light transom. An open entry porch with a hipped roof and a simplified entablature with dentils shelters and accentuates the entrance. Two clusters of three Doric columns support the porch roof and entablature. Wood steps with a central metal railing provide access to the porch and entrance. The northern window bay in the first story consists of a projecting bay window, which contains a series of three vinyl, six-over-six, double-hung windows and is topped with a simplified entablature and a hipped roof. The second story of the dwelling contains three window bays. The southern bay contains a single, vinyl window, and the central and northern bays each contain a single, wood window. The three attic dormers, which are vertically aligned with the first- and second-story openings and feature gable returns, each have round-arched openings and contain a wood, six-over-six, double-hung window with a wood surround. The east elevation of the enclosed porch at the south end of the façade consists of a series of four wood, fifteen-light windows, topped with wood, three-light transoms. A simplified entablature runs across the top of the elevation, and an engaged Doric column supports the entablature and roof at the south corner. The east elevation of the northern, two-story, modern addition contains no fenestration. The east elevation of the original northern wing, which is partially obscured by the adjacent two-story addition, contains one vinyl window and is clad in vinyl siding with a stone veneer water table.

The first story of the dwelling's south (side) elevation is obscured by the full-width, enclosed porch (Photographs 2 to 4). The porch consists of three window bays, each containing a series of three wood, fifteen-light windows, topped with three-light wood transoms and a simplified entablature. The bays are defined by engaged Doric columns. The second story of the south elevation contains two window bays, with the west bay containing a wood window and the east bay containing a vinyl window. The attic level contains two wood, six-light fan windows. The window openings in the upper stories flank a central, exterior, stone chimney.

The west (rear) elevation has an irregular fenestration pattern (Photograph 4). There are three bays in the first story. The northern window bay contains three vinyl, six-over-six, double-hung windows. The central bay contains a wood, three-light over four-panel door with a wood surround and a wood, four-light, casement window with a wood surround. A door hood with a hipped roof shelters the entrance. The southern bay contains one vinyl window. The second story consists of three window bays. The northern bay contains two wood windows. The central bay contains a Palladian window, which is vertically aligned between the first and second stories (presumably lighting an interior staircase). The Palladian window has an arched, fourteen-over-eight light, double-hung window, flanked by two six-light, fixed windows, all with a wood surround with profiled trim. The south window bay contains a single wood window. The north and south attic dormers are gabled, and each contains an arched opening with a wood, six-over-six, double-hung window and a wood surround. The central dormer has a

CONTINUATION SHEET

Historic Sites #:

shed roof and contains a pair of wood, six-over-six, double-hung windows. The west elevation of the one-story northern wing consists of one bay, containing an entrance and a window. The entrance, which is recessed and sheltered by an open porch with square piers, contains a modern, six-light over two-panel door. A wood lattice screen that extends between the porch posts visually obscures the entrance. A small, wood, four-light, casement window is present immediately south of the entrance. The west elevation of the southern wing (enclosed porch) consists of a series of four wood, fifteen-light windows, topped with wood, three-light transoms.

The north (side) elevation has an irregular fenestration pattern (Photographs 1 and 5). The eastern half of the original elevation is obstructed by a two-story, vinyl-clad, modern addition. There is one opening in the first story of the addition, an entrance containing a modern metal door. There are no second-story openings in the modern addition. The north elevation of the dwelling's original northern wing, located immediately west of the modern addition, contains a single vinyl window. A modern wood staircase and accessibility ramp with a wood railing provide access to the open porch in the northern wing. Two original window openings containing wood, six-over-six, double-hung windows with wood surrounds are visible in the western half of the dwelling's second story, flanking an exterior stone chimney. A small, wood, two-light, casement window with a wood surround is present immediately west of the chimney at the attic level.

History:

Local Development Context

Woodbury remained a small village until the mid-nineteenth century, when two railroads (the Camden and Woodbury and later the West Jersey) began operations through the town. Woodbury split from Deptford Township to become a separate municipality in 1854. The City of Woodbury experienced a significant period of growth from the 1870s through the early-twentieth century, as railroad-related commercial and industrial expansion (notably two glass works and Colonel George G. Green's patent medicine laboratory), spurred residential growth. Residential architectural styles commonly represented during this period included Queen Anne, Stick, Colonial Revival, and Tudor Revival (Bensinger 1984; Jansen 1984). The 1880 map of Woodbury shows that both Cooper Street and N. Evergreen Avenue had been laid out east of Hester's Branch, and the block that now contains 7 N. Evergreen Avenue was owned by E.L. Hall (Fowler and Lummis 1880). Most of that land in Woodbury's "East Side," including this property, was acquired during the 1880s and 1890s by Colonel George G. Green, a prominent Woodbury resident, entrepreneur, and developer. Green hired a Philadelphia engineer to lay out a suburban community in the East Side, including spacious residential lots, lakes, an improved country club, and a sewer system, with the intent of creating a verdant and comfortable new section of Woodbury that was comparable to nearby Haddonfield (Bensinger 1984; Jansen 1984). The 1892 *Map of Woodbury and Vicinity* shows the original plan for the neighborhood, which eventually was built up much as designed. The house lot for 7 N. Evergreen had been platted but remained vacant in 1892 (Carter 1892). Green's former home site was located on Cooper Street just west of Hester's Branch, and his nearby patent-medicine laboratory and glassworks attracted many new residents to settle in Woodbury. The East Side neighborhood was developed with homes and the Woodbury Country Club between the 1890s and 1920s. Evergreen trees line many of the streets (Bensinger 1984; Jansen 1984).

Property History

The 12,492-square-foot corner lot on which 7 N. Evergreen Avenue stands was surveyed in 1889, many years before the existing house was built. Colonel George G. Green sold the lot to W. Harrison Livermore on December 19, 1901 (Gloucester County Clerk 195:117). Livermore and his wife sold the property to William G. Pancoast on November 17, 1904, for \$1,800 (Gloucester County Clerk 200:12). The 1908 Sanborn map indicates that the lot remained vacant in that year though single and twin houses stood on the surrounding lots and the Evergreen Hall Hotel (later redeveloped as apartments) had been erected across the street (Sanborn Map Company 1908). The existing house at 7 N. Evergreen Avenue was constructed during the tenure of the Pancoast family between 1908 and 1915. The 1909 city directory shows the Pancoast family residing on Euclid St. (Constitution Company 1909). The dwelling appears on the 1915 Sanborn map (Sanborn Map Company 1915).

On March 27, 1915, William G. Pancoast and his wife, Amelia K. Pancoast, sold the property to Virginia Andrews, a single woman, for \$1 (Gloucester County Clerk 252:452). On the same date, Virginia Andrews transferred the property back to Amelia Pancoast alone for \$1 (Gloucester County Clerk 252:454). The Pancoasts retained the property for 30 years, adding a detached garage between 1915 and 1923 (based on Sanborn maps of published

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Historic Sites #:

in those years). The 1923 Sanborn map also shows that a small portion of the side yard was subdivided off from 7 N. Evergreen Avenue; this small parcel became associated with the lot to the north (25 N. Evergreen Avenue). The 1923, 1929, and 1945 Sanborn maps do not indicate any other changes to the property lines or building footprints. City directories indicate that William G. Pancoast was a wool merchant and at one time the president of Woodbury Country Club (Constitution Company 1909, 1922; Camden Suburban Directory Service 1931).

The Pancoasts sold 7 N. Evergreen Avenue to Frank D. Wilson, Jr. and his wife, Lillian C. Wilson, on October 1, 1945, for \$1 (Gloucester County Clerk 519:103). Frank D. Wilson, Jr. was employed by a family firm, F.D. Wilson, according to city directories (Clark 1950, 1955). By 1959, he was a partner in Gloucester Packing Company and sat on the Woodbury Board of Education (Boakes 1959).

The Wilsons purchased the above-referenced small side lot, which fronted 17 feet on N. Evergreen Avenue and was then part of 25 N. Evergreen Avenue on April 30, 1965, from John B. McGrail and his wife, Darathe, for \$1 (Gloucester County Clerk 1098:1012). From 1965 onward, deeds for 7 N. Evergreen Avenue included this small piece of land just north of the garage.

On October 15, 1976, Frank and Lillian Wilson sold 7 N. Evergreen Avenue to Edward J. Brown and his wife, Sabina M. Brown, for \$70,000 (Gloucester County Clerk 1313:745). The deed gave the Browns' address as 7 N. Evergreen Avenue. On April 6, 1979, Sabina Brown gave a power of attorney to her daughter, Theresa Brown, who also lived at 7 N. Evergreen Avenue (Gloucester County Clerk 1379:561). The following year, on August 15, 1980, Edward, Sabina, and Theresa Brown sold the property to the Gloucester County Unit of the New Jersey Association for Retarded Citizens, Inc. for \$95,000 (Gloucester County Clerk 1411:437). This organization, now known as The ARC of Gloucester, still owns the property and uses it as a group home for developmentally disabled consumers. The ARC of Gloucester added a full-height stairwell addition to the north end of the house and created a parking area and wheelchair ramp between the house and garage.

The property at 7 N. Evergreen Avenue is located within the Green Era Historic District, a component of the larger Woodbury Multiple Resource Area (MRA), which was listed in the State Register (SR) and determined eligible for listing in the NR on 2/19/88. A National Register Nomination Form was prepared for the Woodbury MRA/Green Era Historic District; however, the property at 7 N. Evergreen Avenue was excluded from the inventory, and therefore, its contributing status was not previously determined. It is assumed that the property was omitted in error, as the inventory was otherwise complete.

References:

Bensinger, Trish

1984 National Register of Historic Places Nomination Form for the Woodbury Multiple Resource Area. Center for Historic Architecture and Engineering, University of Delaware, Newark, Delaware. On file at the New Jersey Historic Preservation Office, Trenton, New Jersey.

Boakes, E.B. & Company

1959 *Boakes Woodbury (Gloucester County) City Directory 1959-1960*. Woodbury, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Camden Suburban Directory Service

1931 *Woodbury (New Jersey) City Directory*. Philadelphia, Pennsylvania. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Carter, William

1892 *Map of Woodbury and Vicinity*. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Clark, John & Company, Publishers

1950 *Clark's Woodbury (Gloucester County) City Directory*. Haddonfield, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

CONTINUATION SHEET

Historic Sites #:

- 1955 *Clark's Woodbury (Gloucester County) City Directory*. Haddonfield, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.
- The Constitution Company
- 1909 *Woodbury City Directory 1909*. Woodbury, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.
- 1922 *Woodbury City Directory 1922*. Woodbury, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.
- Fowler and Lummis, Civil Engineers
- 1880 *City of Woodbury Map 1880*. On file at Gloucester County Historical Society, Woodbury, New Jersey.
- Gloucester County Clerk
- Var. Gloucester County Land Records. On file at Gloucester County Administrative Building, Woodbury City, New Jersey.
- Jansen, Deborah
- 1984 New Jersey Historic Preservation Office Historic District Survey Form for Green's Development District, Woodbury, Gloucester County (0822-001). Prepared as part of *New Jersey Historic Sites Inventory: Woodbury-0822*. University of Delaware, Newark, Delaware. On file at the New Jersey Historic Preservation Office, Trenton, New Jersey.
- McAlester, Virginia Savage
- 2013 *A Field Guide to American Houses*. Alfred A. Knopf, New York, New York.
- Sanborn Map Company
- 1908-48 *Insurance Maps of Woodbury, Gloucester County, New Jersey*. Sanborn Map Company, New York, New York.

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: East elevation (façade) of dwelling at 7 N. Evergreen Avenue. Looking northwest (November 2018).



Photograph 3: South (side) and east (front) elevations of dwelling at 7 N. Evergreen Avenue. Looking north (November 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: South (side) and west (rear) elevations of dwelling at 7 N. Evergreen Avenue. Looking northeast (November 2018).



Photograph 5: North (side) elevation of dwelling at 7 N. Evergreen Avenue, showing the modern, two-story addition and the original, one-story wing with open entry porch and accessibility ramp. Looking southwest (November 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: South (side) and east (front) elevations of garage at 7 N. Evergreen Avenue. Looking north (November 2018).



Photograph 7: East (front) and north (side) elevations of garage at 7 N. Evergreen Avenue. Looking west (November 2018).

CONTINUATION SHEET

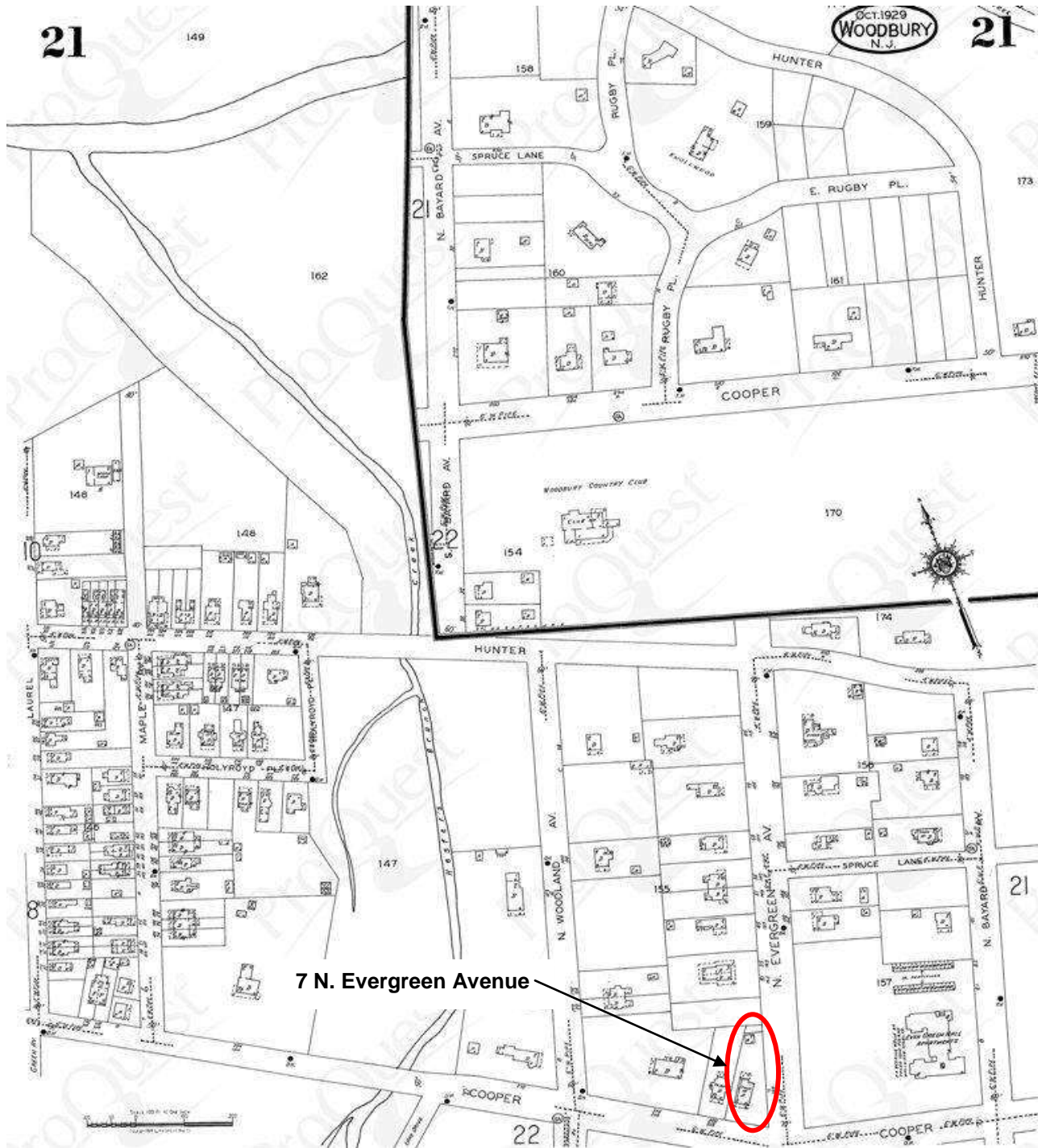
Historic Sites #:



Photograph 8: View looking southeast along N. Evergreen Avenue toward Cooper Street, showing 7 N. Evergreen Avenue (at right) in context within the Green Era historic district (December 2018).

CONTINUATION SHEET

Historic Sites #:



1929 Sanborn map of Woodbury, showing the property at 7 N. Evergreen Avenue in context.

Survey Name:	<u>Glassboro-Camden Line Light Rail Project</u>	Date:	<u>January 9, 2019</u>
Surveyor:	<u>Patricia Slovinac and Elizabeth Amisson, Architectural Historians</u>		
Organization:	<u>A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406</u>		

BASE FORM

Historic Sites #:

Property Name: 77 E. Centre Street
Street Address: Street #: 77 Apartment #: _____
(Low) (High) (Low) (High)
Prefix: E. Street Name: Centre Suffix: _____ Type: ST
County(s): Gloucester **Zip Code:** 08096
Municipality(s): Woodbury City **Block(s):** 113
Local Place Name(s): N/A **Lot(s):** 14
Ownership: Private **USGS Quad(s):** Woodbury

Photograph 1: Northeast (front) and northwest (side) elevations of dwelling at 77 E. Centre Street. Looking south (November 2018).



Description: The property consists of a *circa*-1925 two-story, wood frame dwelling; a *circa*-1950, one-story, concrete block garage; and a modern pre-fabricated shed on a 0.24-acre lot (Block 113, Lot 14) located at the southwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is located within the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is recommended eligible as a contributing feature to the district. The property is recommended not individually eligible for listing in the National Register.

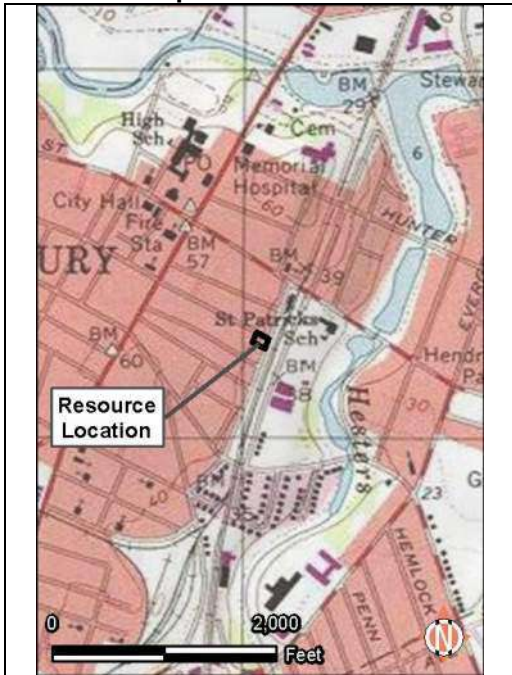
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: 7/13/83 (Woodbury Historic District)
National Register: _____ Local Designation: 7/13/83 (Woodbury Historic District)
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
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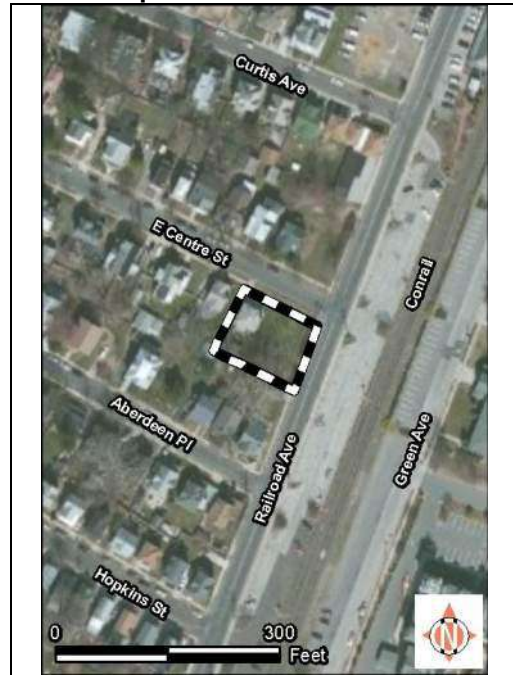
BASE FORM

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 Woodbury Historic District

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: 77 E. Centre Street (Dwelling)
Historic Name: Wilkins Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1925 **Source:** Sanborn Map Company 1923, 1929; deeds
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Colonial Revival, vernacular
Form: Four Square **Stories:** 2
Type: N/A **Bays:** 2
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Vinyl Siding; Wood Shingles

Exterior Description: The property consists of a *circa*-1925 two-story, wood frame dwelling; a *circa*-1950, one-story, concrete block garage; and a modern pre-fabricated shed on a 0.24-acre lot (Block 113, Lot 14) located at the southwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The dwelling faces northeast toward E. Centre Street and is set back approximately 20 feet south from the road. The *circa*-1950 garage and modern prefabricated shed are situated at the southwest corner (rear) of the lot, approximately 20 feet south of the dwelling. The dwelling is surrounded by a grassy yard, interspersed with two young trees and shrubs on the southeast side of the dwelling (along Railroad Avenue) and several mature trees along the southwest (rear) boundary of the property. The perimeter is defined by a wood picket fence. The northeast (front) and southeast (side) borders of the lot are bounded by concrete sidewalks lining E. Centre Street and Railroad Avenue, respectively. A concrete driveway provides vehicular access to the lot from E. Centre Street.

See Continuation Sheet.

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

Setting: The property is located at the southwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is within the boundary of the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is bordered to the north, west, and south by early-twentieth-century dwellings of similar scale with consistent setbacks. The former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) and an adjacent municipal parking lot are located east of the property, on the opposite side of Railroad Avenue. The built environment in the immediate vicinity of the property is predominantly characterized by dense, late-nineteenth- to early-twentieth-century residential development.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 77 E. Centre Street (Garage)
Historic Name: Wilkins Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1950 **Source:** Sanborn Map Company 1948; physical evidence
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other – Detached Garage **Stories:** 1
Type: Garage **Bays:** 1
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Concrete Block, Rusticated

Exterior Description: The *circa*-1950 garage (not accessible for photography) is situated at the rear of the lot, approximately 20 feet south of the dwelling. The one-story, masonry building rests on a concrete slab and has rusticated concrete block walls. The front gable roof is covered with asphalt shingles. Horizontal wood boards are present in the northeast gable end. The garage faces northeast toward the dwelling and E. Centre Street and is accessed by a concrete driveway. The northwest, southeast, and southwest (side and rear) elevations were not accessible for inspection.

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

Setting: The property is located at the southwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is within the boundary of the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is bordered to the north, west, and south by early-twentieth-century dwellings of similar scale with consistent setbacks. The former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) and an adjacent municipal parking lot are located east of the property, on the opposite side of Railroad Avenue. The built environment in the immediate vicinity of the property is predominantly characterized by dense, late-nineteenth- to early-twentieth-century residential development.

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ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The property at 77 E. Centre Street is not individually significant. It represents a common example of an altered, *circa*-1925 vernacular dwelling with Colonial Revival influences and an associated *circa*-1950 garage. As an individual resource, it does not represent a significant event, trend, or person. The property is recommended significant as a contributing feature to the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83). The Woodbury Historic District generally includes properties along Broad Street between Woodbury Creek and Penn/Carpenter Streets; Delaware and Cooper Streets in their entireties; Hunter Street between Broad Street and Rugby Place; Newton Avenue, Curtis Avenue, Centre Street, and Aberdeen Place between Broad Street and Railroad Avenue; Euclid Street between Cooper and Hunter Streets; High Street between Lupton Avenue and Broad Street; and the east side of Green Avenue between E. Barber Avenue and Cooper Street. A survey form and inventory were not previously prepared for the Woodbury Historic District; therefore, the period and area(s) of significance, National Register Criteria, and contributing/non-contributing properties have not been documented. The property at 77 E. Centre Street is located within the district boundary (at its southeast corner), was erected during the district's primary development period (late-nineteenth through early-twentieth century), and retains sufficient integrity to convey its construction period, type, and associations.

Eligibility for New Jersey and National Registers: Yes (Contributing) No **National Register Criteria:** A B C D
Level of Significance Local State National

Justification of Eligibility/Ineligibility: The property at 77 E. Centre Street is recommended eligible as a contributing feature to the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83). The property is located within the district boundary, was erected during the primary development period, and retains a sufficient degree of integrity to convey its construction period, type, and associations. The property at 77 E. Centre Street is recommended not individually eligible for listing in the National Register due to a lack of significance. The property is recommended not individually eligible under Criterion A because as a standalone property 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. It is also recommended not eligible under Criterion C due to a lack of architectural significance. 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 (Dwelling), Building Attachment (Garage), Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
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):

Dwelling (Ca. 1925)

The primary building is a single-family, detached, two-story dwelling of wood frame construction. The dwelling rests on a rusticated concrete block foundation. The exterior walls are clad with vinyl siding on the first story and wood shingles on the second story. The dwelling has a pyramidal hipped roof covered with asphalt shingles. A small dormer with a hipped roof is centered in the northeast (front) roof slope and is clad with wood, fish-scale shingles. Most window openings throughout the dwelling contain vinyl, six-over-one, double-hung windows with vinyl surrounds, except where noted below. Vinyl, one-light hopper windows are visible at the basement level in the southeast and northwest (side) elevations. A brick exterior chimney is present on the southeast (side) elevation. A central, one-story entry porch with a shed roof and a modern, full-width wood deck are attached to the southwest (rear) elevation. The dwelling exhibits an American four-square form. Colonial Revival influence is evident in the pyramidal roof, one-story, full-width front porch, and entrance with sidelights; however, the dwelling lacks distinctive stylistic features (McAlester 2013:408-432).

The northeast elevation (façade) is two bays wide, comprised of a window bay (east), entrance bay (west), and a one-story, full-width, open front porch. The window bay contains a paired window. The entrance contains a modern, two-panel wood door with an oval decorative light. The door is flanked by wood sidelights and a vinyl surround. The porch is comprised of a modern composite floor; modern, vinyl-clad railings and posts; and a hipped roof. Brick stairs provide access to the porch and the primary entrance. The second story of the northeast elevation consists of two window bays that are vertically aligned above the first-story openings, each containing paired windows. The central, hipped roof dormer contains a vinyl sliding window.

The southeast (side) elevation has three window bays in each story, with the openings roughly aligned vertically. A large, brick, exterior chimney situated between the north and central bays dominates the elevation. The south bay in the first story consists of a projecting bay with a paired window and a hipped roof. The other two first-story window bays contain vinyl, four-over-one, double-hung windows. In the second story, the south bay contains a single, typical window, and the other two openings contain single, vinyl, four-over-one, double-hung windows.

The southwest (rear) elevation has a one-story entry porch with a shed roof that sits toward the west end; the porch has a door on its northwest elevation that opens onto a modern, full-width wood deck. There is a single, typical window in the other two elevations of the porch. The southwest elevation of the main dwelling has a paired typical window in each floor.

The northwest (side) elevation consists of three bays in each story, with openings aligned vertically but not horizontally. The first story is comprised of two window bays and one entrance bay (from north to south: window, door, window). The north bay contains a single, typical window, and the south bay contains a paired, typical window of a smaller scale. The central entrance bay contains a modern, six-panel wood door with a vinyl surround. The second story consists of three window bays, each containing a single, typical window. The central window opening is situated adjacent to the second-story floor plane, and the other windows are set higher in the elevation.

History:

Local Development Context

Woodbury remained a small village until the mid-nineteenth century, when two railroads (the Camden and Woodbury and later the West Jersey) began operations through the town. Woodbury split from Deptford Township to become a separate municipality in 1854. The City of Woodbury experienced a significant period of growth from the 1870s through the early-twentieth century, as railroad-related commercial and industrial expansion (notably two glass works and Colonel George G. Green's patent medicine laboratory), spurred residential growth (Bensinger 1984; Jansen 1984). E. Centre Street was laid out between Broad Street and Railroad Avenue prior to 1876, at which time it was known as Chester Street and had a handful of buildings (Bensinger 1984; Jansen 1984). The 1880 map of Woodbury shows the roadway renamed as Center Street, but the spelling soon changed to Centre (Jansen 1984). Approximately 19 dwellings had been built along E. Centre Street by 1880; however, the land at the east end of the street (toward Railroad Avenue) was mostly undeveloped (Jansen 1984; Fowler and Lummis 1880). In 1880, the land at the east end of the street was owned by Lewis M. Green, who was a patent-

CONTINUATION SHEET

Historic Sites #:

medicine developer, a five-term mayor of Woodbury, and the father of Colonel George G. Green (Bensinger 1984; Fowler and Lummis 1880; Village Green Preservation Society 2012). Colonel George G. Green achieved even more prominence than his father, succeeding as a patent-medicine entrepreneur and land developer. His patent-medicine laboratory on Green Avenue, on the east side of the West Jersey Railroad directly opposite what would become Centre Street, was a significant employer (Bensinger 1984).

Mahlon W. Newton, another important Woodbury resident and developer of the era, acquired the undeveloped land between Centre Street and Hopkins Street and laid out Aberdeen Place ca. 1903-1905 (Bensinger 1984; Jansen 1984). The 1905 "Plan of Lots Owned by Mahlon W. Newton" shows all of the house lots on the south side of Centre Street and both sides of Aberdeen Place between Broad Street and Railroad Avenue (Carter 1905). Newton also platted and developed Curtis Avenue and Newton Avenue; according to his obituary, "he set the fashion here of opening a street and setting curbs and sidewalks without city intervention" (Gloucester County Democrat 1925). Along with being a developer, Newton was a prominent hotelier, beginning his career a hotel in Westville. He then renovated and ran Newton's Hotel in Woodbury, which he purchased in 1878. He went on to operate hotels in Bridgeton, Brown's Mills, and Wenonah, at least two hotels in Atlantic City, and his most important business, Greene's Hotel in Philadelphia (Village Green Preservation Society 2013). Colonel George G. Green and Mahlon W. Newton are considered the two most significant influences on the development of Woodbury in the late nineteenth and early twentieth centuries (Bensinger 1984).

Property History

Although the land between Aberdeen Place and Centre Street was subdivided in 1905 (Carter 1905), the 1908 and 1915 Sanborn maps show the northwest corner of Railroad Avenue and Aberdeen Place (present-day 86 Aberdeen Place and 77 E. Centre Street) as part of a large, L-shaped lot, the eastern part of which extended north to Centre Street. One house (present-day 72 Aberdeen Place) stood facing Aberdeen Place near the west end of the lot, but the rest of the tract remained vacant through 1923 (Sanborn Map Company 1915, 1923). Mahlon W. Newton and his wife Elizabeth K. Newton obtained this land in 1904 (Gloucester County Clerk 196:562) and retained ownership through the 1910s. The Newtons conveyed the property to Hazel K. Campbell on August 11, 1919 (Gloucester County Clerk 312:78). Hazel Campbell and her husband John conveyed the property back to Mahlon W. Newton on September 12, 1922 for \$1 (Gloucester County Clerk 312:78).

On November 25, 1922, Mahlon W. Newton and his wife Elizabeth sold the 10,412-square-foot lot at the southwest corner of Centre Street and Railroad Avenue (comprising present-day 77 E. Centre Street) to Elizabeth McCune Wilkins for \$2,500 (Gloucester County Clerk 315:10). The extant two-story dwelling appears to have been built for the Wilkins family between 1923 and 1929 when the building first appears on the Sanborn maps (Sanborn Map Company 1929). According to the 1922 city directory, Elizabeth Wilkins and her husband Howard previously lived at 161 S. Broad Street, and Howard was employed as a theater manager. Ralph Wilkins, possibly a son or brother of Howard's, lived on Aberdeen Place and was the assistant theater manager. At the time, there were two theaters in town: the Rialto (moving pictures) and the Broad Street Theatre (Constitution Company 1922:17,29,114), but it is not clear which one employed Howard Wilkins. The 1931 city directory shows Elizabeth and Howard Wilkins living at 77 E. Centre Street (Camden Suburban Directory Service 1931:152). Howard died, and Elizabeth Wilkins, a widow, sold the house on August 25, 1939, to George G. Green, Jr. and the Camden Trust Co., executors of George G. Green, for \$1 to avoid foreclosure (Gloucester County Clerk 463:602).

Renters occupied the house during ensuing years. During the 1950s, the house was occupied by William C. Heaton and his wife Angie. Heaton was listed as a construction worker for the E. Ellis Co. in 1950 (Clark 1950:144), as a foreman for Texaco in 1955 (Clark 1955:151), and as a dispatcher at Texaco in 1959 (Boakes 1950:131). On May 31, 1968, George G. Green, Jr., and the Camden Trust Co., executors of George G. Green, sold the property at 77 E. Centre Street to Harry Riehl, Jr. and his wife, Teresa Riehl of Chestnut Street, Woodbury, for \$11,000 (Gloucester County Clerk 1148:764).

Throughout the Riehls' ownership, 77 E. Centre Street stood vacant and deteriorating and was eventually targeted for restoration by the Woodbury Old-City Restoration Committee (WORC). This revitalization committee was formed in 1977 to preserve and actively restore endangered landmarks in Woodbury, inspire community pride through preserving the historic character of the town, and promote the benefits of Woodbury as a place to live and work (City of Woodbury 2014; Woodbury Old-City Restoration Committee 1997). In 1978, the city was awarded \$75,000 toward rehabilitation of properties in the newly created Woodbury Historic District, and 77 E.

CONTINUATION SHEET

Historic Sites #:

Centre Street and 30 E. Centre Street were selected as the first hands-on projects (Barna 1979). On October 11, 1978, Harry and Teresa Riehl sold 77 E. Centre Street to the Woodbury Old-City Restoration Committee for \$30,000 (Gloucester County Clerk 1365:785), and the property was subsequently rehabilitated using state grant funding.

Following the restoration work, WORC sold the property at 77 E. Centre Street to Steven P. Dear and his wife Patricia for \$40,000 on April 29, 1981 (Gloucester County Clerk 1427:476). Two years later, the Dears sold the house to Robert J. Moyer, a single man, for \$52,400 (Gloucester County Clerk 1471:924). Moyer subsequently married and on January 3, 1984, transferred the property into the names of both himself and his wife Nancy for \$1 (Gloucester County Clerk 1482:586). On May 13, 1988, the Moyers sold the house to Harrison L. Black and his wife Rosemarie for \$81,000 (Gloucester County Clerk 1739:136). After maintaining the property for nearly 30 years, the Blacks sold it to Christopher Long, a single man, for \$145,000 on April 15, 2016 (Gloucester County Clerk 5457: 253). Mr. Long retained ownership of the property in 2018.

The property at 77 E. Centre Street is located within the Woodbury Historic District. The Woodbury Historic District has both local and state designations; it is a municipal historic district administered by the Woodbury Historic Preservation Commission (designated a Local Certified District 7/13/83), and it has also been determined eligible for listing in the State Register of Historic Places (SR) and the National Registers of Historic Place (NR) (SHPO opinion 7/13/83) (Village Green Preservation Society 2014). There is no existing documentation for the Woodbury Historic District; therefore, the contributing status of the property at 77 E. Centre Street was not previously determined.

References:

Barna, John

1979 "Owner questions restoration." *The Gloucester County Times*, April 13. On file in WORC folder, Gloucester County Historical Society, Woodbury, New Jersey.

Bensinger, Trish

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1959 *Boakes Woodbury (Gloucester County) City Directory 1959-1960*. Woodbury, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

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Carter, William

1905 "Plan of Lots Owned by Mahlon W. Newton Situate in the Second Ward, City of Woodbury N.J." Map 328, on file at Gloucester County Clerk's Office, Woodbury, New Jersey.

City of Woodbury

2014 Woodbury Old-City Restoration Committee webpage. Available online at <http://www.woodbury.nj.us/the-city/woodbury-olde-city-restoration-committee/> (accessed 4 June 2014).

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CONTINUATION SHEET

Historic Sites #:

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Gloucester County Democrat

1925 "Mahlon W. Newton Died Last Sunday." December 3. On file in Newton family file, Gloucester County Historical Society.

Jansen, Deborah

1984 New Jersey Historic Preservation Office Historic District Survey Form for Green's Development District, Woodbury, Gloucester County (0822-001). Prepared as part of *New Jersey Historic Sites Inventory: Woodbury-0822*. University of Delaware, Newark, Delaware. On file at the New Jersey Historic Preservation Office, Trenton, New Jersey.

McAlester, Virginia Savage

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

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Woodbury Old-City Restoration Committee (WORC)

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CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Southeast (side) and northeast (front) elevations of dwelling at 77 E. Centre Street. Looking southwest (November 2018).



Photograph 3: Southwest (rear) and northwest (side) elevations of dwelling at 77 E. Centre Street. Looking northeast (November 2018).

CONTINUATION SHEET

Historic Sites #:



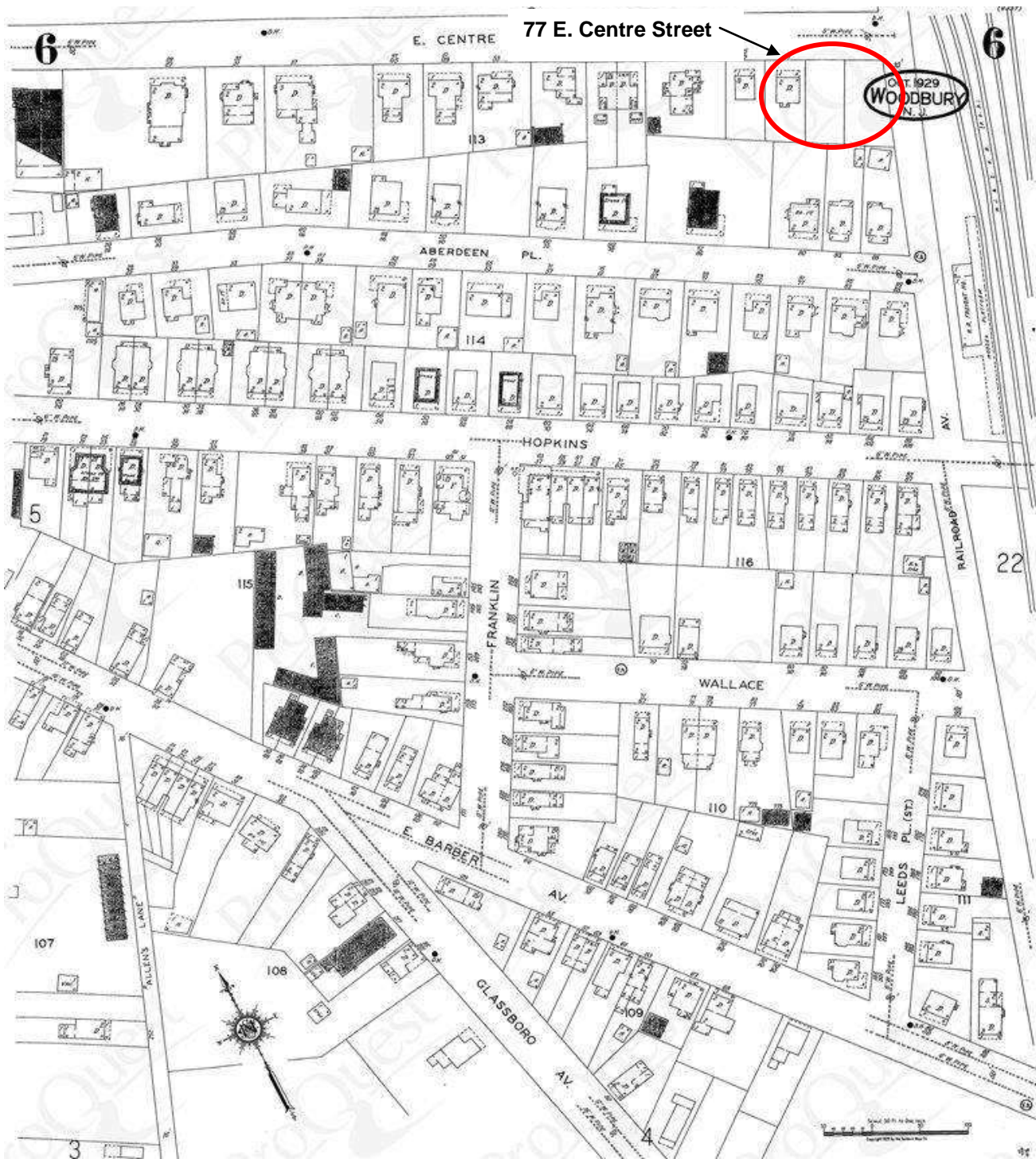
Photograph 4: View looking southwest toward the modern prefabricated shed (left), and *circa*-1950 garage (center/behind deck) at 77 E. Centre Street (November 2018).



Photograph 5: View looking west along E. Centre Street from Railroad Avenue, showing 77 E. Centre Street in context within the Woodbury Historic District (December 2018).

CONTINUATION SHEET

Historic Sites #:



1929 Sanborn map of Woodbury, showing the property at 77 E. Centre Street in context. The current tax parcel encompasses the three lots that are circled on this map.

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

January 9,
Date: 2019

BASE FORM

Historic Sites #:

Property Name: 78 E. Centre Street

Street Address: Street #: 78 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: E. Street Name: Centre Suffix: _____ Type: ST

County(s): Gloucester **Zip Code:** 08096

Municipality(s): Woodbury City **Block(s):** 119

Local Place Name(s): N/A **Lot(s):** 34

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

Photograph 1: Southwest (front) elevation of dwelling at 78 E. Centre Street. Looking northeast (November 2018).



Description: The property consists of a *circa*-1920 two-story, wood frame vernacular dwelling and a *circa*-1925 one-story, wood frame garage on a 0.23-acre lot (Block 119, Lot 34) located at the northwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is located within the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is recommended eligible as a contributing feature to the district. The property is recommended not individually eligible for listing in the National Register.

Registration and Status Dates:

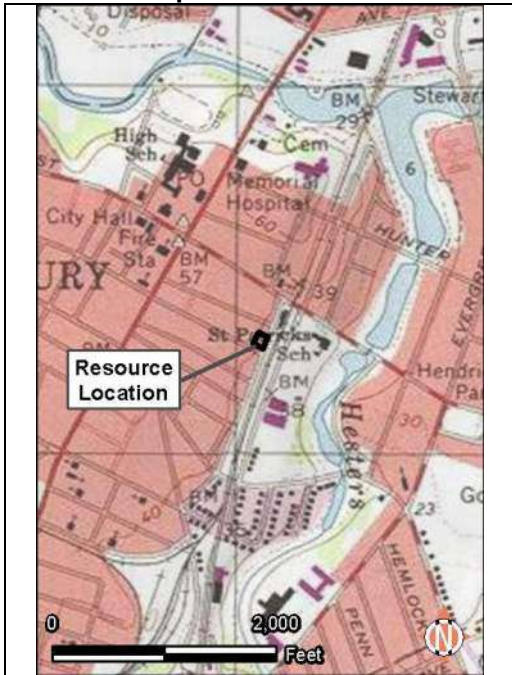
National Historic Landmark: _____	SHPO Opinion: <u>7/13/83 (Woodbury Historic District)</u>
National Register: _____	Local Designation: <u>7/13/83 (Woodbury Historic District)</u>
New Jersey Register: _____	Other Designation: _____
Determination of Eligibility: _____	Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
 Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
 Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

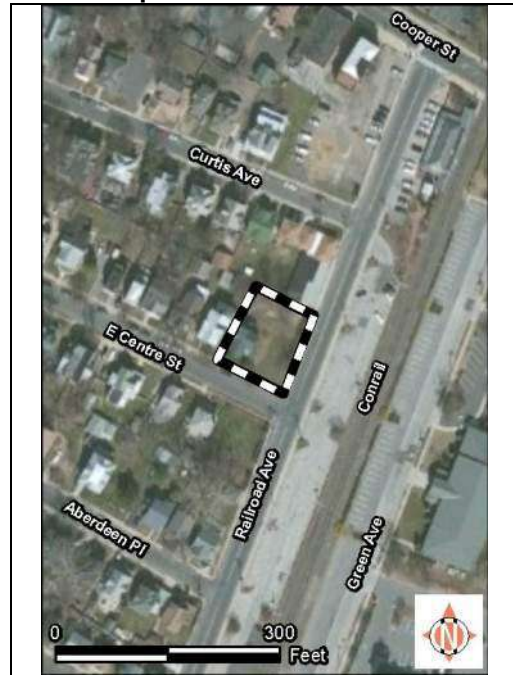
BASE FORM

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 Woodbury Historic District

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: 78 E. Centre Street (Dwelling)
Historic Name: Laub Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1920 **Source:** Sanborn Map Company 1915, 1923; deeds
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Queen Anne, vernacular
Form: Gable Ell **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Aluminum Siding; Asbestos Siding

Exterior Description: The property consists of a *circa*-1920 two-story, wood frame vernacular dwelling and a *circa*-1925 one-story, wood frame garage on a 0.23-acre lot (Block 119, Lot 34) located at the northwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The dwelling faces southwest toward E. Centre Street and is set back approximately 20 feet from the road. The garage is situated at the rear of the lot, approximately 25 feet north of the dwelling. The dwelling is surrounded by a grassy yard with several trees in the front, southeast side, and rear (northeast boundary) of the lot. Sidewalks along E. Centre Street and Railroad Avenue border the property to the southwest (front) and southeast (side), respectively. *See Continuation Sheet.*

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

Setting: The property is located at the northwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is within the boundary of the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is bordered to the north, west, and south by early-twentieth-century dwellings of similar scale with consistent setbacks. The former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) and an adjacent municipal parking lot are located east of the property, on the opposite side of Railroad Avenue. The built environment in the immediate vicinity of the property is predominantly characterized by dense, late-nineteenth- to early-twentieth-century residential development.

Survey Name: Glassboro-Camden Line Light Rail Project (Project # 10-1360) Date: January 9, 2019
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: 78 E. Centre Street (Garage)
Historic Name: Laub Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1925 **Source:** Sanborn Map Company 1923, 1929
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** High
Style: None
Form: Other – Detached Garage **Stories:** 1
Type: Garage **Bays:** 1
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Wood, Clapboard; Wood, Shingles

Exterior Description: The *circa*-1925 garage is situated at the rear of the lot, approximately 25 feet north of the dwelling (Photograph 5). The one-story, wood frame building rests on a concrete slab foundation and is clad in wood clapboard siding in the first story and wood shingles in the gables. The front gable roof is covered in asphalt shingles and has exposed rafter tails. The garage faces southeast toward Railroad Avenue. The vehicular entrance in the southeast elevation (facade) contains two sets of wood, double garage doors. Each hinged leaf is framed with wood and is comprised of a wood panel (former light) over vertical boards with wood cross bracing. A wood, double-hung window is present in the southwest (side) elevation. The northwest (rear) and northeast (side) elevations were not accessible for inspection.

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

Setting: The property is located at the northwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is within the boundary of the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is bordered to the north, west, and south by early-twentieth-century dwellings of similar scale with consistent setbacks. The former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) and an adjacent municipal parking lot are located east of the property, on the opposite side of Railroad Avenue. The built environment in the immediate vicinity of the property is predominantly characterized by dense, late-nineteenth- to early-twentieth-century residential development.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
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 78 E. Centre Street is not individually significant. It represents a common example of an altered, circa-1920 vernacular dwelling with Queen Anne influences and an associated circa-1925 garage. As an individual resource, it does not represent a significant event, trend, or person. The property is recommended significant as a contributing feature to the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83). The Woodbury Historic District generally includes properties along Broad Street between Woodbury Creek and Penn/Carpenter Streets; Delaware and Cooper Streets in their entireties; Hunter Street between Broad Street and Rugby Place; Newton Avenue, Curtis Avenue, Centre Street, and Aberdeen Place between Broad Street and Railroad Avenue; Euclid Street between Cooper and Hunter Streets; High Street between Lupton Avenue and Broad Street; and the east side of Green Avenue between E. Barber Avenue and Cooper Street. A survey form and inventory were not previously prepared for the Woodbury Historic District; therefore, the period and area(s) of significance, National Register Criteria, and contributing/non-contributing properties have not been documented. The property at 78 E. Centre Street is located within the district boundary (at its southeast corner), was erected during the district's primary development period (late-nineteenth through early-twentieth century), and retains sufficient integrity to convey its construction period, type, and associations.

Eligibility for New Jersey and National Registers: Yes (Contributing) No **National Register Criteria:** A B C D
Level of Significance Local State National

Justification of Eligibility/Ineligibility: The property at 78 E. Centre Street is recommended eligible as a contributing feature to the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83). The property is located within the district boundary, was erected during the primary development period, and retains a sufficient degree of integrity to convey its construction period, type, and associations. The property is recommended not individually eligible for listing in the National Register due to a lack of significance. The property is recommended not individually eligible under Criterion A because as a standalone property 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. It is also recommended not eligible under Criterion C due to a lack of architectural significance. 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 (Dwelling), Building Attachment (Garage), Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Dwelling (Ca. 1920)

The primary building is a single-family, detached, two-story, wood frame dwelling that has been divided into several apartments (Photographs 1-4). The dwelling rests on a brick foundation. The exterior walls are clad with aluminum siding on the first story and asbestos siding on the second story. Most window openings throughout the dwelling contain vinyl, one-over-one, double-hung windows or wood, nine-over-nine, double-hung windows with wood surrounds. Basement windows contain wood, three-light hopper windows. A one-story, partially enclosed, wrap-around porch with a hipped roof extends across the entire southwest (front) elevation and a portion of the southeast (side) elevation. The dwelling has a steeply pitched gable ell roof covered in asphalt shingles. A two-bay shed-roof dormer clad in asbestos siding occupies the west half of the northeast (rear) roof slope. A small, one-story addition with a hipped roof is attached to the west end of the northeast (rear) elevation. A brick exterior chimney is present in the northeast (rear) elevation. The dwelling demonstrates Queen Anne influences with its steeply-pitched gable ell roof and wrap-around porch with Doric columns and spindlework balustrade; however, it lacks distinctive stylistic features (McAlester 2013:344-370).

The southwest elevation (façade) is comprised of three bays in the first story, including two window bays and an off-center entrance (west to east: window [W], door [D], W) (Photograph 1). A full-width porch, the eastern half of which is enclosed, obscures the entrance and eastern window bay; however, the west half of the porch is open. The western bay, located in the front gable portion of the façade, contains a paired window with a wood surround; one window in the pair is a vinyl, one-over-one, double-hung window, and the other is a wood, nine-over-one, double-hung window. The entrance bay, located slightly off-center behind the enclosed front porch in the eaves side of the ell, contains a wood four-panel door. The eastern window bay, also located behind the enclosed porch in the eaves side of the ell, contains a vinyl, one-over-one, double-hung window. The open (western) portion of the front porch is comprised of a wood floor, wood spindlework balustrade, and Doric columns at the corners. The enclosed (eastern) portion of the porch consists of two bays that are defined by Doric columns; one bay contains an entrance, and the other contains a series of windows. The entrance bay of the enclosed porch is aligned with the entrance in the primary façade and contains a metal storm door that is topped with a wood, three-light transom and flanked by wood, four-light sidelights over wood panels. A brick stoop with a cast iron railing provides access to the porch entrance. The eastern bay in the enclosed front porch contains a series of three wood, eight-light, casement windows over three wood panels. The cornice above the porch, across the entire façade, has been encased with vinyl. The second story of the dwelling's facade consists of three window bays. The two western bays, located in the front gable portion of the façade, each contain a wood, nine-over-one, double-hung window with a wood surround. Centered above these two windows is a single, vinyl, one-over-one, double-hung attic window. The eastern, second-story bay, located in the eaves side of the ell, contains a single window that was not visible for inspection due to foliage.

The northwest (side) elevation of the dwelling has an irregular fenestration pattern (Photograph 2). The first story consists of four bays (from north to south: W, W, D, W). The northern bay is located in the side elevation of the rear one-story addition; the others are located in the primary elevation. The northern window bay (bay one) contains a single, vinyl, one-over-one, double-hung window; bay two contains a pair of wood, nine-over-one, double-hung windows; and bay four contains a single, wood, nine-over-one, double-hung window. The entrance bay contains a wood, nine-light over one-panel door that is flush with ground level. The second story consists of three bays (from north to south: W, D, W). Both window bays contain a single, wood, nine-over-one, double hung window. The entrance bay contains a modern, aluminum, six-panel wood door topped with a wood, shed-roof awning and accessed by a modern wood staircase. The attic level contains a central entrance bay accessed by a modern metal staircase; the door was not visible for inspection due to foliage.

The northeast (rear) elevation consists of two window bays in each story, with a central exterior chimney (Photograph 3). The eastern bay in the first story contains a pair of windows; one is a wood, nine-over-one, double hung window, and the other is a vinyl, one-over-one, double-hung windows. The western bay, which is located in the rear elevation of the one-story rear addition, contains a single vinyl window. In the second story, the east bay contains a wood, nine-over-one, double-hung window, and the western bay contains a wood, six-over-one, double-hung window. There are two window openings in the rear-facing shed-roof dormer, containing one single and one pair of vinyl windows.

CONTINUATION SHEET

Historic Sites #:

The southeast (side) elevation consists of four window bays in the first story (Photographs 3-4). The three southern bays are located in the gable end of the ell, and the northernmost bay (bay four) is located in the side elevation of the one-story rear addition. The southernmost bay (bay one) is obscured by the enclosed, wrap-around front porch; therefore, the window type is unknown. Bay two contains a single window opening with a vinyl window, and bay three is a paired opening with one vinyl window and one wood, nine-over-one, double-hung window. Bay four, in the rear addition, contains a single vinyl window. The southeast elevation of the wrap-around front porch is divided into two bays: the southern bay consists of a series of three wood, eight-light, casement windows above three wood panels; and the northern bay contains a single, vinyl window. The second story of the dwelling's southeast elevation consists of three bays. The southern bay is located in the eaves side of the front gable section and contains a single, wood, nine-over-one, double-hung window. The two other bays are located in the gable end of the ell. They contain a single, vinyl window and a single, wood, nine-over-one, double-hung window. A vinyl window is present in the attic level as well.

History:

Local Development Context

Woodbury remained a small village until the mid-nineteenth century, when two railroads (the Camden and Woodbury and later the West Jersey) began operations through the town. Woodbury split from Deptford Township to become a separate municipality in 1854. The City of Woodbury experienced a significant period of growth from the 1870s through the early-twentieth century, as railroad-related commercial and industrial expansion (notably two glass works and Colonel George G. Green's patent-medicine laboratory), spurred residential growth (Bensinger 1984; Jansen 1984). E. Centre Street was laid out between Broad Street and Railroad Avenue prior to 1876, at which time it was known as Chester Street and had a handful of buildings (Bensinger 1984; Jansen 1984). The 1880 map of Woodbury shows the roadway renamed as Center Street, but the spelling soon changed to Centre (Jansen 1984). Approximately 19 dwellings had been built along E. Centre Street by 1880; however, the land at the east end of the street (toward Railroad Avenue) was mostly undeveloped (Jansen 1984; Fowler and Lummis 1880).

A passenger station associated with the West Jersey Railroad was located at the corner of Railroad Avenue and Cooper Street, a short distance northeast of where 78 E. Centre Street would be built. The 1880 map shows a railroad siding running south from the station on the west side of Railroad Avenue, abutting the easternmost part of the future house lot (Fowler and Lummis 1880). In that year, the land at the east end of the street was owned by Lewis M. Green, who was a patent-medicine developer, a five-term mayor of Woodbury, and the father of Colonel George G. Green (Bensinger 1984; Fowler and Lummis 1880; Village Green Preservation Society 2012). Colonel George G. Green achieved even more prominence than his father, succeeding as a patent-medicine entrepreneur and land developer. His patent-medicine laboratory on Green Avenue, on the east side of the West Jersey Railroad directly opposite what would become Centre Street, was a significant employer (Bensinger 1984).

Mahlon W. Newton, another important Woodbury resident and developer of the era, acquired the undeveloped land between Centre Street and Cooper Street in the 1890s and laid out Curtis Avenue between and parallel to the two aforementioned streets (Bensinger 1984; Jansen 1983). The 1896 "Plan of Lots of Mahlon W. Newton, Curtis Ave., Woodbury" shows the 1895 subdivision which created Curtis Avenue (Carter 1895). Newton also platted and developed Aberdeen Place and Newton Avenue; according to his obituary, "he set the fashion here of opening a street and setting curbs and sidewalks without city intervention" (Gloucester County Democrat 1925). Along with being a developer, Newton was a prominent hotelier, beginning his career a hotel in Westville. He then renovated and ran Newton's Hotel in Woodbury, which he purchased in 1878. He went on to operate hotels in Bridgeton, Brown's Mills, and Wenonah, at least two hotels in Atlantic City, and his most important business, Greene's Hotel in Philadelphia (Village Green Preservation Society 2013). Colonel George G. Green and Mahlon W. Newton are considered the two most significant influences on the development of Woodbury in the late nineteenth and early twentieth centuries (Bensinger 1984).

Property History

According to deeds, Lewis M. Green acquired the property at the east end of the block in transactions from John M. Watson in 1873 (Gloucester County Clerk P5:224) and from Amos Thorpe in 1876 (Gloucester County Clerk S5:314). In 1890, Lewis M. Green acquired additional adjacent land from Thomas J. Wilson and his wife in 1890 (Gloucester County Clerk 151:421) and from Mahlon W. Newton in 1891 (Gloucester County Clerk 159:131).

CONTINUATION SHEET

Historic Sites #:

Lewis M. Green died ca. 1895 and devised the Watson and Thorpe lots to his daughter, Mary Lupton, and the other two lots to Mary Lupton and her brother Joseph Green. Joseph Green conveyed his interest in these properties to Mary Lupton on August 31, 1896 (Gloucester County Clerk 172:183). The 1896 "Plan of Lots of Mahlon W. Newton" shows all the house lots on the north side of Centre Street, including 78 E. Centre Street, and both sides of Curtis Avenue between Broad Street and Railroad Avenue (Carter 1895). The lot at the northwest corner of Centre Street and Railroad Avenue (present-day 78 E. Centre Street) was owned by Mary Lupton and appeared to have a building toward the rear of the lot, facing Curtis Avenue (no longer extant). Mary also owned the lot at the northwest corner of Curtis and Railroad Avenues, which extended north to Cooper Street and by 1908 contained a hotel called The Green (Carter 1895; Sanborn Map Company 1908).

On July 23, 1904, Mary Lupton and her husband, John Lupton, sold her property at the northwest corner of Centre Street and Railroad Avenue (present-day 78 E. Centre Street) to Mahlon W. Newton for \$5,000 (Gloucester County Clerk 198:26). The lot extended from Centre Street to the south side of Curtis Avenue and measured 0.93 acre. The 1908 Sanborn map shows this property as an L-shaped lot containing a one-story office building and a one-story storage building (no longer extant), both close to Curtis Avenue (Sanborn Map Company 1908). The 1915 Sanborn map shows the same office and storage buildings, with a new express office (no longer extant) built between them near Curtis Avenue. On the south side of the lot, in the same location as the extant dwelling at 78 E. Centre Street, was a two-story dwelling with a wrap-around porch, possibly built by Newton (Sanborn Map Co. 1915). On June 5, 1917, Mahlon W. Newton sold the house and its lot to William A. Laub and his wife, Mary V. Laub, for \$1 (Gloucester County Clerk 266:442). The lot then measured 100 feet by 111 feet, and did not include the portion adjacent to Curtis Avenue. A six-foot strip of land in front was to be reserved for a sidewalk. The deed also specified that it was:

"...expressly agreed between the parties hereto that no building shall be built or erected on the lands hereby granted and conveyed nearer to the said Northerly line of Centre Street than the dwelling house now upon the property known as the Morris property (now or formerly owned by Mahlon W. Newton), and that the portico erected to said building, if any, shall not be nearer to the said northerly line of Centre Street than the portico now to the said Morris property." (Gloucester County Clerk 266:442)."

It is not clear which house on the north side of E. Centre Street was the Morris property. The 1923 Sanborn map reveals a house in the same location as the one shown in 1915, but the footprint indicates that it is a completely different house, wider and shallower than the original and with a sun porch on the east side (Sanborn Map Co. 1923). This may reflect a mistake on the 1915 map or that the original house on the site burned and was replaced by the extant dwelling (erected ca. 1920 during the Laubs' tenure). The 1929 Sanborn map shows that a one-story rear addition had been made to the dwelling and a one-story garage had been built in the back yard at the northwest corner of the lot (Sanborn Map Co. 1929). No changes to the property were evident on the 1948 Sanborn map (Sanborn Map Co. 1948). City directories list the Laubs living at 86 E. Centre Street, which was likely an earlier street number for 78 E. Centre Street; the number had changed to 78 by 1931. William Laub was employed as a business manager (Constitution Company 1922:78; Camden Suburban Directory Service 1931:90).

William and Mary Laub sold the property at 78 E. Centre Street on April 4, 1944, to Lewis C. Folsom and his wife, Edith S. Folsom, for \$1 (Gloucester County Clerk 506:79). The deed included the same clauses about the sidewalk and setbacks as in the 1917 deed. Lewis Folsom died soon afterward, on February 13, 1946, and the title passed to Edith. The 1950 and subsequent city directories show that 78 E. Centre Street was divided into three apartments. In 1950, Edith Folsom, a bank teller at Farmers and Mechanics National Bank, lived in apartment No. 1, but no tenants were listed (Clark 1950:78,126). In 1955, the house had three units: one occupied by Edith Folsom; the second by Russell Taylor and his wife, Dorothy; and the third by Charles Maden, a DuPont employee, and his wife (Clark 1955:38, 134, 181, 236). Edith Folsom and the Taylors still lived there in 1959, and the third unit was rented by Walter Goshaw, a drafter at C.H. Wheeler Mfg., and his wife, Grace (Boakes 1959:78,110,122,226).

Edith Folsom sold the house to Samuel H. Carver and his wife, Florence, on October 1, 1966, for \$1 (Gloucester County Clerk 1122:195). The Carvers sold the property on March 15, 1982, to Ralph R. McQuade, III, and his wife, Jody L. McQuade, for \$62,000 (Gloucester County Clerk 1445:801). The McQuades' home address was given as 78 E. Centre Street. On January 10, 1993, the McQuades transferred the property into the name of Jody

CONTINUATION SHEET

Historic Sites #:

McQuade alone for \$1 (Gloucester County Clerk 2386:131). A year later, on January 18, 1994, Jody McQuade, then living in Sewell, New Jersey, sold the house to John W. Graham of Brooklawn, New Jersey for \$126,000 (Gloucester County Clerk 2388:83). John Graham was residing in Mullica Hill when he sold 78 E. Centre Street to James M. Clark and his wife, Robin M. Clark, on July 30, 2001, for \$94,000 (Gloucester County Clerk 3290:98). The Clarks' home address was given as 78 E. Centre Street. The Clarks retained ownership of the property in 2018. The house still appears to be divided into apartments, with two exterior staircases and upper story entrances on the west side.

The property at 78 E. Centre Street is located within the Woodbury Historic District. The Woodbury Historic District has both local and state designations; it is a municipal historic district administered by the Woodbury Historic Preservation Commission (designated a Local Certified District 7/13/83), and it has also been determined eligible for listing in the State Register of Historic Places (SR) and the National Registers of Historic Place (NR) (SHPO opinion 7/13/83) (Village Green Preservation Society 2014). There is no existing documentation for the Woodbury Historic District; therefore, the contributing status of the property at 78 E. Centre Street was not previously determined.

References:

Bensinger, Trish

1984 National Register of Historic Places Nomination Form for the Woodbury Multiple Resource Area. Center for Historic Architecture and Engineering, University of Delaware, Newark, Delaware. On file at the New Jersey Historic Preservation Office, Trenton, New Jersey.

Boakes, E.B. & Company

1959 *Boakes Woodbury (Gloucester County) City Directory 1959-1960*. Woodbury, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Camden Suburban Directory Service

1931 *Woodbury (New Jersey) City Directory*. Philadelphia, Pennsylvania. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Carter, William

1895 "Plan of Lots of Mahlon W. Newton, Curtis Ave., Woodbury N.J." 1895. Map 319, on file at Gloucester County Clerk's Office, Woodbury, New Jersey.

Clark, John & Company, Publishers

1950 *Clark's Woodbury (Gloucester County) City Directory*. Haddonfield, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

1955 *Clark's Woodbury (Gloucester County) City Directory*. Haddonfield, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

The Constitution Company

1922 *Woodbury City Directory 1922*. Woodbury, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Fowler and Lummis, Civil Engineers

1880 *City of Woodbury Map 1880*. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Gloucester County Clerk

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

Gloucester County Democrat

1925 "Mahlon W. Newton Died Last Sunday." December 3. On file in Newton family file, Gloucester County Historical Society.

CONTINUATION SHEET

Historic Sites #:

Jansen, Deborah

1984 New Jersey Historic Preservation Office Historic District Survey Form for Green's Development District, Woodbury, Gloucester County (0822-001). Prepared as part of *New Jersey Historic Sites Inventory: Woodbury-0822*. University of Delaware, Newark, Delaware. On file at the New Jersey Historic Preservation Office, Trenton, New Jersey.

McAlester, Virginia Savage

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

Sanborn Map Company

1908-48 *Insurance Maps of Woodbury, Gloucester County, New Jersey*. Sanborn Map Company, New York, New York.

Village Green Preservation Society

2012 "Lewis M. Green." Posted on February 27, 2012. Available online at <http://preservewoodbury.blogspot.com/2012/02/lewis-m-green.html> (accessed 9 June 2014).

2013 "Mahlon W. Newton." Posted 15 January 2013. Available online at <http://preservewoodbury.blogspot.com/2013/01/mahlon-w-newton.html> (accessed 9 June 2014).

2014 "Woodbury's Historic Designations and Groups Explained." Posted 28 February 2014. Available online at <http://preservewoodbury.blogspot.com/2014/02/woodburys-historic-designations-groups.html> (accessed 4 June 2014).

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Northwest (side) elevation of dwelling at 78 E. Centre Street. Looking northeast (November 2018).



Photograph 3: Southeast (side) and northeast (rear) elevations of dwelling at 78 E. Centre Street. Looking west (November 2018).

CONTINUATION SHEET

Historic Sites #:



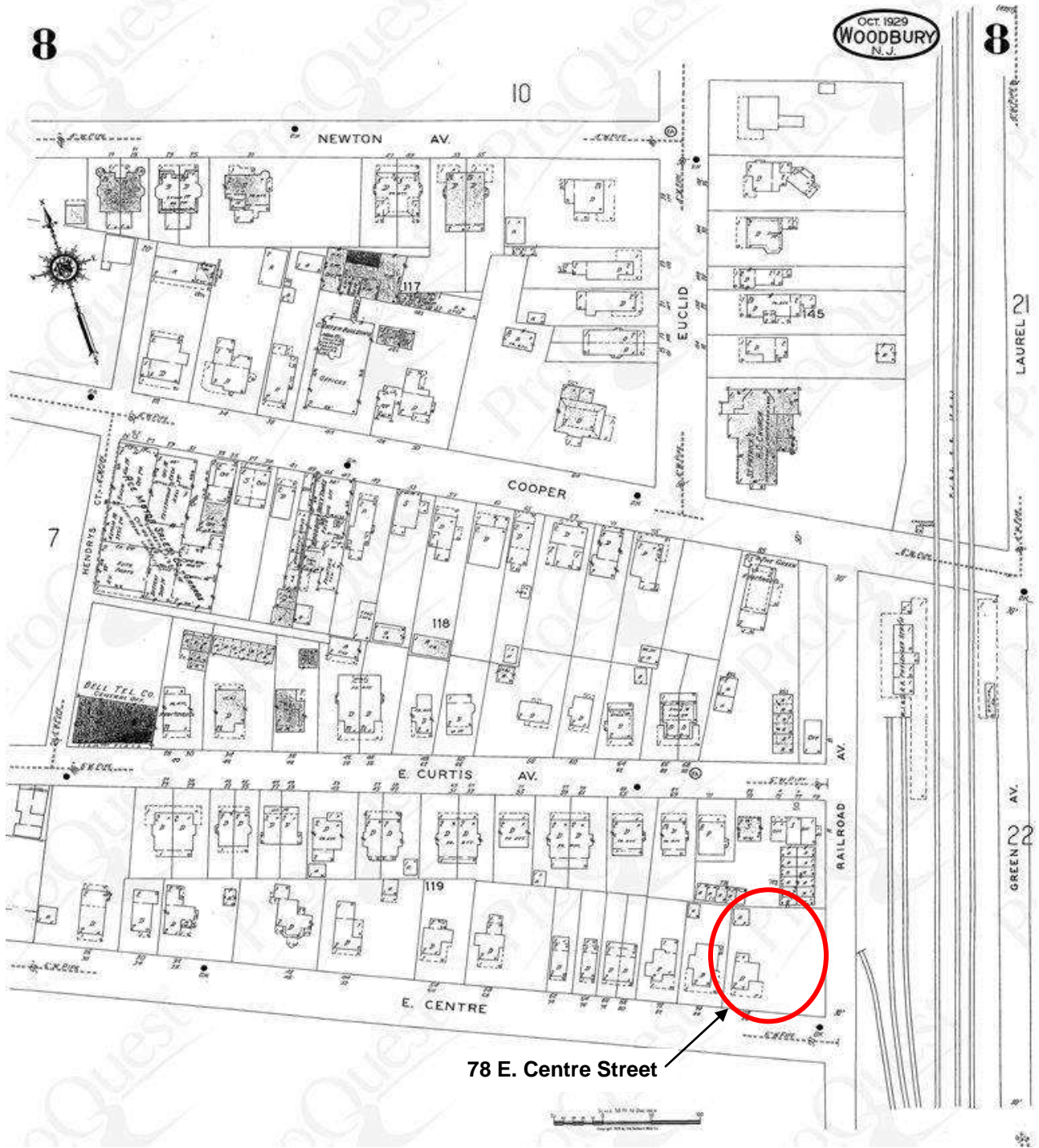
Photograph 4: Southwest (side) and southeast (front) elevations of the garage at 78 E. Centre Street. Looking north (November 2018).



Photograph 5: View looking northwest along Centre Street from Railroad Avenue, showing 78 E. Centre Street (right foreground, partially obstructed by trees) in context within the Woodbury Historic District (December 2018).

CONTINUATION SHEET

Historic Sites #:



1929 Sanborn map of Woodbury, showing the property at 78 E. Centre Street in context.

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 9, 2019

BASE FORM

Historic Sites #:

Property Name: 85 Aberdeen Place

Street Address: Street #: 85 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: Aberdeen Suffix: _____ Type: PL

County(s): Gloucester **Zip Code:** 08096

Municipality(s): Woodbury City **Block(s):** 114

Local Place Name(s): N/A **Lot(s):** 20

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

Photograph 1: Northeast (front) and northwest (side) elevations of dwelling at 85 Aberdeen Place. Looking south (November 2018).



Description: The property consists of a *circa*-1913 two-and-one-half-story, wood frame vernacular dwelling and a *circa*-1950 one-story, wood frame garage on a 0.09-acre lot (Block 114, Lot 20) located at the southwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is located within the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is recommended eligible as a contributing feature to the district. The property is recommended not individually eligible for listing in the National Register.

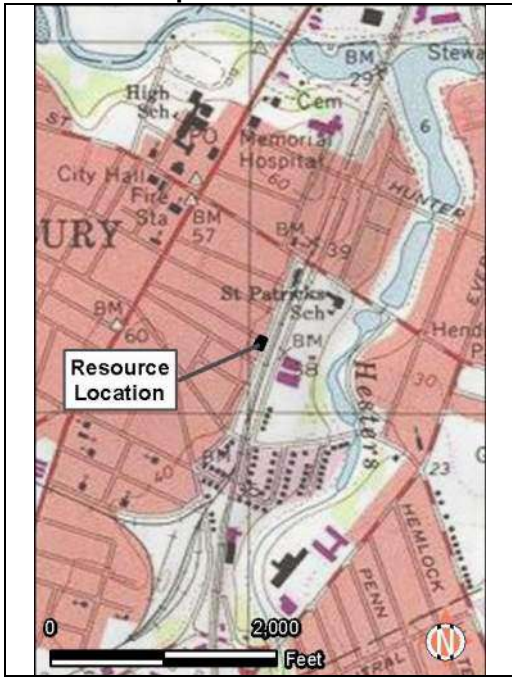
Registration and Status Dates:	National Historic Landmark: _____	SHPO Opinion: <u>7/13/83 (Woodbury Historic District)</u>
	National Register: _____	Local Designation: <u>7/13/83 (Woodbury Historic District)</u>
	New Jersey Register: _____	Other Designation: _____
	Determination of Eligibility: _____	Other Designation Date: _____

Survey Name: <u>Glassboro-Camden Line Light Rail Project</u>	Date: <u>January 9, 2019</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>	

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 Woodbury Historic District

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: 85 Aberdeen Place (Dwelling)
Historic Name: Greene/Holston Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1913 **Source:** Sanborn Map Company 1908, 1915; deeds
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Tudor/Craftsman/Colonial Revival, vernacular
Form: Gable Front **Stories:** 2.5
Type: N/A **Bays:** 2
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Stucco

Exterior Description: The property consists of a *circa*-1913 two-and-one-half-story, wood frame dwelling and a *circa*-1950 one-story, wood frame garage on a .09-acre lot (Block 114, Lot 20) located on the southwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The dwelling faces northeast toward Aberdeen Place and is set back approximately 20 feet north from the road. The garage is situated on the southwest corner of the lot, approximately 20 feet south of the dwelling. The dwelling is surrounded by a small grassy yard, with two trees and a few shrubs present in front of the dwelling (along Aberdeen Place) and a single tree and row of shrubs on the southeast side of the dwelling (along Railroad Avenue). The northeast (front) and southeast (side) boundaries of the lot are defined by concrete sidewalks lining Aberdeen Place and Railroad Avenue respectively. A concrete driveway provides vehicular access to the lot from Railroad Avenue. See *Continuation Sheet*.

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

Setting: The property is located at the southwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is within the boundary of the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is bordered to the north, west, and south by early-twentieth-century dwellings of similar scale with consistent setbacks. The former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) and an adjacent municipal parking lot are located east of the property, on the opposite side of Railroad Avenue. The built environment in the immediate vicinity of the property is predominantly characterized by dense, late-nineteenth- to early-twentieth-century residential development.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
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: 85 Aberdeen Place (Garage)
Historic Name: Greene/Holston Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1950 **Source:** Sanborn Map Company 1948; physical evidence
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: None
Form: Other – Detached Garage **Stories:** 1
Type: Garage **Bays:** 1
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Stucco

Exterior Description: The *circa*-1950 garage is situated at the rear of the lot, approximately 20 feet south of the dwelling (Photograph 5). The one-story, wood frame building rests on a concrete slab and is clad in stucco. The front gable roof is covered with asphalt shingles. The garage faces southeast toward Railroad Avenue and is accessed by a concrete driveway. The vehicular entrance in the southeast elevation (façade) contains a modern garage door, topped with a wood lintel. Wood hexagon-shaped shingles are present in the gable. The northeast elevation contains a pedestrian entrance in the west end, containing a three-panel wood door with a wood surround. The garage is not shown on the 1948 Sanborn map of Woodbury City; it appears to have been constructed ca. 1950.

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

Setting: The property is located at the southwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is within the boundary of the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is bordered to the north, west, and south by early-twentieth-century dwellings of similar scale with consistent setbacks. The former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) and an adjacent municipal parking lot are located east of the property, on the opposite side of Railroad Avenue. The built environment in the immediate vicinity of the property is predominantly characterized by dense, late-nineteenth- to early-twentieth-century residential development.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
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 85 Aberdeen Place is not individually significant. It represents a common example of an altered, *circa*-1913 vernacular dwelling with Craftsman, Tudor Revival, and Colonial Revival influences and an associated *circa*-1950 garage. As an individual resource, it does not represent a significant event, trend, or person. The property is significant as a contributing feature to the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83). The Woodbury Historic District generally includes properties along Broad Street between Woodbury Creek and Penn/Carpenter Streets; Delaware and Cooper Streets in their entireties; Hunter Street between Broad Street and Rugby Place; Newton Avenue, Curtis Avenue, Centre Street, and Aberdeen Place between Broad Street and Railroad Avenue; Euclid Street between Cooper and Hunter Streets; High Street between Lupton Avenue and Broad Street; and the east side of Green Avenue between E. Barber Avenue and Cooper Street. A survey form and inventory were not previously prepared for the Woodbury Historic District; therefore, the period and area(s) of significance, National Register Criteria, and contributing/non-contributing properties have not been documented. The property at 85 Aberdeen Place is located within the district boundary (at its southeast corner), was erected during the district's primary development period (late-nineteenth through early-twentieth century), and retains sufficient integrity to convey its construction period, type, and associations.

Eligibility for New Jersey and National Registers: Yes (Contributing) No **National Register Criteria:** A B C D
Level of Significance Local State National

Justification of Eligibility/Ineligibility: The property at 85 Aberdeen Place is recommended eligible as a contributing feature to the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83). The property is located within the district boundary, was erected during the primary development period, and retains a sufficient degree of integrity to convey its construction period, type, and associations. The property at 85 Aberdeen Place is recommended not individually eligible for listing in the National Register due to a lack of individual significance. The property is recommended not individually eligible under Criterion A because as a standalone property 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. It is also recommended not eligible under Criterion C due to a lack of architectural significance. 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 (Dwelling), Building Attachment (Garage), Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

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 9, 2019

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Dwelling (Ca. 1913)

The primary building is a single-family, detached, two-and-one-half-story dwelling of wood frame construction (Photographs 1-4). The dwelling rests on a parged concrete foundation. The exterior walls are clad with stucco and the clipped front gable roof is covered with asphalt shingles. Two large, shed roof wall dormers occupy the southeast and northwest (side) roof slopes. Window openings throughout the dwelling contain a mixture of wood, six-over-one, double-hung windows with wood surrounds and vinyl, six-over-one, double-hung windows with vinyl surrounds unless otherwise stated below. Basement windows are visible in all elevations and contain wood, three-light hopper windows. A stucco-clad exterior chimney is centered in the northeast elevation (façade) and pierces the clipped gable. A one-story, enclosed, wrap-around porch with a hipped roof extends across approximately two-thirds of the façade and the southeast (side) elevation. The dwelling lacks distinctive stylistic features of a particular style; however, it exhibits influences of several styles. The wide, open eaves with exposed rafter tails, wall dormers, and enclosed porch with pedestals extending to the ground reflect the Craftsman style. The dwelling displays Tudor Revival influences in the exterior chimney and steeply pitched, clipped gable roof. Additionally, the dwelling exhibits Colonial Revival influences in the paired, double-hung windows and Doric porch columns (McAlester 2013:408-432, 448-466, 566-578).

Most of first story in the northeast elevation (façade) of the dwelling is obstructed by an enclosed porch; however, one window bay containing a vinyl, six-over-one, double-hung window is visible at the west end of the elevation (Photographs 1 and 4). The porch, which obstructs the central and eastern bays, features half-height, wood-paneled exterior walls topped by window openings and a hipped roof with exposed rafter tails. The porch window openings contain wood, six-over-one, double-hung windows with exterior wood screens. The porch bays are separated by wood Doric columns atop stucco-clad piers. There are two bays in the northeast elevation of the porch; the western bay consists of an entrance flanked by two windows, and the eastern bay consists of a series of three windows. A wood stoop with a modern wood railing is centered in the porch façade, providing access to the porch entrance, which contains a wood, three-light over panel door and a modern storm door. The entrance is topped with a wood, three-light transom. The second story of the dwelling's façade consists of two window bays; the western bay contains a single, fixed, four-light, vinyl window, and the eastern bay contains a pair of vinyl, six-over-one, double-hung windows. There are two vinyl, six-over-one, double-hung windows of slightly smaller than typical scale in the attic level. The exterior chimney visually divides the east and west bays of the second story and attic level.

The first story of the southeast (side) elevation is also partially obstructed by the enclosed porch, which occupies the northern two-thirds of the elevation (Photographs 2-3). The southeast elevation of the porch consists of two bays, each containing a series of three windows separated by wood Doric columns atop stucco-clad piers. The southern bay in the first story of the dwelling consists of a three-sided projecting bay. A set of paired wood, nine-over-one, double-hung windows with wood surrounds occupies the center of the projecting bay, with a single wood, nine-over-nine, double-hung window located on each side. A pent roof above this bay window is a continuation of the adjacent porch roof, creating uniformity across the elevation. The second story of the southeast elevation consists of two central window bays, each containing a pair of typical vinyl windows that are sheltered by the shed roof of the wall dormer above them.

The southwest (rear) elevation of the dwelling is two bays wide in the first and second stories, and the openings are vertically aligned (Photograph 3). The western bay consists of an entrance, containing a wood, six-light over one-panel door. A small entry porch with modern wood posts, a hipped roof, and a modern wood railing shelters a set of stuccoed steps that provide access to the entrance. The eastern bay in the rear elevation contains a paired, vinyl, six-over-one, double-hung window that is smaller in scale than the standard window openings found throughout the dwelling. The second story contains two window bays, each containing a single, typical vinyl window. The attic level has two window bays, each with a single, typical vinyl window of slightly smaller than typical size.

The northwest (side) elevation has an irregular fenestration pattern (Photograph 4). The first story contains three bays, consisting of two single window openings that flank an entrance bay. The northern window bay contains a typical vinyl window, and the southern window bay contains a smaller vinyl, one-over-one, double-hung window with vinyl surround. The central entrance bay contains a modern wood door with an oval light and vinyl surround.

CONTINUATION SHEET

Historic Sites #:

The second story consists of two irregularly-placed window bays. The northern window opening is vertically situated adjacent to the floor plane of the attic level and contains a plastic, vented window with a vinyl surround. The southern window opening is vertically situated adjacent to the floor plane of the second floor and contains a typical vinyl window. A pair of wood, six-light casement windows with a wood surround is situated in the half story, centered in the wall dormer.

History:

Local Development Context

Woodbury remained a small village until the mid-nineteenth century when two railroads (the Camden and Woodbury and later the West Jersey) began operations through the town. Woodbury split from Deptford Township to become a separate municipality in 1854. The City of Woodbury experienced a significant period of growth from the 1870s through the early-twentieth century, as railroad-related commercial and industrial expansion (notably two glass works and Colonel George G. Green's patent medicine laboratory), spurred residential growth (Bensinger 1984; Jansen 1984). The 1880 map of Woodbury shows that the vicinity of Aberdeen Place, which would later be laid out between and parallel to Centre and Hopkins Streets on the west side of the West Jersey Railroad, was a mostly undeveloped area (Fowler and Lummis 1880). In that year, the land that would later become Aberdeen Place was owned by Lewis M. Green, who was a patent-medicine developer, a five-term mayor of Woodbury, and the father of Colonel George G. Green (Bensinger 1984; Fowler and Lummis 1880; Jansen 1984; Village Green Preservation Society 2012). Colonel George G. Green achieved even more prominence than his father, succeeding as a patent-medicine entrepreneur and land developer. His patent-medicine laboratory on Green Avenue, on the east side of the West Jersey Railroad directly opposite what would become Aberdeen Place, was a significant local employer (Bensinger 1984).

Mahlon W. Newton, another important Woodbury resident and developer of the era, acquired the undeveloped land between Centre Street and Hopkins Street and laid out Aberdeen Place ca. 1903-1905 (Bensinger 1984; Jansen 1984). The 1905 "Plan of Lots Owned by Mahlon W. Newton" shows all of the house lots on the south side of Centre Street and both sides of Aberdeen Place between Broad Street and Railroad Avenue (Carter 1905). Newton also platted and developed Curtis Avenue and Newton Avenue; according to his obituary, "he set the fashion here of opening a street and setting curbs and sidewalks without city intervention" (Gloucester County Democrat 1925). Along with being a developer, Newton was a prominent hotelier, beginning his career at a hotel in Westville. He then renovated and ran Newton's Hotel in Woodbury, which he purchased in 1878. He went on to operate hotels in Bridgeton, Brown's Mills, and Wenonah, at least two hotels in Atlantic City, and his most important business, Greene's Hotel in Philadelphia (Village Green Preservation Society 2013). Colonel George G. Green and Mahlon W. Newton are considered the two most significant influences on the development of Woodbury in the late-nineteenth and early-twentieth centuries (Bensinger 1984).

Property History

Based on the 1908 Sanborn map, the property at the southwest corner of Aberdeen Place and Railroad Avenue (present-day 85 Aberdeen Place) was an oblong, undeveloped lot with a railroad siding and brick storage facility (no longer extant) to the immediate south. A railroad freight house and platform (no longer extant) associated with the West Jersey Railroad were situated directly across Railroad Avenue to the east of the lot. Between 1908 and 1915, the lot at present-day 85 Aberdeen Place and the one behind it (to the south) on Hopkins Street were each developed with a two-story, single-family dwelling on a small residential lot laid out according to Newton's subdivision plan (Sanborn Map Company 1908, 1915). The extant building appears on the 1915 Sanborn map and those published thereafter. By 1915, most of Aberdeen Place was developed, with only a few vacant lots. The entire street was built out by 1923 (Sanborn Map Company 1915, 1923).

Property deeds reveal that the lot associated with 85 Aberdeen Place was part of a tract of land south of Centre Street and west of the railroad line, owned in the 1880s by Lewis M. Green. This land was bequeathed to his daughter, Mary Lupton after Green's death ca. 1895 (Gloucester County Clerk 196:562). On July 8, 1904, Mary Lupton and her husband John conveyed this tract to Mahlon W. Newton for \$7,000 (Gloucester County Clerk 196:562). Newton created the Aberdeen Place subdivision shortly thereafter. 85 Aberdeen Place occupies the eastern part of Lot 40 and part of Lot 39 in this subdivision, and all subsequent transactions contain this description. On January 17, 1913, Mahlon W. Newton and his wife Elizabeth, residents of Philadelphia, sold the property, then with its present-day boundaries, to Cliff A. Greene and his wife Eva of Woodbury for \$1 (Gloucester

CONTINUATION SHEET

Historic Sites #:

County Clerk 242:88). Newton had a vision that his development would be an upscale suburban neighborhood with consistent setbacks. The deed contained a covenant agreeing that:

“...no house or other buildings...shall be built, made or erected on the lot hereby granted and conveyed nearer the said Southerly line of Aberdeen Place than twenty feet and that no front porch, veranda or similar erection to said house shall be more than ten feet in width; that no double dwelling house shall be built or erected on said lot, and that no house shall be built or erected thereon costing, exclusive of said lot, less than three thousand five hundred dollars. Provided, however...that a strip of land six feet in width, at right angles, along the said lands of the West Jersey and Seashore Railway Company shall be reserved for a sidewalk.” (Gloucester County Clerk 242:88)

The house at 85 Aberdeen Place was most likely built between 1913 and 1915 by Clift A. Greene, who was listed in the 1922 Woodbury City Directory as a builder and contractor (Constitution Company 1922:63). Clift A. Green and his wife Eva held the property until June 10, 1915, when they sold it for \$1 to Charles P. Holston and his wife Elizabeth of Woodbury (Gloucester County Clerk 255:190). The house appeared on the 1915 Sanborn map (Sanborn Map Company 1915). The garage was erected later than the dwelling. It is not shown on the 1948 Sanborn map of Woodbury City; it appears to have been constructed ca. 1950.

The Holston family owned the house into the early 1960s. City directories from 1922, 1931, 1950, 1955, and 1959 show that Charles P. Holston worked as a salesman. By 1959, he was listed as a salesman representative. His employer was not listed (Constitution Company 1922; Camden Suburban Directory Service 1931; John Clark & Co. 1950, 1955; E.B Boakes & Company 1959). Elizabeth Holston died ca. 1960, and Charles Holston died in April 1962 leaving the property to their three daughters, Janet Farrell, Elizabeth Carlin, and Evelyn Cunningham. On September 24, 1962, the three daughters and their husbands conveyed the property to Evelyn Cunningham and her husband William Cunningham for \$1 (Gloucester County Clerk 1050:114).

The Cunninghams eventually moved to Westville, New Jersey, and sold 85 Aberdeen Place on August 28, 1975, to David A. Beakley and his wife Maryrita for \$33,300 (Gloucester County Clerk 1288:1048). The Beakleys mortgaged the house but defaulted, and a New Jersey Superior Court judgment in 1977 ordered the property sold. On November 9, 1977, George G. Small, Sheriff of Gloucester County, sold 85 Aberdeen Place to the Secretary of the federal Housing and Urban Development agency (HUD) for \$100 (Gloucester County Clerk 1345:669). Ownership of the property between 1977 and 2003 could not be traced; it may have been owned by HUD during this entire period. The property was sold to private owners in 2003, subject to the National Housing Act and the Housing and Urban Development Act. On August 25, 2003, Mel Martinez, Secretary of HUD, acting by and through the Federal Housing Commissioner, conveyed 85 Aberdeen Place to Samuel Jackson and his wife Geraldine Jackson, who were already residing on the property, for \$82,500 (Gloucester County Clerk 3649:138). Samuel Jackson died on October 3, 2012, and Geraldine Jackson acquired his share of the property by right of survivorship. Ms. Jackson transferred title of the property to herself for \$1 on January 15, 2013 (Gloucester County Clerk 5037:296). Ms. Jackson retained ownership of the property in 2018.

The property at 85 Aberdeen Place is located within the Woodbury Historic District. The Woodbury Historic District has both local and state designations; it is a municipal historic district administered by the Woodbury Historic Preservation Commission (designated a Local Certified District 7/13/83), and it has also been determined eligible for listing in the State Register of Historic Places (SR) and the National Registers of Historic Place (NR) (SHPO opinion 7/13/83) (Village Green Preservation Society 2014). There is no existing documentation for the Woodbury Historic District; therefore, the contributing status of the property at 85 Aberdeen Place was not previously determined.

References:

Bensinger, Trish

1984 National Register of Historic Places Nomination Form for the Woodbury Multiple Resource Area. Center for Historic Architecture and Engineering, University of Delaware, Newark, Delaware. On file at the New Jersey Historic Preservation Office, Trenton, New Jersey.

Boakes, E.B. & Company

1959 *Boakes Woodbury (Gloucester County) City Directory 1959-1960*. Woodbury, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

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Historic Sites #:

Camden Suburban Directory Service

1931 *Woodbury (New Jersey) City Directory*. Philadelphia, Pennsylvania. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Carter, William

1905 "Plan of Lots Owned by Mahlon W. Newton Situate in the Second Ward, City of Woodbury N.J." Map 328, on file at Gloucester County Clerk's Office, Woodbury, New Jersey.

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The Constitution Company

1922 *Woodbury City Directory 1922*. Woodbury, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Fowler and Lummis, Civil Engineers

1880 *City of Woodbury Map 1880*. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Gloucester County Clerk

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

Gloucester County Democrat

1925 "Mahlon W. Newton Died Last Sunday." December 3. On file in Newton family file, Gloucester County Historical Society.

Jansen, Deborah

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McAlester, Virginia Savage

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Village Green Preservation Society

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2014 "Woodbury's Historic Designations and Groups Explained." Posted 28 February 2014. Available online at <http://preservewoodbury.blogspot.com/2014/02/woodburys-historic-designations-groups.html> (accessed 4 June 2014).

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Southeast (side) elevation of dwelling at 85 Aberdeen Place. Looking northwest (November 2018).



Photograph 3: Southwest (rear) and southeast (side) elevations of dwelling at 85 Aberdeen Place. Looking north (November 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: Northeast (front) and northwest (side) elevations of dwelling at 85 Aberdeen Place. Looking south (May 2014).



Photograph 5: Southeast (front) and northeast (side) elevations of garage at 85 Aberdeen Place. Looking west (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: View looking west along Aberdeen Place from Railroad Avenue, showing 85 Aberdeen Place in context within the Woodbury Historic District (December 2018).

CONTINUATION SHEET

Historic Sites #:



1929 Sanborn map of Woodbury, showing the property at 85 Aberdeen Place in context.

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

January 9,
Date: 2019

BASE FORM

Historic Sites #:

Property Name: 86 Aberdeen Place
Street Address: Street #: 86 Apartment #: _____
(Low) (High) (Low) (High)
Prefix: _____ Street Name: Aberdeen Suffix: _____ Type: PL
County(s): Gloucester **Zip Code:** 08096
Municipality(s): Woodbury City **Block(s):** 113
Local Place Name(s): N/A **Lot(s):** 31
Ownership: Private **USGS Quad(s):** Woodbury

Photograph 1: Southwest (front) and southeast (side) elevations of dwelling at 86 Aberdeen Place. Looking north (November 2018).



Description: The property consists of a *circa*-1925, two-story, wood frame vernacular dwelling and a *circa*-1925, one-story, wood frame garage on a 0.12-acre lot (Block 113, Lot 31) located at the northwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is located within the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is recommended eligible as a contributing feature to the district. The property is recommended not individually eligible for listing in the National Register.

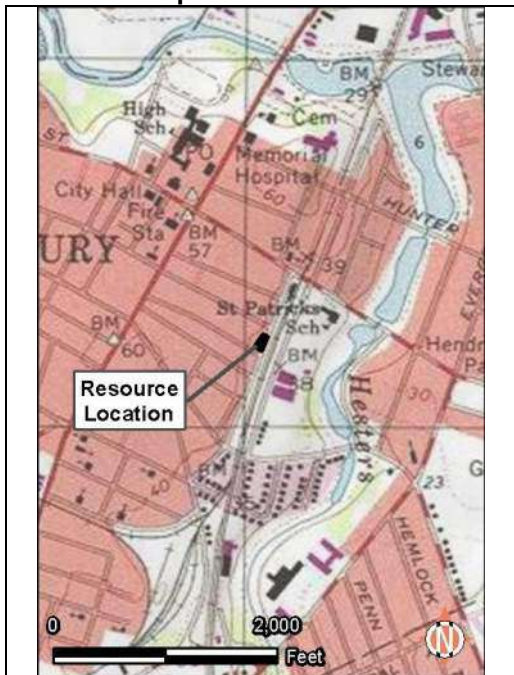
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: 7/13/83 (Woodbury Historic District)
National Register: _____ Local Designation: 7/13/83 (Woodbury Historic District)
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

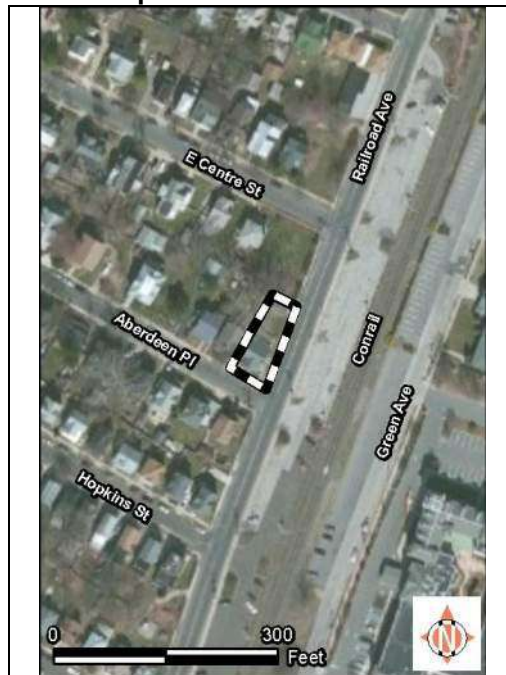
BASE FORM

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 Woodbury Historic District

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: 86 Aberdeen Place (Dwelling)
Historic Name: Greene/Callaway Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1925 **Source:** Sanborn Map Company 1923, 1929; deeds
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Craftsman, vernacular
Form: Saltbox **Stories:** 2
Type: N/A **Bays:** 4
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Vinyl Siding

Exterior Description: The property consists of a *circa*-1925 two-story, wood frame vernacular dwelling and a *circa*-1925 one-story, wood frame garage on a 0.12-acre lot (Block 113, Lot 31) located at the northwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The dwelling faces southwest toward Aberdeen Place and is set back approximately 20 feet from the road. The garage is situated at the rear of the lot, approximately 20 feet northeast of the dwelling. The dwelling is surrounded by a small grassy yard, and a single mature tree is present in front of the dwelling (along Aberdeen Place). The southwest (front) and southeast (side) boundaries of the lot are defined by a concrete sidewalk lining Aberdeen Place and Railroad Avenue, respectively. Concrete driveways provide vehicular access to the lot from Aberdeen Place and Railroad Avenue. *See Continuation Sheet.*

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

Setting: The property is located at the northwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is within the boundary of the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is bordered to the north, west, and south by early-twentieth-century dwellings of similar scale with consistent setbacks. The former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) and an adjacent municipal parking lot are located east of the property, on the opposite side of Railroad Avenue. The built environment in the immediate vicinity of the property is predominantly characterized by dense, late-nineteenth- to early-twentieth-century residential development.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
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: 86 Aberdeen Place (Garage)
Historic Name: Greene/Callaway Property
Present Use: Residential Activity - Permanent
Historic Use: Residential Activity - Permanent
Construction Date: Ca. 1925 **Source:** Sanborn Map Company 1923, 1929
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: None
Form: Other – Detached Garage **Stories:** 1
Type: Garage **Bays:** 1
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Vinyl Siding

Exterior Description: The *circa*-1925 garage is situated at the rear of the lot, approximately 20 feet northeast of the dwelling (Photograph 5). The one-story, wood frame building rests on a concrete foundation and is clad with vinyl siding. The hipped roof is covered with asphalt shingles. The garage faces southeast toward Railroad Avenue and is accessed by a short concrete driveway. The vehicular entrance in the southeast elevation (façade) contains a modern garage door. The only other opening in the building is a pedestrian entrance in the southwest elevation that contains a modern, six-panel wood door.

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

Setting: The property is located at the northwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is within the boundary of the National Register-eligible Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83) and is bordered to the north, west, and south by early-twentieth-century dwellings of similar scale with consistent setbacks. The former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) and an adjacent municipal parking lot are located east of the property, on the opposite side of Railroad Avenue. The built environment in the immediate vicinity of the property is predominantly characterized by dense, late-nineteenth- to early-twentieth-century residential development.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 9, 2019
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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 86 Aberdeen Place is not individually significant. It represents a common example of an altered, circa-1925 vernacular dwelling with Craftsman influences and an associated garage. As an individual resource, it does not represent a significant event, trend, or person. The property is recommended significant as a contributing feature to the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83). The Woodbury Historic District generally includes properties along Broad Street between Woodbury Creek and Penn/Carpenter Streets; Delaware and Cooper Streets in their entireties; Hunter Street between Broad Street and Rugby Place; Newton Avenue, Curtis Avenue, Centre Street, and Aberdeen Place between Broad Street and Railroad Avenue; Euclid Street between Cooper and Hunter Streets; High Street between Lupton Avenue and Broad Street; and the east side of Green Avenue between E. Barber Avenue and Cooper Street. A survey form and inventory were not previously prepared for the Woodbury Historic District; therefore, the period and area(s) of significance, National Register Criteria, and contributing/non-contributing properties have not been documented. The property at 86 Aberdeen Place is located within the district boundary (at its southeast corner), was erected during the district's primary development period (late-nineteenth through early-twentieth century), and retains sufficient integrity to convey its construction period, type, and associations.

Eligibility for New Jersey and National Registers:	<input checked="" type="checkbox"/> Yes (Contributing)	<input type="checkbox"/> No	National Register Criteria:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D
	Level of Significance	<input checked="" type="checkbox"/> Local		<input type="checkbox"/> State	<input type="checkbox"/> National		

Justification of Eligibility/Ineligibility: The property at 86 Aberdeen Place is recommended eligible as a contributing feature to the National Register-eligible and locally designated Woodbury Historic District (SHPO Opinion 7/13/83; Local Certified District 7/13/83). The property is located within the district boundary, was erected during the primary development period, and retains a sufficient degree of integrity to convey its construction period, type, and associations. The property at 86 Aberdeen Place is recommended not individually eligible for listing in the National Register due to a lack of significance. The property is recommended not individually eligible under Criterion A because as a standalone property 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. It is also recommended not eligible under Criterion C due to a lack of architectural significance. 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 (Dwelling), Building Attachment (Garage), Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

Survey Name:	<u>Glassboro-Camden Line Light Rail Project</u>	Date:	<u>January 9, 2019</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>		

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Dwelling (Ca. 1925)

The primary building is a single-family, detached, two-story dwelling of wood frame construction (Photographs 1-4). The dwelling rests on a parged concrete foundation. The exterior walls are clad with vinyl siding, and the roof is covered with asphalt shingles. The dwelling has an asymmetrical side-gable roof with a lower pitch in the southwest elevation (façade), resulting in a one-story elevation height in the façade and a two-story height in the rear. A large, vinyl-clad, front gable dormer occupies the southwest roof slope. Window openings throughout the dwelling contain vinyl, six-over-six, double-hung windows with vinyl surrounds, except where noted below. Decorative vinyl shutters flank most window openings. A brick exterior chimney is present in the southeast (side) elevation). A full-width, one-story addition with a hipped roof extends across the northeast (rear) elevation of the dwelling. The dwelling displays Craftsman influences with its asymmetrical, low-pitched, side gable roof and prominent front gable dormer; however, it lacks distinctive stylistic features (McAlester 2013:566-578).

The southwest elevation (façade) is four bays wide in the first story, consisting of three window bays and an off-center entrance (from west to east: window [W], door [D], W, W) (Photographs 1-3). The window bays contain single windows. The entrance contains a modern wood door with oval light and vinyl clad surround. A stoop consisting of red brick stairs and a metal railing provides access to the entrance. A large, centrally located front gable dormer dominates the primary roof slope in the facade. The dormer contains a series of three windows in the second story, topped by a single attic-level window.

The northwest (side) elevation has an irregular fenestration pattern (Photograph 3). The first story consists of five bays (from north to south: W, W, D, W, W). The northern bay, located in the side elevation of the rear one-story addition, contains paired windows. The second and fourth bays contain smaller paired windows. The third bay contains an entrance with a two-light over four-panel replacement door that is sheltered by an aluminum awning. The southern bay contains a series of three windows. There are three window bays in the second story of the northwest elevation, each containing a standard-size single window; however, the central window is located flush with the floor line of the second story, and the other two are set higher in the elevation. A window is also present at the attic level.

The northeast (rear) elevation contains three window bays in the first story (rear addition) and two window bays in the second story (main elevation) (Photograph 4). In the first story, the eastern bay contains a single window; the central bay contains a small louvered window, and the western bay contains paired windows. The second story window bays contain single windows and are vertically aligned with the eastern and western bays in the first story. A small projection with a shed roof extends forward from the elevation approximately one to two feet between the two second-story windows.

The southeast (side) elevation consists of four window bays in the first story (Photograph 4). The two southern bays each contain a single window. The third bay is a projecting bay with a hipped roof, containing a series of three vinyl casement windows. The northern bay (located in the side elevation of the rear addition) contains a single window. The second story consists of three window bays containing single windows that are vertically aligned with the first-story openings. A window is also present at the attic level. A red brick exterior chimney is located between the two southern bays in the southwest elevation.

History:

Local Development Context

Woodbury remained a small village until the mid-nineteenth century, when two railroads (the Camden and Woodbury and later the West Jersey) began operations through the town. Woodbury split from Deptford Township to become a separate municipality in 1854. The City of Woodbury experienced a significant period of growth from the 1870s through the early twentieth century, as railroad-related commercial and industrial expansion (notably two glass works and Colonel George G. Green's patent-medicine laboratory), spurred residential growth (Bensinger 1984; Jansen 1984). The 1880 map of Woodbury shows that the vicinity of Aberdeen Place, which would later be laid out between and parallel to Centre and Hopkins Streets on the west side of the West Jersey Railroad, was a mostly undeveloped area (Fowler and Lummis 1880). In that year, the land that would later become Aberdeen Place was owned by Lewis M. Green, who was a patent-medicine developer, a five-term

CONTINUATION SHEET

Historic Sites #:

mayor of Woodbury, and the father of Colonel George G. Green (Bensinger 1984; Fowler and Lummis 1880; Jansen 1984; Village Green Preservation Society 2012). Colonel George G. Green achieved even more prominence than his father, succeeding as a patent-medicine entrepreneur and land developer. His patent-medicine laboratory on Green Avenue, on the east side of the West Jersey Railroad directly opposite what would become Aberdeen Place, was a significant employer (Bensinger 1984; Jansen 1984).

Mahlon W. Newton, another important Woodbury resident and developer of the era, acquired the undeveloped land between Centre Street and Hopkins Street and laid out Aberdeen Place ca. 1903-1905 (Bensinger 1984; Jansen 1984). The 1905 "Plan of Lots Owned by Mahlon W. Newton" shows all of the house lots on the south side of Centre Street and both sides of Aberdeen Place between Broad Street and Railroad Avenue (Carter 1905). Newton also platted and developed Curtis Avenue and Newton Avenue; according to his obituary, "he set the fashion here of opening a street and setting curbs and sidewalks without city intervention" (Gloucester County Democrat 1925). Along with being a developer, Newton was a prominent hotelier, beginning his career with a hotel in Westville. He then renovated and ran Newton's Hotel in Woodbury, which he purchased in 1878. He went on to operate hotels in Bridgeton, Brown's Mills, and Wenonah, at least two hotels in Atlantic City, and his most important business, Greene's Hotel in Philadelphia (Village Green Preservation Society 2013). Colonel George G. Green and Mahlon W. Newton are considered the two most significant influences on the development of Woodbury in the late-nineteenth and early-twentieth centuries (Bensinger 1984).

Property History

Although the land between Aberdeen Place and Centre Street was subdivided in 1905 (Carter 1905), the 1908 and 1915 Sanborn maps show the northwest corner of Railroad Avenue and Aberdeen Place (present-day 86 Aberdeen Place and 77 E. Centre Street) as part of a large, L-shaped lot, the eastern part of which extended north to Centre Street. One house (present-day 72 Aberdeen Place) stood facing Aberdeen Place near the west end of the lot, but the rest of the tract remained vacant through 1923. Mahlon W. Newton and his wife Elizabeth K. Newton obtained this land in 1904 (Gloucester County Clerk 196:562) and retained ownership through the 1910s. They conveyed it to Hazel K. Campbell on August 11, 1919 (Gloucester County Clerk 312:78). Hazel Campbell and her husband John conveyed the property back to Mahlon W. Newton on September 12, 1922, for \$1 (Gloucester County Clerk 312:78). On July 9, 1923, Mahlon W. Newton and his wife Elizabeth sold the 14,755-square-foot lot at the northwest corner of Aberdeen Place and Railroad Avenue (comprising present-day 86 Aberdeen Place) to George W. Kemp and his wife Olive Kemp for \$3,200 (Gloucester County Clerk 315:434). A clause in the deed mentioned a right-of-way for a six-foot sidewalk. The Kemps sold the property to Clift A. Greene and his wife Eva on March 5, 1925, for \$2,200, with the price suggesting nothing had yet been built on it (Gloucester County Clerk 344:50). The following year, on June 29, 1926, this deed between the Kemps and Greenes was re-recorded to correct the lot dimensions, which were given incorrectly on the first deed (Gloucester County Clerk 366:40). Two days later, on July 1, 1926, Clift and Eva Greene sold the property to Howard J. Callaway and his wife Nettie for \$1 (Gloucester County Clerk 366:42). The 1929 Sanborn map shows the extant house and one-story detached garage, both constructed between approximately 1925 and 1929. It is likely the house and garage were constructed by the Greenes; Clift A. Greene was listed as a contractor and builder in the 1922 city directory (Constitution Company 1922).

Howard and Nettie Callaway were the first residents and owned the house for more than 30 years. According to city directories, Howard Callaway was the station agent at the nearby Woodbury Train Station (associated with the West Jersey Railroad) until 1955; by 1959, he had retired but was still living in the house at 86 Aberdeen Place (Camden Suburban Directory Service 1931; Clark 1950; Clark 1955; Boakes 1959). The household included son, Howard Callaway, Jr., a student, in 1931 (Camden Suburban Directory Service 1931:33). The 1950s directories show that 86 Aberdeen Place contained a rental unit. In 1950, this was occupied by John Ponton, a salesman, and his wife Alma (Clark 1950:260). In 1955, David Quinn, a chemical engineer, and his wife resided in this unit (Clark 1955:208). In 1959, the rental space was occupied by Joseph Vasile, an accountant at Campbell Soup, and his wife (Boakes 1959:233). Following Nettie Callaway's death, Howard Callaway sold the property on July 1, 1974, to Kenneth R. Amey and his wife Carol J. Amey for \$28,000 (Gloucester County Clerk 1265:702). The Amey family lived in the house until 2002, when they sold it on February 28 to Bertha C. Murphy of Barber Avenue in Woodbury for \$118,000 (Gloucester County Clerk 3387:3). On October 3, 2014, Bertha Murphy filed a deed to transfer ownership to both herself and Howard Leisner (Gloucester County Clerk 5239:198). They retained ownership in 2018.

CONTINUATION SHEET

Historic Sites #:

The property at 86 Aberdeen Place is located within the Woodbury Historic District. The Woodbury Historic District has both local and state designations; it is a municipal historic district administered by the Woodbury Historic Preservation Commission (designated a Local Certified District 7/13/83), and it has also been determined eligible for listing in the State Register of Historic Places (SR) and the National Registers of Historic Place (NR) (SHPO opinion 7/13/83) (Village Green Preservation Society 2014). There is no existing documentation for the Woodbury Historic District; therefore, the contributing status of the property at 86 Aberdeen Place was not previously determined.

References:

Bensinger, Trish

1984 National Register of Historic Places Nomination Form for the Woodbury Multiple Resource Area. Center for Historic Architecture and Engineering, University of Delaware, Newark, Delaware. On file at the New Jersey Historic Preservation Office, Trenton, New Jersey.

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Camden Suburban Directory Service

1931 *Woodbury (New Jersey) City Directory*. Philadelphia, Pennsylvania. On file at Gloucester County Historical Society, Woodbury, New Jersey.

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1955 *Clark's Woodbury (Gloucester County) City Directory*. Haddonfield, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

The Constitution Company

1922 *Woodbury City Directory 1922*. Woodbury, New Jersey. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Fowler and Lummis, Civil Engineers

1880 *City of Woodbury Map 1880*. On file at Gloucester County Historical Society, Woodbury, New Jersey.

Gloucester County Clerk

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

Gloucester County Democrat

1925 "Mahlon W. Newton Died Last Sunday." December 3. On file in Newton family file, Gloucester County Historical Society.

Jansen, Deborah

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2013 "Mahlon W. Newton." Posted 15 January 2013. Available online at <http://preservewoodbury.blogspot.com/2013/01/mahlon-w-newton.html> (accessed 9 June 2014).

2014 "Woodbury's Historic Designations and Groups Explained." Posted 28 February 2014. Available online at <http://preservewoodbury.blogspot.com/2014/02/woodburys-historic-designations-groups.html> (accessed 4 June 2014).

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Northwest (side) and southwest (front) elevations of dwelling at 86 Aberdeen Place. Looking northeast (November 2018).



Photograph 3: Southeast (side) and northeast (rear) elevations of dwelling at 86 Aberdeen Place. Looking southwest (November 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: Southwest (side) and southeast (front) elevations of garage at 86 Aberdeen Place. Looking northwest (May 2014).



Photograph 5: View looking northeast along Aberdeen Place, showing 86 Aberdeen Place in context within the Woodbury Historic District (November 2018).

CONTINUATION SHEET

Historic Sites #:



1929 Sanborn map of Woodbury, showing the property at 86 Aberdeen Place in context.

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

January 9,
Date: 2019

BASE FORM

Historic Sites #:

Property Name: Victory Garage
Street Address: Street #: 634 Apartment #: _____
(Low) (High) (Low) (High)
Prefix: _____ Street Name: Kaighn Suffix: _____ Type: AVE
County(s): Camden **Zip Code:** 08103
Municipality(s): Camden City **Block(s):** 338
Local Place Name(s): N/A **Lot(s):** 10
Ownership: Private **USGS Quad(s):** Camden

Photograph 1: East (side) and north (front) elevations of Victory Garage at 634 Kaighn Avenue. Looking southwest (December 2018).



Description: The property consists of *circa*-1947 one-story, steel frame and concrete auto repair shop on a 0.49-acre lot (Block 338, Lot 10) located at the southwest corner of the intersection of Kaighn and Railroad Avenues in Camden 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*.

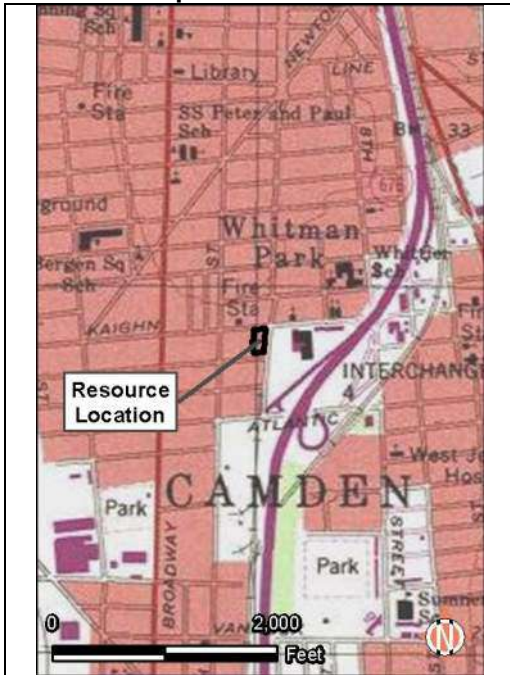
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 22, 2019
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: 634 Kaighn Avenue

Historic Name: Victory Garage

Present Use: Commercial Activity – Personal Services

Historic Use: Commercial Activity – Personal Services

Construction Date: Ca. 1947 **Source:** Sanborn Map Company 1950; NETR Online Historic Aerials website 2014

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

Designer: Unknown **Physical Condition:** Good

Builder: Unknown **Remaining Historic Fabric:** Medium

Style: None

Form: Commercial **Stories:** 1

Type: N/A **Bays:** 3

Roof Finish Materials: Built-up Tar

Exterior Finish Materials: Concrete Block; Brick, Common Bond

Exterior Description: The property consists of a *circa*-1947 one-story, steel frame and concrete auto repair shop on a 0.49-acre lot (Block 338, Lot 10) located at the southwest corner of the intersection of Kaighn and Railroad avenues in Camden City, Camden County, New Jersey. The building faces north toward Kaighn Avenue and is set back approximately 40 feet from the road. A one-story, concrete block and brick wall, which is a few feet lower than the building itself, is attached to the south (rear) elevation of the building and encloses the rear portion of the lot. A concrete driveway/parking area occupies the area immediately north of the building and wraps around the northeast corner. The north (front) boundary of the lot is defined by Kaighn Avenue, the east boundary is defined by Railroad Avenue, the south boundary is defined by Liberty Street, and the west boundary is defined by a residential property and a vacant lot that formerly contained a commercial building. *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 southwest corner of the intersection of Kaighn Avenue and Railroad Avenue in Camden 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, commercial, religious, and industrial 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 surrounding neighborhood. The area has suffered urban blight, and a number of former residential and commercial lots in the immediate vicinity of the property are currently vacant. There is no previously identified historic district in this area. The former West Jersey Railroad historically ran within the alignment of Railroad Avenue immediately east of the property; however, service on this alignment ended in 1934, and the tracks were later removed or paved over (no visible evidence remains).

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 22, 2019

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 Victory Garage at 634 Kaighn Avenue is recommended not individually significant. It represents a common example of an altered, circa-1947 auto repair shop. As an individual resource, the property is not architecturally significant and does not represent a significant event, trend, or person. Additionally, 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 Victory Garage at 634 Kaighn Avenue is recommended not individually eligible for listing in the National Register due to a lack of significance and integrity. The property is recommended not eligible under Criterion A because it does not represent a significant event or trend. It was erected during the post-World War II era, when automobile-related facilities sprung up throughout the country as a result of heavier dependence on personal vehicles; however, the building is a relatively common local example of an auto repair shop of this period. The property is recommended not eligible under Criterion B because it is not directly associated with a significant individual. It is also recommended not eligible under Criterion C due to a lack of architectural significance and integrity. The building is a common example of an altered, mid-twentieth century auto repair shop, and lacks architectural distinction. In addition, alterations have resulted in a lack of integrity of design, materials, and workmanship. Modifications have included the removal of original doors, replacement of exterior materials in the office facade, in-fill of the western window in the garage façade; and removal of the original rear wing and truck storage building. The property is not located within an existing or proposed 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: Not applicable.

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 22, 2019

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Auto Repair Shop (Ca. 1947)

The only building on the property is a *circa*-1947 one-story, steel frame and concrete auto repair shop (Photographs 1 to 8). The building rests on a concrete slab foundation. The exterior walls consist of painted concrete block, except where noted below. The building has a flat roof covered with built-up tar, with parapets in the north (front) and south (rear) elevations. Full-height concrete pilasters define the bays in the façade and side elevations. Window openings contain banks of nine metal, multi-light industrial windows protected by steel grates unless otherwise noted below. A one-story, concrete block and brick wall, which is a few feet lower than the building itself, is attached to the rear elevation of the building and encloses the rear portion of the lot. Another concrete wall with a large opening occupied by a steel gate extends westward from the north end of the west elevation, connecting to an adjacent residential property. The walls appear to be contemporary with the building.

The north elevation (façade) of the building consists of three bays separated by plain concrete pilasters (Photographs 1 to 3). The east bay, which is the office façade, contains the primary pedestrian entrance and two window openings. The entrance contains a modern wood door and a steel security gate. The window openings contain large, vinyl, horizontal sliding windows and are protected by a roll-up security door. The area between the windows and above the windows and door is clad with vinyl siding. The central bay is the primary vehicular entrance to the building and contains a large, modern, metal roll-up garage door. The west bay, which historically contained a large, multi-light industrial window that lit the garage workspace, has been filled with concrete blocks and painted. A stepped parapet wall is present at the top of the façade and capped with aluminum flashing; it is tallest in the central bay and angles down to the east and west bays. Centered at the top of the parapet is a permanent concrete plaque reading, "VICTORY GARAGE SINCE 1923."¹ Below this is a modern, detachable commercial sign for Matrix Auto Body.

The east (side) elevation consists of six bays separated by plain concrete pilasters (Photographs 1 and 5). The former window opening in bay one (at the south end of the elevation) has been filled in with concrete. Bays two through five each contain a typical window with a concrete sill. Bay six (at the north end of the elevation) is a window bay protected by a roll-up security door; the security door was closed at the time of the survey, preventing inspection of the window. The front parapet wraps around to the east elevation, across bay six, making this bay slightly taller than bays one through five.

The south (rear) elevation is visually obstructed from street views by the cinder block and brick wall that encloses the rear yard of the lot (photography was not possible); however, the elevation is visible in bird's eye aerial images. The south elevation is comprised of exposed cinder block and contains three bays. The west bay contains a multi-light industrial window, and the central bay contains a vehicular entrance with a metal roll-up garage door. The former opening in the east bay has been filled in with concrete. A brick exterior chimney is present between the central and east bays (Photograph 5). The parapet wall at the top of the south elevation is curved and capped with aluminum flashing.

The west (side) elevation consists of six bays separated by plain pilasters (Photograph 7). Bay one (at the north end of the elevation) contains a pedestrian entrance with a modern wood door. Bays two through five contain typical windows. The former window opening in bay six has been filled in with concrete. The front parapet wraps around to the west elevation, across bay one, making this bay slightly taller than bays two through six.

A one-story cinder block and brick wall extends from the south elevation of the auto repair shop, delineating the east, south, and west boundaries of the lot (Photographs 5 and 8). The wall, which was built as part of the auto repair shop, formerly enclosed a rear wing of the garage and a detached truck storage building (NETR Online Historic Aerials website, accessed June 17, 2014). The wing and truck storage building were removed in the late twentieth or early twenty-first century, leaving just the perimeter wall. The east exterior elevation of the wall consists of painted cinder block with three filled openings (two former garage entrances and one former window opening). The cinder block wall segment wraps around the south elevation for a short distance. It then connects to a brick wall segment that contains a large garage entrance with a metal roll-up door and is flanked by four

¹ The extant building at 634 Kaighn Avenue was erected ca. 1947, though the business was established in the early 1920s at a different location (932 Kaighn Avenue).

CONTINUATION SHEET

Historic Sites #:

brick-filled former window openings. The west elevation of the wall is also brick, but does not contain any openings.

History:

Local Development Context

European settlement began in the vicinity of Camden in 1681, when William Cooper settled at Cooper's Point. The area became Newton Township, Gloucester County, in 1695. In 1773, Jacob Cooper hired a surveyor to lay out a grid plan for the Town of Camden on 40 acres, which is now the center of the city. Development of the town was put on hold by the Revolutionary War; however, lots were promoted afterward by Jacob Cooper. By 1781, he had sold 123 of 167 building lots and conveyed what was left to his nephew. The town grew slowly, obtaining its first post office and school in 1803. Several expansions were made as additional streets and lots were platted in the next few decades, and Camden City was chartered in 1828. The city's population tripled over the next 12 years, reaching 3,371 residents by 1840. The population continued to grow, aided by proximity to Philadelphia and the availability of ferry service and then railroad service. Annexations took in smaller villages that had developed earlier. Camden County was created in 1844, and Camden was made the new county seat in 1848. In 1871, the city expanded north and west to Newton Creek (Camden City Commissioners 1928; City of Camden website, accessed July 22, 2014).

Industry in Camden was aided greatly by the burgeoning industrial operations in Philadelphia, which together were a manufacturing powerhouse by the mid-nineteenth century. Many Philadelphia industrialists realized that land and good river access were available on the New Jersey side of the Delaware River and began to develop industry in Camden and Gloucester City during the mid-1800s. Located between the Delaware and Cooper rivers, Camden had excellent transportation routes. Smaller service industries such as blacksmiths, carriage and harness makers, sausage makers, lumber mills, and tanneries developed, but larger and more diverse industrial operations arose as the century continued. The Industrial Revolution, along with the arrival of railroad service, caused Camden industry to develop rapidly in the late 1800s. The Aroma Mills dye plant (1840) and the American Nickel Works (1840) were among the earliest major industrial concerns in Camden. Jesse W. Starr opened the Camden Iron Works in 1845, and the Esterbrook Pen factory followed in 1858. Shipbuilding, soap, textile, cigar, leather, carriage works, and canning operations were just some of the industries present in Camden by the end of the nineteenth century (Camden City Commissioners 1928, City of Camden website, accessed July 22, 2014, Prowell 1886:507-538).

Property History

The extant building at 634 Kaighn Avenue was erected ca. 1947. 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.

In 1886, the property at 634 Kaighn Avenue was the home of the Seventh Baptist Church of Camden, which was erected by an African-American congregation in 1867. The two-story church building faced north toward Kaighn Avenue at its intersection with Railroad Avenue (Baist 1886). Several narrow rowhouses stood immediately to the west on Kaighn Avenue; a single house stood on the lot immediately south of the church, facing Railroad Avenue, and two small dwellings belonging to Samuel Walters stood to the south of the church facing Liberty Street. Other rowhouses lined the north side of Liberty Street. The surrounding neighborhood in Ward 7, west of Railroad Avenue, included many small urban homes, some larger vacant lots and parcels, an orphanage, a railroad coal yard, and a few industrial properties such as a soap factory. These conditions are also reflected in the 1891 Sanborn-Perris map (Sanborn-Perris Map Company 1891).

Church members voted on August 26, 1905, to sell their property, for reasons which are unknown. On August 28, 1905, the Trustees of the Seventh Baptist Church conveyed the church property to Thomas D. Childrey and Ralph D. Childrey of Camden for \$3,000 (Camden County Clerk Deed Book 298:24). The 1906 Sanborn map shows the church with the same surrounding buildings as in 1886, although the lots were configured somewhat differently. The neighborhood in 1906 was still largely residential, but it included a slaughterhouse at the northwest corner of the block and a fire station on the north side of the 600 block of Kaighn Avenue (Sanborn Map Company 1906).

CONTINUATION SHEET

Historic Sites #:

Thomas Childrey and his son, Ralph, soon thereafter removed the church building, constructed a new two-story brick building on the same site, and operated a business called T.D. Childrey & Son, initiating commercial-industrial use of the eastern end of this block. T.D. Childrey & Son was a tinsmith and roofing contractor with a business located at 410 Pine Street in 1905 (C.E. Howe Company [Howe] 1905:182). The 1906 city directory reveals that T.D. Childrey and Son relocated to the southwest corner of Kaighn and Railroad avenues, and the business involved roofing and sheet metalworking (Howe 1906:181). T.D. Childrey & Son acquired several additional adjacent lots in the same block in 1912 to 1913 (Camden County Clerk Deed Books 326:40, 376:275, 374:540, 376:276). The 1915 city directory gave the T.D. Childrey & Son property address as 630 Kaighn Avenue (Howe 1915:228).

On April 3, 1918, T.D. Childrey & Son sold all four of their adjoining parcels to Hyman Bloom, Meyer Weinberg, and Frank Steinberg (all of whom were partners in the American Auto Part Company of Camden) in two transactions for \$1 each (Camden County Clerk Deed Books 427:201, 427:202). The 1918 to 1919 city directory shows that T.D. Childrey & Son immediately relocated to the northeast corner of Kaighn Avenue and Rose Street, and 630 Kaighn Avenue was then occupied by the Camden Auto Parts Company (Howe 1918:205). The Camden Auto Parts Company was operated by Bloom, Weinberg, and Steinberg and had two locations in 1917, prior to their acquisition of 630 Kaighn Avenue: 552 Mt. Vernon Street and 1136 S. 7th Street in Camden (Howe 1917:210).

On April 1, 1919, Weinberg and Steinberg, individually and as co-partners in the American Auto Part Company, sold their interest in the combined above-referenced four parcels to Bloom for \$2,000 (Camden County Clerk Deed Book 441:241). Hyman Bloom and his wife, Jennie, sold the property to Davis Jentis, owner of Davis Jentis & Company, for \$1 on September 19 that same year (Camden County Clerk Deed Book 476:642). The 1917 Greater Camden Directory lists Davis Jentis as the owner of Modern Garage at 613 Kaighn Avenue (Howe 1917:807; Howe 1918 to 1919:588). The 1920 city directory shows Davis Jentis as the owner of Camden Auto Parts at 630 Kaighn Avenue; the company's classified ad states "Second-hand autos and parts bought and exchanged" (Howe 1920:551,1186). City directories indicate that Jentis and Camden Auto Parts continued to occupy the property through 1925 (Polk 1925:394,632).

Davis Jentis & Company sold the property at 630 Kaighn Avenue to David Rosen of Camden for \$1 on November 10, 1925 (Camden County Clerk Deed Book 611:170). Rosen and his wife mortgaged the property to Amelia Schroder the same day. The property had several buildings on it by 1926, most of which were constructed by the Childreys or Camden Auto Parts. The 1926 Sanborn map shows the two-story main building at 630 Kaighn Avenue abutting the older rowhouse next door to the west (628 Kaighn Avenue). This building contained an auto tire manufacturing business. A large one-story wing occupied the rear portion of the lot, and a narrow one-story auto junk building stretched along Railroad Avenue from the corner of Kaighn Avenue to another one-story junk building at the rear of the lot. The small dwelling at the corner of Railroad Avenue and Liberty Street was still standing, but houses to the west had been replaced with a large, one-story auto junk building (Sanborn Map Company 1926). All of these buildings can be seen in the background of a 1920s aerial view of the nearby Congoleum-Nairn linoleum plant (Congoleum-Nairn, Inc. 1925). These buildings are no longer extant.

The 1927 and 1928 city directories show that 630 Kaighn Avenue was occupied by Combination Puncture Proof Tire Company, operated by Davis Jentis, who apparently was leasing the property from David Rosen (Polk 1927:922; 1928:936). The 1929 and 1931 directories indicate 630 Kaighn Avenue was vacant in those years (Polk 1929:882; Polk 1931:781).

David Rosen defaulted on his mortgage and on October 10, 1929, Amelia Schroder, who held the mortgage, won a lawsuit against him and obtained the property via sheriff's sale for \$200 (Camden County Clerk Deed Book 711:372). Eight years later, on November 15, 1937, Amelia Schroder of Collingswood sold the property to Edward and Belle Rosen of Camden for \$1 (Camden County Clerk Deed Book 863:149). An aerial view from 1940 shows that the buildings on the property had been cleared, except for the two-story brick building that is depicted on the 1926 map (NETR Online Historic Aerials website 2014). City directories from 1940 to 1943 show that 630 Kaighn Avenue had by then been split into two addresses: 632 and 636 Kaighn Avenue. 632 Kaighn Avenue was occupied by David Aaron's tire business during those years, and 636 Kaighn Avenue housed Harry Melamed's auto repair business (Polk 1940:890; Polk 1943:60). The 1947 directory does not show these addresses at all.

CONTINUATION SHEET

Historic Sites #:

In 1922, a business called Victory Garage opened at 932 Kaighn Avenue. It was managed by Tony Prawdzik, who was also the operator in 1923 (Howe 1922:1136, Howe 1923:940). By 1924, Victory Garage was operated by Isadore Rosen and Nathan J. Comito, and an advertisement in the city directory stated that its services included auto repairs, storage, and supplies (Polk 1924:986). Edward Rosen was managing Victory Garage by 1927 and continued to do so until at least 1947, at which time Victory Garage was still located at 932 Kaighn Avenue. Victory Garage shared the 932 Kaighn Avenue address during part of this period with the M&M Cinder Company (Polk 1927:658, 782; Polk 1947:964). Meanwhile, Edward and Belle Rosen purchased the dwelling at 628 Kaighn Avenue from the City of Camden on June 25, 1940, for \$750 (Camden County Clerk Deed Book 907:319). This house was in use as a restaurant in 1940, a Moorish Science Temple in 1943, and was no longer shown in the street directory by 1947 (Polk 1940:890; Polk 1943:60; Polk 1947:1100).

At some point between 1947 and 1949, Edward and Belle Rosen demolished all of the standing buildings at 628 to 632 Kaighn Avenue, built the extant garage building, and relocated the Victory Garage business from 932 Kaighn Avenue to this property, which is now known as 634 Kaighn Avenue. The current building is shown on both the 1950 Sanborn map and a 1951 aerial view (Sanborn Map Company 1950; NETR Online Historic Aerials website, accessed June 17, 2014). An original sign over the door indicates that Victory Garage was begun in 1923; this date may reflect when the Rosens took ownership, since a business by that name existed as early as 1922 under a different owner. The absence of tenants at 628 to 632 Kaighn Avenue in 1947 may reflect that demolition and/or construction was going on at that time. Post-1947 city directories for Camden were not available for review. The 1950 Sanborn map shows that the northeast corner of the new garage building functioned as a filling station and there was a short wing (no longer extant) extending from the rear of the building. There was also a truck storage building at the southwest corner of the property (Sanborn Map Company 1950). Aerial images of 1951 through 1970 show the rear wing of the main garage (first shown on the 1950 Sanborn map) had been extended southward to Liberty Street. The rear wing and the truck storage building were enclosed within a perimeter wall that encircled the southern portion of the lot; the wall remains extant in 2014, but the wing and truck storage building are no longer present (NETR Online Historical Aerials website, accessed June 17, 2014).

Al Rosen ran the business during the 1950s. The property ceased to function as a filling station at some point during the 1960s and became part of the Earl Scheib Auto Paint Shop chain, a national business. After the Earl Scheib Auto Paint Shop business closed around 1995, the property at 634 Kaighn Avenue became an auto repair business called Earl's Sons (AutobodyNews 2010; Delaware Valley Rhythm & Blues Society, Inc. [DVBR] website, accessed May 6, 2014).

Edward Rosen died on June 4, 1979, and Belle Rosen died on May 24, 1998. On May 3, 2001, Paul R. Rosen, executor of Belle's estate, conveyed all of the property to the Victory Garage Limited Partnership of Moorestown, New Jersey for \$1 (Camden County Clerk Deed Book 5157:389). The building was briefly vacant, but was leased to another auto repair business in late 2003 (DVBR website, accessed May 6, 2014). On May 31, 2005, the Victory Garage Limited Partnership sold the property to Abdul S. Rahi of Bellmawr, New Jersey, for \$50,250 (Camden County Clerk Deed Book 8049:58). The property eventually went into foreclosure and was sold at a tax sale on September 29, 2009, to Lillian Zhang of Livingston, New Jersey (Camden County Clerk Mortgage Book 9109:1318). A final judgment in Chancery Court on June 26, 2013, awarded the property to Zhang (Camden County Clerk Deed Book 9845:749). Lillian Zhang sold the property to Zubaida A. Toor, on November 26, 2013, for \$45,000 (Camden County Clerk 10354:1986); Toor retained ownership at the time of this survey. The property is currently in use as Matrix Auto Body.

References:

American Contractor

1917 "Camden, N.J. Contracts." November 3:60.

AutobodyNews

2010 "Industry Pioneer Earl Scheib, Inc. Folds After 75 Years Painting Cars." Available online at <http://www.autobodynews.com/news/industry-news/item/4431-industry-pioneer-earl-scheib-inc-folds-after-75-years-painting-cars.html>, accessed May 21, 2014.

CONTINUATION SHEET

Historic Sites #:

Baist, G. William

1886 *Baist's Property Atlas of the City of Camden*. G.Wm. Baist, Philadelphia, Pennsylvania. On file at Camden County Historical Society, Camden, New Jersey.

Camden City Commissioners

1928 "Centennial Mirror of the City of Camden, New Jersey 1828-1928." City of Camden, Camden, New Jersey. Available online at <http://www.dvrbs.com/camden-texts/CamdenNJ-CentennialMirror.htm>, accessed July 21, 2014.

Camden County Clerk

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1915-1924 *Boyd's Greater Camden City Directory*. C.E. Howe Company, Philadelphia, Pennsylvania.

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Congoleum-Nairn, Inc.

1925 "Aerial Photo of Congoleum-Nairn Plant, Camden, NJ." Advertisement in *Camden Centennial Mirror* 1928. Available online at <http://www.dvrbs.com/camden-texts/CamdenNJ-CentennialMirror.htm>, accessed July 21, 2014.

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1923-1931 *Polk's Greater Camden City Directory*. R.L. Polk Company, New York, New York.

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Prowell, George R.

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Sanborn Map Company

1906 *Insurance Maps of Camden, New Jersey*. Volume 2. Sanborn Map Company, New York, New York. Available at www.freelibrary.org, accessed June 17, 2014.

1926 *Insurance Maps of Camden, New Jersey*. Volume 3. Sanborn Map Company, New York, New York. Available at www.freelibrary.org, accessed June 17, 2014.

1950 *Insurance Maps of Camden, New Jersey*. Volume 3. Sanborn Map Company, New York, New York. Available at www.freelibrary.org, accessed June 17, 2014.

Sanborn-Perris Map Company

1891 *Camden, Burlington County, New Jersey*. Sanborn-Perris Map Company, New York, New York. Available at www.freelibrary.org, accessed June 17, 2014.

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: North elevation (façade) of Victory Garage at 634 Kaighn Avenue. Looking south (December 2018).



Photograph 3: Detail of original plaque and modern sign at the top of the north elevation (façade) of Victory Garage. Note the extant building was erected ca. 1947, though the business was established in the early 1920s at a different location (932 Kaighn Avenue). Looking south (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: View of the north (front) elevation showing the concrete wall projecting from the north end of the west (side) elevation of Victory Garage toward a neighboring residential property (just visible at right). A modern metal gate occupies the large opening in the wall. Looking southeast (December 2018).



Photograph 5: South (rear) and east (side) elevations of Victory Garage (at far right) and the concrete block and brick wall surrounding the rear portion of the lot. Looking northwest (December 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: Detail of east (side) elevation of Victory Garage, showing bays five and six, prior to repainting. Looking west (May 2014).



Photograph 7: West (side) elevation of Victory Garage, prior to repainting. Looking southeast (May 2014).

CONTINUATION SHEET

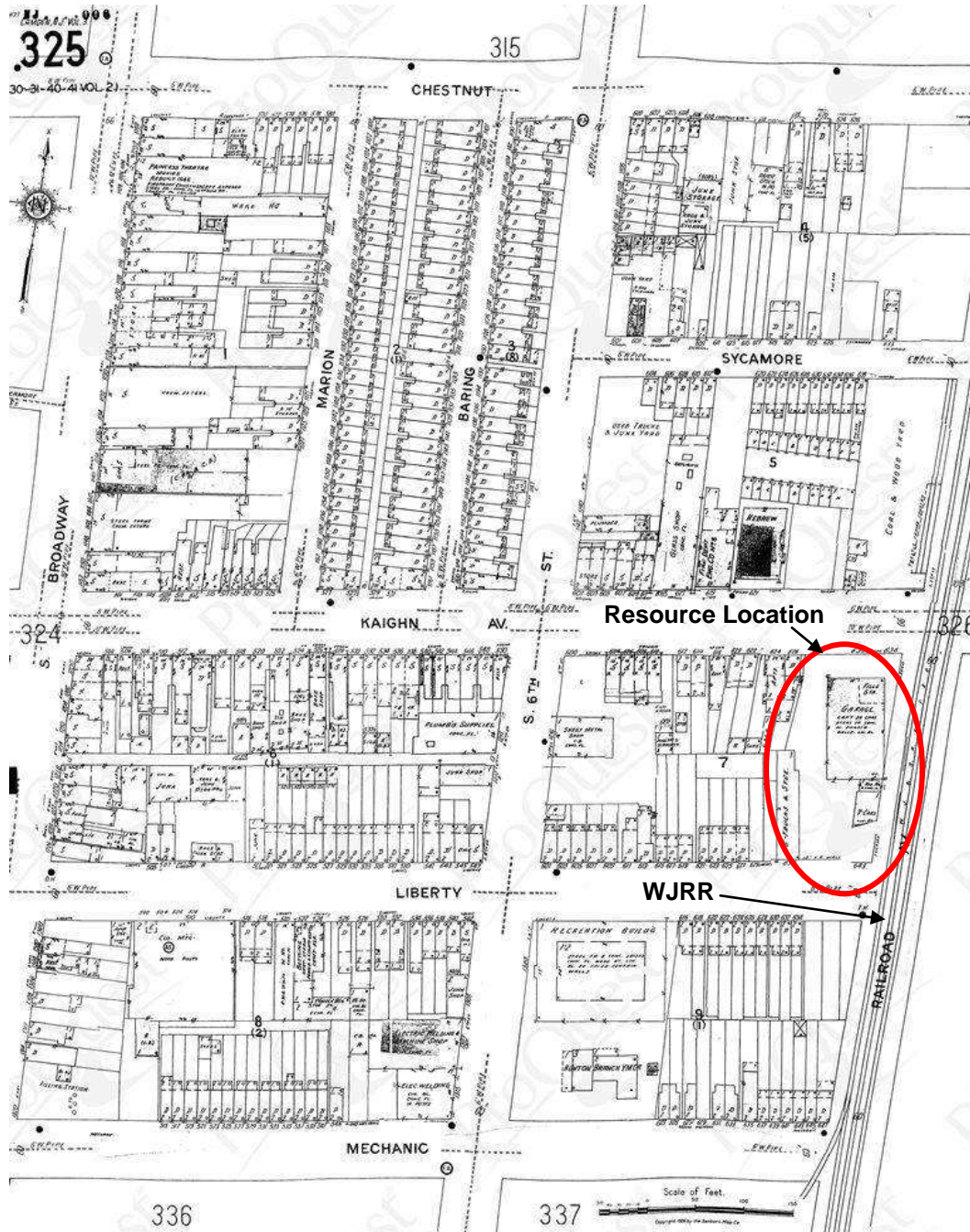
Historic Sites #:



Photograph 8: West and south elevations of the brick wall enclosing the rear portion of the lot. Looking northeast (December 2018).

CONTINUATION SHEET

Historic Sites #:



1950 Sanborn map of Camden showing Victory Garage (634 Kaighn Avenue) in context. The small rear wing attached to the south elevation of the garage and the truck storage building shown at the southwest corner of the lot are no longer extant, and the extant wall that encloses the rear portion of the lot is not shown here, though it is shown in 1951 aerial imagery. Note the proximity to the West Jersey Railroad (WJRR) tracks; rail service along the Railroad Avenue alignment ended in 1934, and the tracks were later removed from the roadway or paved over. (Source: Sanborn Map Company 1950)

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

January 22,
Date: 2019

BASE FORM

Historic Sites #:

Property Name: Sewell Train Station

Street Address: Street #: 782 Apartment #: _____
(Low) (High) (Low) (High)

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

County(s): Gloucester **Zip Code:** 08080

Municipality(s): Mantua Township **Block(s):** 278.01

Local Place Name(s): Sewell **Lot(s):** 4.01

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

Photograph 1: Southwest (front) and southeast (side) elevations of the Sewell Train Station at 782 Atlantic Avenue. Looking north (August 2013).



Description: The property consists of a circa-1888 two-story, wood frame, Stick-style railroad station on a 0.33-acre lot (Block 278.01, Lot 4.01) located on the northwest corner of Atlantic Avenue and Center Street in the unincorporated community of Sewell, Mantua Township, Gloucester County, New Jersey. The building was previously documented as part of a county-wide survey (Historic Sites Inventory No. 0810-46) and recommended eligible for listing in the National Register under Criterion C; however, no SHPO determination was made. The property is recommended individually eligible for listing in the National Register. It is also recommended eligible as a contributing feature to the proposed West Jersey Railroad Main Line Historic District – Camden to Glassboro (see separate documentation). See *Continuation Sheet*.

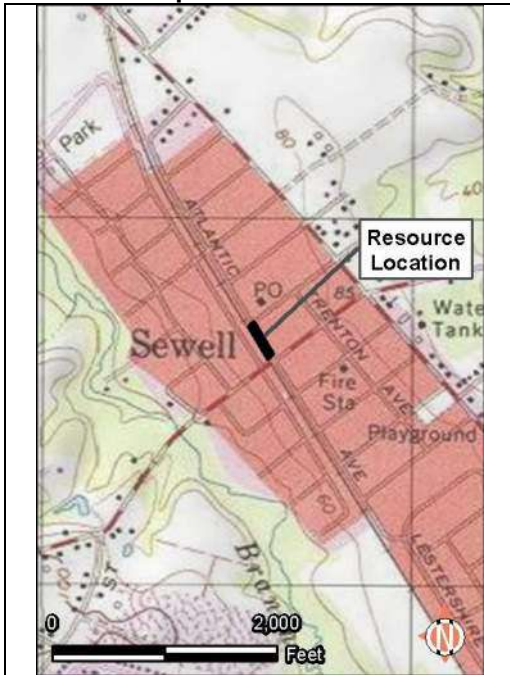
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 22, 2019
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

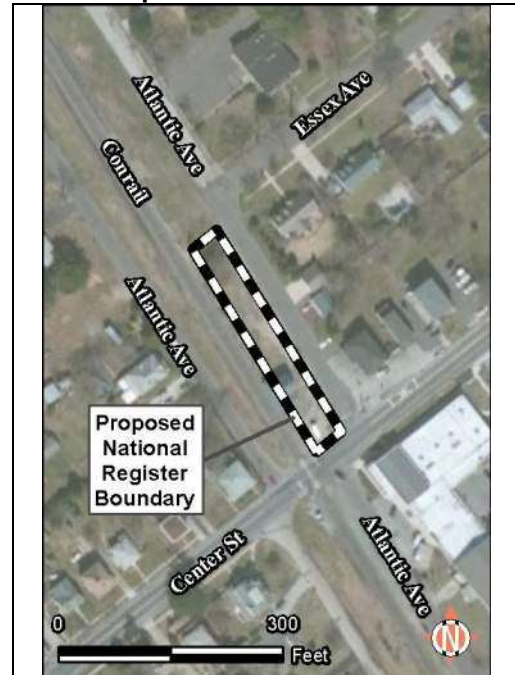
BASE FORM

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 West Jersey Railroad Main Line Historic District – Camden to Glassboro (proposed historic district; see separate documentation)

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: Sewell Train Station

Historic Name: West Jersey Railroad Sewell Passenger Station

Present Use: No Activity
Transportation and Movement Activity – Passenger

Historic Use: Assembly (Train Station)

Construction Date: Ca. 1888 **Source:** Secondary source (Bergbauer 2006)

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

Designer: Unknown **Physical Condition:** Fair

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

Style: Stick

Form: Irregular **Stories:** 2

Type: N/A **Bays:** 2

Roof Finish Materials: Asphalt Shingle

Exterior Finish Materials: Wood, Clapboard; Wood, Shaped Shingles

Exterior Description: The property consists of a *circa*-1888 two-story, wood frame, Stick-style train station on a 0.33-acre lot (Block 278.01, Lot 4.01) located on the northwest corner of Atlantic Avenue and Center Street in the unincorporated community of Sewell, Mantua Township, Gloucester County, New Jersey. The building faces southwest toward the former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) and is set approximately 9 feet from the east side of the single track. The building is situated approximately 25 feet west of Atlantic Avenue and 75 feet north of Center Street. The small lot surrounding the building consists of grass and gravel, and does not include any other buildings. A narrow sliver of undeveloped, grassy median (separating the railroad from Atlantic Avenue) extends northward from the property to Cumberland Avenue. *See Continuation Sheet.*

Interior Description: The interior of the building was not accessible during this survey, and no information about the current interior organization is known at this time. According to accounts from local residents, the first-floor interior had a pressed tin ceiling and an ornate oak staircase, both of which are no longer extant. The second floor of the station contained an apartment for the station agent and was occupied as late as the 1950s (Bergbauer 2006).

Setting: The property is located at the northwest corner of Atlantic Avenue and Center Street in the unincorporated community of Sewell, Mantua Township, Gloucester County, New Jersey. The property abuts the east side of the former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track). The surrounding neighborhood is predominantly characterized by early- to mid-twentieth-century, suburban, residential development within an orderly street grid. Two early-twentieth-century commercial buildings are present near the property at the intersection of Atlantic Avenue and Center Street. There is variety in the age, scale, and stylistic features of buildings in the surrounding neighborhood, though residential setbacks are generally uniform. The community of Sewell was previously surveyed as a potential historic district and recommended potentially eligible for listing in the National Register (Historic Sites Inventory No. 0810-75; no SHPO opinion); however, the proposed district lacks integrity and cohesion. The Sewell Train Station is located within the boundary of and is recommended eligible as a contributing feature to the West Jersey Railroad Main Line Historic District – Camden to Glassboro, which was documented separately as part of the Glassboro-Camden Line Light Rail Project.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 22, 2019

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 Sewell Train Station is recommended individually significant under Criterion A as the focal point of the planned community of Sewell that was laid out in the mid-1880s and under Criterion C as an intact, representative example of a circa-1888 Stick-style train station associated with the West Jersey Railroad in Mantua Township, Gloucester County. Its individual period of significance reflects the construction date (ca. 1888). The property is also recommended to be significant as a contributing feature to the West Jersey Railroad Main Line Historic District – Camden to Glassboro, which was documented separately; and recommended eligible for listing in the National Register as part of the Glassboro-Camden Line Light Rail Project. The district is recommended eligible at the local level under National Register Criterion A for its significant role in the social and economic development of the Camden and Gloucester counties and under Criterion C for its architectural and engineering significance as a representative example of an intact mid-nineteenth-century railroad with extant railroad-related features from the period of significance (1855 to 1949). The Sewell Train Station is located within the district boundary, was erected during the district's period of significance, and retains sufficient integrity to convey its construction period, type, and associations.

Eligibility for New Jersey and National Registers:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	National Register Criteria:	<input checked="" type="checkbox"/> A	<input type="checkbox"/> B	<input checked="" type="checkbox"/> C	<input type="checkbox"/> D
Level of Significance	<input checked="" type="checkbox"/> Local	<input type="checkbox"/> State		<input type="checkbox"/> National			

Justification of Eligibility/Ineligibility: The Sewell Train Station is recommended individually eligible for listing in the National Register at the local level under Criterion A in the area of community planning and development because it served as the focal point for the 250-acre planned community of Sewell that was laid out in the mid-1880s and which developed gradually through the early to mid-nineteenth century. The train station is also recommended individually eligible under Criterion C for its architectural significance as an intact, representative example of a circa-1888 Stick-style train station in Mantua Township. The building typifies the Stick style with its steeply pitched roof with cross gables, overhanging eaves with exposed rafter tails, wood wall cladding interrupted by stickwork, and porches with curved and diagonal braces (McAlester 2013:332-343). The building is a rare example of the style in the community of Sewell and Mantua Township. The property retains integrity of location, setting, design, workmanship, materials, association, and feeling. It retains its original location at the northwest corner of Atlantic Avenue and Center Street, as well as its suburban, primarily residential setting. The building has undergone minor alterations, including the replacement of the original wood posts supporting the canopy, removal of the central brick chimney, and construction of a small, one-story rear addition. In addition, an associated freight station and shelter that were historically located immediately north of the extant passenger station were removed in the late 1950s or early 1960s (Interstate Commerce Commission [ICC] 1916; NETR Online Historic Aerials, accessed June 24, 2014). These modifications do not affect the property's ability to convey its type, style, period, or associations. The building retains its original siting, form, exterior materials, and stylistic detailing; therefore, it retains integrity of design, workmanship, and materials. The retention of the aforementioned aspects of integrity contributes to retention of integrity of feeling and association as well. The property is recommended not individually eligible under Criterion B because it is not directly associated with a significant individual. The Sewell Train Station is recommended eligible as a contributing feature to the West Jersey Railroad Main Line Historic District – Camden to Glassboro because it is located within the district boundaries, was erected in associated with the West Jersey Railroad during the period of significance (1855 to 1949), and retains a sufficient degree of integrity to convey its construction period, type, and associations. 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 (Train Station), Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: The proposed National Register boundary is comprised of the current tax parcel boundary (Block 278.01, Lot 4.01) and encompasses 0.33 acre. The boundary includes the Sewell Train Station, which is the only extant feature that was historically associated with the property; and retains integrity from the period of significance (ca. 1888). The boundary also includes a small buffer around the extant station building.

Survey Name: <u>Glassboro-Camden Line Light Rail Project</u>	Date: <u>January 22, 2019</u>
Surveyor: <u>Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians</u>	
Organization: <u>A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406</u>	

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Sewell Train Station (Ca. 1888)

The *circa*-1888, two-story, wood frame, Stick-style train station rests on a concrete slab foundation (Photographs 1 to 4). All elevations are asymmetrical. The exterior walls are clad in wood clapboard siding on the first story and patterned wood shingles on the second story. Horizontal and vertical stickwork interrupts the exterior wall surfaces. The irregular, multi-gabled roof is covered in asphalt shingles. The primary roof is hipped, with a projecting cross gable on the southwest (front) slope, a clipped gable in the northeast (rear) elevation, and a secondary, projecting hipped roof section surmounted by a hipped dormer in the southeast (side) elevation. The southwest (front) slope of the primary hipped roof continues into a side-gabled canopy roof that extends along the entire first-story façade and shelters the former platform area. The canopy roof is supported by replacement wood posts and original, curved wood braces. A shed-roofed door hood supported by curved wood braces shelters an entrance in the northwest (side) elevation. A small, one-story, shed-roofed addition is attached to the northeast (rear) elevation. The widely overhanging eaves in the southeast (side) elevation are supported by large wood brackets. Exposed rafter tails are present in the eaves throughout the building. Window and door openings throughout the building are covered with plywood and surrounded by simple wood trim. Based on a previous county survey form prepared in 1986 (Historic Sites Inventory No. 0810-46), the building has been vacant and the openings boarded for at least 28 years. A central brick chimney that was present until at least 1986 is no longer extant (Ralph 1986b). Features of the Stick style include the steeply pitched roof with cross gables, overhanging eaves with exposed rafter tails, wood wall cladding interrupted by stickwork, and porches with curved and diagonal braces (McAlester 2013:332-343).

The southwest elevation (façade) faces the railroad track and consists of two bays in the first story and one bay in the second story (Photographs 1 and 2). The northern bay in the first story, located in the projecting, front-facing cross gable section, contains a window opening. The slightly recessed southern bay contains an entrance flanked by single window openings. The second-story bay, aligned above the northern first-story bay in the projecting cross gable, contains a paired window opening. Decorative stickwork is present directly above this window opening. A full-width canopy extends across the first story of the façade (described in greater detail above).

The northwest (side) elevation consists of three bays in the first story and does not have any second-story openings (Photograph 3). The eastern bay contains an entrance sheltered by a shed-roofed door hood, which is supported by curved wood braces. The central bay contains a paired window opening. The western bay contains a pedestrian entrance that is sheltered by the aforementioned canopy, which wraps slightly around the building's west corner.

The northeast (rear) elevation consists of three bays in the first story and two bays in the second story (Photographs 3 and 4). The southern, first-story entrance bay is recessed and sheltered beneath a widely overhanging eave formed by the slope of the secondary, hipped roof section. The central bay in the first story, located in the primary hipped roof section of the elevation, contains a small window opening. The northern, first-story bay is obstructed by a small, one-story addition, which has an entrance centered in its northeast elevation. The two second-story bays, which are vertically aligned over the central and northern first-story bays, consist of single window openings with decorative stickwork above.

The southeast (side) elevation consists of two bays (Photographs 1 and 4). The western window bay is recessed (located in the side elevation of the projecting front gable) and sheltered by the rail-side canopy. The other bay, which is centered in the projecting, secondary, hipped roof section, contains a paired window opening. The hipped dormer in this elevation contains paired window openings with decorative stickwork above. The station name, "SEWELL," is inscribed in a wood plaque located in the southeast gable of the platform canopy.

History:

Local Development Context and Property History

Sewell is a village within Mantua Township. The township was created from Greenwich Township in 1853. Settlement in this 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

CONTINUATION SHEET

Historic Sites #:

Glassboro in 1861 (Mantua Township Historical Commission and Mantua Township Lions Club 1976:110). The township also contained marl deposits, which 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, including Sewell, 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 24, 2014).

Sewell originated as a stagecoach stop called Barnsboro Station, which lay on the stage route between Barnsboro and Hurffville. It also had a resort function, since visitors often stayed there in local inns en route to the Pitman Grove Camp Meeting (Ralph 1986a). The inception of the marl industry led to the creation of a West Jersey Railroad stop at Barnsboro Station, which was then located on a hilltop, presumably in the vicinity of the extant Sewell Train Station (*Jersey News* 1961; Ralph 1986a). The original railroad station (no longer extant) was relocated when the extant Sewell Train Station at 782 Atlantic Avenue was built ca. 1888. The idea to relocate the railroad station came from General William J. Sewell, an official of the West Jersey Railroad, Civil War veteran, and a state and later U.S. senator. The relocated station stop was named Sewell Station in his honor (Bergbauer 2006; Mantua Township Historical Commission and Mantua Township Lions Club 1976:180).

Developers attempted to create a community in what is now Sewell as early as 1865, when a development named Green Lawn was attempted but soon failed. In the mid-1880s, the Daniel B. Frazier Company obtained approximately 250 acres and laid out a grid-plan town called Sewell (Mantua Township Historical Commission and Mantua Township Lions Club 1976:191). An 1886 promotional brochure contained a pen-and-ink sketch of the proposed Sewell Station building and described Sewell as "a newly organized model village...This site, containing about two hundred and fifty acres, has been recently purchased for the purpose of making a cheap and delightful 'Rus-urban Home,' combining all the advantages of country and city" (Anspach 1886). Approximately 800 50-by-150-foot building lots were available, all with covenants specifying 25-foot setbacks from the front and restrictions on nuisance businesses. The high elevation, rich soil, various mortgage options on the lots, and proximity to Philadelphia were listed as amenities. The West Jersey Railroad constructed the extant Sewell Train Station ca. 1888, according to the railroad's annual reports (Bergbauer 2006); the actual building differs from the one shown in the 1886 brochure sketch. According to accounts from local residents, the first-floor interior had a pressed tin ceiling and an ornate oak staircase, both of which are no longer extant. The second floor of the station contained an apartment for the station agent, and was occupied as late as the 1950s (Bergbauer 2006). A freight station and shelter were also present near the passenger station based on 1916 ICC maps; however, these buildings were removed in the late 1950s or early 1960s (ICC 1916; NETR Online Historic Aerials, accessed June 24, 2014).

The development of Sewell as a suburb was initially slow, but its progress accelerated after 1900. By 1920, Sewell had public utilities, churches, schools, and over 100 homes, and Sewell Station was served by approximately 58 electric trains a day. Commuters had a 34-minute ride to Philadelphia, and newly built homes were available for \$7,000 to \$10,000 with financing options. A promotional brochure featured a photograph of the Sewell Train Station on its front cover and contained illustrations of model homes and a map of nearby roads (Clow 1920).

Sewell continued to grow during the twentieth century, but rail service declined as automobiles and modern highways increased. The West Jersey Railroad, later the West Jersey and Seashore Railroad, eventually became the Pennsylvania Reading Seashore Lines. Passenger service to Sewell was discontinued in the 1960s, and the last trains ran on the line in 1971 (Bergbauer 2006; Driscoll 2007; Driscoll 2009). Sewell Train Station is privately owned and vacant as of 2018.

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.

CONTINUATION SHEET

Historic Sites #:

Stick Style

The Stick style was regionally popular from ca. 1860 to 1890. Its identifying features include a steeply pitched gabled roof with cross gables, commonly with decorative trusses at the apex; overhanging eaves, typically with exposed rafter tails; wood clapboard and/or shingle wall cladding interrupted by horizontal, vertical, or diagonal boards (stickwork) that vaguely resemble the exposed structural members of half-timbered buildings; and porches with diagonal or curved braces. This style links the earlier Gothic Revival and later Queen Anne styles, which are all adaptations of Medieval English building traditions; however, the Stick and Queen Anne styles in particular emphasized wall surfaces as decorative elements (McAlester 2013:332-343). No other extant examples of Stick-style architecture were observed during a windshield survey and desktop review of aerial street views in Sewell. The style was, however, commonly used by the West Jersey Railroad in its design of railroad stations of the 1860s to 1880s, and several extant stations (specifically, the Gloucester City, Woodbury, and Glassboro train stations shown in Photographs 6 to 8) exhibit Stick and other Victorian stylistic influences, such as Italianate and Queen Anne. The Sewell Train Station stands out among other extant West Jersey Railroad train stations as an excellent, relatively intact, pure example of Stick-style railroad architecture.

References:

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1916 *Right of Way and Track Map, West Jersey & Seashore R.R.* Office of Valuation Engineer, Philadelphia, Pennsylvania.

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CONTINUATION SHEET

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Ralph, Mary Anna

1986a Historic District Survey Form for Sewell, New Jersey. 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 Historic Preservation Office, Trenton, New Jersey.

1986b Individual Structure Survey Form for Sewell Train Station, Sewell, New Jersey. 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 Historic Preservation Office, Trenton, New Jersey.