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Appendix E.1  
Historic Architectural Resources Study Report  
New Jersey\*

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\*The Historic Architectural Resources Study – New Jersey, submitted July 2008, replaces previous submission regarding New Jersey Historic Architectural properties.

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**GOETHALS BRIDGE REPLACEMENT**

**RICHMOND COUNTY, NEW YORK**

**AND**

**THE CITY OF ELIZABETH, UNION COUNTY, NEW JERSEY**

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**HISTORIC ARCHITECTURAL RESOURCE STUDY**

**NEW JERSEY**

**REVISED REPORT**

**VOLUME I**

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Prepared For:  
**The United States Coast Guard**



Project Applicant:  
**The Port Authority of New York and New Jersey**



Prepared By:  
**The Louis Berger Group, Inc./Parsons Brinkerhoff JV**



July 2008

**GOETHALS BRIDGE REPLACEMENT  
RICHMOND COUNTY, NEW YORK  
AND  
THE CITY OF ELIZABETH, UNION COUNTY, NEW JERSEY  
NYSOPRHP # 04PR03162  
NJHPO # I2007-225**

**Volume I**

**HISTORIC ARCHITECTURAL RESOURCE STUDY  
NEW JERSEY  
REVISED REPORT**

Prepared For:

**The United States Coast Guard**

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Deborah Baldwin Van Steen  
Susan D. Grzybowski

July 2008

## MANAGEMENT SUMMARY

**SHPO Project Review Number:** NJHPO # I 2007-225; NYSOPRHP # 04PR03162;

**Involved State and Federal Agencies:** Port Authority of New York and New Jersey (PANYNJ)  
United States Coast Guard (USCG)  
U.S. Army Corps of Engineers (USACE)

**Phase of Survey:** Historic Architectural Resource Study – Revised Report

### Location Information

**Location:** Goethals Bridge Corridor spanning the Arthur Kill beginning near the convergence of the east and west lanes of I-278 at Route 440 in Staten Island, New York, and extending to Mattano Park in Elizabeth, New Jersey

**Minor Civil Division:** Staten Island, New York; Elizabeth, New Jersey  
**County:** Richmond County, New York; Union County, New Jersey

### Survey Area

**Length:** N/A

**Width:** N/A

**Depth:** N/A

**Number of Acres Surveyed:** N/A

**Number of Square Meters & Feet Excavated (Phase II, Phase III only):** N/A

**Percentage of the Site Excavated (Phase II, Phase III only):** N/A

**USGS 7.5 Minute Quadrangle Map(s):** Elizabeth, NJ-NY; Arthur Kill, NY-NJ

**Archaeological Survey Overview:** N/A

**Results of Archaeological Survey:** N/A

### Results of Architectural Survey

**Number of buildings/structures/cemeteries within project area:** 74

**Number of buildings/structures/cemeteries adjacent to project area:** 0

**Number of previously determined NR listed or eligible buildings/structures/cemeteries/ districts:** 5

**Number of identified eligible buildings/structures/cemeteries/districts:** 5

**Report Author:** Deborah Baldwin Van Steen

**Date of Report:** July 2008

**TABLE of CONTENTS**

CHAPTER	PAGE
TABLE of CONTENTS .....	i
LIST OF FIGURES .....	ii
LIST OF PHOTOS .....	iii
LIST OF TABLES.....	vii
1.0 INTRODUCTION AND PROJECT DESCRIPTION.....	1
1.1 Purpose of Study.....	1
1.2 Project Description and Setting .....	1
1.3 Project Personnel .....	3
2.0 RESEARCH DESIGN .....	4
2.1 Legal and Regulatory Requirements .....	4
2.2 Methodology.....	4
2.3 Area of Potential Effect.....	6
3.0 HISTORICAL OVERVIEW .....	8
3.1 Elizabeth, Union County, New Jersey .....	8
3.2 Linden, Union County, New Jersey.....	24
4.0 HISTORIC RESOURCES WITHIN THE NEW JERSEY APE.....	27
4.1 Data Summary .....	27
4.2 Previously Identified Historic Properties within the Architectural APE .....	27
4.3 Previously Undocumented Historic Properties within the Architectural APE .....	84
5.0 CONCLUSIONS AND RECOMMENDATIONS .....	172
5.1 Historic Architecture .....	172
6.0 REFERENCES CITED .....	174

Volume II Appendices:

Appendix BA: Section 106 Consultation Documents/Correspondances

Appendix BB: NJHPO Survey Forms

Appendix BC: Resumes of Key Personnel

## EXECUTIVE SUMMARY

As part of the Goethals Bridge Replacement Environmental Impact Statement (GBR EIS) for the United States Coast Guard (USCG), The Louis Berger Group, Inc. (Berger) undertook a historic resources survey and prepared documentation pursuant to the National Environmental Policy Act of 1969, as amended. The survey was conducted by Berger in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. Field survey and historic research for the architectural resources investigations were completed in July and August 2006. The purpose of the survey was to: (1) identify historic properties previously listed in or determined as eligible for listing in the National Register of Historic Places within the project's area of potential effect (APE), (2) identify and document other, previously unidentified resources within the APE meeting the National Register's 50-year age or exceptional significance criteria, and (3) evaluate the National Register eligibility and provide eligibility recommendations for the previously unidentified historic resources. The APE as determined for these investigations in New York consists of a one-half mile corridor surrounding the proposed improvements to the Goethals Bridge, and in New Jersey is bounded by the Arthur Kill on the east, the Elizabeth River and Mattano Park on the north, Clifton and Pulaski Streets on the west, Interchange 13 and associated ramps on the southwest, and Morses Creek on the south.

The Goethals Bridge, originally built in 1928, provides direct connection between Elizabeth, New Jersey, and Staten Island, New York. Part of the Port Authority's Interstate Transportation Network, the Goethals Bridge serves as one of the principal vehicular transportation arteries linking northern New Jersey and New York City. As a result of the architectural resources investigations, Berger identified 74 resources meeting the National Register's 50-year age criteria within the project's APE for architectural investigations.

At the request of the New Jersey Historic Preservation Office, the current, revised historic architectural survey of resources within the project area in New Jersey has been completed and a revised report prepared. The present document supersedes the previously submitted study (August 2007).

Of the 74 resources within the APE, 31 had been previously identified, documented, and/or evaluated for National Register eligibility. Six of these 28 resources were opinioned as eligible for listing in the National Register via consensus determinations between the New Jersey Historic Preservation Office (NJHPO) and federal and state agencies. These six resources included the Goethals Bridge, the Staten Island Railroad Historic District, the Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey (CNJ), the CNJ Bridge over the Elizabeth River, the South Front Street Bridge over the Elizabeth River, and the South First Street Bridge over the Elizabeth River. Three of the previously identified resources did not have opinions of eligibility and have been recommended in this study as eligible for listing on the National Register. The remaining 22 previously identified resources were determined as not eligible via consensus determination.

An additional 43 historic architectural resources were identified by Berger within the architectural APE. Berger staff conducted a field survey through narrative notes and photographs, conducted research on each individual property, and completed appropriate state historic preservation office architectural survey forms for each surveyed property. Berger then evaluated the significance and integrity of each property utilizing National Register eligibility criteria (36 CFR 60). As a result of these activities, Berger recommends two of the 43 newly identified historic resources within the APE as meeting National Register eligibility criteria. The remaining 41 newly identified resources were recommended as not eligible because they lack historical and/or architectural significance and/or have lost architectural or historic integrity.

## LIST OF FIGURES

FIGURE	PAGE
1 Overview of Goethals Bridge Study Area.....	2
2 Goethals Bridge Replacement Historic Architectural APE – New Jersey Section.....	7
3 Historic Architectural APE in 1706.....	9
4 Historic Architectural APE in 1750.....	10
5 Historic Architectural APE within the City of Elizabeth in 1874.....	13
6 Historic Architectural APE in 1891.....	17
7 Bayway Portion of the Historic Architectural APE in 1906.....	16
8 Historic Architectural APE in 1916.....	18
9 Historic Architectural APE in 2004.....	19
10 Historic Architectural APE 1859.....	21
11 Standard Oil Housing within the Historic Architectural APE in 1922.....	22
12 Historic Architectural APE within Nineteenth Century Linden Township in 1882.....	25
13 Historic Architectural APE within Linden Township in 1906.....	26
14 Historic Architectural Resources within the APE.....	27
15 Goethals Bridge 1926.....	34
16 Bayway-Krakow Street District in 1908.....	42
17 Bayway-Krakow Street District in 1951.....	41
18 Phelps Dodge Complex Site Plan.....	47
19 Phelps Dodge Complex Site Plan in 1980.....	48
20 Borne-Scrymser Company in 1951.....	52
21 General Design Features of the Staten Island Railway Lift Truss Bridge Over Arthur Kill.....	65
22 Mravlag Manor Housing Project in 1950.....	76
23 Vicinity of the Carringer Road Bridge in 1916.....	87
24 USGS Map Depicting Path of the Sound Shore Railroad.....	91
25 Site Map 735-757 South Front Street in 1951.....	95
26 Bayway Switching Station in 1950.....	140
27 Irwin Double Houses in 1950.....	149

## LIST OF PHOTOS

PHOTO	PAGE
1 Goethals Bridge and Bayway 1991, View Southeast.....	20
2 Mattano Park Before Development c. 1930 .....	23
3 Goethals Bridge, View Southwest .....	32
4 Goethals Bridge, Staten Island Approach, View Southwest.....	33
5 Goethals Bridge August 1928.....	33
6 663 Amboy Avenue (left) and 100-106 Krakow Street, View North .....	35
7 Bayway Streetscape, View North .....	35
8 167 Bayway, View Northeast .....	36
9 137-143 Bayway, View Northeast.....	36
10 135 Bayway and Bayway Switching Station (133 Bayway), View Northeast.....	37
11 101-107 Bayway, View North .....	37
12 93-95 Bayway, View North .....	38
13 89 Bayway, View North.....	38
14 100-106 Krakow Street, View South .....	39
15 112, 114, 118, 120 Krakow Street, View North.....	39
16 Bayway Terminal Storage Warehouse, View East .....	44
17 Bayway Terminal Storage Warehouse Aerial, View North.....	44
18 Bayway Terminal Storage Warehouse (Goethals Bridge Pier at left), View Southwest.....	45
19 Bayway Terminal Storage Warehouse, c. 1925, View Northwest.....	45
20 Phelps Dodge Complex (Southwest side Bayway Avenue), View West.....	49
21 Phelps Dodge Complex (South corner Bayway and Amboy Avenue), View South.....	50
22 Phelps Dodge Complex (Buildings 4 and 5), View North .....	50
23 Phelps Dodge Complex (Buildings 1 and 2), View South.....	51
24 Aerial View Borne Scrymser Company Complex, View East.....	54
25 Grease House, Borne Scrymser Company, View South .....	55
26 Grease House, Borne Scrymser Company, View South.....	55
27 Tank House/Filling & Storage Building, Borne Scrymser Company, View Northeast.....	56
28 Tank House/Filling & Storage Building, Borne Scrymser Company, View South.....	56
29 Interior Columns Tank House/Filling & Storage Building, Borne Scrymser Company.....	57
30 Shipping Shed (center), Grease House (left), Tank House/Filling & Storage Building (right), Borne Scrymser Company, View East .....	57
31 Interior Shipping Shed, Borne Scrymser Company, View Northeast.....	58
32 Storage Building, Borne Scrymser Company, View South .....	58
33 Oil Tank (right) & Pump House (left), Borne Scrymser Company, View South.....	59
34 Oil Tank (right) & Office (left), Borne Scrymser Company, View South.....	59

**LIST OF PHOTOS (continued)**

PHOTO	PAGE
35 Pump House, Borne Scrymser Company, View South.....	60
36 Re Cooperage Shop, Borne Scrymser Company, View West.....	60
37 Laboratory, Borne Scrymser Company, View Southwest.....	61
38 Office, Borne Scrymser Company, View South.....	61
39 Staten Island Railway, View Southeast.....	63
40 Staten Island Railway Lift Truss Bridge over Arthur Kill, View East.....	63
41 Staten Island Railroad Approach and Vertical Lift Bridge over Arthur Kill, View East.....	64
42 Staten Island Railroad Bridge over South Front Street, View North.....	64
43 Staten Island Timber Trestle, View East.....	65
44 Staten Island Railroad Bridge over Bayway, View Northwest.....	65
45 Staten Island Railway Lift Truss Bridge over Arthur Kill, View Southwest.....	67
46 Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey, View North From Tremley Point Bridge.....	68
47 Elizabeth River Bridge, Central Railroad of New Jersey, View Northwest.....	69
48 Aerial View South Front Street over Elizabeth River. View Southeast.....	70
49 South Front Street over Elizabeth River, View Southeast.....	71
50 Tender’s House-South Front Street over Elizabeth River, View Southeast.....	71
51 South First Street over Elizabeth River Aerial, View Northeast.....	73
52 South First Street over Elizabeth River, View Southeast.....	73
53 Mattano Park, View Northeast.....	75
54 Mattano Park and the Elizabeth River, View South.....	76
55 Mravlag Manor Housing Project, View North.....	80
56 Mravlag Manor Housing Project, View Northeast.....	80
57 Mravlag Manor Housing Project, View Southwest.....	81
58 Mravlag Manor Housing Project, View South.....	81
59 Mravlag Manor Housing Project, View Northeast.....	82
60 Mravlag Manor Housing Project, View South.....	82
61 Mravlag Manor Housing Project, View Northwest.....	83
62 Aerial View Mravlag Manor Housing Project.....	83
63 Historic Postcard Mravlag Manor Housing Project, n.d., View Northeast.....	84
64 2710 Allen Street Extension, View Southeast.....	86
65 Carringer Road Bridge over Morses Creek, View Northeast.....	89
66 Sound Shore Railroad Bridge over Morses Creek, View Southwest.....	90
67 Sound Shore Railroad Bridge over Morses Creek and the Carringer Road Bridge over Morses Creek (at right), View Northeast.....	91
68 Sound Shore Railroad at the Morses Creek Bridge, View South.....	94

**LIST OF PHOTOS (continued)**

PHOTO	PAGE
69 Historic View Grasselli Station n.d. ....	94
70 Historic View Warners Station n.d. ....	95
71 Aerial View, 735-757 South Front Street, View North.....	98
72 735-757 South Front Street, View South .....	98
73 735-757 South Front Street, View South .....	99
74 735-757 South Front Street, View South .....	99
75 735-757 South Front Street, View South .....	100
76 760-766 South Front Street, View South .....	101
77 Garage, 760-766 South Front Street, View Southeast.....	101
78 534 South Front Street, View South .....	103
79 Boiler Room 760-766 South Front Street, View South.....	103
80 Boiler Room 760-766 South Front Street, View South.....	104
81 346-532 South Front Street, View North .....	105
82 Main Building 346-532 South Front Street, View South.....	106
83 Main Building 546-532 South Front Street, View South.....	106
84 Machine Shop 346-532 South Front Street, View South.....	107
85 314-344 (left) & 80-312 (right) South Front Street View South.....	109
86 East Elevation of the Shipping Shed, View Southwest.....	109
87 Shipping Shed, View East.....	110
88 Filling Room (left portion), 314 South Front Street, View Southwest.....	110
89 314-344 South Front Street, View Northeast .....	111
90 80-312 (left) & 314-344 (right) & South Front Street, View South.....	111
91 80-312 South Front Street, View South .....	112
92 Aerial View 2-74 South Front Street, View Northeast .....	113
93 Warehouse, 2-74 South Front Street, View Southeast .....	114
94 Warehouse, 2-74 South Front Street, View North .....	114
95 Warehouse, 2-74 South Front Street, View Northwest.....	115
96 Hopper Tank & Storage Tank, 2-74 South Front Street, View South.....	115
97 Hopper Tank & Storage Tank, 2-74 South Front Street, View North.....	116
98 Mixing Plant, 2-74 South Front Street, View East.....	116
99 1-13 South Front Street, View North .....	118
100 1-13 South Front Street, View West .....	118
101 1-13 (right) & 15-21 (left) South Front Street, View North.....	120
102 15-21 South Front Street, View North .....	120
103 15-21 South Front Street, View Northeast.....	121
104 65-85 South Front Street, View North .....	122

**LIST OF PHOTOS (continued)**

PHOTO	PAGE
105 437 Doyle Street, View North.....	123
106 436 Redcliffe Street, View Southeast .....	124
107 437 Redcliffe Street, View North.....	125
108 436 Redcliffe Street, View Northeast .....	126
109 475 Fifth Street, View North.....	127
110 505 South Fifth Street, View Northwest .....	129
111 507 South Fifth Street, View Northwest .....	130
112 511-513 South Fifth Street, View Northeast.....	131
113 515 South Fifth Street, View Northeast .....	133
114 517 South Fifth Street, View North .....	134
115 521 South Fifth Street, View North .....	136
116 525 South Fifth Street, View Northwest .....	137
117 539 South Fifth Street, View Northwest .....	139
118 539 South Fifth Street, View North .....	139
119 Bayway Switching Station, View East.....	142
120 Bayway Switching Station, View South .....	142
121 Bayway Switching Station, View Southeast.....	143
122 City of Elizabeth Pumping Station, View Northeast.....	144
123 City of Elizabeth Pumping Station, View Northeast.....	144
124 City of Elizabeth Pumping Station, View Northeast.....	145
125 City of Elizabeth Animal Shelter, View Northeast .....	145
126 630 Clarkson Avenue, View Northeast.....	147
127 630 Clarkson Avenue, View East .....	147
128 627 Arnett Street, View Southwest.....	149
129 605A and 605B Arnett Street, View Northeast.....	151
130 607A and 607B Arnett Street, View Northeast.....	152
131 609A and 609B Arnett Street, View Northeast.....	152
132 613A and 613B Arnett Street, View Northeast.....	153
133 615A and 615B Arnett Street, View Northeast.....	153
134 617A and 617B Arnett Street, View Northeast.....	154
135 619A and 619B Arnett Street, View Northeast.....	154
136 623A and 623B Arnett Street, View Northeast.....	155
137 625A and 625B Arnett Street, View West .....	155
138 584-586 Summer Street, View South.....	156
139 442 Richmond Avenue, View Southwest .....	157
140 William F. Halloran School No. 22, View Northeast .....	158

**LIST OF PHOTOS (continued)**

PHOTO	PAGE
141 William F. Halloran School No. 22, View Northeast .....	159
142 William F. Halloran School No. 22, View Northeast .....	159
143 445 Fern Place View Northeast.....	161
144 447 Fern Place View North.....	162
145 447 Fern Place View South.....	163
146 663 Pulaski Street View North.....	164
147 659 Pulaski Street View Northwest .....	165
148 655 Pulaski Street View North.....	166
149 653 Pulaski Street View Northwest .....	167
150 Garage 653 Pulaski Street View North .....	168
151 501 Richmond Street View North.....	169
152 641 Pulaski Street View Northwest .....	170
153 637 Pulaski Street View Northwest .....	171

**LIST OF TABLES**

TABLE	PAGE
1 Previously Documented Historic Architectural Resources within the New Jersey Architectural APE .....	298
2 Previously Undocumented Historic Architectural Resources Surveyed within the New Jersey Architectural APE .....	843
3 Summary of Eligible Resources within the New Jersey Architectural APE .....	1732

## 1.0 INTRODUCTION AND PROJECT DESCRIPTION

The Port Authority of New York and New Jersey (PANYNJ) has proposed to erect a new span over the Arthur Kill to replace the existing Goethals Bridge linking Elizabeth, New Jersey, and Staten Island, New York. The Goethals Bridge is part of the Port Authority's Interstate Transportation Network and serves as a major link between northern New Jersey and New York City for vehicular traffic, along with the George Washington Bridge, the Holland and Lincoln Tunnels, the Outerbridge Crossing Bridge, and the Bayonne Bridge. The Goethals Bridge, built in 1928, is also considered a primary transportation route within the metropolitan area's Southern Corridor, connecting the New Jersey Turnpike (Interstate 95) and U.S. Routes 1 and 9 in New Jersey with Long Island, New York, via the Verrazano Narrows Bridge and the Staten Island Expressway (Interstate 278) roughly paralleling Staten Island's north shore.

This report summarizes the results of the historic resources survey undertaken by The Louis Berger Group, Inc. (Berger), on behalf of the United States Coast Guard (USCG) as part of the Goethals Bridge Replacement Environmental Impact Statement (GBR EIS). The EIS for the Goethals Bridge Replacement project will be prepared pursuant to the National Environmental Policy Act of 1969, as amended, U.S.C § 4332(2)(C); Section 4(f) of the Department of Transportation Act of 1966, as amended, 49 U.S.C § 303; and Section 106 of the National Historic Preservation Act of 1966, as amended.

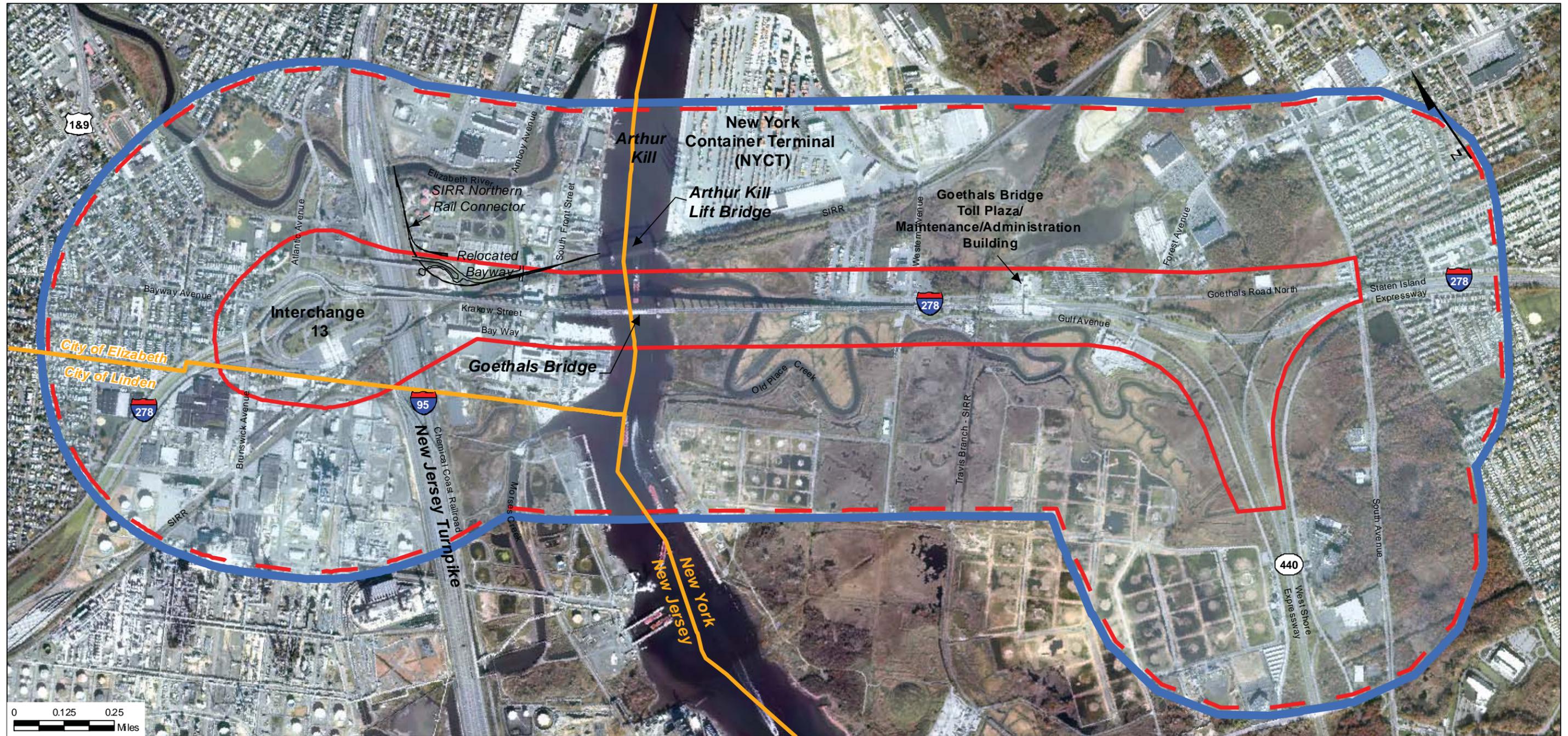
### 1.1 Purpose of Study

The *Goethals Bridge Replacement Historic Resources Study* is being undertaken to identify historic properties within the Area of Potential Effect (APE) and to determine the impact of the proposed project on the historic resources within the Area of Potential Effect. The historic resources survey conducted by Berger as part of this study serves to: (1) identify historic properties previously listed or determined as eligible for listing in the National Register of Historic Places within the project's area of potential effect (APE), 2) identify and document other, previously unidentified resources within the APE meeting the National Register's 50-year age or exceptional significance criteria, and (3) evaluate the National Register eligibility and provide eligibility recommendations for the previously unidentified historic resources.

These investigations were conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, the Advisory Council on Historic Preservation's guidelines implementing Section 106 (*Protection of Historic Properties*, 36 CFR 800), and the National Environmental Policy Act of 1969. These activities were also conducted following the New Jersey Historic Preservation Office's (NJHPO) guidelines for architectural surveys and the New York State Office of Parks, Recreation and Historic Preservation's (NYSOPRHP) directives for architectural surveys. The Berger staff performing the fieldwork, documentation, and National Register eligibility evaluation activities described herein exceed the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61) for History and/or Architectural History. The archaeological investigation of the project area was also undertaken by Berger and submitted in a separate report.

### 1.2 Project Description and Setting

The proposed Goethals Bridge Replacement project will involve construction of a new bridge span over the Arthur Kill linking Union County, New Jersey, with Staten Island Borough, Richmond County, New York. The study area for the project encompasses approximately 1 square mile of industrial waterfront in New Jersey, principally in the City of Elizabeth with a smaller portion in the City of Linden, and nearly 2 square miles of less developed acreage in the northwestern portion of New York City's Staten Island Borough (Figure 1). Development on the New Jersey side of the Goethals Bridge study area is relatively dense and almost completely built out. The New Jersey Turnpike and a parallel railroad line divide the area into a predominantly industrial area on the east and a western section consisting mostly of residential and commercial uses and parkland. The existing Goethals Bridge approach (Interstate 278) further divides the area into a northern section and a southern section. The Staten Island portion of the study area is mostly undeveloped, although scattered transportation, utility, residential, and commercial uses are also present.



**Legend**

- Primary Study Area
- Secondary Study Area
- Goethals Bridge Study Area

Goethals Bridge Replacement EIS

**FIGURE 1**  
Goethals Bridge Study Area

United States Coast Guard

Source:  
Basemapping: Port Authority of New York and New Jersey, 2002.

### **1.3 Project Personnel**

Principal Architectural Historian Martha H. Bowers and Assistant Director Susan Grzybowski served as Project Managers for the architectural resource investigations. Architectural Historian Deborah Van Steen conducted the revised architectural field survey and National Register evaluations and prepared the present report. Mrs. Van Steen prepared the historic background. Historic architectural resources were evaluated by Deborah Van Steen. Deborah Van Steen and Scott Wiczorek conducted the background research. Ms. Van Steen authored the report. Ms. Van Steen, Scott Wiczorek, and Nicole Weiss assembled the report's graphics.

To accomplish this task, the Louis Berger Group, Inc. performed a documentary and cartographic review of the APE. Research was conducted at various institutions, such as the New Jersey State Library, the Rutgers University Library, the New York Public Library, the New Jersey Historic Preservation Office, Union County Court House Records Room, and the City of Elizabeth. Additional resources were consulted online for historic and cartographic information. In addition to documentary research, field visits and photo documentation were undertaken as required.

## 2.0 RESEARCH DESIGN

### 2.1 Legal and Regulatory Requirements

The *Goethals Bridge Replacement Historic Architectural Resource Study* has been prepared to identify historic resources in the project area that are National Historic Sites or Landmarks, are listed on the State and National Registers of Historic Places, and have been determined as eligible or have State Historic Preservation Officer (SHPO) opinions of eligibility, and are potentially eligible for listing on the State and National Registers. The regulations developed under Section 106 of the National Historic Preservation Act (NHPA) require that federal agencies or applicants for federal funding, permits, and authorizations take into account the effects of their undertakings to any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places provide an opportunity for comment on an undertaking. A project is considered to have an adverse effect on resources if it changes the quality or cultural characteristics (i.e. the character defining features) that render them eligible for listing in the National Register.

Historic properties of national, state, and local significance may be nominated to the National Register of Historic Places and the New Jersey Register of Historic Places (New Jersey Register) following evaluation in accordance with an established set of criteria for determining the significance of potential historic and/or archaeological properties (i.e. evaluation of their eligibility for listing in the National Register) as set forth in the guidelines (36 CFR 60):

*The quality of significance in American History, Architecture, archaeology, engineering, and culture that is present in districts, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and*

- A. *That are associated with events that have made a significant contribution to the broad patterns of our history;*
- B. *That are associated with the lives of persons significant in our past;*
- C. *That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and*
- D. *That have yielded, or may be likely to yield, information important in prehistory or history.*

The implementing regulations require federal agencies to consult with the respective state historic preservation office(s) to identify historic properties listed in or eligible for listing in the National Register potentially affected by the undertaking, to assess the undertaking's effects on the listed or eligible National Register historic properties, and to avoid, minimize, or mitigate any adverse effects on historic properties. Section 106 consultation with the New Jersey SHPO regarding the Goethals Bridge Replacement Project began in June 2005.

In the State of New Jersey, the responsible state agency is the New Jersey Historic Preservation Office (NJHPO), a part of the New Jersey Department of Environmental Protection. Consultation and review of historic architectural issues in New Jersey is conducted under authority of the New Jersey Register of Historic Places Act of 1970 (N.J.S.A. 13:1B-15.1328 et. seq.) and pursuant to Executive Order 215.

### 2.2 Methodology

The historic resources survey consisted of research, field survey and documentation, and the evaluation of resources identified within the project's APE. The objectives of the historic architectural resource study were:

1. To locate and identify all historic architectural resources that are National Historic Landmarks; that are listed on the State and National Registers of Historic Places; that have determinations of eligibility from the Keeper of the National Register; and that have SHPO opinions of eligibility;
2. To located and identify all previously recorded and unrecorded structures in the area of potential effect that are 50 years of age or older; and

3. To evaluate the potential eligibility of these resources for listing on the State and National Register of Historic Places.

This research included an examination and analysis of selected historical maps and secondary histories available at the New Jersey State Library in Trenton, the Rutgers University Library, and New the New York City Public Library in Manhattan. Additional historical maps were collected from online-digital historic cartographic clearinghouses such as the American Memory Map Collection of the Library of Congress and the Davis Rumsey Historical Map Collection. Historic architecture site survey files were also reviewed at the NJHPO. This review revealed that several historic resources within the New Jersey APE had previously been determined as eligible for listing in the National Register.

The task of identifying historic resources within the project area began with the review of existing studies and findings that have been conducted regarding historic resource in the project area. This includes the review of the following:

*Staten Island Bridges Program Modernization and Capacity Enhancement Project Historic Resources Survey – New Jersey*, December 1994. United States Coast Guard, Port Authority of New York and New Jersey. Allee King Rosen & Fleming, Inc.;

*Union County Park System Cultural Landscape and Resource Survey*, 2004. Cultural Resource Consulting Group;

*Public Housing in New Jersey Historic Context Study*, 2001. Prepared for the Housing Authority of the City of Camden by John Milner Associates, Inc.

*Historic Sites Survey of Elizabeth, New Jersey*, 1985. Heritage Studies.

*New Jersey Historic Bridge Survey*, 1994/1995 updated 2001. New Jersey Department of Transportation, Bureau of Environmental Analysis. A.G. Lichtenstein & Associates, Inc.

*New Jersey & National Registers of Historic Places, 1970-1995*. Historic Preservation Office, Division of Parks and Forestry, New Jersey Department of Environmental Protection.

Historic research on the project area was conducted to provide an overview of the development history and context for the discussion of historic resources. Research was conducted at the New Jersey State Historic Preservation Office to review existing documentation, National Register files, determinations of eligibility, SHPO opinions, existing surveys, case reports, environmental impact statements, National Register files, and maps. Research included the use of Federal Census Records, historic maps, both published and unpublished, and local histories. Research was also conducted at the New Jersey State Library, the Union County Court House, Rutgers Library, and public libraries. Local historical societies, municipal offices, and the New Jersey Department of Transportation were also contacted.

A historic architectural survey had previously been conducted as part of the Staten Island Bridges Program and resulted in the documentation of 24 historic resources that were subsequently submitted to the NJHPO for review and concurrence (USCG 1997). The NJHPO provided concurrence on the submitted documentation via letter dated July 11, 1995 (NJHPO 1995). The NJHPO requested that any substantial changes to the resources identified in the field should be outlined in the historic resources survey report. As the previous survey is ten years old and NJHPO has requested contextual evaluation as a multi-disciplinary district, survey forms have been completed for previously identified resources, as required.

An updated historic resources field survey was conducted in July 2006 and in October 2007, which identified 43 additional historic resources within the New Jersey APE. The survey consisted of a pedestrian examination of properties within the respective APE. Narrative field notes were obtained describing the form, fabric, condition, and integrity of each historic resource identified. Photographs were also taken of each resource. The field survey also examined the 31 previously documented historic resources to determine whether any had undergone substantial changes.

### 2.3 Area of Potential Effect

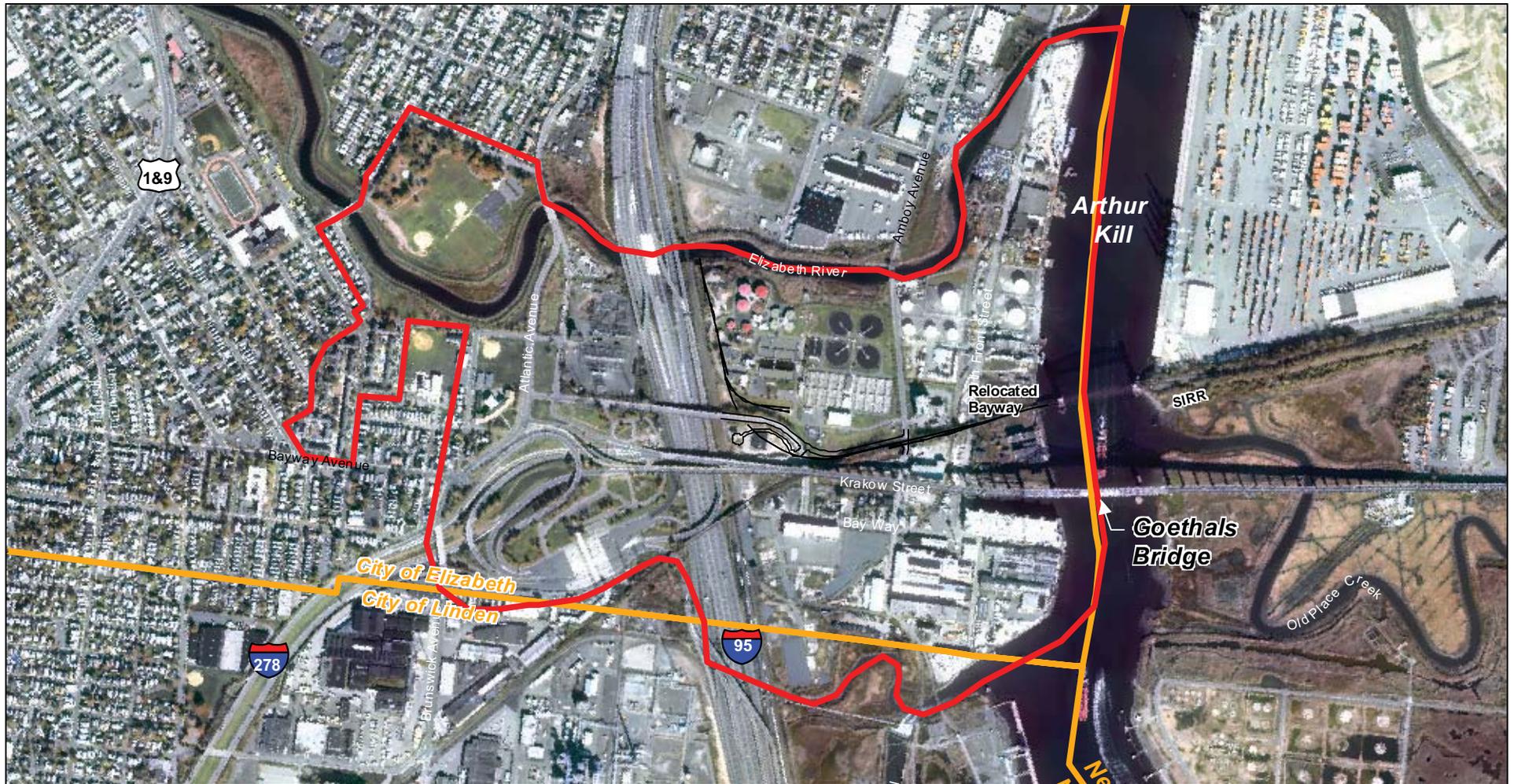
The Area of Potential Effect (APE) is the area in which the Goethals Bridge Replacement project would be most likely to affect historic architectural resources. The APE includes the area that may be affected by direct physical impacts, such as demolition or alteration of a resource, or by indirect contextual impacts, such as changes in the visual character of the surrounding neighborhood or in the view from a resource. The potential effects of temporary project actions i.e., staging areas, construction noise, dust and vibration, were also considered in the determination of the APE.

The Area of Potential Effect for historic architectural resources was determined in consultation with the New Jersey and New York state historic preservation offices. The previous study, the *Staten Island Bridges Program Final Environmental Impact Statement* (FEIS), utilized an APE for historic architecture consisting of a one-half mile corridor surrounding the proposed improvements to the Goethals Bridge (USCG 1997). The APE for the current project also proposed a one-half mile corridor corresponding with the combined Primary and Secondary Study Areas (i.e., the Goethals Bridge Study Area) identified during the Draft Environmental Impact Statement (DEIS) scoping process. The APE was submitted to the NJHPO and the NYSOPRHP in June 2005 for review and concurrence as part of the Section 106 consultation process for the Goethals Bridge Replacement EIS.

The NJHPO review of the APE determined that, owing to broader viewshed concerns, the use of a larger APE for historic architecture in New Jersey would be required. In October 2005 a field review of the Goethals Bridge Study Area and its environs was conducted to develop an appropriate APE that addressed the potential viewshed resulting from the proposed project. Following further consultation, a revised APE was submitted to the NJHPO on March 10, 2006. The revised APE considered the nature and scale of the proposed project, the existing built environment in which the project will occur, and the various ways in which the project could reasonably be demonstrated to affect historic properties.

In New Jersey, the APE for the *Goethals Bridge Replacement Historic Architectural Resource Study* is bounded by the Arthur Kill on the east, the Elizabeth River and Mattano Park on the north, Clifton and Pulaski Streets on the west, Interchange 13 and associated ramps on the southwest, and Morses Creek on the south. As of July 2006, the NJHPO had not submitted further comments on the revised APE for historic architecture.

All the above-stated correspondences under the Section 106 Consultation with NYSOPRHP, NYCLPC, and NJHPO are provided in Appendix BA. The APEs for both New Jersey and New York portions of the study area are depicted on Figure 2.



**Legend**

 Area of Potential Effect

Goethals Bridge Replacement EIS

FIGURE 2: Goethals Bridge Replacement Historic Architectural APE - New Jersey Section

United States Coast Guard

Source:  
 Basemapping: Port Authority of New York and New Jersey, 2002.  
 Data: The Louis Berger Group, 2004.

### 3.0 HISTORICAL OVERVIEW

#### 3.1 Elizabeth, Union County, New Jersey

##### EARLY HISTORY

The area of present-day Elizabeth in Union county was inhabited by the Unami Lenape, a subgroup of the Lenape. Several tribes, such as the Assanpinks, Matas, Shackamaxons, Chichequaas, Raritans, Natichokes, Tutelos, and others, were part of the Unami Lenape. At the time of European contact during the seventeenth century, these groups were living a sedentary lifestyle, subsisting on agricultural products in addition to hunting and gathering (Dietrich 2004:15).

The City of Elizabeth, formerly called Elizabethtown, was the site of the first permanent English settlement in the state of New Jersey (Elizabeth Timeline 2007) (Figures 3 and 4). In 1664, group of Englishmen from eastern Long Island, encouraged by Governor Nicolls invitation to settlers, formed an association and purchased a large tract of land between the Passaic and Raritan rivers from the Lenape sachem, Mattano, living on Staten Island (Cunningham 2000: 58; Elizabeth Timeline 2007). Following their purchase, Nicolls, governor of New York, granted the group a grant for settlement in Albania (former name of New Jersey). This tract encompassed present-day Union County and parts of Morris, Somerset, Essex, and Middlesex counties (Clayton 1882:173; Heritage Studies 1985:55). The area bordering the Arthur Kill was known as Elizabeth Point, or Governor's Point, as it was the site of Phillip Carteret's landing in 1665. The area at the mouth of the Elizabeth River remained sparsely settled and was noted mainly for the ferry to Staten Island, established in 1697 at the foot of Elizabeth Avenue.

Settlers, consisting of approximately 60 families from eastern Long Island and Connecticut arrived in 1664/1665 on the banks of the Elizabeth River and selected a site 2.5 miles from its confluence with the Arthur Kill (Adams & Hinckley 1957). The Elizabethtown colony was organized according to the New England town plan, as a nucleated village containing a meeting house with farm lots surrounding the village. In Elizabeth, 4-acre home lots were surveyed on the first upland beyond the salt marsh along both banks of the Elizabeth River extending for 2 miles upriver (Wacker 1975:249). These "townlots" were surveyed in the form of long lots, with their short sides abutting the river, providing each with river frontage. Surrounding the town were outlying farm lots (Heritage Studies 1985:56). The Elizabeth River provided navigation and hydropower for shipping and milling as well as drinking water (Leo et al. 1979).

The following year, Philip Carteret arrived and took his post as the first English governor of the province of New Jersey and selected a location in the settlement track on the Elizabeth River for the capital. He named the settlement and the encompassing tract of land Elizabethtown in honor of the wife of his cousin, Sir George Carteret, a proprietor of East Jersey (Adams & Hinckley 1957). Much to the association's surprise the proprietors did not recognize the full extent of the tract. Shortly after Carteret's arrival, he began dividing the lands for more settlements. Settlement along Newark Bay and the Arthur Kill continued in short succession. To the north, Newark was founded in the spring of 1666 by a group of Puritan settlers from Connecticut. Before the end of the year, the southern portion had also been sold and split into two settlements. A group of puritans from New Hampshire founded Piscataway, while another groups of puritans from Massachusetts established Woodbridge in 1668 (Cunningham 2000:62)

The question of who held title to New Jersey lands had not only plagued the founders of Elizabethtown. William Penn soon realized that the dissention created over land sales would require intervention. John Fenwick purchased property from Berkeley to found a new Quaker colony. However, arguments over land ownership soon ensued, followed by subsequent sales by Fenwick. When the Duke of York failed to recognize Berkeley's sale, Penn forced the need for a division of the province of New Jersey. The initial survey, conducted in 1687, was found to be unfairly drawn and the survey stopped. The Lawrence Line, surveyed in 1743, created a more equitable division creating two colonies, East Jersey and West Jersey, with separate capitols and governments.

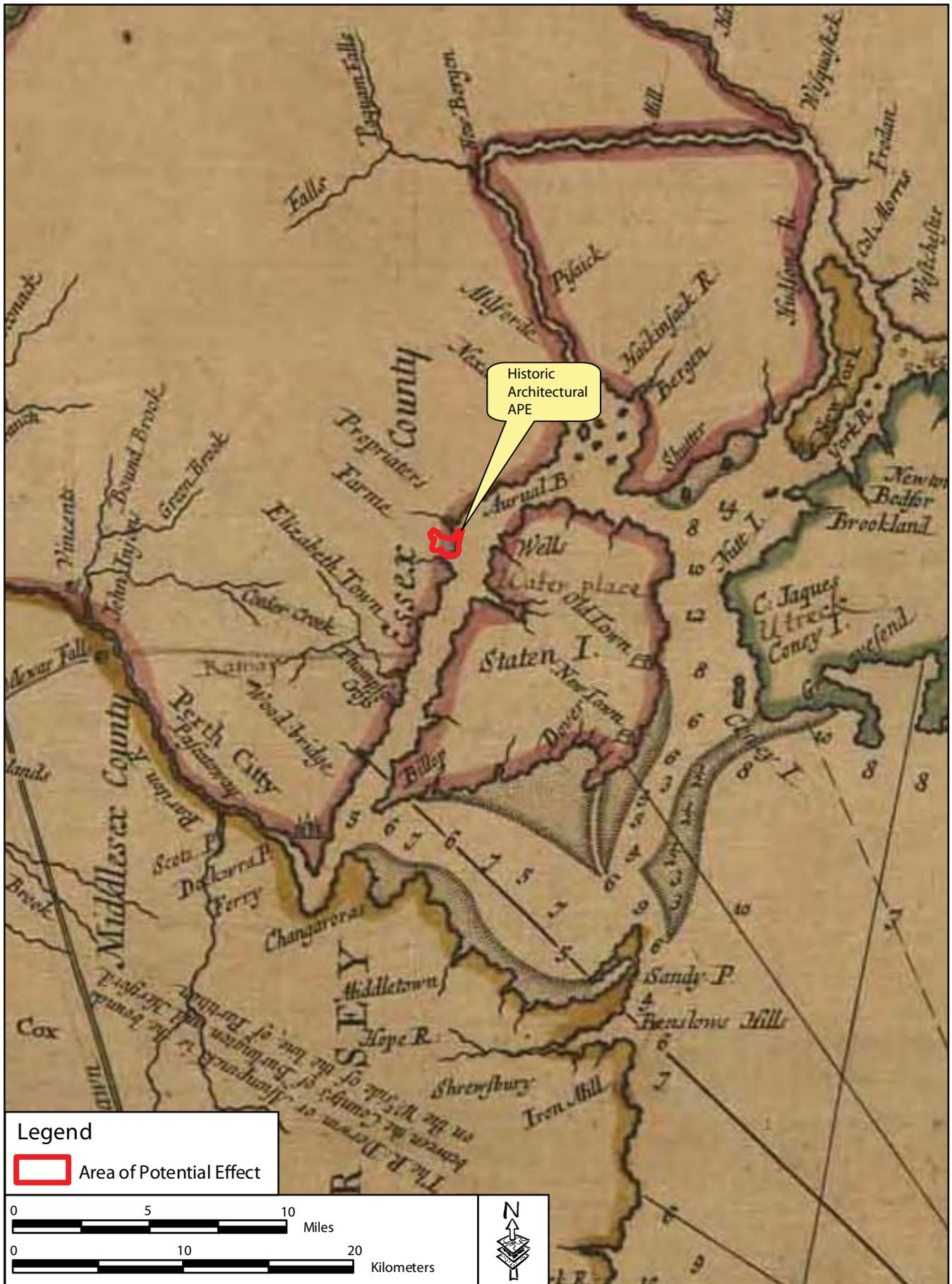


FIGURE 3: Historic Architectural APE in 1706

SOURCE: Thornton 1706



FIGURE 4: Historic Architectural APE in 1750

SOURCE: Rutgers n.d.

Elizabethtown and surrounding settlements helped populate East Jersey. In 1682 the General Assembly of the Province of New Jersey created four counties in East Jersey: Bergen, Middlesex, Monmouth, and Essex. The Elizabethtown territory as well as Newark was included within the bounds of Essex County. In 1693 the Assembly further divided these counties into townships and finally, in 1740, Elizabethtown Township received the status of Borough by Royal Charter. The following year its western boundary was defined with the formation of Somerset County (Snyder 1969).

The centralized New England town plan of Elizabeth soon broke down as dispersed hamlets and clusters of farms appeared in different localities (Ricord 1897). These hamlets, such as Lyons Farms (Hillside), Connecticut Farms (Union), and Rahway, developed westward from Elizabeth along rivers and streams between 1669 and 1738. Communities too far from the civic and religious center of Elizabeth built their own churches and schools and were designated wards of Elizabeth. Such wards were Westfield (1735), New Providence (1738), Connecticut Farms (1740), Rahway (1741), and Springfield (1746).

Elizabeth Point became a strategic location during the Revolutionary War, as it was the location of many crossings by British troops. From 1777 to the end of the war, the British maintained fortifications at the Point to guard their troop crossing. Two battles occurred at the Point, the first on July 21, 1778, and the second on June 8, 1780. During the Revolution at least one church was burned, its pastor shot, and many home ransacked. After the Revolutionary War, Elizabethtown territory was divided into townships, with the older villages serving as administrative centers (Union County Cultural and Heritage Programs Advisory Board 1982:5-6).

The extensive salt meadows adjacent to the Arthur Kill, Rahway River, and Morses Creek (originally called Thompson's Creek) provided excellent grazing lands (Clayton 1882:173). During the course of the nineteenth century, the farms of the area continued to produce a variety of raw and processed grain and livestock products. Farms located adjacent to navigable waterways thrived, having the most efficient access to the New York, Elizabeth, and Perth Amboy marketplaces.

## TRANSPORTATION

Although farming continued to be the mainstay of Union County after the Revolutionary War, industry helped to build the colony. By the start of the seventeenth century, Elizabethtown became known as the "mother of tanners," as Elizabethtown and Newark became associated with the leather industry that sprung up there (Cunningham 2000:69). Growth was also enhanced by the addition of roads connecting the eastern communities with Philadelphia to the west. Between 1801 and 1829, 30 turnpikes were built in New Jersey. The improved roads increased the efficiency of overland transportation, and together with an expanding road network facilitated access to fresh farmland (Community Pride Publications 1985:23; Heritage Studies 1979:3; New Jersey Department of Transportation [NJDOT] 1975:5-9; Union County Department of Parks and Recreation 1986).

Prospect of Elizabeth's first railroad developed in 1831, when a charter was obtained for a railroad extending from Elizabethport and Somerville, midway across the state. The road was proposed by the citizens of Elizabeth to compete with the Morris Canal in northern New Jersey. The canal terminated at Jersey City and carried coal from Pennsylvania to the developing industries in New Jersey and New York. The railroad was reorganized in 1846 under the leadership of John Taylor Johnston, who rebuilt the rail line with stronger rails to transport coal. In 1847, the new owners started a second line, the Somerville and Easton Railroad, which extended to the Delaware River. Two years later the railroads were consolidated as the Central Railroad of New Jersey, also known as the Jersey Central or the CNJ (Treese 2006:50). The CNJ rapidly expanded operations by acquiring branches through leases, mergers, and takeovers, including the Perth Amboy and Elizabeth Railroad and the Sound Shore Railroad. The Sound Shore Railroad, a CNJ project to access the chemical and manufacturing plants south of Elizabeth, was formed through acquisition of the spur line to Grasselli Chemical and construction of connecting lines that extended south from the Bayway section of Elizabeth. The CNJ also formed a relationship with the Reading Railroad, which acquired controlling interest in the CNJ during various intervals.

Likewise, the Baltimore & Ohio Railroad (B&O), which serviced Baltimore, extended service to New York markets over the Reading's track (Treese 2006:52; AKRF 1994). Although the B&O also traveled over CNJ track, they sought to establish their own route to New York markets. The B&O purchased an independent line, the Staten Island Railroad. The line was constructed about 1860 by Cornelius Vanderbilt to extend from his ferry at Vanderbilt's Landing (now Clifton) to Tottenville, at the southern end of Staten Island, with service on Staten Island

expanded in the 1880s. The B&O extended the track west along the north shore of Staten Island and through to Cranford, New Jersey, connecting with the CNJ Main Line. After purchase of the railroad, the B&O opened a railroad-ferry terminal in St. George (1888) and constructed a railroad lift bridge over the Arthur Kill (1889). Ferry service at St. George was originally intended to carry passengers to Manhattan, however, was not implemented. B&O passenger trains continued to use the CNJ facilities in Jersey City. Originally, the New Jersey section of the line was known as the Baltimore and New York Railroad, which was later merged with the Staten Island Rapid Transit, as the Staten Island portion was known (AKRF 1994).

During the mid- and late-nineteenth century, as urban areas of New York, Newark, and Elizabeth expanded, settlement focused along the railroad corridors serving the cities (Sanborn Map Company 1886, 1891, 1896a, 1896b, 1901a, 1901b) (Figure 5). This pattern of growth was typical of many regions of the country, in which railroads created “metropolitan corridors” along which industrial development and suburban growth took place (Stilgoe 1983, 1988). In 1865 the Pennsylvania Railroad built a branch line from Rahway to Perth Amboy, now part of Conrail’s Perth Amboy Division, located west of the APE. The villages of Colonia and Avenel, promoted as pleasant retreats from New York City and fitting settings for country estates, were established along this line in the 1870s. As railroads wove a tight web of transportation corridors across the region in the later 1800s, the large farm tracts established during the colonial period were subdivided into smaller farms. These small and more specialized farms engaged in truck gardening, emphasizing the production of perishable vegetables, fruit, and berries for the growing urban markets in Elizabeth, Perth Amboy, and New York (Clayton 1882:396; Fridlington 1981; Heritage Studies 1979:3; Ricord 1897:636; Union County Department of Parks and Recreation 1986).

Late nineteenth-century expansion of railroad lines and steamship transportation, combined with industrialization and rapid growth of the ports of Elizabeth and Newark, supplied the forces that transformed the land in the vicinity of the APE from a rural hinterland to a heavily populated extension of urban New York and Newark. In 1871 the Pennsylvania Railroad gained control of the key route between New York and Philadelphia by leasing the several railroad companies, including the Philadelphia & Trenton Railroad, the Camden and Amboy Railroad, and the United Canal & Railroad Companies of New Jersey, for a period of 999 years. By 1876 the Perth Amboy and Elizabethport Railroad was in place, paralleling the earlier New Jersey Railroad to the west, and flanking the APE on the east. This line had become the Long Branch Division of the Central Railroad of New Jersey by 1882. Attracted by the flat land and nearby shipping facilities, industries, including chemical and fertilizer companies and iron works, were established along the shoreline of the Arthur Kill between Perth Amboy and Elizabeth during the 1870s, 1880s, and 1890s (Clayton 1882:396; Drury 1992:255-256; Everts and Stewart 1876; Honeyman 1923:448; Robinson 1882:59; NJDOT 1975:21; USGS 1900, 1905; Wall and Pickersgill 1921:473).

Late nineteenth-century links to the New Jersey Central and Pennsylvania railroads crossed the APE and served developing industrial areas along the Arthur Kill (Everts and Stewart 1876; Robinson 1882; USGS 1900, 1905). The New Jersey Terminal Railroad, built by 1900, connected industrial developments at Chrome and Star Landing with the Pennsylvania Railroad at Rahway. The line is now abandoned. The Port Reading Branch of the Philadelphia and Reading Railroad was built in 1890-1892. Running parallel to the southern end of the APE, this line transported coal and freight to the Port Reading shipping terminus on the shore of the Arthur Kill (Everts and Stewart 1876; Linden Centennial Committee Corporation c.1961:26; Ludewig 1970; USGS 1900, 1905, 1955, 1956, 1981a; Wall and Pickersgill 1921:409-410).

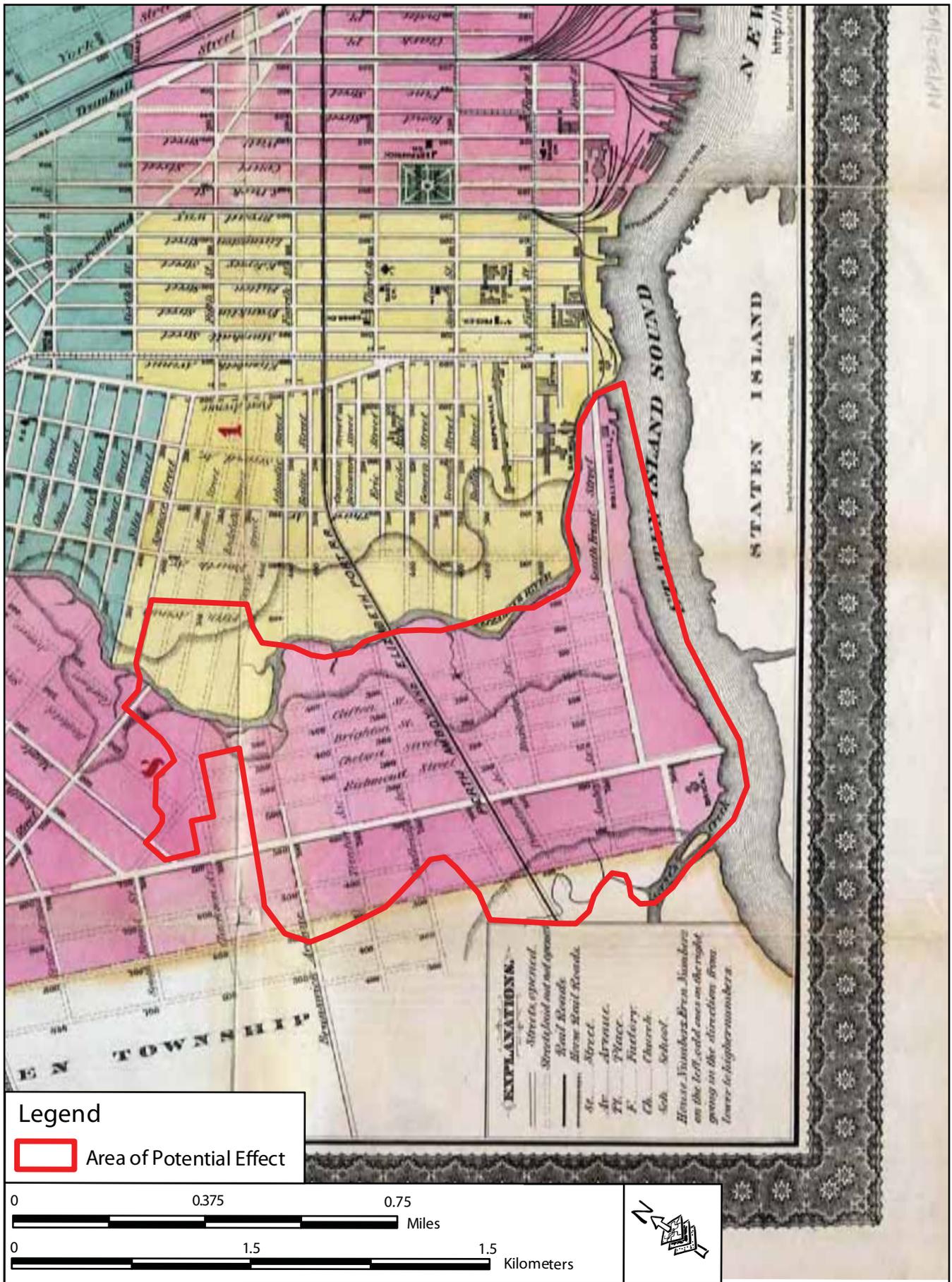


FIGURE 5: Historic Architectural APE within the City of Elizabeth in 1874

SOURCE: Meyer 1874

## INDUSTRIAL DEVELOPMENT

As the oldest English settlement in New Jersey and provincial capital, Elizabeth was a “significant industrial center” during the 1700s; growth of which was diminished the Revolutionary War. Located on the Arthur Kill across the from Staten Island and 15 miles from New York City, Elizabeth was strategically situated for industrial growth, enhanced by the arrival of the railroad and the start of public utilities (Myers 1945:1). The area known as Elizabethport was developed shortly after the start of the Elizabethtown-Somerville Railroad, built to that location in 1835. A group of New York City businessmen, drawn by the shipping and transportation facilities, laid out a new town along the Arthur Kill on the north side of Elizabeth River and named it “The New Manufacturing Town of Elizabeth Port” (Federal Writers’ Program 1939:240). A large railroad depot was built on the southwest corner of Broadway and Front Street. The railroad tracks ran down the center of 100-foot-wide Broadway (Rolfe 1835). Expansion of the railroad system continued with the addition of new rail lines such as the New York and Long Branch Railroad, the Baltimore and New York Railroad, the Central Railroad of New Jersey, and the Sound Shore Branch greatly enhanced the industrial and economic prospects of Elizabeth. A roundhouse, freight depot, and other railroad structures were built near the Arthur Kill (Sanborn 1889).

In an effort to distance itself from Trenton and be competitive on its own, Elizabeth sought to improve its utilities. As a result, the Elizabeth Water company was chartered in 1854, followed by the Elizabethtown Consolidated (gas company) in 1855 (Adams & Hinckley 1957; Elizabeth Timeline 2007). Growth was further enhanced when in 1873, I.M. Singer established his sewing machine factory in Elizabethport on the Arthur Kill. Other factories, such as the Elizabethport Cordage Company, W. H. Rankin roofing and sheathing works, Graff and Company heating furnace manufacturing, and Heller and Hirsh Chemical Works were established during the mid to late nineteenth century in Elizabethport.

At first, the Bayway section developed in a more sporadic manner than the Elizabethport section to the north. Industries located in Bayway, south of the Elizabeth River, included the Bowker Fertilizer Company (later Bowker Chemical Company), Waclark Wire Company, New Jersey Dry Dock Company, and a brick works started by John Curtis in 1850, the Staten Chemical Company, and the New Jersey Extraction Works (Sanborn 1889, 1903; Elizabeth Daily Journal 1889:110; Turner and Koles 1996:24). By 1903, A. Heidritter and Sons lumber and building supply company, reported to be the largest lumber dealer in Union County, expanded operations from the Elizabethport side of the Elizabeth River to include yards along South Front Street south of the river. They were followed by Loizeaux Builders Supply Company, which purchased portions of the Heidritter property (Clayton 1882; NYT 1891; Elizabeth Daily Journal 1889:109; Honeyman 1923:336; Union County Deeds).

Chemical, Oil and other Petroleum companies quickly established themselves near the Arthur Kill, dominating Bayway by the start of the twentieth Century (Figures 6 - 8). Grasselli Chemical, with roots in Cincinnati, Ohio, acquired the Standard Chemical Works south of Bayway in 1889, which became the center for their plant at Grasselli. Grasselli, now a part of E.I. du Pont de Nemours, is considered one of the nation’s pioneer chemical concerns and quickly became a major employer of workers in Bayway (Haynes 1939, 100). Swan and Finch Oil Works, and Borne Scrymser Company, Bayway Refining Company, Pennsylvania and Delaware Oil Company are a few of the earliest oil and petroleum works in the area. The Standard Oil Company acquired property in the Bayway area and established the first oil refinery on the Arthur Kill in Linden in 1909 with other interests in the Elizabeth portion of Bayway. By the boom years of the 1920s, the Bayway area along the Arthur Kill from the Elizabeth River to Morses Creek was the site of several petroleum-related industries, in addition to those previously mentioned, including New York Lubricating Oil Company and Galena-Signal Oil Company (Honeyman 1923:336; Sanborn 1923, 1950). Phelps Dodge acquired the Waclark Wire Company, greatly expanding the plant along Bayway (Elizabeth Timeline). Reichold Chemical located at the site of the California Spray Chemical Corporation, manufactures of insecticides and fungicides.

The conglomeration of construction (materials) related, chemical, and petroleum industries expanded during the World War I period and subsequent boom years of the 1920s (Myers 1945:20). Likewise, World War II provided a much-needed shot to the industries in Elizabeth after the downturn during the Depression years. Although facilities, such the Bayway Terminal Storage Warehouses, located on several sites in Bayway, were forced into foreclosure during the Depression, the Federal Writers’ Project reported that Elizabeth had over 200 manufacturing plants (Federal Writers’ Project 1939:242). Large-scale development along the Arthur Kill shoreline recommenced during World War II with the establishment of large tank farms providing storage for gas, oil, and chemicals. Between 1947 and 1951 Public Service Electric & Gas completed four of the five generating stations on the Arthur Kill, and

by 1970 the fifth and largest, the Sewaren Generating Plant, had been brought on line. This same period saw the construction of the GAF and American Cyamid chemical plants, the Linden Chlorine Plant, and several petroleum fuel terminals on Tremley Point in Linden (Ludewig 1970:77; Mason 1989:28; USGS 1955, 1956). Unfortunately, in as much as the construction of the New Jersey Turnpike facilitated trucking and vehicular transportation, it also severed Bayway and Elizabethport from the City of Elizabeth (Figure 9). A photograph, taken as part of the Historic American Engineering Record photo-documenting Goethals Bridge, depicts the industrial flavor of the area around Bayway in 1991 (Photo 1). Global competition, plant obsolescence, and costly environmental standard, left the once bustling industrial sites near the Arthur Kill as less than desirable land with abandoned plants and under utilized properties (Tremley Point Industrial History 2007).

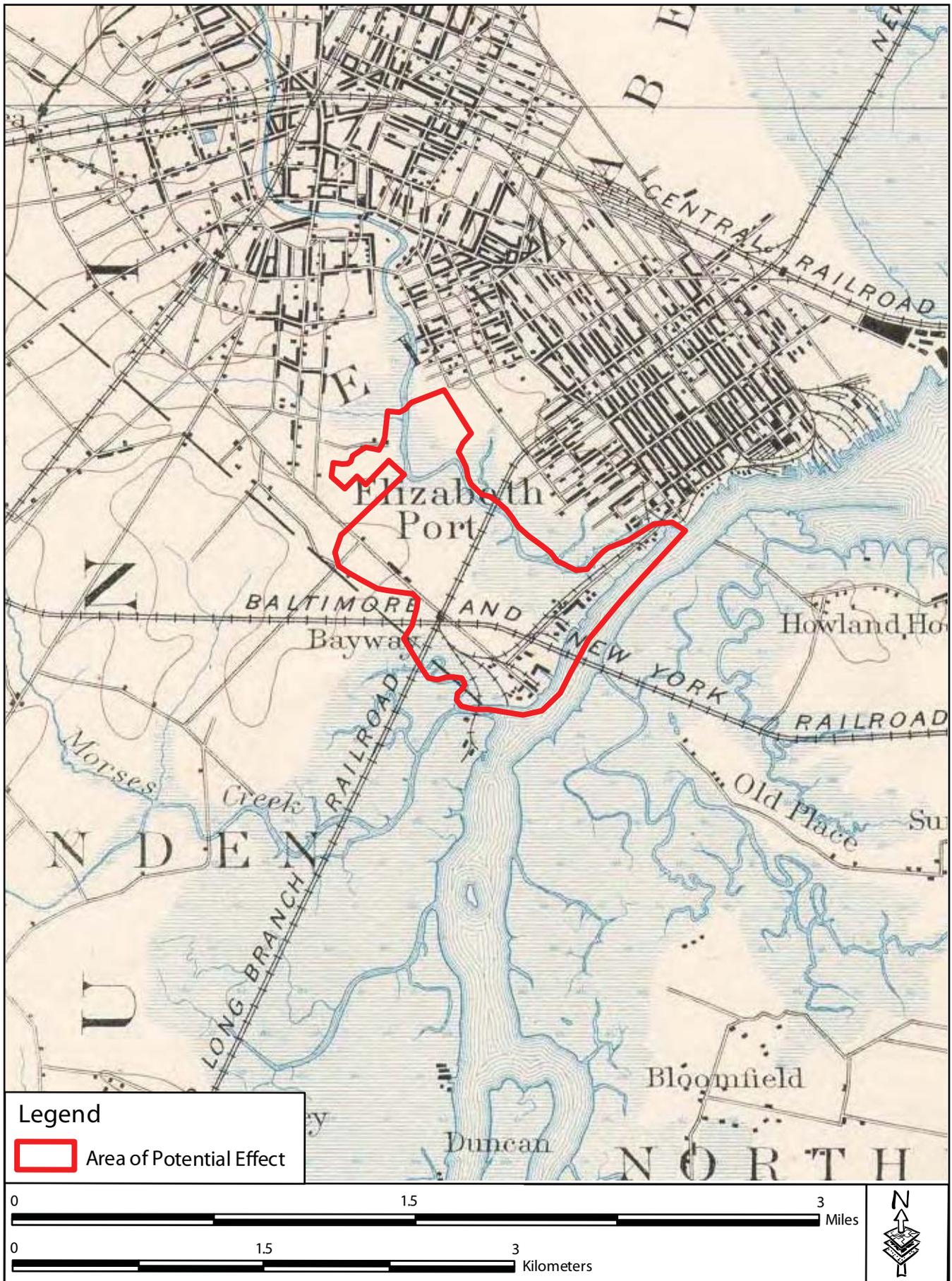


FIGURE 6: Historic Architectural APE in 1891

SOURCE: USGS 15-Minute Series, Staten Island, NY Quadrangle 1891



**Legend**  
 Area of Potential Effect

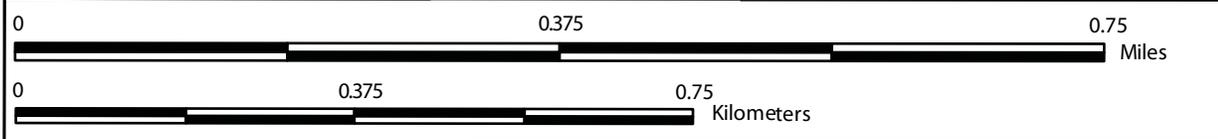


FIGURE 7: Bayway Portion of the Historic Architectural APE in 1906 SOURCE: Robinson 1906



FIGURE 8: Historic Architectural APE in 1916

SOURCE: Meyer 1916

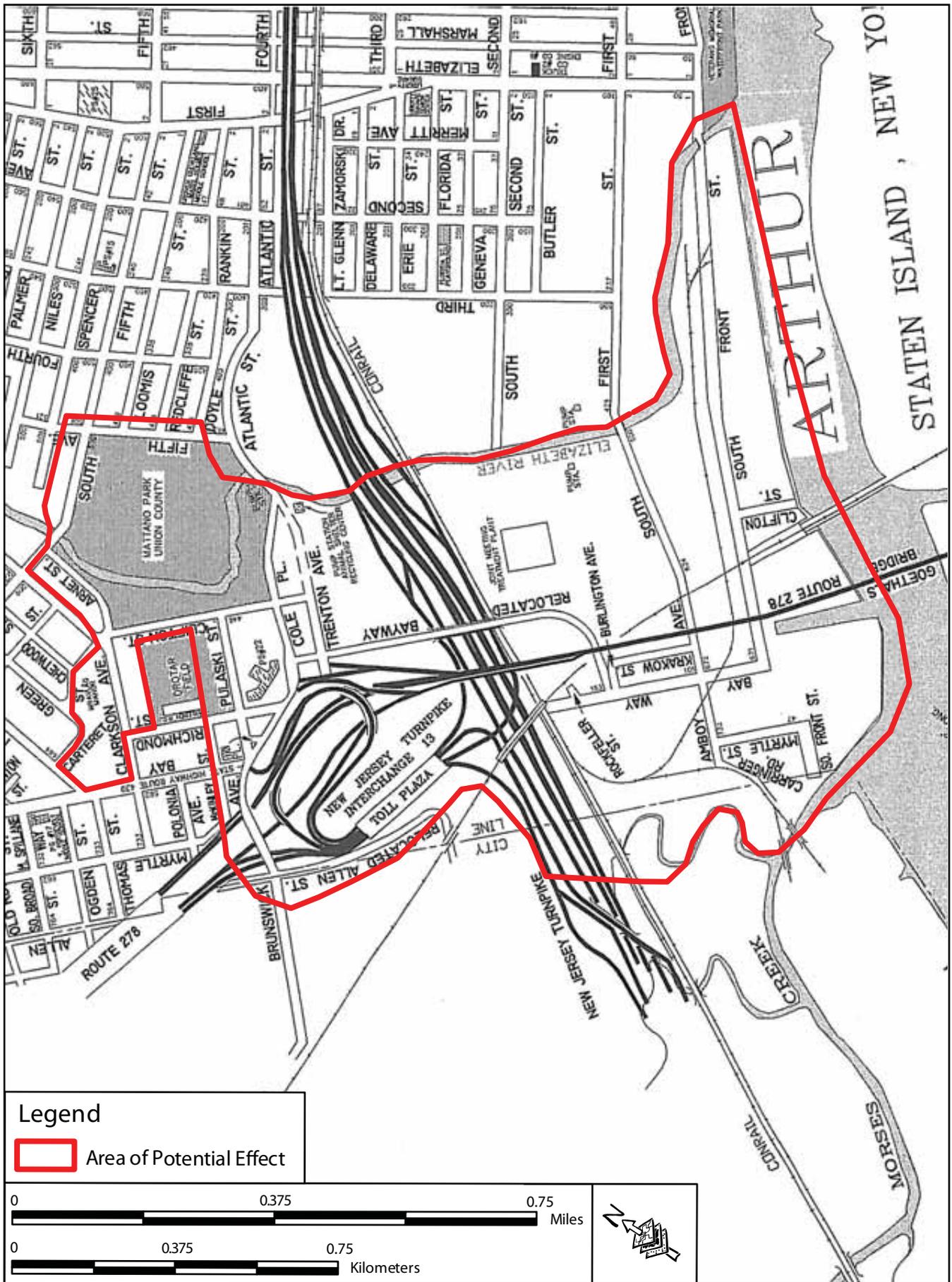


FIGURE 9: Historic Architectural APE in 2004

SOURCE: City of Elizabeth 2004



Photo 1: Goethals Bridge and Bayway 1991, View Southeast (Lowe 1991)

## RESIDENTIAL GROWTH

The City of Elizabeth developed a short distance inland from the Arthur Kill. The city follows a circular plan with streets that radiate from the central business district. Suburban and residential development outward followed the industrial development. By the mid 1800s, the city was promoting development near Bayway, and produced a map of building lots (Figure 10). At Elizabethport, neighborhoods developed on the platted blocks with churches and neighborhood stores to serve the workers who lived there. Residential growth beyond the Elizabeth River and Bayway sections was slower to develop with large open tracts of undeveloped land held by a few owners at the turn of the twentieth century. The division of these properties into block and lots coincided with construction of the Standard Oil plant, the Sound Shore Railroad (incorporated in 1895), and other businesses along Bayway. Modest tracks of worker housing were constructed beginning around 1909. Blocks filled in slowly, generally done through speculative development for individual purchase or as in the case of the Bayway-Krakow Street area, as income property (Rankin, Gilhooly, Fern 1908, Union County Deeds, U.S. Census 1920). Standard Oil Company acquired several blocks in Bayway, south and west of the Elizabeth River and Summer Street, where the company built approximately 50 worker's houses of nearly the same design, between 1916 and 1922 (Standard Oil 1922) (Figure 11). The communities along Bayway housed workers that labored at the chemical, petroleum, and wire factories. Many of these workers were Polish immigrants or of Polish descent.

Land near the Elizabeth River was wet and subject to flooding. Between 1926 and 1928, 47 acres on both sides of the Elizabeth River fronting South Fifth Street, Fifth Avenue, Arnett Street, Clifton Street, and Cole Place was purchased by Union County for the construction of Mattano Park (Photo 2). The county had undertaken the planning and construction of several parks across Union County. Spurred by both an increase in leisure time and interest in leisure activities, and as an integral component to the health and welfare of the public, play, sport, and



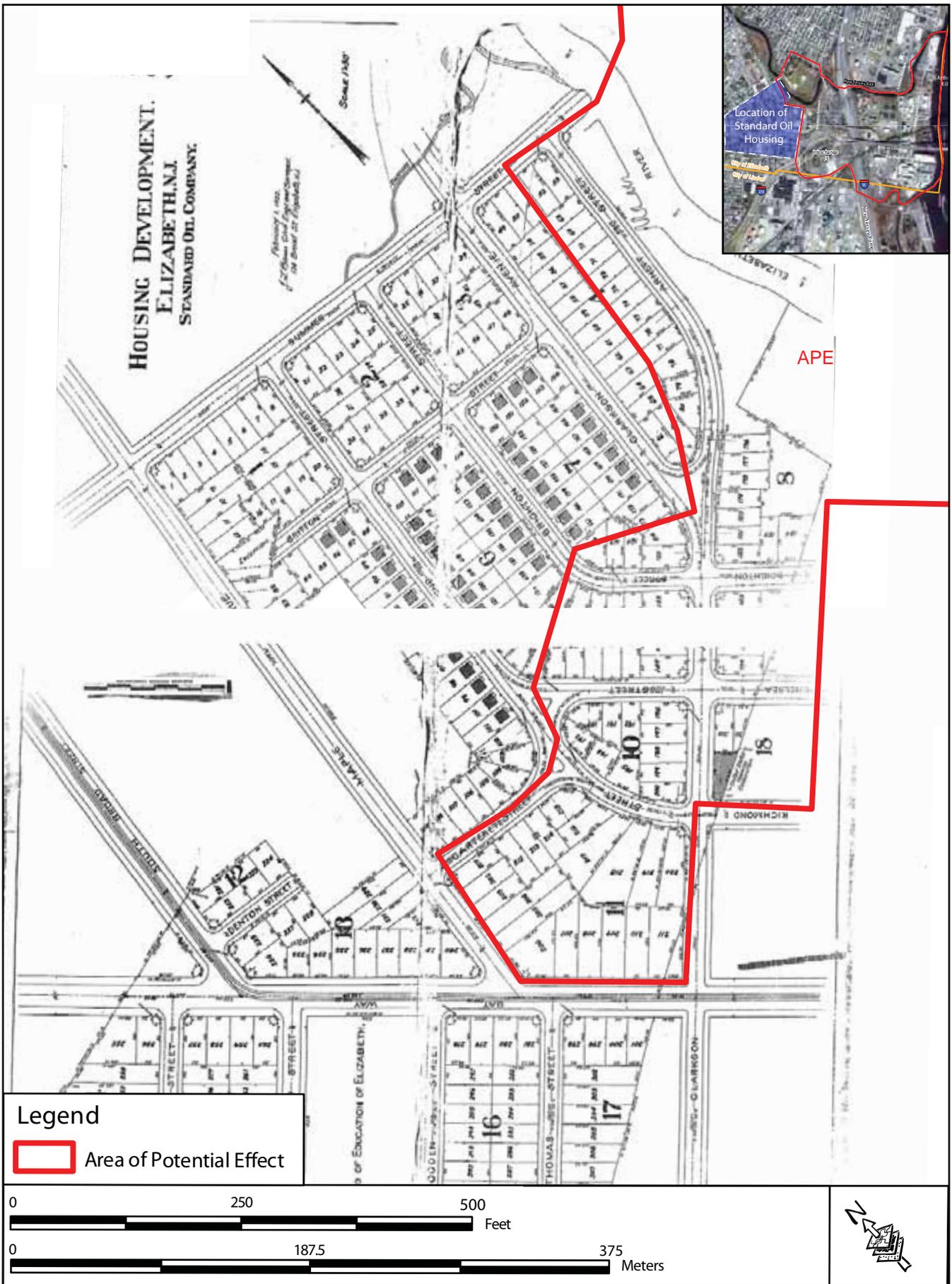


FIGURE 11: Standard Oil Housing within the Historic Architectural APE in 1922

SOURCE: Standard Oil 1922



Photo 2: Mattano Park Before Development c. 1930 (Dietrich 2004).

recreation was believed to “foster physical wellbeing and development, and neighborliness, while contributing to people’s safety and preventing delinquency” (Dietrich 2004:29). Moreover, plans for beautification of the marshland along the Elizabeth River, undertaken in collaboration with the Olmsted Brothers, made the surrounding lots more desirable for housing units.

Once the Depression took hold, virtually all housing construction in Elizabeth stopped. Many of the largest tracks still available for development remained in the Bayway area. The only large scale development during the Depression was the construction of two public housing developments, Mravlag Manor near Bayway (Maple Avenue, Clarkson Avenue and Clifton Street, adjacent to Mattano Park) and Pioneer Homes in Elizabethport. After World War II, new home construction once again resumed. Tracks of connected houses were constructed as a Veterans Housing Project north of the study area on Clarkson Avenue and Garden Street (believed demolished). New houses were built around the Mattano Park, such as a development of double houses (see Irwin Double Houses, Table 2) located south of Summer Street and the Central Suburban Estates, east of the park. New public schools were built in tandem with residential development.

As with the changes in the industrial makeup in Bayway, and the impact of construction of the New Jersey Turnpike, the early Bayway neighborhoods were lost to development or nearly abandoned. Construction of the Turnpike and related interchanges not only severed Bayway as it approached the Arthur Kill, but also displaced the workers’ neighborhoods in its path. Some home were moved to new sites, other demolished. Many families that were able to break from the harsh factory conditions eventually moved from the Elizabeth area. Another change included construction of a new Polish Club on Pulaski Street after the former building was demolished prior to the construction of the Turnpike.

### 3.2 Linden, Union County, New Jersey

The City of Linden is located on the Arthur Kill, southwest of Elizabeth, New Jersey. The boundary between Linden and Elizabeth extends through the industrial area known as Bayway. In 1861, Linden was originally formed as a township from portions of Elizabeth, Rahway, and Union Township (Figure 12). The township was later divided into three municipalities: Cranford was formed in 1871, Linden Borough in 1882, and Roselle in 1894. On January 1, 1925, the City of Linden was incorporated by an act of the New Jersey Legislature, which replaced both Linden Township and Linden Borough. Morses Creek cuts through Linden, emptying into the Arthur Kill in Bayway at the northeast corner of Linden. The Rahway Rivers forms the city's southern boundary (Wikipedia, 2007).

The City of Linden shares much of its history and development with the City of Elizabeth. Originally part of the same town, the early history is found above in the discussion on Elizabeth. By 1861, when Linden was formed, the section closest to the Arthur Kill and Elizabeth was part of a developing industrial. Both the availability of water transportation on the Arthur Kill and the presence of the railroads made the area attractive to industry. The history of the area associated with the Goethals Bridge Replacement is also closely linked to the industries in Bayway and the project's study area. The Standard Chemical Company moved to Linden in 1880 and established a plant on the Arthur Kill in 1880. The company was acquired by Grasselli and became the nucleus of the Grasselli Chemical Company in Linden. In addition to Bayway, the area in the eastern section of Linden (known as Tremley Point and Grasselli), were the site of Standard Oil's Bayway Refinery and Grasselli Chemical Company (Figure 13). Both industries employed large numbers of workers, generally European immigrants who lived in company supplied housing or workers enclaves that sprang up adjacent to the areas' industries. During the early twentieth century, workers from the Bayway section of Elizabeth commuted on the Sound Shore Railroad to work at Grasselli and the Bayway Refinery. After the death of Ceasar A. Grasselli in 1927, the decision was made to divest the Linden plant. East side of the 300-acre facility, which was essentially divided in half by the Sound Shore Railroad right-of-way, was sold separately. The East Plant and heavy chemicals business was purchase by Du Pont and the West Plant and dye business was acquired by I.G. Farben, a German dye company. The plants became the Grasselli Chemical Division of Du Pont and the General Aniline Works, respectively (Tremley Point Industrial History 2007).

In 1835-1836, the Pennsylvania railroad connected Linden on the line between Philadelphia and New York, followed the Perth Amboy and Elizabeth Port Railroad and the Central Railroad's Sound Shore Railroad. The Linden Train Station is on the NJ TRANSIT North Jersey Coast Line and the Northeast Corridor. Linden is served by U.S. Route 1/9 and Route 27. Linden is also the western terminus of Interstate 278, which crosses the Arthur Kill to Staten Island over the Goethals Bridge. Access to both the Garden State Parkway and the New Jersey Turnpike is within one mile of the city (Wikipedia 2007).

As with Elizabeth, both World Wars provided a boost to the industries along the kill. The second half of the twentieth century proved a more difficult period for heavy industry. As a result of global competition, obsolescence, and stiffly-regulated and costly environmental compliance issues, chemical companies, in particular, vacated the plants in Linden and Elizabeth. The Bayway Refinery, now part of Conoco Philips has remained with a production of 250,000 barrels a day (Tremley Point Industrial History 2007).

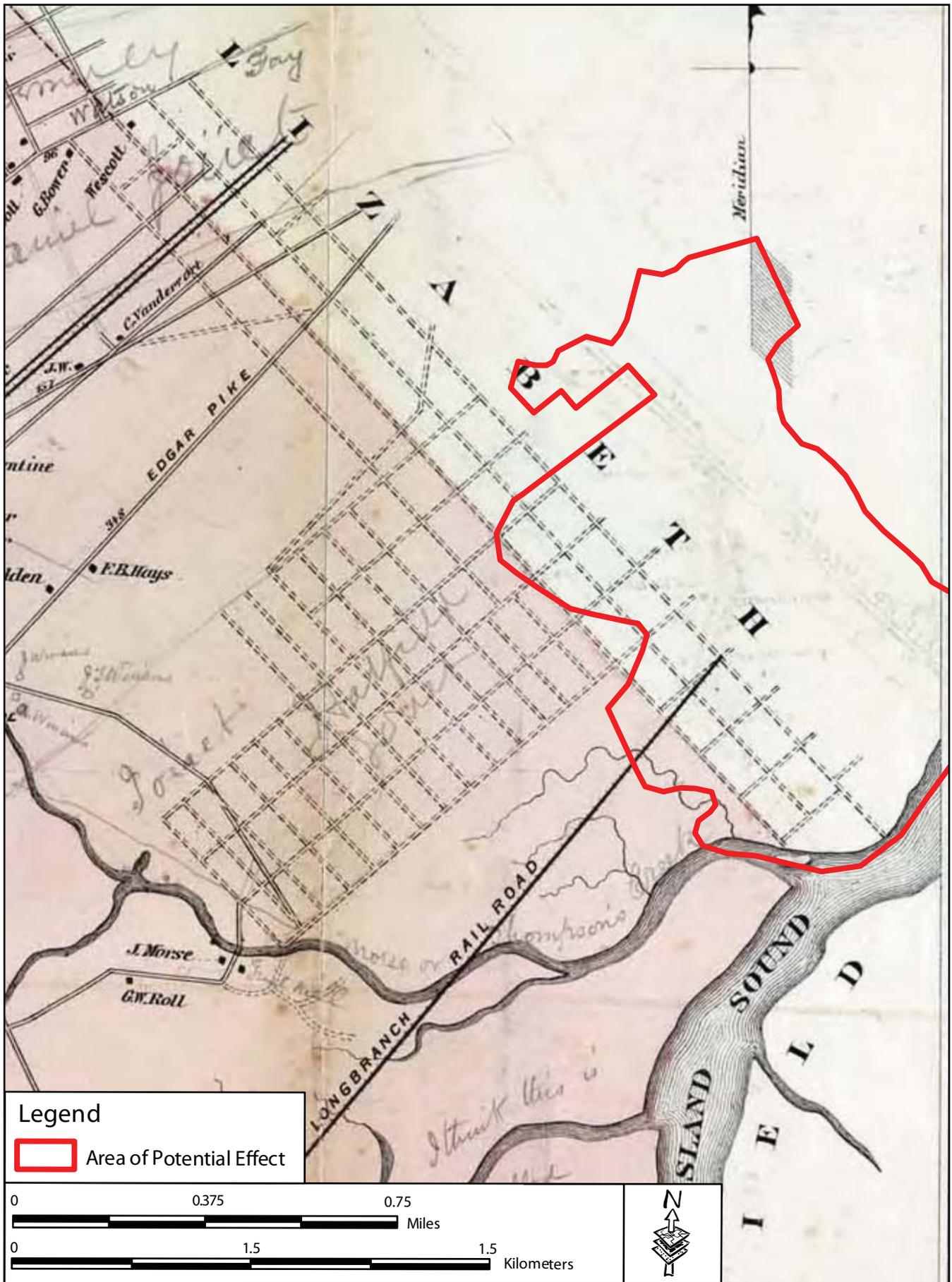


FIGURE 12: Historic Architectural APE within Linden Township in 1882

SOURCE: Robinson 1882

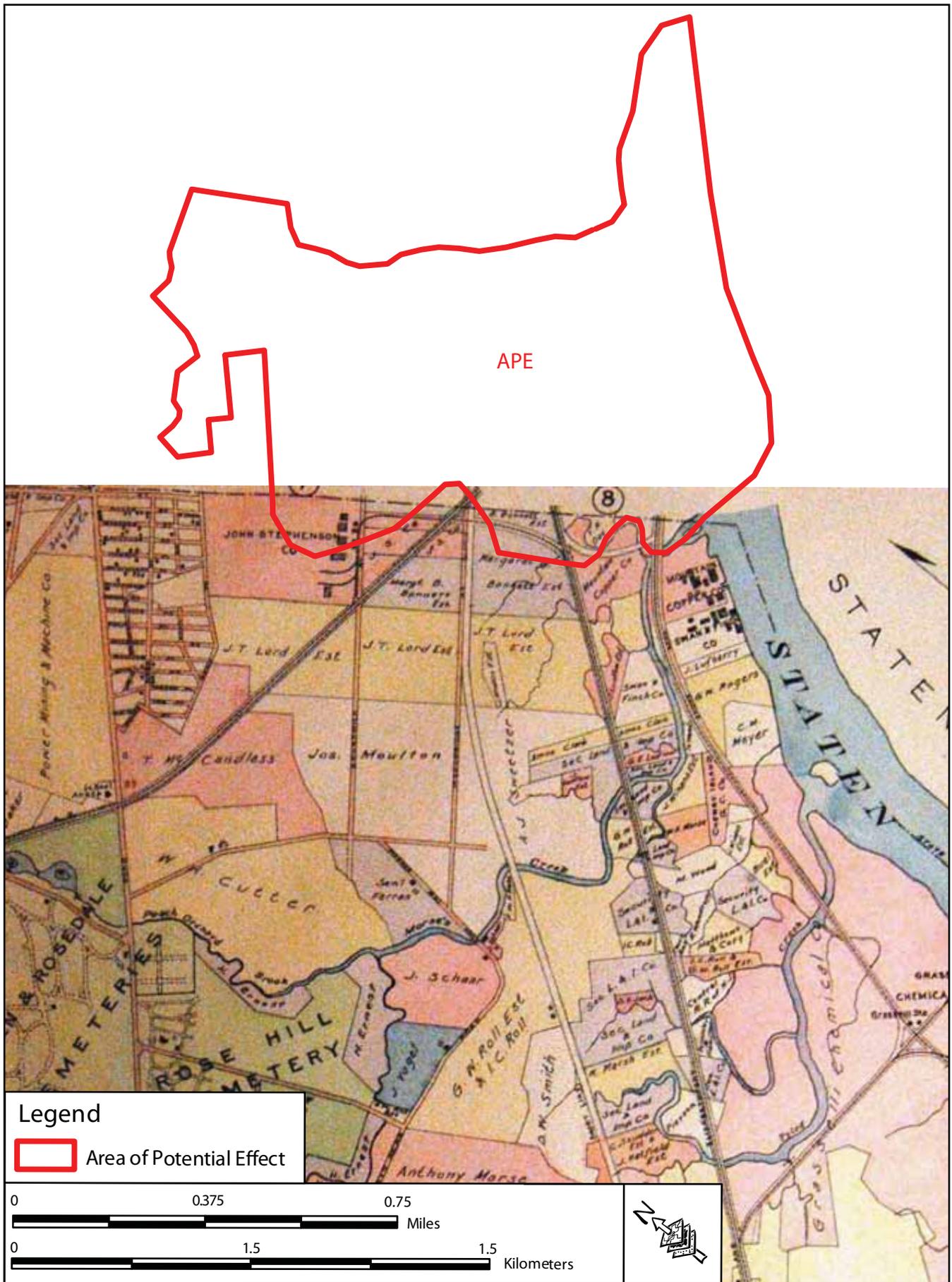


FIGURE 13: Historic Architectural APE within Linden Township in 1906

SOURCE: Bauer 1906

## 4.0 HISTORIC RESOURCES WITHIN THE NEW JERSEY APE

### 4.1 Data Summary

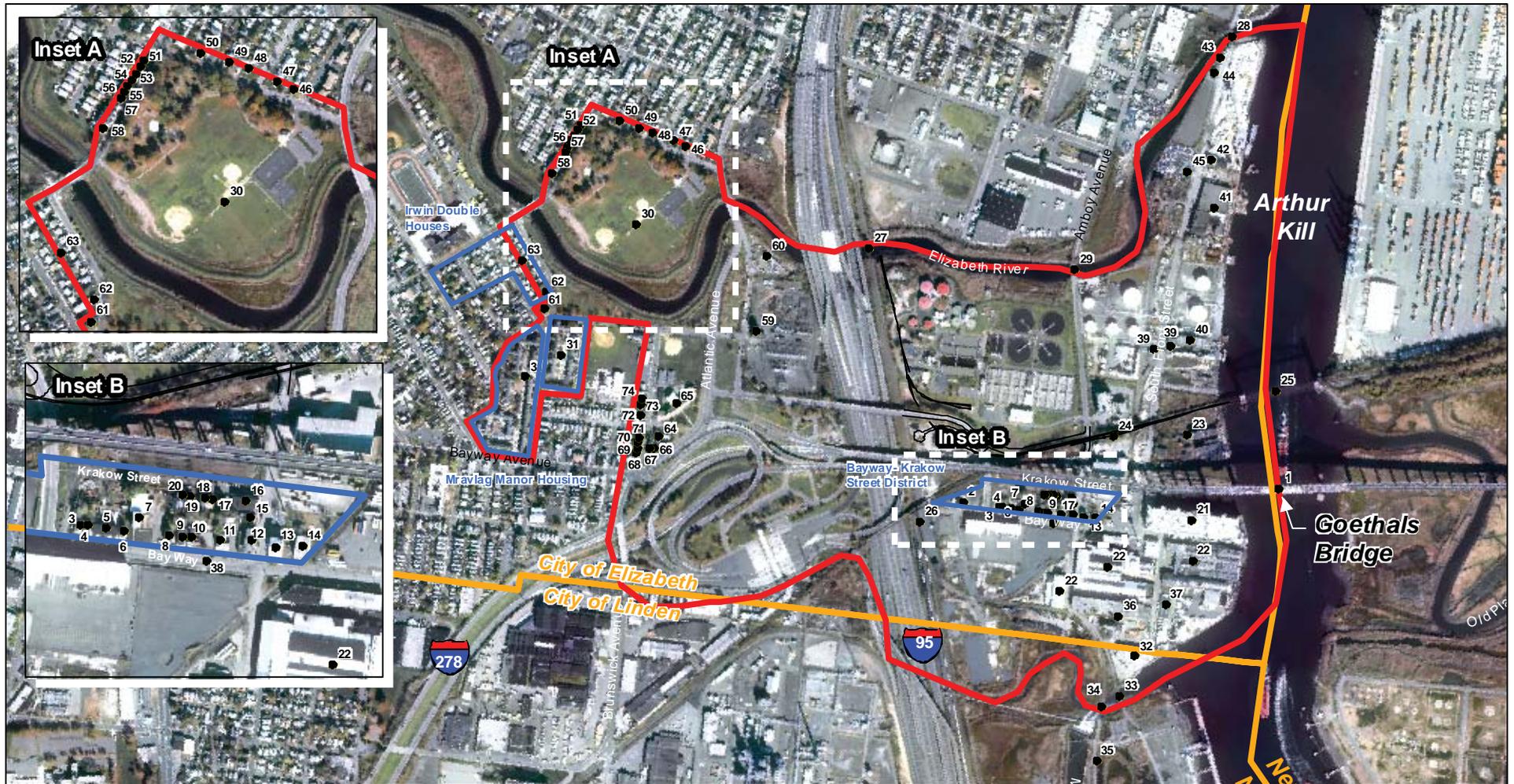
Of the 74 resources within the APE, 31 had been previously identified, documented, and/or evaluated for National Register eligibility. All of the historic architectural resources within the APE are depicted on Figure 14. Six of these 31 resources were opinioned as eligible for listing in the National Register via consensus determinations between the New Jersey Historic Preservation Office (NJHPO) and federal and state agencies. These six resources included the Goethals Bridge, the Staten Island Railroad Historic District, the Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey (CNJ), the CNJ Bridge over the Elizabeth River, the South Front Street Bridge over the Elizabeth River, and the South First Street Bridge over the Elizabeth River. Three of the previously identified resources did not have opinions of eligibility and have been recommended in this study as eligible for listing on the National Register. The remaining 22 previously identified resources were determined as not eligible via consensus determination. The eligibility status of these 31 resources and corresponding key to their location on Figure 14 are listed in Table 1 below.

An additional 43 historic architectural resources were identified by Berger within the architectural APE. Berger staff conducted a field survey through narrative notes and photographs, conducted research on each individual property, and completed appropriate state historic preservation office architectural survey forms for each surveyed property. Berger then evaluated the significance and integrity of each property utilizing National Register eligibility criteria (36 CFR 60). As a result of these activities, Berger recommends two of the 43 newly identified historic resources within the APE as meeting National Register eligibility criteria. The remaining 41 newly identified resources were recommended as not eligible because they lack historical and/or architectural significance and/or have lost architectural or historic integrity. The eligibility status of these 43 resources and corresponding key to their location on Figure 14 are listed in Table 2 below.

### 4.2 Previously Identified Historic Properties within the Architectural APE

A review of the records and site files maintained by the New Jersey Historic Preservation Office indicated that 31 previously identified historic architectural resources are located within the architectural APE. These resources, their eligibility status, and corresponding key to their location on Figure 14 are listed in Table 1 below.

In 1994, the United States Coast Guard conducted a historic architectural survey as part of the Staten Island Bridges Program, a preliminary planning study undertaken in preparation for the Goethals Bridge Replacement Project (USCG 1997). As part of the study, the historic resources were identified in the area immediately adjacent to the bridge. At that time, New Jersey survey forms were submitted and the resources evaluated as part of the Section 106 consultation (SHPO opinions of 7/11/1995). However, due to the fact that the *Staten Island Bridges Program Modernization and Capacity enhancement Project Historic Resources Survey* was conducted in excess of 10 years ago, most of the resources reviewed as part of that study have been reevaluated and new survey forms completed in accordance with the New Jersey SHPO *Guidelines for Architectural Surveys*. New survey forms were not completed for Goethals Bridge, the Staten Island Railroad Historic District and Staten Island Railway Lift Truss Bridge over Arthur Kill, and the Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey and the Elizabeth River Bridge (Central Railroad of New Jersey). The individually identified resources in Bayway, Nos. 2 – 20, have been evaluated as the Bayway-Krakow Street District. The Phelps Dodge Complex and the Borne Scrymser Company properties are discussed and photographed in the report; however, new survey forms for these resources were also not completed. Any previously identified historic property, where survey was conducted less than 10 years do not require individual survey forms as part of this study. The previously identified bridges and railroads with opinions of eligibility are described in the report; however, survey forms were not prepared for these resources. A description of the previously identified resources follows.



**Legend**

- Area of Potential Effect
- Historical Resource
- Historic Districts

Goethals Bridge Replacement EIS

**Figure 14**

Documented Historical Resources  
in the APE Study Area - New Jersey

United States Coast Guard

Source:  
 Basemapping: Port Authority of New York and New Jersey, 2002.  
 Data: The Louis Berger Group, 2004.

Table 1: Previously Documented Historic Architectural Resources within the New Jersey Architectural APE

No	Resource Name/Address	Block/Lot	Date Built	Previous Eligibility Status	Results Current Survey
1.	Goethals Bridge	N/A	1928	NJHPO Opinion Eligible 2/14/1995	Eligible
2.	167 Bayway, Elizabeth	4/179	ca. 1915	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
3.	147 Bayway, Elizabeth	4/177	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
4.	145 Bayway, Elizabeth	4/176	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
5.	137-143 Bayway, Elizabeth	4/175	ca. 1917	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
6.	135 Bayway, Elizabeth	4/174	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
7.	133 Bayway, Elizabeth	4/173	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
8.	123 Bayway, Elizabeth	4/172	ca. 1910	NJHPO Opinion Not Eligible 7/11/1995	Demolished
9.	119 Bayway, Elizabeth	4/171	ca. 1950	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
10.	117 Bayway, Elizabeth	4/170	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
11.	109 Bayway, Elizabeth	4/167	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
12.	100-103 Bayway, Elizabeth	4/163	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
13.	93-95 Bayway, Elizabeth	4/162	ca. 1903	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
14.	89 Bayway, Elizabeth	4/159	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
15.	663 Amboy Avenue, Elizabeth	4/51	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
16.	100-106 Krakow Street, Elizabeth	4/51	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
17.	112 Krakow Street, Elizabeth	4/833	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
18.	114 Krakow Street, Elizabeth	4/834	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
19.	118 Krakow Street, Elizabeth	4/835	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
20.	120 Krakow Street, Elizabeth	4/836	ca. 1922	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible, see Bayway-Krakow Street District
21.	Bayway Terminal Storage Warehouse, 666-686 South Front Street, Elizabeth	4/1471	1927	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible
22.	Phelps Dodge Complex, Elizabeth	4/1455 & 4/1457	ca. 1903- 1950	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible
23.	Borne Scrymser Company, 632-650 South Front Street, Elizabeth	4/1468 & 4/1469	1917- 1941	NJHPO Opinion Not Eligible 7/11/1995	Not Eligible
24.	Staten Island Railroad Historic District (NJ Portion), Elizabeth to Cranford Junction.	N/A	1889- 1959	NJHPO Opinion Eligible 2/27/1995	Eligible

Table1: Previously Documented Historic Architectural Resources within the New Jersey Architectural APE (continued)

No	Resource Name/Address	Block/Lot	Date Built	Previous Eligibility Status	Results Current Survey
25.	Staten Island Railway Lift Truss Bridge over Arthur Kill	N/A	1959	NJHPO Opinion Eligible 6/11/1991	Eligible
26.	Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey (CNJ), Elizabeth	N/A	1871	NJHPO Opinion Eligible 8/30/2000	Eligible
27.	Elizabeth River Bridge, Central Railroad of New Jersey (CNJ), Elizabeth	N/A	ca. 1912	NJHPO Opinion Eligible 4/9/1990	Eligible
28.	South Front Street over Elizabeth River, Elizabeth Bridge # 2004001	N/A	1920	Recommended Eligible AKRF 1994 Survey	Recommended Eligible
29.	South First Street over Elizabeth River, Elizabeth (Bridge# 2004002)	N/A	1908	Recommended Eligible AKRF 1994 Survey	Recommended Eligible
30.	Mattano Park, Elizabeth (Union County Park System)	4/372 & 5/453.B	1926-1964	Cultural Landscape Survey Union County Park System Recommended Eligible as a Contributing Resource 10/29/2004	Eligible
31.	Mravlag Manor Housing Project 635-681 & 640-664 Clarkson Avenue	4/361	1939	Public Housing in New Jersey Historic Context Study Potentially Eligible	Recommended Eligible

### **Goethals Bridge, Elizabeth, New Jersey and Staten Island, New York (Photos 3-5, Figure 15)**

The Goethals Bridge carries Interstate Route 278, a multi-lane highway, over the Arthur Kill from Elizabeth, Union County, New Jersey to Staten Island, Richmond County, New York (see Figure 14 Resource #1). The bridge, a major crossing connecting New Jersey with New York, is more than one mile in length and 62 feet wide (AKRF 1994; Richman 2005: 100). This cantilever truss bridge has a through truss suspended main span, 672 feet in length and steel girder approach spans, 240 feet long. The bridge originally featured 75 arched concrete piers, 4 in the channel, 35 on the New Jersey side, and 36 on the Staten Island side (AKRF 1994). The approach spans consist of viaducts with steel girders supported by these concrete piers. At the west approach in Elizabeth, the approach spans form a viaduct that carries traffic over the New Jersey Turnpike and Conrail over the Sound Shore Branch, formerly a division of the Central Railroad of New Jersey (A.G. Lichtenstein & Associates [Lichtenstein] 2001). At the Arthur Kill, the piers are sunk 50 feet below the bottom of the channel bed. Plans instructed that the Elizabeth approach was to be constructed on bedrock, 25 to 40 feet below the surface. At Staten Island, the rock lay too far below the surface and the covering low-lying ground too soft to carry the spans. The preliminary report recommended that the Staten Island approach spans be constructed on concrete piers carried on piles (Port of New York Authority 1925:38).

The bridge has a clearance of 135 feet above mean high water above the channel to accommodate ship traffic through the kill. Early discussions proposed a low bridge, however, this would have obstructed traffic to nearby ports and the height of the bridge was increased. In 1923, the bridge was initially planned to carry only vehicular traffic. The designs were modified to include a walkway for pedestrian and bicycle traffic in addition to four vehicular lanes (AKRF 1994). The bridge is maintained as a toll structure.

The bridge retains a high degree of integrity and has undergone a few minor changes since its construction. Concrete medians were installed in 1972 and parapets have been added to increase bridge safety. To prevent damage from water traffic, two protective fender cells were installed in the Arthur Kill on the north and south sides of the main Staten Island pier. In 1964, a new toll plaza and administration building were constructed in Staten

Island. The administration building has a two-story modern building with a prominent clock, visible from the turnpike. North of Goethals Road and adjacent to the bridge is a two-story maintenance building, connected to the toll plaza by an elevated walkway above the road (AKRF 1994). In 1964, a \$3.9 million project was announced to improve the New Jersey approaches to the bridge, which included construction of a 1,200-foot long approach south of and parallel to the original viaduct. The project also included roadway changes and ramps added at the connection to the New Jersey Turnpike, which required removal of several of the original arched concrete piers at the approach viaduct at the Elizabeth, New Jersey side. Other modifications include widening the approach, circa 1969, through the addition of larger deck girders to the outside of the original beams (Lichtenstein 2001). The pedestrian walkways have been closed, due to condition issues, for a decade (U.S. Coast Guard 2004).

By the start of the twentieth century and after the incorporation of Staten Island as part of New York City, the areas along the Arthur Kill was the site of expansion of factories and other industrial enterprises. This economic boom created strain on the ferry system handling the freight, commuters and automobiles traveling between Staten Island and New Jersey. To alleviate the traffic congestion and allow for further economic development in the area, particularly on Staten Island, various recommendations were put forth to connect Staten Island with New Jersey. These plans included a tunnel or a low-level railway/highway bridge connecting to Elizabeth, New Jersey. With the formation of the Port of New York Authority, a joint state agency, plans for an interstate bridge could be developed. Concerns that a low-cost low-level bridge would obstruct and thereby threaten the shipping activities in the channel, plans for two high-level bridges, the current Goethals and the Outer Bridge Crossing, were developed. These bridges, the first facilities constructed by the Port Authority, are representative of an era of rapid expansion of the New York/New Jersey metropolitan area's highway and bridge network (AKRF 1994).

The Goethals Bridge was constructed between 1924 and 1928 between Elizabeth, New Jersey and Howland Hook Staten Island. The bridge cost 7.2 million dollars to construct. Although sources provide slightly different dimensions, the Goethals Bridge is a narrow four-lane, two-way toll bridge with a total elevated length of 7,109 feet and a truss span of 1,152 feet. The 672-foot-long main span is formed by a cantilever steel through truss. To ensure the viability of the ports, the Goethals Bridge was designed to have a channel clearance of 135 feet above mean high water. Approximately 6,000 feet of graded viaduct approach spans, supported by 75 concrete piers were required to achieve this height. The total width of the center span, including two 5-foot wide pedestrian sidewalks, is 62 feet. The total length of the bridge and its approaches is approximately 11,825 feet (AKRF 1994).

The designer of the bridge was John Alexander Low Waddell (J.A.L. Waddell, 1854-1938), was civil engineer and prolific bridge designer. Waddell designed more than 1000 structures in the United States, Canada, and other countries. Waddell graduated from Rensselaer Polytechnic Institute in Troy, New York in 1871 and later obtained additional degrees from McGill University in Montreal, Canada. In 1920, he moved to New York City where he participated in numerous bridge projects (Wikipedia 2007). He was the founder of what became the New York-based firm of Hardesty and Hanover, author of several bridge engineering texts, and holder of bridge patents. Waddell's design was selected by the Port Authority, in part due to his stature as highly regarded engineer of the time (Richmond 2005:102). Construction of the bridge was supervised by Othmar Ammann, a noteworthy engineer in his own right who had also submitted plans for the bridges between New Jersey and Staten Island. Ammann, as an engineer for the Port Authority, later designed the Bayonne, George Washington, and Verrazano-Narrows Bridges. York and Sawyer, designers of the Bowery Savings Bank on East 42<sup>nd</sup> Street and the New-York Historical Society in Manhattan, were chosen as the consulting architects for both bridges (AKRF 1994).

Initially, the bridge was referred to as the Arthur Kill Bridge. It was, however, renamed in honor of the Port Authority's first chief engineer, Major General George Washington Goethals (1858-1928) prior to its dedication. Goethals, best known as the builder of the Panama Canal, died shortly before the dedication of the bridge in January 1928. Goethals was born in Brooklyn, New York. In 1880, he graduated from the U.S. Military Academy at West Point, New York and was commissioned in the U.S. Army Corps of Engineers. In 1907, President Theodore Roosevelt reportedly handpicked Goethals for the Panama project, appointing him chief engineer. Goethals, a skilled administrator and engineer was able to succeed where many others had previously failed, completing the canal in 1914, three years ahead of schedule. Goethals was also New Jersey's first state highway engineer, appointed in 1917 (Britannica 2007; Encarta 2007; Richmond 2005:101).

Although not renowned for its architectural elegance, described as "having 'internal confusion...typical of an overhead truss with an uneven upper edge,'" the bridge is notable and therefore significant from an engineering perspective, given the date of construction. Three diverse footing and pier systems were employed due to the

variation in soil and subsurface conditions. The bridge has wood-pile foundations and unsheeted excavation for most of the piers, steel and wood sheeted open cofferdams for the piers in the channel where rock was near the surface, and pneumatic caissons for sandstone and soft clay conditions with inadequate rock cores for pier foundations.

The Goethals Bridge has opinions of eligibility from both the NJHPO and NYSOPRHP and is recommended eligible by the New York City Landmarks Preservation Commission. The Goethals Bridge is eligible for listing in the National Register of Historic Places under Criteria A and C. The Goethals Bridge, built in 1918-1927 and designed by J.A.L. Waddell with Othmar Ammann, was intended by the Port Authority of New York and New Jersey to alleviate the congested ferry system to Staten Island as well as provide the first link for vehicular traffic between Staten Island and the New Jersey mainland (Criterion A). The bridge consists of a high 672-foot-long main span formed by a cantilever steel through truss and long elevated steel girder approaches supported by concrete piers, with a total length of one mile (Criterion C). Despite minor changes, such as the addition of concrete medians and parapets, changes in the New Jersey approach, and the replacement of the toll plaza, administration, and maintenance buildings, the bridge retains a high degree of integrity.



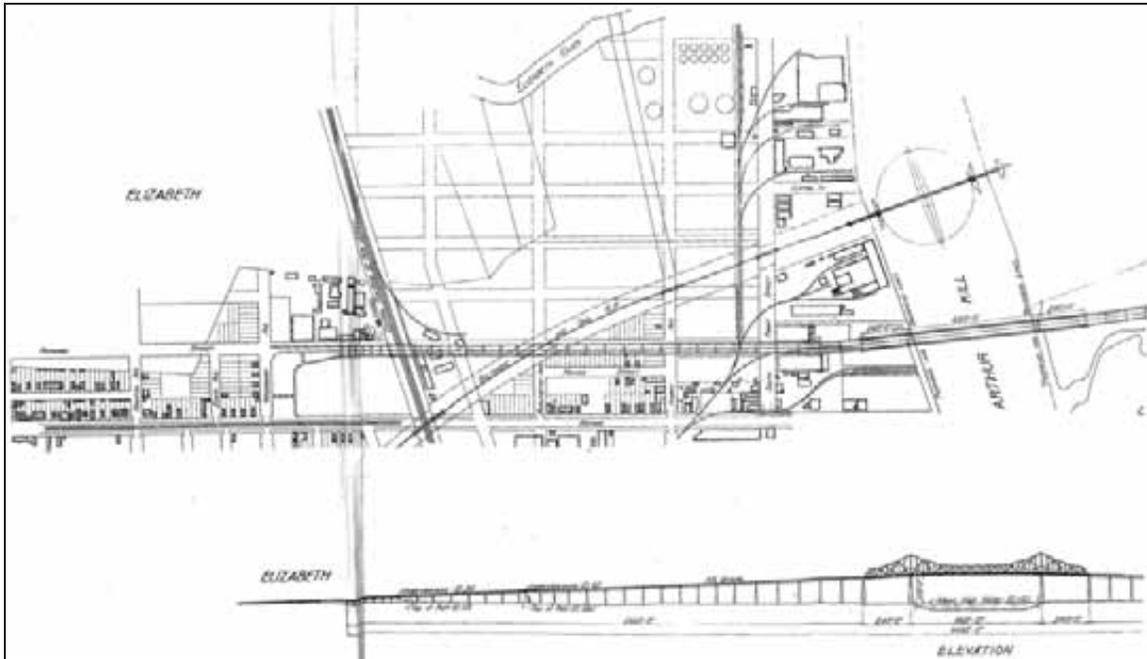
Photo 3: Goethals Bridge, View Southwest



Photo 4: Goethals Bridge, Staten Island Approach, View Southwest



Photo 5: Goethals Bridge August 1928 (Turner and Koles 1996)



**FIGURE 15:** Goethals Bridge 1926

### **Bayway-Krakow Street District (Photos 6-15, Figures 16 and 17)**

The Bayway-Krakow Street District is situated between the Goethals Bridge Approach Viaduct and Bayway in a highly industrial area (see Figure 14 Resource #s 2 through 20). The Staten Island Railroad, the Perth Amboy and Elizabethport Railroad, the Sound Shore Railroad, and their spur lines historically extended around the district. The boundary between the City of Elizabeth and the City of Linden is two blocks south of Bayway. Residential, commercial, and mixed-use buildings are scattered over the approximately three block area. The buildings are sited on level lots adjacent to the street. Residential buildings have modest lawns and some foliage.

The Bayway-Krakow Street District consists of residential and commercial buildings associated with the worker community who settled in the area (Photos 6 through 15). The buildings are spread out over portions of three blocks along Bayway. The district includes modest one and two-story dwellings, two-story attached houses, a three-story tenement building, three-story building with flats located over stores, a late nineteenth century building with stores, that was originally two stories in height and later expanded to four stories, as well as a switching station. Most of the buildings were constructed after 1908; however two of the buildings, both of which date from the late nineteenth century, are located at the east corner of Amboy Avenue and Bayway (Union County Deeds; AKRF 1994). These buildings have been severely altered through the addition of two framed stories on top of the original brick two-story building (93-95 Bayway) and a completely remodeled building with new siding, changes to its fenestration, and a lack of architectural detail (89 Bayway).

Two relatively intact examples of the connected houses remain at 137-143 Bayway and 100-106 Krakow Street. Both are a row of four attached brick residences, two stories in height and three bays wide, with flat roofs and paired entrances. One brick two-story house is also located on Amboy Avenue. A group of three small one-and-one-half-story gable front dwellings are sited on Krakow Street. The district also has two-story gable front Colonial Revival workers houses spread through the neighborhood. The remaining buildings are brick and frame apartment blocks with commercial space at the first story. One early tenement, drastically remodeled, is wedged along a former railroad spur that crossed Bayway.

The properties in the district were previously individually surveyed as part of the Staten Island Bridges Program Modernization and Capacity Enhancement Project Historic Resources Survey – New Jersey that was conducted in 1994. All of the buildings were evaluated and opined not eligible by the NJHPO (NJHPO 1995).



Photo 6: 663 Amboy Avenue (left) and 100-106 Krakow Street, View North



Photo 7: Bayway Streetscape, View North



Photo 8: 167 Bayway, View Northeast



Photo 9: 137-143 Bayway, View Northeast



Photo 10: 135 Bayway and Bayway Switching Station (133 Bayway), View Northeast



Photo 11: 101-107 Bayway, View North



Photo 12: 93-95 Bayway, View North



Photo 13: 89 Bayway, View North



Photo 14: 100-106 Krakow Street, View South



Photo 15: 112, 114, 118, 120 Krakow Street, View North

The earliest buildings within the district were constructed opposite Bowker Fertilizer, later Bowker Chemical Company, near Bayway and South Front Street. These buildings consisted primarily of stores and tenements. Two of these buildings, which date from the late-nineteenth century, remain. Documentary evidence suggests that the bulk of the residential development in the Bayway-Krakow community began in 1908. In that year, three businessmen, William H. Rankin, Patrick H. Gilhooly, and Max Fern, purchased several acres of property along Bayway from the estate of John Taylor Lord. The group subdivided the property into lots for development (see Figure 16). Max Fern, a local real estate developer, acquired some of the lots and constructed worker housing, which he held as income property. William Rankin was the proprietor of the W.H. Rankin Company, manufacturer of paper roofing products. Rankin's company was located on South Front Street, north of the Elizabeth River. Patrick Gilhooly, who remained active in Elizabeth real estate development, was a lawyer.

The residential development of Bayway followed the industrial growth of the area. By 1900, the Bowker Fertilizer Company and the Waclark Wire Company were operating at the end of Bayway, at the Arthur Kill. Lumber and building supply, oil and chemical companies located along South Front Street and the Arthur Kill. At the same time, tenements, flats and stores were built in the block opposite Bowker, near the corner of South Front Street and Bayway. Standard Oil Company acquired property to the north on South Front Street and to the south in the City of Linden. In 1909, construction of the Standard Oil Bayway refinery in Linden was completed. With large employers like the Standard Oil Company and Grasselli Chemical located a short distance from the area, and passenger train service accessible via the Sound Shore Railroad that could carry workers to other chemical, wire, oil, and building supply companies located to the north, the Bayway-Krakow Street area was an ideal location to develop housing and businesses to serve workers' needs (Sanborn 1889, 1906, 1923, 1950, 1951; Haynes; Turner and Koles; Elizabeth Timeline).

Shortly after Rankin, Gilhooly, and Fern created the subdivision, the building lots were acquired by various parties and developed. By 1923, most of the buildings had been constructed and are depicted on the Sanborn map (Figure 17). Many buildings, it appears, were held as income property and several had storefronts. Max Fern retained several lots, on which he built the four attached houses on Bayway. He held the income property until his death. During the Depression years, speculators acquired properties that had been foreclosed on by lending institutions, holding them for several years until the real estate market rebounded (Sanborn 1923; Union County Deeds).

According to Federal Census records from 1920 and 1930, the neighborhood housed the laborers who worked at the nearby factories as well as their families. The ethnic make up of the neighborhood consisted predominantly of Polish immigrants and their descendents. According to the 1920 census, workers born in Ireland, Italy, and other Eastern European counties were also among the neighborhood's inhabitants. A number of the properties within the neighborhood were used as rooming and boarding houses. Families, as well as individual boarders, lived in the houses and flats located on Bayway and Krakow Street. The residents in the neighborhood worked at companies such as the Standard Oil Company refinery, Grasselli Chemical, Bowker Chemical/Fertilizer, wire factories, and the Borne-Scrymser Company. Originally, Bayway continued beyond the location of the New Jersey Turnpike with worker housing and factories situated along its route. The construction of the New Jersey Turnpike severed the Bayway-Krakow Street District from the rest of the former neighborhood as well as from Elizabeth's city center. As a result of the Turnpike's construction, Bayway was rerouted to north, the neighborhood went into a period of decline, and several of the houses and buildings within the neighborhood were either demolished or left neglected.

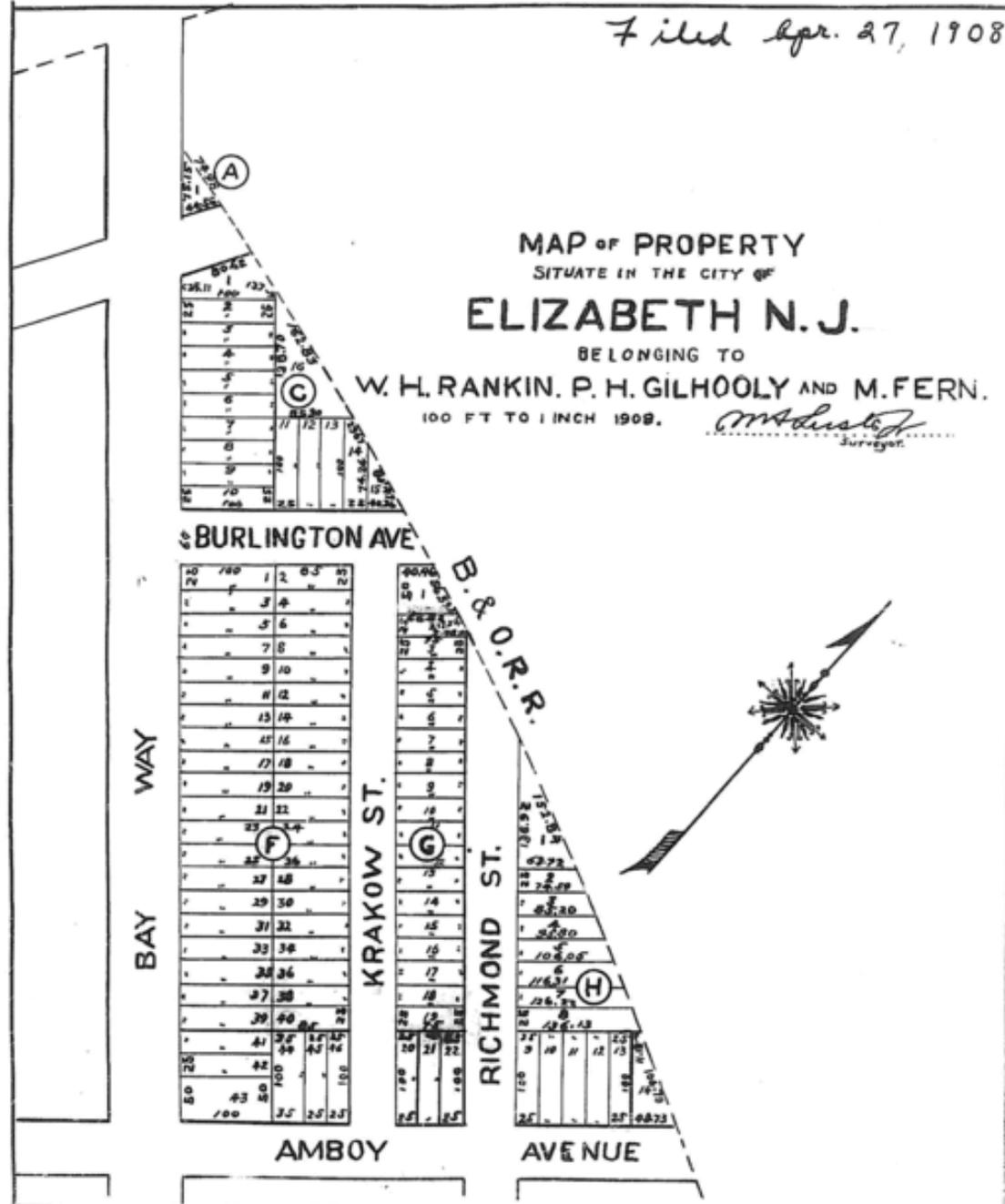
The Bayway-Krakow Street District is historically significant as a surviving remnant of the workers neighborhood that was developed adjacent to the industries in the Bayway area. By the time of its development in the 1910s and 1920s, the community primarily housed Polish immigrants and those of Polish decent who worked at companies such as the Standard Oil Company refinery, Grasselli Chemical, Bowker Chemical/Fertilizer, wire factories, and the Borne-Scrymser Company. Families and individual boarders lived in the houses and flats on Bayway and Krakow Street. The neighborhood, which extended northeast along the original alignment of Bayway, was severed when the New Jersey Turnpike was constructed, leaving the handful of buildings in the Bayway-Krakow Street District. Although the district has historical significance for its role in the industrial development and workers' history in the Bayway area, many of the buildings in the Bayway-Krakow Street District have been radically remodeled through changes to their original fenestration, prominent additions, and the introduction of new and incompatible materials; all of which greatly reduce the architectural integrity of the district. Of the buildings remaining in the district, less than six retain a reasonable degree of architectural integrity. As a result, the Bayway-Krakow Street District does not adequately meet the National Register criteria for eligibility. Therefore, the Bayway-Krakow Street District is recommended as not eligible for listing in the National Register of Historic Places.

13D.

Filed Apr. 27, 1908

MAP OF PROPERTY  
SITUATE IN THE CITY OF  
**ELIZABETH N. J.**

BELONGING TO  
**W. H. RANKIN, P. H. GILHOOLY AND M. FERN.**  
100 FT TO 1 INCH 1908. *W. H. Rankin*  
Surveyor



Copy made by E. P. MOHR, July 25, 1928. — Original MAP Filed April 27, 1908

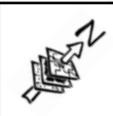


FIGURE 16: Bayway-Krakow Street District in 1908

Source: Mohr 1928

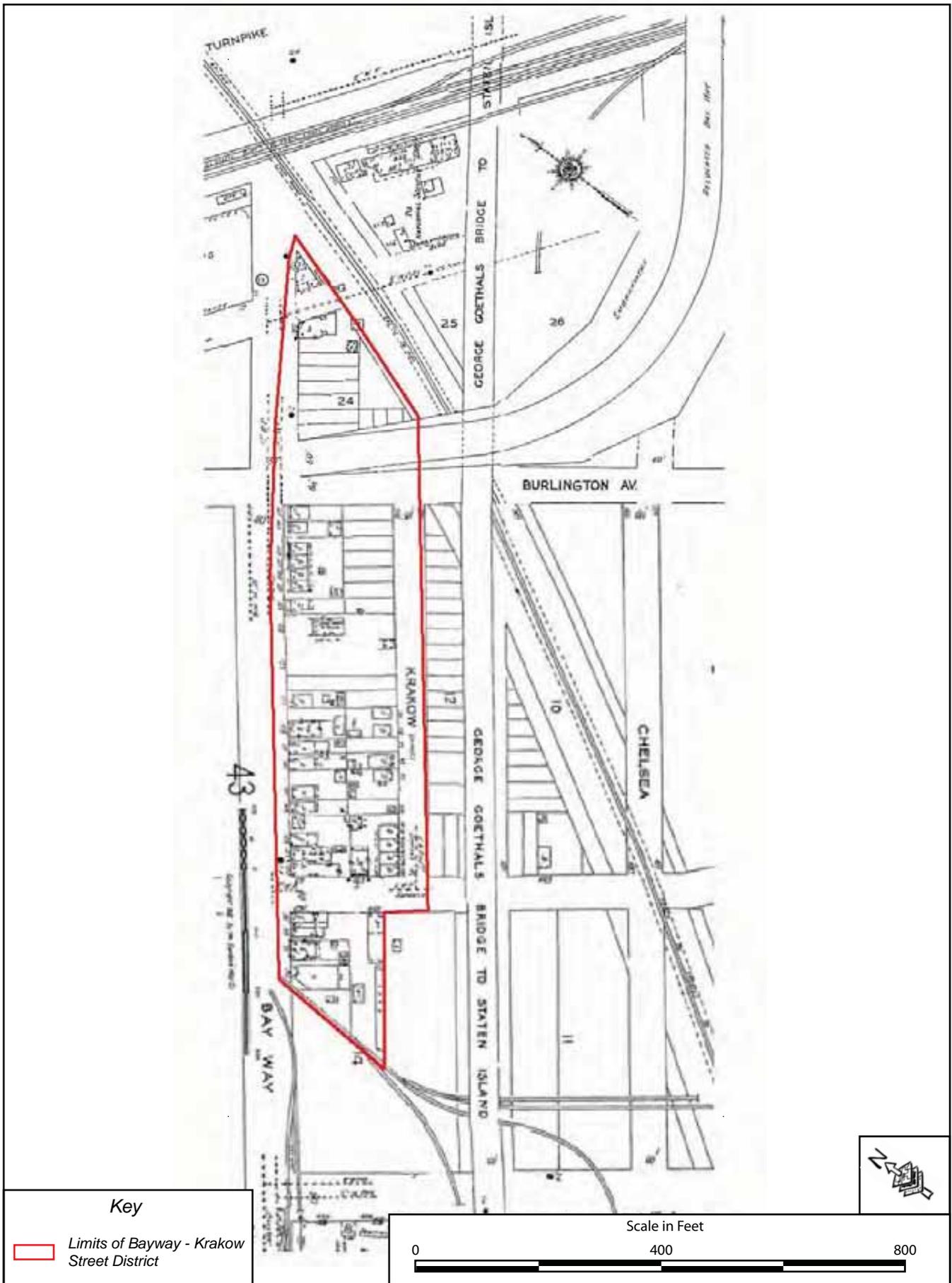


FIGURE 17: Bayway-Krakow Street District in 1951

Source: Sanborn 1951

**Bayway Terminal Storage Warehouse, Elizabeth, New Jersey (Block 4, Lot 1471; Photos 16 - 19)**

The Bayway Terminal Storage Warehouse is associated with 666-686 South Front Street (see Figure 14 Resource #21). It is sited at the east corner of Bayway and South Front Street, southwest of the Goethals Bridge. The northeast façade faces a boat slip located between the bridge and the warehouse. The Bayway Terminal Storage Warehouse at 666-686 South Front Street is a concrete and tile warehouse, five stories in height with a flat roof. An aerial photograph reveals that the water tower that was located on the roof has been removed. The fenestration has multi-pane metal windows separated by projecting concrete piers and brown tile spandrels. The South Front Street façade is has three symmetrically placed gable towers, one at the center and one at each corner, with pilasters and fluted gable ornamentation. The towers are articulated by pairs of multi-pane windows, except for the top story, which has solid panels at the end towers and casements at the center tower. At the first story, a series of loading bays extend along the Bayway facing façade. A canopy supported by cables extends out over the loading bays and second story above. The southeast and northeast facades face the water. The northeast façade has projecting bays, an exterior walkway and loading docks for boat access.

The Bayway Terminal Storage Warehouse previously surveyed and evaluated as 666-686 South Front Street as part of the Staten Island Bridges Program Modernization and Capacity Enhancement Project Historic Resources Survey – New Jersey, conducted in 1994 (AKRF 1994). As a result of that survey, the Bayway Terminal Storage Warehouse (666-686 South Front Street) was opinioned not eligible (NJHPO 1995).

Documentary evidence suggests that an additional property located at 735-757 South Front Street was built in 1927 as part of the warehouse facilities associated with the Bayway Terminal Company (666-686 South Front Street) (Sanborn 1951; Union County Deeds). The property at 735-757 South Front Street was previously associated with the Bowker Chemical Company (formerly known as the Bowker Fertilizer Company), one of the earliest industries in this area of Bayway. By the 1920s, the Bayway Terminal Company owned several tracts of land within this section of Bayway, near the Arthur Kill and within the cities of Linden and Elizabeth. The Company built new facilities and added to existing properties they had acquired during the boom years throughout the 1920s. The Company, however, carried extensive debts and bonds; obligations which it was unable to meet during the Depression. By 1935, the Company was in receivership and undergoing bankruptcy proceedings. As a result of the reorganization proceedings in 1937, all of the Bayway Terminal Company holdings were conveyed to the reorganized Bayway Terminal Corporation. Ownership was eventually succeeded by Colt Industries, which later consolidated the properties, consisting of five parcels, as 666 South Front Street in 1981. By 1998, however, the former Bayway Terminal Company properties were again a part of bankruptcy proceedings. As a result of the bankruptcy, Joseph Cory Holdings acquired the properties, which were later conveyed to Cory Bayway Holdings in 1999(Union County Deeds).

The Bayway Terminal Storage Warehouse at 666-686 South Front Street in Elizabeth contains a typical early twentieth century industrial warehouse linking water and rail transportation. The Bayway Terminal Storage Warehouse at 666-686 South Front Street does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Constructed in 1927, the The Bayway Terminal Storage Warehouse at 666-686 South Front Street does not represent distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The Bayway Terminal Storage Warehouse at 666-686 South Front Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 16: Bayway Terminal Storage Warehouse, View East

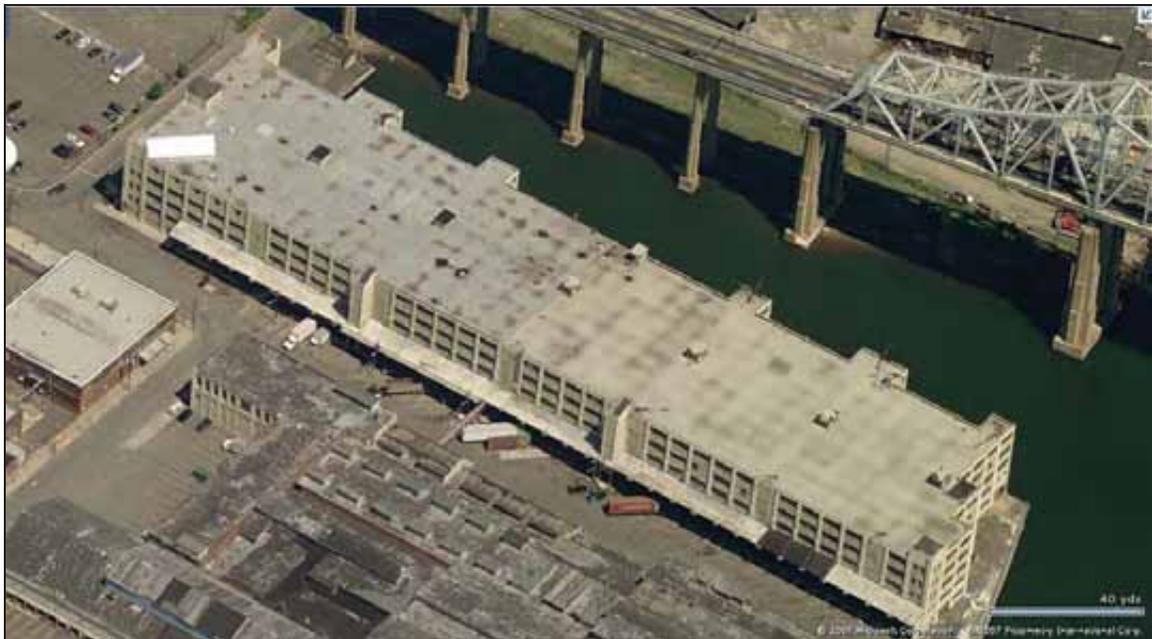


Photo 17: Bayway Terminal Storage Warehouse Aerial, View North (Live Search 2007)



Photo 18: Bayway Terminal Storage Warehouse (Goethals Bridge Pier at left), View Southwest



Photo 19: Bayway Terminal Storage Warehouse, c. 1925, View Northwest (Turner and Koles 1996)

**Phelps Dodge Complex, Elizabeth, New Jersey (Block 4, Lots 1455 & 1457; Photos 20 – 23, Figures 18 and 19)**

The Phelps Dodge Complex is a multi-building complex bounded roughly by Amboy Avenue to the north, the Arthur Kill to the south, Bayway to the east, and Myrtle Street to the west (see Figure 14 Resource #22). According to the 1994 survey, there are approximately nine buildings within the complex. As the buildings are interconnected, a distinct division between buildings was difficult to establish. The Phelps Dodge Complex was previously surveyed as part of the Staten Island Bridges Program Modernization and Capacity Enhancement Project Historic Resources Survey – New Jersey, conducted in 1994. Information for this survey was taken from that 1994 study. The Phelps Dodge Complex was evaluated and opinioned not eligible (NJHPO 1995). One of the buildings, the Weather/Waterproofing Building (Building 8) has been demolished since the previous survey in 1994. A water tower is also located adjacent to the former Building 8. The buildings are briefly described below. Site plans of the buildings are provided in Figures 18 and 19.

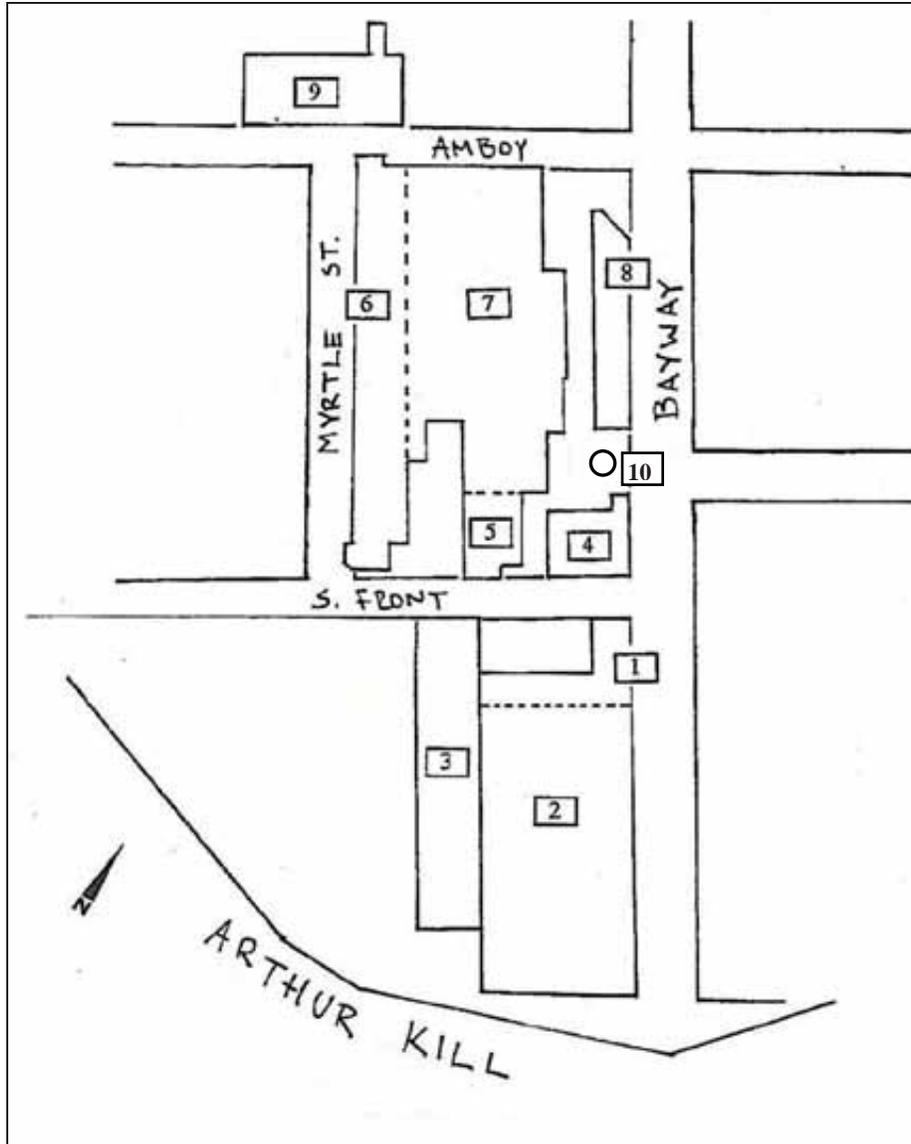
Buildings 1 and 2 form a continuous, two-story brick industrial building with a flat roof and low parapet. The building has a steel frame construction with brick curtain walls, and reinforced concrete floors. The windows are large metal multi-pane casements with segmental arches and are set in bays with corbelled brickwork. The east façade is altered by the construction of loading docks and infill of windows at the first story. Building 3 is a large, long, rectangular plan structure of corrugated steel with brick apron walls. That building is crowned by a gable roof with a gabled monitor and is covered with rolled roofing material. The building appears to be one, double-height story on the interior. Loading docks are at the west façade.

Building 4 is a brick two-story building with a flat roof. The building has steel frame construction with brick curtain walls and reinforced concrete floors. The windows are large continuous multi-light metal casements. Building 5 is a two-story brick building with a flat roof. The building has steel frame fireproof construction with brick curtain walls and reinforced concrete floors. The windows are eight-over-eight double-hung sash, many of which are boarded up. The façade features a corbelled brick string course above the second story windows and brick pilasters. Most of the loading docks on the west façade have been infilled with concrete block. A one-story brick office is attached to the South Front Street façade.

Buildings 6 and 7 are a pair of large shed-like structures with low gable roofs. The buildings are clad with corrugated metal sheathing on a steel frame and brick piers and apron walls. The Tube Mill (Building 6) has a gabled roof with skylights. The Coalescence and Extrusion Building (Building 7) has a low, nearly flat, gable roof. Windows include multi-light sash and steel frame pivot casements. The two structures were attached and served by a rail spur that extended through the center of the building and ended at the Continuous Rod Mill Building (Building 3). A metal-sheathed, enclosed walkway bridge extends across Amboy Avenue and connects the Tube Mill to the Warehouse (Building 9). Building 9 is a large, steel frame structure with a gable roof. The building has vast expanses of glazing, which includes casement windows. The building appears to be one story in height. A raised bridge connects this building to the Tube Mill (Building 6) on the opposite side of Amboy Avenue.

In 1903, the Waclark Wire Company occupied the portion of the present site of Building 2 at the south corner of Bayway and South Front Street. The property between South Front Street and Amboy Avenue was, for the most part undeveloped (Sanborn 1903). During the early twentieth century, several other metal companies were located in the area, including the New Jersey Metals Corporation on Rockefeller Avenue and the Magnolia Metal Company on Bayway. By 1923, the American Copper Products Corporation began manufacturing at the site. At the time, the facilities had been expanded to include several buildings along Bayway, South Front Street, extending to Amboy Avenue (Sanborn 1923, AKRF 1994). According to a 1924 advertisement in the Elizabeth Daily Journal, the company produced copper, brass, and bronze products of various types, including wire, bars, rods, and sheet goods. According to the 1994 survey, the company's products were used in the construction of homes, as well as the extension of electrical power and rail lines. The facility was greatly expanded by the American Copper company (AKRF 1994).

In 1932, Phelps Dodge purchased the Bayway plant on South Front Street and expanded its holdings to include the Bayway Terminal property (Elizabeth Timeline; Sanborn 1923, 1951). Phelps Dodge and Company was founded in 1834. The company was in the import-export business and is reported to have been one of the four main producers of copper in the Nation in the 1880s. American Copper Products became a division of Phelps Dodge Copper Products Corporation. In 1950, both the American Copper Products Division and the British American Tube Division are located at the Elizabeth plant. The facility provided excellent transportation opportunities by water and railroad.



**FIGURE 18:** Phelps Dodge Complex Site Plan (not to scale). (SOURCE: AKRF 1994)

Site Plan Key:

1. Shipping and Fine Wire Mill, 700 South Front Street (1917)
2. Course Wire and Rod Mill, 2-20 Bayway (1903-1922)
3. Continuous Rod Mill, 721 South Front Street (1922-1950)
4. Locker Room, Laboratory, and Restaurant, 702 South Front Street (1941)
5. Power House/Boiler House, 720 South Front Street (1903-1922)
6. Tube Mill, 730 South Front Street (1922-1950)
7. Coalenscence and Extrusion Building, 715 Amboy Avenue (1922-1950)
8. Weather/Weatherproofing Building, 58-70 Bayway (1917) - DEMOLISHED
9. Warehouse and Box Shop, 741 Amboy Avenue (1922-1950)
10. Water Tower (1980-1991)

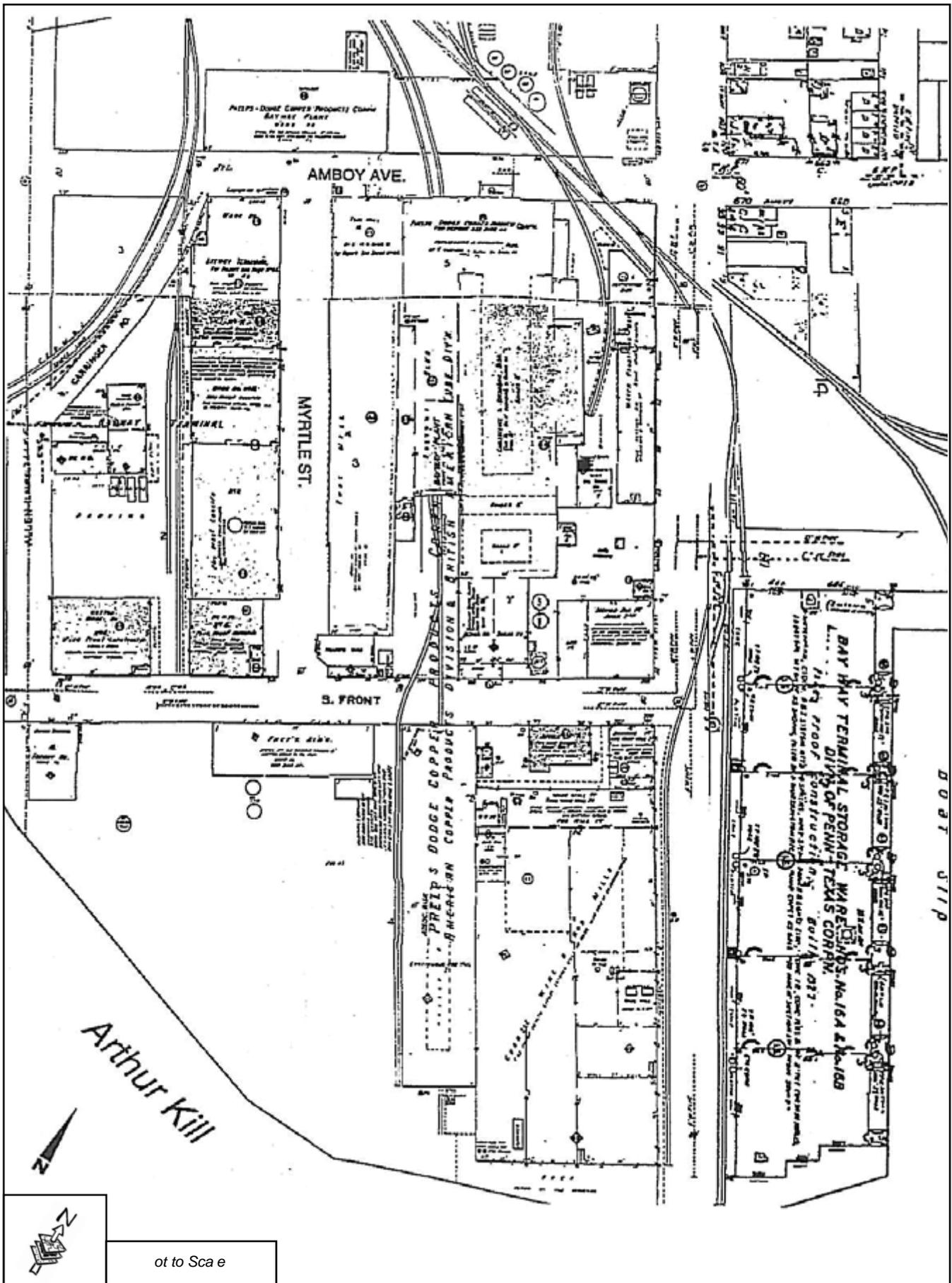


FIGURE 19: e s Do e o e Site an in 19

Source: Sanborn 19

The site is believed to be used primarily for warehousing operations (AKRF 1994). Phelps Dodge is currently part of Freeport-McMoRan Copper & Gold Inc. The company is an international mineral resource and industrial manufacturing company (Freeport-McMoRan Copper & Gold, Inc. 2007).

The Phelps Dodge Complex is associated with the manufacture and storage of metal products. Throughout the twentieth century, the complex has been expanded through the construction of various architecturally indistinct additions and buildings. The Phelps Dodge Complex at Bayway and South Front Street in Elizabeth does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Constructed circa 1917-2005, the Phelps Dodge buildings are a conglomeration of very typical industrial and warehouse buildings. The complex does not represent distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The Phelps Dodge Complex is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 20: Phelps Dodge Complex (Southwest side Bayway Avenue), View West



Photo 21: Phelps Dodge Complex (South corner Bayway and Amboy Avenue), View South



Photo 22: Phelps Dodge Complex (Buildings 4 and 5), View North



Photo 23: Phelps Dodge Complex (Buildings 1 and 2), View South

**Borne Scrymser Company, 632-650 South Front Street, Elizabeth, New Jersey (Block 4, Lots 1468 & 1469; Photos 24-38, Figure 20)**

The Borne Scrymser Company (Borne Chemical Plant) property consists of a 4.9-acre site (Lot 1469) bounded by the Goethals Bridge and Bayway Warehouse boat slip at the south, South Front Street at the west, and the Arthur Kill to the east (see Figure 14 Resource #23). The Staten Island Railroad right-of-way cuts through the property at the northern end of the site, where an additional 1.3-acre parcel (Lot 1468) was the former location of the Company's tank field. The tanks have been removed and the land is currently undeveloped. The Borne Scrymser Company facility is vacant and enclosed by a chain-link fence. The buildings are in a state of disrepair and the property has also been the site of environmental contamination. As a result, the property contains a substantial amount of debris and vegetation which obstructs visual and physical access to the buildings. The Borne Scrymser (Borne Chemical) property has been identified by the City of Elizabeth as a redevelopment site in the South Front Street Redevelopment Area (City of Elizabeth 2005; PANYNJ 2005).

The Borne Scrymser Company property consists of nine extant buildings/structures including the following: the Grease House; the Tank House/Filling & Storage Building; the Shipping Shed; a Storage Building; the Oil Tank; the Pump House; the Recooperage Shop; the Office; and the Laboratory (Figure 20). All of the buildings/structures, with the exception of the Office, are concrete with tile curtain walls. The earliest buildings constructed on the site are the Laboratory, the Grease House, the Tank House/Filling & Storage Building, Shipping Shed, Pump House, and the Recooperage Shop. The Grease House is a long rectangular building, four stories in height, with a flat roof. The building is three bays wide and nine bays deep. A two-story section that is four bays long extends toward the Arthur Kill. The bays are framed with concrete and are pierced by one or two openings. The windows are metal multi-light industrial sash and doors are metal. The Tank House/Filling & Storage Building is located to the southwest of the Grease House. This building has a central block, three stories high with a flat roof. Single one-story wings, two bays wide, flank the main block on each side. At the south, the building extends an additional two bays. The bays are framed by concrete and filled with structural tile. Some bays have metal industrial windows, while many bays have no openings. Metal framed openings held doors at one time. The building is supported by substantial columns. The Shipping Shed is attached at the southeast end of the Grease House and the Tank House/Filling &

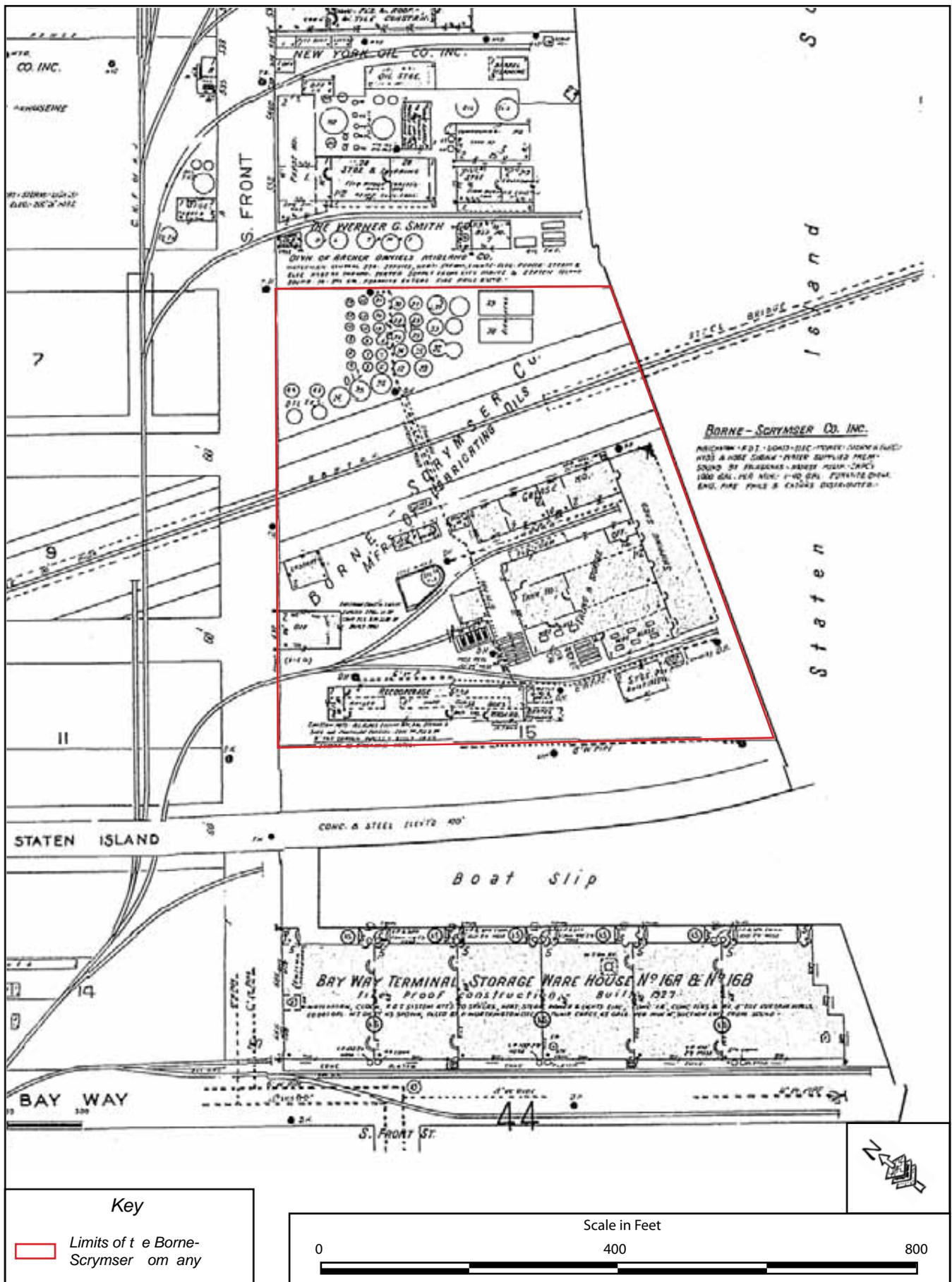


FIGURE : Borne-Scry ser o any in 1951

Source: Sanborn 1951

Storage Building. This building, which is currently an open, single-story shell of beams and columns, extends parallel to the bulkhead along the Arthur Kill.

A later addition to the facility, the Storage Building (also of concrete and tile construction) is located at the southernmost corner of the property. The building is three bays wide, five bays deep, and two stories in height. The bays are irregularly spaced and whole sections of the tile curtain walls are missing. The window openings are positioned at the top of each story. The Oil Tank and Pump House are west of the Grease House and the Tank House/Filling & Storage Building, and are centrally sited on the property. The Oil Tank is a low, round tile tank, surrounded by a low, open concrete holding tank. A metal ladder leads to the roof, which is clad with seamed metal. The adjacent Pump House (a name given by the surveyor due to the building's location near former pipe lines and hoses) is small, rectangular in plan, and has a nearly flat roof. The single-story building appears to have had several openings or doors, only one of which is intact. The other bays are filled with tile or open.

The Recooperage Shop is a long thin rectangular building, three bays wide, situated at the southwest side of the property, now parallel with the Goethals Bridge. The center section is taller than the sides. The southeast end of the building is open with no exterior wall. A later addition to this portion of the building has been removed. Few of the bays have openings. Some of the metal multi-light windows remain. The Laboratory is located at the northern side of the property, near South Front Street. This building is small and rectangular in plan, two stories in height, with a low, nearly flat gable roof. The building is concrete and tile, two bays wide. The building gives the appearance of being low, with each story the minimum height. Tall weeds and vegetation conceal the first story. The building has multi-light industrial steel windows. The entrance, which is accessed by exterior metal stairs, is centrally located at the north façade.

The Office faces South Front Street and is centered along the road frontage. The last of the buildings to be constructed on the property, the Office is a modern red brick and concrete and steel framed building with a flat roof. The building is two stories in height and crowned by tile coping. The first story is faced with concrete and is hidden by overgrown vegetation; the second story is brick. The front façade, facing South Front Street, is symmetrical. Heavy linear qualities of the Art Deco-inspired central bay dominate the façade and provide the only hint of

ornamentation of this building. The central bay frames the first and second story openings, the entrance at the first story and the tripartite windows at the second story. Gray metal-finish letters provide the address, and the ghost of the company name remains visible above. Three windows flank the central bay. At the southeast half of the building, the color of the brick changes to a deeper red and there is no contrasting coping at the top of the building. The windows appear to match throughout, four-light casements, some grouped in pairs. Many of the windows are broken and missing. The office is the only structure on the property that is not constructed with hollow tile curtain walls.

The Borne Scrymser Company, a producer of manufactured oils, established a plant in Brooklyn in 1878. During the nineteenth century, the company had several plants in Brooklyn and Lower Manhattan. The company suffered losses to their plants several times due to fire. In addition to the New York sites, the company acquired a 10-acre site in Elizabeth on South Front Street adjacent to the Arthur Kill. The site was located northeast of Clifton Street. By 1915, the Borne Scrymser Company acquired the site at 632-650 South Front Street, adjacent to the Bowker Fertilizer Company, and established a new plant. The company constructed several buildings at the site for the manufacture of oils. The Company's contribution to oil product manufacturing is described in the *Staten Island Bridges Program Modernization and Capacity Enhancement Project Historic Resources Survey-New Jersey*:

“Borne Scrymser & Company was a pioneer in the conversion of crude petroleum to high-quality lubricating oils. When the company was founded, oils for machinery lubrication were produced mostly from animal fats, such as lard and whale oil. Most early attempts at creating petroleum-based lubricants resulted in low-quality oils that had no price advantage over their animal fat competitors. Borne Scrymser & Company was a leader in successfully manufacturing lubricating oils that were both of exceptional quality and low price. By the turn of the century, its product line included more than 100 grades of lubricating oil, and overall production exceeded 1,000 barrels per day” (AKRF 1994). The Borne Scrymser Company was one of the many companies absorbed by the Standard Oil Company. In 1956, the company became Borne Chemical Company, Inc. The site, after decades of industrial contamination, was abandoned and subsequently acquired by the City of Elizabeth. The site is currently part of a redevelopment plan, which would demolish the buildings on the site and make the property available for new development.

The Borne Scrymser Company played a role in the early development of petroleum lubricating products. The South Front Street site, constructed 1917-1941, remains as a remnant of the many oil companies that were located on South Front Street during the early twentieth century. Sanborn maps from 1903 and 1923 illustrate the area's importance as a center for oil refining and distribution. The stretch of South Front Street south of the Elizabeth River was the location of companies such as the Borne Scrymser Company, the Bayway Refining Company, Pennsylvania & Delaware Oil, Cook Brothers, Standard Oil, the New York Lubricating Company, the New York Oil Storage & Transfer Company, and the National Rosin, Oil & Size Company. The buildings within the Borne Scrymser Company property at South Front Street, with the exception of the Office, were constructed over a short period of time, and represent a cohesive and unified industrial presence.

The Borne Scrymser Company site was surveyed in 1994 as part of the Staten Island Bridges Program Modernization and Capacity Enhancement Project Historic Resources Survey and opinioned as not eligible. Under current redevelopment plans for the site, the Borne Scrymser buildings will be demolished. Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places. As a result, eligibility of the site has not been evaluated as part of this study and no survey form produced. The current condition of the buildings is photo documented below.



Photo 24: Aerial View Borne Scrymser Company Complex, View East (Live Search 2007)



Photo 25: Grease House, Borne Scrymser Company, View South

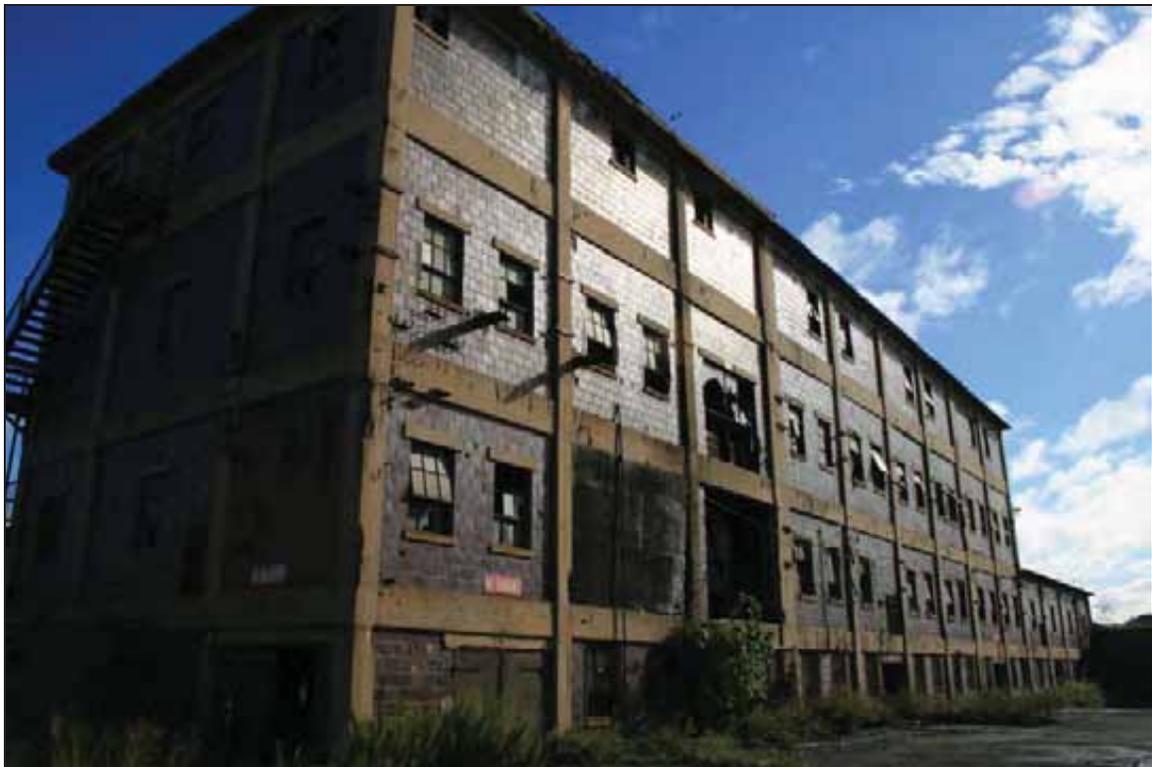


Photo 26: Grease House, Borne Scrymser Company, View South



Photo 27: Tank House/Filling & Storage Building, Borne Scrymser Company, View Northeast



Photo 28: Tank House/Filling & Storage Building, Borne Scrymser Company, View South



Photo 29: Interior Columns Tank House/Filling & Storage Building, Borne Scrymser Company

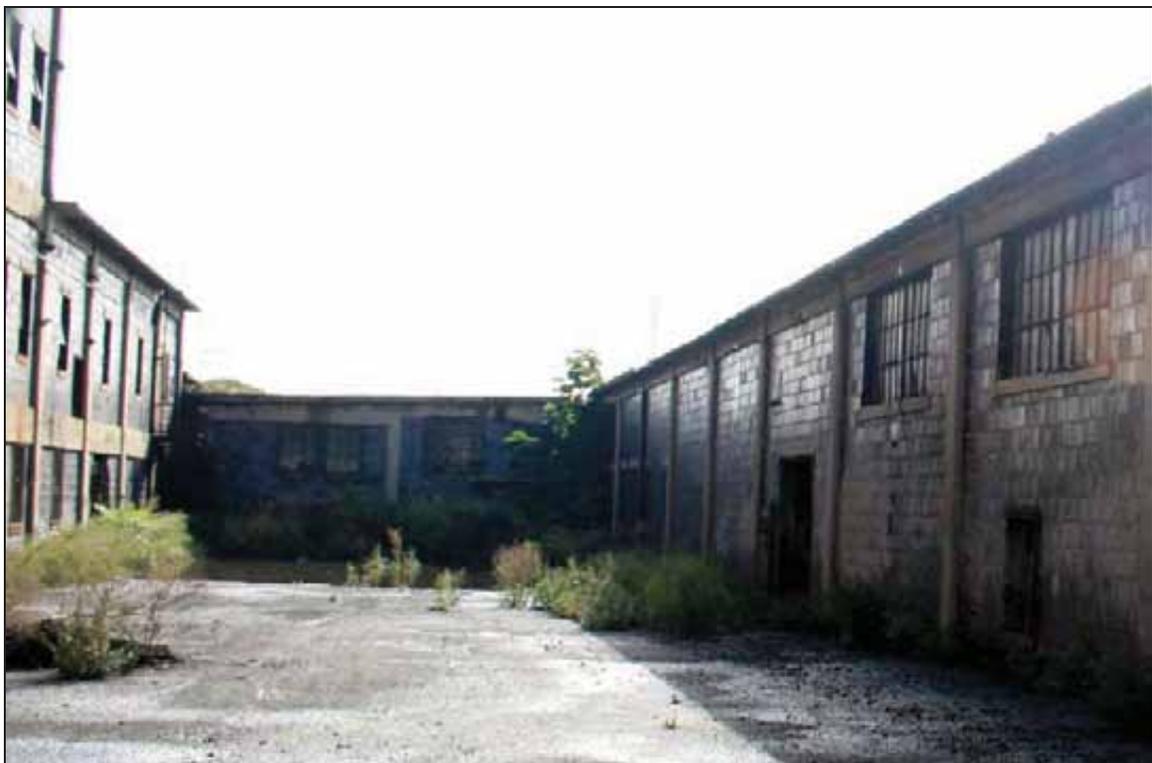


Photo 30: Shipping Shed (center), Grease House (left), Tank House/Filling & Storage Building (right), Borne Scrymser Company, View East



Photo 31: Interior Shipping Shed, Borne Scrymser Company, View Northeast



Photo 32: Storage Building, Borne Scrymser Company, View South



Photo 33: Oil Tank (right) & Pump House (left), Borne Scrymser Company, View South



Photo 34: Oil Tank (right) & Office (left), Borne Scrymser Company, View South



Photo 35: Pump House, Borne Scrymser Company, View South



Photo 36: Recooperage Shop, Borne Scrymser Company, View West

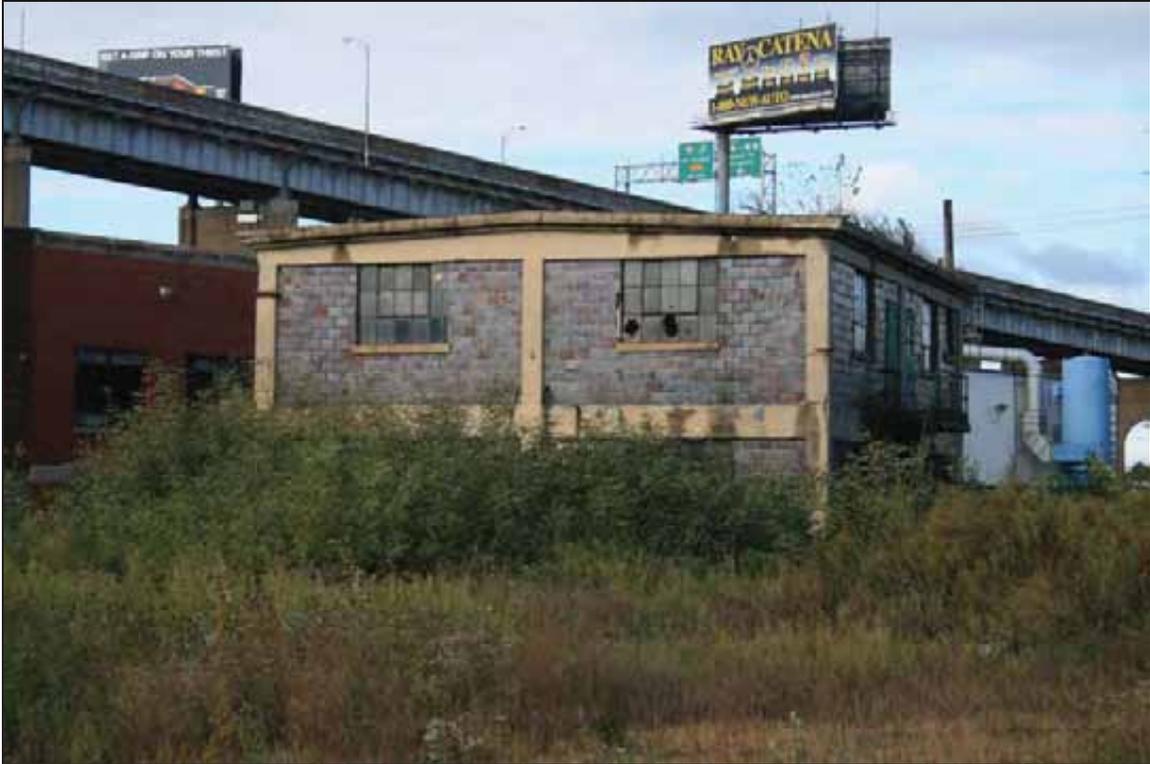


Photo 37: Laboratory, Borne Scrymser Company, View Southwest



Photo 38: Office, Borne Scrymser Company, View South

**Staten Island Railroad Historic District (New Jersey Portion), Elizabeth, New Jersey (Photos 39-44)**

The Staten Island Railroad extends from Cranford Junction, New Jersey to St. George, Staten Island (see Figure 14 Resource #24). The railroad is 26.5 miles in length. In New Jersey, the Staten Island Railroad extends approximately 6.5 miles from the vertical lift bridge over the Arthur Kill west to Cranford Junction. The New Jersey portion of the right-of-way includes the rail line itself, rail bridges, and other railroad related features. The New Jersey portion of the historic railroad includes three individually eligible bridges, one of which, the 1959 Staten Island Railway Truss Bridge (Vertical Lift Bridge) over the Arthur Kill. In 1995, a comprehensive survey of the New Jersey portion of the Staten Island Railroad was conducted as part of the Staten Island Bridges Program Modernization and Capacity Enhancement Project, which resulted in a NJHPO Opinion of Eligibility for the district (AKRF 1994).

The section of the Staten Island Railroad within the Goethals Bridge Replacement study area APE includes the Staten Island Railway Truss Bridge (1959 Vertical Lift Bridge), which spans the Arthur Kill. West of the lift bridge, an elevated metal through girder metal bridge connects to an elevated deck girder approach bridge that is supported by concrete arched piers. As the right-of-way continues west, a metal and concrete deck girder bridge that spans South First Street with a long timber trestle on both sides stretches under the Goethals Bridge Approach Viaduct to the Conrail Chemical Coast rail line. A metal bridge crosses the Conrail line and the New Jersey Turnpike. This stretch of the rail line, originally known as the Baltimore & New York Railroad, was constructed between 1884 and 1889. Sections of the rail line have been reconstructed (AKRF 1994).

As part of expansion efforts undertaken by the Baltimore and Ohio Railroad (B&O) during the 1880s, the B&O purchased the Staten Island Railroad, which was an independent line constructed circa 1860 by Cornelius Vanderbilt. After the Staten Island Railroad was acquired by the B&O, the route was extended west along the north shore, across the Arthur Kill, and continued to Cranford, New Jersey, where it connected with the Central Railroad's main line. According to the previous survey (AKRF 1994), the bridge over the Arthur Kill was first constructed in 1889 and service on the expanded line began in 1890. The railroad was later merged with the Staten Island Rapid Transit (SIRT). By 1948, competing passenger transportation resulted in a substantial reduction in the line's passenger business. Passenger operations were subsequently subsumed by the Staten Island Rapid Transit Operating Authority to prevent abandonment. The B&O, however, retained trackage rights for freight service to their customers. In 1985, the railroad became part of the Delaware Otsego system, a designated operator of short lines. By 1991, plans were underway to abandon the Staten Island Railroad. In 1994, the New Jersey portion was acquired by the New Jersey Department of Transportation and the New York portion was acquired by the New York City Economic Development Corporation (AKRF 1994).

The New Jersey portion of the Staten Island Railroad has an opinion of eligibility from the NJHPO (NJHPO 1995). The New Jersey portion of the Staten Island Railroad is eligible for listing in the National Register under Criterion A. The Staten Island Railroad is significant as a critical link in the Baltimore and Ohio Railroad freight service between Baltimore and Manhattan via Staten Island. In New Jersey, the line is approximately 6.5 miles from Cranford Junction to the Vertical Lift Bridge over the Arthur Kill in Elizabeth. The boundaries of the historic district are the right-of-way, including: the rail line itself; rail bridges; a clerical office/communications shed; a diner; a concrete telephone booth; as well as and other associated features or structures. The Staten Island Railroad Historic District lies within the municipalities of Cranford Township, Roselle Borough, Roselle Park Borough, and the City of Elizabeth, all in Union County, New Jersey.



Photo 39: Staten Island Railway, View Southeast (AKRF 1994)



Photo 40: Staten Island Railway Lift Truss Bridge over Arthur Kill, View East



Photo 41: Staten Island Railroad Approach and Vertical Lift Bridge over Arthur Kill, View East



Photo 42: Staten Island Railroad Bridge over South Front Street, View North



Photo 43: Staten Island Timber Trestle, View East



Photo 44: Staten Island Railroad Bridge over Bayway, View Northwest

**Staten Island Railway Lift Truss Bridge over Arthur Kill, Elizabeth, New Jersey (Photo 45, Also see Photos 39-41, Figure 21)**

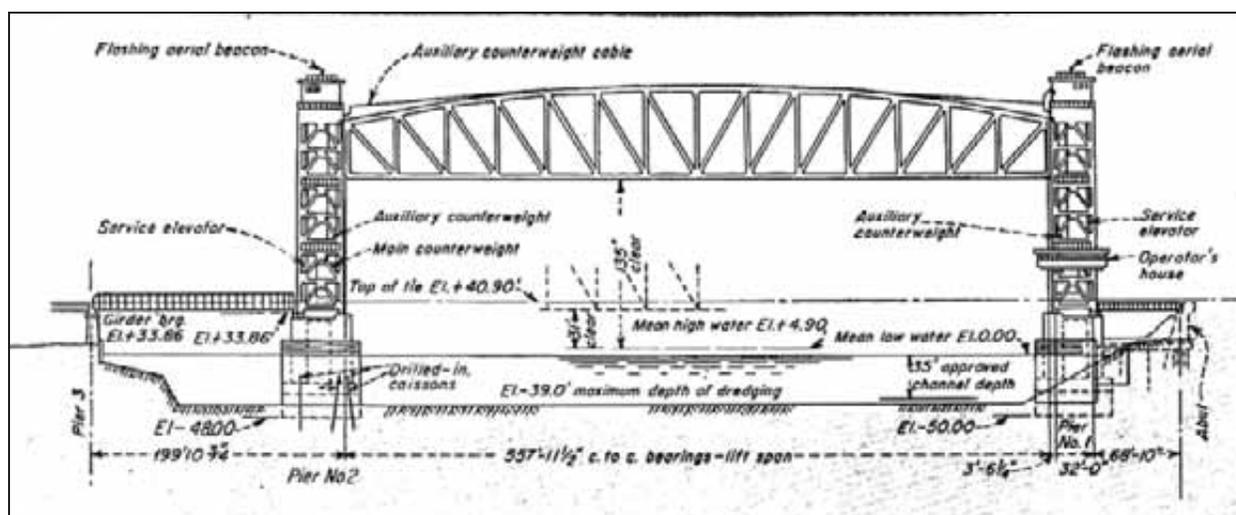
The Staten Island Railway Lift Truss Bridge (1959 Vertical Lift Bridge) carries a single track of the Staten Island Railroad over the Arthur Kill from Elizabeth, New Jersey to Staten Island, New York (see Figure 14 Resource #25). This main vertical lift truss is 558 feet long with two 215-foot towers and has 13 plate girder approach spans (Hedefine and Kuesel 1959) (Figure 21). The bridge consists of a Pratt truss, described by William Middleton as follows:

“Each end of the lift span was supported by 40 wire ropes, each 2¼ inch in diameter, which passed across four 15-foot diameter cast steel sheaves at the top of each tower in counterweights that were made up of steel boxes filled with concrete. Each sheave weighed 23 tons and was carried on two roller bearings. An auxiliary counterweight system compensated for the unbalanced weight of the cablers as the counterweights moved up or down” (quoted in Richman 2005: 145).

The bridge is 31 feet above mean water level and has a clearance of 135 feet above mean water level when raised. Each of the towers is supported by four columns with bracing on all sides and space inside for the counterweights. An operator’s house is located in one of the towers. Both towers have flashing aerial beacons (Hedefine and Kuesel 1959: 38).

The vertical lift bridge was constructed by the Baltimore and Ohio Railroad in 1959. The first bridge at this location was an 800-foot swing bridge constructed in 1890, which was replaced by the 1959 vertical lift bridge. According to an article at the time of construction, design was a project of The Staten Island Rapid Transit Railway Company. Parsons, Brickerhoff, Hall & Macdonald served as consulting engineers for the bridge. The superstructure of the bridge was fabricated by the American Bridge Company, a division of the United States Steel Corporation, at its Ambridge, Pennsylvania, factory and assembled on Staten Island. After assembly, the 2,000-ton bridge was then floated into position (Richman 2005: 145; Hedefine and Kuesel 1959: 38). The new bridge was better able to accommodate the marine traffic in the Arthur Kill than the previous structure.

The Staten Island Railroad Lift Truss Bridge, which has an opinion of eligibility from the NJHPO (NJHPO 1991), is significant under Criterion C as a well-preserved example of a proprietary bridge type, which has the distinction of being the longest span in the world. The bridge, which has a main span length of 558 feet, is the longest by about seven feet, according to Richmond. The al-Firdan Bridge over the Suez Canal in Egypt (1963) and the Cape Cod Canal Railroad Bridge in Massachusetts (1933-1935) are close in length (Richmond 2005:144). In addition, the bridge is a key contributing element to the eligible Staten Island Railroad Historic District (described above).



**FIGURE 21:** General Design Features of the Staten Island Railway Lift Truss Bridge over Arthur Kill. (SOURCE: Hedefine and Kuesel 1959)



Photo 45: Staten Island Railway Lift Truss Bridge over Arthur Kill, View Southwest (Lowe 1991)

**Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey (CNJ), Elizabeth, New Jersey (Photo 46)**

The Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey, also known as the Perth Amboy and Elizabethport Railroad, extends 12.06 miles between the CNJ Main Line in Elizabeth to Perth Amboy on the north side of the Raritan Bay (see Figure 14 Resource #26). The rail line linked the CNJ Main Line with communities on the Jersey Shore via the New York and Long Branch Railroad and the Southern Division of the CNJ (USDOT 2004).

The Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey, which has a NJHPO opinion of eligibility (NJHPO 2000), is eligible under Criterion A for its history of transporting passengers to vacation and excursion destinations along the New York and Long Branch Railroad in Monmouth and Ocean counties, vacation and excursion passengers traveling to Atlantic City, commuters to Newark and New York from Monmouth and Ocean counties, as well as the transport of workers from Elizabethport to southern New Jersey. Freight shipments carried on the line included agricultural, industrial, and manufactured products moving between northern and southern New Jersey, as well as glass and construction sand to the north.



Photo 46: Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey, View North From Tremley Point Bridge

**Elizabeth River Bridge, Central Railroad of New Jersey (CNJ), Elizabeth, New Jersey (Photo 47)**

The Elizabeth River Bridge, Central Railroad of New Jersey, is a Scherzer-type, single-leaf bascule bridge that was constructed circa 1912 (see Figure 14 Resource #27). The bridge carries the two tracks of the Perth Amboy and Elizabethport Branch of the Central Railroad over the Elizabeth River. The bridge has riveted plate girder construction with concrete piers and abutments and plate girder deck spans at the approaches. The bridge, including its approach spans, is 100 feet long and 30 feet wide. The span is raised by means of an overhead counterweight at one end which, when released, causes the whole mass to pivot vertically around a trunnion at the center of gravity. In the Scherzer roller-type bridge, the span also rolls backward along track girders on each side (USDOT 2004; Berger 1986).

The bridge's rolling-lift span was designed by the Scherzer Rolling Lift Bridge Company of Chicago. The firm was responsible for the first modern Bascule, erected in 1893 on Van Burn Street in Chicago and its rolling lift designs soon gained popularity with American railroad companies. The bridge was built by the Phoenix Bridge Company of Phoenixville, Pennsylvania, which was a major fabricator and erector of bridges beginning in the mid-nineteenth century. During the early twentieth century, the CNJ embarked upon a number of major improvements to the line. At that time, the railroad commissioned the erection of a number of bridges, at least four of which were bascule spans. Two, built on New Bay in 1904, were replaced in 1926. The two other bascule spans were built on the Elizabeth and Rahway Rivers (USDOT 2004; Berger 1986).

The Elizabeth River Bridge, Central Railroad of New Jersey, has a NJHPO opinion of eligibility (NJHPO 1990) and is eligible under Criterion C as a bridge which embodies the distinctive characteristics of a design that figured prominently in the development of the modern bascule bridge. Toward the end of the nineteenth century, three variations on the bascule form were developed in Chicago: the Rail, the Strauss, and the Scherzer. The Scherzer was distinguished by the way in which the span was rolled back as it rose, which gave it the name "rolling-lift." The utility of the Scherzer design led to its adoption by numerous American railroad companies. The Elizabeth River Bridge retains integrity of design, materials, and workmanship and as such, possesses the ability to illustrate the essential features of an important development in the history of American bridge engineering.



Photo 47: Elizabeth River Bridge, Central Railroad of New Jersey, View Northwest

#### **South Front Street over Elizabeth River, Elizabeth, New Jersey (Photos 48-50)**

The South Front Street [Bridge] over Elizabeth River (Bridge # 2004001) is located a short distance from the mouth of the Elizabeth River, near the Arthur Kill, in a predominately industrial section of Elizabeth, New Jersey (see Figure 14 Resource #28). The structure is a skewed Strauss heel trunnion bridge with a Warren through truss moveable span. This single-leaf bridge is 158 feet long. The riveted trusses are different lengths; the west truss is 131 feet, 8 inches long and the east truss is 116 feet, 5 inches long. The road is 17 feet 8 inches wide. The bridge has concrete abutments and a prominent concrete counterweight. The counterweight is framed in a truss that pivots on two trunnions. According to the Lichtenstein NJDOT Historic Bridge Survey, the counterweight was repaired in 1976. The original gearing and electric motors (c. 1940) were housed above the roadway. A small brick tender's house with a gable roof is sited on the southeast side of the crossing. The tender's house has one-over-one double-hung replacement windows and a half-round window at the gablehead.

The South Front Street [Bridge] over Elizabeth River replaced an earlier structure that existed at the site in 1920. During the nineteenth century the area along the Arthur Kill shore line was developed into a thriving industrial area. Initially, the strongest growth in industrial development was situated along the north side of the Elizabeth River in the Elizabethport section of Elizabeth and consisted of manufacturing and lumber concerns. The industries located along the river required a bridge that would both cross the Elizabeth River as well as provide unobstructed use of the river channel. By 1889, a draw bridge spanned the river at South Front Street. As industrial growth spread south of the Elizabeth River into the Bayway section of Elizabeth, the crossing provided an important link between the Elizabethport and Bayway areas. Lumber businesses that were initially located on the north side of the river eventually expanded their operations south to the area located along South Front Street and Arthur Kill with spur lines connecting to rail transportation. Industrial growth continued during the boom years surrounding World War I and through the 1920s when the current bridge was constructed (Sanborn 1889, 1903, 1923; Bauer 1906).

The South Front Street over Elizabeth River, constructed in 1920, has historical and technological significance as a Strauss heel trunnion single-leaf bascule bridge. The bridge was designed by the Strauss Bascule Bridge Company

of Chicago and fabricated by the American Bridge Company’s Pencoyd plant. The Lichtenstein survey, conducted for New Jersey Department of Transportation in 1994/1995, provides the following explanation of this bridge type:

“The heel trunnion is a variation of the patented articulated parallel-moving counterweight design Joseph B. Strauss developed in 1905. Unlike the articulated counterweight bridges, in the heel trunnion design the counterweight trunnion is a fixed pivotal point. It is located at the top of a stationary tower supported by the main column and an auxiliary column. The counterweight is carried by one end of the trussed frame. The other end of this trussed frame is connected by a pivot to a link, which in turn attaches to the inclined end post of the [through] truss superstructure by a pin. This arrangement provides a parallelogram of linkages with the side formed by the triangular counterweight tower with the initially mentioned fixed pivotal point. Near the center of the tower is an “operating strut” with a rack that is pulled by the operating pinion causing the parallelogram to close up thereby opening the leaf” (Lichtenstein 2001).

The South Front Street [Bridge] over Elizabeth River was previously recommended as eligible for listing in the National Register in the NJDOT Historic Bridge Survey conducted in 1994/1995. No formal concurrence was generated as part of the survey. The South Front Street [Bridge] over Elizabeth River is significant under Criterion C as a well-preserved example of a proprietary bridge type that is not common in New Jersey. The South Front Street over Elizabeth River is one of only two documented heel trunnion bridges to carry a roadway in the State of New Jersey—NJ 7 over the Passaic River in Bergen County is the second. Other surviving examples are located on the state’s railways. As such, the South Front Street [Bridge] over Elizabeth River is recommended as eligible for listing in the National Register of Historic Places.



Photo 48: Aerial View South Front Street over Elizabeth River. View Southeast (Live Search 2007)



Photo 49: South Front Street over Elizabeth River, View Southeast



Photo 50: Tender's House-South Front Street over Elizabeth River, View Southeast

**South First Street over Elizabeth River, Elizabeth, New Jersey (Photos 51 and 52)**

The South First Street [Bridge] over Elizabeth River (Bridge # 2004002) carries South First Street over the Elizabeth River in an industrial area of Elizabeth, New Jersey (see Figure 14 Resource #29). The bridge is a Strauss overhead articulated counterweight bridge and is 80 feet in length. The road is 24 feet 8 inches in width. This single leaf bridge has a riveted Warren pony truss span and is supported by a concrete substructure. The counterweight enclosure is situated 30 feet above the road surface. Although fixed in the closed position, the bridge is composed of built-up members, trunnion columns, a tower, and a counterweight; all of which allow the counterweight to pivot in a motion that is “parallel to itself.” The bridge has a steel grid deck that was installed in 1976, but retains its distinctive lattice design. The tender’s house was destroyed by fire in 1984 along with the electric motor and the controls to operate the span. The bridge has been fixed in a closed position since 1984 (Lichtenstein 2001).

The South First Street [Bridge] over Elizabeth River was constructed in 1908. The Strauss designed span at the South First Street crossing is the first bridge over the Elizabeth River at this location. During the nineteenth century, the area along the Arthur Kill shore line was developed into a thriving industrial area. Initially, industrial development north of the Elizabeth River in the Elizabethport section had the strongest growth with manufacturing and lumber concerns situated along the river. The South First Street crossing provided a necessary link over the river as the industrial growth expanded south of the Elizabeth River into the Bayway section of Elizabeth. Lumber businesses that were initially located on the north side of the river expanded their operations south to areas along South Front Street and the Arthur Kill, with spur lines connecting the businesses to rail transportation.

The pivoting counterweight linkage used at the South First Street Bridge was invented by J.B. Strauss (1870-1938). In 1905, Strauss constructed the first bridge of this type in Cleveland and applied for a patent for his design. He also founded the Strauss Bascule and Concrete Bridge Company in Chicago in 1905 and would become one of the most highly regarded bridge engineers of moveable span bridges. The rationale is described as follows:

Strauss reasoned that if, unlike the traditional trunnion bridge, which operates like a seesaw and moves in a vertical plane on a horizontal steel pivot, the entire weight of the counterweight could be concentrated at the end (tail) of the moveable leaf, it would then be possible to use a lighter counterweight. Such an arrangement also meant a shorter tail end to the leaf, thus saving on materials that the “counterweight could be made in such shape that no pit is required to receive it when the leaf is in the upright position.” The patented linkage, or arms, ensures that the counterweight will always move in a series of parallel positions and thus maintain the position of the weight at the tail end of the leaf (Waddell quoted in Lichtenstein 2001).

The South First Street over Elizabeth River, constructed in 1908, is historically and technologically significant as an example of a Strauss articulated overhead counterweight bridge supported by a concrete substructure. The bridge was designed by the Strauss Bascule and Concrete Bridge Company of Chicago. The bridge, which has a SHPO Opinion of Eligibility dated 6/30/1995, is significant under Criterion C as is one of the earliest and most complete examples of this technologically important bridge type in the state. According to the Lichtenstein survey conducted in 1994, in addition to its early date of construction, this example of a bridge type that would become one of the most popular movable bridge types of the early twentieth century in the country is noteworthy for its enclosure surrounding a raw concrete counterweight. The metal lattice enclosure (or screen) is an aesthetic component found on only one other bridge in New Jersey—the 1906 Federal Street Bridge in Camden. (Lichtenstein 2001).

The South First Street [Bridge] over Elizabeth River was previously recommended as eligible for listing in the National Register in the NJDOT Historic Bridge Survey conducted in 1994. No formal concurrence was generated as part of the survey. The South First Street [Bridge] over Elizabeth River is significant under Criterion C as a well-preserved example of a proprietary bridge type that is not common in New Jersey. Although a fire destroyed the tender’s house, motor, and controls, the bridge’s operating mechanism is well documented. Most importantly, the superstructure of this bridge remains a remarkably intact and well-preserved example, making the South First Street [bridge] over Elizabeth River one of the most important of its type in New Jersey. At the time of the 1994/1995 survey, five documented examples of this type were known within the state. As such, the South First Street [Bridge] over Elizabeth River is recommended eligible for listing in the National Register of Historic Places.



Photo 51: South First Street over Elizabeth River Aerial, View Northeast (Google 2007)



Photo 52: South First Street over Elizabeth River, View Southeast

**Mattano Park, Elizabeth, New Jersey (Block 4, Lot 372 and Block 5, Lot 453.B; Photos 53 and 54)**

Mattano Park is one of the parks that make up the Union County Park System (see Figure 14 Resource #30). This 39.7-acre park extends along the Elizabeth River, northeast of the New Jersey Turnpike. The park is bordered by South Fifth Street to the north, Fifth Avenue to the east, and the Elizabeth River and Atlantic Street to the south, and Clifton and Arnett Streets to the west. Circa 1915 to 1950 residential dwellings are along the park on South Fifth Street and Fifth Avenue, circa 1948 double houses are on Arnett Street, and the Mravlag Manor Housing Project, built 1939, is opposite the park on Clifton Street (Cultural Resource Consulting Group 2004).

Mattano Park consists of a variety of recreational components, some pastoral landscapes, and remnants of a formal garden. At the northern perimeter, scattered mature trees are along South Fifth Street and Fifth Avenue. The northern quarter of the park contains a tree-lined curvilinear path that encircles a playground, and connects to the remains of an elevated formal garden. The remnant of a ground-level, children's spray fountain is adjacent to this playground. Two asphalt ovals intersected by asphalt paths comprise the remains of the formal garden, which is void of any plantings. This garden is surrounded by a steel metal rail fence enclosing a series of benches and stationary chess tables with chairs. Picnic groves are in the northwestern portion and the eastern portion of the park and horseshoe and shuffleboard courts. The Elizabeth River meanders through the eastern section of the park. Ball fields dominate the majority of land in the southeastern portion of the park, adjacent to a modern recreational building and parking lot (Cultural Resource Consulting Group 2004).

The process to form the Union County Park System began in earnest in 1921. After formation of the Union County Park Commission, property and design plans followed. The land for Mattano Park was acquired between 1926 and 1928. The property encompassed 47 acres on both sides of the Elizabeth River and required 125,000 cubic yards of landfill for proper grading. The park was originally called the Elizabeth River Park or Elizabeth Port Park, the park was named for an Indian chief who was one of the signers of the deed transferring area land to the associates in 1664. In its 1926 report, the commission mentioned tentative boundary lines for "a neighborhood park of about forty acres lying on either side of the Elizabeth River and extending from Baltic Street Bridge [now Cole Place] to the Summer Street Bridge." At the time half of the land had been acquired and half was in negotiations for purchase with the owners. The land, which was in the flood plain of the Elizabeth River, had formerly consisted of salt meadows (Cultural Resource Consulting Group 2004).

The Olmsted Brothers Landscape Architects were hired as the consulting landscape architect and advisor to the commission. The Olmsted Brothers worked in collaboration with the county parks' engineer, who was responsible for the detail plans. Various grading plans and preliminary and general development schemes were produced by the firm for several parks including Mattano (Elizabeth River) Park. The extent to which the Olmsted plans were realized was limited to economic constraints and program conflicts. From 1926 to 1931, the Olmsted Brothers had direct involvement in the design of Mattano Park and drafted plans and drawings. In July 1926, the Olmsted Brothers submitted revised plans, replacing a proposed parking lot in the north corner with a raised rose garden that would be visible from the pavilion at its southern end. The diagonally oriented walk from the north corner was enlarged to give it "distinction as a grand promenade to other parts of the park," and a wading pool was added to the children's area at the western section. Plans to implement the Olmsted proposals were stalled, most likely due to economic consideration. The children's wading pool and playground were completed in the northwest section of the park in 1930. Various improvements were made to the park such as a stucco field house near the playing fields. In 1931, after a donation by a generous benefactor, the rose garden was completed. Fields for baseball, softball, and soccer as well as courts for quoits and horseshoes were in place by 1947. Additionally, plans for band concerts, boating, bathing, and picnicking were made. Many of these plans were not carried out and the area west of the river remained open and unused (Cultural Resource Consulting Group 2004).

Modifications to the park began in the 1950s with construction of the New Jersey Turnpike, when three acres were taken for realignment of Trenton Avenue. Beginning in the 1950s, erosion in the park necessitated stabilization efforts. The rose garden was redeveloped in the 1960s. The park's shelter was eventually replaced with a new recreational building in the southeaster portion of the park. After years of neglect, the park was rehabilitated in 1982, resulting in loss of some of the original circulation system and the historic field house (Cultural Resource Consulting Group 2004).

The period of significance for the park encompasses the acquisition and development of the park from 1926 to 1964. The period of significance for this property (1921-1964), previously documented as part of the Union County Parks

Survey prepared in 2004, has been revised to reflect the date when property was first acquired for the park. Mattano Park is recommended eligible as a contributing element to the eligible Union County Park System currently under review by the NJHPO. Mattano Park is eligible under Criterion A for its contribution to the broad patterns of history in the areas of Community Planning, Entertainment/Recreation, and Landscape Architecture on the national level; and in the area of Conservation on the state level. Under Criterion C, it is significant for its association with the nationally renowned Olmsted Brothers Landscape Architecture Firm of Brookline, Massachusetts. Despite substantial modification to its landscape, Mattano Park has retained most of its original feeling and association. Due to the recent survey of Mattano Park and the Union County Park System, a survey form is not provided for this resource.



Photo 53: Mattano Park, View Northeast



Photo 54: Mattano Park and the Elizabeth River, View South

**Mravlag Manor Housing Project, 688 Maple Avenue (aka 635-681 & 640-664 Clarkson Avenue, Elizabeth, New Jersey (Block 4, Lot 361; Photos 55-63, Figure 22)**

The Mravlag Manor Housing Project is sited on approximately 15 acres in a residential area located south of the Elizabeth's central business district (see Figure 14 Resource #31). The complex has interior court yards with playgrounds and other designed outdoor recreational spaces (Figure 22). The complex is located opposite Mattano Park and the Elizabeth River. The property is bounded by Carteret and Clifton Streets, Clarkson Avenue, Bayway, and Maple Avenue.

The Mravlag Manor Housing Project is a 423-unit public housing development that was constructed in 1939. The development is located on approximately 15 acres that is situated on both sides of Clarkson Avenue. The apartments are contained in 15 three-story buildings that were originally built with flat roofs. Six of the fifteen buildings are located on the southeast side of Clarkson at Clifton Street, opposite Mattano Park. The remaining nine buildings, as well as the former administration and social center building and a new community center, are sited on the northwest side of Clarkson Avenue. Mravlag Manor consists of modified C-plan and L-plan buildings that are situated around an inner courtyard. The buildings consist of brick and tile fireproof construction with concrete floors. In 2001, low pitched roofs with modest overhanging eaves and vinyl siding at the gable ends were added to facilitate improved maintenance. The buildings have 12-inch thick brick walls as well as stair towers and projecting wings. The bays originally had multi-light steel casement windows, which have been replaced with one-over-one double-hung sash. In 1998, new aluminum double-hung sash windows were installed in the common hallways throughout the complex. Metal gable roof hoods, suspended by cables, were added in 1997-1998 to shelter the building entrances. The buildings were originally constructed with plaster walls on metal lath. In addition to the 15 buildings containing apartments, the complex has an administration building (the former administration and social center building) and new community center, completed in 2003. The former administration and social center building once offered residents amenities such as a library. The building, which has been expanded, currently houses administrative offices for the Housing Authority of the City of Elizabeth. The courtyards and playgrounds within the complex have been updated and redesigned. Small parking areas are fitted between the buildings at the perimeter along Maple Avenue (William Jones, personal communication 2007).

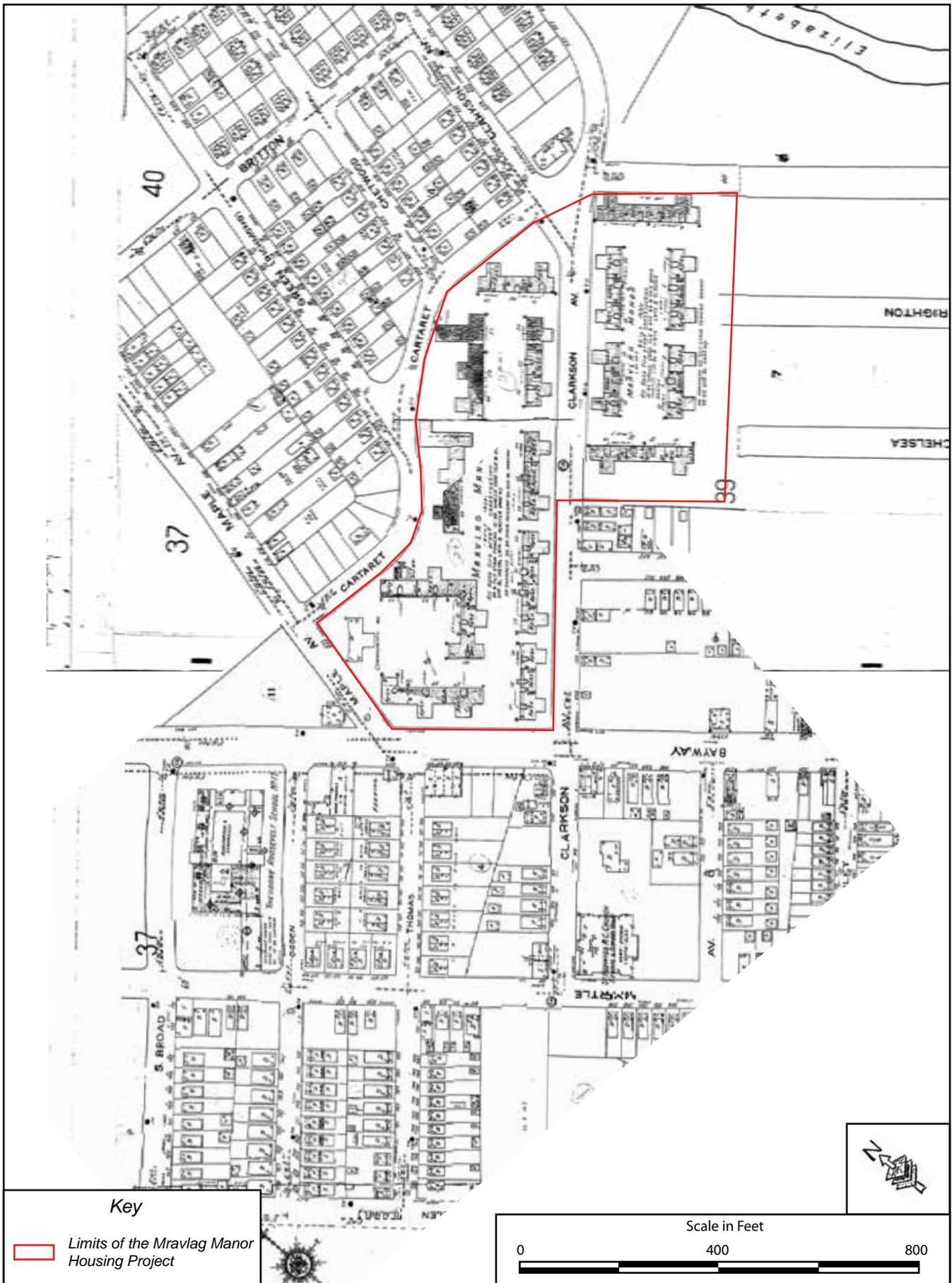


FIGURE 22: Mravlag Manor Housing Project in 1950

Source: Sanborn 1950

The Mravlag Manor Housing Project, constructed in 1939, was one of two federally based housing programs located in Elizabeth. The complex was built under the auspices of the Housing Act of 1937 and the United States Housing Authority (USHA). Housing construction in Elizabeth “dwindled almost to the vanishing point” during the Depression years with the exception of the “huge public housing projects” built in the city such as Mravlag Manor (1939) and Pioneer Homes (1940) (NYT 1947). New home construction would not rebound until the boom years after World War II. Under President Roosevelt and the New Deal, several home-building programs, as well as other programs, were initiated to “alleviate unemployment and eliminate unsafe and unsanitary conditions” of families. Although real estate concerns posed stiff opposition to a proposed federal housing program, Catherine Bauer, executive secretary of the Labor Housing Conference, which united labor unions, progressive legislators and citizen’s groups to advocate housing reform, worked with labor and local governments to promote both federal policy and development of a public housing program. Federal housing initiatives were revised with the passage of the Wagner-Steagall National Housing Act of 1937. Under the Housing Act, the USHA provided guidelines and loans for construction of housing (John Milner Associates 2001). Although the projects were approved by the U.S. Housing Authority, these projects were owned and operated by local agencies. The projects were financed through federal loans and bond initiatives. The rents collected covered operating costs (Stoloff 2004).

Although advocates of the public housing programs sought assistance for that “one-third of a nation ill-housed, ill-clad, [and] ill-nourished,” as described by President Roosevelt, the projects were not necessarily designed to house the poorest and neediest people in the communities they served. Instead, some argue that the focus of the projects was to provide apartments and improved living conditions for the laboring or working class family. The act required that new housing be matched by slum clearance. Social advocates were optimistic that the new housing would help eliminate the “high death rates, juvenile delinquency, high rate of sex offenses, high rate of gambling arrests, [and] high rate of alcoholism” that were often associated with slums. Despite that this reduction in social evils did not come to fruition, at least the re-housed families had a more comfortable and more healthful place to live (Wright 1981:222; Stoloff 2004).

The housing constructed under the 1937 Housing Act consisted of solidly built apartment blocks that generally consisted of two and three story walk-up and garden style apartments. The buildings were constructed on a modest scale, often laid out with a landscaped park-like setting. The buildings were commonly built of reinforced concrete construction with brick or tile block exteriors. The piers, foundations, floors, roof slabs and columns were typically made of concrete while the party and partition walls were commonly covered with plaster and lath (John Milner Associates 2001; Sanborn 1951; Stoloff 2004).

Mravlag Manor was the first large-scale public housing to be constructed in Elizabeth, New Jersey. Approximately 15 acres of previously undeveloped land near Mattano Park was selected for the site. Most of the property was part of the Standard Oil Company Housing Development and included lots from blocks 6, 7, 9, 10, 11, and 18 that were depicted on a 1922 Standard Oil Company map. In 1934, the housing situation in Elizabeth was bleak with virtually no housing construction during the dark years of the Depression. A committee was formed that year to examine the worst of the housing conditions. The Citizens’ Committee on Housing undertook the ground work that would, four years later, become one of the first housing authorities in the country. On April 29, 1938, the Elizabeth City Council and Mayor Brophy established the Housing Authority of the City of Elizabeth under the enabling legislation of the Local Housing Authorities Law of the State of New Jersey. Two months later, Elizabeth became the first city in New Jersey to apply for assistance through the federal slum clearance loan. The report on housing that was prepared by the Citizens’ Committee on Housing supplied the necessary information. In September 1938, the City received approval for the proposed housing project (Housing Authority 1964, 1986).

Described as a “low-rent and rehousing project,” the apartments were approved by the U.S. Housing Authority and constructed by the Housing Authority of Elizabeth (NYT 1939). Construction on Mravlag Manor began in 1939 and the first units were occupied in April 1940 (John Milner Associates 2001). By 1943, the complex housed approximately 1,700 people. A second Federal housing project, Pioneer Homes (demolished), consisted of 405 apartments divided between 12 buildings and was constructed in the Elizabethport area near the Arthur Kill in 1940 (Garbarine 1998). Cost estimates for the construction of the 423-unit Mravlag Manor and its associated Administration and Social Center building exceeded \$2,000,000. The apartments were situated in low-rise buildings that were surrounded by open greens and were adjacent to ball fields and recreation facilities at Mattano Park, and nearby local schools and churches. The facility had a tenant organization which took an active role in the maintenance and wellbeing of the buildings, whereby tenant volunteers assumed duties such as keeping the stairs and halls clean (Straus 1974:160).

The firm of Pohlman, Rossi, Keimig & Dennis undertook the architectural design of the complex. Charles Godfrey Poggi (1876–1957) served as the associate architect for both of the federal housing projects in Elizabeth (Mravlag Manor and the Pioneer Homes) (NYT 1957). Poggi began his architectural career in New York City where he received his architectural training at the offices of architect, John H. Duncan, designer of Grant’s Tomb. By 1897, Poggi listed himself as an architect located at 70 Fifth Avenue, New York (Francis 1979). Shortly thereafter, he returned to his native Elizabeth, New Jersey. Poggi designed many schools, churches, institutions and industrial buildings in Union County, New Jersey. In Elizabeth, his work included the design of six elementary schools, Battin High School, Grover Cleveland Junior High School, the Singer Recreation Building, the Warinanco Park Administration Building and the Stadium of the Union County Park Commission. The Union County Park Administration buildings are listed in the National Register of Historic Places. Poggi was also an associate architect of St. Elizabeth’s Hospital, the Elizabeth Public Library, the Elizabeth Daily Journal, and the Young Men’s Christian Association buildings in Elizabeth. Better known as C. Godfrey Poggi, he was an active member and past president of the New Jersey Chapter, American Institute of Architects, the New Jersey Society of Architects, and the Columbia Building and Loan Association in Elizabeth. He died at the age of 81 in 1957(NYT 1957).

The Mravlag Manor Housing Project was named in honor of Dr. Victor Mravlag, a noted physician and resident of Elizabeth, who also held a number of political appointments (NYT 1939). Dr. Mravlag was born in Austria in 1848 and attended medical school at the University of Vienna. In 1873, he moved to the United States, settled in Elizabeth, and established a medical practice where he soon gained a reputation as a leading doctor and surgeon. He served on the medical staff of the Pennsylvania Railroad and as a surgeon and captain in the New Jersey National Guard. In 1882, he was appointed city physician, while in 1890, he was appointed a member of the Elizabeth Board of Health where he was known for his work with needy families. In 1893, he served as president of the Elizabeth Board of Health. In 1908, Dr. Mravlag was elected mayor of the City of Elizabeth, a post he held for 12 years. During his life, he was considered by many to be one of Elizabeth’s most active chief executives while he also remained an ardent advocate for the rights and well-being of its citizens. He is reported to have eased the restrictions of Elizabeth’s Blue Laws, allowing baseball games and motion picture houses to be open on Sundays in order to serve those members of Elizabeth’s workforce who worked a six-day week and had only one day (Sunday) for recreation. In 1934, Dr. Mravlag died at his home in Elizabeth (NYT 1893, 1934, 1939).

Mravlag Manor continues to be operated by the Housing Authority of the City of Elizabeth. Since its construction, Mravlag Manor has provided low-rent public housing in Elizabeth.

The Mravlag Manor Housing Project, constructed in 1939, is significant as the first large-scale federal housing project to be built in Elizabeth, New Jersey, under the Wagner-Steagall House Act of 1937. One of such two housing projects constructed at the time, the second project, Pioneer Homes (1940) was demolished as part of a rebuilding program to provide better housing and spur economic development (Garbarine 1998). Although alterations to the complex such as pitched roofs, entrance hoods, and replacement windows have been added, Mravlag Manor is relatively intact, retains a high degree of integrity, and continues to be used for its original purpose.

According to the Public Housing in New Jersey Historic Context Study prepared by John Milner Associates, Inc., public housing complexes completed before 1952 that retain their architectural integrity are recommended as eligible for listing in the National Register of Historic Places. Public housing represents a significant trend in the history of the State of New Jersey and across the county. Beginning with the first housing projects during World War I to the present, these “housing complexes have played important roles in the state” by providing homes for a variety of residents such as war workers, disadvantaged families, the elderly, and veterans. With the passage of the 1937 housing act and subsequent housing construction, housing projects became increasingly standardized with regard to building design, materials, systems, unit layout and site plan. This standardization led to the development of a recognizable form, which was subsequently in use until the beginning of the high-rise apartment era (John Milner Associates 2001). The Mravlag Manor Housing Project, constructed in 1939, is significant under Criterion A as the first large-scale federal housing project constructed in Elizabeth, New Jersey, and is associated with a pre-1952 trend in the development of publicly-assisted housing in New Jersey. As one of two similarly constructed housing projects developed at the time and in consideration of the loss of the Pioneer Homes housing project, Mravlag Manor is also significant under Criterion C as the only extant example of public housing built during the late 1930s era in Elizabeth. As such, the Mravlag Manor Housing Project is recommended as eligible for listing in the National Register.



Photo 55: Mravlag Manor Housing Project, View North



Photo 56: Mravlag Manor Housing Project, View Northeast



Photo 57: Mravlag Manor Housing Project, View Southwest



Photo 58: Mravlag Manor Housing Project, View South



Photo 59: Mravlag Manor Housing Project, View Northeast



Photo 60: Mravlag Manor Housing Project, View South



Photo 61: Mravlag Manor Housing Project, View Northwest



Photo 62: Aerial View Mravlag Manor Housing Project (Live Search 2007)



Photo 63: Historic Postcard Mravlag Manor Housing Project, n.d., View Northeast

### 4.3 Previously Undocumented Historic Properties within the Architectural APE

The following historic architectural resources were documented within the historic architectural APE and appeared to be 50 years in age or greater (see Figure 14; Table 2). The 43 resources described below were assessed for their potential to be listed on the State or National Register of Historic Places using the criteria outlined above. Following are the evaluations for each property based upon historic research and architectural analysis.

**Table 2: Previously Undocumented Historic Architectural Resources Surveyed within the New Jersey Architectural APE**

No.	Resource Name/Address	Block/Lot	Date Built	Eligibility Status
32	2710 Allen Street Extension, Linden	586/4	ca. 1926	Recommended Not Eligible
33	Carringer Road Bridge over Morses Creek, Linden	586/5	ca. 1950	Recommended Not Eligible
34	Sound Shore Railroad Bridge over Morses Creek, Linden	586/10	ca. 1920	Recommended Eligible as a contributing resource to the Sound Shore Railroad
35	Sound Shore Railroad		ca. 1895	Recommended Eligible
36	735-757 South Front Street, Elizabeth	4/1458	ca. 1925	Recommended Not Eligible
37	760-766 South Front Street, Elizabeth	4/1472 & 4/1474	ca. 1950	Recommended Not Eligible
38	Bayway-Krakow Street District		ca. 1901-1923	Recommended Not Eligible
39	534-538 and 529-539 South Front Street, Elizabeth	4/1466 & 4/1447	1954 1923	Recommended Not Eligible
40	346-532 South Front Street, Elizabeth	4/1464 & 4/1445	ca. 1948 ca. 1923	Recommended Not Eligible
41	76-78, 80-312 and 314-344 South Front Street, Elizabeth	4/1461 4/1462 & 4/1463	ca. 1920	Recommended Not Eligible

**Table 2: Previously Undocumented Historic Architectural Resources Surveyed within the New Jersey Architectural APE (continued)**

No.	Resource Name/Address	Block/Lot	Date Built	Eligibility Status
42	2-74 South Front Street, Elizabeth	4/1459	ca. 1930	Recommended Not Eligible
43	1-13 South Front Street, Elizabeth	4/1436	ca. 1875	Recommended Not Eligible
44	15-21 South First Street, Elizabeth	4/1438.B	ca. 1923	Recommended Not Eligible
45	65-85 South Front Street, Elizabeth	4/1438.A	ca. 1950	Recommended Not Eligible
46	437 Doyle Street, Elizabeth	5/241.I	ca. 1950	Recommended Not Eligible
47	436 Redcliffe Street, Elizabeth	5/1153.I	ca. 1950	Recommended Not Eligible
48	437 Redcliffe Street, Elizabeth	5/1144.D	ca. 1950	Recommended Not Eligible
49	436 Loomis Street, Elizabeth	5/859.E	ca. 1950	Recommended Not Eligible
50	475 Fifth Avenue, aka 439 Loomis Street, Elizabeth	5/895	ca. 1950	Recommended Not Eligible
51	505 South Fifth Street, Elizabeth	5/1251	ca. 1948	Recommended Not Eligible
52	507 South Fifth Street, Elizabeth	5/1252	ca. 1930	Recommended Not Eligible
53	511-513 South Fifth Street, Elizabeth	5/1253	ca. 1910	Recommended Not Eligible
54	515 South Fifth Street, Elizabeth	5/1254	ca. 1910	Recommended Not Eligible
55	517 South Fifth Street, Elizabeth	5/1256	ca. 1915	Recommended Not Eligible
56	521 South Fifth Street, Elizabeth	5/1257	ca. 1915	Recommended Not Eligible
57	525 South Fifth Street, Elizabeth	5/1258	ca. 1915	Recommended Not Eligible
58	539 South Fifth Street, Elizabeth	5/1261	ca. 1958	Recommended Not Eligible
59	Bayway Switching Station, 530-614 Trenton Avenue, Elizabeth	4/1582	1942	Recommended Not Eligible
60	City of Elizabeth Pumping Station, 500-526 Trenton Avenue, Elizabeth	4/1582.A	1950	Recommended Not Eligible
61	630 Clarkson Avenue, Elizabeth	4/378.A	ca. 1939	Recommended Not Eligible
62	627 Arnett Street, Elizabeth	4/58	ca. 1958	Recommended Not Eligible
63	Irwin Double Houses 605-625 Arnett Street and 584-586 Summer Street, Elizabeth	4/57.A – 4/57.H	ca. 1948	Recommended Not Eligible
64	442 Richmond Avenue, Elizabeth	4/455	ca. 1923	Recommended Not Eligible
65	Halloran School, Elizabeth	4/1278	1950	Recommended Not Eligible
66	445 Fern Place, Elizabeth	4/456	ca. 1906	Recommended Not Eligible
67	447 Fern Place, Elizabeth	4/457	ca. 1915	Recommended Not Eligible
68	663 Pulaski Street, Elizabeth	4/300	1924	Recommended Not Eligible
69	659 Pulaski Street, Elizabeth	4/299	1924	Recommended Not Eligible
70	655 Pulaski Street, Elizabeth	4/298	1924	Recommended Not Eligible
71	653 Pulaski Street, Elizabeth	4/297	1923	Recommended Not Eligible
72	501 Richmond, Elizabeth	4/1280.A	1957	Recommended Not Eligible
73	641 Pulaski Street, Elizabeth	4/294.K	1957	Recommended Not Eligible
74	637 Pulaski Street, Elizabeth	4/294.J	1957	Recommended Not Eligible

**2710 Allen Street Extension, Linden, New Jersey (Block 586, Lot 4; Photo 64)**

The property at 2710 Allen Street Extension is located on a 1.7 acre triangular parcel that is situated at the end of South Front Street in an industrial area adjacent to the municipal boundary between the City of Elizabeth and Linden (see Figure 14 Resource #32). The site, near the mouth of Moses Creek, is bounded by the Arthur Kill to the southeast and by Carringer Road to the west. The former Sound Shore Railroad is also west of the property. Carringer Road closely follows the former railroad right-of-way for a short distance at this location.

The building at 2710 Allen Street Extension is a large structural tile/concrete-block warehouse, three stories in height with a flat roof and concrete parapet. The warehouse has an irregular plan and is 14 bays wide along Allen Street, two bays wide at the northwest and southeast elevations, and six bays wide at the southwest elevation. Each elevation is divided into bays with full-height stucco-clad concrete piers. There are several loading bays with overhead-rollup metal doors on the first story as well as several former bays that have been filled in with concrete block. The center three loading bays are sheltered by a corrugated metal pent roof. Industrial metal windows of various sizes and configurations including 9, 12, 16, and 20-light windows and tripartite windows illuminate the

warehouse. Several of the window bays appear to have originally held tripartite windows, but have been downsized and currently hold smaller-size windows which have been filled around with concrete block. Other openings at the second and third stories also appear to be filled with concrete block. Many of the windows feature concrete sills and the second and third-story bays are defined with either concrete sills or string courses.

Documentary evidence suggests that the property at 2710 Allen Street Extension is a warehouse that was constructed circa 1926 and was associated with the Bayway Terminal Company. During the 1920s, the Bayway Terminal Company owned several tracts of land within this section of Bayway that were situated on both sides of the municipal boundary between the cities of Linden and Elizabeth. The Company built new facilities and added to the existing properties that they had acquired during the boom years through the 1920s. However, the Company carried extensive debts and bonds; obligations which it was unable to meet during the Depression. By 1935, the Company was in receivership and undergoing bankruptcy proceedings. In 1937, as a result of the reorganization following the bankruptcy proceedings, the Bayway Terminal Company's holdings were conveyed to the Bayway Terminal Corporation. Ownership of the properties was succeeded by Colt Industries, which consolidated the property, consisting of five parcels, into 666 South Front Street in 1981. By 1998, the former Bayway Terminal Company properties were again a part of bankruptcy proceedings. Joseph Cory Holdings eventually acquired the properties and conveyed them to Cory Bayway Holdings in 1999 (Union County Deeds, Sanborn Map 1920, 1923).

The property at 2710 Allen Street Extension is representative of the industrial/warehouse buildings constructed during the 1920s. The building at 2710 Allen Street Extension does not meet the National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1926, the vernacular industrial building at 2710 Allen Street Extension does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 2710 Allen Street Extension is unlikely to provide information important to our understanding of history (Criterion D). As a result, the building is recommended as not eligible for listing in the National Register of Historic Places.



Photo 64: 2710 Allen Street Extension, View Southeast

**Carringer Road Bridge over Morses Creek, Linden, New Jersey (Block 586, Lot 5; Photo 65, Figure 23)**

The Carringer Road Bridge crosses Morses Creek in an industrial area near the municipal boundary between the Cities of Linden and Elizabeth, New Jersey (see Figure 14 Resource #33). The area surrounding Morses Creek consists of heavily vegetated tidal wetlands that are intermingled with industrial wastelands. An oil refinery is located south of the bridge and immediately northeast of the bridge stands a large manufacturing/warehouse complex. The area has been highly industrialized since the early twentieth century. The Arthur Kill is located roughly 100 yards east of the bridge. A second bridge carrying the Sound Shore Railroad over Morses Creek is located roughly 50 yards west of the bridge.

The bridge carries Carringer Road over Morses Creek in the City of Linden and is adjacent to the former Sound Shore Railroad (Figure 23). Carringer Road begins at Amboy Avenue in the City of Elizabeth and extends southwest, crossing into the City of Linden, and continues southwest for several miles. The section of the road in Elizabeth is a municipal public road (Robert Wetzel, personal communication 2007). Once the road enters Linden, it is a private thoroughfare (Richie Sudnik, personal communication 2007). This 12-span timber stringer bridge has a paved deck, wood railings, and poured concrete abutments at northeast end. Eleven wood bents, which are composed of paired pilings that have been driven into the creek bed and are connected together by angled cross-ties, support the bridge's deck of railroad tie crossbeams. Access to the bridge is barred by a chain-link fence. Close inspection of the bridge was limited due the fences.

Historic research has been unable to determine an exact construction date for the bridge. According to the City of Elizabeth Engineering Department, the section of Carringer Road that crosses Morses Creek follows the path of a former railroad right of way for a spur line that was once associated with the Sound Shore Railroad (Grassmann & Kreh 1916; Robert Wetzel, personal communication 2007; Union County Deeds; USGS 1891) (Figure 23). The Sound Shore Railroad, incorporated in 1895, extended from an existing railroad bed at Grasselli Point in Linden, New Jersey that was once associated with the Grasselli Chemical Company, northward to the Bayway section of Elizabeth, where it connected with the Elizabethport and Perth Amboy Railroad (Union County Deeds). Both the Sound Shore and the Elizabeth and Perth Amboy Railroads were branch lines of the Central Railroad of New Jersey. As early as 1891 there had been a railroad siding depicted across Morses Creek in the area of present-day Carringer Road that extended to a factory located on the Arthur Kill. The 1903 Sanborn Map for Elizabeth clearly depicts the railroad siding extending to the Mountain Copper Company, which was described located on the Arthur Kill near Morses Creek. Early twentieth century maps of the area show a railroad spur and a bridge that was associated with the Sound Shore Railroad but do not depict Carringer Road at this location (Grassmann & Kreh 1916; Sanborn 1922, 1923; USGS 1891). Based upon its materials, it is estimated that the construction of the current bridge structure probably occurred around 1950. However, the use of wood and the location of the bridge may suggest that the bridge was originally constructed for railroad use and was altered for vehicular traffic by 1951 when Carringer Road was first depicted on Sanborn Maps. The present bridge is most likely a twentieth century replacement of an earlier railroad bridge. Carringer Road is first depicted on the 1951 Sanborn Map.

The Carringer Road Bridge over Morses Creek is an undistinguished example of a wood bridge. Wood bridges were an economical choice and particularly popular as railroad bridges, especially over low spans. Not surprisingly, wood bridges continued to be used through World War II. Many wood bridges across New Jersey have been removed or replaced with bridges constructed with more modern and durable materials. The Carringer Road Bridge over Morses Creek is not a noteworthy example of a bridge type or the design of a master engineer (Criterion C). The bridge is unlikely to provide information important to our understanding of history (Criterion D). The bridge is therefore, recommended as not individually eligible for listing in the National Register of Historic Places.

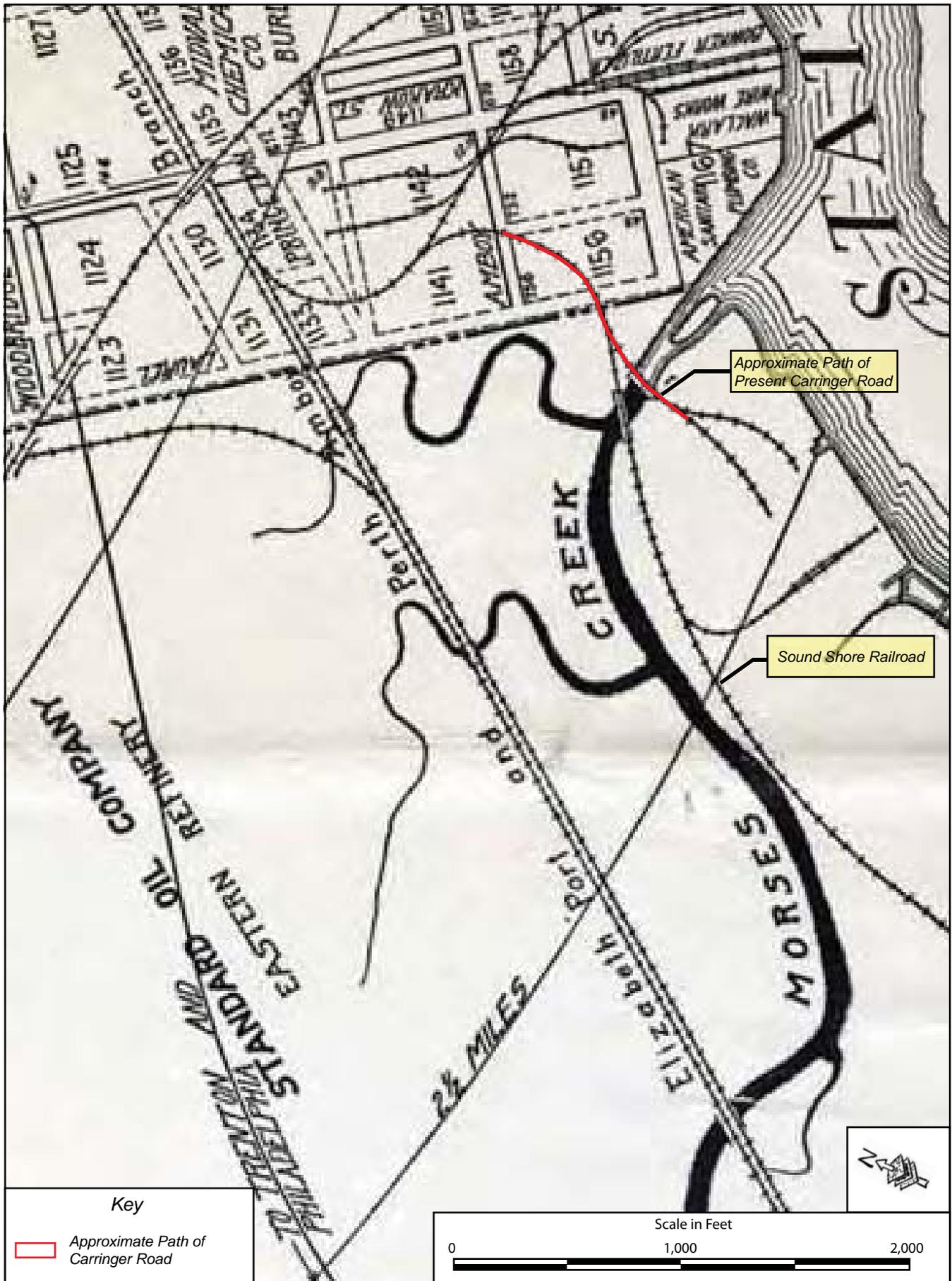


FIGURE 23: Vicinity of the Carringer Road Bridge in 1916

Source: Grassman & Kreh 1916



Photo 65: Carringer Road Bridge over Morses Creek, View Northeast

**Sound Shore Railroad Bridge over Morses Creek, Linden, New Jersey (Block 586, Lot 10; Photo 66 and 67)**

The Sound Shore Railroad Bridge over Morses Creek is located near the municipal boundary between Linden and Elizabeth in an industrial area (see Figure 14 Resource #34). The bridge carries a single track over Morses Creek. This railroad bridge is a timber stringer structure with steel I-beams that rest on wood bents. The bridge has eight spans and is approximately 138 feet long and approximately 14 feet wide. The bridge has an open tie deck carried on steel I-beams. The bridge is sufficient in width to accommodate a walkway with a metal fence along its east side. The bridge appears to be out-of-service and has vegetation and piles of construction debris at its north end. The rails are in place, but are rusted and a chain-link gate blocks bridge access from the south. The bridge also carries a plastic and metal pipe on its west side.

The area surrounding Morses Creek consists of densely vegetated tidal wetlands that are intermingled with industrial wastelands. An oil refinery is located south of the bridge and immediately east of the bridge, on the north side of the creek, stands a large manufacturing/warehouse complex. The Arthur Kill is located roughly 150 yards east of the bridge. The bridge is located in an area that has been characterized as a highly industrialized since the start of the twentieth century. A second bridge carrying Carringer Road spans the creek roughly 50 yards east of the railroad bridge.

The Sound Shore Railroad was incorporated in 1895. Shortly after its inception, the Sound Shore Railroad began to acquire a series of previously existing private railroad lines, such as the railroads at Grasselli Point and at Tremley Point, as well as other nearby properties in order to form a right-of-way that extended from Chrome (now known as Carteret) northward to Bayway in Elizabeth where the railroad eventually connected to the Elizabethport and Perth Amboy Railroad. The Sound Shore Railroad opened in 1896 to service the industries that were located along the Arthur Kill, but by 1917 had been absorbed into the Central Railroad of New Jersey (Corso 2001; Paone 2007). Revenues for the Central Railroad of New Jersey declined through the Great Depression and World War II to the extent that 1957 marked the last year the railroad made a profit. By 1960, passenger service was officially abandoned on the Sound Shore and by 1976 the line was absorbed by Conrail. The line is no longer active. The Sound Shore Railroad Bridge over Morses Creek does not appear to date from the nineteenth century, but instead appears to be a later replacement.

The Sound Shore Railroad was completed in 1896 to service the industries along the Arthur Kill. The bridge over Morses Creek does not appear to date from this period, but is a later replacement. While the bridge is not historically or technologically significant on its own merit, it is a feature of the Sound Shore Railroad, discussed below. The Sound Shore Railroad Bridge does not have sufficient architectural or engineering significance to meet the eligibility criteria for individual listing in the National Register of Historic Places. However, the bridge is recommended as eligible as a contributing element to the Sound Shore Railroad, evaluated separately.



Photo 66: Sound Shore Railroad Bridge over Morses Creek, View Southwest



Photo 67: Sound Shore Railroad Bridge over Morses Creek and the Carringer Road Bridge over Morses Creek (at right), View Northeast

**Sound Shore Railroad, Elizabeth, Union County to Carteret, Middlesex County, New Jersey (Photos 68-70, Figure 24)**

The Sound Shore Railroad extends through an industrial area along the Arthur Kill (see Figure 14 Resource #35). A short span of this railroad is located within the Goethals Bridge study area and therefore a complete survey of the entire right-of-way has not been conducted for this project. The railroad, which begins in the Bayway section of Elizabeth, continues south through Linden, crossing Rahway River as it enters Middlesex County, and terminating at Carteret in the area known as Chrome, near Tufts Point (Figure 24). The railroad is associated with Block 586, Lot 10 in the City of Linden. The line carries a single track for most of its length. Historically, various spur lines and sidings connected the Sound Shore Railroad with the industries along this stretch of the Arthur Kill known as the Chemical Coast.

The former Sound Shore Railroad is a single track railroad that extends approximately 6 miles between Bayway in the City of Elizabeth in Union County to Chrome in the Borough of Carteret in Middlesex County. The rail line was constructed along the Arthur Kill and “[ran] on piles over a considerable part of its length” (NYT 1904). The line had a number of curves that resulting in a speed limit of 20 miles per hour. Several stations were constructed along its length to transport workers to the industries serviced by the railroad (Berhart 2004:118; NYT 1904). As only a small section of this former line is within the Goethals Bridge study area and sections of the line extend through fenced private property, a complete survey of the railroad right-of-way was not undertaken as part of this study. Within the study area, some track remains, however portions of the right-of-way are no longer intact. One associated bridge is located within the study area, the Sound Shore Railroad Bridge over Morses Creek. The district includes the former right-of-way, associated spur lines and sidings, bridges and other railroad features from Elizabeth to Carteret.

The Sound Shore Railroad began as a series of short lines, sections of which were constructed by the Central Railroad of New Jersey (CNJ) prior to its incorporation as the Sound Shore line, in 1895, and later portions constructed in 1895-1896 (Corso 2001; Paone 2007; Union County Deeds). Grasselli Chemical Company, which purchased the Standard Chemical Works at Tremley in 1889, had constructed a short rail line to connect to the

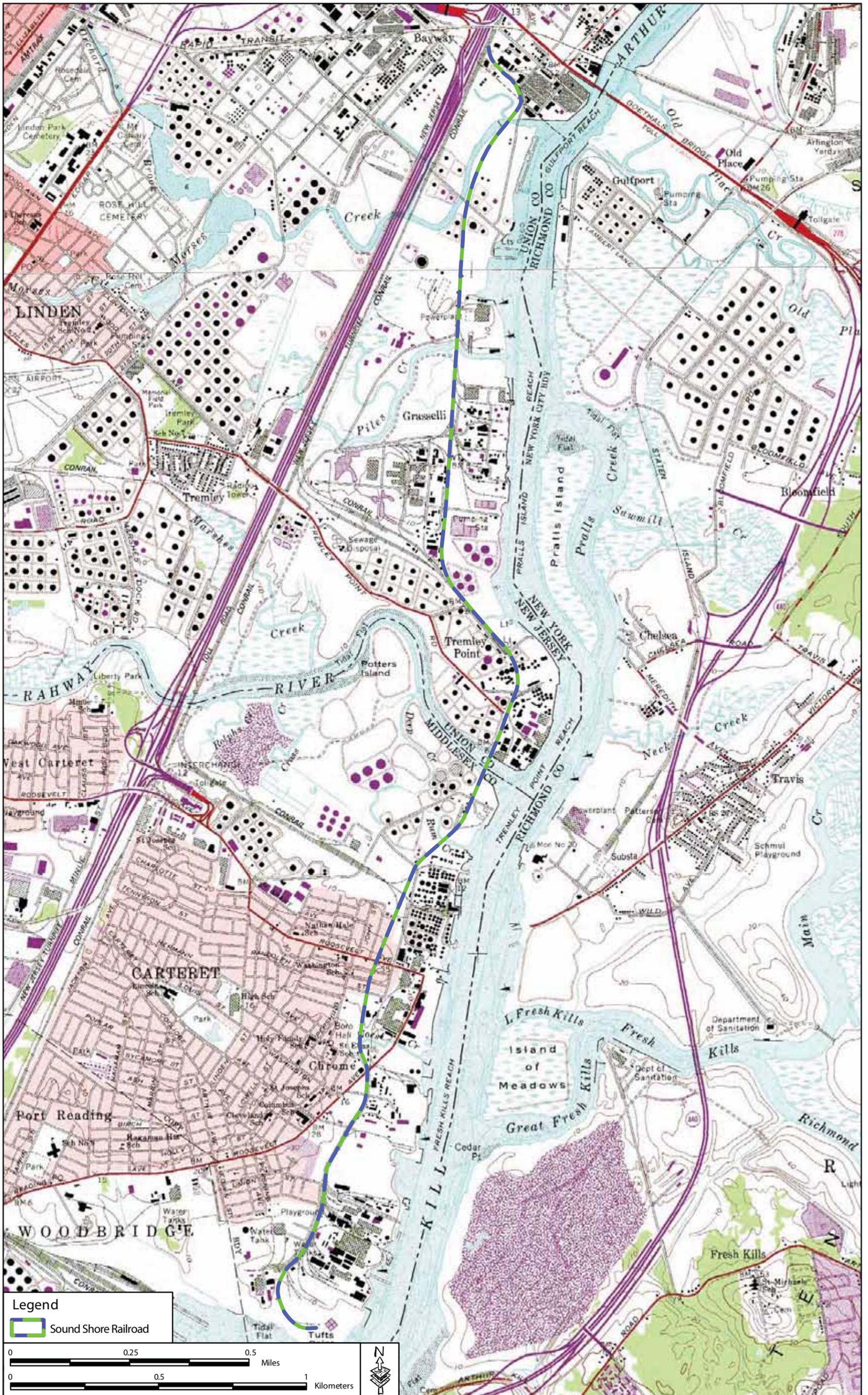


FIGURE 24: USGS Map Depicting Path of the Sound Shore Railroad

Source: USGS 7.5-Minute Series, Arthur Kill, NY-NJ, and Elizabeth, NJ Quadrangles

Central Railroad. A similar spur line connected to the Elizabethport and Perth Amboy Railroad at Bayway. In 1895, the Sound Shore Railroad acquired the Grasselli and Tremley tracks and property to Bayway, where it connected with the Perth Amboy and Elizabeth Railroad (Union County Deeds). Construction of the railroad soon followed, eventually connecting all of the short lines south to Chrome.

During the industrial boom of the 1890s, the properties along the Arthur Kill (also referred to as the Sound, thereby providing the name for the railroad that stretched along its western shore) developed as the location for chemical factories, metal works, and oil refineries. Transportation was an important and much needed attraction for these industries, not only to ship raw materials and finished products, but the labor force needed. Several stops or stations were installed along the Sound Shore route for workers employed at the various industrial facilities. Stations, usually modest structures or shelters and often non-agency constructions, were located at Bayway, Morses Creek, Grasselli, Tremley Point, Warners, Williams & Clark Chemical, Carteret, Liebig's Lane (originally established as Canda), and Chrome (Originally Sawyer's) (Bernhart 2004:118).

In 1917, the CNJ sought to enhance and streamline both its business operations and organizational structure. As a result, the subsidiary railroad companies under CNJ control, which included the Sound Shore Railroad, were merged into and absorbed by the CNJ (Anderson 1984: 109). During the Depression years the CNJ experienced a serious decline in revenues, followed by increases in property taxes and worker wage demands in the early 1940s. Although the CNJ operations were an important component of the war effort during World War II, the company continued to be plagued by labor issues. After World War II, industrial freight and passenger service declined and revenues decreased. By 1957, the last year the CNJ made a profit, the problems faced by the railroads was evident. To economize, industrial passenger service on the Sound Shore was terminated in April 1959 from Chrome to Warners. The remaining passenger service was abolished in 1960 (Baer, Coxey, Schopp 1994: 367). Many of the station shelters were removed shortly thereafter (Bernhart 2004:118).

Federal intervention was required to address the deficits faced by the ailing railroads. Recognizing the national economic importance of the railroads, Conrail was created and funds appropriated to repair track and trains. In 1976, the Sound Shore became part of Conrail. By 1993, the trackage of the former CNJ was greatly reduced. According to the Baer, Coxey, and Schopp, "the surviving portions constitute[d] a series of terminal lines within the Conrail system. Least affected [were] the former Newark, Sound Shore, and Perth Amboy Branches along what railfans have dubbed the 'Chemical Coast'" (Baer, Coxey, Schopp 1994: 411). The Sound Shore has been known as the Sound Shore Branch, and later as the Sound Shore Division of the CNJ. Portions of the Sound Shore right-of-way are owned by Conrail as part of the Shared Assets operated by CSXT and Norfolk Southern Railroad for freight traffic. The northern section no longer appears to be active.

The Sound Shore Railroad was completed in 1896 to service the industries along the Arthur Kill. This railroad is significant for its association with the industrial development along this area of the Arthur Kill, familiarly known as the Chemical Coast. The Sound Shore Railroad is eligible for listing in the National Register of Historic Places under Criterion A as an important component of the industrial history of the coastal area of the Arthur Kill from Elizabeth, Union County, to Carteret, Middlesex County. The period of significance is from 1895, the year of incorporation, to 1960, the last year of industrial passenger service on the line.



Photo 68: Sound Shore Railroad at the Morses Creek Bridge, View South



Photo 69: Historic View Grasselli Station n.d. (William Krug in Bernhart 2004)



Photo 70: Historic View Warners Station n.d. (William Krug in Bernhart 2004)

**735-757 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1458; Photos 71-75, Figure 25)**

The property at 735-757 South Front Street is located in the Bayway industrial area of Elizabeth (see Figure 14 Resource #36). There is no vegetation on the property and the entire area outside of the buildings is paved with asphalt. The property is bounded on the northeast by Myrtle Street, on the northwest by Amboy Avenue, on east by Carringer Road and the Sound Shore Railroad, on the southwest by the former Allen Street Extension, and to the southeast by South Front Street. The complex of buildings located at 735-757 South Front Street consists of a large three-story Warehouse, 23 bays wide on its north elevation and five bays deep, and marked as building “E” by signs applied to its corners, with a one-story, gable-roofed addition on its eastern elevation, and a two-story monitor-roofed building with a two-story gable-roofed wing extending from its southern elevation, the Chemical Works and Boiler & Pump House (Figure 25). The buildings are connected by a one-story section appended at the center of the warehouse’s southern elevation.

The Warehouse building at 735-757 South Front Street, is a large three-story warehouse that was constructed in phases between 1919 and circa 1926. The building is 23 bays wide on its north elevation and five bays deep, and marked as building “E” by signs applied to its corners, with a one-story, gable-roofed addition on its eastern elevation, and a one-story hyphen appended to the central portion of its southern elevation. The hyphen connects the warehouse to a two-story monitor-roofed building with a two-story gable-roofed wing extending from its southern elevation. The oldest section at the southeastern most section, built in 1919, features reinforced concrete construction with brick curtain walls, a poured concrete foundation, and a flat, hollow tile roof. Additional sections, extending to Amboy Avenue, were added in the 1920s to form the present rectangular building (Sanborn 1923, 1950).

The east and west elevations possess five bays and the entire building is symmetrically divided into bays with stucco-clad concrete piers. Large loading bays originally pierced nearly all first-story bays, most of which have since been in-filled with concrete blocks and some now feature metal slab pedestrian doors. Loading doors that remain consist of either fiberglass or metal overhead roll doors. Upper story bays primarily contain six-light metal windows with four-light operable awning windows, most with concrete block infill surrounds. Each of the window bays features concrete sills, most of which span the full width between the bays of the concrete piers. Above the first story is a wide punctuated stringcourse. The center two bays of the north and south elevations feature are

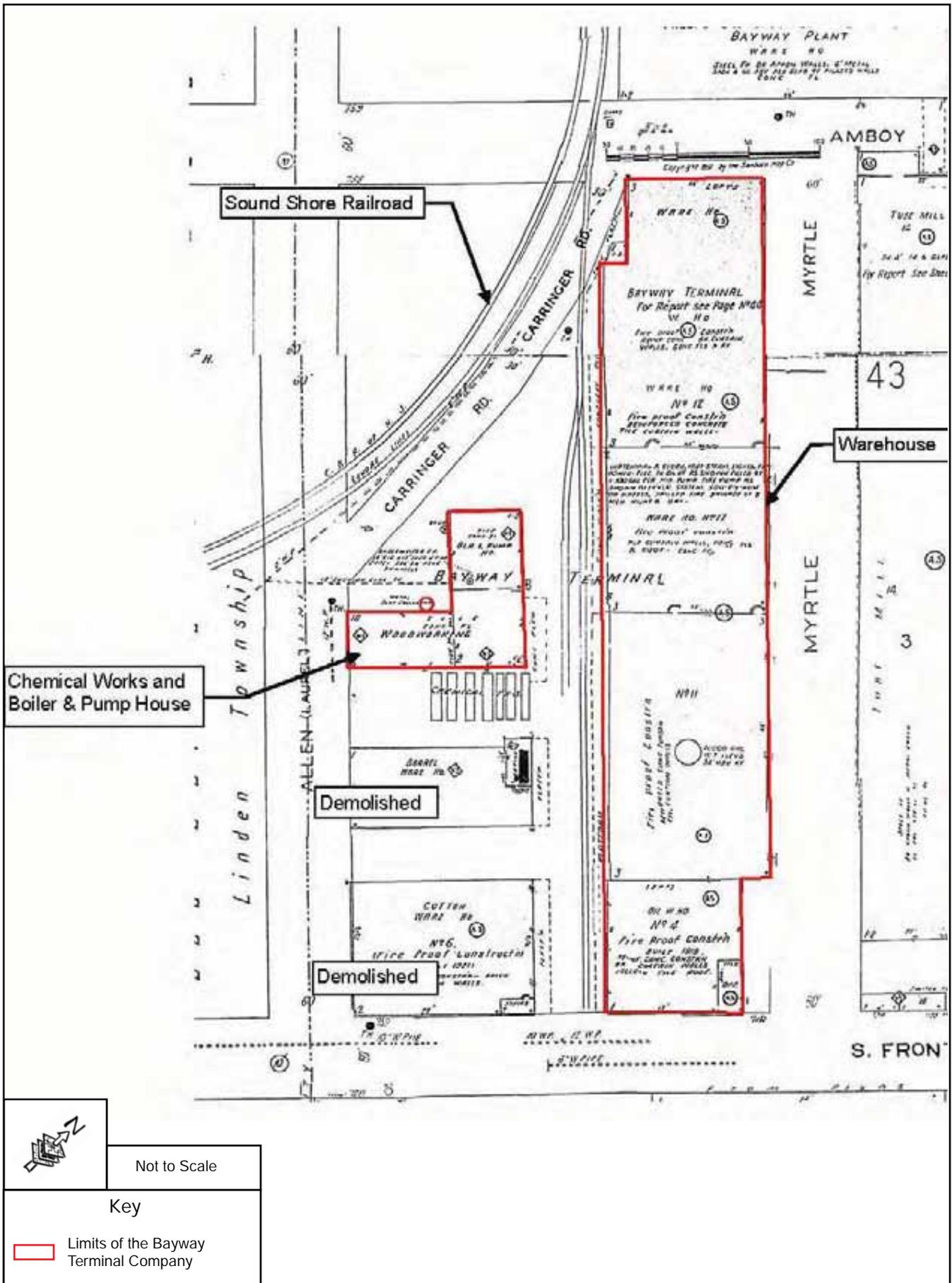


FIGURE 2 : Site Map South Front Street in Linden Township Source: Sanborn 1951

crowned by a pedimented parapet flanked by thinner but taller pedimented parapets. Three bays on the south elevation are recessed by one bay, and a small shed-roof loading shelter is located in the angle of this recess. A second loading dock on the south elevation is sheltered with a corrugated-metal pent roof, a portion of which has been enclosed. Atop the eastern end of the warehouse is a metal water tank emblazoned with “Bayway Terminal Corp” on its sides.

The one-story addition appended to the Warehouse’s east elevation features five bays along its south and north elevations and six bays on its east elevation, all defined by poured concrete piers with five-to-one common bond brick spandrels. The addition features poured concrete sills and a raised foundation of the same material. The east elevation features two loading bays in-filled with concrete blocks and two single-leaf doors. The east and south elevations contain nine-light metal windows in which the bottom row of three lights are hopper windows. The windows are primarily located immediately under the wide eaves and feature poured-concrete sills. This one-story wing has a very shallow-pitched gable roof sheathed with corrugated metal. The north elevation has a two-bay-wide shed-roof porch set in the angle of the ell with the main building. The south elevation possesses a corrugated fiberglass-walled structure appended to its west end.

The one-story hyphen extending southward from the center of the warehouse’s south elevation connects the warehouse to a former boiler and pump house built circa 1930 (Sanborn 1923). A fenced lot and parked truck trailers blocked views of the hyphen.

The main section of the former Chemical Works and Boiler & Pump House stands two stories tall and three bays wide capped with a monitor roof. The building is constructed of stucco-clad concrete piers with tile block curtain walls. Both the east and west gable-end elevations contain three bays of multi-light windows. Poured concrete piers divide the south elevation into five bays. Both the north and south sides of the monitor roof are entirely glazed with multi-light windows. A yellow brick chimney stack is appended to the boiler house’s southwest corner. The south elevation of the main block also features a two-story, five-bay wing. The wing is constructed of stuccoed tile block with a poured concrete foundation that is capped with a corrugated-metal roof. The bays are divided by stucco-clad concrete piers. The wing’s first-story east elevation features three fenestral openings per bay, most of which contain smaller industrial windows, and the second story contains single large multi-light industrial windows in each bay. The roof of the main structure and the wing both feature wide eaves with exposed purlins and rafters.

Documentary evidence suggests that the property at 735-757 South Front Street is part of the warehouse facilities associated with the Bayway Terminal Company. The 1923 Sanborn Map depicts that the southeastern-most section of the Warehouse and the middle section to the northwest were drawn according to plans, suggesting that construction of this section occurred shortly thereafter. The building was extended to Amboy Avenue sometime around 1926. The Warehouse was used for the storage of cotton (Sanborn 1923) and as an oil warehouse (1950 Sanborn). The adjacent Chemical Works and Boiler & Pump House building is identified as the Bayway Terminal Alpha Chemical Works and the Arlin Chemical Works in 1950. By 1951, the building houses a woodworking shop (Sanborn 1923, 1950, 1951).

By the 1920s, Bayway Terminal owned several tracks of land this section of Bayway in the cities of Linden and Elizabeth. The company actively built new facilities and added to existing properties they acquired during the boom years through the 1920s. The company carried extensive debt and bonds, obligations which it was unable to meet during the Depression. By 1935, the company was in receivership, undergoing bankruptcy proceedings. As a result of the reorganization proceedings, in 1937, all of the Bayway Terminal holdings were conveyed to a reorganized Bayway Terminal Corporation. Ownership was succeeded by Colt Industries, which conveyed the property, consisting of five parcels, to 666 South Front Street in 1981. In 1994, the property was acquired by T.G.H. Myrtle Warehouse Corporation (Union County Deeds).

The property at 735-757 South Front Street in Elizabeth, Union County, New Jersey contains a typical vernacular warehouse from 1919 and a typical boiler and pump house (later connected with a hyphen) dating to circa 1930. These modest buildings lack any embellishments and are not uncommon forms in the area. Several other buildings in the area are constructed of tile and were constructed during the first half of the twentieth century to be used as warehouses. The boiler room/pump house is the only historic example in the APE, but it is not an unusual form as boiler rooms/pump houses were necessary structures in many industries. The buildings (currently all one building) at 735-757 South Front Street in Elizabeth do not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1919/1930, the vernacular

industrial buildings at 735-757 South Front Street do not represent any distinctive characteristics of the period, nor do they represent the work of a master, or possess high artistic values (Criterion C). The property at 735-757 South Front Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 71: Aerial View, 735-757 South Front Street, View North (Live Search 2007)



Photo 72: 735-757 South Front Street, View South



Photo 73: 735-757 South Front Street, View South



Photo 74: 735-757 South Front Street, View South



Photo 75: 735-757 South Front Street, View South

**760-766 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1472; Photos 76 and 77)**

The property at 760-766 South Front Street is located on the southeast side of the street, extending to the Arthur Kill (see Figure 14 Resource #37). The property, which consists of over nine acres, has a factory building and a contemporary small garage/storage building. The Factory Building at 760-766 South Front Street is a rectangular plan industrial building, one story in height, with a gypsum slab, flat roof. The roof is edged with aluminum coping. The building has steel frame construction with concrete block curtain walls set atop a poured concrete foundation. Twenty bays penetrate the building's west elevation; eight bays occupy the south elevation. The building, marked by a metal sign on its northwest corner as a garage and building "C," exhibits 3-foot brick apron walls with a six-course American brick bond (12 courses total) between the foundation and the upper walls composed of concrete block. Windows in the upper section of the wall consist of six-light, metal hopper windows. The south elevation has two metal slab doors, one metal louvered vent, and three bays in-filled with plate metal. The west elevation has three metal vents, 16 six-light industrial windows, and one loading bay, which has been in-filled with concrete blocks.

A smaller, one-story concrete block building stands southeast of the factory. Probably erected in the 1960s, the building features a flat roof with an aluminum coping and two bays penetrating both its north and west elevations. A metal overhead roll garage door and a metal slab pedestrian door occupy the north elevation bays. The west elevation displays a metal industrial sash and concrete block infill in its second window opening.

Documentary evidence suggests that the factory building at 760-766 South Front Street was constructed circa 1950-1951. The building is depicted on both the 1950 and 1951 Sanborn maps as drawn from plans and is shown as a factory building. The property was part of the holdings in the area owned by Colt Industries Operating Corporation. Colt Industries sold the property to 666 South Front Street Associates in 1981. The property was conveyed to Joseph Cory Holdings and subsequently conveyed to Cory Bayway Holdings in 1999 (Union County Deeds; Sanborn 1950, 1951).

The property at 760-766 South Front Street in Elizabeth contains a typical factory-type building built circa 1950-1951 in Union County, New Jersey. This modest building lacks any embellishments and is not an uncommon form or building type within the area. The building has no known historic significance. The building at 760-766 South Front Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to

significant historic trends, events, or persons (Criteria A and B). Built circa 1950-1951, the vernacular factory building at 760-766 South Front Street does not represent any distinctive architectural characteristics and is representative of industrial buildings of the period. It does not represent the work of a master, or possess high artistic values (Criterion C). The property at 760-766 South Front Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 76: 760-766 South Front Street, View South



Photo 77: Garage, 760-766 South Front Street, View Southeast

**Bayway-Krakow Street District, Elizabeth, New Jersey**

The Bayway-Krakow Street District encompasses 18 previously identified buildings (Nos. 2 – 20 in Table 1 and depicted in Figure 14) and is discussed above in the Previously Identified Historic Properties section.

**534-538 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1466; Photo 78)****529-539 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1447; Photos 79 and 80)**

The property at 534-538 South Front Street is sited on the southeast side of the street in a highly industrialized area (see Figure 14 Resource #39). The property is a narrow rectangular lot that extends from South Front Street to the Arthur Kill. This property consists of four buildings, adjacent storage tanks, and is surrounded by asphalt paving. The frontage along the kill terminates with a bulkhead. The main building is a two-story office (534 South Front Street). Adjacent to the tanks and south of 534, a small single-story building is visible from the aerial photographs. However, access to this building was not permitted. At the north corner of the property is another small single-story building. A contemporary gable-roof shed is located at the south corner of the property. Bridges, which support pipe lines, cross the street to the property at 529-539 South Front Street. A single-story building with a shed roof is at the south corner of the lot, fronting on Front Street. The northwest façade terminated with a parapet. The building contains the boiler room and is covered with stucco. The northeast elevation has an aluminum roll-up garage door, and the northwest elevation is pierced with a six-light metal window. The southeast elevation contains two two-light metal windows, and a single-leaf pedestrian door, which provides access to a boiler room.

The Office Building is a two-story, rectangular plan building with a flat roof. The building has block curtain walls, three bays wide with window bays separated by masonry. The windows consist of multi-pane casements with panels below. The main entrance is located in an end bay and has a single-leaf glass door. The area adjacent to the building houses storage tanks and sheds. The property is surrounded by a chain-link fence with barbed wire at the top and a closed gate. Access to this property was not permitted, and therefore the survey was limited to buildings visible from the street.

The Boiler Room is an L-shaped building, one story high, constructed of hollow tile. Covered with stucco, the building terminates in an asphalt-shingled shed roof with a parapet. The northeast elevation has an aluminum roll-up garage door, and the northwest elevation is pierced with a six-light metal window. The southeast elevation contains two two-light metal windows, and a single-leaf pedestrian door, which provides access to a boiler room. This building is depicted on the 1923 Sanborn map which states it was illustrated according to plans. By 1950 it had undergone an extension and an addition on the northeast elevation.

Documentary evidence suggests that the property associated with Block 4, Lots 1466 and 1447 was acquired by the New York Oil Storage & Transfer Company, Inc. from the Cook & Swan Company in 1922. Shortly thereafter, the building currently identified as the Boiler Room was constructed. The building is first depicted on the 1923 Sanborn map with a notation that it was drawn from plans. In 1940, the New York Oil Company purchased the property. According to the City of Elizabeth Tax Assessor's Office, the Office Building was constructed in 1954. The premises were acquired by the Midland Tar Distillers Storage Company in 1956. The property was subsequently sold by Croda Storage, Inc., formerly Midland Tar Distillers Storage (also known as Midland Storage) of Parsippany, New Jersey, to New York Terminals, LLC (Bauer 1906; Sanborn 1923, 1950, 1951; Tax Assessors Office; Union County Deeds).

The buildings at 534-538 and 529-539 South Front Street in Elizabeth do not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built in 1923, the vernacular industrial building at 529-539 South Front Street lacks any embellishments and is not an uncommon form within the area. The building at 534-538 South Front Street, constructed 1954, is a representative example of a small industry-related office building of the period. Neither building represents the work of a master or possesses high artistic values (Criterion C). The property at 534-538 and 529-539 South Front Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 78: 534 South Front Street, View South



Photo 79: Boiler Room 760-766 South Front Street, View South



Photo 80: Boiler Room 760-766 South Front Street, View South

**346-532 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1464; Photos 81-84)**

The property at 346-532 South Front Street is located in a highly industrialized area and extends across South Front Street to the Arthur Kill (see Figure 14 Resource #40). On the southeast side of South Front Street the property consists of two buildings, adjacent storage tanks, and is surrounded by asphalt paving. The frontage along the kill terminates with a bulkhead and is able to accommodate large ships. The property at 346-532 South Front Street consists of two buildings on the southeast side of the street and various storage tanks and overhead pipe lines on both sides of South Front Street. The site has approximately six acres that extend from South Front Street to the Arthur Kill and over seven acres on the opposite side of the street (Block 4, Lot 1445). A berm surrounds the main tank. Covered filling facilities, a network of pipes, and tanks are on the northwest side of South Front Street. Pipes connect to tank fields north and west of buildings. Bridges carrying pipelines also cross South Front Street to the property on the opposite side of South Front Street. The property also has large storage tanks.

The main building is a large structural tile and concrete industrial building, three stories in height, with an L-shaped footprint, nine bays deep. The building, which is narrower at the street, has two bays fronting at South Front Street. The building is topped by a flat roof with a parapet. The building has fireproof, curtain wall construction which features concrete floors. Each elevation is defined by full-height poured concrete piers, which breaks up the wide terra cotta tile courses in relief at each story, similar to stringcourses. A variety of windows illuminates the building; however, the windows are primarily located at the second story with a few at the first story. Windows include aluminum fixed windows, glass blocks, 12-light units with six-light pivotal, and nine-light units with six-light awnings. The first story also contains a variety of entries, including metal overhead roll-up doors, double-leaf paneled wood doors, and single-leaf flush metal doors. At the rear elevation (southwest side) is a one-story, three-bay-wide by two-bay-deep section.

Adjacent to the main building is a one-story building that served as a machine shop. Built of structural tile, this small three bay-building is capped with a shallow gable roof sheathed with rolled asphalt. The symmetrical southwest facade features one central overhead roll-up replacement garage door flanked with 20-light windows with six-light pivotal units. A smaller one-story shed-roof section is located on the southeast elevation. This section is labeled as a storage area and has one single-leaf flush metal door.

Documentary evidence suggests that the Main Building at present-day 346-532 South Front Street was constructed circa 1928 by The Texas Company as a storage warehouse. This building replaced three earlier structures: a cooper shop, barrel storage, and a wash house. Historically, this site and parcel located on the opposite side of the Street (349-527 South Front Street) have been associated with the petroleum industry. The Texas Company acquired the property from Galena-Signal Oil Company in 1928 and is believed to have constructed what is now the Main Building at that time. While under Galena-Signal Oil ownership, the machine shop was constructed circa 1923 and is depicted on the 1923 Sanborn map. Galena-Signal was part of the Standard Oil Companies (Sanborn 1950, 1951; Union County Deeds; Wikipedia, Texaco 2007).

The Texas Company began in 1901 and was one of approximately 200 companies that were formed following the oil strike at Sprindletop Hill near Beaumont, Texas. The Texas Company first used the more familiarly known brand name TEXACO in 1903. The Company grew through expansion and acquisition and became associated with other brands, such as Havoline, Indian, Fire-Chief, and Sky Chief. TEXACO became the first American oil company to sell its gasoline under one brand name nationwide in 1928 when The Texas Company purchased the former Galena-Signal property in Elizabeth (Hinds 2001).

The Texas Company sold the property to Crown Central Petroleum Corporation in 1943. The current owner, Federal Petroleum acquired the property from Crown in 1997 (Union County Deeds). The property at 346-532 South Front Street is associated with the New Jersey “Immigration and Agricultural, Industrial, Commercial, and Urban Expansion” context.

The property at 346-532 and 349-527 South Front Street is a component of the petroleum-based industry that located in the Bayway area of Elizabeth. The petroleum-related companies were one of the dominant industries in this area, during the early and mid twentieth century. This property has continuously had the same industry related use for nearly one hundred years. The buildings at 346-532 South Front Street do not appear to meet National Register eligibility criteria. Although associated with the petroleum industry, the property is not significant historically or associated with persons important in our past (Criteria A and B). Built circa 1928 and 1923, the industrial buildings at 346-532 South Front Street do not represent the work of a master, or possess high artistic values (Criterion C). The property at 346-532 South Front Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 81: 346-532 South Front Street, View North (Live Search 2007)



Photo 82: Main Building 346-532 South Front Street, View South



Photo 83: Main Building 546-532 South Front Street, View South



Photo 84: Machine Shop 346-532 South Front Street, View South

**76-78 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1461; Photo 85)**

**80-312 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1462; Photos 85, 90-91)**

**314-344 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1463; Photos 85-90)**

The premises at 76-78, 80-312, and 314-344 South Front Street, currently the location of Eport Storage, is a three block site located on the southeast side of South Front Street, which extends to the Arthur Kill (see Figure 14 Resource #41). This property consists of adjacent and abutting buildings at 30-312 and 314-344 South Front Street. Eport Storage facilities also utilize undeveloped land on the northwest side of the street for yard storage and an outdoor fabrication area that extends from South Front Street to the Elizabeth River. The buildings associated with this property are located on the southeast side of South Front Street. The building at 80-312 South Front Street is a contemporary indoor storage facility, which appears to be less than 50 years old. Abutting this building is a group of connected buildings at 314-344 South Front Street configured in a U-plan, the oldest portion of which is the Shipping Shed, and is located along the shoreline of Arthur Kill.

The buildings associated with this property are located on the southeast side of South Front Street. The building at 80-312 South Front Street is a contemporary indoor storage facility, which appears to be less than 50 years old. Abutting this building is a group of connected buildings at 314-344 South Front Street configured in a U-plan. The oldest portion of this multi-phase structure, the Shipping Shed, is located along the shoreline of Arthur Kill. The Shipping Shed is a two-story building constructed of hollow tile. The building has a flat roof and a reconstructed, contemporary parapet. The southeast elevation faces Arthur Kill and is nine bays wide pierced with paired eight-by-eight metal windows, in which the center four lights function as hoppers. The southwest façade has windows at the second story and a single-bay garage door at the first story.

Although it is not entirely clear, at least four periods of construction occurred around the Shipping Shed, which was constructed in 1908. Later construction likely began in 1950 and continued through the last half of the twentieth century and possibly replaced earlier buildings on the site. Modern aerial views depict the numerous sections of the new construction. The open area within the U was filled by another structure, which is no longer extant. The mid to late twentieth century additions sit on a poured-concrete foundation and are capped with flat roofs. The northwestern section, the Filling Room, appears have been constructed in 1950, followed by the construction of sections to the southwest and southeast. The main façade, facing South Front Street, is two stories in height with a flat roof. This block is 11 bays across and sits on a raised poured-concrete foundation. The roof has an aluminum coping. The building is pierced with a number of bays: loading bays, large industrial windows, paired eight-light

industrial windows (the center four lights are operable), and single-leaf doors. The building is currently used as part Eport Storage's indoor storage facility.

It is not entirely clear but at least four periods of construction occurred around the Shipping Shed beginning in 1950 through the last half of the twentieth century, possibly replacing earlier buildings on the site. The aerial views depict the numerous sections of the new construction. The open area within the U was filled by another structure, now demolished. The mid to late twentieth century additions sit on a poured-concrete foundation and are capped with a flat roof. The northwestern section, the Filling Room, appears have been constructed in 1950, followed by the sections to the southwest and southeast. The facade now facing South Front Street, is two stories in height with a flat roof. This block has is 11 bays across and sits on a raised poured-concrete foundation. The roof has an aluminum coping. The building is pierced with a number of bays: loading bays, large industrials windows, paired eight-light industrial windows (the center four lights are operable), and single-leaf doors. The most recently constructed building (80-312) is a large irregularly shape rectangular plan storage facility that abuts the northeast façade and forms a nearly continuous façade with the building at 314-344 South Front Street. The building has 18 bays across the west elevation along Front Street. Many of the loading bays contain metal roll-up doors and are sheltered by a continuous suspended awing. The elevation facing South Front Street has the label "Eport" painted several times across the top near the roof line. The north elevation has modern pre-cast concrete panels and a large loading dock.

: Documentary evidence suggests that the earliest building on the site, the Shipping Shed, was constructed circa 1908. In that year, New York Lubricating Oil Company purchased the property from the Bayway Refining Company. It is thought that the New York Lubricating Oil Company constructed the Shipping Shed shortly thereafter. The building is depicted on the 1923 Sanborn map. In 1923 two additional buildings and several oil tanks were associated with the property. Between 1923 and 1950 a large building had been built immediately northwest of the original shipping shed, and the cooperage shop and barrel shed along the street had been demolished. The 1951 Sanborn Map indicates that the rectangular building fronting on South Front Street and labeled as the Filling Room was constructed in 1950. By that time, the property was occupied by the California Refining Company. In 1952, the California Refining Company conveyed the property to the California Oil Company. The California Oil Company subsequently became part of Chevron Oil Company. Chevron sold the property to Dengel Enterprises in January 2004. The property is currently the Eport Storage Complex (Eport 2007; Sanborn 1923, 1950, 1951; Union County Deeds).

The earliest buildings associated with the property at 314-344 South Front Street in Elizabeth include a hollow tile Shipping Shed, which was constructed circa 1908 along the shoreline of Arthur Kill, and the Filling Room, which was constructed in 1950. Hollow tile industrial buildings were a popular building type for the chemical and petroleum companies during the early twentieth century and once occupied several sites along this portion of South Front Street and Bayway. The Filling Room is typical of the industrial buildings that followed and has later additions abutting three of its four walls.

The buildings at 80-312, and 314-344 South Front Street in Elizabeth do not meet National Register eligibility criteria owing to a significant loss of integrity. Additions have been made to the original structures in at least four different building phases, most of which are non-historic (1960s and later). The property is not related to significant historic trends, events, or persons (Criteria A and B). The buildings do they represent the work of a master, or possess high artistic values (Criterion C). The property at 76-78, 80-312, and 314-344 South Front Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, these properties are recommended as not eligible for listing in the National Register of Historic Places.



Photo 85: 314-344 (left) & 80-312 (right) South Front Street View South (Live Search 2007)



Photo 86: East Elevation of the Shipping Shed, View Southwest



Photo 87: Shipping Shed, View East



Photo 88: Filling Room (left portion), 314 South Front Street, View Southwest



Photo 89: 314-344 South Front Street, View Northeast



Photo 90: 80-312 (left) & 314-344 (right) & South Front Street, View South



Photo 91: 80-312 South Front Street, View South

**2-74 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1459; Photos 92-98)**

The Property at 2-74 South Front Street is a 5.34-acre site located on the southeast side of the street, between South Front Street and the Arthur Kill (see Figure 14 Resource #42). The property is a building materials handling and distribution site with a Warehouse, a hopper tank/storage tank, a mixing plant (1968), and an operations facility. The property has piles of aggregate building materials on the site.

The Warehouse is a one-story hollow-tile building supply warehouse covered with stucco originally constructed circa 1934. The building has a rectangular-shaped footprint, is one story in height, and a low barrel roof. The building is topped by a large stepped parapet front wall with a terra cotta coping. The front elevation contains two large roll-up tractor-size doors. The rear elevation has one large oversized doorway with a roll-up door, one single-leaf pedestrian door, one bay with a sliding door, and one bay filled in with concrete blocks. This rear elevation (southeast) originally had two rear sections, which are illustrated on the 1950 Sanborn map. Both of these two rear sections have been demolished, as evident in the unfinished wall of the building, as well as a few protruding ceiling joists. Both the southwest and northeast elevations originally contained four metal windows. Two windows have been in-filled with concrete blocks on the southwest elevation and one bay was in-filled on the northeast.

The hopper tank is located near the circa 1934 warehouse at the southern end of the property. This hopper tank/storage tank consists of one steel frame structure with steel dust collar. The main body of the structure has been clad with plywood and is pierced with one-over-one wood-sash windows. This structure was possibly used as a supervision/operations room. Linked with this building is a storage tank with an elevator that transported the materials into the tank. It is of steel frame construction with a conical roof and one leg feeding the materials from the elevator into the storage bin. Below the storage bin is what appears to be supervision room similar to the first hopper tank described. It is covered with plywood and also contains one-over-one windows.

The mixing plant and operations facility are sited adjacent to one another toward the northern end of the property. The mixing plant dates to 1968 and is a tall steel structure with an elevator leading to transporting materials. Adjacent to this structure is the operations facility which is two stories, constructed of brick and capped with a flat roof with wide eaves.

The property at 2-74 South Front Street has historically been associated with building materials companies. By the early 1900s, Heidritter Lumber Company, one of the largest and oldest in Elizabeth, New Jersey, had expanded its operations to the south side of the Elizabeth River. The company was owned by two brothers, Frederick and August

Heidritter. Frederick was active in local politics, president of the Elizabeth Street Railway and the Elizabethport Banking Company, a director of the Elizabeth Water Company, and a large landowner. The company, which was founded in the late 1800s, was reported to be the biggest lumber dealer in Union County by the 1890s. The property passed to Eugene Heidritter, who died in the early 1930s. By 1934, the holdings were taken by the City of Elizabeth through default and sold at tax sale (Elizabeth Daily Journal 1889:120; Honeyman 1923:339; NYT 1891; Union County Deeds; Sanborn 1903, 1923).

Loizeaux Builders Supply acquired this property from the City and established a warehouse and yard at the site. Loizeaux was founded by Joshua D. Loizeaux, who moved to Plainfield, New Jersey from Vinton, Iowa. The company included the J.D. Loizeaux Lumber Company in Plainfield and Loizeaux Builders Supply in Elizabeth. As was popular during the late nineteenth century and early twentieth century, Loizeaux published books depicting popular, modest home designs for middle class families. One of these publications, Loizeaux's Plan Book No. 7, was originally published in 1927 and has been reprinted by the Athenaeum of Philadelphia and Dover Publications. The book features 136 "attractive and practical home designs." In Elizabeth, the Loizeaux main office and yard were at 140 Third Street (Loizeaux 1992; Myers 1945:601). The company remained at the Third Street location until the early twenty-first century. The firm appears to no longer be in business (Elizabeth Telephone Directory).

It should be noted that the deed references are not always clear given the action by the City and that the 1951 Sanborn map shows this property associated with the Albemarle Lumber Company and Loizeaux. However, Albemarle was not found during the deed research. Therefore, the property has been associated with Heidritter and Loizeaux. In 2005, Loizeaux Builders Supply Company sold the property to Eport LLC. The site continues to be used for construction materials handling (Sanborn 1950, 1951; Union County Deeds).

The property at 2-74 South Front Street is significant for its association with Loizeaux Builders Supply Company, a prominent building supply firm with locations in Elizabeth and Plainfield, New Jersey and the Heidritter Lumber Company, a prominent company during the late nineteenth century and turn of the twentieth century. The property has been associated with building supply and construction materials continuously for over 100 years. From the late 1800s, when the property was part of the Heidritter Lumber Company through ownership by Loizeaux Builders Supply Company, which ended in 2005, the site was used as a building materials yard. The property at 2-74 South Front Street has one historic building, which dates from the circa 1934. The building, however, has been significantly modified, with sections added and removed, openings filled, and contemporary doors added, thus greatly detracting from the building's architectural integrity. The property also includes other structures related to construction materials handling. The largest of these dates from 1968 and is less than 50 years of age. Although the property is associated with the Loizeaux and Heidritter companies and was utilized as a materials yard by the firms, there does not appear to be sufficient physical architectural or engineering buildings or structures remaining from the 1950s or earlier, the period of greatest significance of the businesses and this site, to meet the criteria for listing in the National Register of Historic Places. Therefore, 2-74 South Front Street is recommended as not eligible for listing on the National Register.



Photo 92: Aerial View 2-74 South Front Street, View Northeast (Live Search 2007)



Photo 93: Warehouse, 2-74 South Front Street, View Southeast



Photo 94: Warehouse, 2-74 South Front Street, View North



Photo 95: Warehouse, 2-74 South Front Street, View Northwest



Photo 96: Hopper Tank & Storage Tank, 2-74 South Front Street, View South



Photo 97: Hopper Tank & Storage Tank, 2-74  
South Front Street, View North



Photo 98: Mixing Plant, 2-74 South Front Street, View East

**1-13 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1436; Photos 99-100)**

The property at 1-13 South Front Street is located on the northwest side of the street, adjacent to the Elizabeth River in an industrial area (see Figure 14 Resource #43). The site is adjacent to the South Front Street Bridge over the Elizabeth River. The building is situated on a level lot with one large mature tree to the east.

The Heidritter Store House at 1-13 South Front Street is a two-story wood-frame building, three bays wide on the northeast elevation. The shed roof features a bracketed cornice on its northeast elevation. Clad with weatherboard siding, this building has a replacement concrete-block foundation, and many of the original windows are missing or covered over with plastic. On the southeast elevation is a shed-roof porch on the second story supported by metal posts. On this same elevation is a non-historic shed-roof addition, which has a single-leaf entry providing access to the house. This section is clad with vinyl siding and contains fixed vinyl windows. A hipped-roof, one-story addition stands along the building's northwest elevation. It contains vinyl windows and a three-panel wood door with three upper lights.

Documentary evidence suggests that the building at 1-13 South Front Street was constructed circa 1910 by F.L. & A. Heidritter Lumber Company (Heidritter Lumber Company). In 1901, the property was acquired by F.L. & A. Heidritter, proprietors a prominent lumber company, one of the largest and oldest in Elizabeth, New Jersey. The company was owned by two brothers, Frederick and August Heidritter. Frederick was active in local politics, president of the Elizabeth Street Railway and the Elizabethport Banking Company, a director of the Elizabeth Water Company, and a large landowner. The Company, which was founded in the late 1800s and operated as A. Heidritter & Sons, was reported to be the biggest lumber dealer in Union County by the 1890s.

By 1889, A. Heidritter & Sons had a large lumber yard located on the opposite side of the Elizabeth River from the site at 1-13 South Front Street. According to the 1903 Sanborn map, the South Front Street property is a meadow with no buildings. A small boat house is shown near the site of the present building on the 1903 Sanborn map. The 1906 map of Elizabeth in the Union County atlas does not depict a building at this location. A building closely matching the configuration of the 1-13 South Front Street structure is depicted on the Heidritter property as a two-story store house on the 1923 Sanborn Map (Union County Deeds; Sanborn 1903, 1923; NYT1891; Elizabeth Daily Journal 1889:120; Honeyman 1923:339; Myers 1945:601).

The Heidritter property was acquired by the City of Elizabeth for nonpayment of taxes and sold in 1946 to John H. Van Pelt. After his death, executors of Van Pelt's estate sold the property to Wright Marine Towing, Inc in 1955. In 1961, the property was then acquired by Mike Dramitsas and Stamatico, his wife. Mike Dramitsas died in 1974 and his widow married Joseph Paszek. Paszek sold the property to Peter J. Marich Jr. in 1980. The following year the property was purchased by the Elizabethport Boat Basin LLC, which sold the property to Nehr-Mar Boating, Inc. in 1999. The premises is currently the Elizabeth Boat Basin (Union County Deeds).

The Heidritter Store House at 1-13 South Front Street is an early twentieth century store house associated with the Heidritter Lumber Company. The company was a prominent lumber company in Elizabeth and reported to be the largest in Union County at the turn of the twentieth century. The Heidritter Store House at 1-13 South Front Street in Elizabeth does not meet National Register eligibility criteria. The building, constructed circa 1910, is currently undergoing a complete renovation and has had previous alterations. Although this store house is associated with Heidritter Lumber Company, alterations through additions, changes to exterior cladding, replacement of windows, and changes to the foundation, greatly detract from the historic architectural integrity of the building. This modest utilitarian building is not the work of a master nor is the property likely to provide information important to our understanding of history. Therefore, the Heidritter Store House at 1-13 South Front Street is recommended as not eligible for listing in the National Register of Historic Places.



Photo 99: 1-13 South Front Street, View North



Photo 100: 1-13 South Front Street, View West

**15-21 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1438.B; Photos 101-103)**

The building at 15-21 South Front Street is sited on a level lot on the northwest side of the street between South Front Street and the Elizabeth River (see Figure 14 Resource #44). The building is adjacent to marine facilities. Shrubs and trees partially conceal the front façade of the building. The building is surrounded by paved parking.

The building at 15-21 South Front Street is a single-story hollow tile and block building with a flat roof. The building has a low parapet and is crowned by tile coping. Aerial views and historic maps suggest that the building was constructed in two phases. The present building has a rectangular plan. The northwest façade, facing the Elizabeth River has projecting bays. Many of the windows are multi-light casements. The building has three entrances. The entrance at the northeast side of the front facade is a single-leaf door protected by an aluminum awning.

Documentary evidence suggests that the building at 15-21 South Front Street was constructed circa 1923 by F.L. & A. Heidritter Lumber Company (the Heidritter Lumber Company). In 1901, the property was acquired by F.L. & A. Heidritter, proprietors a prominent lumber company, one of the largest and oldest in Elizabeth, New Jersey. The company was owned by two brothers, Frederick and August Heidritter. Frederick was active in local politics, president of the Elizabeth Street Railway and the Elizabethport Banking Company, a director of the Elizabeth Water Company, and a large landowner. The company, which was founded in the late 1800s and operated as A. Heidritter & Sons, was reported to be the biggest lumber dealer in Union County by the 1890s. By 1889, A. Heidritter & Sons have a large lumber yard located on the opposite side of the Elizabeth River from the site at 1-13 South Front Street. According to the 1903 Sanborn map, the South Front Street property is a meadow with no buildings. The 1906 map of Elizabeth in the Union County atlas does not depict a building at this location. A building closely matching the configuration of the 15-21 South Front Street structure is depicted on the Heidritter property as an office on the 1923 Sanborn Map.

The Heidritter property was acquired by the City of Elizabeth for nonpayment of taxes in 1934 after the death of Eugene Heidritter. The property was subsequently the Albemarle Lumber Company and Martin Dickson Inc., a lumber company. In 1972, Robert L. Fritz and Beverly Fritz conveyed the property to the Loizeaux Builders Supply Company. In 2005, Loizeaux sold the property to E. Port LLC, an industrial storage company with warehouses and storage facilities located on South Front Street (Union County Deeds).

The building at 15-21 South Front Street is an early twentieth century office building associated with the Heidritter Lumber Company. The company was a prominent lumber company in Elizabeth and reported to be the largest in Union County at the turn of the twentieth century. The building at 15-21 South Front Street in Elizabeth does not meet National Register eligibility criteria. The building is a representative example of early twentieth century single-story office buildings and does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 5 South Front Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.

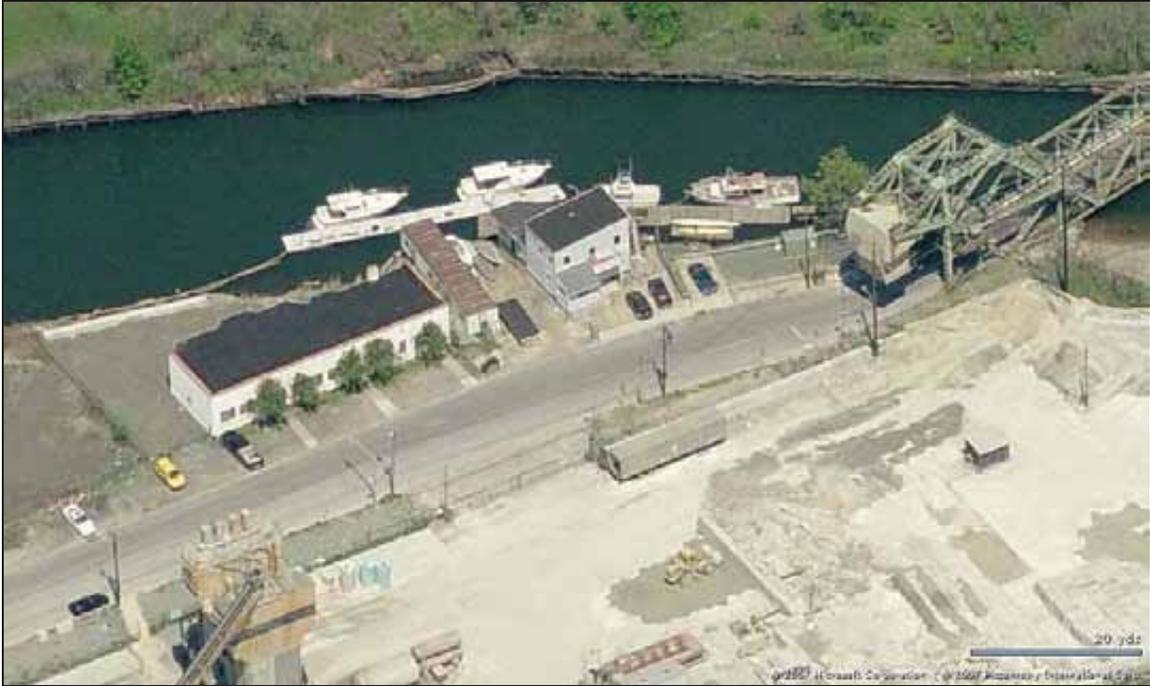


Photo 101: 1-13 (right) & 15-21 (left) South Front Street, View North (Live Search 2007)



Photo 102: 15-21 South Front Street, View North



Photo 103: 15-21 South Front Street, View Northeast

**65-85 South Front Street, Elizabeth, New Jersey (Block 4, Lot 1438.A; Photo 104)**

The property at 65-85 South Front Street is located on the northwest side of the street in an industrial area near the Elizabeth River (see Figure 14 Resource #45). The building on this property is situated on a large lot on which there is no vegetation. One story in height and built of concrete blocks, this circa 1946 building features a rectangular footprint with a small wing along its east side facing Front Street. The shed-roof features a wood coping. The building contains several metal roll-up doors, and the east elevation contains one multi-light industrial window. A pedestrian door is also covered by an overhead roll security gate. “Russo Bros Auto Wreckers” is painted on both the east and south elevations. The wing has a sign that reads “J & L Used Auto Parts.” A fence obscures views of the building’s north elevation.

Documentary evidence suggests that the building at 65-85 South Front Street was constructed by Martin Dickson Inc. The company purchased the property, “as is,” from the City of Elizabeth in 1946. The property was part of the Heidritter Lumber Company property on South Front Street. The Heidritter property was acquired by the City of Elizabeth for nonpayment of taxes in 1934 after the death of Eugene Heidritter. In 1951, Martin Dickson sold the property to L. Dinetz & Sons. The property was owned by a series of owners in close succession until acquired by Bayway Steel Drum Company in 1956. Noe Russo and his wife, Marie, subsequently purchased the property in 1957. In 1989, the Russos sold the property to the Saroks (Sanborn 1950, 1951; Union County Deeds).

The property at 65-85 South Front Street in Elizabeth, Union County, contains a typical vernacular industrial/garage building dating to circa 1946. The property has no known significance. The building at 65-85 South Front Street in Elizabeth does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). The building, built circa 1946, does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 65-85 South Front Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 104: 65-85 South Front Street, View North

**437 Doyle Street, Elizabeth, New Jersey (Block 5, Lot 241.I; Photo 105)**

The property at 437 Doyle Street is located at the north corner of Doyle Street and Fifth Avenue (see Figure 14 Resource #46). It is on a level lot with a chain link fence and a paved driveway, which leads to a garage on the northwest side. A few trees and shrubs dot the property. The property consists of a one-story, wood-frame dwelling, three bays wide, terminating in a gable front roof. Set on a stretcher bond brick foundation, the modest house features a rectangular-shaped footprint with a smaller gable wing on the front elevation. The wing has an enclosed porch clad with aluminum siding and pierced with four sets of one-light metal awning windows grouped into three units. The main entry is through this enclosed porch by a single-leaf door. The front elevation features a tripartite window unit with a one-light fixed window flanked by one-over-one wood-sash windows. The house is clad with aluminum siding, and a central-interior brick chimney rises above the roof. The single-bay, wood-frame garage is set on a concrete foundation, clad with asbestos siding, and capped with a gable front asphalt-shingle roof. The façade contains an off-center roll-up vinyl garage door.

Documentary evidence suggests that the house at 437 Doyle Street was constructed by the Central Suburban Estates in 1955-1957. The area surrounding Mattano Park developed through several subdivisions. One of these developments was undertaken by Central Suburban Estates of Elizabeth, New Jersey. The subdivision consisted of a one and one-half block area bounded by Fifth Avenue, Doyle and Loomis Streets, and Fourth Avenue. The subdivision plotted 31 building lots in 1955, depicted on the Map of Central Suburban Estates. The houses built are modest post World War II suburban homes. In 1957, Frank Zank and his wife, Helen, purchased the home at the corner of Doyle Street and Fifth Avenue, designated as Block B, Lot 11, on the subdivision map. In 1967, the Zanks sold the property to Adolph Zajak and Stella, his wife. Juan Buruca acquired the premises in 1994 (Meyer 1955; Union County Deeds).

The property at 437 Doyle Street in Elizabeth is representative of typical post World War II suburban houses, constructed 1955-1957. Several other houses of similar form and style are found within the Central Suburban Estates development. The house at 437 Doyle Street, built 1955-1957, in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). While the house at 437 Doyle Street does represent characteristics of the period, it does not represent the work of a master, or possess high artistic values (Criterion C). The property at 437 Doyle Street is unlikely to

provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 105: 437 Doyle Street, View North

**436 Redcliffe Street, Elizabeth, New Jersey (Block 5, Lot 1153.I; Photo 106)**

The property at 436 Redcliffe Street is located on the south corner of Redcliffe Street and Fifth Avenue, opposite Fifth Avenue from Mattano Park (see Figure 14 Resource #47). The house is sited on a level grassy lot with a wood fence to enclose the backyard. The house at 436 Redcliffe Street is a one-story, wood-frame dwelling, three bays wide, terminating in a front-gable roof. Set on a stucco-covered foundation, the house features a rectangular-shaped footprint with a smaller gable wing on the front elevation. The wing has an inset one-bay porch supported with one brick post. The main entry is sheltered by the inset porch and contains a single-leaf nine-panel door. The front elevation features a tripartite window unit with a one-light fixed window flanked by one-over-one wood-sash windows. The front gable, front wing, and the northeast elevation contain one-over-one wood-sash windows. The house is clad with vinyl siding, and a central-interior brick chimney rises above the asphalt-shingle roof.

Documentary evidence suggests that the house at 436 Redcliffe Street was constructed by the Central Suburban Estates in circa 1955. The area surrounding Mattano Park developed through several subdivisions. One of these developments was undertaken by Central Suburban Estates of Elizabeth, New Jersey. The subdivision consisted of a one and one-half block area bounded by Fifth Avenue, Doyle and Loomis Streets, and Fourth Avenue. The subdivision plotted 31 building lots in 1955, depicted on the Map of Central Suburban Estates. The houses built are modest post World War II suburban homes. The property at 436 Redcliffe Street is depicted as Block B, Lot 1, on the Map of Central Suburban Estates. Most recently, the property was conveyed by the secretary of Housing and Urban Development, Washington, D.C. to Marluce Almedia. Almedia, in turn sold the property to Paulo Vidreiro in 2004 (Meyers 1955; Union County Deeds).

The property at 436 Redcliffe Street in Elizabeth is representative of typical post World War II suburban houses, constructed circa 1955. Several other houses of similar form and style are found within the Central Suburban Estates development. The house at 436 Redcliffe Street, built circa 1955, in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). While the house at 437 Doyle Street does represent characteristics of the period, it does not

represent the work of a master, or possess high artistic values (Criterion C). The property at 437 Doyle Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 106: 436 Redcliffe Street, View Southeast

**437 Redcliffe Street, Elizabeth, New Jersey (Block 5, Lot 1144.D; Photo 107)**

Facing southwest toward Mattano Park, this dwelling is sited on a level grassy lot set slightly back from Fifth Avenue. It is located at the north corner of Fifth Avenue and Redcliffe Street (see Figure 14 Resource #48). A concrete driveway leads to the garage at the northwest side of the house. The house at 437 Redcliffe Street is a one-and-a-half story, wood-frame dwelling, three bays wide, terminating in a gable front roof. Set on a stucco-covered foundation, the modest vernacular house features a rectangular-shaped footprint with a smaller gable wing on the front elevation. The wing has an inset one-bay porch supported with one decorative metal post and a metal balustrade. The main entry is sheltered by the inset porch and contains a single-leaf door. The northeast elevation features a centered tripartite window unit with a one-light fixed window flanked by one-over-one vinyl sash windows. The remaining elevations contain one-over-one vinyl sash windows. The house is clad with German vinyl siding, and a central-interior brick chimney rises above the asphalt-shingle roof. Other architectural features include diamond-pane windows in the basement, a brick and poured-concrete porch deck and stoop, and a shed-roof dormer on the southwest elevation.

Sited adjacent to the dwelling to the southwest is a circa 1950 one-story wood-frame garage. Set on a concrete-block foundation, the garage is clad with German vinyl siding and capped with a front-gable asphalt-shingle roof featuring a boxed cornice. The façade contains an off-center roll-up garage door.

Documentary evidence suggests that the house at 437 Redcliffe Street was constructed by the Central Suburban Estates in circa 1956. The area surrounding Mattano Park developed through several subdivisions. One of these developments was undertaken by Central Suburban Estates of Elizabeth, New Jersey. The subdivision consisted of a one and one-half block area bounded by Fifth Avenue, Doyle and Loomis Streets, and Fourth Avenue. The subdivision plotted 31 building lots in 1955, as depicted on the Map of Central Suburban Estates. The houses built are modest post World War II suburban homes. The property at 437 Redcliffe Street is depicted as Block A, Lot 7, on the Map of Central Suburban Estates. Central Suburban Estates sold the property in 1957. The property was

owned by the DiCosimo family for many years. In 2000, the property was sold to Salvatore Randazzo and Maria, his wife, by the estate of Carmelia DiCosimo. The premises were then purchased by Armanod Guerra in 2005 (Union County Deeds, Meyers 1955).

The property at 437 Redcliffe Street in Elizabeth is representative of typical post World War II suburban houses, constructed circa 1956. Several other houses of similar form and style are found within the Central Suburban Estates development. The house at 437 Redcliffe Street, built circa 1956, in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). While the house at 437 Redcliffe Street does represent characteristics of the period, it does not represent the work of a master, or possess high artistic values (Criterion C). The property at 437 Redcliffe Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 107: 437 Redcliffe Street, View North

**436 Loomis Street, Elizabeth, New Jersey (Block 5, Lot 859.E; Photo 108)**

Facing northwest toward Loomis Street, this dwelling is located at the south corner of Loomis Street and Fifth Avenue (see Figure 14 Resource #49). It is on a level grassy lot set slightly back from the road. The property is fronted with foundation plantings and a few trees and shrubs.

The house at 436 Loomis Street is a one-and-a-half-story, wood-frame dwelling, three bays wide, terminating in a gable front roof. Set on a stucco-covered foundation, the modest vernacular house features a rectangular-shaped footprint with a smaller gable wing on the front elevation. The wing originally had an inset one-bay porch, which has been enclosed. The main entry is into the enclosed porch section, and a shed-roof porch addition shelters the entry and a tripartite window on the façade of the main block. The entry contains a single-leaf door, and the tripartite window has a one-light fixed window flanked by one-over-one vinyl sash windows. Other windows throughout the house are one-over-one vinyl sash units. The southwest elevation is not pierced with any openings. The house is clad with vinyl siding, and a central-interior brick chimney rises above the asphalt-shingle roof. Other architectural features include a shed-roof dormer on the northeast elevation and a wood deck on the rear (southeast) elevation.

Documentary evidence suggests that the house at 436 Loomis Street was constructed by the Central Suburban Estates in circa 1955. The area surrounding Mattano Park developed through several subdivisions. One of these developments was undertaken by Central Suburban Estates of Elizabeth, New Jersey. The subdivision consisted of a one and one-half block area bounded by Fifth Avenue, Doyle and Loomis Streets, and Fourth Avenue. The subdivision plotted 31 building lots in 1955, as depicted on the Map of Central Suburban Estates. The houses built are modest post World War II suburban homes. The property at 436 Loomis Street is depicted as Block A, Lot 1, on the Map of Central Suburban Estates. The property is currently owned by William A. Caruso (Meyers 1955; Union County Deeds).

The property at 436 Loomis Street in Elizabeth is representative of typical post World War II suburban houses, constructed circa 1956. Several other houses of similar form and style are found within the Central Suburban Estates development. The house at 436 Loomis Street, built circa 1956, in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). While the house at 436 Loomis Street does represent characteristics of the period, it does not represent the work of a master, or possess high artistic values (Criterion C). The property at 436 Loomis Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 108: 436 Redcliffe Street, View Northeast

**475 Fifth Street, Elizabeth, New Jersey (Block 5, Lot 895; Photo 109)**

Facing northwest toward Mattano Park, this dwelling is located at the north corner of Loomis Street and Fifth Avenue (see Figure 14 Resource #50). It is on a level grassy lot set slightly back from the road. The property is fronted with foundation plantings and dotted with a few trees and shrubs. The house at 475 Fifth Avenue is a one-and-a-half-story brick dwelling, three bays wide and two bays deep. Featuring a rectangular-shaped footprint, this dwelling is covered in stretcher bond and is capped with a side-gable, asphalt-shingle roof. The main façade contains a central, single-leaf entry flanked by one pair of one-over-one vinyl windows and a triple one-over-one vinyl window unit. The façade has an inset porch on the northwestern end supported with a brick post. The porch shelters one single-leaf door on the northwest elevation. The main roof slope is adorned with two vinyl-clad gable dormers, each with one one-over-one vinyl windows, and the rear elevation has a vinyl-clad, four-bay shed dormer.

Other architectural features of the house include brick rowlock window sills, overhanging eaves with a boxed cornice, and one exterior-end brick chimney.

Documentary evidence suggests that the house at 475 Fifth Avenue was constructed circa 1955 and was plotted on the Revised Map of LaFortuna Park, Building Lots belonging to Maria S. Coote, and Tiplin subdivisions. The revised map is referenced in the deeds; however it is not clear whether this is the same map on file at the county property records room. The area was initially plotted for subdivision in 1908 by Maria Coote. In 1909, these building lots were acquired by the Fairchild-Baldwin Company and renamed La Fortuna Park; however the land remained undeveloped. Land-use planning beginning in the early 1920s developed by the Olmsted Brothers Landscape Architecture Firm facilitated development near the Elizabeth River. One of the parks that the Olmsted firm designed in Union County was Elizabeth Park (1926-1958). Later renamed Mattano Park, it became part of a greenway system associated with the Elizabeth River Park. After World War II, development of the area increased. By 1950, the blocks previously laid out as La Fortuna Park has buildings on less than half of the lots. Construction of the house at 475 occurred after 1951. The premises were acquired by the Caporaso, who sold it in 1962 to Anthony Noto and his wife, Margaret. In 1996, Noto conveyed the property to Edgar and Maria Bastidas. The property was subsequently purchased by Ovidio Galvez in 2001, followed by Eleutero Aldaz (Elizabeth 1908; Mohr 1928a, 1928b; Union County Deeds).

The house at 475 Fifth Avenue in Elizabeth is representative of modest post World War II suburban housing. Publications and house plans of the 1940s and 1950s emphasized the economic and modern attributes of these “authentic colonial” homes that embodied “all of the charm of [the] early-American type of architecture.” The house at 475 Fifth Avenue in Elizabeth, constructed circa 1955, does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). While the house at 475 Fifth Avenue does represent characteristics of the period, it does not represent the work of a master, or possess high artistic values (Criterion C). The property at 475 Fifth Avenue is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 109: 475 Fifth Street, View North

**505 South Fifth Street, Elizabeth, New Jersey (Block 5, Lot 1251; Photo 110)**

Facing southeast toward Mattano Park, this dwelling is on the north side South Fifth Street, opposite Mattano Park (see Figure 14 Resource #51). A small one-story, pre-fabricated metal shed stands on the rear portion of the lot behind the house. It is on a level lot set just off the road and a concrete driveway is on the southwest side. The building at 505 South Fifth Street is a one-story brick dwelling, three bays wide and three bays deep, set on a poured-concrete foundation. This dwelling has a rectangular plan and is constructed of stretcher bond brick, capped with a gable front, asphalt-shingle roof. The front entry is in a centered brick gable vestibule on the façade and contains a paneled wood door with an oval light. The house is pierced with one-over-one vinyl windows, and the front gable features paired one-over-one windows, all with brick rowlock sills and soldier-course lintels. Fiberglass awnings shade the main southeast elevation's windows and door. An interior brick chimney rises above the roof, and the roof features overhanging eaves with a boxed cornice.

Documentary evidence suggests that the house at 505 South Fifth Street was constructed circa 1948. The property was plotted in to lots on the map of Building Lots belonging to Maria S. Coote, the Map of LaFortuna Park (Fairchild-Baldwin Company), and the Revised Map of La Fortuna Park (Frederick L. Tiplin). The revised map is referenced in the deeds; however this map is not on file at the county property records room. The area was initially plotted for subdivision in 1908 by Maria Coote. In 1909, these building lots were acquired by the Fairchild-Baldwin Company and renamed La Fortuna Park; however the land remained undeveloped. In 1918, the La Fortuna Park subdivision was acquired by Frederick L. Tiplin and the layout was revised. Land-use planning beginning in the early 1920s developed by the Olmsted Brothers Landscape Architecture Firm facilitated development near the Elizabeth River. One of the parks that the Olmsted firm designed in Union County was Elizabeth Park (1926-1958). Later renamed Mattano Park, it became part of a greenway system associated with the Elizabeth River Park. After World War II, development of the area increased. By 1950, the blocks previously laid out as La Fortuna Park had buildings on less than half of the lots. By 1948, several lots at the corner of South Fifth Street and Fifth Avenue were combined. The La Torres most likely constructed the house at 505 South Fifth Street shortly thereafter. Luigia La Torre, widow of Leonardo, married Angelo Lombardi. The property was devised to her seven children after Luigia's death in 1970. The property was subsequently sold to Leslie W. and Roxanne Mosch by a member of the La Torre family. In 1998, the premises were purchased by Ruben Gutierrez and his wife, Fernanda Duarte (Elizabeth 1908; Mohr 1928a, 1928b; Union County Deeds).

The property at 505 South Fifth Street in Elizabeth is representative of mid-twentieth century, World War II era houses. Although, historically laid out as part of various subdivisions, the surrounding properties developed over the course of several decades between the 1920s and the 1950s. The house at 505 South Fifth Street in Elizabeth does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). The dwelling at 505 South Fifth Street, constructed circa 1948, does not represent the work of a master, or possess high artistic values (Criterion C). The property at 505 South Fifth Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 110: 505 South Fifth Street, View Northwest

**507 South Fifth Street, Elizabeth, New Jersey (Block 5, Lot 1252; Photo 111)**

The building at 507 South Front Street is sited on the north side of South Front Street and faces south toward Mattano Park (see Figure 14 Resource #52). The house is situated on a level lot set just off the road and a driveway is on the northwest side. The building at 507 South Fifth Street is a one-and-one-half story brick dwelling, three bays wide and three bays deep, set on a poured-concrete foundation. This dwelling has a rectangular plan and is constructed of stretcher bond brick, capped with a gable front, asphalt-shingle roof. A hipped-roof dormer, sheathed with vinyl siding, is at the north façade. The front entry is at the side of the façade and access by brick steps. The house is pierced with one-over-one vinyl windows, and the front gable features paired one-over-one windows, all with brick rowlock sills and soldier-course lintels. Metal awnings protect the front, first story windows.

Documentary evidence suggests that the house at 507 South Fifth Street was constructed circa 1930. The property was plotted in to lots on the map of Building Lots belonging to Maria S. Coote, the Map of LaFortuna Park (Fairchild-Baldwin Company), and the Revised Map of La Fortuna Park (Frederick L. Tiplin). The revised map is referenced in the deeds; however this map is not on file at the county property records room. The area was initially plotted for subdivision in 1908 by Maria Coote. In 1909, these building lots were acquired by the Fairchild-Baldwin Company and renamed La Fortuna Park; however the land remained undeveloped. In 1918, the La Fortuna Park subdivision was acquired by Frederick L. Tiplin and the layout was revised. Land-use planning beginning in the early 1920s developed by the Olmsted Brothers Landscape Architecture Firm facilitated development near the Elizabeth River. One of the parks that the Olmsted firm designed in Union County was Elizabeth Park (1926-1958). Later renamed Mattano Park, it became part of a greenway system associated with the Elizabeth River Park. After World War II, development of the area increased. By 1950, the blocks previously laid out as La Fortuna Park have buildings on less than half of the lots. Concetta and Carmine Cusmano acquired the property and in 1977, the premises were purchased by Frank and Mary R. Fedorochko (Elizabeth 1908; Mohr 1928a, 1928b; Union County Deeds).

The property at 507 South Fifth Street in Elizabeth is representative of mid-twentieth century houses. Although, historically laid out as part of various subdivisions, the surrounding properties developed over the course of several decades between the 1920s and the 1950s. The house at 507 South Fifth Street in Elizabeth does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A

and B). The dwelling at 507 South Fifth Street, constructed circa 1930, does not represent the work of a master, or possess high artistic values (Criterion C). The property at 507 South Fifth Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 111: 507 South Fifth Street, View Northwest

**511-513 South Fifth Street, Elizabeth, New Jersey (Block 5, Lot 1253; Photo 112)**

The building at 511-513 South Front Street is sited on the north side of South Front Street and faces south toward Mattano Park (see Figure 14 Resource #53). It is on a level lot set adjacent to the road, and a chain link fence stands along the northeast side of the building. The building at 511-513 South Fifth Street is a double building (or duplex), two stories in height and four bays wide on the first story of its main (southeast) elevation. This wood-frame building has a rectangular plan, six bays deep, with a flat roof. At the first story, the facade is covered with a stucco, faux stone veneer. A hipped pent roof extends the full-width at the top of the first story, which is mimicked with a larger and broader hipped pent roof above the second story. The building is clad with vinyl siding, and the top pent roof is sheathed with asphalt shingles. Two centered single-leaf entries on the main façade are sheltered with a gable-roof hood supported with knee braces. The entries are illuminated with transoms, and flanking the doors are paired one-over-one aluminum windows with aluminum surrounds.

Documentary evidence suggests that the double house at 511-513 South Fifth Street was constructed in 1910. The property was plotted in to lots on the map of Building Lots belonging to Maria S. Coote, the Map of LaFortuna Park (Fairchild-Baldwin Company), and the Revised Map of La Fortuna Park (Frederick L. Tiplin). The revised map is referenced in the deeds; however this map is not on file at the county property records room. The area was initially plotted for subdivision in 1908 by Maria Coote. In 1909, these building lots were acquired by the Fairchild-Baldwin Company and renamed La Fortuna Park; however the land remained undeveloped. In 1918, the La Fortuna Park subdivision was acquired by Frederick L. Tiplin and the layout was revised. Land-use planning beginning in the early 1920s developed by the Olmsted Brothers Landscape Architecture Firm facilitated development near the Elizabeth River. One of the parks that the Olmsted firm designed in Union County was Elizabeth Park (1926-1958).

Later renamed Mattano Park, it became part of a greenway system associated with the Elizabeth River Park (Elizabeth 1908; Mohr 1928a, 1928b; Union County Deeds).

The property at 511-513 South Fifth Street in Elizabeth contains a typical vernacular mixed-use building dating to circa 1940 in Union County, New Jersey. This modest building originally functioned as a dwelling and a store. This dwelling lacks any embellishments and is not an uncommon form within the area. Several other mixed-use as well as two-story, shed-roof buildings are located in the immediate area, such as the building at 539 South Fifth Street on the same block.

Stylistically, several of the buildings along this block are consistent with architecture popular during the early 1900s; however the 1950 Sanborn map depicts only three buildings fronting on South Fifth Street. This area was acquired by the New Jersey Turnpike, held for a short period, and conveyed to individual owners in the 1950s, suggesting that the presence of architecture predating 1950 were moved from the path of the turnpike. The duplex at 511-513 South Front Street is depicted on the 1950 Sanborn Map and several of the adjacent houses are depicted on the 1951 Sanborn map. Double houses of this type were popular in working class neighborhoods from the late nineteenth century through the 1920s. The building is depicted as a double (side-by-side) building with a store in the east side and the west half used as a dwelling. The property, which was purchased by John Cutaio and his wife, Angeline, who owned several properties in the area, was sold to Juan and Andrea Rivera in 1978. In 1988, the premises were subsequently conveyed to Salvatore Mirabile and Vincenza, his wife (Union County Deeds).

The property at 511-513 South Fifth Street in Elizabeth contains a typical vernacular double house, constructed 1910. Wood frame double houses of the early twentieth century are a representative building type of worker housing. By 1950, this building contained a dwelling in one half and a store in the other. The building at 511-513 South Fifth Street in Elizabeth does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). The vernacular double house at 511-513 South Fifth Street has been substantially altered through the addition of the pent roofs, addition of replacement siding, and installation of replacement windows, which greatly detract from the architectural integrity of the building. This building does not represent the work of a master, or possess high artistic values (Criterion C). The property at 511-513 South Fifth Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 112: 511-513 South Fifth Street, View Northeast

**515 South Fifth Street, Elizabeth, New Jersey (Block 5, Lot 1254; Photo 113)**

The building at 515 South Front Street is located on the north side of South Front Street across from Mattano Park (see Figure 14 Resource #54). The property is on a level lot and the dwelling is set close to the road. A small one-story, gable-roofed shed, younger than 50 years old, stands on the rear portion of the lot behind the house. The building at 515 South Fifth Street is a wood frame dwelling, two stories in height and three bays across, clad with aluminum siding and capped with a shed roof. The house has been converted into a multi-family building. The façade has two off-center single-leaf six-panel vinyl doors sheltered with a metal awning. The house is pierced by one-over-one vinyl windows with aluminum surrounds. Other architectural features include an aluminum cornice, a poured-concrete stoop, and a two-story rear porch with an enclosed second story.

Documentary evidence suggests that the house at 515 South Fifth Street was constructed circa 1910. The property was plotted in to lots on the map of Building Lots belonging to Maria S. Coote, the Map of LaFortuna Park (Fairchild-Baldwin Company), and the Revised Map of La Fortuna Park (Frederick L. Tiplin). The revised map is referenced in the deeds; however this map is not on file at the county property records room. The area was initially plotted for subdivision in 1908 by Maria Coote. In 1909, these building lots were acquired by the Fairchild-Baldwin Company and renamed La Fortuna Park; however the land remained undeveloped. In 1918, the La Fortuna Park subdivision was acquired by Frederick L. Tiplin and the layout was revised. Land-use planning beginning in the early 1920s developed by the Olmsted Brothers Landscape Architecture Firm facilitated development near the Elizabeth River. One of the parks that the Olmsted firm designed in Union County was Elizabeth Park (1926-1958). Later renamed Mattano Park, it became part of a greenway system associated with the Elizabeth River Park (Elizabeth 1908; Mohr 1928a, 1928b; Union County Deeds).

Stylistically, several of the buildings along this block are consistent with architecture popular during the early 1900s; however the 1950 Sanborn map depicts only three buildings fronting on South Fifth Street. This area was acquired by the New Jersey Turnpike, held for a short period, and conveyed to individual owners in the 1950s, suggesting that the presence of architecture predating 1950 were moved from the path of the turnpike. The dwelling at 515 South Front Street is first depicted at this location on the 1951 Sanborn Map as are several of the adjacent houses. Houses of this type were popular in working class neighborhoods from the turn of the twentieth century through the 1920s. The property was purchased from the New Jersey Turnpike Authority by James Wright in 1953. In 1980, Wright's heir sold the premises to James and Rose Cooper. The property was then acquired by Alcides Garcia and his wife, Rose, in 1999. Jose and Rose Garcia purchased the property in 2003 (Union County Deeds).

The property at 515 South Fifth Street is typical of vernacular buildings from the early twentieth century and has been stripped of its architectural character. The property has no known historic significance. The building at 515 South Fifth Street in Elizabeth does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1910, the vernacular building at 515 South Fifth Street does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 515 South Fifth Street is unlikely to provide information important to our understanding of history (Criterion D). Its integrity has diminished with the replacement siding and replacement windows. Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 113: 515 South Fifth Street, View Northeast

**517 South Fifth Street, Elizabeth, New Jersey (Block 5, Lot 1256; Photo 114)**

The property at 517 South Front Street is situated on the north side of the street and faces southeast toward Mattano Park (see Figure 14 Resource #55). The property is a level lot with the house set adjacent to the road and an asphalt-paved driveway that leads a garage at the northwest side of the house. The building at 517 South Fifth Street is a two-and-one-half story wood-frame, ell plan dwelling with a projecting front-gable wing at the southwest elevation. Set on a stucco-covered foundation and clad with asbestos siding, the house is three bays wide on the main façade. A hipped roof enclosed porch extends across the full width of the front façade with an off-center aluminum single-leaf door. The pedimented gable is illuminated by one-over-one wood-sash windows with square-edged aluminum surrounds. Two stuccoed interior chimneys rise above the asphalt-shingle cross-gable roof. Other architectural features of the house include overhanging eaves, a boxed wood cornice, and partial returns on the projecting gable section. A two-story addition is at the rear façade. The property is enclosed by a chain-link fence. The one-story wood-frame garage, built circa 1940, is two bays wide with two roll-up garage doors. It is clad with asbestos siding and has a gable front asphalt shingle roof with a full pediment on the facade similar to the dwelling. This garage is located on the northwest side of the house.

Documentary evidence suggests that the house at 515 South Fifth Street was constructed circa 1915. The property was plotted in to lots on the map of Building Lots belonging to Maria S. Coote, the Map of LaFortuna Park (Fairchild-Baldwin Company), and the Revised Map of La Fortuna Park (Frederick L. Tiplin). The revised map is referenced in the deeds; however this map is not on file at the county property records room. The area was initially plotted for subdivision in 1908 by Maria Coote. In 1909, these building lots were acquired by the Fairchild-Baldwin Company and renamed La Fortuna Park; however the land remained undeveloped. In 1918, the La Fortuna Park subdivision was acquired by Frederick L. Tiplin and the layout was revised. Land-use planning beginning in the early 1920s developed by the Olmsted Brothers Landscape Architecture Firm facilitated development near the Elizabeth River. One of the parks that the Olmsted firm designed in Union County was Elizabeth Park (1926-1958). Later renamed Mattano Park, it became part of a greenway system associated with the Elizabeth River Park (Elizabeth 1908; Mohr 1928a, 1928b; Union County Deeds).

Stylistically, several of the buildings along this block are consistent with architecture popular at the turn of the twentieth century and early 1900s; however the 1950 Sanborn map depicts only three buildings fronting on South

Fifth Street. This area was acquired by the New Jersey Turnpike, held for a short period, and conveyed to individual owners in the 1950s, suggesting that the presence of architecture predating 1950 were moved from the path of the turnpike. The dwelling at 515 South Front Street is first depicted at this location on the 1951 Sanborn Map as are several of the adjacent houses. Houses of this type were popular in working class neighborhoods from the turn of the twentieth century through the 1920s. The property was purchased from the New Jersey Turnpike Authority by Karl Zazekony in 1953. The property was in turn sold to Bruno E. and Peter Kurdyla. Bruno Kurdyla continues to own the property (Union County Deeds).

The property at 517 South Fifth Street in Elizabeth is a typical two-story, gable-front, Colonial Revival-style dwelling, constructed circa 1915. During the first half of the twentieth century, Colonial Revival became the most popular style choice across the United States among middle- and upper-class Americans for their houses, as well as other types such as ecclesiastical and institutional. Features like gable roofs, molded cornices, full pediments, and two stories are typical characteristics of Colonial Revival houses of this period, as seen on this house. Several other similar dwellings are located in the immediate area, such as neighboring houses at 521 and 525 South Fifth Street. However, evidence suggests that these buildings were moved from another site. The property has no known historic significance. The building at 517 South Fifth Street in Elizabeth does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1920, the vernacular building at 517 South Fifth Street does not represent the work of a master, or possess high artistic values (Criterion C). The property at 517 South Fifth Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 114: 517 South Fifth Street, View North

**521 South Fifth Street, Elizabeth, New Jersey (Block 5, Lot 1257; Photo 115)**

The property at 521 South Front Street is sited on the north side of the street, facing southeast toward Mattano Park (see Figure 14 Resource #56). The house is on a level grassy lot set just off the road and is fronted with several foundation plantings. The building at 521 South Fifth Street is wood-frame dwelling, two and one-half stories in height, with a gable front asphalt-shingle roof. The house is set on a stucco-covered foundation and has a rectangular-shaped footprint. A two-story gable roofed addition extends the full width of the rear elevation. An enclosed porch, three bays wide, with a shed-roof and an off-center single-leaf entry, extends across the front facade.

The house is clad with vinyl siding and contains one-over-one replacement vinyl windows with aluminum surrounds. The roof is pierced by two stucco covered chimneys, one of which is corbeled. Other architectural features of the house include a full pediment at the front facade and a gable dormer on the southwest elevation. A fire escape and built-in air conditioner have been added to the front façade.

Documentary evidence suggests that the house at 515 South Fifth Street was constructed 1915. The property was plotted in to lots on the map of Building Lots belonging to Maria S. Coote, the Map of LaFortuna Park (Fairchild-Baldwin Company), and the Revised Map of La Fortuna Park (Frederick L. Tiplin). The revised map is referenced in the deeds; however this map is not on file at the county property records room. The area was initially plotted for subdivision in 1908 by Maria Coote. In 1909, these building lots were acquired by the Fairchild-Baldwin Company and renamed La Fortuna Park; however the land remained undeveloped. In 1918, the La Fortuna Park subdivision was acquired by Frederick L. Tiplin and the layout was revised. Land-use planning beginning in the early 1920s developed by the Olmsted Brothers Landscape Architecture Firm facilitated development near the Elizabeth River. One of the parks that the Olmsted firm designed in Union County was Elizabeth Park (1926-1958). Later renamed Mattano Park, it became part of a greenway system associated with the Elizabeth River Park (Elizabeth 1908; Mohr 1928a, 1928b; Union County Deeds).

Stylistically, several of the buildings along this block are consistent with architecture popular at the turn of the twentieth century and early 1900s; however the 1950 Sanborn map depicts only three buildings fronting on South Fifth Street. This area was acquired by the New Jersey Turnpike, held for a short period, and conveyed to individual owners in the 1950s, suggesting that the presence of architecture predating 1950 were moved from the path of the turnpike. The dwelling at 515 South Front Street is first depicted at this location on the 1951 Sanborn Map as are several of the adjacent houses. Houses of this type were popular in working class neighborhoods from the turn of the twentieth century through the 1920s. This property, as with the adjacent properties, was most like acquired from the New Jersey Turnpike Authority in 1953. The house has been owned by Charlotte Gambino for many years (Union County Deeds).

The property at 521 South Fifth Street in Elizabeth contains a typical two-story, gable-front, Colonial Revival-style dwelling, constructed 1915. During the first half of the twentieth century, the Colonial Revival style, as well as other types such as ecclesiastical and institutional, became the most popular style choice across the United States among middle- and upper-class Americans for their houses. Features such as a gable roof, molded cornice, full pediment, two stories are typical characteristics of Colonial Revival-style houses of this period as seen with this house. The property has no known historic significance. The building at 521 South Fifth Street in Elizabeth does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1920, the vernacular building at 521 South Fifth Street has been altered through the addition of vinyl siding, installation of replacement windows, and changes to the fenestration, all of which greatly detracts from the architectural integrity. Evidence suggests that this building and adjacent homes were moved from another site. The property has no known historic significance. The building does not represent the work of a master, or possess high artistic values (Criterion C). The property at 521 South Fifth Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 115: 521 South Fifth Street, View North

**525 South Fifth Street, Elizabeth, New Jersey (Block 5, Lot 1258; Photo 116)**

The property at 525 South Fifth Street is located on the north side of the street, facing southeast toward Mattano Park (see Figure 14 Resource #57). The house is sited on a level lot, set near the road and is fronted with several foundation plantings. A wood fence lines the perimeter of the property. A small one-story gable-roofed non-historic shed stands on the rear portion of the lot behind the house. The house at 525 South Fifth Street is a wood-frame, rectangular plan dwelling, two and one-half stories in height, with a gable front roof. Clad with wood shingles, the house is five bays deep and is adorned with a hipped-roof aluminum-clad dormer atop its northeast elevation. The dormer contains a pair of one-over-one wood double-hung windows. The first and second story front elevation contains banks of single-light casement windows with shutters. The primary entrance has an off-center single-leaf door, sheltered by a metal awning and accessed by stairs with an iron railing. The side elevations are pierced with paired and single one-over-one wood sash as well as casement windows. The front gable is covered with vertical-board siding and the wide eaves feature a boxed cornice with partial returns. The house has one interior stuccoed chimney.

Documentary evidence suggests that the house at 525 South Fifth Street was constructed circa 1915. The property was plotted in to lots on the map of Building Lots belonging to Maria S. Coote, the Map of LaFortuna Park (Fairchild-Baldwin Company), and the Revised Map of La Fortuna Park (Frederick L. Tiplin). The revised map is referenced in the deeds; however this map is not on file at the county property records room. The area was initially plotted for subdivision in 1908 by Maria Coote. In 1909, these building lots were acquired by the Fairchild-Baldwin Company and renamed La Fortuna Park; however the land remained undeveloped. In 1918, the La Fortuna Park subdivision was acquired by Frederick L. Tiplin and the layout was revised. Land-use planning beginning in the early 1920s developed by the Olmsted Brothers Landscape Architecture Firm facilitated development near the Elizabeth River. One of the parks that the Olmsted firm designed in Union County was Elizabeth Park (1926-1958). Later renamed Mattano Park, it became part of a greenway system associated with the Elizabeth River Park (Elizabeth 1908; Mohr 1928a, 1928b; Union County Deeds).

Stylistically, several of the buildings along this block are consistent with architecture popular at the turn of the twentieth century and early 1900s; however the 1950 Sanborn map depicts only three buildings fronting on South Fifth Street. This area was acquired by the New Jersey Turnpike, held for a short period, and conveyed to individual

owners in the 1950s, suggesting that the presence of architecture predating 1950 were moved from the path of the turnpike. The dwelling at 525 South Front Street is first depicted at this location on the 1951 Sanborn Map as are several of the adjacent houses. Houses of this type were popular in working class neighborhoods from the turn of the twentieth century through the 1920s. This property, as with the adjacent properties, was most like acquired from the New Jersey Turnpike Authority in 1953. The house has been owned by Marilyn Krok for many years (Union County Deeds).

The property at 525 South Fifth Street in Elizabeth contains a typical two-story gable-front Colonial Revival-style dwelling, constructed circa 1915. During the first half of the twentieth century, the Colonial Revival style became the most popular style choice across the United States among middle- and upper-class Americans for their houses, as well as other types such as ecclesiastical and institutional. Features such as a gable roof, molded cornice with returns, and two stories are typical characteristics of Colonial Revival-style houses of this period, as seen with this house. Several other similar dwellings are located in the immediate area, such as neighboring houses at 517 and 521 South Fifth Street. The house has no known historic significance. The building at 525 South Fifth Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1915, the building at 525 South Fifth Street has been significantly altered through replacement of exterior cladding and installation of replacement windows, thus greatly detracting from its architectural integrity. Evidence also suggests that this house and those adjacent were moved from their original location. The house does not represent the work of a master, or possess high artistic values (Criterion C). The property at 525 South Fifth Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 116: 525 South Fifth Street, View Northwest

**539 South Fifth Street, Elizabeth, New Jersey (Block 5, Lot 1261; Photos 117 and 118)**

The property at 539 south Front Street is located on the north side of the street, adjacent to Mattano Park (see Figure 14 Resource #58). The building is sited on a level grassy lot near the road and to the west is the Elizabeth River. The building at 539 South Fifth Street is a shop and apartment building, two stories in height and three bays wide, and capped with a shed roof. The first story is used as an auto shop and the second story contains residential apartments. This rectangular plan building has stucco-covered concrete block construction at the first story and

aluminum-clad wood-frame construction on the second story. The main elevation, facing South Fifth Street, is covered with a brick veneer. The front façade first story contains a roll-up garage door, a fixed one-light store window, and an off-center single-leaf door with a rectangular transom. The second story has a one-over-one double-hung window and a tripartite windows with one-over-one double-hung sash flanking a single-light fixed picture window. Other windows through the building are two-over-two horizontal wood-sash units. The southwest elevation has a two-story shed-roof addition enclosing what was originally an exterior stair to the second-floor apartment. This addition is covered with aluminum siding and the entry into the stairway is sheltered with a flat-roof portico supported with a metal post and balustrade.

Documentary evidence suggests that the building at 539 South Fifth Street was constructed in 1958. The property was plotted in to lots on the map of Building Lots belonging to Maria S. Coote, the Map of LaFortuna Park (Fairchild-Baldwin Company), and the Revised Map of La Fortuna Park (Frederick L. Tiplin). The revised map is referenced in the deeds; however this map is not on file at the county property records room. The area was initially plotted for subdivision in 1908 by Maria Coote. In 1909, these building lots were acquired by the Fairchild-Baldwin Company and renamed La Fortuna Park; however the land remained undeveloped. In 1918, the La Fortuna Park subdivision was acquired by Frederick L. Tiplin and the layout was revised. Land-use planning beginning in the early 1920s developed by the Olmsted Brothers Landscape Architecture Firm facilitated development near the Elizabeth River. One of the parks that the Olmsted firm designed in Union County was Elizabeth Park (1926-1958). Later renamed Mattano Park, it became part of a greenway system associated with the Elizabeth River Park (Elizabeth 1908; Mohr 1928a, 1928b; Union County Deeds).

Frederick Tiplin sold the property at 539 South Fifth Street in 1926; however, the property remained undeveloped. In 1955, the City of Elizabeth sold the property to Raymond Murray for \$100. In 1958, the property was sold to Philip Altobelli and his wife, Jennie. The date of construction provided by the Elizabeth Tax Assessors Office, suggests that the Altobelli's constructed the building shortly after acquiring the property. They sold it the following year to Margaret and Leopold Piazza. In 1987 Jorge De Almeida and Natercia, his wife purchased the property. The property is owned by 539 South Fifth Association and houses a shop with apartments above (Union County Deeds, City of Elizabeth Tax Assessor).

The property at 539 South Fifth Street in Elizabeth contains a typical vernacular mixed-use building, constructed in 1958. This modest building functions as a dwelling and a store/auto repair shop. The building has no known historic significance. The building at 539 South Fifth Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). The vernacular building at 539 South Fifth Street, built in 1958, does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 539 South Fifth Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 117: 539 South Fifth Street, View Northwest



Photo 118: 539 South Fifth Street, View North

**Bayway Switching Station, Elizabeth, New Jersey (Block 4, Lot 1582; Photo 119-121, Figure 26)**

The Bayway Switching Station is located on the southeast side of Trenton Avenue on a large level lot west of I-95 (the New Jersey Turnpike) and southwest of the Elizabeth River (see Figure 14 Resource #59). The property is a large power station and is paved with asphalt. The yard consists of electric towers, transformers, and towers. The perimeter of the property is surrounded by a high chain-link fence.

The Bayway Switching Station at 530-614 Trenton Avenue is an irregular plan, brick faced building comprising four sections terminating in a flat roof. A four-story square block comprises the central portion of the building. A two-story rectangular wing is appended to main block's southern side. A smaller one-story wing ell adjoins the southeast elevation of the two-story wing. The northern side of the main block features a smaller one-story rectangular wing. The northern side of the main block features a smaller one-story rectangular wing. The building features light brown (buff color) brick walls laid in five-course American bond with darker brown brick corbelled quoins on the four- and two-story sections of the building. A red brick water table crowned by a cast stone belt course encircles the building. The four-story block has slightly off-center double roll-up metal doors that span both the first and second stories. This large bay is detailed with a corbeled surround and a cast stone lintel with circular corner blocks. Above the door at the third story is a circular cast stone cartouche with "Public Service" in relief. This section is also detailed with wide corner window openings with cast stone sills on the third and fourth stories.

The openings are now covered with corrugated fiberglass panels. The two-story block features a centered single-leaf door illuminated with sidelights sheltered with a small metal hood. The doorway is flanked with one-over-one aluminum windows. The second story is detailed with paired one-over-one aluminum windows with a brick corbeled spandrel, a corbeled surround, and a cast stone lintel with round corner blocks. At the roof line is a sign that reads "P.S.E.G.," which stands for Public Service Electric and Gas Company. The southwest elevation is pierced with six bays with both individual one-over-one window units and one-over-one units grouped into four. A corbelled pier divides the elevation into bays on the west and two bays on its east side. Each of these bays is supported with cast stone sills. The one-story southeast wing displays paired metal slab pedestrian doors on its western elevation. The one-story northern block features four bays on its main facade. Each bay holds triple one-over-one aluminum windows. Between each bay near the roof line are inset cast stone panels. Each block features a cast stone cornice and a cast stone belt course.

Documentary evidence suggests that the Bayway Switching Station was constructed in 1942 by Public Service Electric & Gas Company (PSE&G). In 1903, more than 400 gas, electric, transportation companies were joined to form the Public Service Corporation. Mergers of smaller companies continued through the 1920s, creating a large corporation with subsidiaries throughout the Eastern, Central, and Southern United States. The transportation unit was separated from the public utilities sector. As a result of federal and state actions to limit the size of utilities and in 1943, Public Service became a "stand-alone company." In 1948, the company was renamed Public Service Electric and Gas Company. At this time, the City of Elizabeth and local financial institutions continued to encourage growth that would be beneficial to the area's industrial base. In 1942, the Bayway Switching Station was built by PSE&G and is first depicted on the 1950 Sanborn map of Elizabeth (Sanborn 1950, 1951) (Figure 26).

The Bayway Switching Station in Elizabeth is typical of mid-twentieth-century utility buildings. The Bayway Switching Station at 530 Trenton Avenue in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built in 1942, the Bayway Switching Station is a representative example of industrial-public utility buildings of the period. As such, this facility is not of exceptional design and does not possess high artistic merit (Criterion C). The Bayway Switching Station is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.

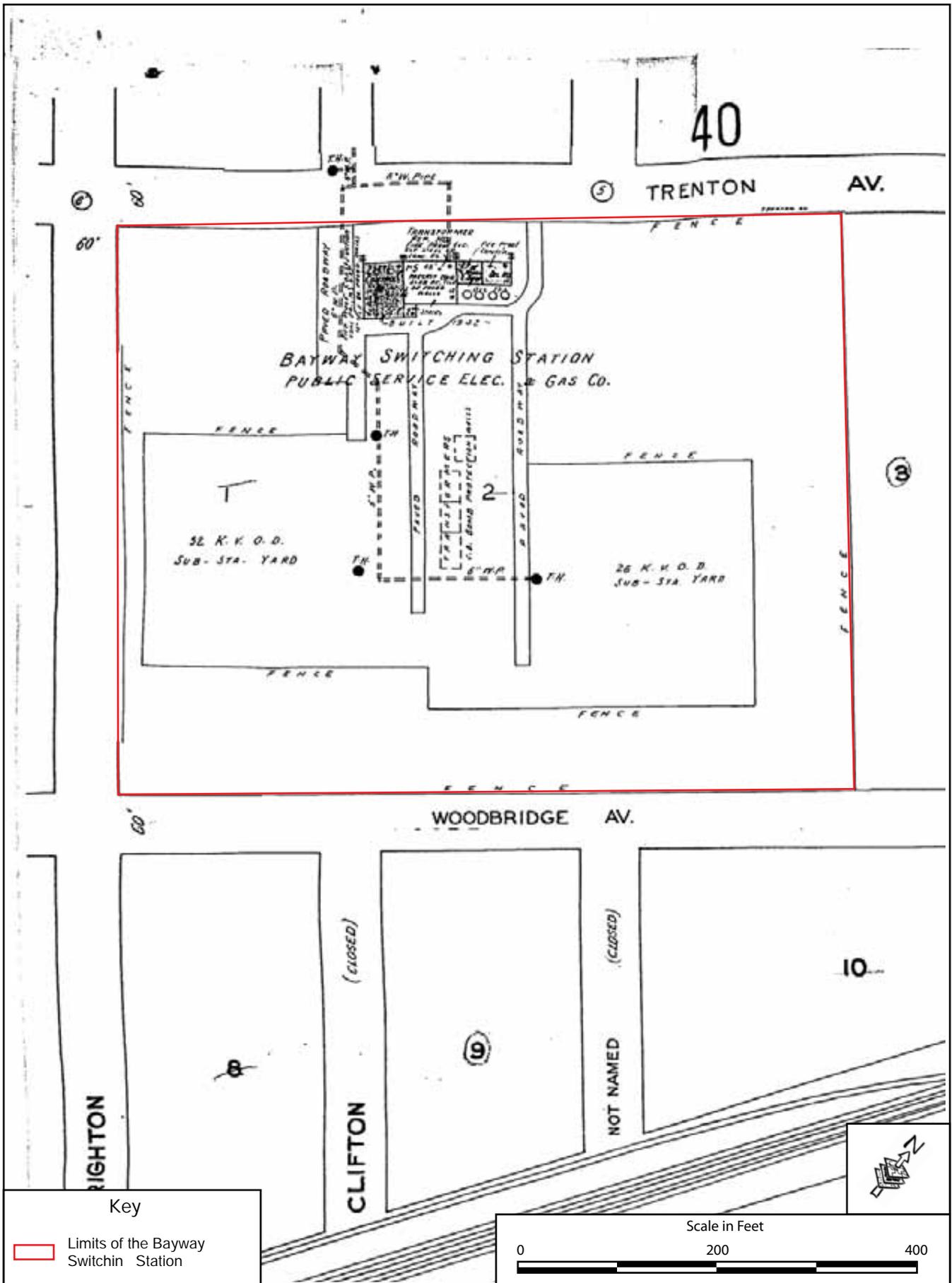


FIGURE 2 : a a S itching Station in

Source: Sanborn 195



Photo 119: Bayway Switching Station, View East



Photo 120: Bayway Switching Station, View South



Photo 121: Bayway Switching Station, View Southeast

**City of Elizabeth Pumping Station, Elizabeth, New Jersey (Block 4, Lot 1582.A; Photo 122-125)**

The Elizabeth Pumping Station is sited on a level lot at the south corner of Cole Place and Trenton Avenue with the Elizabeth River immediately to the east (see Figure 14 Resource #60). A chain-link fence with barbed wire lines a portion of the property's perimeter. The City of Elizabeth Pumping Station at 500-526 Trenton Avenue is a one-story T-shaped Art Deco style inspired building with a one-story angled wing on the north corner. Set on a poured concrete foundation, the pumping station is constructed in five-course American bond, terminates in a flat roof, and has a five-bay-wide façade. The center entry bay is covered with concrete panels and features a recessed doorway. The entry contains double-leaf glass and metal doors with a rectangular one-light transom above. Flanking the entry are two four-light windows with two pivoting units. The southwest elevation is seven bays across with similar windows and one bay with double-leaf flush metal doors. Other details of the pumping station include poured-concrete sills, cast concrete coping, and a large concrete stoop. The attached wing addition currently contains the Elizabeth Animal Shelter. One story tall and five bays wide, it is clad with square tile blocks and has a flat roof. The façade has three single-leaf flush metal doors and one metal roll-up garage door. The main entry features a small rectangular one-light transom and one bay contains a group of four awning windows.

According to the City of Elizabeth Tax Assessors Office, the City of Elizabeth Pumping Station was constructed in 1950. However, it should be noted that the 1950 and 1951 Sanborn maps do not depict the building or indicate plans for a building at the Trenton Avenue Location. During this period, a number of public utilities were expanded throughout the city. The design of the building is consistent with public utility buildings of the period. The property is owned by the City of Elizabeth. A section of the building is the Elizabeth Animal Shelter (City of Elizabeth Tax Assessor, Sanborn 1950, 1951).

The Elizabeth Pumping Station is a typical 1950 government utility building built during the mid-twentieth century. The building reflects Art Deco style industrial influence with its defined entryway; however, it is not an excellent representation of the style. The City of Elizabeth Pumping Station at 500 Trenton Avenue in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1950, the building at 500 Trenton Avenue does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values

(Criterion C). The Pumping Station is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 122: City of Elizabeth Pumping Station, View Northeast



Photo 123: City of Elizabeth Pumping Station, View Northeast



Photo 124: City of Elizabeth Pumping Station, View Northeast



Photo 125: City of Elizabeth Animal Shelter, View Northeast

**630 Clarkson Avenue, Elizabeth, New Jersey (Block 5, Lot 378.A; Photo 126 and 127)**

The property at 630 Clarkson Avenue is located at the north corner of Arnett Street, Clarkson Avenue, and Clifton Street (see Figure 14 Resource #61). It is bounded to the east by Arnett Street and to the west by Clarkson Avenue, and to the southeast is Clifton Street. It is on a level lot with a partial grassy yard, mature trees, foundation plantings, and an asphalt-paved parking lot at the east and north sides. The building at 630 Clarkson Avenue is commercial and residential building, two stories in height, with a hipped roof. The building is covered in stretcher-bond brick and features a rectangular-shaped footprint with a corner entry. Set on a stuccoed foundation, this mixed-use building has a restaurant on the first floor and apartments on the second floor. The corner entry accesses the restaurant and contains a metal and glass door flanked with glass store windows. The south facing facade originally had a one-story brick wing, which has been expanded by a second-story wood-frame addition. The addition has one-over-one vinyl windows on the south elevation and tripartite windows of one-over-one units flanking a one-light fixed window on the east elevation. The façade is 10 bays across and contains paired metal and glass doors sheltered by a vinyl awning and illuminated with a large fixed transom. The building contains one-over-one replacement vinyl-sash windows with brick soldier lintels and rowlock sills. The east elevation shows the ghost of a small one-bay-wide gable wing. Rising above the hipped asphalt-shingle roof is one exterior brick chimney located on the rear elevation.

Documentary evidence suggests that building at 630 Clarkson Avenue was constructed circa 1939 by John Przystas and his wife, Anna. Przystas purchased Lots 66, 67, and 80 in Block 4 laid out on the map of the Standard Oil Company Housing Development. The building is believed to have housed a store and a dwelling, which appears to be the Przystas home. In 1944, Przystas added more property, Lots 65, 79 and part of Lot 80. Although several houses were constructed west of the Przystas property by 1922 and are depicted on the Standard Oil property map, acquisition and development of this property appears to coincide with construction of the Mravlag Manor Housing Project in 1939. Mravlag Manor, which consisted 423 family apartments, is located across the street—on Clarkson Avenue, southwest of the Przystas property. The apartments provided a large community to shop at the Przystas store (Union County Deeds, Bauer 1922).

In 1958, Przystas sold the property to William and Bertha Gorda. The premises were conveyed to Nicholas and Adel Gorda in 1963. In 1972, Adele Gorda, a widow, sold the property to the Clarkson Manor Bar and held the mortgage. The property reverted back to Adele Gorda, who sold it next to Gonzalo and Nelly Carbonell. The Carbonell tenure does not appear successful and the property was then sold by sheriff's sale to, it appears, the Clarkson Manor Bar, Inc. The property was sold in quick succession and was acquired by the current owner, Isla Del Borinquen, Inc. in 2003. The building houses a restaurant and apartments (Union County Deeds).

The property at 630 Clarkson Avenue is a typical vernacular store and dwelling, constructed circa 1939. The building has no known historic significance. The apartment building at 630 Clarkson Avenue in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Store and dwelling at 630 Clarkson Avenue, constructed circa 1939, does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The architectural integrity of the building has been diminished with the second-story addition on the east wing and the installation of replacement vinyl windows. The multiple dwelling at 630 Clarkson Avenue is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 126: 630 Clarkson Avenue, View Northeast



Photo 127: 630 Clarkson Avenue, View East

**627 Arnett Street, Elizabeth, New Jersey (Block 4, Lot 58; Photo 128)**

The apartment building at 627 Arnett Street is sited on a level grassy lot in a predominately residential area (see Figure 14 Resource #62). It is set just back from the road and is fronted with foundation plantings. A second apartment building of similar design and same construction date is on the adjacent property, fronting Clarkson Avenue. South of the building is a building that contains a restaurant and apartments. Mattano Park and the Elizabeth River are east of the property, on the opposite side of Arnett Street.

The building at 627 Arnett Street is a brick apartment building with a rectangular-shaped footprint and is covered with a stretcher-bond brick. The six-apartment building terminates in a hipped asphalt-shingle roof with wide eaves. There is one brick interior chimney. The building has a symmetrical façade, three stories in height and three bays wide, with a central single-leaf door. The entry is illuminated by three-light sidelights. Sheltering the entrance is a hipped-roof portico supported with metal posts. Each of the three stories on the principal façade contains tripartite windows of one-over-one vinyl windows flanking one-light fixed picture window units. Above the door is a one-over-one vinyl-sash window, most likely illuminating an interior stairway. The side elevations, which are four bays deep, have both paired one-over-one and individual one-over-one vinyl windows. All windows are visually supported with brick rowlock sills.

Documentary evidence suggests that the apartment building at 627 Arnett Street and the neighboring building on Clarkson Street were constructed by the Gordas, circa 1958. The John Przystas and his wife, Anna, first acquired the adjacent property at the intersection of Clarkson Avenue and Arnett Street in 1939 and built a store with an attached dwelling occupied by the Przystas family. Five years later they added to the property by purchasing Lots 65 and 79 and part of Lot 78 in Block 4, depicted on the Standard Oil Company Housing Development map. The Przystas sold the property in 1958, which was acquired by Steven Gordas and his wife, Anna, and William Gordas and his wife, Bertha. They are believed to have constructed the apartment building at 627 Arnett Street shortly thereafter. The land adjacent to the Przystas store and home is vacant on the 1951 Sanborn map. In 1979, the Gordas sold the premises to Wieclaw (also known as Walter) Kulagowski. In 1986, the property was purchased by Teresa Raczek (Union County Deeds, Bauer 1922).

The property at 627 Arnett Street is one of a pair of apartment buildings, constructed circa 1958. The building is a representative example of World War II era Modern Traditional style design, applied to apartment architecture. The multiple-family dwelling at 627 Arnett Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1958, this apartment building does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The multiple dwelling at 627 Arnett Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 128:** 627 Arnett Street, View Southwest

**Irwin Double Houses (Photos 129-138, Figure 27)**

**605A-625B Arnett Street and 584-586 Summer Street, Elizabeth, New Jersey (Block 4, Lots 57.A – 57.H)**

The Irwin Double Houses are located in a predominantly residential area with multi-family and single-family housing, situated close to school and park facilities (see Figure 14 Resource #63). The double houses are sited on city lots with modest, level yards. The Thomas E. Edison Vocational School is located on the north side of Summer Street, opposite the houses. Mattano Park and the Elizabeth River are opposite the houses on the southeast side of Arnett Street. The Mravlag Manor Housing Project, constructed 1939, is in the next block off of Clarkson Avenue.

The Irwin Double Houses is a group of 44 double (duplex) houses, constructed circa 1947-1950, over a three block area (Figure 27). The district is bounded by Arnett Street on the southeast, Summer Street on the northeast, Green (Richmond Street) on the northwest, Britton Street on the southwest and a portion of Clarkson Avenue, south of Britton Street. Of the 46 buildings constructed in the district, 44 of the buildings are nearly identical double houses. Each double house has a rectangular plan, is two stories in height with side-facing gable roofs and centrally located entrances. The buildings are four bays wide and two bays deep. Most of the houses are faced with brick on the primary façade and feature a soldier stringcourse and rowlock sills. A number of the dwellings have contrasting buff brick at the end facades, while several homes have stucco, vinyl, or similar siding at the end facades. Two, adjacent single-leaf doors are sheltered by a central portico supported by porch posts. Many of the porticos have gable roofs; however, shed and hipped roof examples are found. Exterior chimneys are located at the gable walls and are faced with brick or have been covered with siding. The windows are one-over-one double-hung sash. A driveway is at each end of the houses.

Ten of the Irwin Double Houses are located within the Goethals Bridge study area. Photographs of these properties: 605A and 605B, 607 A and 607B, 609A and 609B, 613A and 613B, 615A and 615B, 617A and 617B, 619 A and 619B, 623A and 623B, 625A and 625B Arnett Street, and 584-586 Summer Street, have been included below in this survey.

Documentary evidence suggests that the Irwin Double Houses were constructed circa 1947-1950. Prior to World War II, however, this section of Bayway, which includes the blocks later occupied by the double houses, was slated

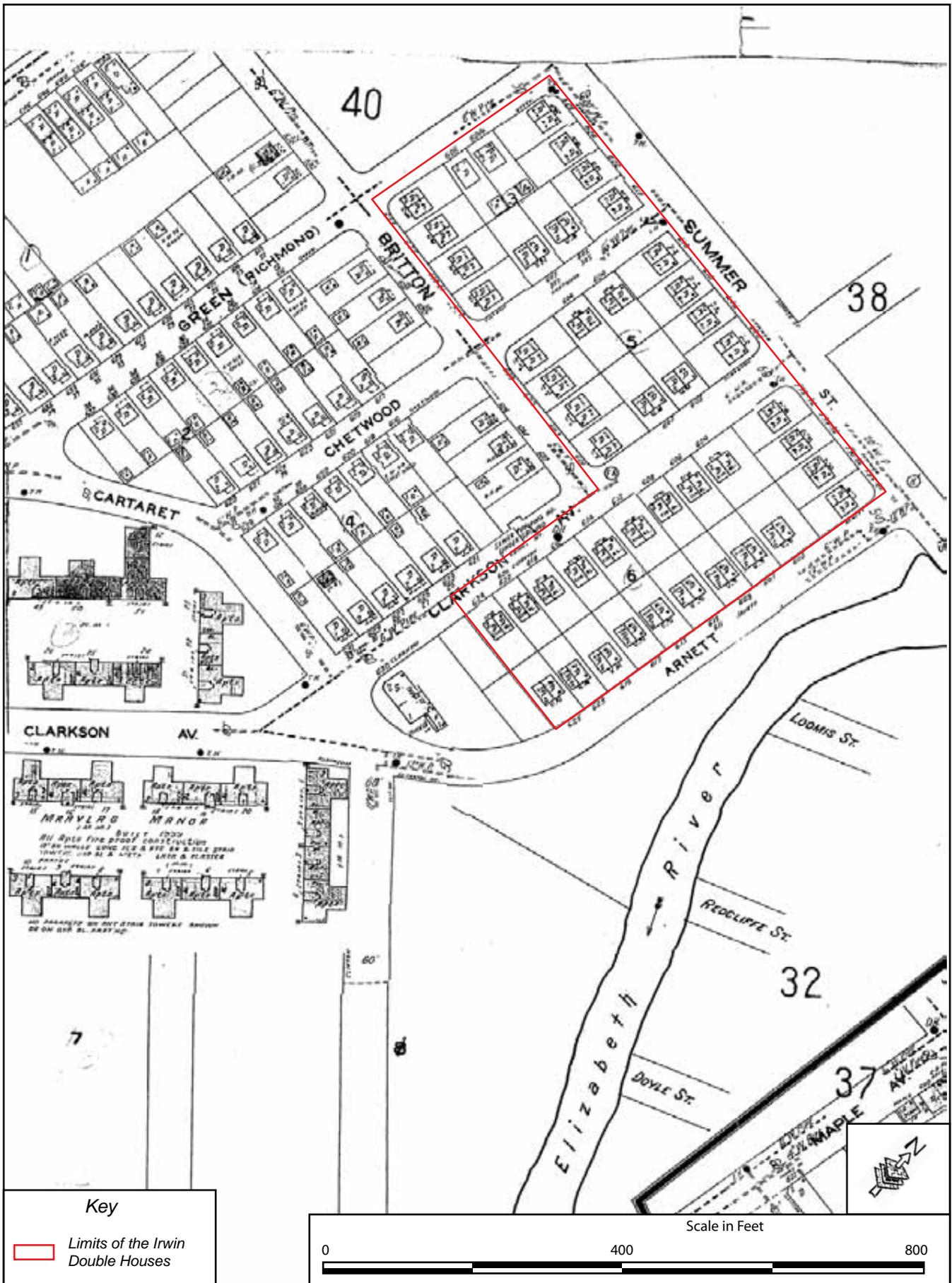


FIGURE 27: Irwin Double Houses

Source: Sanborn 1950

for development. As early as 1922, the Standard Oil Company, which had a large plant south of Bayway in the City of Linden, acquired the land for a housing development. Fifty houses were built on the blocks south of Brighton Street. The Standard Oil development established deed restrictions prohibiting the “erection of any industrial plant” in the development and excluding the “erection or maintenance of a gasoline station for the sale, of gasoline, oil or any of its by-products” on specified lots (Union County Deeds, Bauer 1922, NYT 1929).

In 1929, the Bayway Company acquired all of the lots, with the exception of the 50 previously developed lots and houses, through litigation proceedings against Standard Oil. The blocks south of Summer Street remained undeveloped until the boom years after World War II. The properties associated with the Irwin Double Homes were developed by, and/or sold by Glarwial Holding Corporation and the Irwin Holding Holding Corporation. Deed research shows that the homes were acquired by individual homeowners from Irwing Holding. Research suggests that several of the homes were constructed by Stanley Homes Inc. Glarwial Holding acquired the properties in 1947 and sold the same to Irwin Holding the following year. The homes were sold to individual homeowners shortly thereafter (Union County Deeds).

The Irwin Double Houses are representative of post World War II duplexes constructed for working class families. The double house became a popular housing type by the turn of the twentieth century for industrial areas. Considered as “step up from the inadequate and tenement housing” occupied by workers and immigrant labor groups, the double house represented an economical alternative for workers housing. After World War II, the double house reflected the architectural taste and construction methods of the period. Many of the house plans that were widely circulated and approved by mortgage companies during the 1940s reflected a nostalgic, but simplified, Colonial Revival style influence. The Irwin Double Houses in Elizabeth do not appear to meet National Register eligibility criteria. The district is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1947-1950, these two-family dwellings do not represent distinctive characteristics of the period, nor do they represent the work of a master, or possess high artistic values (Criterion C). The Irwin Double Houses are unlikely to provide information important to our understanding of history (Criterion D). Therefore, these properties are recommended as not eligible for listing in the National Register of Historic Places.



Photo 129: 605A and 605B Arnett Street, View Northeast



Photo 130: 607A and 607B Arnett Street, View Northeast



Photo 131: 609A and 609B Arnett Street, View Northeast



Photo 132: 613A and 613B Arnett Street, View Northeast



Photo 133: 615A and 615B Arnett Street, View Northeast



Photo 134: 617A and 617B Arnett Street, View Northeast



Photo 135: 619A and 619B Arnett Street, View Northeast



Photo 136: 623A and 623B Arnett Street, View Northeast



Photo 137: 625A and 625B Arnett Street, View West



Photo 138: 584-586 Summer Street, View South

**442 Richmond Avenue, Elizabeth, New Jersey (Block 4, Lot 455; Photo 139)**

The house at 442 Richmond Street is located on Richmond Street, facing northeast, on a level lot surrounded by several mature trees and shrubs (see Figure 14 Resource #64). A chain link fence surrounds the front yard. The building at 422 Richmond Avenue is a wood frame dwelling, the one-and-a-half-stories in height and two-bays wide. The house is clad with vinyl siding and terminates in a gable front roof. Both sides of the roof have a shed-roof vinyl-clad dormer that extends nearly the full depth of the house. The dormers contain three window bays. An interior brick chimney punctuates the west slope of the asphalt-shingle roof. A full-width hipped-roof enclosed porch extends across the northeast facade. The porch is pierced with an off-center single-leaf entry and has a three-sided oriel with one-over-one vinyl-sash windows flanking a fixed wood window. Other windows throughout the house are one-over-one double-hung vinyl sash except for one hopper window on the northwest elevation. A second entrance, sheltered under a metal awning, is on the northwest façade. The foundation is covered with stucco.

Documentary evidence suggests that the house at 442 Richmond Street, aka 441-443 Fern Place was constructed circa 1923. A single-story house is depicted on the 1923 Sanborn map at this location. As shown, the house is located on the southeast lot of a double-lot plot with a porch across the side of the house facing the adjacent open lot. By 1951, the house appears wider, the earlier porch either removed or enclosed and a porch added facing Fern Place. The property at 442 Fern Place is part of land owned by Max Fern, a real estate developer active during the early 1900s in Elizabeth. The subdivision laid out building lots between Bayway, Trenton and Brunswick Avenues, and Richmond Street as depicted on the Map of Property Belonging to Max Fern on Bayway between Trenton & Brunswick Avenues, in the City of Elizabeth, New Jersey. Fern Place divides the block in half and extended from Trenton Avenue to Brunswick Avenue. Fern Place is named for its developer, Max Fern. The property is currently owned by B. and S. Kolodziej, believed to be Barbara and Stacie Kolodziej, who appear to have owned the property for many years (Union County Deeds; Quien 1905).

The house at 442 Richmond Street in Elizabeth is a typical vernacular gable front house dating to circa 1923. This modest dwelling lacks embellishment and appears to have been significantly altered. The property has no known historic significance. The house at 442 Richmond Street in Elizabeth does not meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1923, the vernacular house at 442 Richmond Street does not represent any distinctive characteristics of the period,

nor does it represent the work of a master, or possess high artistic values (Criterion C). Comparison of the 1923 and 1950s maps indicates that the house has undergone various alterations. The building has been further altered through changes in fenestration, installation of replacement windows, and the addition of vinyl siding, which greatly detract from the building's architectural integrity. The property at 442 Richmond Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 139: 442 Richmond Avenue, View Southwest

**William F. Halloran School No. 22, Elizabeth, New Jersey (Block 4, Lot 1278; Photo 140-142)**

The William F. Halloran School is located on the east corner of Richmond Street, Pulaski Street, and Atlantic Street (see Figure 14 Resource #65). The property encompasses one block with the school surrounded by a level grassy lot. A baseball field is at the northern end of the property. A parking lot and several temporary classrooms are located immediately north of the building, and a flagpole and concrete sidewalks are to the south. A portion of the New Jersey Turnpike Exit 13 off ramp is opposite the school. The property consists of a block bounded to the southeast by Cole Place, to the northeast by Atlantic Avenue, to the northwest by Pulaski Street (formerly Brunswick Avenue), and to the southwest by Richmond Street.

The William F. Halloran School at 421-447 Richmond Street has a three-part plan with a two-story central block and one-story wings. Constructed with a five-course Flemish variation of Common bond, this Neoclassical style school is set on a stuccoed foundation and has a side-gable asphalt-shingle roof. The central block is 11 bays wide. The main entrance is centrally located in the main block and is set within a gable roofed pavilion with cornice returns and corbelled brick quoins. The main entrance has double-leaf doors with cast stone surround, embellished with a heavy cast stone entablature. The architrave features large block modillions and above the architrave is a shield motif. The end bays also have double-leaf entries. Each window opening bay holds triple six-over-six aluminum sash topped by a fixed metal panel. The windows have cast stone sills and soldier lintels.

The end bays of this center section feature cast stone surrounds with a cast stone architrave. The second story of the end bays are illuminated with multiple glass blocks set in a molded wood surround with a paneled spandrel. A one-story, five-bay-wide, gable roofed wing extending west from the main block possesses a one-story, three-bay-wide,

hipped roof wing stretches northwest from its western end. A similar configuration of wings occurs east of the main block; a three-bay-wide gable section terminates with a five-bay-wide wing extending to the northeast. Nearly all window openings feature paired or triple six-over-six windows topped by metal panels. A small one-story wing extends southward from the west end of the west wing. The small wing features banks of six-over-six windows topped by metal panels and a metal slab door with slender vertical light in its western elevation. The northwest elevation of the west wing possesses a central entrance. Another entrance penetrates the northeastern wing's eastern elevation. A gymnasium and auditorium rectangular plan wing is centered at the north façade at the rear of the building and extends from the central block. Other architectural details of the Halloran School include corbelled brick quoins, a heavy molded wood cornice with returns, a date stone at the entry, and several interior brick chimney flues.

The William F. Halloran School was constructed in 1950 on Richmond Street in the Bayway area of Elizabeth. The area, which was identified by the city after World War I as one of the larger tracts of undeveloped land, developed slowly. Growth and homes construction nearly stopped during the Depression, with the exception of nearby 423-unit Mravlag Manor, built in 1939. When building resumed after World War II, the Bayway area was one of the remaining areas with buildable land. The post-War boom led to the need for more services and construction of the school. The school was named for William F. Halloran, a prominent educator in Elizabeth, who died suddenly in 1947 at the age of 61. Halloran was born in Cortland, New York, where he attended school. In 1914, he graduated from Columbia University and became involved in education in the City of Elizabeth. Initially, Halloran was supervisor of industrial art. Within a few years he accepted the position of principal of Public School 9. From 1923 until his death in 1947, Halloran was a principal at both the Theodore Roosevelt Junior High School and Public School 17 in Elizabeth. Active in local and state education organizations, Halloran was a school official in Elizabeth, a position he held since 1914 (Sanborn 1950, 1951; NYT 1947a, 1947b).

Constructed in 1950, the William F. Halloran School at 421 Richmond Street is a classically inspired school building. The Halloran School at 421 Richmond Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1950, the school at 421 Richmond Street does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 421 Richmond Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



Photo 140: William F. Halloran School No. 22, View Northeast



Photo 141: William F. Halloran School No. 22, View Northeast



Photo 142: William F. Halloran School No. 22, View Northeast

**445 Fern Place, Elizabeth, New Jersey (Block 4, Lot 456; Photo 143)**

The property at 445 Fern Place is located on the northeast side of the street on a level grassy lot in a residential area (see Figure 14 Resource #66). The property has thick vegetation and several mature trees. Surrounded by mature trees and thick bushes that obscure photographic documentation, house at 445 Fern Place is a wood frame dwelling, two stories in height, with a pedimented gable front roof sheathed with asphalt shingles. The dwelling has a rectangular-shaped footprint and is three bays wide. A full-width hipped-roof porch extends across its main façade. The porch is supported by decorative metal posts set atop a flagstone deck with a brick foundation. The porch shades a metal panel door symmetrically set on west side of the elevation. The building features aluminum siding, a rock-faced concrete-block foundation. The windows are one-over-one aluminum sash with aluminum surrounds. A modern one-story gable-roofed garage stands on the rear portion of the lot, which is shielded by thick vegetation.

Documentary evidence suggests that the house at 445 Fern Place was constructed circa 1906. The property at 445 Fern Place is part of land owned by Max Fern, a real estate developer active during the early 1900s in Elizabeth. The subdivision laid out building lots between Bayway, Trenton and Brunswick Avenues, and Richmond Street and are depicted on the Map of Property Belonging to Max Fern on Bayway between Trenton & Brunswick Avenues, in the City of Elizabeth, New Jersey. Fern Place divides the block in half and extended from Trenton Avenue to Brunswick Avenue. Fern Place is named for its developer, Max Fern. The property at 445 Fern Place, known as lot 48 on the Fern map, is one of two adjacent lots purchased from Fern by Frank Matlarz and his wife, Julia, in 1907. A building at the 445 Fern Place location is first depicted on the 1906 Union County Atlas, suggesting that Max Fern built the house and sold it and the adjacent lot shortly thereafter to Matlarz. Frank and his wife use a privately held mortgage for the purchase of the property. In 1913, the property is sold through sheriff's sale to Economy Realty Company. Adam and Michelina Gwiazdowski purchased both properties (lots 48 and 49) in 1915. The neighboring house at 447 Fern (lot 49) appears to have been constructed shortly thereafter. A two-story dwelling is depicted on each of the lots on the 1923 Sanborn map at this location. In 1924, the two lots were separated and the house at 445 Fern was sold to Kazimier Kraskinski and Maryanna, his wife. The house remained in the Kraskinski family until 1995, when it was sold Fernando Campo and Jose Vallejo. Between 2001 and 2005, the house would have three owners. The current owner, Sandra Mercado purchased the property in 2005 (Quien 1905, Sanborn 1923, Union County Deeds).

The property at 445 Fern Place is typical of vernacular dwellings constructed during the early twentieth century. The property has no known historic association. The dwelling at 445 Fern Place in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). The addition of replacement siding and windows, and use of contemporary materials on the front porch greatly detract from the building's architectural integrity. Built circa 1906, the house at 445 Fern Place does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 445 Fern Place is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 143:** 445 Fern Place View Northeast

**447 Fern Place, Elizabeth, New Jersey (Block 4, Lot 457; Photo 144 and 145)**

The property at 447 Fern Place is located at the east corner of Fern Place and Pulaski Street on a city lot in a residential area (see Figure 14 Resource #67). The property consists of level grassy lot surrounded by several mature trees. A wood fence lines the perimeter of the rear yard. The building at 447 Fern Place is a rectangular plan, two-and-a-half-story wood-frame dwelling with a rock-faced concrete-block foundation. The three-bay-wide house features a front-gable roof with asphalt shingles, a box cornice, and a gable-roofed dormer on its northwestern slope set above a three-sided two-story bay. Vinyl siding covers the building's exterior walls. One-over-one double-hung vinyl windows occupy most fenestral openings. A shed-roof porch supported with square wood posts and balusters covers the full width of the main façade. The porch protects a vinyl panel door with upper fan light. One corbelled brick chimney penetrates the center of the ridge.

Documentary evidence suggests that the house at 447 Fern Place was constructed circa 1915. The property at 447 Fern Place is part of land owned by Max Fern, a real estate developer active during the early 1900s in Elizabeth. The subdivision laid out building lots between Bayway, Trenton and Brunswick Avenues, and Richmond Street and are depicted on the Map of Property Belonging to Max Fern on Bayway between Trenton & Brunswick Avenues, in the City of Elizabeth, New Jersey. Fern Place divides the block in half and extended from Trenton Avenue to Brunswick Avenue. Fern Place is named for its developer, Max Fern. The property at 447 Fern Place, known as lot 49 on the Fern map, is one of two adjacent lots (lots 48 and 49) purchased from Fern by Frank Matlarz and his wife, Julia, in 1907. By this time, a house was constructed by Fern on lot 48. In 1913, the property is sold through sheriff's sale to Economy Realty Company. Adam and Michelina Gwiazdowski purchased both properties (lots 48 and 49) in 1915. The house at 447 Fern (lot 49) appears to have been constructed shortly thereafter. A two-story dwelling is depicted on each of the lots on the 1923 Sanborn map at this location. In 1924, the two lots were separated and the house at 445 Fern was sold to Kazimier Kraskinski and Maryanna, his wife. In 1947, the premises at 447 Fern was purchased by Aniela and John Zyglarski and conveyed to Nicholas Quarino and his wife, Emma, simultaneously. The property was purchased by Frank J. and Elizabeth Martin in 1953 and sold to James and Sophie Ferraro the following year. D.V.M. Investment purchased the property 1998. The premises had several owners until purchased by Sandra Mercado in 2006 (Quien 1905, Sanborn 1923, Union County Deeds).

The house at 447 Fern Place, constructed circa 1915 is a common suburban example of the Colonial Revival style. During the early twentieth century, the Colonial Revival style became the most popular stylistic choice across the United States. Features such as a double-pile plan, gable roof, two to two and a half stories, dormers, and full-width front porches are typical characteristics of Colonial Revival-style houses of this period as seen with 447 Fern Place. The property has no known historic significance. The dwelling at 447 Fern Place in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1915, the house at 447 Fern Place does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 447 Fern Place is unlikely to provide information important to our understanding of history (Criterion D). The dwelling's integrity has diminished with replacement siding and replacement windows. Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 144:** 447 Fern Place View North



**Photo 145:** 447 Fern Place View South

**663 Pulaski Street, Elizabeth, New Jersey (Block 4, Lot 300; Photo 146)**

The property at 663 Pulaski Street is located on the northwest side of the street in a residential area, adjacent to a gas station at the end of the block on Bayway (see Figure 14 Resource #68). Several foundation plantings front the house, which is set close to the street on a level lot. A concrete driveway stands to the southwest side of the house and a chain link fence lines the front of the property.

The building at 663 Pulaski Street wood frame dwelling, two stories in height, with a gable front roof. The house has a rectangular plan, is clad with aluminum siding, and sits on a stuccoed foundation. A porch extends across the full width of the front façade and has a hipped-roof porch supported by wood piers and a solid railing with aluminum siding. The first story is three bays wide with two bays across its second story. The porch shades a wood slab door with two upper lights on its south end and paired one-over-one aluminum windows on its second story. The pedimented gable peak is pierced with a six-over-one aluminum window. Other architectural features of the house include overhanging eaves and a boxed cornice.

Documentary evidence suggests that the house at 663 Pulaski Street was constructed in 1924. The property was part of land owned by real estate developer, Max Fern. The property is shown as lot Block B, Lot 8 and a portion of Lot 10 on the Map of Property Belonging to Max Fern and Company, filed in 1908; however remained undeveloped until the 1920s and is not depicted on the 1923 Sanborn Map. The property was acquired by Sarah Pfererstein and her husband, Mendel and sold to Frank and Bronislavi Lasota in 1925. In 1935, the Clarkson Building and Loan Association took title to the property and sold it two years later to Andrew and Mary Kunka. The property remained in the Kunka family until 1981 when it was acquired by Victor Lopez and his wife. The premises were subsequently purchased in 1998 by Miguel Diaz and his wife, Lissette. Marta E. Rodriguez, Elsa Rodriguez, and Rene Landaverde acquired by acquired the property in 2003. In 2006, the property was bought by Armando Torre (Mohr 1928, Sanborn 1923, 1950, Union County Deeds, Elizabeth Tax Assessor).

The house at 663 Pulaski Street is a representative example of the Colonial Revival style worker housing built during the early twentieth century. The property has no known historical significance. The dwelling at 663 Pulaski Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). The house at 663 Pulaski Street, built 1924, does not represent a distinctive example of its type, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 663 Pulaski Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 146:** 663 Pulaski Street View North

**659 Pulaski Street, Elizabeth, New Jersey (Block 4, Lot 299; Photo 147)**

Located on the northwest side of Pulaski Street, the dwelling at 659 Pulaski Street is sited on a level lot and faces southeast (see Figure 14 Resource #69). A concrete driveway, which leads to a garage, stands to the southwest side of the house. The modern single-bay garage located on the rear of the property, stands one story tall, and has a gable front asphalt-shingled roof. The garage appears to be less than 50 years old.

The building at 659 Pulaski Street is a two-and-one-half-story dwelling with a gable front roof and a brick chimney. Shed-roof wall dormers with one-over-one aluminum sash crown both the south and north roof slopes. The house sits on a stuccoed foundation and features a rectangular-shaped footprint. The first story is three bays wide and two bays across its second story. The house is clad with vinyl siding except the main façade's first story, which is finished with brick veneer. Across the full width of the façade is a hipped-roof porch with square aluminized posts and a metal balustrade. The side-oriented main entrance has a single-leaf door. Most of the windows are double-hung replacement sash with paired six-over-one aluminum sash at the front facade. Other architectural features of the house include a full pediment on the façade, overhanging eaves, a boxed cornice, and fishscale shingles in the pedimented front gable.

Documentary evidence suggests that the house at 659 Pulaski Street was constructed in 1924. The property was part of land owned by real estate developer, Max Fern. The property is shown as lot Block B, Lot 12 and a portion of Lot 10 on the Map of Property Belonging to Max Fern and Company, filed in 1908; however remained undeveloped until the 1920s and is not depicted on the 1923 Sanborn Map. The house at 659 and the neighboring house at 663

Pulaski Street are of similar design and were constructed at the same time (Mohr 1928, Sanborn 1923, 1950, Union County Deeds, Elizabeth Tax Assessor).

The house at 659 Brunswick Avenue is a representative example of the Colonial Revival style worker housing built during the early twentieth century. The property has no known historical significance. The dwelling at 659 Pulaski Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). The addition of replacement siding, installation of vinyl windows, and expansion of the attic story through the addition of dormers diminishes the building's architectural integrity. The house at 659 Pulaski Street, built 1924, does not represent distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 659 Pulaski Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 147:** 659 Pulaski Street View Northwest

**655 Pulaski Street, Elizabeth, New Jersey (Block 4, Lot 298; Photo 148)**

The property at 655 Pulaski Street is a level city lot located on the northwest side of the street in a residential area near Bayway (see Figure 14 Resource #70). The driveway is sited on the southwest side of the house. The building at 655 Pulaski Street is a Colonial Revival style dwelling, two-and-one-half stories in height and three bays wide, capped with a hipped-roof. The roof has overhanging eaves and a front-facing hipped-roof dormer. A brick corbelled chimney pierces the asphalt-shingle roof. The house is set on a rock-faced concrete-block foundation and is clad with aluminum siding. A two-story three-sided bay is centered on the south elevation. The house has six-over-one wood windows on the first story and one-over-one vinyl replacement windows on the second story.

Documentary evidence suggests that the house at 663 Pulaski Street was constructed in 1924. The property was part of land owned by real estate developer, Max Fern. The property is shown as lot Block B, Lot 14 on the Map of Property Belonging to Max Fern and Company, filed in 1908; however remained undeveloped until the 1920s and is not depicted on the 1923 Sanborn Map. Two adjacent lots, Lots 14 and 16 were acquired by Economy Realty Company and conveyed to Frank Wallace, William Clifford and their spouses in 1919. In 1923, Frank Wallace and his wife, Mabel, sold the property to Anna and Frank Baron. The property was sold by their daughter, Adele Berkowski (Borkowski) and Joan Medlock in 1984 to Robert Boeda, Jayne Bieda Richmond, and Mathew P. Bieda

and his wife, Mary. In 1991, they conveyed the premises to Felix and Olga Hernandez. In 2003, the property was purchased by Carlos A. Rodriguez and conveyed to Melvin and Elsa Rodriguez in 2006 (Mohr 1928, Sanborn 1923, 1950, Union County Deeds, Elizabeth Tax Assessor).

The dwelling at 655 Pulaski Street is representative of Colonial Revival style houses constructed during the early twentieth century. The property has no known historical significance. The dwelling at 655 Pulaski Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built 1924, the house at 655 Pulaski Street does not represent a distinctive example of its type, nor does it represent the work of a master, or possess high artistic values (Criterion C). This dwelling also lacks integrity, which has been diminished with the addition of replacement siding and several replacement windows. The property at 655 Pulaski Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 148:** 655 Pulaski Street View North

**653 Pulaski Street, Elizabeth, New Jersey (Block 4, Lot 297; Photo 149 and 150)**

The property at 653 Pulaski Street is located on the northwest side of Pulaski Street on a level lot in a residential area (see Figure 14 Resource #71). A driveway stands to the northeast side of the house. The house is fronted with foundation plantings and mature trees. The garage stands to the west behind the house. The house at 653 Pulaski Street is a the one-and-a-half-story wood-frame dwelling, two bays wide with hipped roof. The roof is sheathed with asphalt shingles and features wide eaves and an aluminum cornice. It is clad with vinyl siding simulated to appear as hand-split cedar shakes and has a parged foundation. Large hipped-roof dormers with kicked eaves adorn both the facade and northeast and southwest side elevations. Each of the dormers contains paired one-over-one wood-sash windows. Windows throughout the house are one-over-one aluminum. The main façade features a side entry with a modern wood panel door and a grouped set of four aluminum casement windows. The entrance is accessed by brick stairs and stoop with a wrought iron railing.

The one-story brick garage stands to the west behind the house. The garage features stretcher-bond brick walling, gable-front roof with asphalt shingles, and an off-center overhead roll aluminum garage door. Aluminum siding

covers the gable peak. The building is first depicted in the location of the garage on the 1923 Sanborn map. The garage has been remodeled or rebuilt with modern materials.

Documentary evidence suggests that the house at 663 Pulaski Street was constructed in 1924. The property was part of land owned by real estate developer, Max Fern. The property is shown as lot Block B, Lot 16 and lot 18 on the Map of Property Belonging to Max Fern and Company, filed in 1908; however remained undeveloped until the 1920s. By 1919, several lots on the block were acquired by Economy Realty Company. A house and garage at this location are first depicted on the 1923 Sanborn map and may be part of the property purchased by Frank and Clifford Wallace and their spouses in 1919. The property remained in the family and was later sold separately. The premises were subsequently conveyed to Stephanie Koziol. The Koziol family has owned the property for many years (Mohr 1928, Sanborn 1923, 1950, Union County Deeds, Elizabeth Tax Assessor).

The property at 653 Pulaski Street is a typical vernacular dwelling, constructed in 1923. This modest house lacks embellishment and its integrity has been diminished with the synthetic siding and replacement windows. The dwelling at 653 Pulaski Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built 1923, the house at 653 Pulaski Street does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 653 Pulaski Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 149:** 653 Pulaski Street View Northwest



**Photo 150:** Garage 653 Pulaski Street View North

**501 Richmond Street, Elizabeth, New Jersey (Block 4, Lot 1280.A; Photo 151)**

The property at 501 Richmond Street is located at the north corner of Richmond and Pulaski Streets in an area that consists of residences, a school, and the Polish Club (see Figure 14 Resource #72). Mattano Park is at the end of Pulaski Street. Facing southwest, this dwelling is sited on a level grassy lot, and a concrete driveway leads to the house. The house is fronted with foundation plantings and the property is dotted with a few trees and shrubs.

The building at 501 Richmond Street is a wood-frame dwelling, one-and-one-half stories high and three bays wide with a cross gable roof. The rear elevation features a shed-roof two-bay dormer covered with vinyl siding. An exterior-end brick half-shouldered chimney rises along the southeast elevation. Stretcher-bond brick covers the front façade, the side and rear elevations are clad with wood shakes, and front gable is clad with aluminum siding. The main entrance possesses a wood slab door with upper lights in the projecting front-gable and is protected by a metal hood supported by decorative metal posts. This front-gable section also contains a basement-level roll-up garage door and a triple one-over-one aluminum window with a brick rowlock sill. The front façade, facing Richmond Street, also features a tripartite window with two-over-two horizontal wood-sash windows flanking a one-light fixed window with a continuous brick rowlock sill. In addition to the one-over-one and Chicago-style windows, the house contains several one-by-one sliding aluminum units. Other architectural features of the dwelling include metal awnings on the façade, overhanging eaves, and a boxed aluminum-clad cornice. The house has a stuccoed foundation.

The properties at the southeast end of this block were undeveloped in 1951. Halloran School, in the next block, was constructed in the area in 1950. During the same period the New Jersey Turnpike was under construction nearby. Although the date of construction on file with City of Elizabeth Tax Assessors Office is listed as 1957, according to a resident, the house at 501 Richmond Avenue was moved to its current location when Interchange 13 of the New Jersey Turnpike was constructed. The property has been owned for many years by the Zamorski family (Elizabeth Tax Assessor, Union County Deeds).

The property at 501 Richmond Street is typical of mid-twentieth century dwellings. The property has no known historic association. The house was reportedly moved from its original site. The dwelling at 501 Richmond Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built circa 1957, the house at 501 Richmond Street does not represent any distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 501 Richmond Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 151:** 501 Richmond Street View North

**641 Pulaski Street, Elizabeth, New Jersey (Block 4, Lot 297.K; Photo 152)**

The property at 641 Pulaski Street is located at the northwest side of the street in an area that consists of residences, a school, and the Polish Club (see Figure 14 Resource #73). Mattano Park is at the end of Pulaski Street. Facing southwest, this dwelling is sited on a level grassy lot. The house is fronted with foundation plantings, a mature tree is located at near the road. The building at 641 Pulaski Street is a single-story, rectangular plan Ranch style dwelling, four bays wide, with a gable roof. Most of the windows are one-over-one double hung sash. A tripartite picture window dominates the southwest side of the front façade. The primary entrance has a single-leaf door, accessed by brick steps with iron railings. A lattice sided carport is at the southwest façade.

The properties at the southeast end of this block were undeveloped in 1951. Halloran School, in the next block, was constructed in the area in 1950. During the same period the New Jersey Turnpike was under construction nearby. The house, which was constructed in 1957, has been owned by Sophie Lyszczasz for many years (Elizabeth Tax Assessor, Union County Deeds).

The property at 641 Pulaski Street is typical of mid-twentieth century Ranch style dwellings. The property has no known historic association. The dwelling at 641 Pulaski Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built in 1957, the house at 641 Pulaski Street does not represent distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 641 Pulaski

Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 152:** 641 Pulaski Street View Northwest

**637 Pulaski Street, Elizabeth, New Jersey (Block 4, Lot 297.J; Photo 153)**

The property at 637 Pulaski Street is located at the northwest side of the street in an area that consists of residences, a school, and the Polish Club (see Figure 14 Resource #74). Mattano Park is at the end of Pulaski Street. Facing southwest, this dwelling is sited on a level grassy lot. The house is fronted with foundation plantings. The building at 637 Pulaski Street is a one-and-one-half-story dwelling, three bays wide, with a gable roof. The front façade is dominated by a projecting cross gable wall. A front-facing gable dormer pierces the main roof. Most of the windows are one-over-one double hung sash, with paired windows at the front facade. The primary entrance, located at the gable wall, is flanked by paired windows and a tripartite picture window. The entrance has a single-leaf door with an aluminum portico supported by decorative iron posts. It is accessed by brick steps with iron railings. The driveway extends along the northeast side of the property.

The properties at the southeast end of this block were undeveloped in 1951. Halloran School, in the next block, was constructed in the area in 1950. During the same period the New Jersey Turnpike was under construction nearby. The house, which was constructed in 1957, was recently purchased by Walter Guzman (Elizabeth Tax Assessor, Union County Deeds).

The property at 637 Pulaski Street is typical of mid-twentieth century dwellings. The property has no known historic association. The dwelling at 637 Pulaski Street in Elizabeth does not appear to meet National Register eligibility criteria. The property is not related to significant historic trends, events, or persons (Criteria A and B). Built in 1957, the house at 637 Pulaski Street does not represent distinctive characteristics of the period, nor does it represent the work of a master, or possess high artistic values (Criterion C). The property at 637 Pulaski Street is unlikely to provide information important to our understanding of history (Criterion D). Therefore, this property is recommended as not eligible for listing in the National Register of Historic Places.



**Photo 153:** 637 Pulaski Street View Northwest

## **5.0 CONCLUSIONS AND RECOMMENDATIONS**

### **5.1 Historic Architecture**

A review of the records and site files maintained by the NJHPO indicated that 31 historic architectural resources within the New Jersey APE had been previously identified by earlier surveys. Five of these 31 resources were considered to be eligible for the National Register of Historic Places by NJHPO opinion, while 21 were considered to be not eligible for the National Register of Historic Places by NJHPO opinions. Four of the 31 previously-identified historic architectural resources were recommended eligible for the National Register of Historic Places by previous surveys but no official NJHPO opinion was issued. One additional historic architectural resource was previously considered to be not eligible for the National Register of Historic Places by NJHPO opinion and was subsequently demolished between 1995 and 2005. A second resource previously considered not eligible, the Borne Scrymser Company, is part of a redevelopment effort, which would demolish the buildings on the site.

As part of the current study, nine of the 31 previously-identified resources have been recommended eligible or have opinions of eligibility for the National Register. In addition to these 31 previously-identified resources, the current study included a survey of 43 previously-unidentified resources, two of which are recommended eligible for the National Register, the Sound Shore Railroad and the Sound Shore Branch over Morses Creek. A total of eleven historic resources are recommended as eligible for the National Register as part of this study. A summary of eligible and recommended eligible resources is provided in Table 3.

The proposed Goethals Bridge Replacement project would have an effect on the National Register eligible Goethals Bridge. A review of the alternatives and subsequent mitigation initiatives will be coordinated with the SHPOs. Due to the close proximity of the eligible Staten Island Railroad Historic District, the Staten Island Lift Truss Bridge over Arthur Kill, the Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey, potential effects will be taken into consideration for any proposed alternatives. The Mattano Park and the Mravlag Manor Housing Project, both located approximately one-half mile from the proposed project and approximately one mile from the Goethals Bridge itself, have the potential for visual impacts, as will the other eligible resources outlined in this study. A complete analysis of potential effects will be undertaken in a separate Effects Assessment report.

**Table 3:** Summary of Eligible Resources within the New Jersey Architectural APE

No	Resource Name/Address	Block/Lot	Date Built	Previous Eligibility Status	Results Current Survey
1	Goethals Bridge	N/A	1928	SHPO Opinion Eligible 2/14/1995	Eligible
24	Staten Island Railroad Historic District, Elizabeth	N/A	1889- 1959	SHPO Opinion Eligible 2/27/1995	Eligible
25	Staten Island Railway Lift Truss Bridge over Arthur Kill	N/A	1959	SHPO Opinion Eligible 6/11/1991	Eligible
26	Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey (CNJ), Elizabeth	N/A	1871	SHPO Opinion Eligible 8/30/2000	Eligible
27	Elizabeth River Bridge, Central Railroad of New Jersey (CNJ), Elizabeth	N/A	ca. 1912	SHPO Opinion Eligible 4/9/1990	Eligible
28	South Front Street over Elizabeth River, Elizabeth (Bridge # 2004001)	N/A	1920	Recommended Eligible 1995 Survey	Recommended Eligible
29	South First Street over Elizabeth River, Elizabeth (Bridge # 2004002)	N/A	1908	Recommended Eligible 1995 Survey	Recommended Eligible
30	Mattano Park, Elizabeth (Union County Park System)	4/372 & 5/453.B	1926- 1964	Cultural Landscape Survey Union County Park System Recommended Eligible as a Contributing Resource 10/29/2004	Eligible
31	Mravlag Manor Housing Project 635-681 & 640-664 Clarkson Avenue	4/361	1939	Public Housing in New Jersey Historic Context Study Potentially Eligible	Recommended Eligible
34	Sound Shore Railroad Bridge over Moses Creek, Linden	586/10	ca. 1920	N/A	Recommended Eligible as a contributing resource to the Sound Shore Railroad
35	Sound Shore Railroad		ca. 1895	N/A	Recommended Eligible

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