

BASE FORM

Historic Sites #:

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

Street Address: Street #: 70 86 Apartment #: _____
(Low) (High) (Low) (High)

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

County(s): Gloucester **Zip Code:** 08028

Municipality(s): Glassboro Borough **Block(s):** 59.01; 155

Local Place Name(s): N/A **Lot(s):** 4, 5, 6, 7, 8; 1

Ownership: Private **USGS Quad(s):** Pitman East

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



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

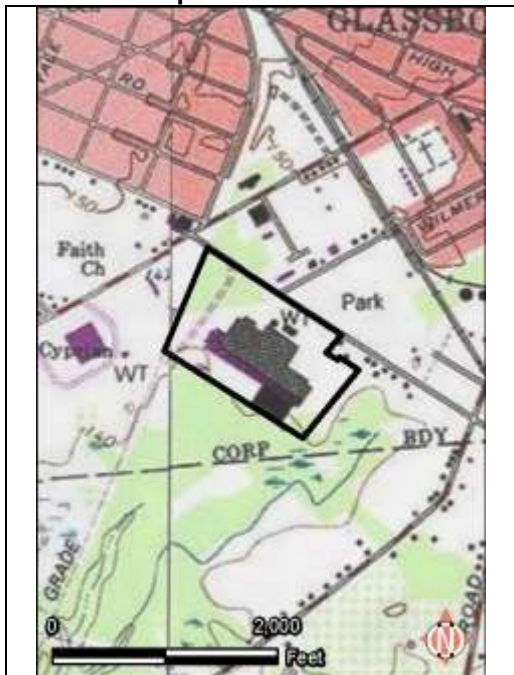
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

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

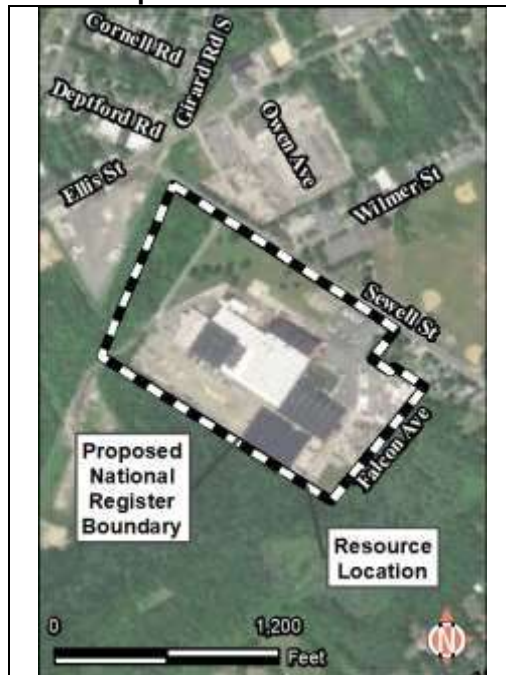
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet

Additional Information:

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
(Known or potential Sites – if yes, please describe briefly)

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

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

Exterior Description: *See Continuation Sheet*

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

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

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

BUILDING ATTACHMENT

Historic Sites #:

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

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

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

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

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BUILDING ATTACHMENT

Historic Sites #:

Common Name: Route 55 Industrial Center (Utility Meter Building)
Historic Name: Owens Bottle Company Plant No. 8/Owens-Illinois Closure Plant No. 68
Present Use: Industrial Activity – Light Industrial
Historic Use: Industrial Activity – Light Industrial
Construction Date: Ca. 1960 **Source:** NETR Online Historic Aerials website, accessed May 27, 2014
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Style: None
Form: Other **Stories:** 1
Type: Other – Utility Meter Building **Bays:** 1
Roof Finish Materials: Unknown
Exterior Finish Materials Concrete Block

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

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

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

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STRUCTURE ATTACHMENT

Historic Sites #:

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

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

Interior Description: N/A

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

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STRUCTURE ATTACHMENT

Historic Sites #:

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

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

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

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

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ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

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

Eligibility for New Jersey

and National Registers: Yes No

National

Register Criteria: A B C D

Level of Significance Local

State

National

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

For Historic Districts Only:

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

For Individual Properties Only:

List the completed attachments related to the property's significance: Base Form, Industry Attachment (Plant), Building Attachment (Fire Pump House), Building Attachment (Utility Meter Building), Structure Attachment (Water Tank), Structure Attachment (Railroad Siding), Continuation Sheet, Eligibility Worksheet

ELIGIBILITY WORKSHEET

Historic Sites #:

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

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CONTINUATION SHEET

Historic Sites #:

Description (continued):

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

Overview Description

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

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

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

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

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

CONTINUATION SHEET

Historic Sites #:

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

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

Furnace Room (Unit A³)

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

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

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

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

Machine Shop (Unit E)

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

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

CONTINUATION SHEET

Historic Sites #:

Manufacturing Plant and Storehouse (Units D and G)

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

Wooden Box Shop (Unit H)

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

Unit B

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

Unit F

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

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

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Unit K

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

Unit I

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

Unit C

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

Unit J

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

Covered Truck Loading Platform

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

Ancillary Buildings

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

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

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

History:

Overview of Glassboro's Glass Manufacturing Industry

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

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

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

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

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

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

The Owens Automatic Bottle-Making Machine

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

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

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

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

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

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

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

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

Owens Bottle Company Plant No. 8

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

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

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

Owens-Illinois Closure Plant No. 68

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

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

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

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

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

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

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

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

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

Anchor Hocking Corporation Glassboro Closure Plant

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

Route 55 Industrial Center

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

Impacts on Glassboro's Development

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

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

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

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

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

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Historic Sites #:

Additional Photographs:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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

CONTINUATION SHEET

Historic Sites #:

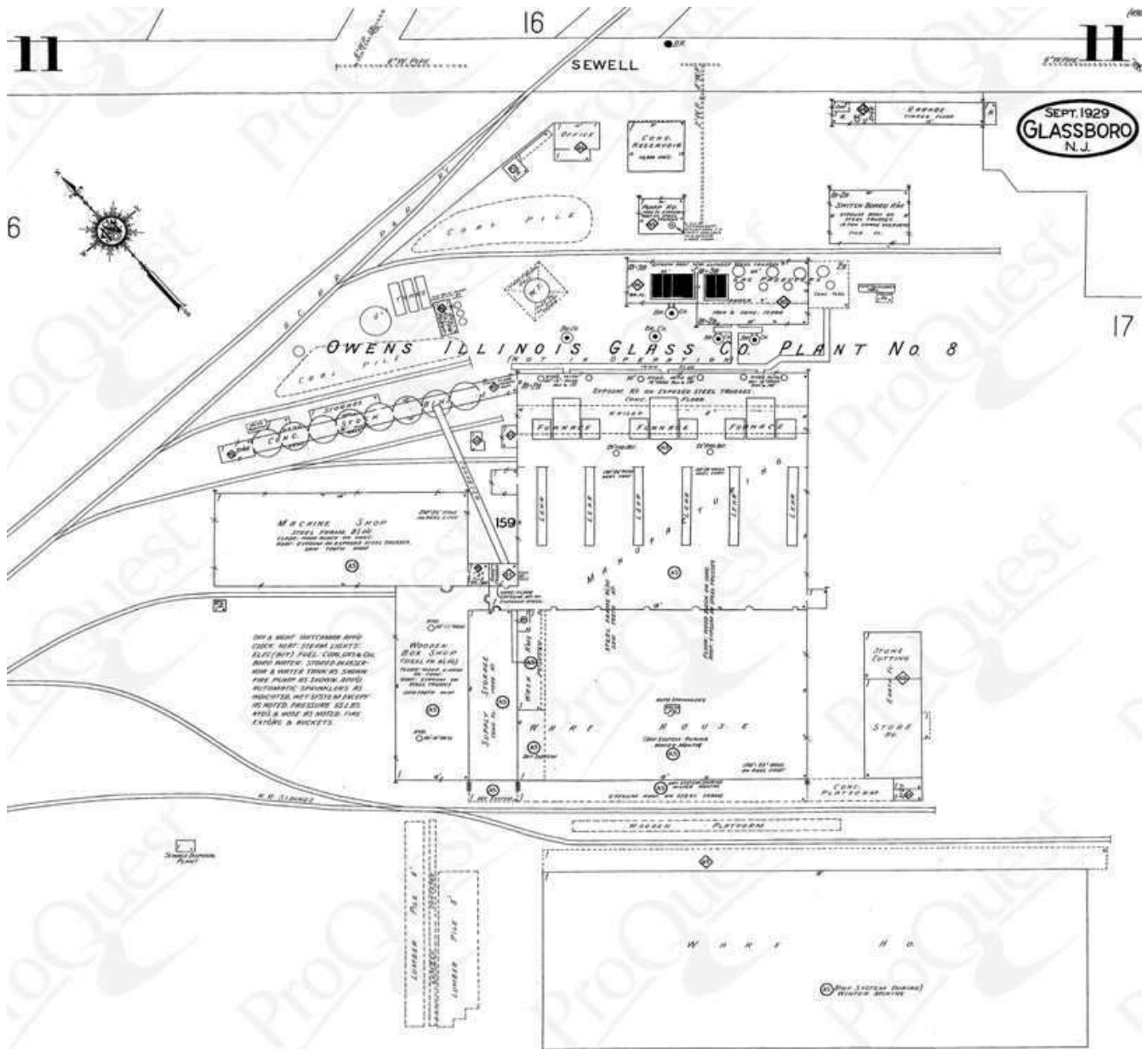


Figure 1: 1929 Sanborn map of Glassboro showing the Owens-Illinois Glass Company Plant No. 8. Note this plan is oriented with Sewell Street at the top (Sanborn Map Company 1929).

CONTINUATION SHEET

Historic Sites #:

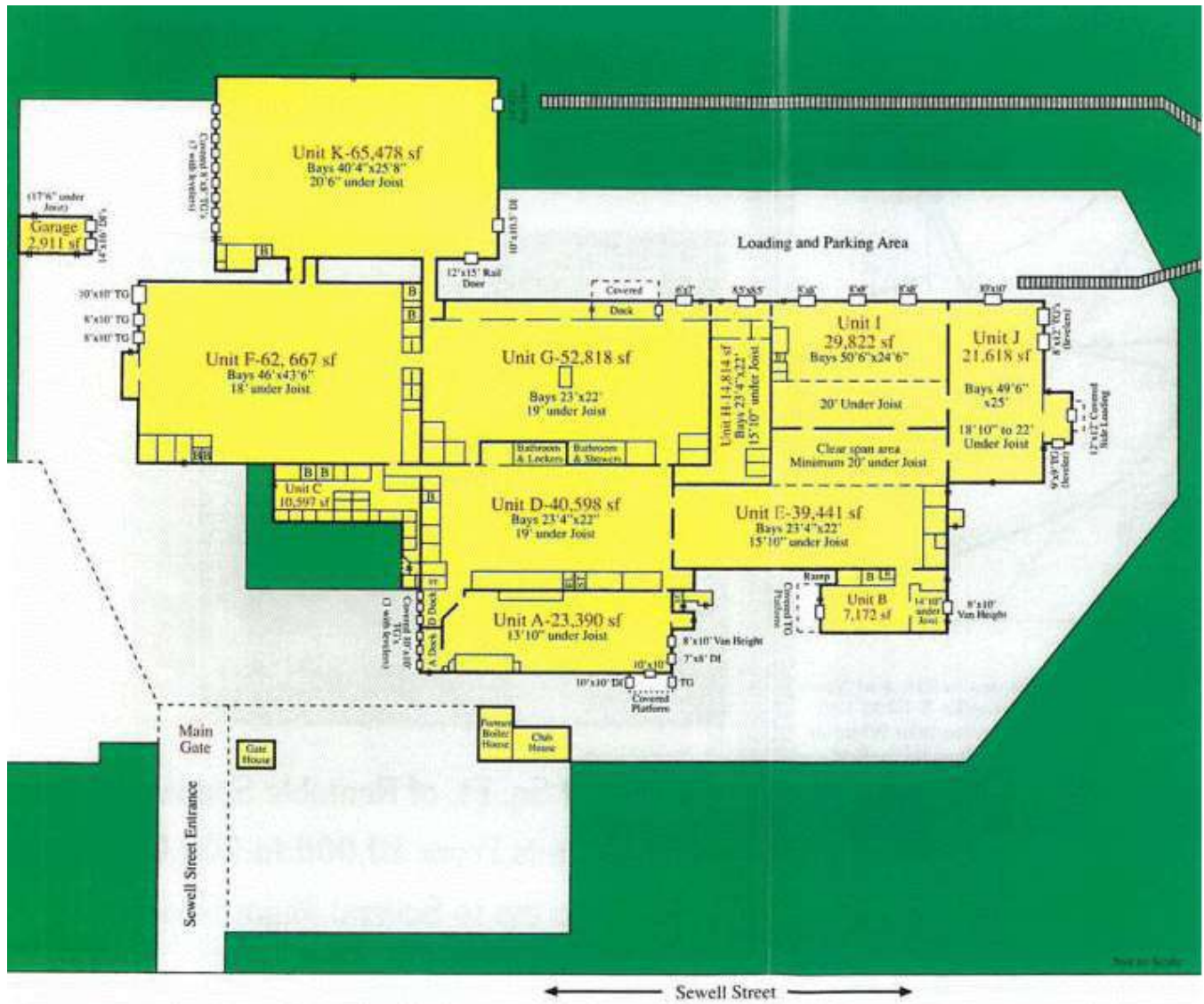


Figure 2: Recent floor plan of the Route 55 Industrial Center, showing the current layout of units within the former plant. The garage (top left) remains extant, but the gate house, former boiler house, and club house shown at the bottom of this image are no longer present. The extant railroad siding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

BASE FORM

Historic Sites #:

Property Name: 806 Market Street

Street Address: Street #: 806 Apartment #: _____
(Low) (High) (Low) (High)

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

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

Municipality(s): Gloucester City **Block(s):** 136.02

Local Place Name(s): N/A **Lot(s):** 61

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

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



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

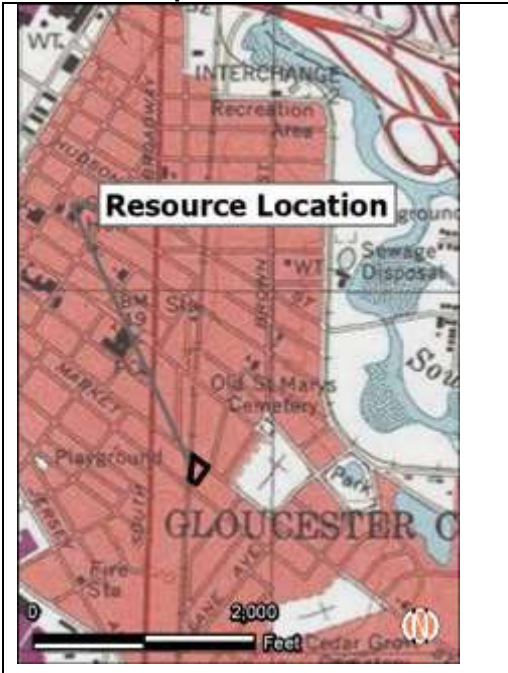
Registration and Status Dates:	National Historic Landmark: _____	SHPO Opinion: _____
	National Register: _____	Local Designation: _____
	New Jersey Register: _____	Other Designation: _____
	Determination of Eligibility: _____	Other Designation Date: _____

BASE FORM

Historic Sites #:

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

Location Map:



Site Map:



Bibliography/Sources: *See continuation sheet.*

Additional Information:

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
(Known or potential Sites – if yes, please describe briefly)

BUILDING ATTACHMENT

Historic Sites #:

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

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

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

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

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

BUILDING ATTACHMENT

Historic Sites #:

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

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

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

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

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

BUILDING ATTACHMENT

Historic Sites #:

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

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

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

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

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

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See continuation sheet.

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

Eligibility for New Jersey

and National Registers:

Yes

No

National

Register Criteria:

A

B

C

D

Level of Significance

Local

State

National

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

For Historic Districts Only:

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

For Individual Properties Only:

List the completed attachments related to the property's significance: Base Form, Building Attachment, Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

Survey Name: Glassboro-Camden Line Light Rail Project

Surveyor: Sara Quinlan, Architectural Historian

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

Date: January 06, 2020

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Office

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

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

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

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

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

History (continued):

Local Development Context

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

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

CONTINUATION SHEET

Historic Sites #:

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

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

Property History

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

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

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

Courier Post

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

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

CONTINUATION SHEET

Historic Sites #:

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Historic Sites #:

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

Sanborn Map & Publishing Company

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CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

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

Date: January 6, 2020

BASE FORM

Historic Sites #:

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

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

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

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

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

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

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

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



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

Registration and Status Dates:

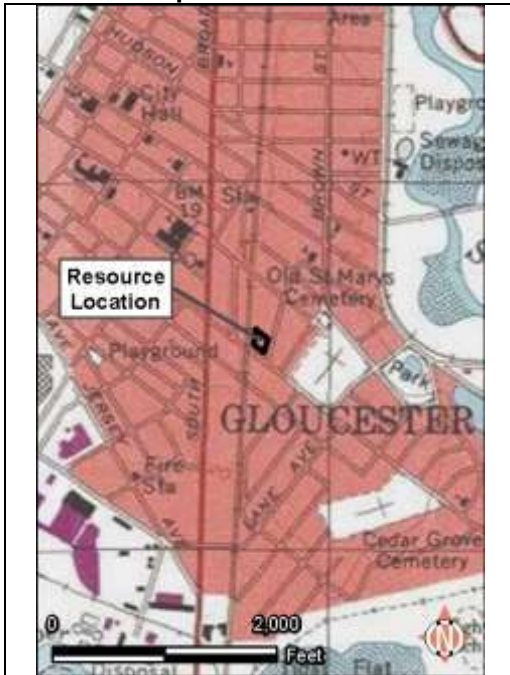
National Historic Landmark: _____	SHPO Opinion: _____
National Register: _____	Local Designation: _____
New Jersey Register: _____	Other Designation: _____
Determination of Eligibility: _____	Other Designation Date: _____

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

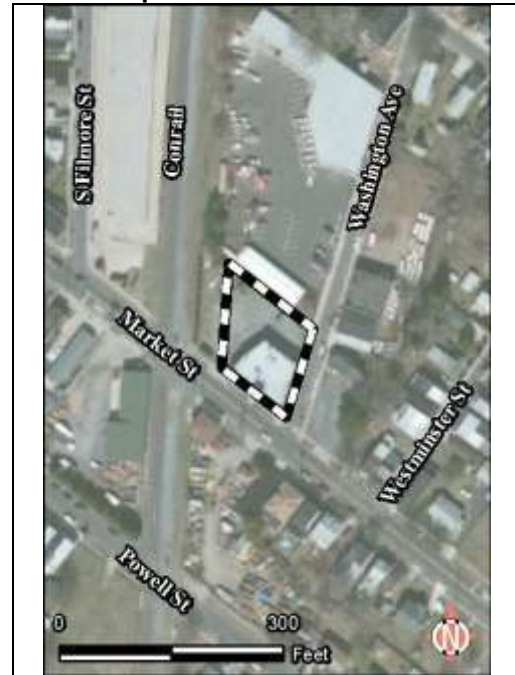
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet

Additional Information:

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
(Known or potential Sites – if yes, please describe briefly)

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Lighthouse Baptist Church

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

Present Use: Institutional Activity – Religious Activity (Church)

Historic Use: Commercial Activity – Office Activity (Private Business)

Construction Date: 1929 **Source:** Date stone; Sanborn Map Company 1930

Alteration Date(s): Ca. 1997 **Source:** Lighthouse Baptist Church 2006

Designer: Unknown **Physical Condition:** Good

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

Style: Art Deco

Form: Commercial **Stories:** 2

Type: N/A **Bays:** 9

Roof Finish Materials: Unknown

Exterior Finish Materials: Brick, Flemish Stretcher Bond

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

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

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

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

Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians

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

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

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

**Eligibility for New Jersey
and National Registers:**

Yes

No

National

Register Criteria:

A

B

C

D

Level of Significance

Local

State

National

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

For Historic Districts Only:

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

For Individual Properties Only:

List the completed attachments related to the property's significance: Base Form, Building Attachment, Continuation Sheet, Eligibility Worksheet

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

Survey Name: Glassboro-Camden Line Light Rail Project

Date: January 6, 2020

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CONTINUATION SHEET

Historic Sites #:

Description (continued):

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

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

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

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

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

CONTINUATION SHEET

Historic Sites #:

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

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

History:

Local Development Context

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

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

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

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

CONTINUATION SHEET

Historic Sites #:

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

Property History

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

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

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

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

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

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

CONTINUATION SHEET

Historic Sites #:

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

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

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

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

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

CONTINUATION SHEET

Historic Sites #:

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

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

Art Deco Style

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

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CONTINUATION SHEET

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CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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

CONTINUATION SHEET

Historic Sites #:

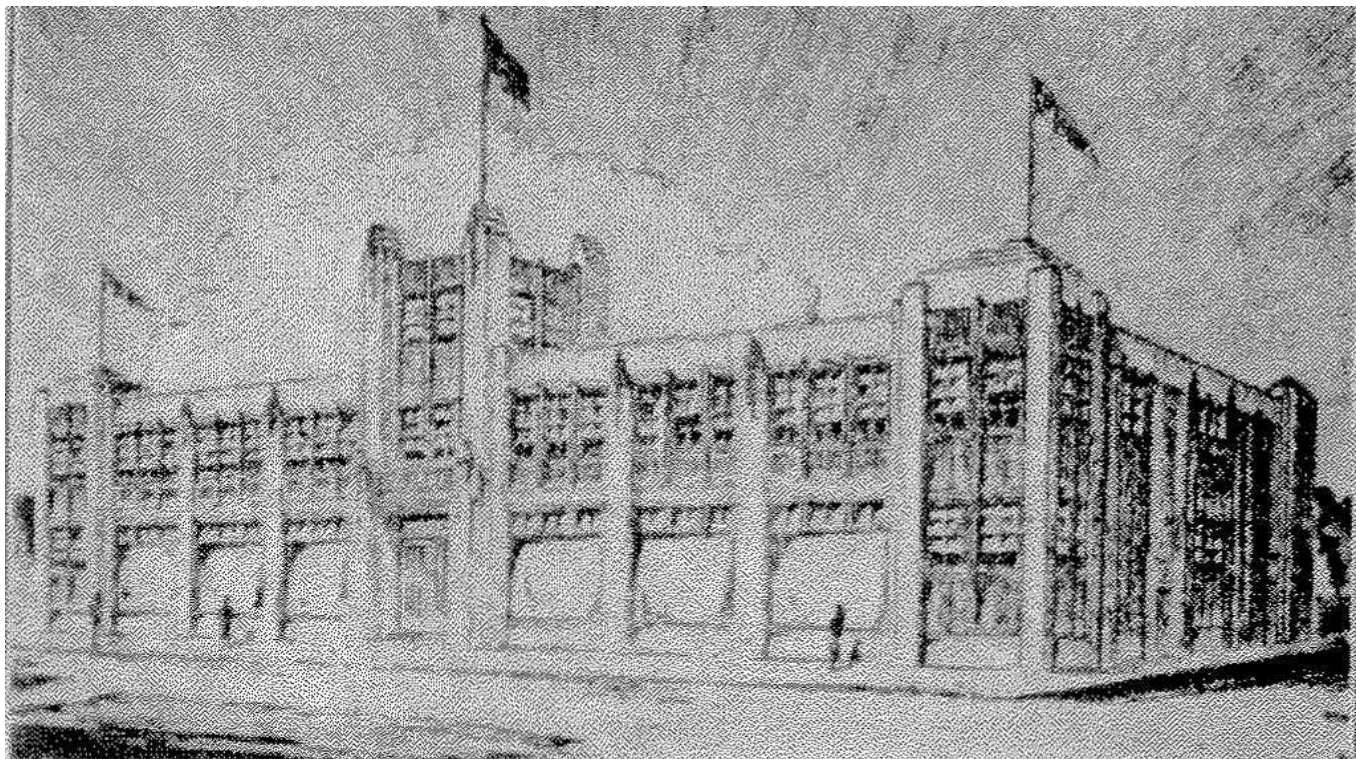


Figure 1. 1937 illustration of the J.R. Quigley Company office and store (811 Market Street), published in *Quigley's Wholesale Millworks Catalog No. 18*. (Source: J.R. Quigley Company 1937)

CONTINUATION SHEET

Historic Sites #:

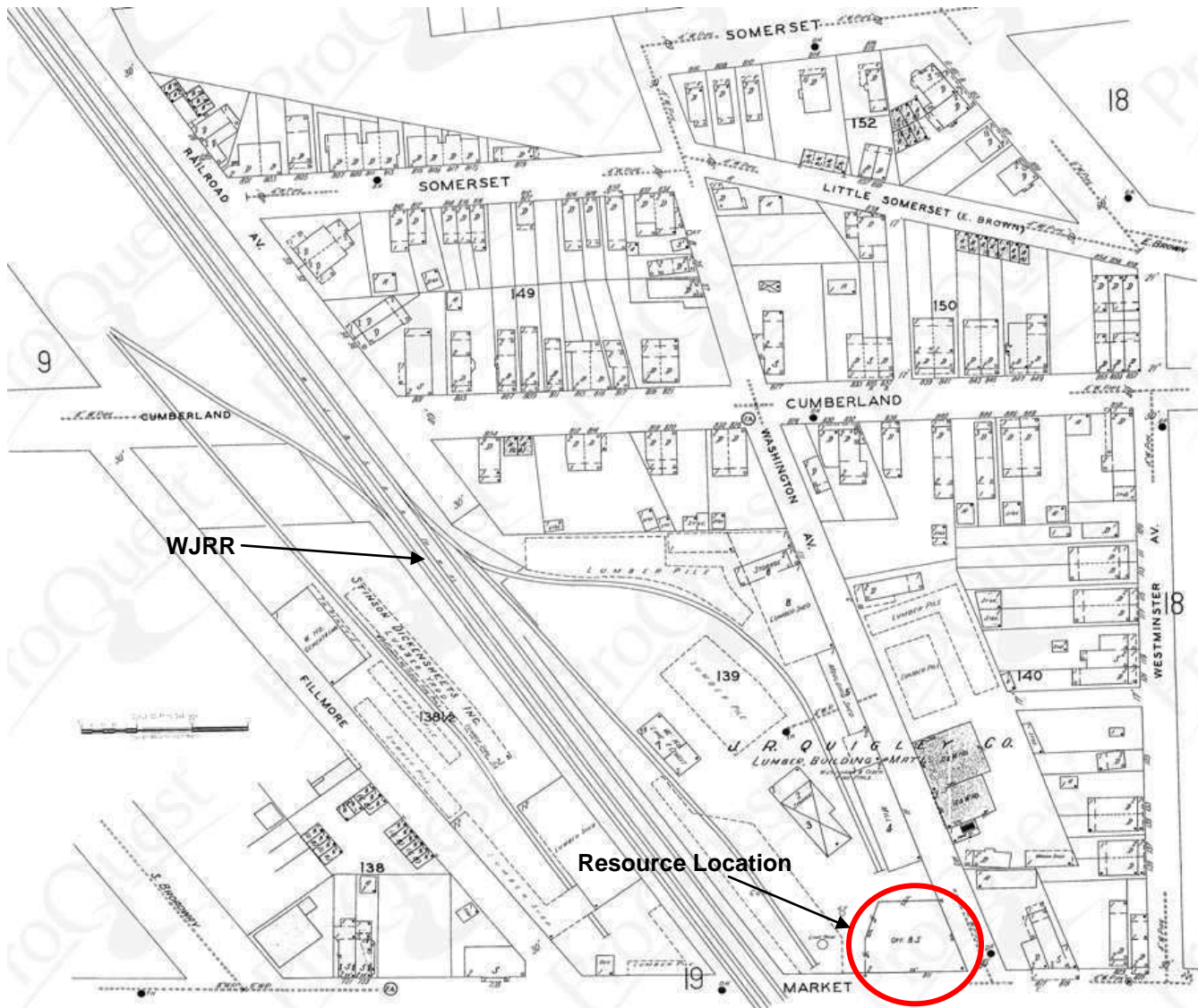


Figure 2. 1930 Sanborn map of Gloucester City showing the former J.R. Quigley Company office and store (811 Market Street) in context. Most of the other buildings associated with the J.R. Quigley Company complex are no longer extant, with the exception of a *circa*-1920-25 warehouse shown on the east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

Survey Name: Glassboro-Camden Line Light Rail Project

Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians

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

Date: January 6, 2020

BASE FORM

Historic Sites #:

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

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



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

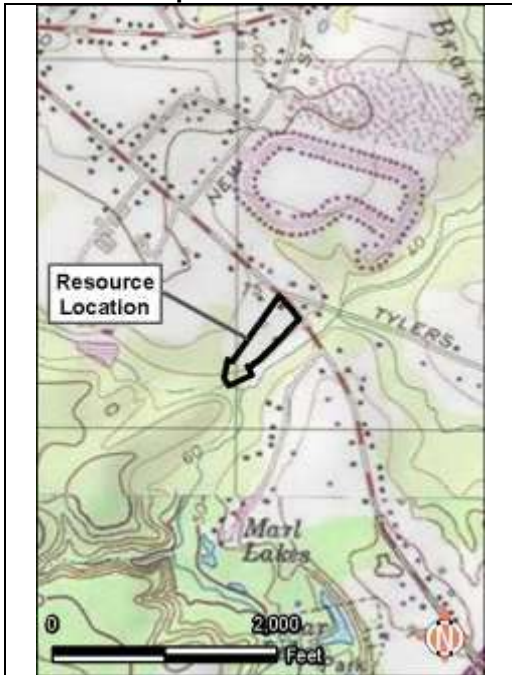
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

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

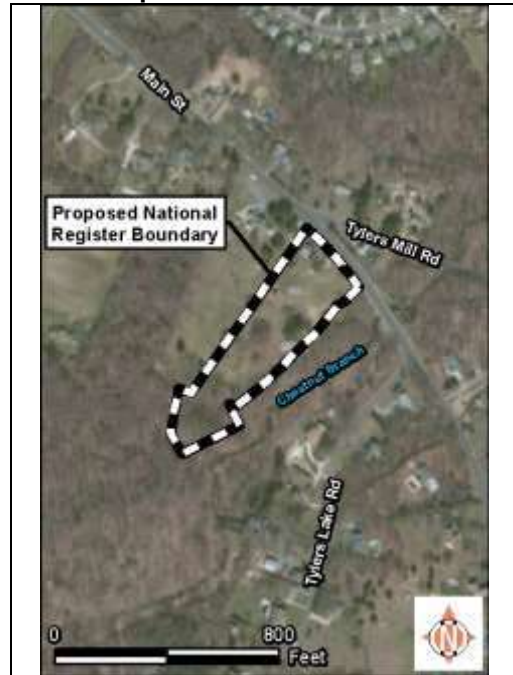
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet

Additional Information:

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
(Known or potential Sites – if yes, please describe briefly)

BUILDING ATTACHMENT

Historic Sites #:

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

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

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

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

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BUILDING ATTACHMENT

Historic Sites #:

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

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

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

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

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ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

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

Eligibility for New Jersey

and National Registers:

Yes No

National

Register Criteria:

A B C D

Level of Significance

Local State National

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

For Historic Districts Only:

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

For Individual Properties Only:

List the completed attachments related to the property's significance: Base Form, Building Form (Dwelling), Building Form (Animal Shelter), Continuation Sheet, Eligibility Worksheet

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

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CONTINUATION SHEET

Historic Sites #:

Description (continued):

Dwelling (ca. 1920)

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

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

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

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

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

History:

Local Development Context

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

CONTINUATION SHEET

Historic Sites #:

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

Property History

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

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

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

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

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

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

CONTINUATION SHEET

Historic Sites #:

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

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

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

Colonial Revival Style

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

References:

Gloucester County Clerk

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

Jersey News

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

CONTINUATION SHEET

Historic Sites #:

MAAR Associates, Inc.

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

Mantua Township Historical Commission and Mantua Township Lions Club

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

McAlester, Virginia Savage

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

NETR Online Historic Aerials

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

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

CONTINUATION SHEET

Historic Sites #:



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



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

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

Date: January 6, 2020

BASE FORM

Historic Sites #:

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

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



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

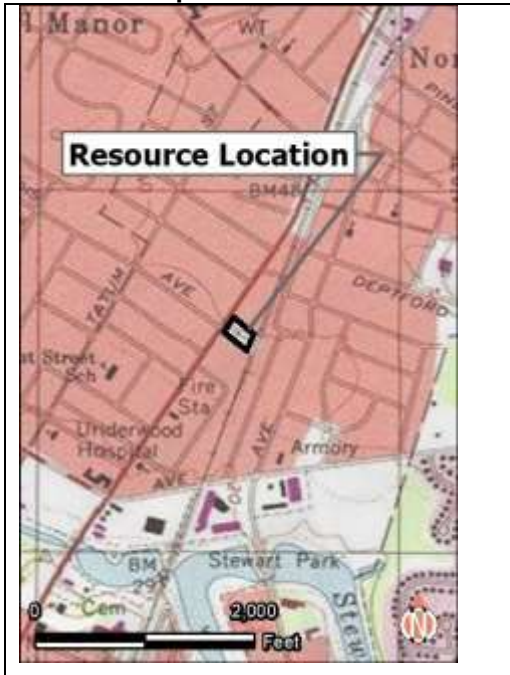
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

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

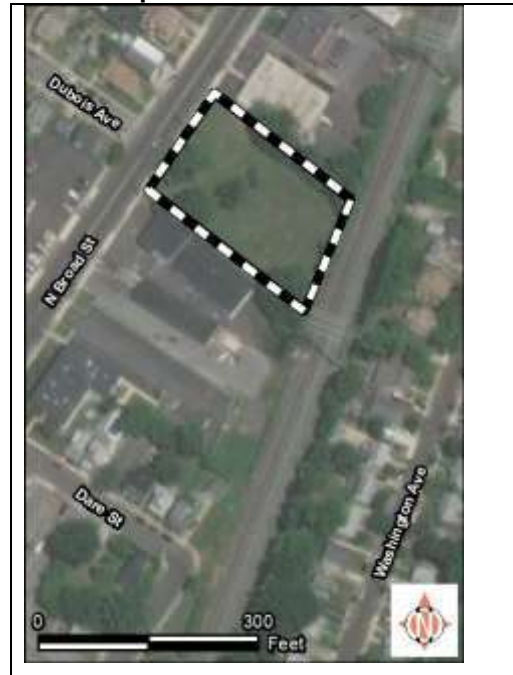
BASE FORM

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)

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

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

CONTINUATION SHEET

Historic Sites #:

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

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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

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Presbyterian Church at Woodbury

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

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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.

CONTINUATION SHEET

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).

CONTINUATION SHEET

Historic Sites #:



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).

CONTINUATION SHEET

Historic Sites #:



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



Photograph 7: View towards 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).



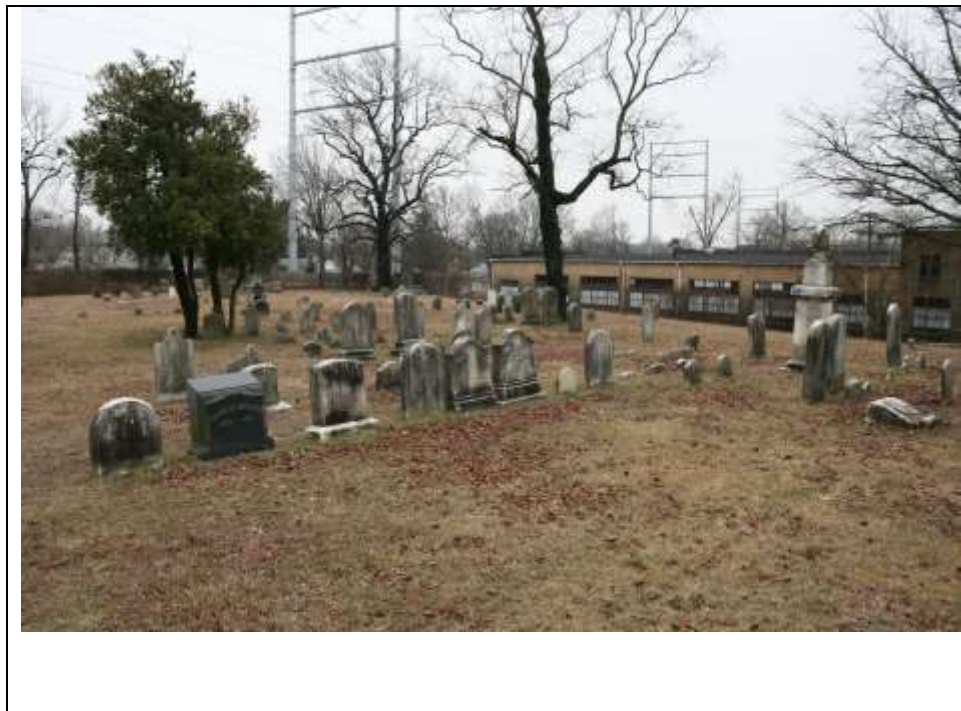
Photograph 9: Detail of marker noting original site of the Presbyterian Meeting House at the entrance of the Roe family lot. Looking east (February 2019).

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).



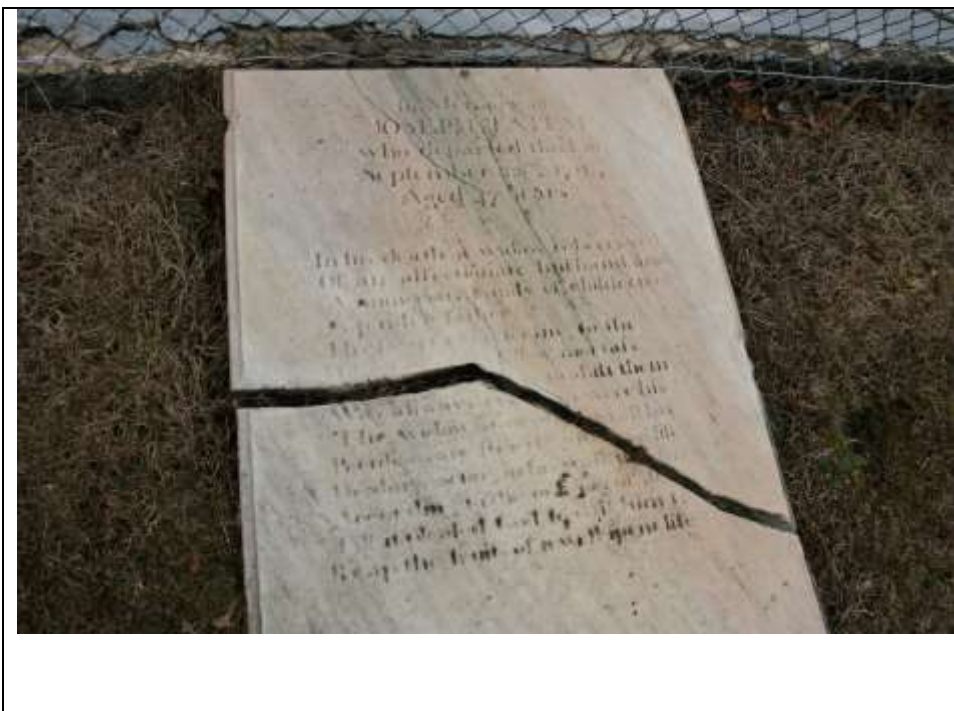
Photograph 13: View of the southeast side of the cemetery near the railroad tracks, note the relocated burial headstones on the right. Looking northwest (February 2019).

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).

CONTINUATION SHEET

Historic Sites #:



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.

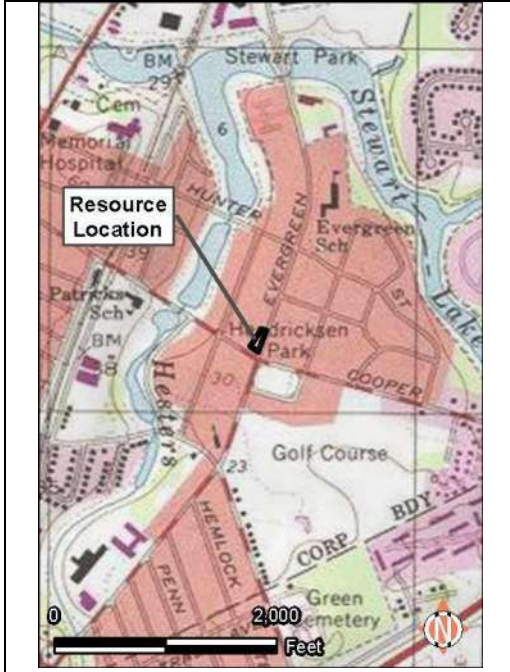
Registration and Status Dates:	National Historic Landmark: _____	SHPO Opinion: <u>2/19/88 (Green Era Historic District)</u>
	National Register: _____	Local Designation: _____
	New Jersey Register: <u>2/19/88 (Green Era Historic District)</u>	Other Designation: _____
	Determination of Eligibility: _____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

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

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.

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

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
Surveyor: Patricia Slovinac and Elizabeth Amisson, Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

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

CONTINUATION SHEET

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

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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

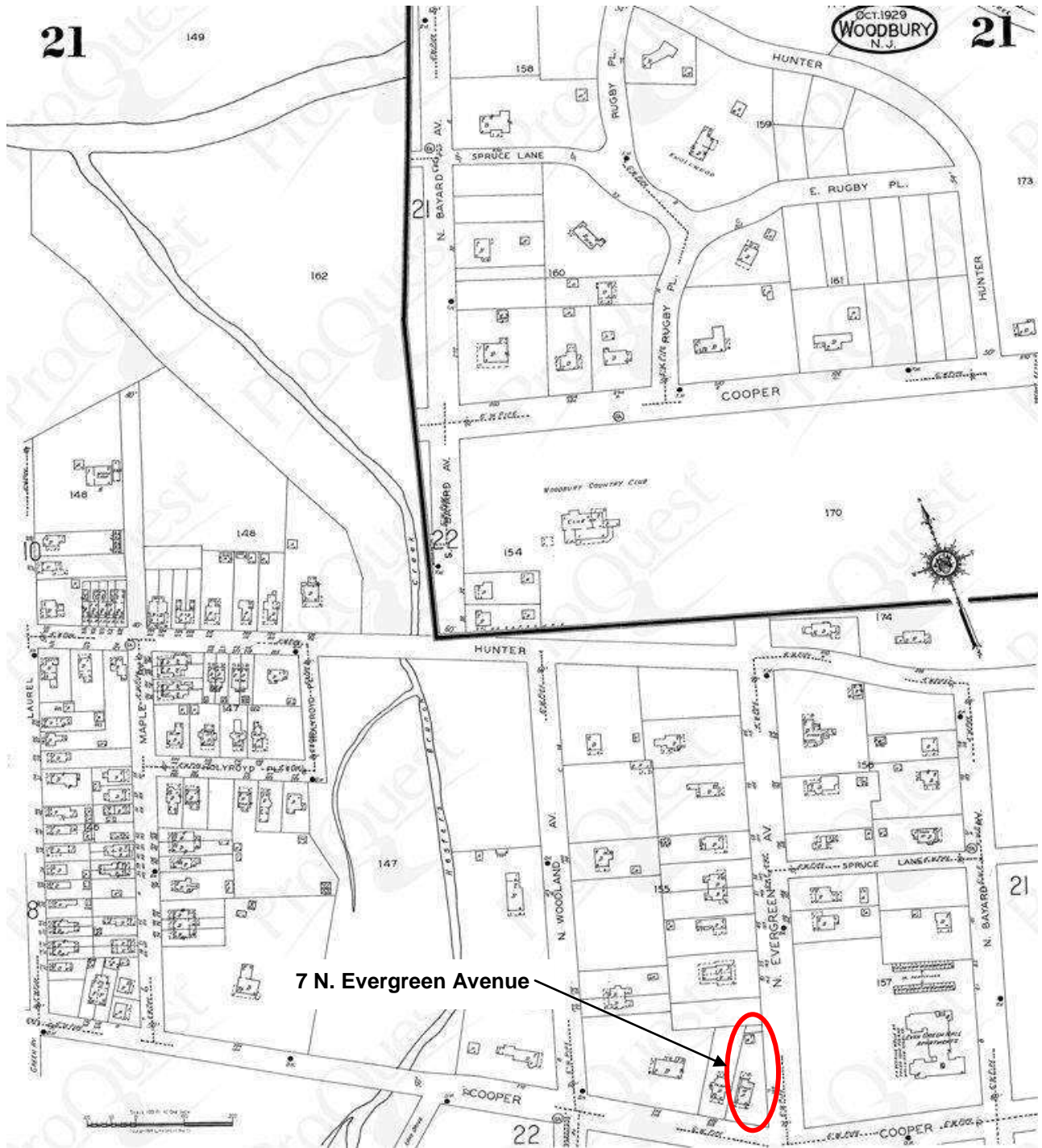
Historic Sites #:



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.

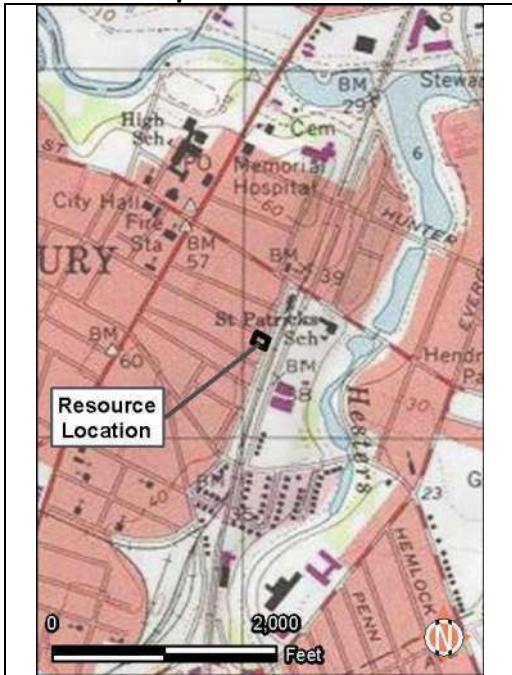
Registration and Status Dates:
National Historic Landmark: _____ SHPO Opinion: 7/13/83 (Woodbury Historic District)
National Register: _____ Local Designation: 7/13/83 (Woodbury Historic District)
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation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

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

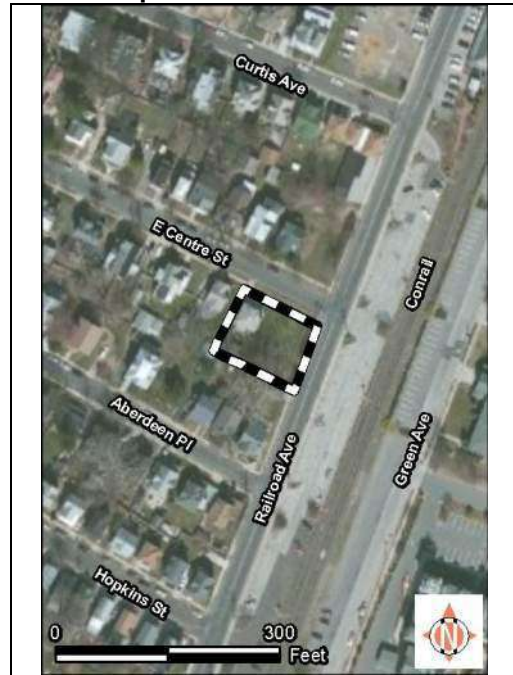
BASE FORM

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 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.

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

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

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).

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.

CONTINUATION SHEET

Historic Sites #:

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

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).

Woodbury Old-City Restoration Committee (WORC)

1997 "WORC Celebrates 20 Years of Service." On file in Woodbury-WORC folder, Gloucester County Historical Society, Woodbury, New Jersey.

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 #:



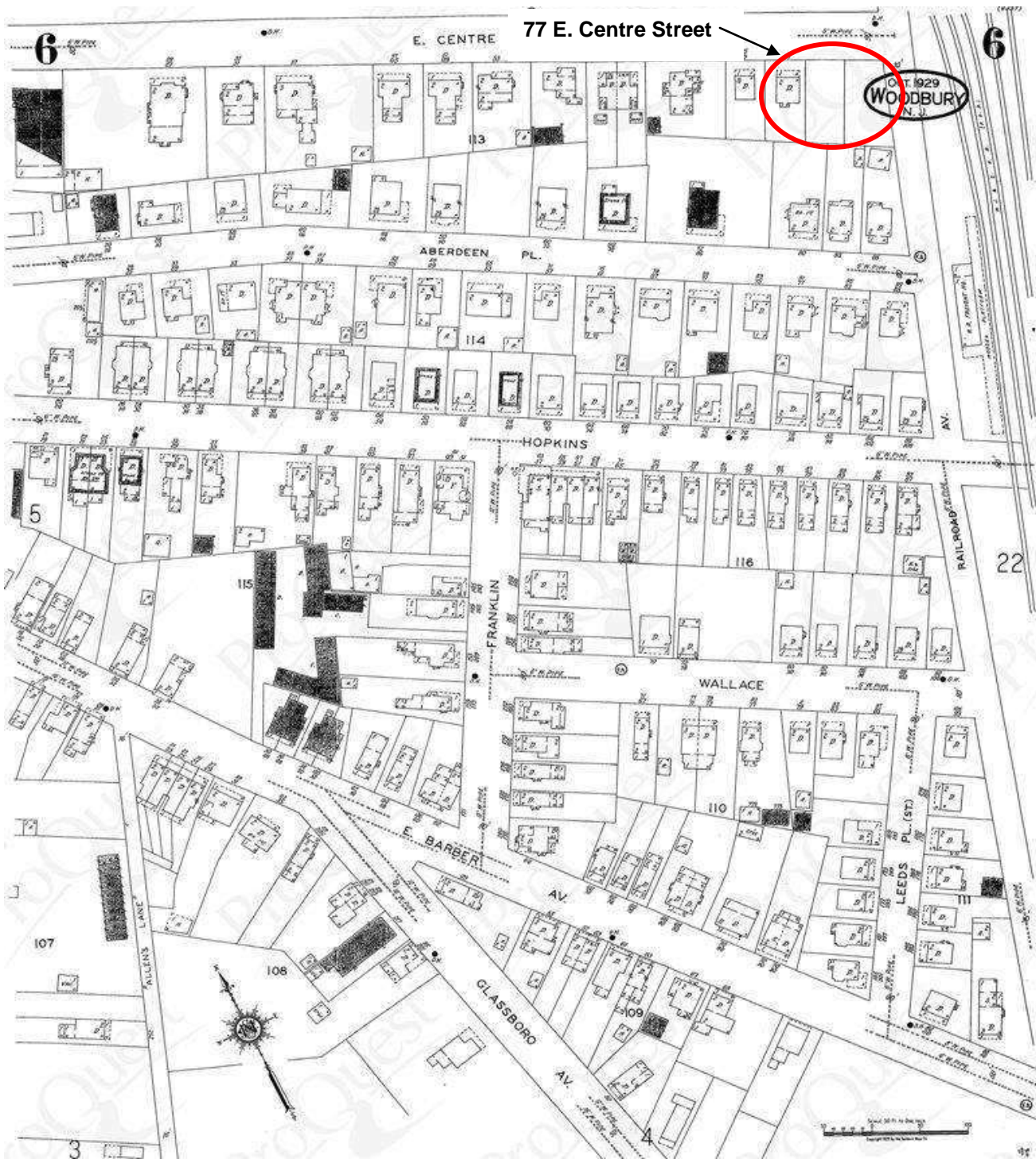
Photograph 4: View looking southwest toward the modern prefabricated shed (left), and *circa*-1950 garage (center/behind deck) at 77 E. Centre Street (November 2018).



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:

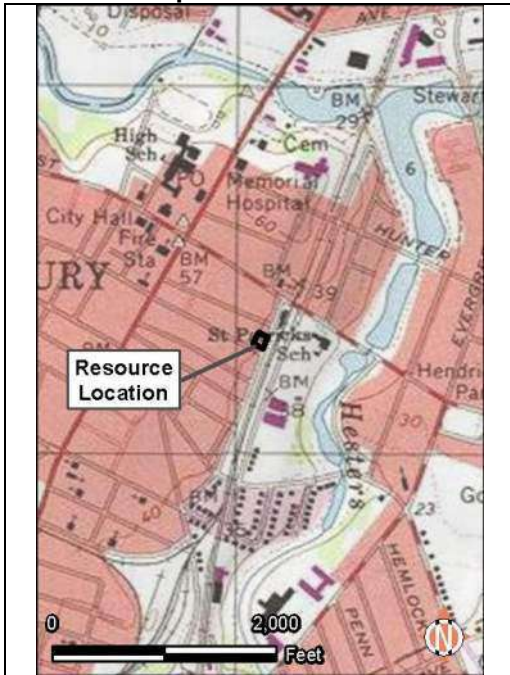
National Historic Landmark: _____	SHPO Opinion: <u>7/13/83 (Woodbury Historic District)</u>
National Register: _____	Local Designation: <u>7/13/83 (Woodbury Historic District)</u>
New Jersey Register: _____	Other Designation: _____
Determination of Eligibility: _____	Other Designation Date: _____

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

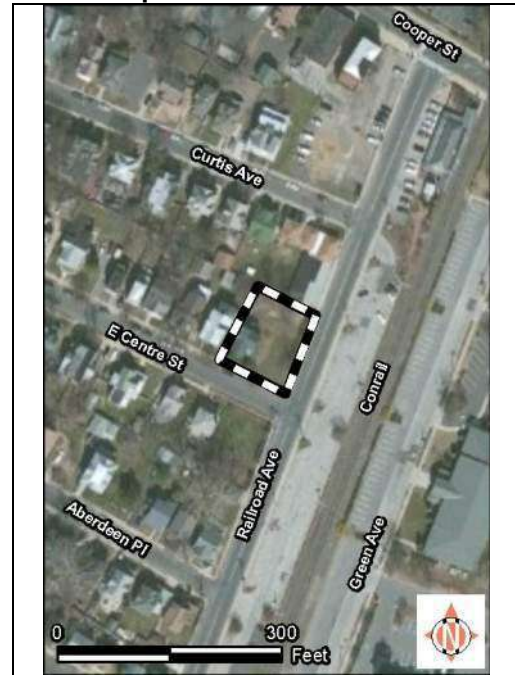
BASE FORM

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
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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 #:



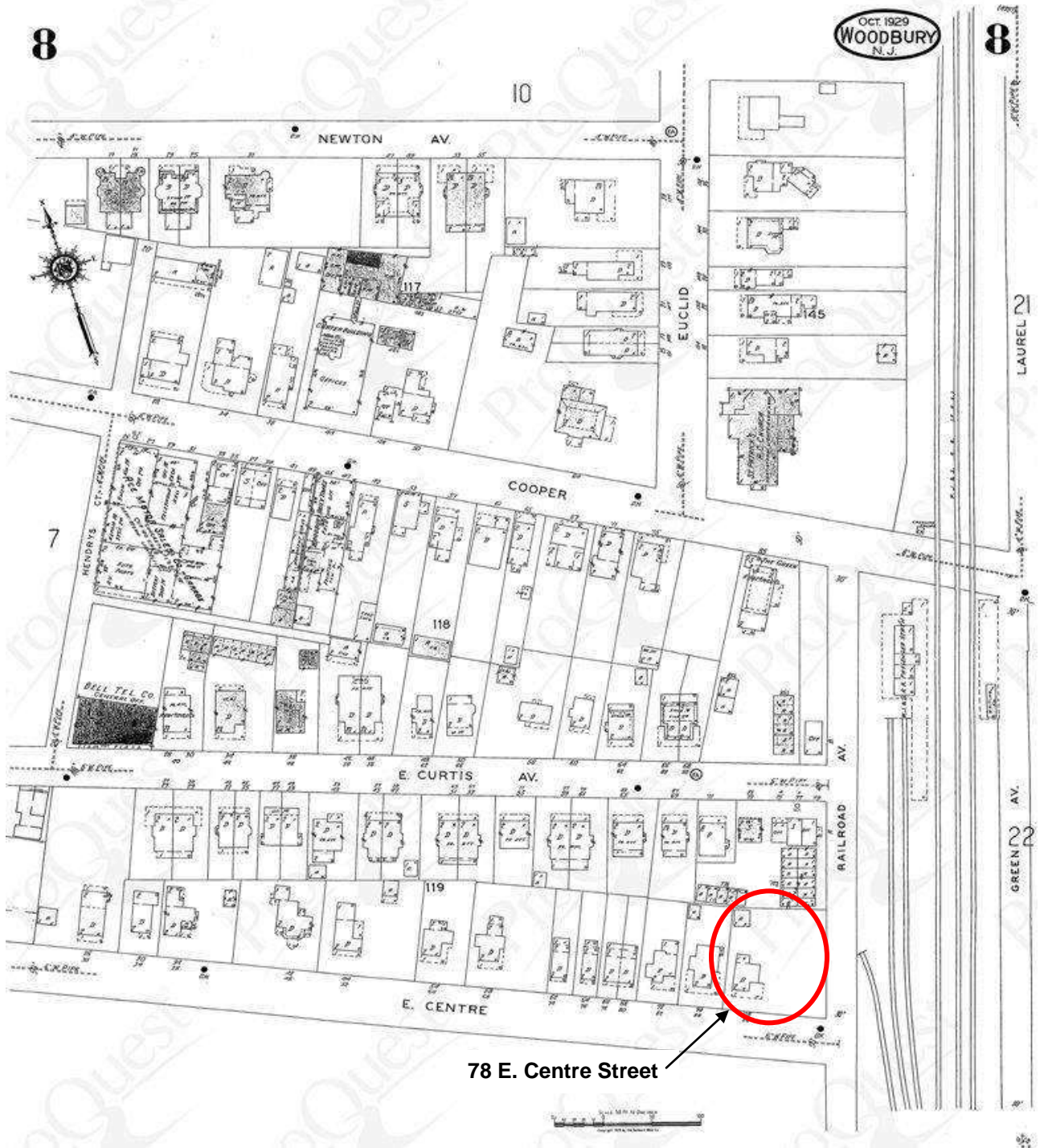
Photograph 4: Southwest (side) and southeast (front) elevations of the garage at 78 E. Centre Street. Looking north (November 2018).



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:

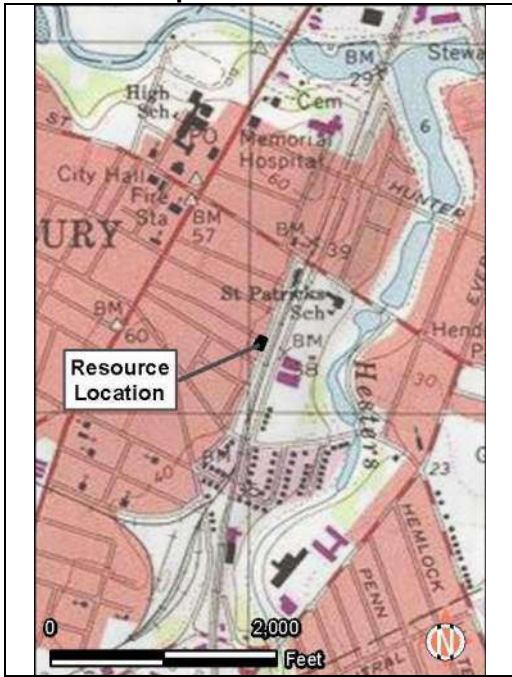
National Historic Landmark: _____	SHPO Opinion: <u>7/13/83 (Woodbury Historic District)</u>
National Register: _____	Local Designation: <u>7/13/83 (Woodbury Historic District)</u>
New Jersey Register: _____	Other Designation: _____
Determination of Eligibility: _____	Other Designation Date: _____

Survey Name: 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

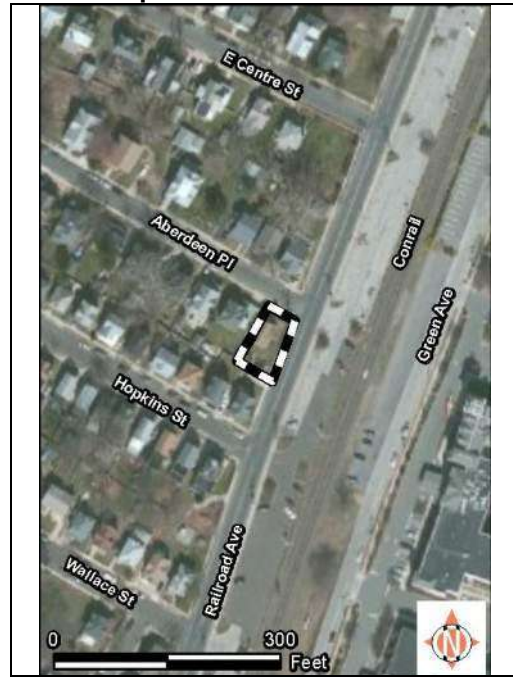
BASE FORM

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
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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.

CONTINUATION SHEET

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.

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.

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: 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

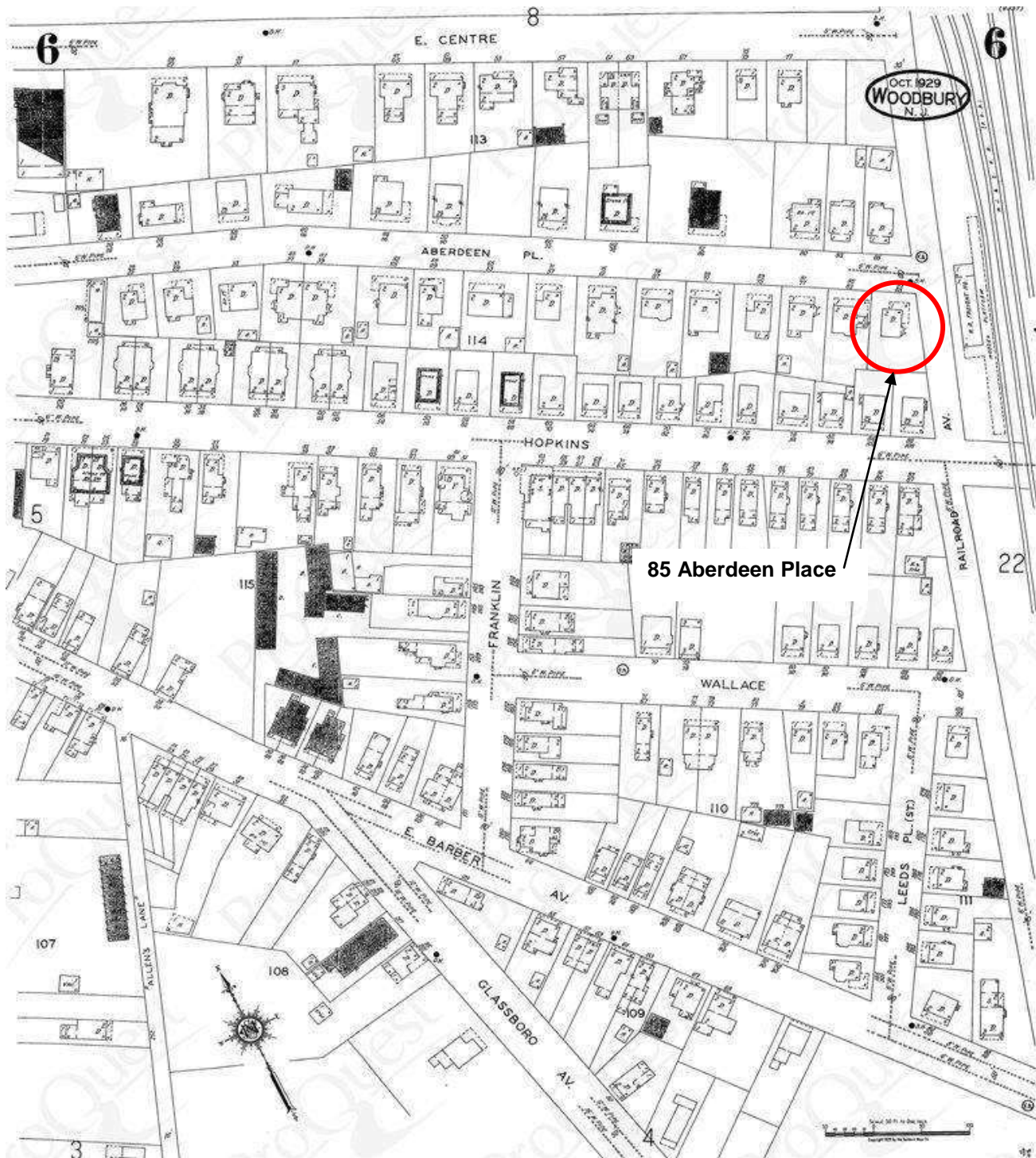
Historic Sites #:



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.

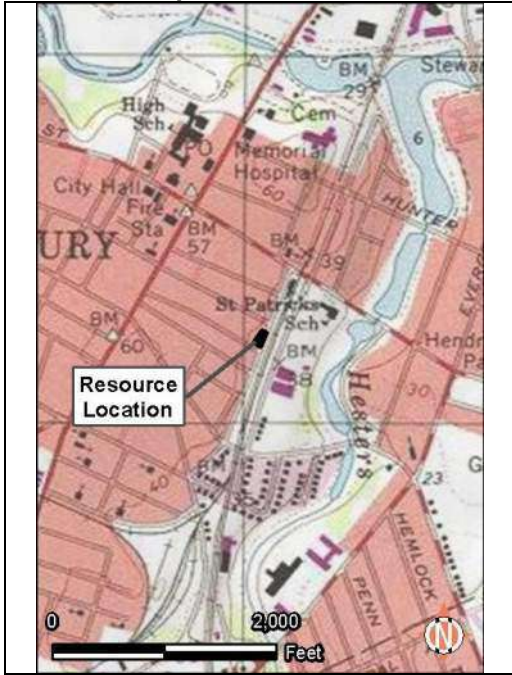
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: 7/13/83 (Woodbury Historic District)
National Register: _____ Local Designation: 7/13/83 (Woodbury Historic District)
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation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

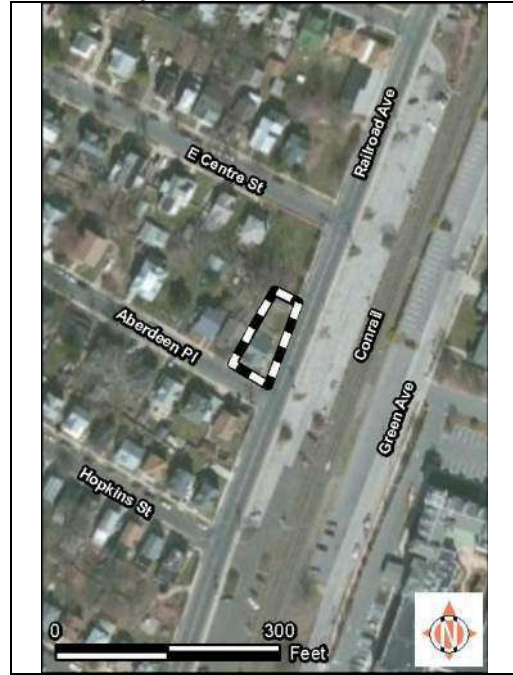
BASE FORM

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
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 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: Yes (Contributing) No **National Register Criteria:** A B C D
Level of Significance Local State 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: 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. 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:

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Carter, William

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The Constitution Company

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Gloucester County Democrat

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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.

CONTINUATION SHEET

Historic Sites #:

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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).

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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: 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*.

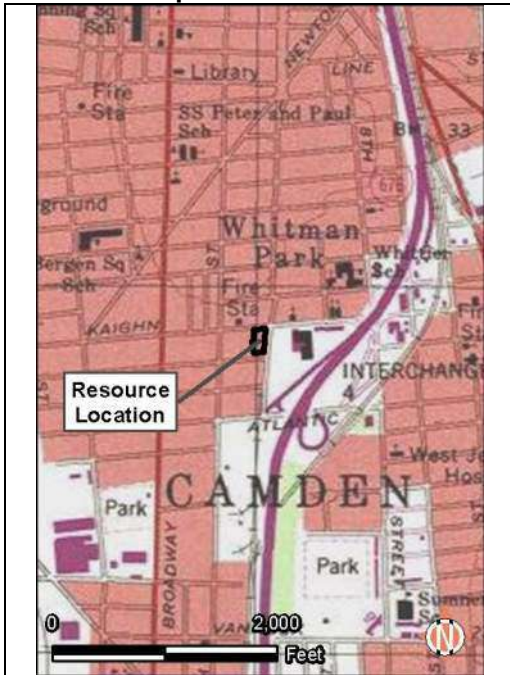
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

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.

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CONTINUATION SHEET

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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

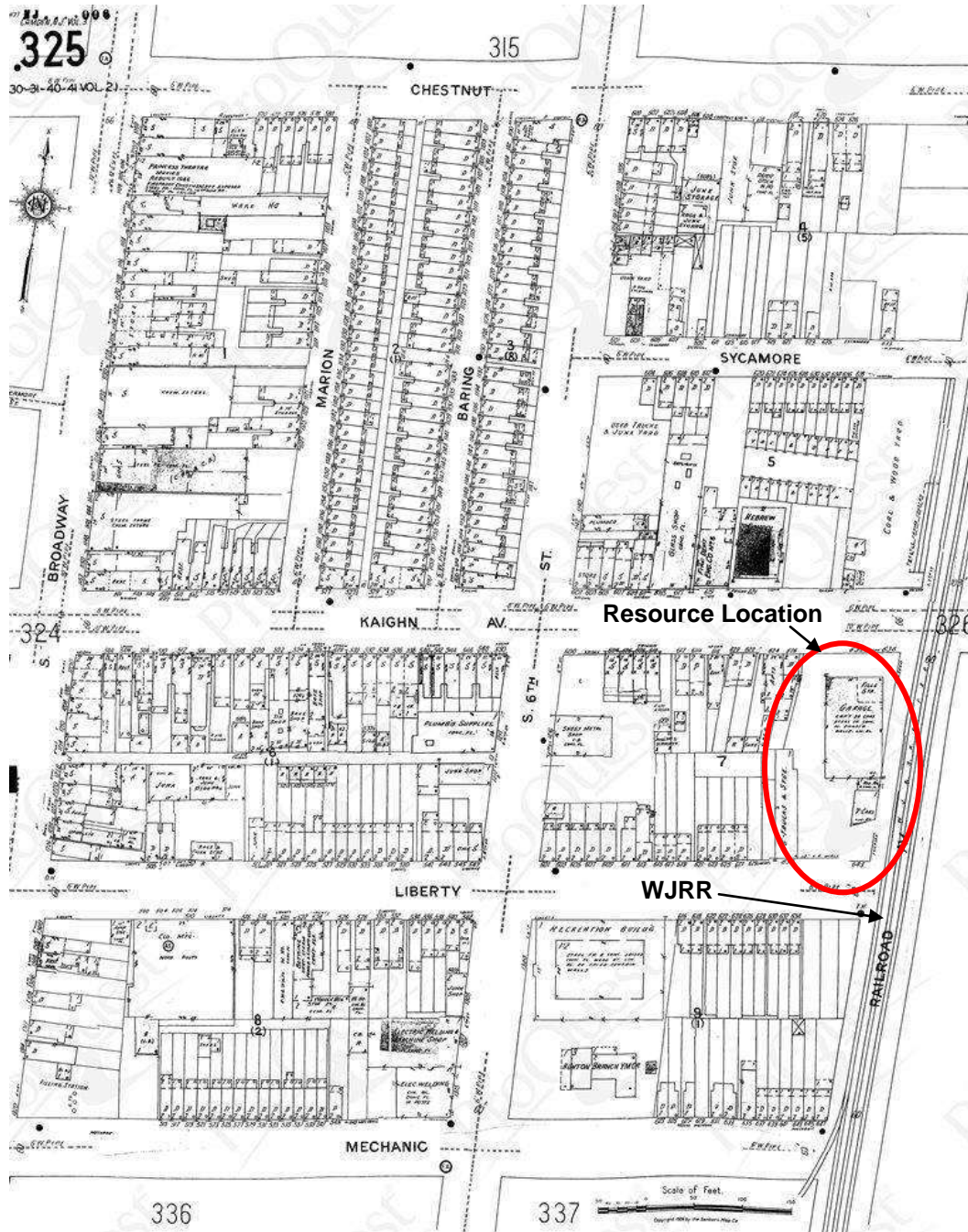
Historic Sites #:



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:

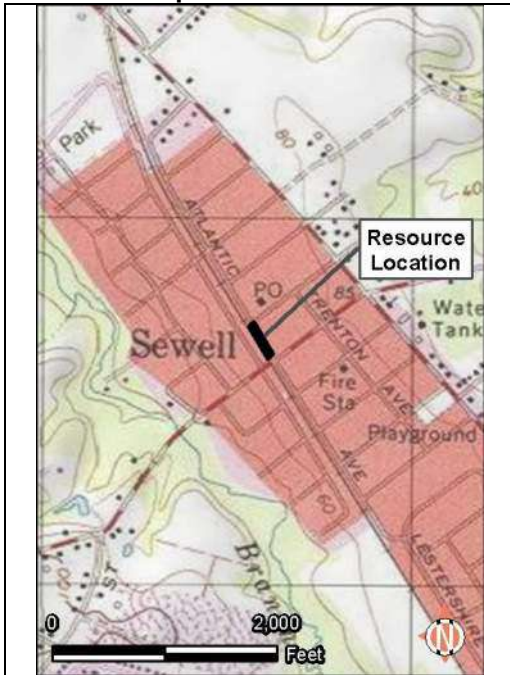
National Historic Landmark: _____	SHPO Opinion: _____
National Register: _____	Local Designation: _____
New Jersey Register: _____	Other Designation: _____
Determination of Eligibility: _____	Other Designation Date: _____

Survey Name: <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>	

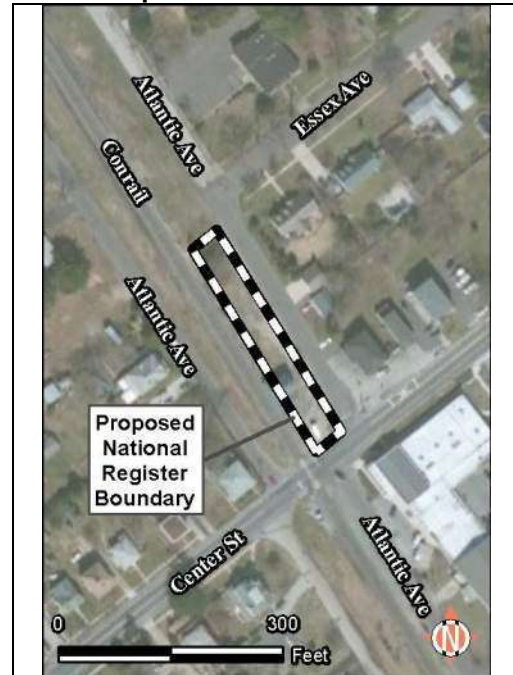
BASE FORM

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:	<u>Sewell Train Station</u>		
Historic Name:	<u>West Jersey Railroad Sewell Passenger Station</u>		
Present Use:	<u>No Activity</u>		
Historic Use:	<u>Transportation and Movement Activity – Passenger Assembly (Train Station)</u>		
Construction Date:	<u>Ca. 1888</u>	Source:	<u>Secondary source (Bergbauer 2006)</u>
Alteration Date(s):	<u>Unknown</u>	Source:	<u></u>
Designer:	<u>Unknown</u>	Physical Condition:	<u>Fair</u>
Builder:	<u>Unknown</u>	Remaining Historic Fabric:	<u>High</u>
Style:	<u>Stick</u>		
Form:	<u>Irregular</u>	Stories:	<u>2</u>
Type:	<u>N/A</u>	Bays:	<u>2</u>
Roof Finish Materials:	<u>Asphalt Shingle</u>		
Exterior Finish Materials:	<u>Wood, Clapboard; Wood, Shaped Shingles</u>		

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:	<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>		

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:

Yes

No

National

Register Criteria:

A

B

C

D

Level of Significance

Local

State

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: 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

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.

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Interstate Commerce Commission (ICC)

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Jersey News

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

CONTINUATION SHEET

Historic Sites #:

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McAlester, Virginia Savage

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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.

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Overview of the Sewell Train Station property, looking northwest from the intersection of W. Atlantic Avenue and Center Street. Note the proximity to the former West Jersey Railroad Main Line track (currently in operation as Conrail's Vineland Secondary Track; August 2013).



Photograph 3: Southwest (front) elevation of the Sewell Train Station, looking northeast (November 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: Northwest (side) elevation of the Sewell Train Station, looking southeast (November 2018).



Photograph 5: Southeast (side) and northeast (rear) elevations of the Sewell Train Station, looking west (August 2013).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: Southeast (side) elevation of the Sewell Train Station, looking northwest (November 2018).



Photograph 7: Gloucester City Train Station (1887), located at 701 Monmouth Street, Gloucester City, Camden County. This heavily altered, former West Jersey Railroad train station exhibits Stick or Queen Anne stylistic influences. The building has been converted to a café. Looking southwest (August 2013).

CONTINUATION SHEET

Historic Sites #:



Photograph 8: Woodbury Train Station (1883), located at 101 Cooper Street, Woodbury City, Gloucester County. This former West Jersey Railroad train station exhibits Stick stylistic influences. The building has been converted to a café. Looking southeast (August 2013).



Photograph 9: Glassboro Train Station (ca. 1867, moved to its current location and renovated in 1892), located on Oakwood Avenue, Glassboro Borough, Gloucester County. This former West Jersey Railroad train station exhibits Stick and Italianate stylistic influences. The building was recently restored. Looking southeast (August 2013).

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 #:

Property Name: Jesse W. Starr School
Street Address: Street #: 823 Apartment #: _____
(Low) (High) (Low) (High)
Prefix: _____ Street Name: Pine Suffix: _____ Type: ST
County(s): Camden **Zip Code:** 08103
Municipality(s): Camden City **Block(s):** 357
Local Place Name(s): N/A **Lot(s):** 57
Ownership: Private **USGS Quad(s):** Camden

Photograph 1: West (side) and south (front) elevations of Jesse Starr School at 823 Pine Street. Looking northeast (December 2018).



Description: The property consists of an 1888 to 1889 two-story, brick former school building on a 0.25-acre lot (Block 357, Lot 57) located on the north side of Pine Street between S. 8th and S. 9th streets in Camden City, Camden County, New Jersey. The property was previously determined individually eligible for listing in the National Register under Criteria B and C (HPO opinion 10/19/92); however, it has undergone substantial alterations since the previous determination and is currently recommended not individually eligible due to a lack of integrity. The property is not located within an existing or potential historic district. See *Continuation Sheet*.

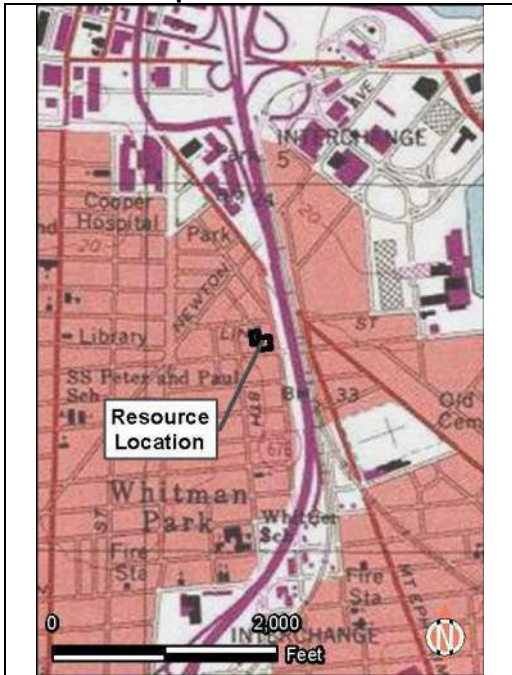
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: 10/19/92
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

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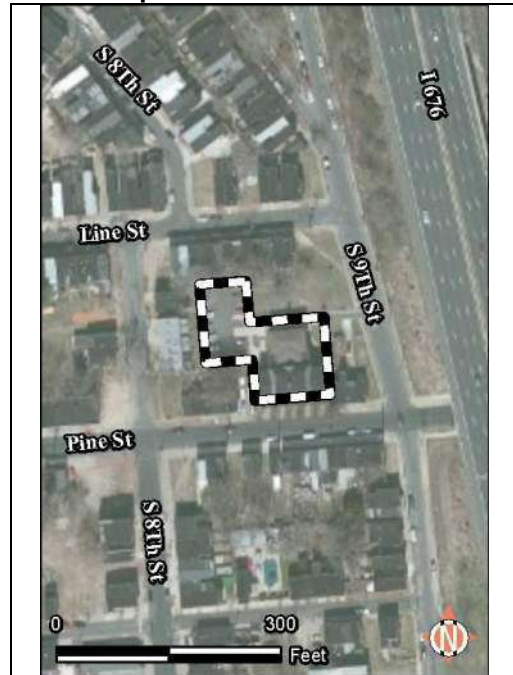
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet

Additional Information:

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
(Known or potential Sites – if yes, please describe briefly)

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Camden Townhouses (823 Pine Street)
Historic Name: Jesse W. Starr School
Present Use: Residential Activity – Permanent (multi-family)
Historic Use: Institutional Activity – Educational (school)
Construction Date: 1888-89 **Source:** Reiss 2005; Sanborn-Perris Map Company 1891
Ca. 1900; Ca.
Alteration Date(s): 1993 **Source:** Sanborn Map Company 1906; Zerbe 1993a, 1993b
Designer: Moses & King, architects **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Gothic Revival, vernacular
Form: Other **Stories:** 2
Type: N/A **Bays:** 6
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Brick, Flemish Stretcher Bond

Exterior Description: The property consists of an 1888 to 1889 two-story, brick school building (currently in use as a multi-unit apartment building) on a 0.25-acre lot (Block 357, Lot 57) located on the north side of Pine Street between S. 8th and S. 9th streets in Camden City, Camden County, New Jersey. The lot is bounded by Pine Street to the south, row house lots to the west and east, and an alley designated Commerce Street to the north. The building faces south toward Pine Street and is set immediately adjacent to the sidewalk. Commerce Street and an asphalt-paved driveway provide vehicular access to the property from S. 9th and Pine streets, respectively, and lead to an asphalt-paved parking lot located at the northwest corner of the lot. Small grassy yards with concrete walkways abut the east and west sides of the building. Mature trees line the sidewalk along Pine Street in front of the 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 on the north side of Pine Street between S. 8th and S. 9th streets in Camden City, Camden County, New Jersey. The general character of the surrounding neighborhood is urban residential. The property is immediately surrounded on all sides by late-nineteenth-century, brick row houses set close to the roads. The area has experienced urban blight, and several lots in the immediate vicinity are vacant. There is no previously identified historic district in this area. I-676 is located approximately 160 feet east of the subject property.

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ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The Jesse W. Starr School at 823 Pine Street, erected in 1888 to 1889, was previously determined to be individually significant under Criterion B at the local level for its association with a person significant to the development and economy of Camden (Jesse W. Starr) and under Criterion C at the local level for its distinctive Gothic Revival-style architecture (SHPO Opinion 10/19/1992; Zerbe 1992); however, the property was not directly associated with Jesse W. Starr, and it has undergone extensive alterations since 1992, resulting in a lack of integrity of materials, design, workmanship, association, and feeling. Modifications included the removal and reconstruction of the original facade of the building, removal of all original windows and doors, in-fill of many original openings, removal of the original metal cornice, replacement of the original slate roof with asphalt shingles, application of stucco to side and rear elevations, and construction of two two-story rear additions ca. 1994. These alterations resulted in the property's inability to convey its historic type, style, period, and associations. 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 Jesse W. Starr School at 823 Pine Street is recommended not individually eligible for listing in the National Register due to a lack of integrity. Since the previous determination of National Register eligibility in 1992, the building has undergone substantial alterations, including the removal and reconstruction of the original facade of the building, removal of all original windows and doors, in-fill of many original openings, removal of the original metal cornice, replacement of the original slate roof with asphalt shingles, and construction of two two-story rear additions ca. 1994. These modifications resulted in a lack of integrity of materials, design, workmanship, association, and feeling. Consequently, the building is no longer able to convey its historic type, style, period, and associations. The property is recommended not individually eligible under Criterion A (representation of a significant event or trend) because it no longer conveys its historic associations due to extensive alterations. The property is recommended not eligible under Criterion B (association with a significant individual) because, although it was named after Jesse W. Starr, the building was not directly associated with his productive life. The property is recommended not eligible under Criterion C because it no longer displays the characteristics of the Gothic Revival style for which it was previously determined significant. The property is not located within an existing or potential historic district. Archaeological investigations are currently ongoing for the Glassboro-Camden Line Light Rail Project; therefore, the resource cannot be assessed for eligibility under Criterion D at this time.

For Historic Districts Only:

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

For Individual Properties Only:

List the completed attachments related to the property's significance: Base Form, Building Attachment, Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

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Date: January 22, 2019

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The only building on the property is a two-story brick school building that is comprised of the following: an original 1888 to 1889 four-bay section with a mansard roof and central gable wall dormers in the south (front) and north (rear) elevations; flanking 1888 to 1889 side wings with side gable roofs, each one bay wide and slightly recessed from the four-bay section; a large, two-story *circa*-1900 rear (north) addition with a hipped roof; and two smaller, two-story *circa*-1994 additions with flat roofs (Photographs 1 through 11). The building rests on a stone foundation. The brick exterior wall of the south elevation (façade) exhibits a Flemish stretcher bond pattern; the remaining walls were faced with stucco ca. 2018, which has obscured any remaining Gothic Revival style features on those elevations. The roof is covered with asphalt shingles. Two brick interior chimneys are present, one in the center of the 1888 to 1889 section and one at the north end of the *circa*-1900 addition that has also been faced with stucco. Most window openings throughout the building contain vinyl, one-over-one, double-hung replacement types, except where noted below. Sills and lintels throughout the *circa*-1900 addition and in the side and rear elevations of the 1888 to 1889 section are original stone (now covered with stucco); however, those in the façade (south elevation) of the 1888 to 1889 section are modern brick. Many original window openings have been filled with concrete and covered with stucco. The original 1888 to 1889 building was designed in the Gothic Revival style; however, *circa*-1994 renovations involved the demolition and replacement of the façade, eliminating nearly all of the building's stylistic elements, which included Gothic-arched openings, brick corbelling, a metal cornice, and a steeply-pitched gable wall dormer with three narrow, Gothic-arched windows (Figure 1).

The south elevation (façade) consists of six bays, all of which contain window openings in both stories (Photographs 1 and 2). The end bays (bays one and six, counted from west to east) are located in the recessed, two-story side wings, and each contains a paired window in the first story and a single window in the second story. Bays two through five are identical to one another, with each bay containing a paired window in the first story and two single windows in the second story. The pattern and scale of the original windows and the form of the original gable wall dormer were generally retained in the *circa*-1994 renovation, based on a comparison to a *circa*-1890s photograph; however, none of the original materials remain because the façade was entirely replaced (DVRBS website, accessed July 29, 2014; Zerby 1993b). In addition, the side wings each originally contained arched entrances that are not reflected in the renovated facade. The original basement windows are no longer evident in the façade. The existing windows have brick sills and lintels, in contrast to the original stone. The current wall surface is flat and unadorned, reflecting none of the original brick corbelling or pilasters.

The west (side) elevation of the 1888 to 1889 section consists of three bays (Photographs 1 and 3). The west bay is located in the side wall of the hipped-roof section of the building and contains a single, in-filled window opening in each story. The other bays are located in the west wing. One is centered in the west elevation of the wing and contains two closely spaced, vertically aligned window openings in each story, including the basement level. The basement openings have been filled in. The south bay contains one in-filled window opening in the second story of the wing. All openings in the west elevation of the 1888 to 1889 building section (including the wing) have stucco-covered stone sills and lintels (compare Photographs 1 and 3). The west (side) elevation of the *circa*-1900 addition consists of three bays, each containing a single, vertically-aligned window opening in each story, including the basement level (Photograph 3). The basement openings are filled in. The west (side) elevation of the *circa*-1994 addition on this side of the building is three bays wide, with a single window opening in each story of each bay (Photographs 2 and 3). There are no basement openings in this addition.

The north (rear) elevation of the 1888 to 1889 building section is only partially visible, and the total number of bays is not apparent due to the rear additions (Photographs 3 through 5). Some original window openings and entrances are visible, though at least nine have been filled in with concrete, and none contain their original windows or doors. Several paired windows with rectangular openings are present in the first story of the hipped roof section. The rear elevations of the side wings each contain an in-filled rectangular entrance and a window opening in the first story, as well as two in-filled and one rectangular window opening in the second story (Photograph 6). The rear elevation of the *circa*-1900 addition consists of four bays, each containing a single, vertically aligned window opening in each story, including the basement level (Photograph 6). The basement openings are filled in.

The east (side) elevations of the original 1888 to 1889 section and the rear additions mirror the west elevations, as described above (Photographs 4 and 7).

CONTINUATION SHEET

Historic Sites #:

History:

Local Development Context

European settlement began in the vicinity of Camden in 1681 when William Cooper settled at Cooper's Point, and the area became Newton Township, Gloucester County in 1695. Camden City was chartered in 1828. The city's population tripled in the next 12 years to 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 City 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 was 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 they began to develop industry in Camden and Gloucester City during the mid-1800s. The Industrial Revolution, along with the arrival of railroad service, caused Camden industry to develop rapidly in the late 1800s. Among the earliest major industrial concerns in Camden were the Aroma Mills dye plant (1840) and the American Nickel Works (1840). 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).

The population of Camden grew rapidly, particularly after the Civil War due to an increased level of immigration, rising from 20,000 people in 1870 to 116,000 by 1920. Population growth continued in Camden between 1920 and 1930 although the reasons behind it changed. Federal restrictions on immigration were passed in 1921 and 1924, significantly slowing the flow of European immigrants into Camden and the Northeastern U.S.; however, Northern industries still needed workers, and the loss of immigrants led to labor shortages. Meanwhile, cotton production in the South slumped in 1923, causing many black workers to move North in search of work. In what became known as The Great Migration, these workers found industrial jobs in Northern cities, filling the vacuum left by the decrease in European arrivals, and many others followed them. As with other industrial cities, Camden's population increase during the 1920s was driven largely by the migration of Southern blacks to the area, and the school system continued to struggle to keep up with the rising population (Reiss 2005:198; Prowell 1886:497-505).

Camden Public School Context

The early history of schools in Camden is characterized by various schools and academies operated by private individuals prior to the advent of public education in the 1840s. The first recorded evidence of a meeting of Camden public school trustees and the subsequent opening of a public school occurred in the spring of 1843. Public schools were established to serve both black and white students, but schools were segregated for much of the first century of public education in Camden. In 1845, the school board recorded the public school population as 974 white students and 59 black students. An official Camden City Board of Education was established in 1854. The Board of Education, by law, had to provide facilities for all students. In the 1880s, school board officials struggled to keep up with the burgeoning student population, which had reached 6,265 by 1881 and rose to 8,204 by 1889. During the 1870 to 1920 period, new schools were opened frequently, and building additions and split schedules were used as stopgaps. But the population continued to outgrow the facilities (Prowell 1886:497-505; Reiss 2005:72-75, 165). The Jesse W. Starr School was constructed as a primary-secondary school for white students in 1888 to 1889 (Reiss 2005:72-76; Sanborn-Perris Map Company 1891).

The Camden public school student population rose 15 percent between 1920 and 1930 from 19,504 to 22,447, reflecting the city's great population expansion during this period (Reiss 2005:198, 242-243). As new schools rose one after another during the 1920s, the school board also worked to keep its existing physical plant functional. Additions and temporary classrooms were provided at many of the older buildings. Modernization efforts were made to address the inadequacies posed by pre-1900 school buildings, including the Jesse W. Starr School. All Camden public schools were electrified by 1924, and modern interior plumbing followed, eliminating the need for the outdoor water closets found in many schoolyards (Reiss 2005:198).

CONTINUATION SHEET

Historic Sites #:

During the 1930s and 1940s, a number of the public schools contained a “correction class” for students exhibiting behavior problems. The purpose of such classes was to separate disruptive students from the rest of the student population, study each student’s case to help resolve his or her problems, and reinstate the student in his or her regular school once rehabilitated. Correction classes were a last resort after all other measures had been tried without success. These programs were in place in the black schools for some years prior to being established in white schools in 1932 (Reiss 2005:250-251). By the mid-1940s, the Mt. Vernon School had become the “Opportunity School,” a new name for what had been known as the correction program.¹ Camden’s school system was officially desegregated in 1948. The same year, as part of a system-wide consolidation and reorganization, the Mt. Vernon School was permanently closed and the Opportunity School was moved to the Jesse W. Starr School (Reiss 2005:273, 294).

Property History

Around 1887, the Camden Board of Education acquired a small parcel of land in a residential block bordered by Pine, 8th, 9th, and Line Streets to build a new primary-secondary school for white students. Initially, the Board selected a design for an eight-room school building by architect Stephen Decatur Button, but ultimately used a different plan from the Philadelphia-based Moses & King architecture firm.² The new school building opened on May 1, 1889, and was described as “a fine edifice” (Reiss 2005:72-76). It was named in honor of prominent citizen and industrialist Jesse W. Starr on petition of school board members from the 4th District, in which the school was located (Reiss 2005:76). The 1891 Sanborn-Perris map shows the original footprint of the school, and notes that construction began in 1888 (Figure 2). The building was tucked into the center of a row of houses facing south on Pine Street. The school property line backed up to Commerce Street, a dead-end residential alley running through the center of the block (Sanborn-Perris Map Company 1891). A historic photo (date unknown) of the school shows its original appearance: a four-bay brick building with a slate-covered mansard roof and a gabled central wall dormer, flanked by slightly shorter two-story wings (Figure 1). The façade exhibited Gothic-arched window and door openings, brick corbelling, and pilasters (DVRBS website, accessed July 29, 2014). The Lincoln School at 12th Street and Kaighn Avenue was built in 1894, using the same plan as the Jesse W. Starr School (Reiss 2005:108).

In response to population growth, the Jesse W. Starr School received a new rear addition prior to 1906 (ca. 1900). The 1906 Sanborn map shows that the new wing was two stories in height, connected to the original building by a narrow passageway. In that year, the school had gas lighting and a Buffalo Forge direct and indirect central steam heating system. The school district had also built a detached one-story water closet building in the schoolyard west of the new wing (Sanborn Map Company 1906).

The 1926 Sanborn map shows that the Jesse W. Starr School had been electrified but still had its outdoor lavatory building (Figure 3). It also had a one-story detached classroom building west of the lavatory building. This temporary building had hot air heat, but no lighting system (Sanborn Map Company 1926). Both the lavatory and the detached classroom building were gone by 1940 (NETR Online Historic Aerials website, accessed July 29, 2014).

In 1948, as part of the aforementioned system-wide consolidation and reorganization that followed formal public school desegregation, the Jesse W. Starr School became the city’s Opportunity School (Reiss 2005:273, 294). Although the other Camden public schools were listed in the Bell telephone directories in the 1950s, the Jesse W. Starr/Opportunity School was not included (DVRBS website, accessed July 29, 2014; New Jersey Bell 1955, 1958). At an unknown date, the Board of Education closed the Jesse W. Starr School permanently, and it experienced many years of deterioration and neglect. It eventually was targeted for redevelopment as a housing complex. On July 9, 1992, the school was sold by the City of Camden to the City of Camden Redevelopment Agency along with numerous other properties for \$1 (Camden County Clerk 4567:231). On November 5, 1992, the City of Camden Redevelopment Agency sold the Jesse W. Starr School (referred to as Tract 30, 823 Pine Street), along with 64 other tracts, to Camden Townhouses Associates II for \$215,000 (Camden County Clerk 4593:23).

¹ Today, this program would be known as an alternative school.

² Moses & King (1885-1896) designed primarily residential and church buildings in New Jersey and Pennsylvania (Philadelphia Architects and Buildings website, accessed July 29, 2014).

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Historic Sites #:

The Jesse W. Starr School was documented in a 1982 historic property survey conducted by the City of Camden's Division of Planning. This survey documented the building as being locally significant (City of Camden 1982). In the early 1990s, when plans were made for redevelopment of the Jesse W. Starr School, the New Jersey Historic Preservation Office (NJ HPO) was consulted for an opinion on the plans. Nancy L. Zerbe, the State Historic Preservation Officer, issued an opinion letter on October 19, 1992, stating that the Jesse W. Starr School was eligible for listing in the National Register of Historic Places. She also commented on the rehabilitation plans with stipulations on how certain elements should be treated. The slate roof was beyond repair but could be replaced with alternative materials after review and approval by the NJ HPO. Repair of the original metal cornice and the use of compatible double-hung wood replacement windows where needed were also specified (Zerbe 1992). Upon examination of the building, however, the developer and architect revised plans to include demolition of both the front and rear façades due to structural instability. Years of water damage and incursion from tree roots had destabilized the walls of the old school, and three structural engineers recommended that the front and rear walls be completely rebuilt. Since the project was an undertaking using U.S. Housing and Urban Development grant funding, it was determined that the work would have an adverse effect on the eligible historic resource. A draft Memorandum of Agreement was issued between the New Jersey Department of Community Affairs (DCA) and NJ HPO on June 24, 1993, which required the developer (Roizman Development, Inc.), the architect (Goldner Goldfarb Kline and Associates) and DCA to create Historic American Buildings Survey (HABS) documentation of the building and permit salvage of usable elements by the City of Camden or the NJ HPO (Zerbe 1993a and 1993b). It is not clear whether this agreement was executed. No HABS documentation of the Jesse W. Starr School was located in NJ HPO files or in the Library of Congress HABS collection. The building was renovated ca. 1994. It appears that the rear wall was salvaged; however, the original façade, metal cornice, and slate roof were removed. Presumably as part of the *circa*-1994 renovation project, two-story, flat-roofed additions were constructed on both sides of the passageway between the 1888 to 1889 school building and the *circa*-1900 rear wing. In 2014, the building was in use as apartments owned by Camden Townhouses Associates II; this group sold the property to Camden Associates 2016 LLC on July 27, 2017 (Camden County Clerk 10690-1577).

In a 2007 survey of historic properties in Camden City, the Jesse Starr School was recommended eligible for listing in the National Register of Historic Places under Criteria A and C (Grubb 2007).

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