BASE FORM

Historic Sites #:

Property Name: Society Madonna dei Martiri

Street Address: *Street #:* 332 (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* Adams *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 50

Local Place Name(s): Hoboken **Lot(s):** 18

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

Photograph: Society Madonna dei Martiri, View Southwest



Description: Located on the southwest corner of 4th and Adams streets, this building is brick, is five stories high, and has four bays at the Adams Street façade. The first story has new brick and altered openings. The façade's first story has three bays with yellow brick infill, a solid band between the first and second stories, a glass enclosed niche surmounted by a plastic awing and the sign of the Society of Madonna Dei Martiri's Hoboken Italian Festival, and two entrances. Both entrances are sheltered by a single plastic awning. The center entrance has double-leaf doors set in the original cast iron enframement. The second entrance, located in the south bay has a single door with transom and is also framed by cast iron surround.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Hoboken RBDH Date: September 8, 2016

Surveyor: Deborah Van Steen

Organization: Dewberry

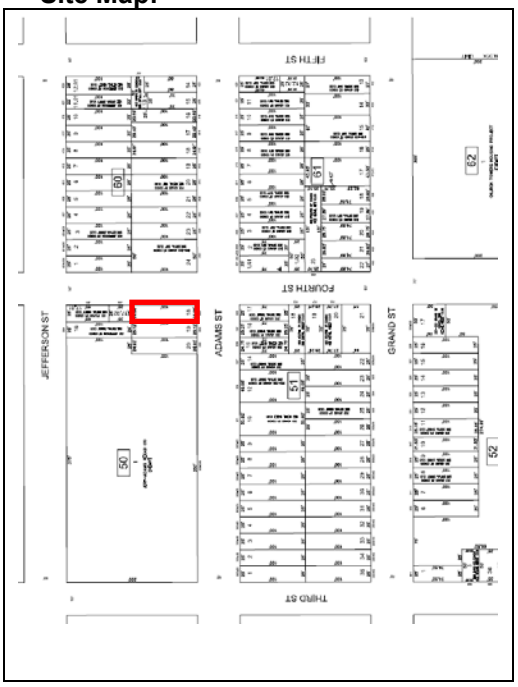
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See continuation sheet

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: Hoboken RBDH Date: September 8, 2016

Surveyor: Deborah Van Steen

Organization: Dewberry

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Society Madonna dei Martiri
Historic Name:
Present Use: Passive recreation - indoor
Historic Use:
Construction Date: Circa 1909 **Source:** Hopkins
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style: Renaissance Revival
Form: Other **Stories:** 5
Type: **Bays:** 3
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Common Bond

Exterior Description: Located on the southwest corner of 4th and Adams streets, this building is brick, is five stories high, and has four bays at the Adams Street façade. Both street-facing walls are surmounted by a modillion cornice with dentils and swags. The first story has new brick and altered openings. The façade's first story has three bays with yellow brick infill, a solid band between the first and second stories, a glass enclosed niche surmounted by a plastic awing and the sign of the Society of Madonna dei Martiri's Hoboken Italian Festival, and two entrances. Both entrances are sheltered by a single plastic awning. The center entrance has double-leaf doors set in the original cast iron enframement. The second entrance, located in the south bay has a single door with transom and is also framed by cast iron surround. The upper stories have one-over-one double-hung replacement windows with flat hoods.

The 4th Street wall has two bays with paired double-hung windows that are flanked by a thin strip of block glass and are shorter and wider in proportion than the rest of the building's windows. The west two bays have entrances. The inner bays have a Colonial door with fan light; the transom has been infilled with brick, leaving the pedimented hood to float above the entrance. The west bay has a door accessed by a stoop with split stair. This entrance is flanked by block glass windows and surmounted by a block glass transom. The area around the entrance consists of infill brick with a soldier course and rowlock at the top. As with the façade, the upper story windows are one-over-one double-hung replacements with flat hoods.

Interior Description: n/a

Setting: The setting is urban. The area, which was formerly a mix of manufacturing and worker housing, is primarily residential with some first story storefronts.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See continuation sheet

Significance: Home to the Society Madonna dei Martiri, 332 Adams Street, has significance for its association with the Molfetta Italian community, the Italian immigrant group considered to have had the greatest impact on Italian-American culture in Hoboken.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed circa 1909 and the home to the Society Madonna dei Martiri since 1950, this building is recommended eligible for listing in the National Register under Criteria A and C. The organization is associated with the cultural traditions of the Molfetta emigrants, who have been credited as having the greatest impact on the development of the Italian American culture in Hoboken. The Society Madonna dei Martiri at 332 Adams Street is a relatively intact example of its type and continues the mixed use tradition, especially in corner buildings. While many of Hoboken's tenements historically were occupied in part by stores or social organizations, the increased demand for residential units has resulted in the loss of these establishments and conversion to residential.

For Historic Districts Only:

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

For Individual Properties Only:

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

Building Attachment
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The boundary consists of the exterior lot lines formed by block 50, lot 18 in Hoboken, New Jersey

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

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Sanborn Insurance Maps. Hudson County, Volume 7 Hoboken. 1891 and 1937
Ziegler-McPherson, Christina A. *Immigrants in Hoboken: One-Way Ticket, 1845-1985* (Charleston: The History Press, 2011).
Zingman, Elan I. *Hoboken, New Jersey: A Physical and Social History*. 1978.

History:

This lot was developed circa 1909 during a period when the demand for worker housing had increased sufficiently so that lower-lying and previously undeveloped areas were developed. Beginning in the 1880s, there was rapid growth in the city with the development of new factories and expansion of the steamship docks. Growth expanded to the north and west of the early city settlement. The two buildings of the former Keuffel & Esser Co. are located at the southern end of the blocks on 3rd Street between Grand and Jefferson streets. Construction of the newer of the two buildings, occupying nearly half the block, began after a fire in 1905. The new fireproof factory between Adams and Jefferson at 3rd Street was built the following year. Construction of the new facility encouraged additional new development and the replacement of damaged existing buildings. The erection of the brick building at 332 Adams Street most likely followed these events. According to the Sanborn maps, a two-story wood tenement existed on this corner lot in 1891. By 1909, this building was replaced by the existing five-story brick building. According to the 1937 Sanborn, two stores were located in this building.

By the close of the nineteenth century the neighborhood transitioned to become a predominantly Italian neighborhood. In his Memories of the Old Neighborhood, Little Italy from 1910-1980, Murray Pasquale, outlines the Italian businesses and residents of the area beginning with the building on the north side of 4th Street.

In her book, Immigrants in Hoboken, Christina Ziegler-McPherson chronicles immigration to Hoboken. According to Zeigler-McPherson, while many of Hoboken's Italian immigrants came from the southeast regions of Puglia and Molise, the greatest number arrived from Molfetta, a village north of Bari on Italy's east coast. The Molfetta emigrants also had the greatest impact on the development of the Italian American culture in Hoboken.

A component of the Italian-American heritage was a dedication to one's town or area of origin in Italy over that of the larger country. Zeigler-McPherson notes the parochialism and its effect on the Italian Community in Hoboken. Madonna dei Martiri (Madonna of the Martyrs) is the patron saint of sailors and has significance to the port town of Molfetta. A Feast (in the religious sense) is a day marks an annual Christian celebration. In the Catholic religion, a feast marks the annual day assigned to a saint. Saints' feasts can be small local celebrations or much broader. In Hoboken, the Feast of the Madonna dei Martiri is a multi-day affair that combines religious devotion to the saint that includes a procession with the statue of the Madonna carried through the streets with a large festival. While it is not the only religious festival in Hoboken, the Madonna dei Martiri is the largest.

The saint's association with Molfetta is reported to date to 1188, when a boat of crusaders returning from the Holy Land found the icon of the Madonna floating on the water. They brought it to the hospice in Molfetta, built to treat the wounded returning from the Crusades. Those who died of their battle wounds were considered martyrs of the

CONTINUATION SHEET

Historic Sites #:

faith. In 1399, under Ladislao di Durazzo, King of Napoli, the religious celebration and a street festival were first combined in observance of the “Miracle and blessings of the Madonna.” The Catholic Church established the Feast of the Nativity of Mary as September 8. In 1840, Molfetta recognized the Madonna as the town’s second patron saint; the Madonna was especially popular among the local fisherman.

The Society Madonna dei Martiri (Hoboken) was founded and incorporated in 1927 by Molfettese immigrants who brought their traditions from Italy to Hoboken. The Society’s membership is responsible for the planning and execution of the Feast of the Madonna, now known as the Hoboken Italian Festival. The organization was originally located at 230 Willow Avenue, Hoboken. It was affiliated with the Parish of St. Ann until 1938 when the feast moved to an open field in Moonachie. It returned to St. Ann’s in Hoboken in 1946. Two years later, in 1948, the Society switched its affiliation to St. Francis Church and acquired a new statue of the Madonna to be placed in that church. According to the organization’s history, in 1950 when under the leadership of President Carrado DePinto and Chairman Anthony Cilento (Honorary President), arrangements were made to purchase the building at 332 Adams Street. It has been the home of the Society since that time. The Society followed the homeland traditions of Molfetta. The Feast of the Madonna reached its height in the 1960s through the late 1970s. The Madonna was carried through the streets of Hoboken with large crowds representing the Molfetta community. The 1980s ushered in a new period in Hoboken’s history. Once a destination for immigrating groups, by this time, Hoboken was no longer a preferred settlement location. Rather, Hoboken’s Italian community began to migrate to the suburbs. Labor Day weekend, the traditional time of the feast, was chosen to be close in date to the Feast of the Nativity of Mar, September 8. The holiday weekend marked the end of summer and the last weekend of the season at the shore; which furthered decreasing interest in the Hoboken festivities. In the 1980s, the only other feast to survive among the Hoboken Italian community was affiliated with St. Ann.

With the introduction of a few new and younger members in the 1990s, the feast was reinvigorated. The weekend was moved to the week after Labor Day and the festivities, a four-day festival, moved to the waterfront at Sinatra Park. The feast was renamed the Hoboken Italian Festival in honor of Madonna dei Martiri. In 2015, the Society celebrated its 89th Italian Festival. The highlight of the festivities remains the procession of the 800-pound statue of the Madonna Dei Martiri from St. Francis Church to a boat on the Hudson River and a reenactment of the "Blessing of the Fleet" in the Hudson River. The members of the Madonna dei Martiri continue to own and use the building at 332 Adams Street.

This building was listed in the survey in the 1979 study, *Hoboken, New Jersey: A Physical and Social History*.

CONTINUATION SHEET

Historic Sites #:



Society Plaque marking the founding of the building in 1950.

BASE FORM

Historic Sites #:

Property Name: St. Francis Italian Catholic Church Complex

Street Address: *Street #:* 300 (Low) 314 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Jefferson *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 49

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

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

Photograph: St. Francis Italian Catholic Church, View Northwest



Description: Located at the northwest corner of 3rd and Jefferson Streets, opposite the former Keuffel & Esser manufacturing plant (now the Clock Tower Apartments), the St. Francis Church property consists of the Church, the Parochial School, the Parish House and the Parish Youth Center.

Registration and Status Dates:

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

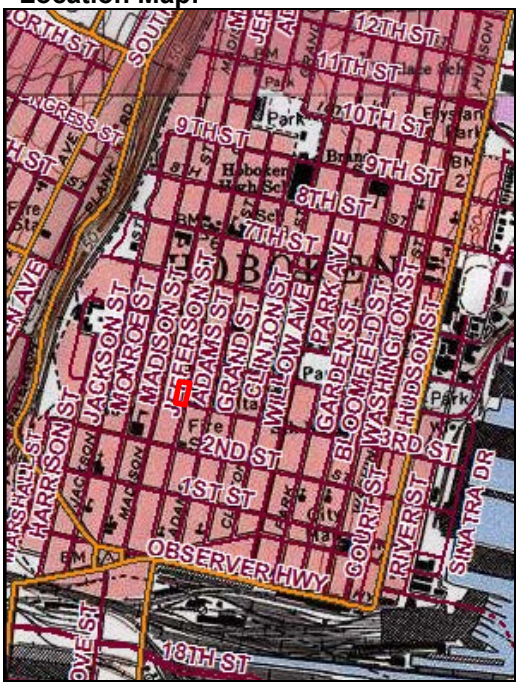
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

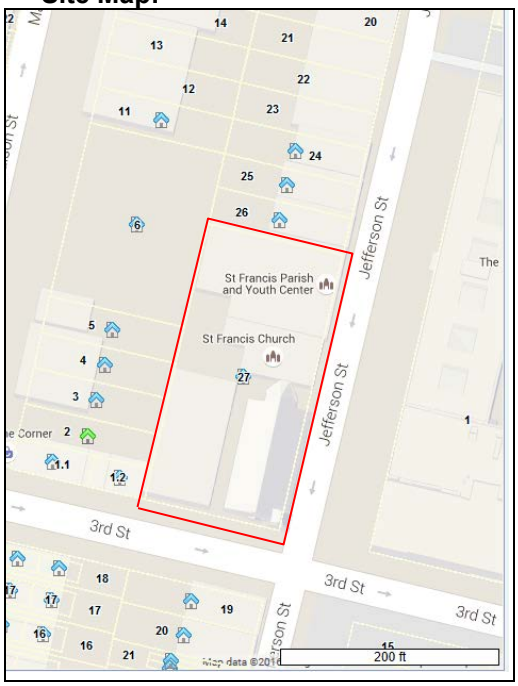
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: **See continuation sheet**

Additional Information: St. Francis Italian Catholic Church and Rectory are locally designated Hoboken landmarks.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☒ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: St. Francis Roman Catholic Church
Historic Name: St. Francis Italian Catholic Church
Present Use: Religious Activity
Historic Use: Religious Activity
Construction Date: 1888-89 **Source:** Corner Stone; St. Francis Church 1938
Alteration Date(s): 1962; 2007 **Source:** St. Francis Church 2008
Designer: S. Manner **Physical Condition:** Excellent
Builder: **Remaining Historic Fabric:** Medium
Style: Gothic Revival
Form: **Stories:** 1
Type: Church **Bays:** 3
Roof Finish Materials:
Exterior Finish Materials Brick, Running Bond

Exterior Description: St. Francis Italian Catholic Church occupies the northwest corner of Jefferson and 3rd streets. The church has a rectangular plan with a five-sided apse at the north wall and measures approximately 45 by 95 feet including the apse. The Low Gothic Revival style church is red brick, is three by five bays with a corner gable tower, and has a gable roof. Both sides of the roof are equal; however, the west slope appears longer due to the placement of the tower, which blocks the partial view of the east slope.

The façade has a projecting center gable entrance bay with wood double-leaf doors set within a brick gothic arch surround. The gable features a small trefoil plate and pommel finial. Coping on the gable, imposts, voussoirs and keystone are of contrasting brick and stone. Above the doors is a panel with the church emblem set within the arch. A large gothic arch tracery window with contrasting brick arch and surround is centered above the main entrance bay. The south bay has a compound gothic arch with contrasting white brick voussoirs. The window in the bay has been removed and a single door introduced; a large panel fills the space above the door and the head of the arch. One set of stairs extends across the front façade to provide access to both entrances. Dwarf segmental arches and contrast brickwork are at the gable peak.

The tower is offset at the southeast corner of the church and projects outward. It has tall narrow gothic windows in segmental brick arches; in the bell tower, vented openings of the same shape are on each side of the belfry. The tower has the same contrasting brick voussoirs, coping, and imposts; contrasting brick also have been used to create blank arches at the gable head. The gables are topped with crosses. The windows consist of leaded and stained glass windows. The foundation and water table are stone. The east wall at Jefferson Street has five windows bays with brick gothic arches and stained glass windows. An entrance is located between the fourth and fifth bays and has a concrete ramps that extend along the church foundation.

St. Francis Italian Catholic Church, Building Attachment continued next page

BUILDING ATTACHMENT

Historic Sites #:

Interior Description: The church plan consists of a nave with a row of pews on both sides and side isles. At the north end of the church is an apse and the altar. The apse is framed by a gothic arch with engaged pilasters and Corinthian capitals; has five bays with stained glass; and, has a vaulted ceiling. Three steps lead from the nave to the altar. The two rows of natural-finished wood pews extends from the nave to the side isles. A gothic colonnade supported by wood pillars extends down the center of the pews, extending in-line with the outside of the apse and its intersection with the main sanctuary. The colonnade visually divides the interior into thirds.

Setting: The St. Francis property is located in an urban setting in an area that is primarily residential. The church occupies a prominent corner position on the property at the intersection of 3rd and Jefferson streets. This neighborhood was formerly an ethnic neighborhood and consisted of a combination of factories and worker housing. The former Keuffel & Esser manufacturing plant, located across Jefferson Street has been converted to residential use and is now the Clock Tower Apartments.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: St. Francis Catholic School
Historic Name: St. Francis Italian Catholic School
Present Use: Healthcare
Historic Use: Educational activity
Construction Date: 1904 **Source:** St. Francis Church 1938
Alteration Date(s): 1923; 1953 **Source:** St. Francis Church 1938, St. Francis 2008
Designer: Frederick J. Meystre (1923 Addition) **Physical Condition:** Good
Builder: Bernard Vezzetti (1923 Addition) **Remaining Historic Fabric:** Low
Style: Gothic Revival
Form: **Stories:** 2
Type: Other **Bays:** 3
Roof Finish Materials: n/a
Exterior Finish Materials Stucco

Exterior Description: St Francis Catholic School abuts the west wall of the Church. The school is brick covered with stucco, is two stories high and has a flat roof. The façade has bilateral symmetry and is divided in thirds, each with three openings. The center bay projects at the first story and is set off by pilasters at the second story. The lower portion of the façade and the entrance bay are orange and gray scored stucco. The entrance has double-leaf glass doors, a glass transom surmounted by glass block, and is flanked by double-hung windows. At the center bay, a dentil entablature with molded cornice and “St Francis Catholic School” in the frieze separates the first and second stories. Each of the remaining bays has three windows. All of the windows are one-over-one double-hung replacements. The façade terminates with a parapet that has a center gable with a gothic niche and statue.

Interior Description: n/a

Setting: The St. Francis property is located in an urban setting in an area that is primarily residential. The school faces 3rd Street on the west side of the church. This neighborhood was formerly an ethnic neighborhood and consisted of a combination of factories and worker housing. The former Keuffel & Esser manufacturing plant, located across Jefferson Street has been converted to residential use and is now the Clock Tower Apartments.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: St. Francis Church Rectory
Historic Name: St. Francis Church Parish House/ St. Francis Friary
Present Use: Permanent
Historic Use: Permanent
Construction Date: 1908 **Source:** St. Francis Church 1938
Alteration Date(s): 1952 **Source:** St. Francis Church 2008
Designer: M. Serracino **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: Gothic Revival
Form: **Stories:** 2
Type: **Bays:** 4
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Running Bond

Exterior Description: The Rectory is a two-story brick dwelling on a basement on Jefferson Street that abuts the north wall of the church's apse and the south wall of the Youth Center. The building has 4 bays; however, the building originally consisted of three bays with a center entrance. The entrance has a high stoop, single door, and a molded hood topped with scrollwork and a cross. Flanking the entrance on each side is a double hung window, which has been reduced in size. The extra space left at the top of the window opening has a panel that can accommodate an air conditioner in the summer. These first story windows have a continuous sill molding and label molding surmounted by a molded hood. The second story double-hung windows have label molds with double keystone.

The fourth bay at the north side of the building is an addition and is clearly delineated by a vertical void in the brickwork. This section has paired double-hung windows at the first and second stories and simple surround with a keystone. Soldier and rowlock courses are near the top of the façade and continue the full width of the building; all of which is surmounted by a steeped parapet with a cross at the center.

A molded water table separates the basement and the first story. The windows on either side of the stoop have been covered and have label molds. Decorative iron work encloses an opening below the stoop and small areaway with an entrance at its bay.

Interior Description: n/a

Setting: The St. Francis property is located in an urban setting in an area that is primarily residential. The Rectory faces Jefferson street on the north side of the church. This neighborhood was formerly an ethnic neighborhood and consisted of a combination of factories and worker housing. The former Keuffel & Esser manufacturing plant, located across Jefferson Street has been converted to residential use and is now the Clock Tower Apartments.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: St. Francis Parish Youth Center
Historic Name: St. Francis Parish Youth Center
Present Use: Educational Activity
Historic Use: Active Recreation
Construction Date: 1956 **Source:** St. Francis Church 2008
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** High
Style: International Style
Form: Other **Stories:** 2
Type: Other **Bays:** 3
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Common Bond

Exterior Description: The St. Francis Parish Youth Center is a two-story, buff brick attached building. The south bay is distinguished from the rest of the building by a vertical void in the brick. This bay has a double-leaf entrance with metal doors, a cast stone surround and hood. The windows are five-light casements with hopper windows at the base that are paired in the south bay and in ribbons of five in the two northern bays. The building name has been removed from the signboard above the second story. String and stepped parapet complete the façade.

Interior Description: n/a

Setting: The St. Francis property is located in an urban setting in an area that is primarily residential. The Youth Center faces Jefferson street and abuts the Rectory at the north. This neighborhood was formerly an ethnic neighborhood and consisted of a combination of factories and worker housing. The former Keuffel & Esser manufacturing plant, located across Jefferson Street has been converted to residential use and is now the Clock Tower Apartments.

OBJECT ATTACHMENT

Historic Sites #:

Common Name: Statue of St. Francis
Historic Name: Statue of St. Francis
Present Use: No Activity
Historic Use: No Activity
Construction Date: Before 1979 **Source:** Zingman
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** High

Description: A statue of St. Francis holding a cross is outside of the Church at the corner of the property and is protected by an iron fence that extends along the sidewalk. The statue rests on a pedestal about four feet high and is flanked on each side by an urn. According to local history, Frank Sinatra reportedly liked the statue because of the bird resting on St Francis' shoulder.

Setting: The St. Francis property is located in an urban setting in an area that is primarily residential. The church occupies a prominent corner position on the property at the intersection of 3rd and Jefferson streets. This neighborhood was formerly an ethnic neighborhood and consisted of a combination of factories and worker housing. The former Keuffel & Esser manufacturing plant, located across Jefferson Street has been converted to residential use and is now the Clock Tower Apartments.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See continuation sheet

Significance: The St. Francis Italian Catholic Church, constructed 1888-1889, was founded by Hoboken's first Italian Catholic parish and is the first Italian Catholic church to be erected in Hoboken. The Church reflects the growth of the Italian immigrant population in Hoboken at the end of the nineteenth century. The church is also significant as the childhood church of legendary singer, Frank Sinatra. St. Francis Italian Catholic Church and the Rectory have been designated by the City of Hoboken as local landmarks.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: St. Francis Italian Catholic Church is eligible for listing on the National Register under criteria A and C as contributing to the 3rd Street Historic District, identified in this study. The 3rd Street Historic District consists of tenements, religious, and factory buildings representative of the immigrant worker-factory neighborhoods that dominated Hoboken at the closed of the nineteenth century. As the first Italian Catholic Church, St. Francis, in particular, exemplifies the Italian immigrant experience in Hoboken.

For Historic Districts Only:

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

For Individual Properties Only:

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

Building Attachment (4)
Object Attachment
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The boundary consists of the exterior lot lines of block 49, lot 27, in Hoboken, New Jersey.

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

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Ziegler-McPherson, Christina A. *Immigrants in Hoboken: One-Way Ticket, 1845-1985* (Charleston: The History Press, 2011).
Zingman, Elan I. *Hoboken, New Jersey: A Physical and Social History*. St. Francis R.C. Church & School Individual Structure Survey Form. 1979.

History:

During the second half of the nineteenth century, Hoboken became the home to many immigrants to the United States. Many of the early Italian immigrants to arrive in Hoboken in the 1850s and 1860s were middle-class professionals, entrepreneurs, or skilled artisans with possible ties to Genoa. In her book on the historical immigration to Hoboken, Christina Ziegler-McPherson, writes that immigration patterns to the United States began to change in the 1880s. At this time, the primary counties of emigration were no longer Germany, Ireland and Great Britain, rather, immigrants from Southern and Eastern Europe were seeking entrance to America in growing numbers. These new immigrants were from Italy, Austria-Hungary, and Russia. While New York City received many immigrants from all countries, according to Ms. Ziegler-McPherson, Hoboken received more immigrants from Italy than from any other nation.

According to the history of St. Francis Church, these early immigrants to Hoboken, many from Genoa, attended services at St. Joseph's Church. Their spiritual needs were attended to by the Very Reverend Father Dominic Marzetti, a member of the Franciscan Order known as the Friars Minor Conventual. At Saint Francis', the Italian population worshiped alongside Germans and Irish; those who could afford it also sent their children to parochial school. In early 1888, a formal meeting of the Italians was held in the St. Joseph's Church class rooms and resulted in the decision to build an Italian Catholic Church in Hoboken. They petitioned Bishop Wigger to establish an Italian parish.

The parish of St. Francis was organized on May 5, 1888 with the Right Reverend Winand Michael Wigger, Bishop of Newark, president ex-officio, the Very Reverend W. Salt, Vicar-General, and the Very Reverend Father Dominic Marzetti. Charles Guaraglia and Eugene Seville were the first lay trustees of the newly formed church. The site for the new church at 3rd and Jefferson streets was chosen because of its location within the Italian neighborhood. On June 13, 1888, the first pile was driven for the church's foundation. A piece of property at 3rd and Jefferson streets, 100 feet square, had been purchased in April 1888. This was the site for the new church.

CONTINUATION SHEET

Historic Sites #:

The cornerstone was laid on August 12, 1888, by the Right Reverend Wigger, Bishop of Newark. Erection of the Gothic-design church was overseen by the architect, S. Manner, possibly Sheridan Manner(s) of Jersey City. There is little know information about Sheridan Manner. The 1880 federal census provides his occupation as civil engineer. The church cost $15,000 and was dedicated on May 26, 1889 by the Right Reverend John J. Conroy, former Bishop of Albany, New York. Father Marzetti was the head priest until his death in 1902.

According to the Golden Jubilee commemoration in 1938, the church remained unaltered except for the addition of five feet in height to the belfry and the installation of a door on 3rd Street and on Jefferson Street. The church's first bell was installed in July 1889 and the interior furnishings were completed by the end of 1890. These included installation of wooden main and side altars, a communion rail, a baptismal font and confessional, and several statues. The Stations of the Cross adorned the walls and color-filled light shown through stained glass windows of Saint Francis of Assisi and of Saint Dominic. Over the next decade, additional stained glass windows were installed including: Our Sorrowing Mother (1892); Saint Peter (1898); Saint Clair and Saint Lucy (1898); Saint Augustine, Saint Catherine, Saint George, Saint John the Baptist, and Mary Magdalen (1899); and window of the Sacred Heart (1900). Additional statues were added and several oil paintings were installed. Early in the summer of 1890, two more bells were donated and hung in the belfry. The same summer, the church was wired and equipped for electricity.

In November 1890, the decision was made to purchase a house to use as a parsonage for the new church's priests, who were living with Franciscan friars of the same order at St. Joseph's rectory on Monroe Street. They purchased a two-story frame house on Adams Street from the Hoboken Board of Education for $50, built a new brick foundation on piles on the west side of the church, and moved the building to the 3rd Street site.

According to Ziegler-McPherson, beginning in the 1890s, the early Italian population was "quickly absorbed by the thousands of poor southern Italians who came to Hoboken." The height of Italian immigration to America was in 1913. In Hoboken, Italian immigrants surged in the 1890s and within a decade comprised the third largest immigrant population in the city. Ziegler-McPherson tells that many of Hoboken's Italian immigrants came from the southeast regions of Puglia and Molise. According to her research, the village to send the greatest number of immigrants and the one with the most influence in Hoboken was Molfetta. In the 1910s and 1920s, many also arrived from the towns of Foggia and Avellino. These newcomers settled in Hoboken's third and fourth wards. By 1910, the Hoboken's third ward contained approximately two-thirds of the Italian-born residents.

In 1902, the Reverend Ambrose Rheiner became pastor of the church, assisted by Reverend Camillus Eichenlaub who arrived later that year. At this time, the idea of opening an Italian Parochial School was raised. In October 1902, the parish house was moved from its 3rd Street location next to the church to a lot around the corner at 303 Madison Street (demolished in 2007). The 3rd Street site next to the church was thus made available along with the adjacent vacant lot for construction of a school; the St. Francis Italian Parochial School was subsequently organized. The first school classes were held in the fall of 1902 in the first floor of the building at 215 Jefferson, space rented from the George Focht Estate. By the end of the school's first week, 154 students were registered. Two sisters from the Third Franciscan Order Motherhouse in Syracuse, New York were in charge of the school. They resided with the Sisters at St. Joseph's School. In 1904, the decision was made to build a formal school. On June 1, 1904, contracts were awarded for the construction of the parochial school in the amount of $16,000 for a one-story red brick building with four classrooms. The cornerstone was laid by Reverend Leopold Hofschneider, pastor of Saints Peter and Paul Church in Hoboken. In 1905, while the school was under construction, classes were held at the Imperial Hall located on the south side of 3rd Street between Adams and Jefferson (since demolished). As was the custom at the time, the pupils were instructed in their paternal tongue. The school maintained an instructor for Italian language classes and the students were taught Italian. The first class, two in number, graduated from the St. Francis Italian Parochial School in 1906.

CONTINUATION SHEET

Historic Sites #:

The Very Reverend Seraphine Pierotti became pastor of St. Francis in March 1905. His most noteworthy accomplishment was construction of a new parish house and convent. On March 1, 1908, the decision was made to build a new parish house. The church purchased the adjoining house and lot at 308 Jefferson Street from the Friars Minor Conventuals of St. Francis. The new Parish house was designed to replace the existing house by M. Serracino and was built at a cost of $11,135.

Little information is available on the identity of M. Serracino, possibly Nicholas Serracino, of New York City. Nicholas Serracino is recorded as the architect for 22 projects in Manhattan between 1905 and 1916. A quick review indicates that many of his projects were for Catholic parishes. Architects in Practice New York City 1900-1940, has Nicholas listed from 1906-1930. Two entries for a Michael Serracino, 1920-21 and 1928, are at the same address as Nicholas. The Manhattan New Building Database contains no entries for a Michael Serracino.

The church interior also saw improvements. In 1905, a new communion rail of Carrarra marble was installed; a Statue of Saint Francis and niche were added at the west aisle in 1906; the Statue of the Immaculate Conception installed in 1906; and high-relief Stations of the Cross hung in 1907. During a storm in the summer of 1909, the church tower was struck by lightning and one of the stone crosses was shattered and subsequently replaced.

In the fall of 1910, St. Francis was the temporary church for the neighboring Slavic Catholic community and was attended by Reverend Ambrose Sirca. In August 1912, the Very Reverned Pierotti returned to Italy and was succeeded by Reverend Camillus Eichenlaub. In 1913, under his pastorship, a campaign for redecoration of the church interior was undertaken under a committee directed by Angelo Podesta, Bernard Vezzetti, Anthony Capelli, and Louis Fugazzi. They engaged the services of E. Malerba of New York City. Three murals were installed on the ceiling of the naïve, two of these were the work of E. Pustello, a painter from West Hoboken (present-day Weehawken). The church also contracted with the Kimball Organ Company of Chicago, Illinois, for installation of a new organ at a cost of $1,700. A terrazzo floor was added in 1919.

The parish purchased the house and lot at 310 Jefferson Street, located next to the Parish House, in 1919 for $3,500. The following year D. Posio and Son of West Hoboken, were contracted to make improvements and repairs to the Parish house and Convent at a cost of $3,750. A campaign to add a story to the school was initiated in December 1922. The following September, plans were approved and the work was started. The project cost $32,880; Mr. Meystre was the architect and Bernard Vezzetti was the general contractor. The second story addition was to serve as a community hall and clubhouse for the parish. The architect of the second story may have been F.J. (Frederick) Meystre of Hoboken. By the early 1900s, Frederick was part of the firm of Louis Meystre & Son of Hoboken. A graduate of the Stevens Institute in 1893, Frederick appears to have come from a family of craftsman. In the 1860s, a Daniel Meystre is a carpenter in Hoboken; likewise, Louis also undertakes carpentry work.

In September 1929, a campaign for the redecoration and beautification of the church was initiated. According to the church history, the work is described:

> Since the church architecturally is of a late Gothic period, the decoration was made to conform with the general scheme by the treatment in light tones of gold and buff intermingled with reds and blues. The Sanctuary was richly treated with a solid gold tone, done with an all-over diaper pattern Gothic in design, which in turn was crowned with a ceiling of blue, richly treated. The church was also refurnished with thirty-two modern and comfortable fifteen foot pews, constructed of white oak, with a flat lacquer finish. The old style lighting fixtures were removed from the church and modern luminaires substituted. They are finished in old Italian gold and a soft light filters upon the congregation through the hammered amber Cathedral Glass. New main and side altars of “Rigalico” with white marble effect were donated. Adoring angel candelabra were

provided of the main alter; a statue of Saint Clare was received as a conation, and both sanctuary and sacristy were refurnished (St. Francis Church, 1938).

The resulting improvements encumbered the church with debt. In August 1931, a part of the community hall in the second floor of the school was converted to another classroom. In September 1932, the Very Reverend Camillus Eichenlaub, who had been sent to Our Lady of Angels Church in Albany, New York, returned to St. Francis Church. Under his careful leadership and despite the financial difficulties of the Depression years, the church was able to eliminate its debt by the time of its Golden Jubilee celebration of 1938.

Following World War II, once again various changes began at St. Francis. In 1948, the Feast of the Madonna dei Martiri became affiliated with St. Francis Church. Madonna dei Martiri (Madonna of the Martyrs) is the patron saint of sailors and has significance to the port town of Molfetta. The Society Madonna dei Martiri was founded and incorporated in 1927 by Molfettese immigrants who brought their traditions from Italy to Hoboken. The organization was originally located at 230 Willow Avenue, Hoboken. It was affiliated with the Parish of St. Ann until 1938 when the feast moved to an open field in Moonachie. It returned to St. Ann's in Hoboken in 1946. Two years later, in 1948, the Society switched its affiliation to St. Francis Church and acquired a new statue of the Madonna to be placed in that church.

In 1949, Karl Keller, president of the board of Keuffel & Esser, donated property at the corner of Jefferson and Adams streets to be used as a playground. The playground equipment and improvements to the property were supplied by the wives of the board, who raised $6,000. Around Christmas of 1949, the new choir loft located above the church entrance was opened. The choir loft has the capacity to serve 125 parishioners. In 1952, the Parish House (or Friary) was renovated and enlarged and the convent underwent renovations. In September of the following year, the school was completely renovated. The parish hall and bowling alleys on the second floor were turned into five additional classrooms.

North of the Parish House on Jefferson Street, a new Parish & Youth Center was constructed. In October 1956, the newly built Center was dedicated by the Archbishop Thomas Boland, who gave the blessing; the dedication was attended by the Reverence Francis Edic, a large gathering of clergy, and parishioners. A new organ was donated and installed in the Church around Christmas of 1958. The following year, the three church bells were electrified and rung for the first time on the Feast of St. Francis. One of the most significant changes to the church was the installation of brick-face to both the church and the school. This is the white brick finish documented in the 1979 *Hoboken, New Jersey: A Physical and Social History*.

At the close of the twentieth century a new electron system was installed (circa 1995). In the church, terrazzo floors were added from the alter steps to the altar platform and the marble alter rail was cleaned and restored. The stained glass windows were repaired in 1998 and protected with Plexiglas.

During the period of the 1970-1980s, the Italian population as well as that of the church had peaked. A decade later, the impact of declining populations would be felt. The parochial school closed in June 1990 with the graduation of its last class of seven students; the parish leased the property in 1997 to St. Mary Hospital for a mental health annex. In 2006, the Youth Center was leased on a short-term basis to the Calabro Primary School while their building on Park Avenue was undergoing renovations.

The most celebrated person to be associated with St. Francis Church is Frank Sinatra. A native of Hoboken New Jersey, Francis Albert "Frank" Sinatra was born December 12, 1915 at 415 Monroe Street and attended St. Francis Church. Following his death on May 14, 1998, a memorial service was held at St. Frances Church on May 18th.

CONTINUATION SHEET

Historic Sites #:

In 2006, the church interior was repainted, new marble walls were installed, and a new floor was laid. Most notably, in the following year, the exterior of the church was restored and returned to its original red brick. The façade of the former school has been covered in stucco. The Youth Center houses the Hoboken Public School Early Childhood Program. St. Francis Church and Rectory was designated a Local Hoboken Landmark in 2012.



St. Francis Church Interior (Source: St. Francis Church)

CONTINUATION SHEET

Historic Sites #:



St. Francis Church Rectory, View West

CONTINUATION SHEET

Historic Sites #:



St. Francis Catholic School, View Northwest

CONTINUATION SHEET

Historic Sites #:



St. Francis Parish Youth Center, View Southwest

CONTINUATION SHEET

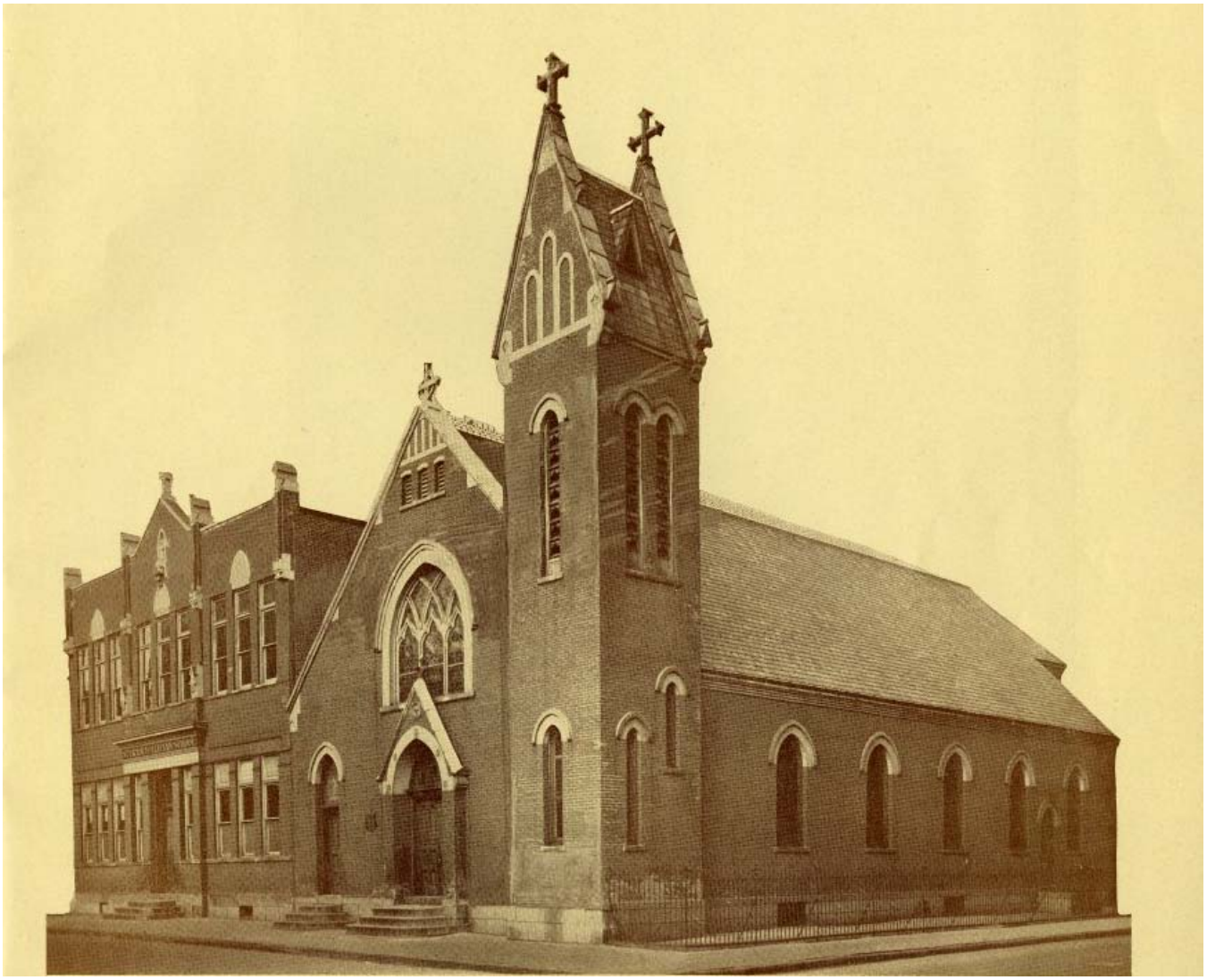
Historic Sites #:



Statue and Urns Outside of St. Francis Church at the corner of 3rd and Jefferson Streets.

CONTINUATION SHEET

Historic Sites #:



St. Francis Church and St. Francis Parochial School, 1938. (Source: St. Francis Church.)

CONTINUATION SHEET

Historic Sites #:



St. Francis Parish House in 1938. (Source: St. Francis Church.)

CONTINUATION SHEET

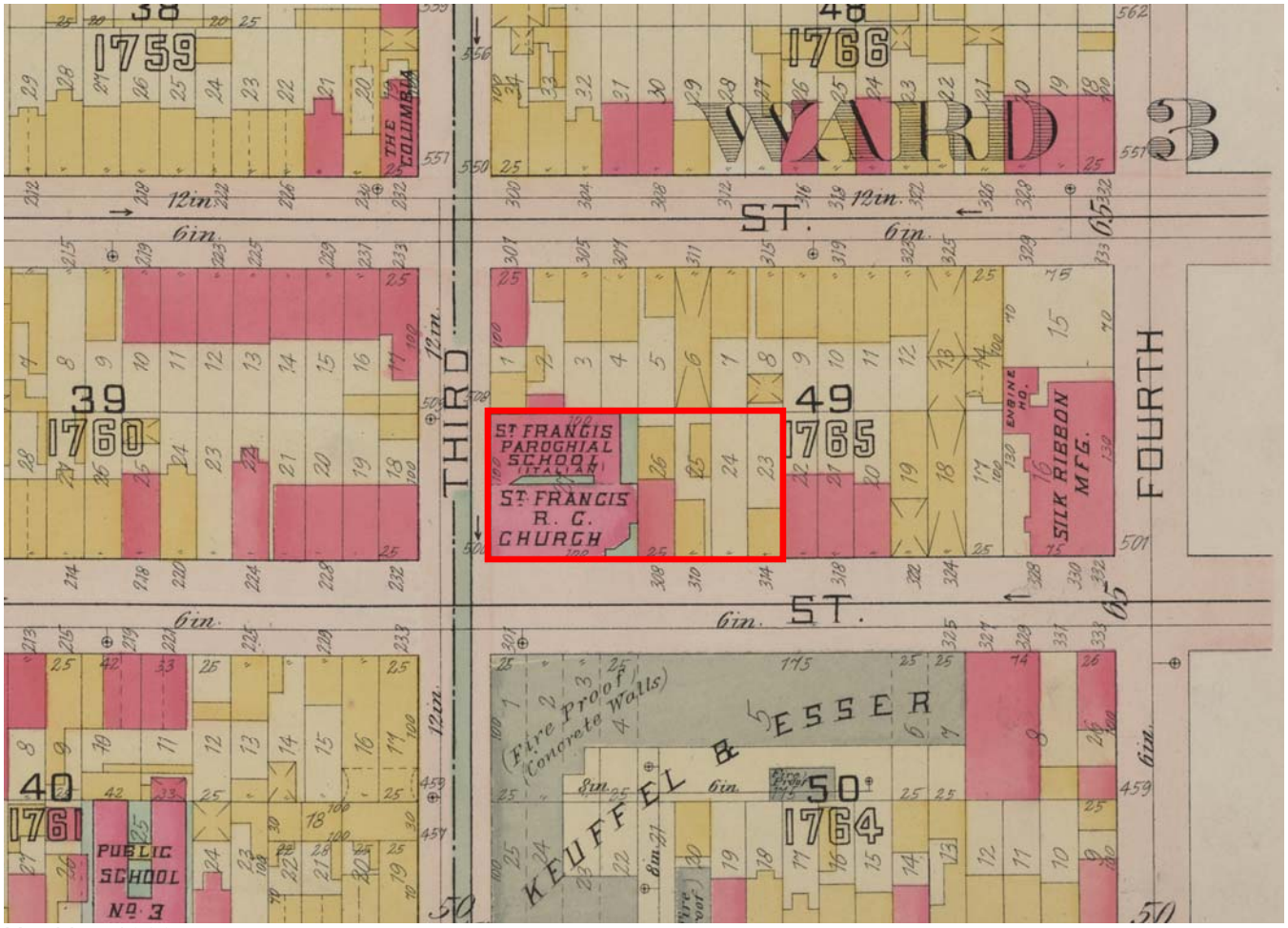
Historic Sites #:



St. Francis Italian Catholic Church, 1979. (Source: Individual Survey Form in Zingman, 1978-1979)

CONTINUATION SHEET

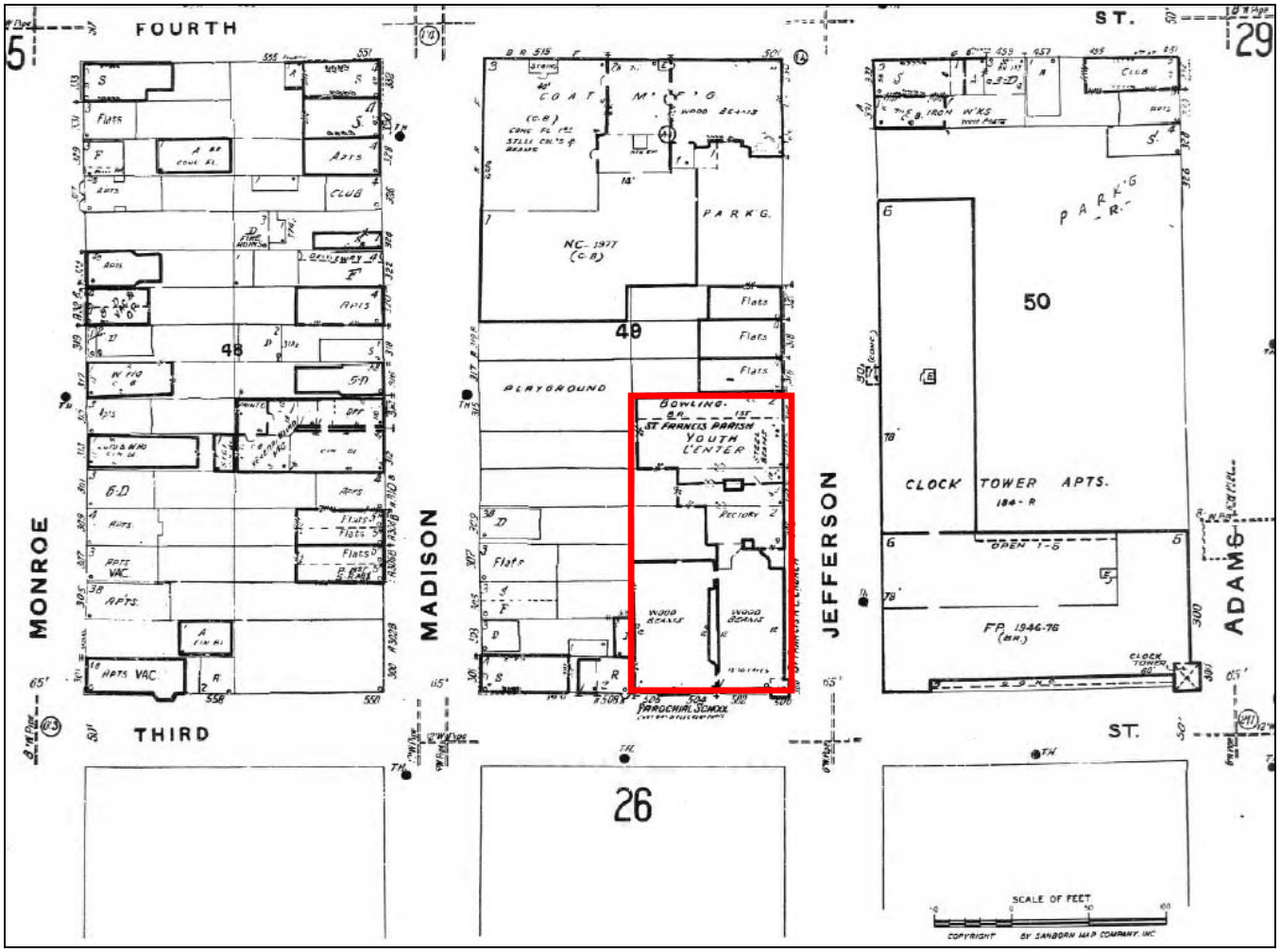
Historic Sites #:



Hopkins 1909

CONTINUATION SHEET

Historic Sites #:

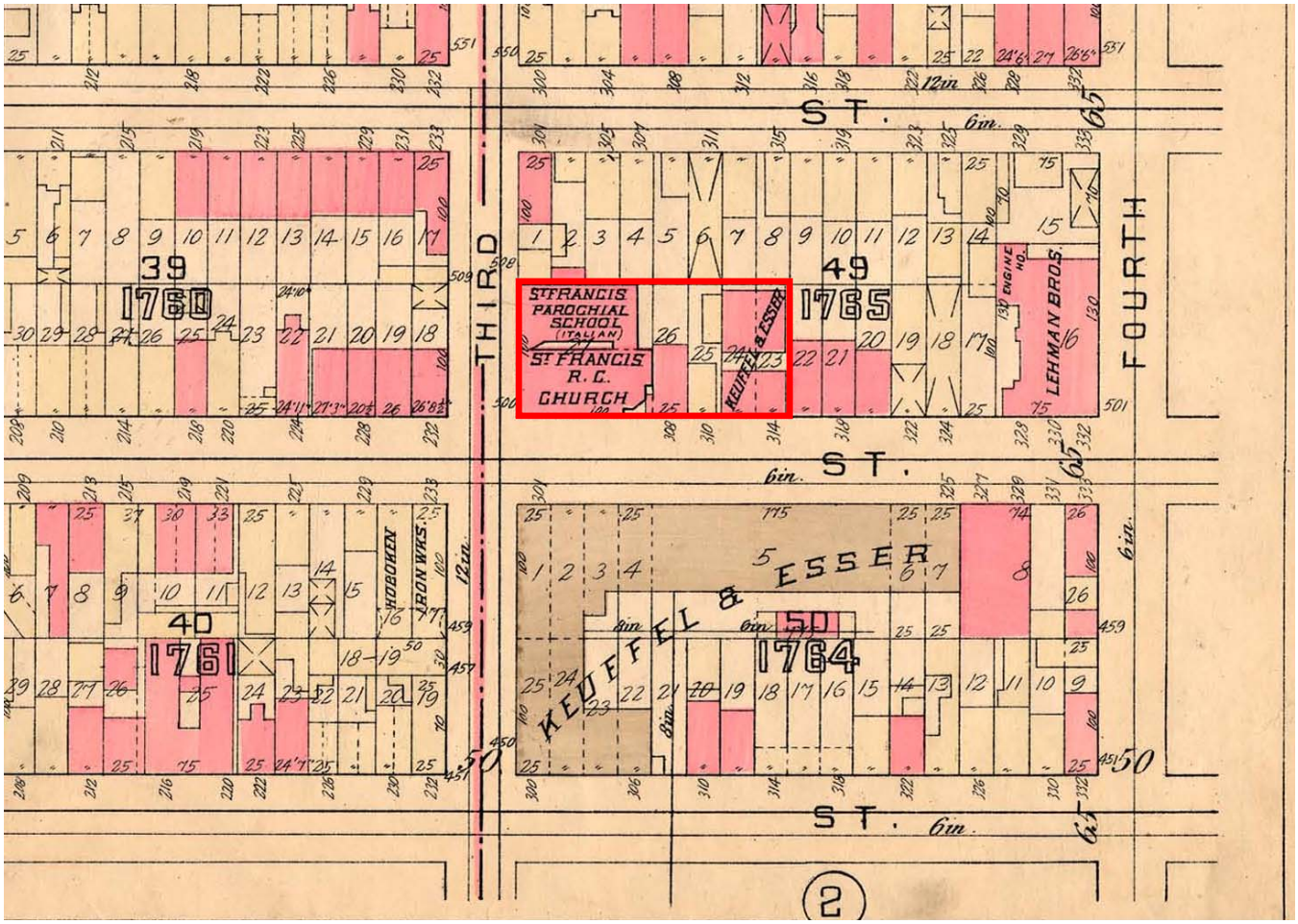


Sanborn 1979

Survey Name: **Hoboken RBDH**
Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:



Hopkins 1923

BASE FORM

Historic Sites #:

Property Name: 3rd Street Historic District

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

Prefix: _____ *Street Name:* 3rd Street at Jefferson, Adams, Grand *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** See continuation

Local Place Name(s): Hoboken **Lot(s):** sheet

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

Photograph: 224-232 Jefferson Street, View Southwest from the intersection of 3rd Street



Description: The 3rd Street Historic District roughly includes the west side of Jefferson Street at 3rd Street and continues along 3rd Street to Clinton Street. The district contains the industrial plant associated with the National Register-listed Keuffel and Esser Manufacturing Complex, the industrial complex of the Chappell, Chase, Maxwell Coffin & Casket Factory (a.k.a. National Casket Company), St. Francis Italian Catholic Church complex, and the row of brick tenements at 224-232 Jefferson Street.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: **Hoboken RBDH** Date: September 8, 2016

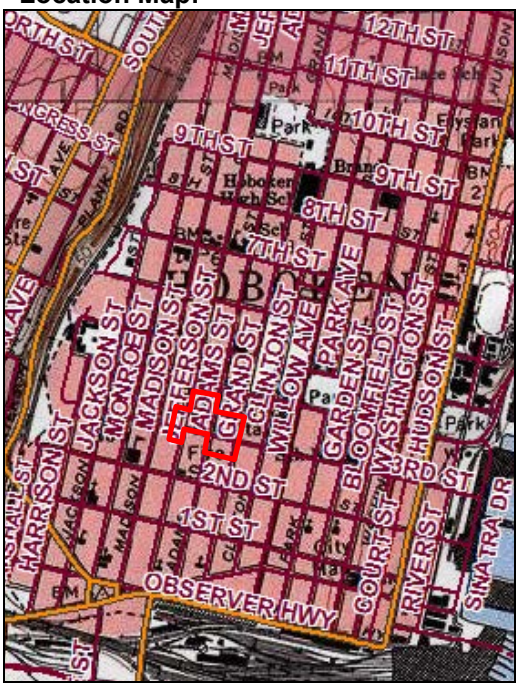
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

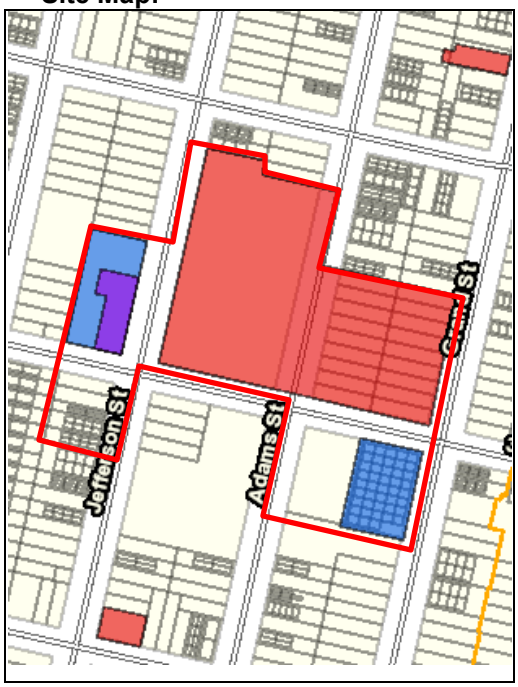
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See continuation sheet

Additional Information: Individual forms have been generated for 224-232 Jefferson Street, Chappell, Chase, Maxwell Co. (National Casket Co.); and St. Francis Italian Catholic Church Complex. The Keuffel and Esser Manufacturing Complex is listed on the National Register of Historic Places.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

HISTORIC DISTRICT FORM

Historic Sites #:

District Name: 3RD Street Historic District
County(s): Hudson **District Type:**
Municipality(s): Hoboken **USGS Quad(s):** Jersey City, NJ
Local Place Name(s): Hoboken
Development Period 1873 To 1956 **Source:** Hopkins, Sanborn,
Physical Condition: Good
Remaining Historic Fabric: Medium

Registration and Status Dates:

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

Description: The 3rd Street Historic District extends from Jefferson Street to Clinton Street and includes: five brick tenements and the St. Francis Italian Catholic Church, School, Rectory, and Youth Center at Jefferson and 3rd streets; the two groups of buildings associated with the National Register-listed Keuffel and Esser Manufacturing Complex on the north side of 3rd Street between Jefferson and Grand streets; and the industrial complex of the Chappell, Chase, Maxwell Coffin & Casket Factory (a.k.a. National Casket Company) on the south side of 3rd Street between Adams and Grand streets.

With the exception of the Keuffel and Esser Manufacturing Complex, which is listed in the National Register, the survey forms for the additional properties evaluated as part of the 3rd Street Historic District are included separately in Appendix C:

F-2 224-232 Jefferson Street
F-45 St. Francis Italian Catholic Church and associated buildings
F-47 Chappell Chase Maxwell / National Casket Co.

Setting: The setting is urban and primarily residential. Formerly, industrial with surrounding tenements, commercial, and religious buildings, the industrial buildings have been rehabilitated as residential housing.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: see continuation sheet

Significance: The 3rd Street Historic District is significant as an example of the immigrant-industrial community that was Hoboken at the turn of the twentieth century. During the later nineteenth century, a shift in immigration patterns resulted in greater numbers of Italian immigrants settling in Hoboken. Coincident with the increased immigration, Hoboken witnessed considerable growth in manufacturing and development that continued into the early twentieth century. The new immigrants provided a ready supply of workers for the expanding manufacturing plants. St. Francis, the first Italian Catholic Church in Hoboken, anchored the growing Italian community, who resided in tenements surrounding the area's factories.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The district is eligible for listing in the National Register under Criteria A and C in the context of Immigration, Agricultural, Industrial, Commercial and Urban Expansion, and Architecture. The massing, scale, and alignment of the buildings with the street are defining characteristics. The buildings are predominantly brick construction, but also include concrete, glass and brick curtain walls. In addition to materials, features such as towers, oriel windows, hoods, cornices and other decorative features are characteristics of the district.

For Historic Districts Only:

Property Count: Key Contributing: 2 Contributing: 11 Non Contributing: _____

For Individual Properties Only:

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

Narrative Boundary Description: The district is roughly consists of the west side of Jefferson Street on both sides of 3rd Street, the north side of 3rd from Jefferson to Grand streets and the south side of 3rd between Adams and Grand streets

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:

Properties in District:

224-232 Jefferson Street 3rd Street at Jefferson Street	Block 39, Lots 19, 20, 21, 22, 23
St. Francis Italian Catholic Church Complex 3rd Street at Jefferson Street	Block 49, Lot 27
Keuffel & Esser Manufacturing Complex 3rd Street, Jefferson to Grand streets	Blocks 50, Lot 1; Block 51, Lot 1 (former 1-9 and 27-35)
Chappell, Chase, Maxwell Coffin & Casket Factory (National Casket Co.) 3rd Street, Adams to Grand streets	Block 41, Lots 10.1, 10.2

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Ziegler-McPherson, Christina A. *Immigrants in Hoboken: One-Way Ticket, 1845-1985* (Charleston: The History Press, 2011).

Zingman, Elan I. Historic Sites Inventory in *Hoboken, New Jersey: A Physical and Social History*. 1978-1979.

CONTINUATION SHEET

Historic Sites #:

History: (see also individual survey forms and Keuffel and Esser National Register Nomination Form)

Early development in the historic district was located in the block between Adams and Grand Streets. According to the Hopkins Plat Book, by 1873, Coughlin & Callahan owned the property on the north sided of 3rd Street between Adams and Grand, which held a modest building. John McLarn owned the lots on the south side of 3rd between Adams and Grand street, most of them improved. He had a machine shop at the corner of Grand and 3rd streets, a boiler shop on Grand Street, and a third, unidentified building, possibly residential, located on Adams Street. From about 1875-1880, McLarn's machine shop appears to be the first location occupied by Keuffel and Esser in Hoboken. In 1880, the company built their first manufacturing building at the northeast corner of Adams and Third streets. In 1884, Keuffel and Esser expanded their factory by adding two stories to the original building and erecting an addition fronting on 3rd Street.

Around 1890, the Chappell, Chase, and Maxwell Co., manufacturers of coffins and caskets had acquired most of the property formerly owned by McLarn and had expanded their factory. The 1891 Sanborn map indicates that Chappell, Chase, and Maxwell Co., which became part of the National Casket Co., had two brick factories that formed a continuous block from Adams to Grand streets, a storehouse, a stable, a dry house, and an engine room. The Keuffel & Esser Co. factory, located opposite the Chappell, Chase, and Maxwell Co. factory, occupied three-quarters of the 3rd Street frontage between Grand and Adams Street. By this time, St. Francis Italian Catholic Church, built in 1888-89, and a row of four brick tenements were on the west side of Jefferson Street on both sides of 3rd Street; Fagan Iron Works was mid-block on the east side of Jefferson Street between 3rd and 4th streets.

By 1909, as depicted in the Hopkins Plat Book, most of the buildings within the district had been built—there are five brick tenements on the southwest corner of Jefferson and 3rd streets and St. Francis Church, school, and rectory are on the northwest corner. The Keuffel and Esser west factory, a reinforced concrete plant on Jefferson, 3rd and Adams streets, had been built following a fire that destroyed the company's frame buildings between Jefferson and Adams streets. The Keuffel and Esser brick factory complex on the east side of Adams had been extended along Grand Street. Likewise, the factory of the National Casket Co. (formerly Chappell, Chase, and Maxwell Co.), fills most of the area on the south side of 3rd Street between Adams and Grand streets.

Keuffel & Esser continued to make improvements to their factories and in 1942, vacated the brick complex between Adams and Grand streets in favor of the more modern west facility between Jefferson and Adams streets. The west factory, later known as the Clock Tower building, was vacated on December 31, 1970, ending Keuffel & Esser's presence in Hoboken. The Clock Tower was converted into senior apartments in the 1970s, one of the earliest such conversions. The original building was a factory outlet for a time before, it too, was converted into residential units and is currently loft apartments known as the Grand Adams.

The National Casket Company vacated the Hoboken factory in the 1910s. The buildings were occupied by Dunning-Varney Corporation, makers of shell cases, for a short period circa 1918. They were followed by Shaffer Color & Varnish, which purchased the National Casket Company factory in 1919. In all, the facilities consisted of four-story brick buildings and an aggregate floor area of 120,000 square feet. Shaffer upgraded the plant and equipped it for painting automobiles and paint production. In 1921, Breinig Brothers, Inc. was organized and purchased the plant as their factory for the manufacturer and distribution of paints and varnishes. The company remained at the 3rd Street location through the 1950s. In 1983, the original building at the corner southwest corner of 3rd and Grand streets was partially destroyed by fire. In part rebuilt and renovated, much of the exterior of the old factory was incorporated into a new residential building, and is currently the Grand Court Condominiums at 222 Grand Street. The Adams Street half of the former factory complex has also been converted to residential and is called Bridgecourt.

CONTINUATION SHEET

Historic Sites #:

The St. Francis Roman Catholic Church property began in 1888 with construction of the church, which was followed by the church school in 1904, and the current rectory in 1908. The St. Francis Parish Youth Center is the last building to be erected; it was built in 1956. The church buildings have undergone various alterations, such as new finishes to the rectory, the church and the parish school. One of the most significant changes to the church was the installation of brick-face to both the church and the school, which is noted as the white brick finish documented in the 1979 *Hoboken, New Jersey: A Physical and Social History*. In 2006, the parish undertook renovations to the church interior and the following year, the exterior of the church was restored and returned to its original red brick. The brick exterior of the school has been covered in stucco.

The tenements at 222, 224, 226, 228, 230, and 232 Jefferson Street retain many original elements, however, the first story of both 230 and 232 have been altered. According to the 1937 Sanborn, a bakery was located in the corner building at 232 Jefferson Street. The buildings were initially constructed as tenements. The remaining buildings remained residential. Built during a period when the demand for worker housing, the 1880s, began a period of rapid growth in the city with new factories and the expansion of steamship docks. This area of 3rd Street strongly exemplifies the growth of factories, as well as immigrant settlement that provided the workforce. The buildings at 224-228 Jefferson Street are condo apartments; the building at 232 Jefferson redeveloped for purely residential use.

As the twentieth century progressed, factories moved from Hoboken leaving empty buildings and a city in need of improvements. By the end of the century, Hoboken transitioned into a commuter city for New York City. With this transition, the need for local, community based businesses and organizations gave way to the demand for more housing; previous commercial and industrial buildings were renovated to provide more residential units.

CONTINUATION SHEET

Historic Sites #:



224-232 Jefferson Street, View Northwest looking toward 3rd Street



St. Francis Italian Catholic Church, View Northwest

CONTINUATION SHEET

Historic Sites #:



Keuffel & Esser Clock Tower Building, 3rd Street Façade, View Northeast



Keuffel & Esser Building, 3rd Street Façade, View East

CONTINUATION SHEET

Historic Sites #:



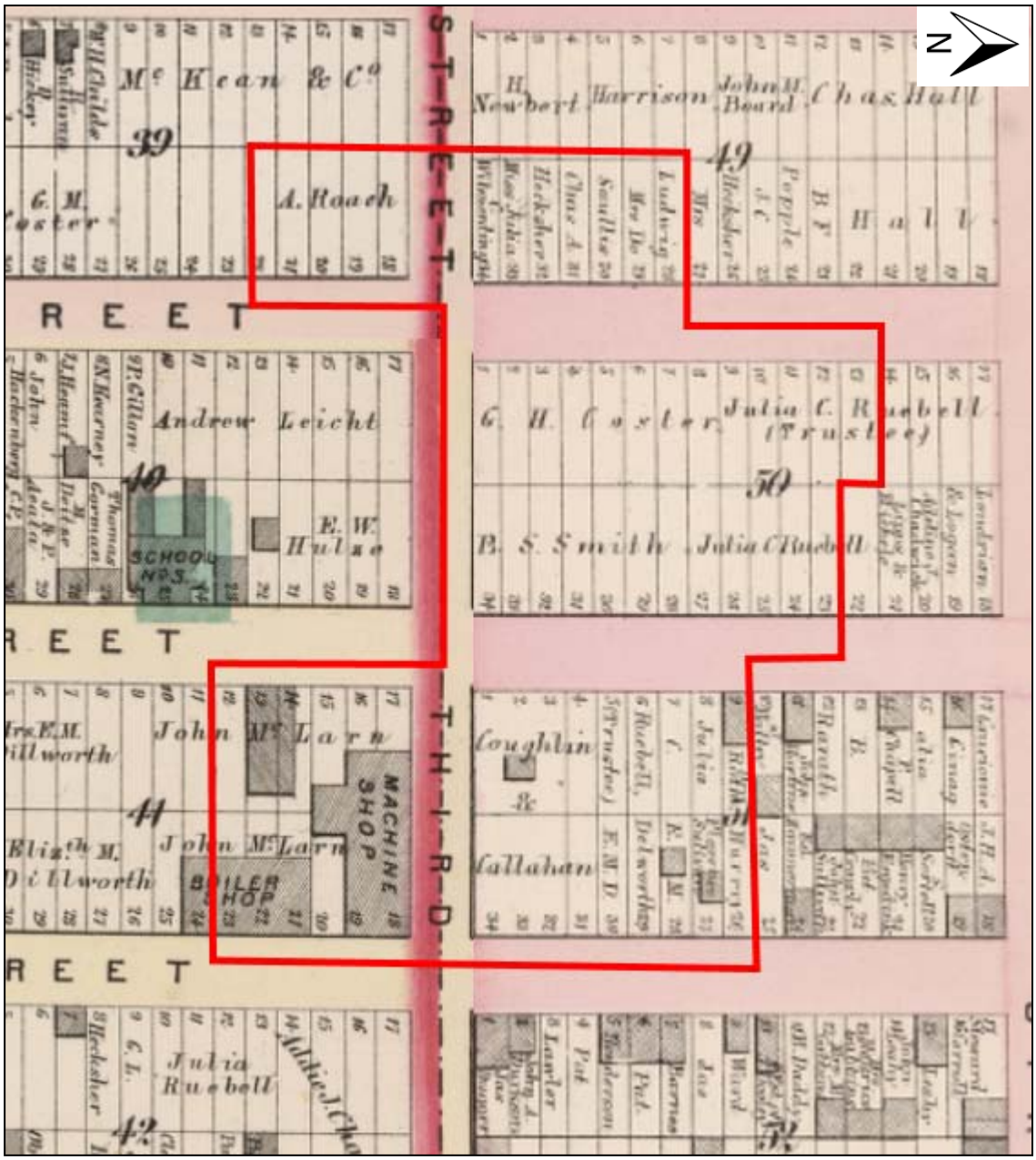
Chappell, Chase, Maxwell Coffin & Casket Factory (National Casket Co.), Adams Street Façade, View Southeast



Chappell, Chase, Maxwell Coffin & Casket Factory (National Casket Co.), 3rdStreet Façade, View West

CONTINUATION SHEET

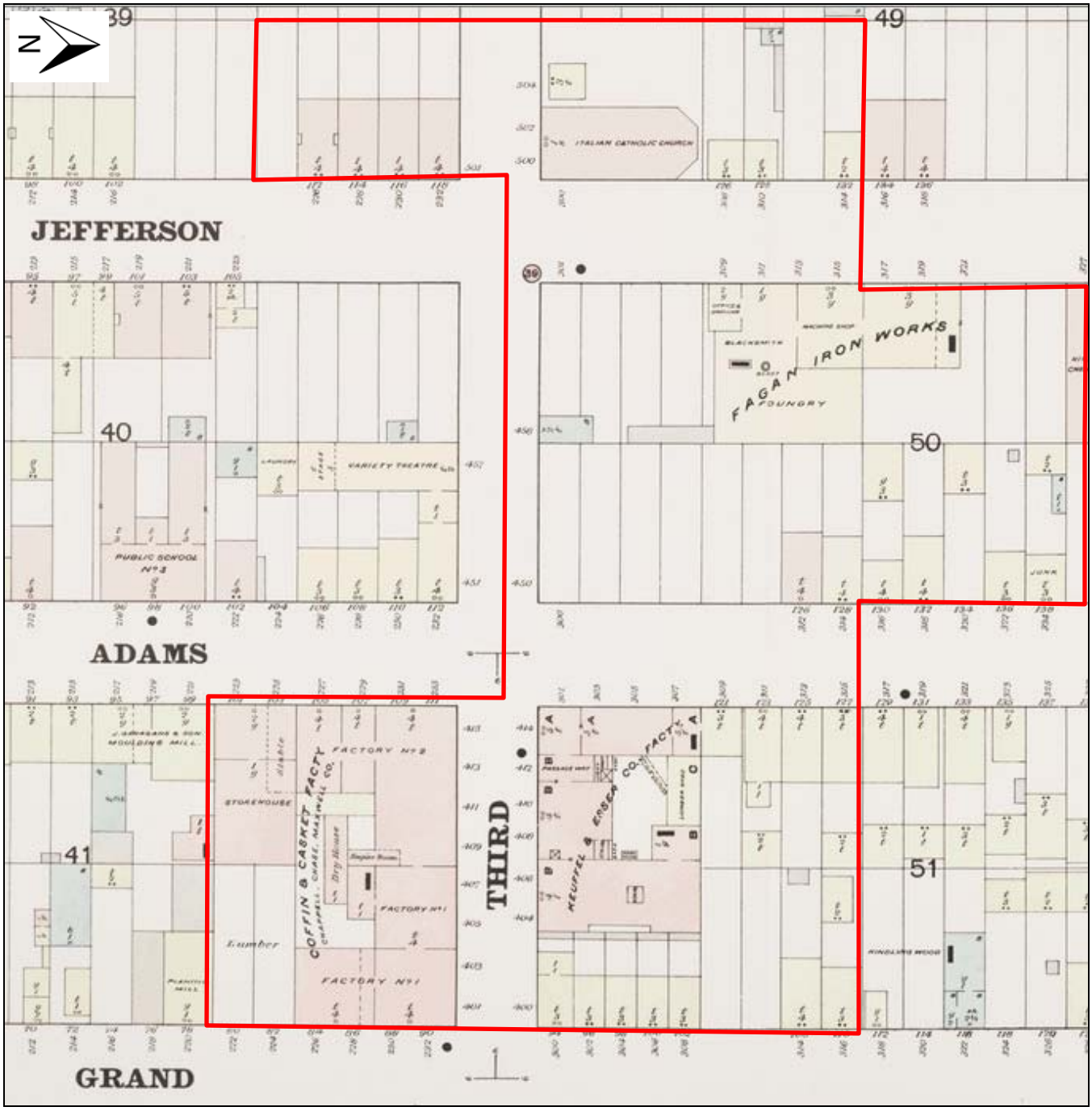
Historic Sites #:



General area of the 3rd Street Historic District in 1873 (Source: Hopkins 1873)

CONTINUATION SHEET

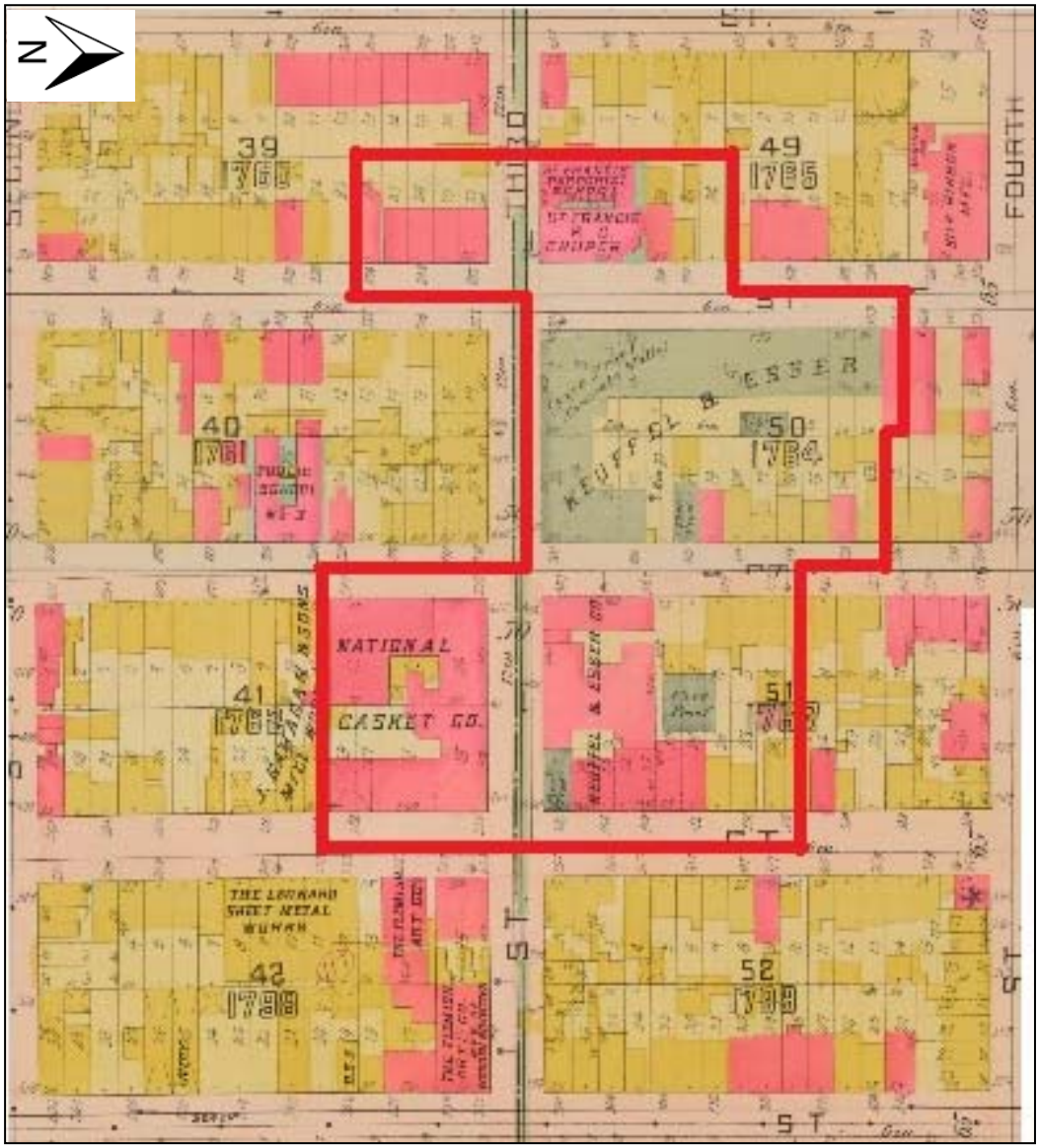
Historic Sites #:



General area of the 3rd Street Historic District in 1891 (Source: Sanborn Insurance Map, 1891)

CONTINUATION SHEET

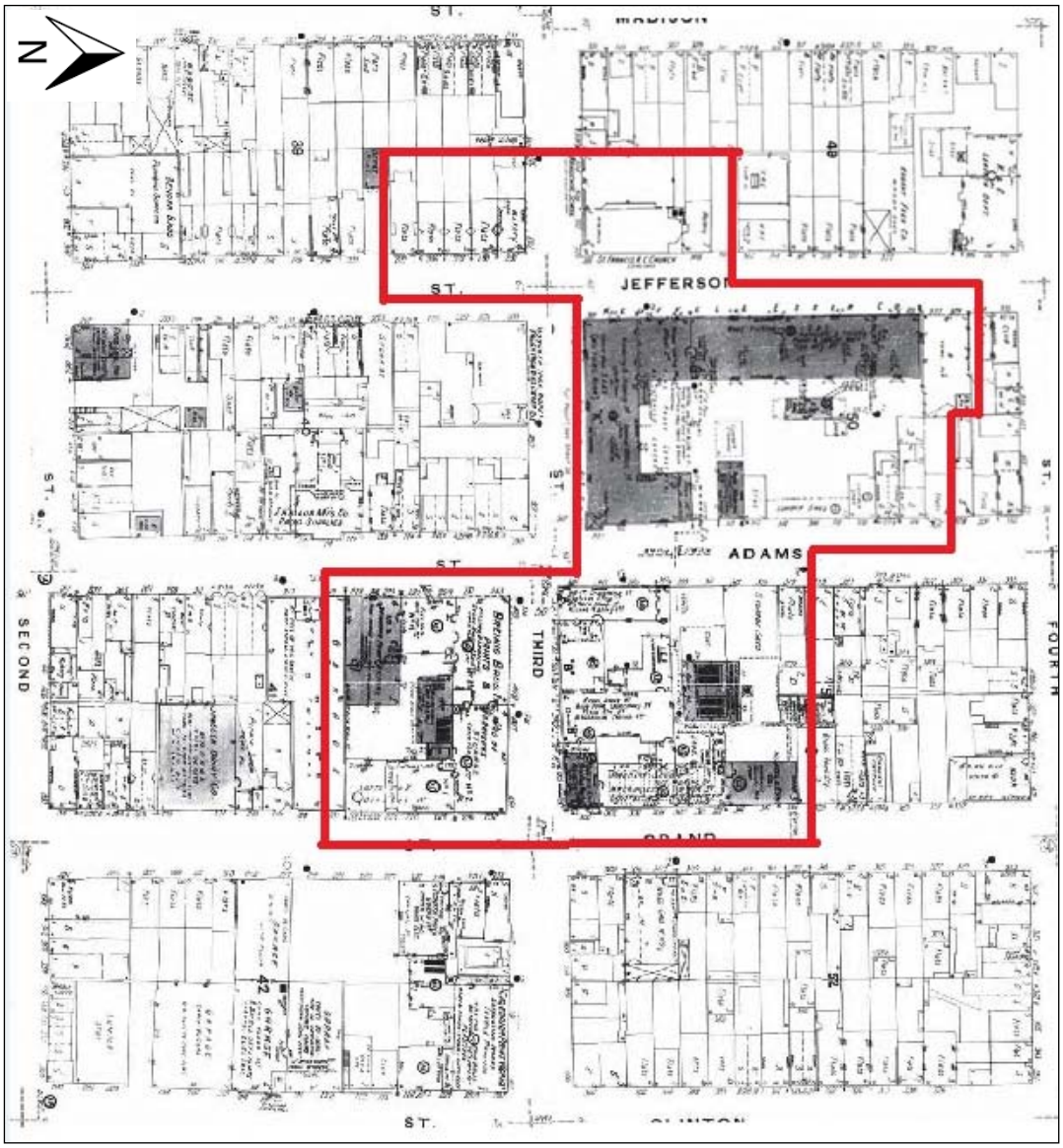
Historic Sites #:



Area of the 3rd Street Historic District in 1909. (Source: Hopkins 1909)

CONTINUATION SHEET

Historic Sites #:



Area of the 3rd Street Historic District in 1937. (Source Sanborn 1937: Plates 26, 27, 29, and 36)

CONTINUATION SHEET

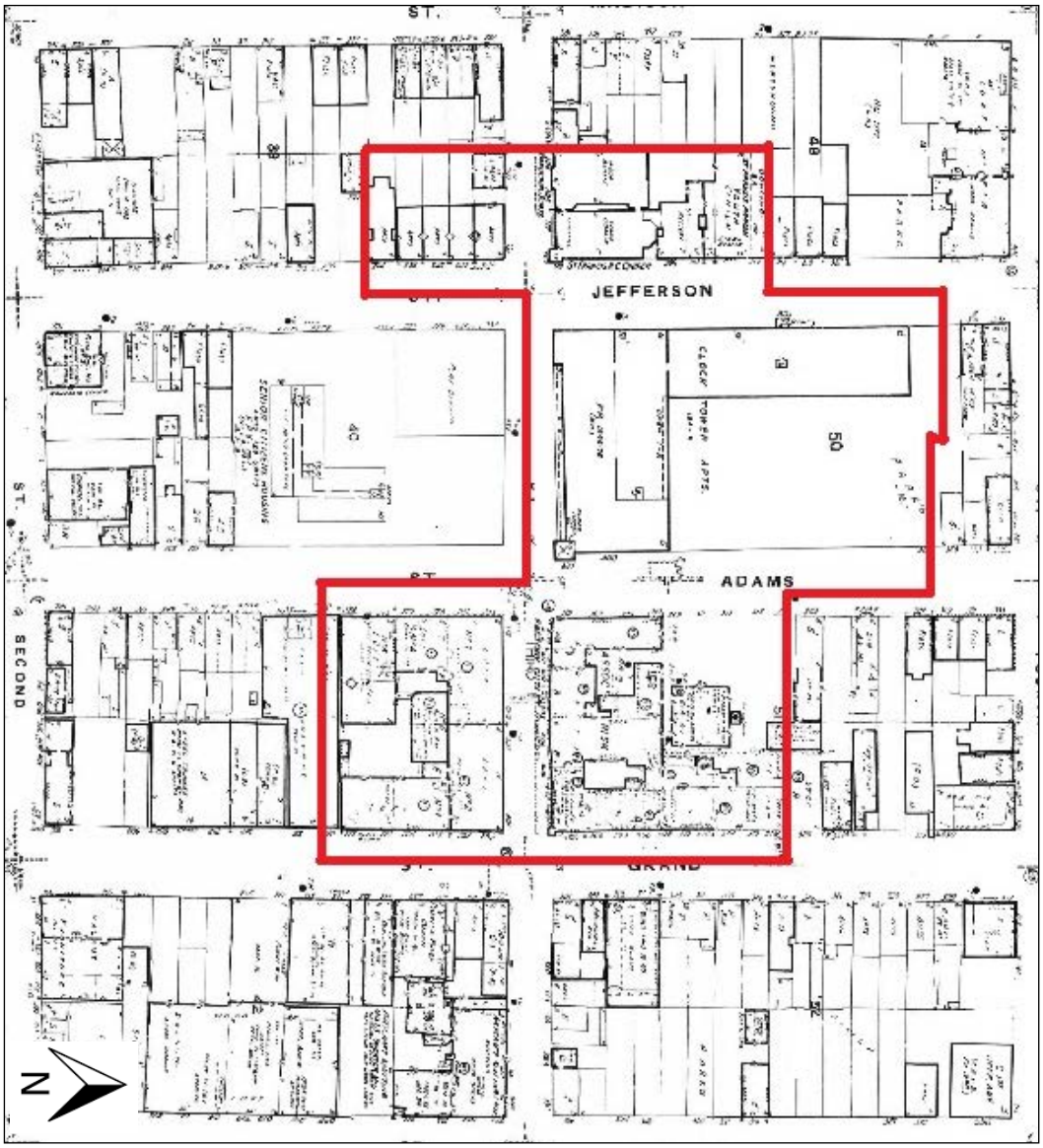
Historic Sites #:



Area of the 3rd Street Historic District in 1951. (Source Sanborn 1951: Plates 26, 27, 29, and 36)

CONTINUATION SHEET

Historic Sites #:



Area of the 3rd Street Historic District in 1979. (Source Sanborn 1979: Plates 26, 27, 29, and 36)

BASE FORM

Historic Sites #:

Property Name: Chappell, Chase, Maxwell Coffin & Casket Factory aka National Casket Company

Street Address: *Street #:* 223 (Low) 233 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Adams *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 41

Local Place Name(s): Hoboken **Lot(s):** 10.01, 10.02

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

Photograph: Chappell, Chase, Maxwell Coffin & Casket Factory, Adams Street, View South



Description: Located on the south side of 3rd Street and extending through the block from Adams Street to Grand Street, these former industrial buildings are four stories, have painted brick, and have been adapted for residential use. Former Building 1 at 222-232 Grand Street has brick corbelled cornices, piers, and segmental arch openings. Former Building 2 at 223-233 Adams Street has a fifth-story rooftop addition and a bracketed cornice. The Adams Street façade features metal hoods and sills, and brick arches at former door openings. The 3rd Street wall is simpler with stone sills and lintels. The Adams Street façade has a simple cornice and plain lintels and sills. The windows in the three buildings are one-over-one replacement sash.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

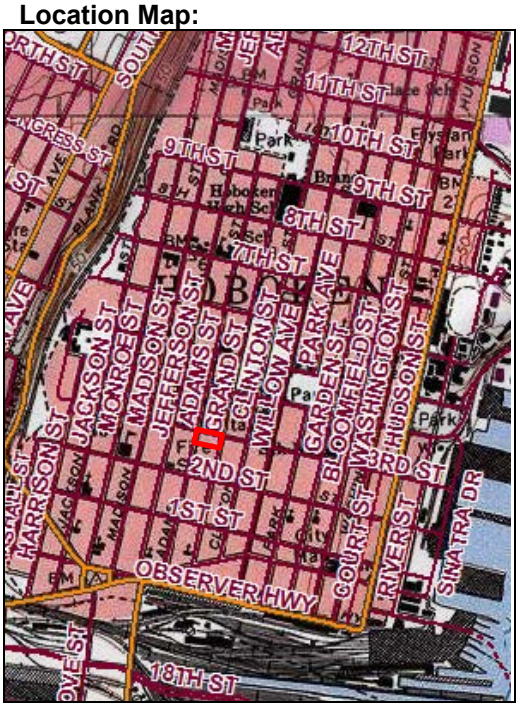
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

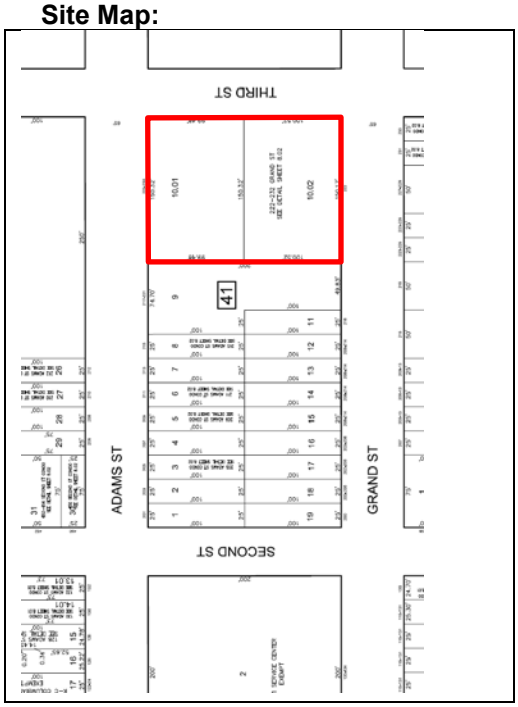
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See continuation sheet

Additional Information: See 3rd Street Historic District Survey Form. This building was individually surveyed in Elan I. Zingman, Historic Sites Inventory in *Hoboken, New Jersey: A Physical and Social History,* 1978-1979. Only the east half of the surveyed building/complex has been mapped on GeoWeb.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No

Status: ☐ Key-Contributing ☒ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Grand Court Condominiums at 222 Grand Street
Historic Name: Chappell, Chase, Maxwell Coffin & Casket Factory (National Casket Co.)
Present Use: Permanent
Historic Industry: Finished Wooden Product Manufactures **Building ID:** Factory 1
Construction Date: Ca. 1875 - 1891 **Source:** Keuffel and Esser NR; Hopkins 1873; Sanborn 1891
Alteration Date(s): 1986 **Source:** Keuffel and Esser NR Nomination; Sanborn 1988
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style: Italianate
Length: 150 **Stories:** 4
Width: 100 **Bays:**
Exterior Finish Materials Brick, Running Bond
Foundation Materials:
Structural System: Load-bearing walls **Roof System:**
Roof Finish Materials: n/a
Equipment/Machinery:
Transportation Links:

Exterior Description: Located on the southwest side of 3rd Street and Grand Street, this former industrial building is four stories, has painted brick, and has been adapted for residential use. Former Building 1 at 222-232 Grand Street has brick corbelled cornices, piers, and segmental arch openings. The windows in the three buildings are one-over-one replacement sash. The building was partially rebuilt and renovated in 1986 following a fire that damaged the oldest section of the building at the corner of 3rd Street and Grand Street. New brick at a portion of the third and fourth stories is visible. The brick segmental lintels and corbelled cornice were reconstructed to match with the rest of the building.

Interior Description: n/a

Setting: This building is located in an urban setting in an area that was formerly industrial with local worker housing. Together with the Keuffel & Esser Manufacturing complex on the north side of 3rd Street, the former Chappell, Chase, Maxwell Coffin & Casket Factory buildings, later Breinig Brothers Inc. Paints and Varnishes, are remaining industrial buildings converted to residential use.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Bridgecourt
Historic Name: Chappell, Chase, Maxwell Coffin & Casket Factory
Present Use: Permanent
Historic Industry: Finished Wooden Product Manufactures **Building ID:** Factory 2
Construction Date: Circa 1891 **Source:** Sanborn 1891
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style:
Length: 150 **Stories:** 4
Width: 100 **Bays:** 15
Exterior Finish Materials Brick, Common Bond
Foundation Materials:
Structural System: Load-bearing walls **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Located on the southeast corner of 3rd Street and Adams Street to Grand Street, this former industrial building is four stories, has painted brick, and has been adapted for residential use. A fifth-story rooftop addition and a bracketed cornice. The Adams Street façade features metal hoods and sills, and brick arches at former door openings. The two single-leaf entrances are surmounted by panes and flat hoods and have stoops with iron railings. The main entrance is at the south bay, has double-leaf glass doors flanked by full height fix glass panes, and is sheltered by a canvas owning. The brick arch above this opening indicates that there was a larger opening in this bay that was altered as a pedestrian entrance. The 3rd Street wall has simpler treatment with plain stone sills and lintels. The windows are one-over-one replacement sash throughout.

Interior Description: n/a

Setting: This building is located in an urban setting in an area that was formerly industrial with local worker housing. Together with the Keuffel & Esser Manufacturing complex on the north side of 3rd Street, the former Chappell, Chase, Maxwell Coffin & Casket Factory buildings, later Breinig Brothers Inc. Paints and Varnishes, are remaining industrial buildings converted to residential use.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Bridgecourt
Historic Name: Breinig Brothers, Inc.
Present Use: Permanent
Historic Industry: Finished Wooden Product Manufactures **Building ID:** Building 5
Construction Date: Circa 1923 **Source:** Hopkins 1923; Sanborn 1937
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: Breinig Brothers, Inc. **Remaining Historic Fabric:** Medium
Style: None
Length: 150 **Stories:** 4
Width: 100 **Bays:** 6
Exterior Finish Materials Brick, Common Bond
Foundation Materials:
Structural System: Fire proof construction **Roof System:** n/a
Roof Finish Materials: n/a
Equipment/Machinery:
Transportation Links:

Exterior Description: Located on Adams Street and attached to the Chappell, Chase, Maxwell Coffin & Casket Factory Building 2, this building is four stories with a fifth story rooftop addition, has painted brick, and has been adapted for residential use as part of the Bridgecourt apartments. The building is utilitarian, has a simple cornice and plain lintels and sills. The building has six bays with one-over-one replacement windows throughout. The first story has entrances at the two center bays and double-hung windows in the outer bays.

Interior Description: n/a

Setting: This building is located in an urban setting in an area that was formerly industrial with local worker housing. Together with the Keuffel & Esser Manufacturing complex on the north side of 3rd Street, the former Chappell, Chase, Maxwell Coffin & Casket Factory buildings are remaining industrial buildings converted to residential use.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: see continuation sheet

Significance: The Chappell, Chase, Maxwell Coffin & Casket Factory (National Casket Co.) are historically and architecturally significant in the area of Immigration and Agricultural, Industrial, Commercial, and Urban Expansion 1850-1920. Together with the National Register-listed Keuffel & Esser Manufacturing Complex, the St. Francis Italian Catholic Church, and Brick Tenements of 3rd Street document an important period in Hoboken's history.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Chappell, Chase, Maxwell Coffin & Casket Factory (National Casket Co.), built circa 1875-1923, is recommended eligible for listing on the National Register as a contributing resource to the 3rd Street Historic District. Although the buildings have had alterations—to reverse damage that resulted from the 1983 fire and as a result of conversion to residential dwellings—however, these former factory buildings mirror the early Keuffel & Esser Manufacturing plant, balance the streetscape, and maintain the scale, massing, materials, and form of the historic industrial buildings. Due to the alterations, the buildings are not individually eligible.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The boundary is the exterior lot lines formed by block 41, lots10.01 and 10.02 in Hoboken, New Jersey/

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

Biographical Review Publishing Company. The Leading Citizens of Madison County, New York. (Boston: Biographical Review Publishing Company, 1894). Accessed online at http://madisoncountynewyork.com/Bio_Review/preface.htm

[The] Dispatch. The & Now: National Casket Company firm among Oneida's biggest, oldest. Accessed April 27, 2016 at http://www.oneidadispatch.com/article/OD/20150106/NEWS/150109836.

G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1873; 1909; 1923).

[The] Industrial Directory of New Jersey 1901:100.

Lumber World Review. Breinig Brothers Launch New Organization. Vol. 40. March 10, 1921.

National Casket Company (Advertisement) in Walter Hines Page and Arthur Wilson Page. The World's Work: A History of Our Time. Vol. 17. November 1908-April 1909. (New York: Doubleday, Page & Company, 1909).

New Jersey Department of Environmental Protection. NJ-GeoWeb online.

[The] New York Times. Shaffer Color and Varnish Company Takes Hoboken Factory. October 12, 1919.

Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken, 1891, 1937.

Zingman, Elan I. Historic Sites Inventory in *Hoboken, New Jersey: A Physical and Social History*. 1978-1979.

History:

Documentary evidence suggests that the Chappell, Chase, Maxwell Coffin & Casket Factory (National Casket Company) developed over a period extending from circa 1875-1923 and circa 1986. According to the Hopkins Plat Book, by 1873, John McLarn owned the lots on the south side of 3rd between Adams and Grand street, most of them improved. He had a machine shop at the corner of Grand and 3rd streets, a boiler shop on Grand Street, and a third, unidentified building, possibly residential, located on Adams Street. From about 1875-1880, McLarn's machine shop appears to be the first location occupied by Keuffel and Esser in Hoboken. In 1880, the company built their first manufacturing building across the street at the northeast corner of Adams and Third streets.

Around 1890, the Chappell, Chase, and Maxwell Co., manufacturers of coffins and caskets had acquired most of the property formerly owned by McLarn and had expanded the factory. The 1891 Sanborn map indicates that Chappell, Chase, and Maxwell Co., which became part of the National Casket Co., had two brick factories that formed a continuous block from Adams to Grand streets, a storehouse, a stable, a dry house, and an engine room. By 1909, as depicted in the Hopkins Plat Book, the factory of the National Casket Co. (formerly Chappell, Chase, and Maxwell Co.), fills most of the area on the south side of 3rd Street between Adams and Grand streets.

The company's history begins in Oneida, New York with C. Will Chappell. When 25 years old and having worked briefly in a book store, he moved from Cazenovia to Oneida in 1870. There he formed a partnership with Benjamin E. Chase and opened a men's clothing store. In 1876, they were joined in business by John F. Tuttle. The same year, the partners purchased the business of E.W. Jones, an undertaker and casket jobber. Chappell focused on the undertaker and casket business while Chase operated the clothing store. In 1880 they merged with the Rochester, New York firm of Maxwell, McWeeney and Company, manufacturers of caskets and moldings. John Maxwell, senior partner in the Rochester company, remained with the new enterprise, thus Chappell, Chase, Maxwell and Company was formed. Chappell, Chase, Maxwell and Company continued in the casket and mortuary supply business. Maxwell oversaw the manufacturing at the Oneida plant and Chappell developed sales.

The firm continue to grow. Soon Chappell, Chase, Maxwell Co., along with Stein Manufacturing Co., Rochester, New York, and Hamilton, Lemmon and Arnold Co. of Pittsburgh, Pennsylvania, were recognized as the leading casket companies. The three firms decided to consolidate and reorganize, forming the National Casket Co., which was incorporated August 6, 1890 in under the New York State Manufacturing Act of 1848. By 1891, National

CONTINUATION SHEET

Historic Sites #:

Casket included three additional companies—the Boston Casket company, Boston, Massachusetts; the Maryland Burial Case Company, Baltimore, Maryland; and the D.E. Chase Company, Albany, New York. According to the Industrial Directory of New Jersey, in 1901, National Casket's Hoboken plant employed 115 people. A trade advertisement in 1909, states that the company makes no direct sales and has 23 showrooms for the convenience of the funeral director and purchaser. The Hoboken factory employed a workforce of 250 people. In July 1909, a fire caused $20,000 in damage to its uptown plant at 125th Street, New York City. The National Casket Co. reported that, "The fire was no hindrance to business as the company has its big Hoboken plant running full time pending the rebuilding of uptown." In 1912, drivers at the National Casket Co. plant in Hoboken went on strike. The strike, which lasted for over a month, turned violent. The strikers threatened drivers making deliveries to the plant, replacement drivers were beaten, and coach drivers refused to drive carriages if the deceased was in a National Casket Co. coffin. The company threatened to permanently close its Hoboken factory if the police did not offer protection. In 1915, the company reported about 100 workers.

The National Casket Company vacated the Hoboken factory after 1915. The buildings were occupied by Dunning-Varney Corporation, makers of shell cases, for a short period circa 1918. They were followed by Shaffer Color & Varnish, which purchased the National Casket Company factory in 1919. In all, the facilities consisted of four-story brick buildings and an aggregate floor area of 120,000 square feet. Shaffer upgraded the plant and equipped it for painting automobiles and paint production. In 1921, Breinig Brothers, Inc. was organized and purchased the plant as their factory for the manufacturer and distribution of paints and varnishes. The company remained at the 3rd Street location through the 1950s.

As the twentieth century progressed, factories moved from Hoboken leaving empty buildings and a city in need of improvements. By the end of the century, Hoboken transitioned into a commuter city for New York City. With this transition, the need for local, community based businesses and organizations gave way to the demand for more housing; previous commercial and industrial buildings were renovated to provide more residential units. In 1983, the original building at the corner southwest corner of 3rd and Grand streets was partially destroyed by fire. In part rebuilt and renovated, much of the exterior of the old factory was incorporated into a new residential building, and is currently the Grand Court Condominiums at 222 Grand Street. The Adams Street half of the former factory complex has also been converted to residential and is called Bridgecourt. Likewise, both blocks of the Keuffel & Esser Manufacturing Complex, located on the opposite side of 3rd Street have also been converted to residential use.

CONTINUATION SHEET

Historic Sites #:



Chappell, Chase, Maxwell Coffin & Casket Factory, 3rd Street at Adams Street. View Southeast

CONTINUATION SHEET

Historic Sites #:



Chappell, Chase, Maxwell Coffin & Casket Factory, 3rd Street at Grand Street. View Southeast

CONTINUATION SHEET

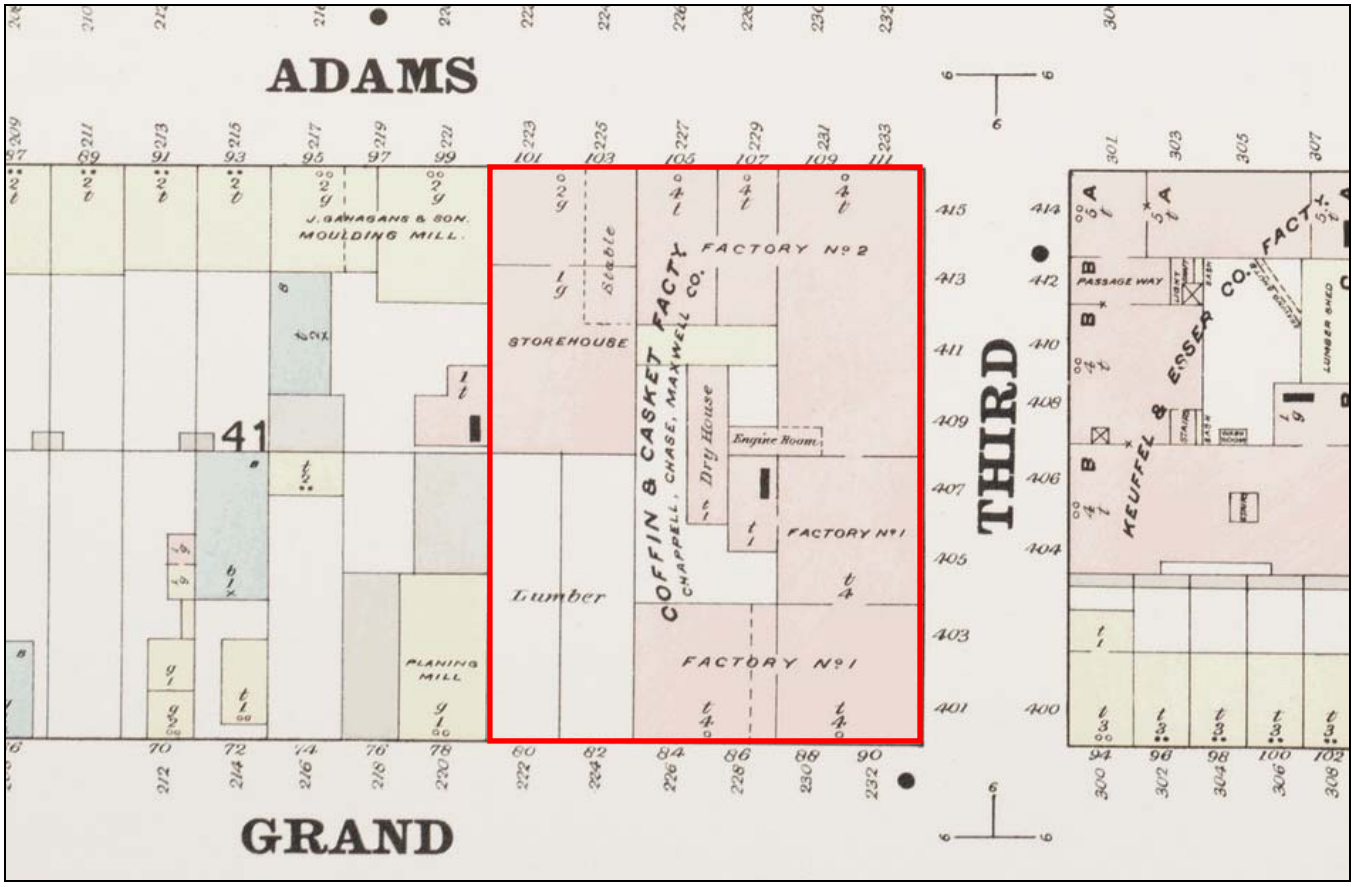
Historic Sites #:



222-32 Grand Street in 1979, view northwest toward 3rd Street. (Source: 1979 survey in Zingman).

CONTINUATION SHEET

Historic Sites #:



Chappell, Chase, Maxwell Co., 1891 (Source: Sanborn, Hudson County, NJ, vol. 7: Hoboken, 20)

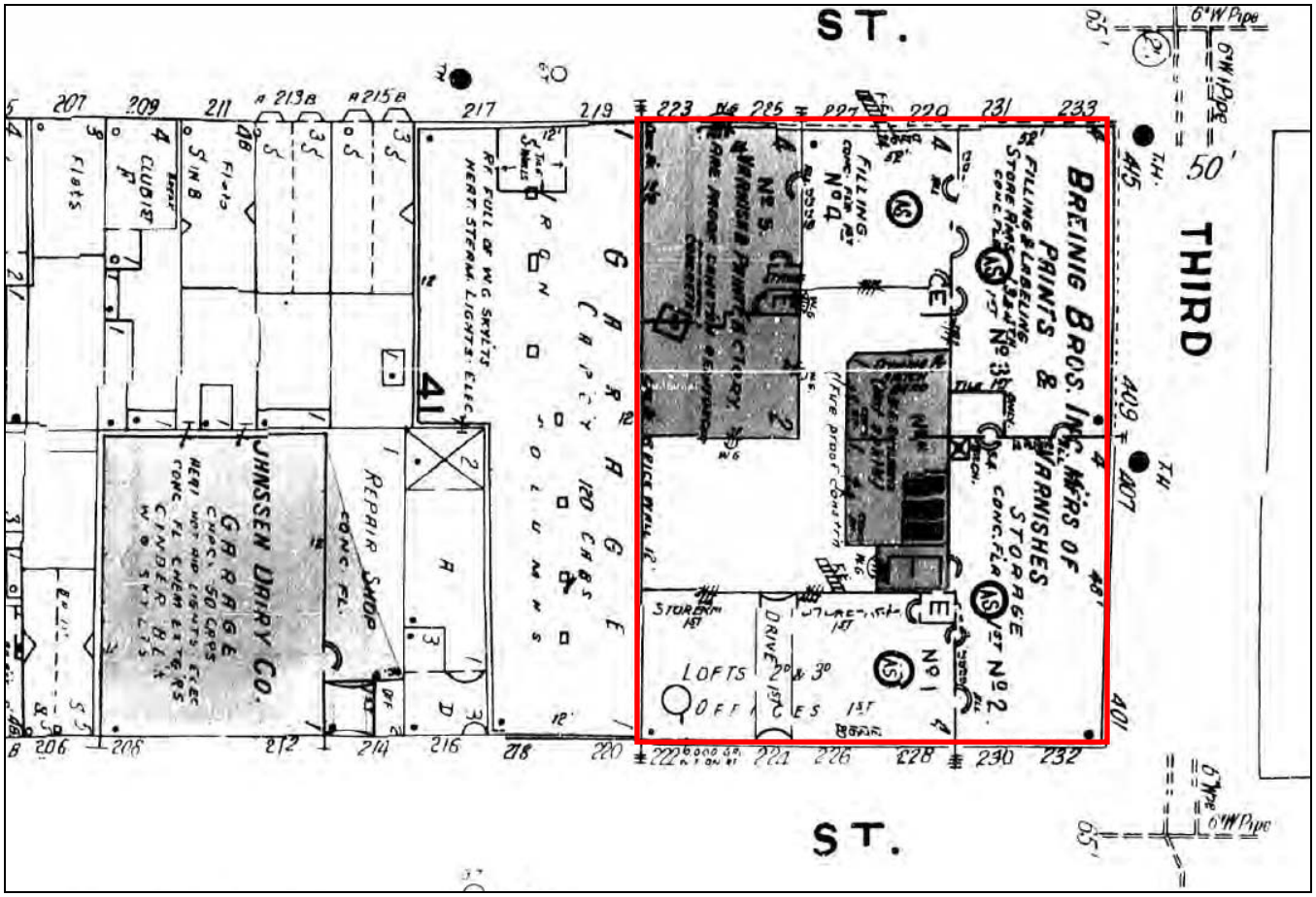
Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:



Breinig Brothers, Inc. (Formerly Chappell, Chase, Maxwell Co.), 1937 (Source: Sanborn, Hudson County, NJ, vol. 7: Hoboken, 20

Survey Name:	**Hoboken RBDH**	Date:	September 8, 2016
Surveyor:	**Deborah Van Steen**		
Organization:	**Dewberry**		

BASE FORM

Historic Sites #:

Property Name: White Metal Manufacturing Co.

Street Address: *Street #:* 1012 (Low) 1022 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Grand *Suffix:* *Type:* ST

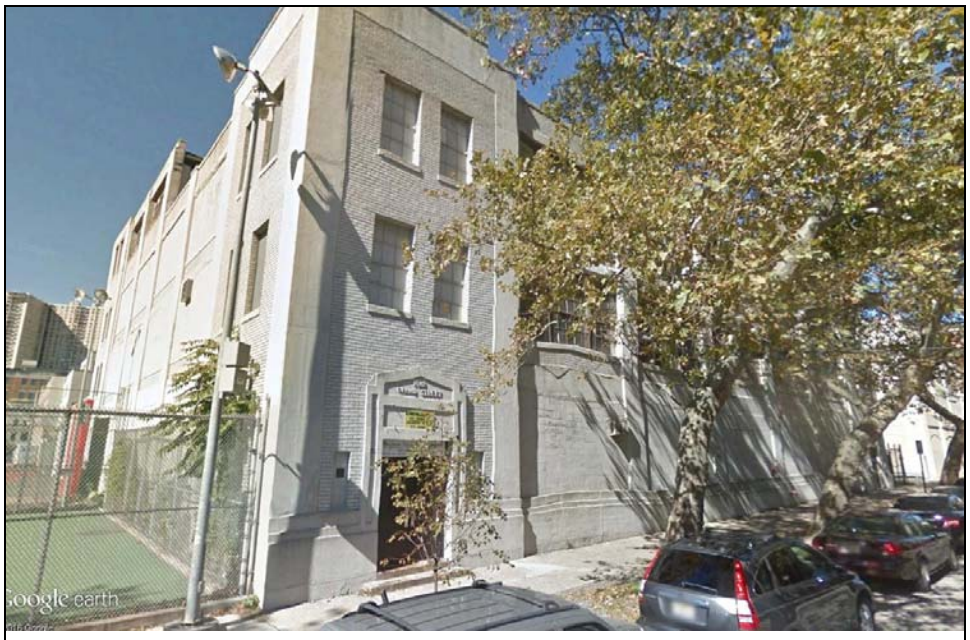
County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 150

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

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

Photograph: White Metal Mfg. Co. Grand Street Façade, View Northwest (Source: Google Earth)



Description: This reinforced concrete industrial plant extends from Grand Street through to Adams Street and consists of a three-story reinforced concrete factory on Grand Street and a single-story garage, transformer station, and furnace at Adams Street. The buildings are fireproof construction with reinforced concrete framing, floors and roof. The curtain walls are concrete and brick with generous windows openings.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 14, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

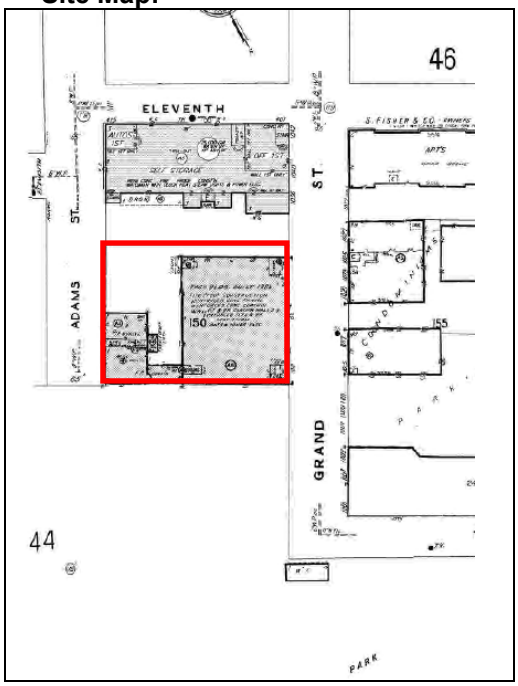
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
Hoboken Historical Museum. Online Collections. http://hoboken.pastperfectonline.com/.
Sanborn Insurance Maps. Hudson County, Volume 7 Hoboken. 1937.
Zingman, Elan I. *Hoboken, New Jersey: A Physical and Social History*. 1978 (1979).

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 14, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: 2012-2022 Grand Street
Historic Name: White Metal Manufacturing Co. Factory
Present Use: Light Industrial
Historic Industry: FABR **Building ID:**
Construction Date: 1925 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style:
Length: ~140 **Stories:** 3
Width: ~125 **Bays:** 7
Exterior Finish Materials Brick
Foundation Materials: Modern Concrete
Structural System: Reinforced Concrete Frame **Roof System:** Reinforced Concrete
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Loading Dock

Exterior Description: This daylight factory building / lofts has three stories at the Grand Street façade, east side of the building and four stories on the west side. The foundation is concrete with a corbeled water table. The façade is symmetrical with an entrance bay at both end bays. The building reinforced concrete construction with red brick and glass curtains; the brick has been painted. The entrances have double-leaf doors, concrete surround with a Tudor arch header and a panel above the door. The south entrance has 1012 Grand Street within the arch; the north entrance has “White Metal Manufacturing Co. Collapsible Tubes and Sprinkler Tops,” in the panel. The bays are separated by concrete pilasters. Each of the end bays has two windows at the upper stories. The first story inner bays have been filled with concrete block. The second story has multi-light steel factory windows with and concrete sills and lintels and brick spandrels. The factory windows have been replaced by one-over-one windows at the third story. The building has a flat roof and concrete parapet; the corner bays are slightly taller and surmounted with stepped parapets to give the appearance of towers. The south and north walls have similar configuration as the façade, however, most of the windows on the south wall have been filled; the north wall retains most of the steel-frame factory windows. The south half of the west wall abuts the single-story garage, transformer station, and furnace. The north portion of the west wall has a loading dock sheltered by a metal awning.

Interior Description: The corner towers contain stairwells and/or elevators.

Setting: The setting is urban and consists of a mix of industrial buildings, new residential development, industrial buildings converted to residential. The J.F.K. Field is directly adjacent, located south of the White Metal Mfg. Co. buildings.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name:
Historic Name: White Metal Manufacturing Co. Garage, Transformer Station, and Furnace
Present Use: No Activity
Historic Industry: FABR **Building ID:**
Construction Date: 1925 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Fair
Builder: **Remaining Historic Fabric:** Low
Style: None
Length: ~75 **Stories:** 1
Width: ~80 **Bays:** 4
Exterior Finish Materials Brick
Foundation Materials: Modern Concrete
Structural System: Reinforced concrete **Roof System:** Reinforced concrete
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Automotive Garage

Exterior Description: The Garage, Transformer Station, and Furnace is accessed from Adams Street and faces a small yard at the rear (west side) of the Factory. The Adams Street portion is rectangular in plan, has a flat roof and a tall masonry chimney. The building is reinforced concrete with red brick walls that have been painted. The façade (north wall) has four garage bays that face the yard. The west wall has metal sliding doors at on entrance and a metal rollup door covering the second entrance; the windows have been covered over. The area that housed the transformer station is conceal with the connection between the garage and furnace and the main factory. The infill structure was added after 2006 and has a pedestrian door facing the yard. Utilitarian in design, the composition is devoid of ornamentation.

Interior Description: n/a

Setting: The setting is urban and consists of a mix of industrial buildings, new residential development, industrial buildings converted to residential. The J.F.K. Field is directly adjacent, located south of the White Metal Mfg. Co. buildings. Adams Street is cut off by the J.F.K Field.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: The White Metal Manufacturing Co. plant was built in 1925 and is first depicted on the 1937 Sanborn Map. According to early advertisements and historic photo of their company trucks, prior to building this factory on Grand Street, the company occupied a building at 1006 Clinton Street in Hoboken and a facility in North Bergen. According to the panel over the door, the White Metal Manufacturing made collapsible tubes and sprinkler tops. From the Sanborn maps, the company appears to have left after 1951. The building is currently occupied by a by businesses. The building is noted in the historic sites inventory associated with the *Hoboken, New Jersey: A Physical and Social History* and is included in the listing of potential historic properties in the Historic Preservation section of the Hoboken Master Plan.

Significance: White Metal Manufacturing Co.is one of Hoboken's remaining former industrial buildings.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: White Metal Manufacturing Co., constructed in 1925, is not recommended eligible for listing in the National Register. The building is typical of daylight factory buildings of the period; this location is not the first location for this firm; and, it is not an architecturally significant complex in terms of manufacturing and industrial history in Hoboken. The factory and associated buildings no longer retain their historic architectural integrity because many of the windows have been infilled and others have been replaced. In addition to the loss of windows, the contrasting treatment of red brick and white concrete has been painted over, thus important characteristics and materials have been removed.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The property consists of the exterior lot line formed by block 150, Lot 1 in Hoboken, New Jersey.

CONTINUATION SHEET

Historic Sites #:



Lettering above North Entrance, “White Metal Manufacturing Co. Collapsible Tubes and Sprinkler Tops.” (Source: Hoboken Historical Museum, Photo by Jean-Paul Picard, 2002)



White Metal Mfg. Co. Adams Street view. View southeast. (Source: Google Earth)

CONTINUATION SHEET

Historic Sites #:



White Metal Manufacturing Co. seen from J.F.K. Stadium, circa 1965.
(Source: Hoboken Historical Museum)



White Metal Manufacturing Co. as surveyed in 1979. (Source: Zingman)

BASE FORM

Historic Sites #:

Property Name: J.F. Kennedy Stadium – Veterans Field

Street Address: *Street #:* 917 (Low) 1105 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Jefferson *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 154

Local Place Name(s): Hoboken **Lot(s):** 1.01

Ownership:: Public **USGS Quad(s)** Jersey City, NJ

Photograph: J.F. Kennedy Stadium Field House, View Northeast



Description: The J.F. Kenney Stadium is on the east side of Jefferson Street between 9th and 11th Streets. The Stadium is set on approximately 4.3 acres with fields occupying all of the area except along the west, where the stands and facilities are located. The J.F. Kennedy Field House, the James J. Farina Field House, and concrete block wall, extend along Jefferson Street. A Veterans Memorial is also along the fence at Jefferson Street. Established in 1964 to serve the High School, the facility appears to have been remodeled in 2005-2006. Access was limited to the street. The stadium has provisions for football, baseball, soccer, and track.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

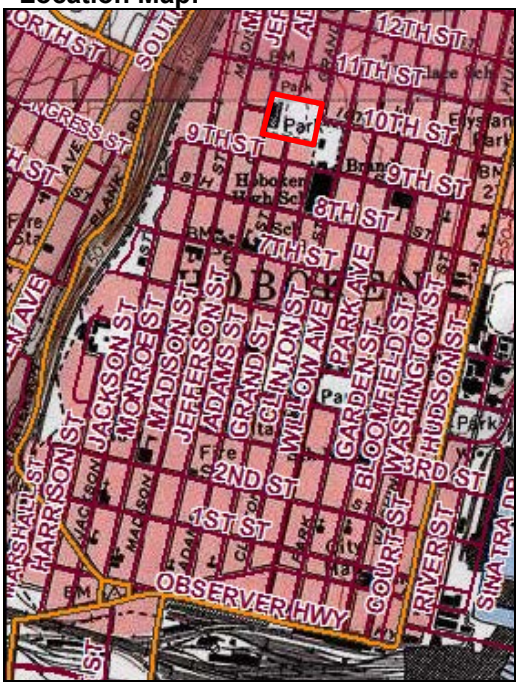
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

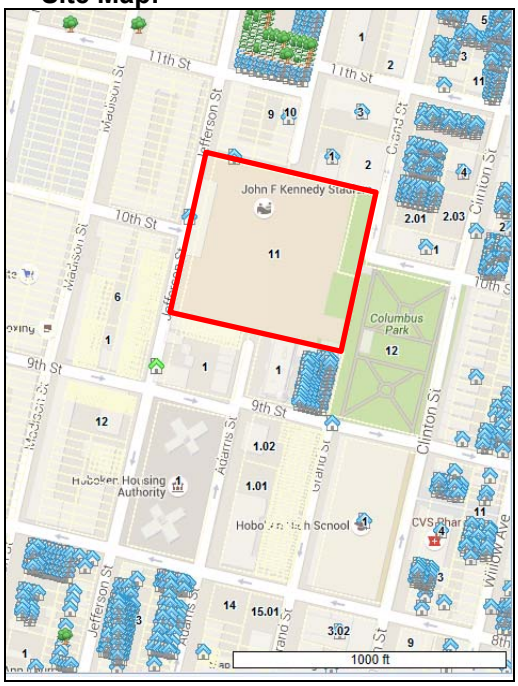
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

Google Earth. Historic Imagery. Accessed online.
Hoboken City. Fields and Facilities. Accessed online http://www.hobokennj.org/departments/recreation/fields-facilities/.
Jennemann, Tom. Sinatra, Little League, and Farina Field house dedicated to school board member who has interesting place in baseball history. Hudsonreporter.com accessed online. February 28, 2006.
Sanborn Insurance Maps. 1979-2006

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☒ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: J.F. Kennedy Field House
Historic Name: J.F. Kennedy Field House
Present Use: Active Recreation
Historic Use: Active Recreation
Construction Date: 1964 **Source:** Sanborn maps
Alteration Date(s): Circa 2005 **Source:** Sanborn maps, Google Earth
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: Vernacular, International
Form: Other-Rectangular Plan **Stories:** 2
Type: Other **Bays:** 9
Roof Finish Materials: N/A
Exterior Finish Materials Brick

Exterior Description: This building is one-story with a second story added above the center bays. The first story of this field house is the original building, built in 1964. The building is a fire-resistive structure with reinforced concrete frame, floor, and roof. The walls visible from Jefferson Street are faced with brick and have glass block ribbon windows at the top façade. The flat roof has a deep overhang. Centered on the west façade, opposite 10th Street, the entrance is recessed and has double-leaf metal doors flanked by panels near equal in size. Above these are two rows of transom windows with metal mullions. The second story addition has a gable roof, has reinforced concrete framing, is clad with corrugated metal, and has casement windows near the top of the wall.

Interior Description: N/A

Setting: The J.F. Kennedy Stadium is located in an urban setting in northwestern Hoboken. The Hudson County Columbus Park is located to the east and the Hoboken High School is just over one block from the Stadium. Historically, this area was industrial with some worker housing. The area has been undergoing a transition to residential and has new residential construction replacing industrial building. Older industrial buildings, some of which have been converted to residential use are located to the north.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: James J. Farina Field House
Historic Name: James J. Farina Field House
Present Use: Active Recreation
Historic Use: Active Recreation
Construction Date: 2005 **Source:** Google Historic Aerials; Jennemann
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** High
Style:
Form: Other, Rectangular Plan **Stories:** 1
Type: Other **Bays:** 6
Roof Finish Materials: N/A
Exterior Finish Materials Other, Modern Faux Stone

Exterior Description: This single-story building is rectangular in plan and has a flat roof. The building addresses the fields and stands. Six evenly spaced glass block windows are on the Jefferson Street (west) wall.

Interior Description: N/A

Setting: The J.F. Kennedy Stadium is located in an urban setting in northwestern Hoboken. The Hudson County Columbus Park is located to the east and the Hoboken High School is just over one block from the Stadium. Historically, this area was industrial with some worker housing. The area has been undergoing a transition to residential and has new residential construction replacing industrial building. Older industrial buildings, some of which have been converted to residential use are located to the north.

OBJECT ATTACHMENT

Historic Sites #:

Common Name: Veterans Field Memorial
Historic Name: Veterans Field Memorial
Present Use: No Activity
Historic Use: No Activity
Construction Date: n/a **Source:**
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:**

Description: This Black Granite monument is outside of the stadium wall, facing Jefferson Street south of the Field House. Raised metal lettering, “Veterans Field,” is on the wall above the monument. This two-part monument consists of an upright on a base. The inscription at the up of the monument, “Heaven, Hell, or Hoboken,” is from the World War I battle cry: “Heaven, Hell, or Hoboken by Christmas.” Six emblems form an arch around crossed American flags. The three agencies of the Department of Defense, The Army, the Navy, and the Air Force are on the left. The Emblem of the Marine Corps (part of the Department of the Navy), the Coast Guard (Homeland Security/Department of the Navy); and the Merchant Marine (wartime naval auxiliary) are on the right side. The inscription below the flags reads, “Dedicated to the lasting memory of the men and women of Hoboken who have served with honor to keep our country free.” Lastly, in large block letters, all in caps, “Freedom isn’t free,” is on the base. The monument is surrounded by an iron fence with fleur-de-lis spearhead pickets; circles are at the bottom of the pickets.

Setting: The J.F. Kennedy Stadium is located in an urban setting in northwestern Hoboken. The Hudson County Columbus Park is located to the east and the Hoboken High School is just over one block from the Stadium. Historically, this area was industrial with some worker housing. The area has been undergoing a transition to residential and has new residential construction replacing industrial building. Older industrial buildings, some of which have been converted to residential use are located to the north.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: The J.F. Kennedy Stadium and Veterans Field, appear to have been constructed circa 1964 as athletic facilities for the Hoboken High School. The high school was erected on the block between 8th and 9th Streets and Clinton and Grand Streets and dedicated in 1962. Improvements were made to the facilities, and the Field House expanded in 2005-2006. The new field house was built in 2005 and dedicated to James J. Farina in February 2006. Farina was a City Clerk, member of the Board of Education, and president of the Little League. Farina contributed to youth sports in Hoboken and added made more recreational sports available to girls. He is credited as the first coach to have a girl play organized Little League baseball when, in 1972, he asked Maria Pepe to join the team. Allowing a girl to play on the baseball team was a controversial decision which set off a national debate that extended to the Supreme Court and opened the door for young women to play Little League baseball.

Farina was also a strong supporter of improvement of the athletic facilities. The new field house was built at a cost of $580,000 furnished through the Hoboken Board of Education Funds. The new field house was equipped with a training facility and a whirlpool.

Significance: J.F.K. Stadium and Veterans Field is significant for its association with James J. Farina and a veterans memorial.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed circa 1964, the J.F. Kennedy Stadium-Veterans Fields is not recommended eligible for listing in the National Register. Due to the alterations to the Field House, addition of a second story and the addition of a new building attached at the north wall, the facility no longer retains its architectural integrity. Therefore, the J.F. Kennedy Stadium-Veterans Fields does not appear to adequately meet the Criteria for Evaluation.

For Historic Districts Only:

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

For Individual Properties Only:

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

Building Attachment (2)
Object Attachment
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The boundary consists of the exterior lot lines of block 154, lot 1.01 in Hoboken, New Jersey.

CONTINUATION SHEET

Historic Sites #:



J.F. Kennedy Field House and James J. Farina Field House, View Northeast

CONTINUATION SHEET

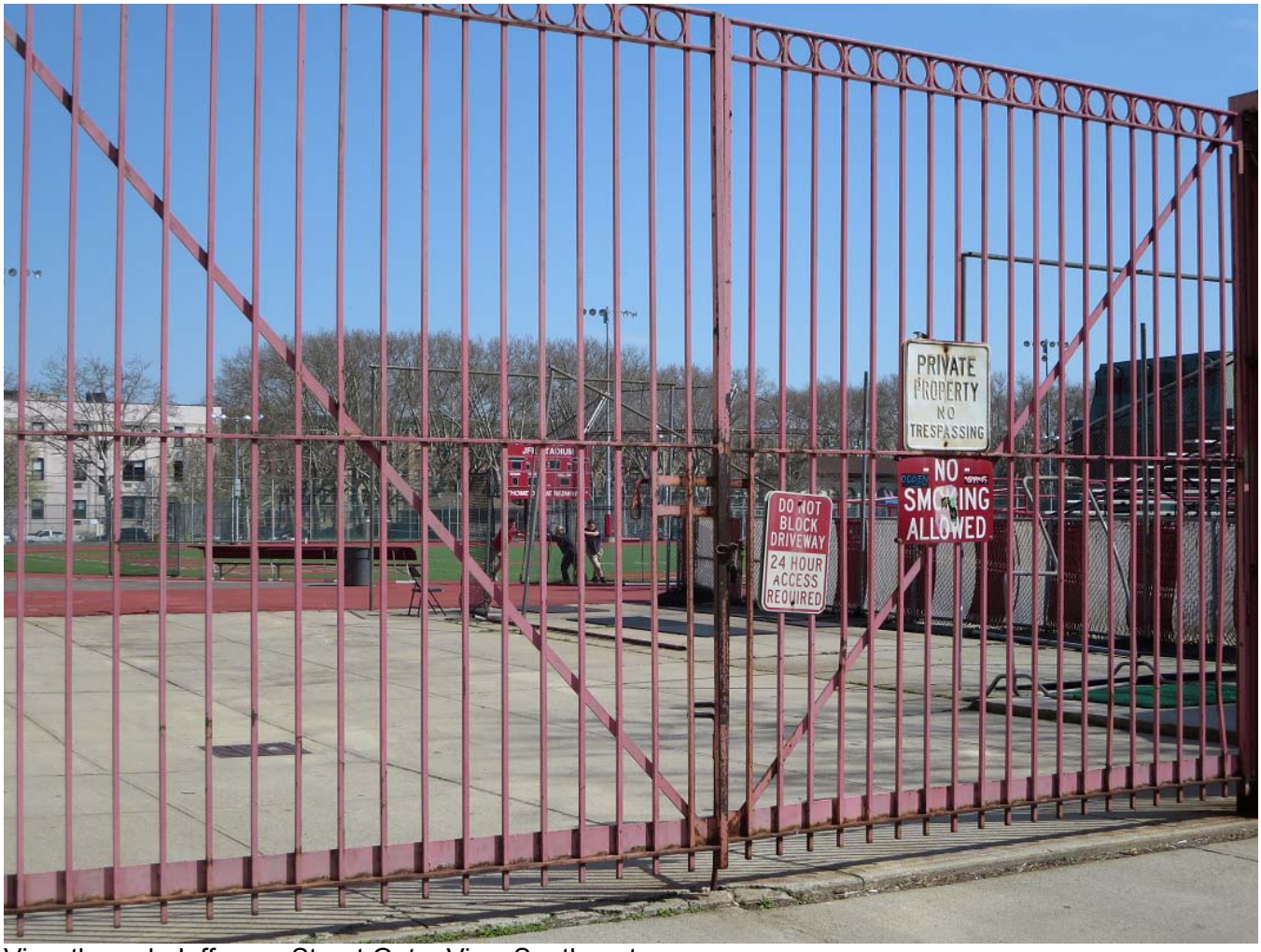
Historic Sites #:



James J. Farina Field House, View North

CONTINUATION SHEET

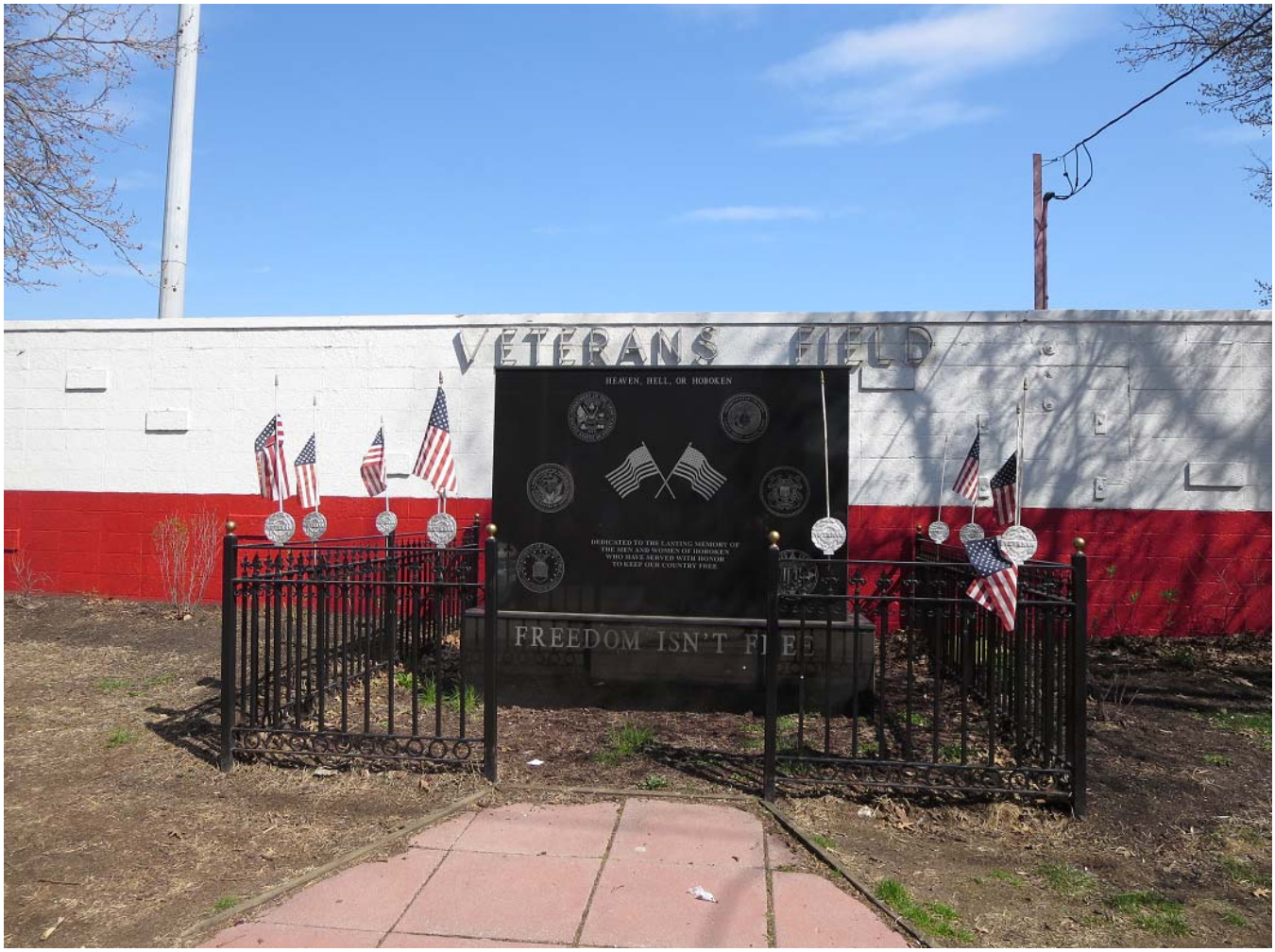
Historic Sites #:



View through Jefferson Street Gate, View Southeast

CONTINUATION SHEET

Historic Sites #:



Veterans Monument, Jefferson Street, View East

BASE FORM

Historic Sites #:

Property Name: 601 Jefferson Street and 460 6th Street

Street Address: *Street #:* 601 (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* Jefferson *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 77

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

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

Photograph: 601 Jefferson Street and 460 6th Street, View Northeast from the intersection of 6th Street



Description: Located on the northeast corner of Jefferson and 6th Street, this lot has two, two-story, wood-frame commercial buildings conjoined as a single building. The building at 601 Jefferson Street is clad with brick on the lower six feet and has wood-grain vinyl siding above; 460 6th Street has the same vinyl siding. Both buildings have wood-framed storefronts with projecting bays supported by brackets, and modillion cornice. The remaining windows are primarily one-over-one double-hung replacement windows; several windows at 601 Jefferson have aluminum awnings. The building at 601 Jefferson Street is surmounted by a modillion and dentil cornice; 460 6th Street has a bracketed cornice.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

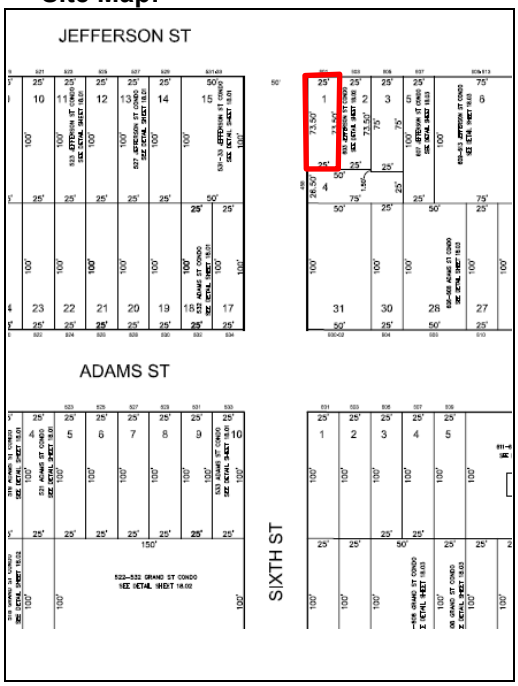
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: see continuation sheet

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 401 Jefferson Street
Historic Name:
Present Use: Commercial Activity, Shopping
Historic Use: Commercial Activity, Shopping
Construction Date: Circa 1910 **Source:** Price & Lee; Hopkins 1909, 1923
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Excellent
Builder: **Remaining Historic Fabric:** Medium
Style: Vernacular, Renaissance Revival
Form: Commercial **Stories:** 2
Type: **Bays:** 4
Roof Finish Materials: n/a
Exterior Finish Materials Vinyl siding

Exterior Description: The wood-frame commercial building at 601 Jefferson Street occupies the corner of 6th Street, is two-stories tall, and is clad with brick on the lower six feet and has wood-grain vinyl siding above. The storefront is wood, has projecting bays supported by brackets, a chamfered entrance, a metal supporting column at the corner and is surmounted by a modillion cornice. The Jefferson Street wall has two entrances, each with a low concrete stoop, and two first-story windows above the brick; all with aluminum awnings. The façade has four bays at the second story, one-over-one double-hung replacement windows, and aluminum awnings. The windows on the 6th Street wall are individual and paired. The building is surmounted by a modillion and dentil cornice.

Interior Description: N/A

Setting: The building is located in an urban area, primarily residential with some commercial activity and first floor storefronts.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 460 6th Street
Historic Name:
Present Use: Permanent
Historic Use: Commercial Activity, Shopping
Construction Date: circa 1910 **Source:** Price & Lee; Hopkins
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style: Vernacular, Renaissance Revival
Form: Commercial **Stories:** 2
Type: **Bays:** 2
Roof Finish Materials: n/s
Exterior Finish Materials Brick

Exterior Description: This two-story, wood-frame building is clad with vinyl wood-grain siding. The storefront wood projecting bays, a center entrance, brackets and modillion cornice like the Jefferson Street storefront. East of the entrance is an areaway, shared with the adjacent building at 458 6th Street. The second story has two bays with one-over-one replacement windows. The façade is surmounted by a bracketed cornice.

Interior Description: N/A

Setting: The building is located in an urban area, primarily residential with some commercial activity and first floor storefronts.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: These properties were developed around 1910 during a period within which the demand for worker housing had increased sufficiently to induce development of previously undeveloped lower-lying areas. Beginning in the 1880s, there was rapid growth in the city with new factories and the expansion of steamship docks. Growth expanded to the north and west of the original settlement within Hoboken. The earliest record of a building at this location is in the Newark Directory in 1910, which lists Torquato Mancusi, a druggist at 601 Jefferson Street. Mancusi is also listed at the 601 Jefferson Street address in the proceedings of the annual meeting of the New Jersey Pharmaceutical Association held in June 1911.

Torquato Mancusi appears to have immigrated to the United States at the start of the twentieth century. He settled in Newark. In April 1908, he passed the examination of the New Jersey State Board of Pharmacy and began working as a druggist shortly thereafter. Around 1910, he opened the pharmacy at 601 Jefferson Street. The 1937 Sanborn confirms that a pharmacy was located in the corner building. The 6th Street building was most likely built around the same time as 601 Jefferson Street. Both buildings are first depicted on the Hopkins map of Hoboken in 1923. Both buildings have a store at the first story and an apartment at the second story. A florist occupies the Jefferson Street store; the 6th street store is currently vacant.

Significance: Representative of wood commercial buildings in Hoboken. According to Randal Gabrielan, author of Hoboken History & Architecture, wood buildings of this type with old-style storefronts are rare survivors due to the development pressures in Hoboken.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☒ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed circa 1910, these buildings are not recommended eligible for listing in the National Register. Although significant as surviving examples of modest wood-frame commercial buildings in Hoboken, addition of brick and what appears to be changes to the first story fenestration of 601 Jefferson Street detracts from the architectural integrity of the buildings. As a result, the buildings do not appear to adequately meet the criteria for evaluation.

For Historic Districts Only:

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

For Individual Properties Only:

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

Building Attachment
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The boundary is the outer lot line of block 77, lot 1, in Hoboken, New Jersey.

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

American Druggist and Pharmaceutical Record. Volume 52 (New York: American Druggist Publishing Company, 1908).

G.M. Hopkins Co., *Plat Book of Hudson County*. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1909 and 1923).

Gabrielan, Randall. Hoboken History & Architecture at a Glance (Atglen, Pennsylvania: Schiffer Publishing Ltd., 1910).

New Jersey Pharmaceutical Association. *Proceedings of the Forty-First Annual Meeting of the New Jersey Pharmaceutical Association held at Asbury Park, New Jersey, Wednesday, Thursday, and Friday, June 14, 15, 16, 1911* (Somerville, New Jersey: Press of the Unionist-Gazette, 1911).

[The] Price & Lee Co., Newark Directory 1910. Vol. 75. (Newark, New Jersey: The Price & Lee Co., 1910).

Sanborn Insurance Maps. Hudson County, Volume 7 Hoboken. 1937

Zingman, Elan I. Hoboken, New Jersey: A Physical and Social History. 1978.

BASE FORM

Historic Sites #:

Property Name: 64-68 Harrison Street

Street Address: *Street #:* 64 (Low) 68 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Harrison *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 10

Local Place Name(s): Hoboken **Lot(s):** 27, 28, 29

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

Photograph: 64-68 Harrison Street, View Southwest (Source GoogleEarth)



Description: Located on the west side of Harrison Street, this one-story building has a rectangular plan, is clad with brick, and has a flat roof. The façade has three bays consisting of a glass door and adjacent door-height fixed window, a garage entrance with rollup security door, and a pedestrian entrance.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

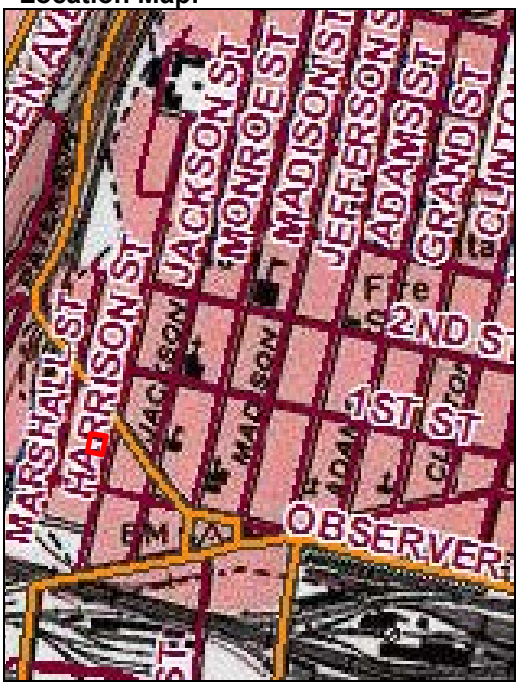
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

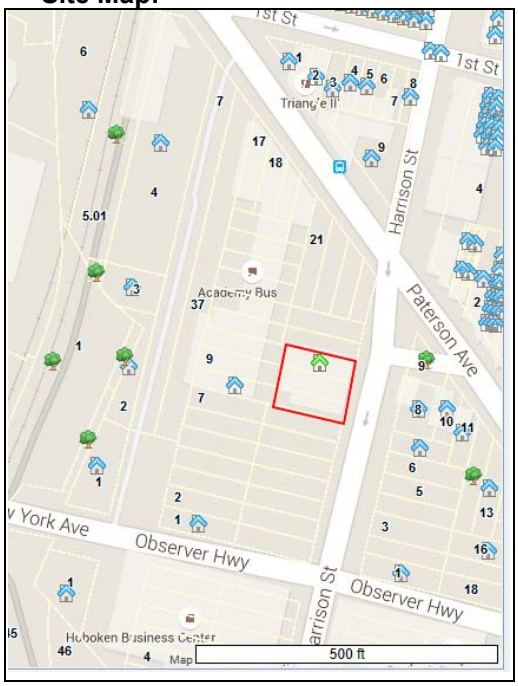
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

Hoboken Planning Board and Clark Canton Hintz. *City of Hoboken: Southwest Area Redevelopment Study*. January 5, 2012.

G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1909; 1923).

Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken, 1937.

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 64-68 Harrison Street
Historic Name:
Present Use: Office Activity – Private business
Historic Use: Food Processing - Meat
Construction Date: Circa 1937 **Source:**
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** 3
Roof Finish Materials: n/a
Exterior Finish Materials Brick

Exterior Description: Located on the west side of Harrison Street, this one-story building has a rectangular plan, is clad with brick, and has a flat roof. The property began as two separate buildings. According to the Sanborn maps, the construction includes concrete floor and tile walls. The façade has three bays consisting of a glass door and adjacent door-height fixed window in the north bay, a garage entrance with rollup security door, and a pedestrian entrance at the south bay. A boarded up window is at the second story above the north bay.

Interior Description: n/a

Setting: Located in the southwest section of Hoboken, the setting is urban and primarily industrial.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: Constructed circa 1937, development began in the vicinity of 64-68 Harrison Street by the early twentieth century. According to the Hopkins Plat Books, in 1909 a Coal Yard and Feed Store were in this location. In 1923, the property is labeled as the J. Hannibal Coal & Grain Company, consisting of a wood building at 68 Harrison. The 1937 Sanborn depicts the buildings in the current configuration with facilities for auto and storage. Subsequent maps through 1988 have a meat packing concern at this location.

Significance: The building does not appear to have historical or architectural significance.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed circa 1937, the building at 64-68 Harrison Street is not recommended eligible for listing in the National Register under criteria A, B, or C. The building is not architecturally noteworthy, has no known association with significant persons, and does not appear to be associated with historical events.

For Historic Districts Only:

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

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building Attachment
Continuation Sheet

Narrative Boundary Description: The boundary is limited the exterior lot lines associated with block 10, lots 27, 28, 29 in Hoboken, New Jersey.

Survey Name: **Hoboken RBDH** Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:



64-68 Harrison Street, View Northwest (Source City of Hoboken Planning Board 2012)

BASE FORM

Historic Sites #:

Property Name: Academy Bus Company (On Time Elite Inc.)

Street Address: *Street #:* 101 (Low) 105 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Patterson *Suffix:* *Type:* AVE

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 10; 9

Local Place Name(s): Hoboken **Lot(s):** All except 27,28,29; 1-4 & 7

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

Photograph: Academy Bus Company, View Southwest (Source: GoogleEarth)



Description: The Academy Bus (On Time Elite) property has a total of five buildings situated on a 3.5-acre parcel in the southwest extend of Hoboken. Three are connected buildings located in Block 10 on Patterson Avenue at the east side of the former Marshall Street alignment. The buildings are one and two-stories in height. A one-story garage is located on the west side of Marshall Street along the Hudson Bergen Light Rail tracks and a Quonset hut is at the south extent of the property on Observer Highway.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

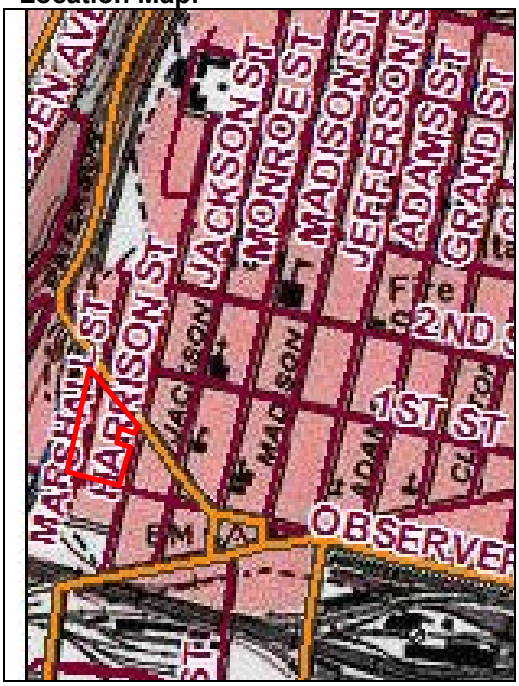
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

Academy Bus. About Us. Accessed online on April 27, 2016 at www.academybus.com.

Hoboken Planning Board and Clark Canton Hintz. *City of Hoboken: Southwest Area Redevelopment Study*. January 5, 2012.

G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1909; 1923).

Nationwide Environmental Title Research, LLC (NETR). Historic Aerials. Accessed online on July 11, 2016 at http://www.historicaerials.com/

Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken, 1937.

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Academy Bus Company (On Time Elite Inc.) Offices
Historic Name:
Present Use: Office Activity - Private
Historic Industry: Transportation Other, Freight **Building ID:** 1
Construction Date: 1965 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: None
Length: 100 **Stories:** 1
Width: 100 **Bays:** n/a
Exterior Finish Materials Brick
Foundation Materials: Modern Concrete
Structural System: Steel Beams/Concrete Block **Roof System:** Steel Truss/Reinforced concrete
Roof Finish Materials: n/a
Equipment/Machinery:
Transportation Links:

Exterior Description: Located at the corner of Marshall Street and Patterson Avenue, this one-story utilitarian building is the first of three connected structures and has a triangular plan that follows the street alignment. The northern building of the three connected structures, this building has a small two-story wing at its east end. The east and north walls have fixed single-light windows. The two-story section has a cantilevered second story supported by a column. This section appears to shelter the primary entrance for this and the adjacent building.

Interior Description: n/a

Setting: Located in the southwest corner of Hoboken, this former freight complex is located in an urban industrial area. The area is currently undergoing a transition that includes redevelopment of former industrial and commercial buildings and new residential development.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Academy Bus Company (On Time Elite Inc.), Middle Building--Offices
Historic Name: Motor Freight Station
Present Use: Office Activity - Private
Historic Industry: Transportation Other, Freight **Building ID:** 2
Construction Date: Circa 1951 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: None
Length: 140 **Stories:** 2
Width: 40 **Bays:** ~20
Exterior Finish Materials Stucco
Foundation Materials:
Structural System: Cinder Block; Brick Piers; concrete floors **Roof System:** n/a
Roof Finish Materials: n/a
Equipment/Machinery:
Transportation Links:

Exterior Description: This long rectangular plan utilitarian building connects the northern, triangular office with the main garage. The building has a flat roof. Constructed of concrete block with brick piers, the north end of the building has brick color CMU cladding. The building has approximately 20 bays of fixed single-light windows. This former Motor Freight Station has been remodeled, modernized and converted into company offices.

Interior Description: n/a

Setting: Located in the southwest corner of Hoboken, this former freight complex is located in an urban industrial area. The area is currently undergoing a transition that includes redevelopment of former industrial and commercial buildings and new residential development.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Academy Bus Company (On Time Elite Inc.), Main Garage
Historic Name: Motor Freight Station
Present Use:
Historic Industry: Transportation Other, Freight **Building ID:** 3
Construction Date: 1969 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style:
Length: 40 **Stories:** 2
Width: 40 **Bays:** 6
Exterior Finish Materials Concrete Block, Modern
Foundation Materials: Concrete/concrete block; reinforced concrete floors
Structural System: Unprotected Steel Joists/columns/beams **Roof System:** Steel deck, protected metal
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Other

Exterior Description:

Interior Description: n/a

Setting: Located in the southwest corner of Hoboken, this former freight complex is located in an urban industrial area. The area is currently undergoing a transition that includes redevelopment of former industrial and commercial buildings and new residential development.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: 88 Marshall Street
Historic Name: Motor Freight Station
Present Use:
Historic Industry: Freight Facilities **Building ID:** 4
Construction Date: Circa 1966 **Source:** NETR
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: None
Length: 140 **Stories:** 1
Width: 50 **Bays:** 5
Exterior Finish Materials Concrete Block, Modern
Foundation Materials:
Structural System: Concrete Block; concrete floor **Roof System:** n/a
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Loading dock

Exterior Description: This irregular plan former freight station is one story tall and has a flat roof. The Paterson Avenue/railroad-facing (north) wall has a large overhead garage door and one windows. The northeast wall paralleling Paterson Avenue has an off center, metal door, a window on the west and paired windows on the east. The five bays face Marshall Street (east) and are sheltered by a canopy formed by extension of the roof. The bays have been infilled except one, which as an overhead door. Of the other bays, one bay has a pedestrian door, and three bays have a ribbon of glass block. The pavement appears to have been raised to floor height at the two north bays. All of the windows and doors are replacements.

Interior Description: n/a

Setting: Located in the southwest corner of Hoboken, this former freight complex is located in an urban industrial area. The area is currently undergoing a transition that includes redevelopment of former industrial and commercial buildings and new residential development.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Quonset Hut Repair Garage
Historic Name:
Present Use: Transportation
Historic Industry: Freight Facilities **Building ID:** 5
Construction Date: Circa 1994 **Source:** Google; Historic Aerials
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: None
Length: 60 **Stories:** 1
Width: 40 **Bays:** 3
Exterior Finish Materials Other, Standing Seam Metal
Foundation Materials: n/a
Structural System: Prefabricated Steel **Roof System:** Prefabricated Steel
Roof Finish Materials: Standing Seam Metal
Equipment/Machinery:
Transportation Links:

Exterior Description: This metal-clad Quonset hut has three bays with a large center garage opening and a pedestrian opening on either side.

Interior Description: Open interior.

Setting: Located in the southwest corner of Hoboken, this former freight complex is located in an urban industrial area. The area is currently undergoing a transition that includes redevelopment of former industrial and commercial buildings and new residential development.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: The oldest building is the former Motor Station (Elite Offices, Building 2), which is first depicted on the 1951 Sanborn from plans. The building is visible on the 1954 aerials. Building 1 was added in 1965 and the Main Garage was built in 1969.

In 1966, another Motor Freight Station was built on the opposite side of Marshall Street adjacent to the railroad tracks. In 1937, the N.Y. Live Poultry Trucking Co. was at this location; by 1951, the buildings on the lot had been demolished. The Quonset hut is the last structure to be erected, it was added about 1994.

Significance: The freight buildings no longer retain significance.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Academy Bus Company (On Time Elite Inc.), former Motor Freight facilities, constructed circa 1951-1994, are not recommended eligible for listing on the National Register. The Motor Freight buildings have been altered, have new finishes and windows, and in the example of the 1951 building, has been converted to into offices. Loading docks have been removed, bays and fenestration changed. These alterations greatly detract from the historic architectural integrity. As a result, the buildings do not appear to meet the criteria for evaluation.

For Historic Districts Only:

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

For Individual Properties Only:

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

Industry Building Attachment
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The boundary is defined as the exterior lot lines of block 10, all lots except 27, 28, 29, and block 9, lots 1-4 & 7 in Hoboken, New Jersey.

CONTINUATION SHEET

Historic Sites #:



Offices Marshall Street at Patterson Avenue (Building 1), View Southeast



Offices and Main Garage (Buildings 1 and 3), View Northeast

CONTINUATION SHEET

Historic Sites #:



Main Garage (Building 3), View East



Motor Freight Station (Building 4)

CONTINUATION SHEET

Historic Sites #:



Quonset hut, View North

BASE FORM

Historic Sites #:

Property Name: 554 Observer Highway

Street Address: *Street #:* 554 (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* Observer *Suffix:* _____ *Type:* HWY

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 16

Local Place Name(s): Hoboken **Lot(s):** 44

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

Photograph: 554 Observer Highway, View Northwest



Description: This tenement is on the north side of Observer Highway and attached to a neighboring building on the east side. The west wall is exposed and the openings infilled with brick. The building has painted red brick, is four stories tall on a basement, and has four over five bays. The basement openings and areaway have been altered. The stoop has been rebuilt with brick risers and stone treads. The entrance is centered at the façade between two sets of double-hung windows and has a metal pedimented overdoor. The three upper floors have four bays with double-hung windows. All of the windows are replacement one-over-one double-hung sash and have elaborate metal hood molds. The façade is surmounted by an Eastlake style stepped metal cornice.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

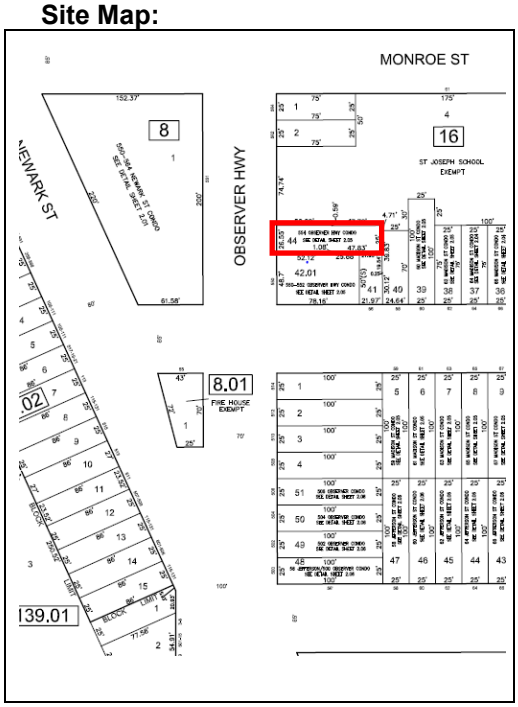
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
Hoboken, Hudson County, Tax Assessment
Hopkins, G.M. *Plat Book of Hudson County, Volume II* (Philadelphia: G.M. Hopkins, 1909).
Sanborn Insurance Maps. Hudson County, Volume 7 Hoboken. 1891 and 1937.
Zingman, Elan I. *Hoboken, New Jersey: A Physical and Social History*. 1978 (1979).
Additional Information: This property was surveyed in 2002, HUD AA 223, ID 3027.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 514 Observer Highway
Historic Name: 514 Ferry Street
Present Use: Permanent
Historic Use: Permanent
Construction Date: 1901 **Source:** Hoboken, Hudson County Tax Assessment
Alteration Date(s): After 1979 **Source:** J. Sholeen in Zingman
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style: Italianate
Form: Commercial **Stories:** 4
Type: Other, Attached multifamily **Bays:** 5
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Common Bond

Exterior Description: This tenement is on the north side of Observer Highway and attached to a neighboring building on the east side. The west wall is exposed and the openings infilled with brick. The building has painted red brick, is four stories tall on a basement, and has four over five bays. The basement openings and areaway have been altered. The stoop has been rebuilt with brick risers and stone treads. The entrance is centered at the façade between two sets of double-hung windows and has a metal pedimented overdoor. The three upper floors have four bays with double-hung windows. All of the windows are replacement one-over-one double-hung sash and have elaborate metal hood molds. The façade is surmounted by an Eastlake style stepped metal cornice.

Interior Description: n/a

Setting: The setting is urban and is located near St. Joseph's Roman Catholic Church and historic Engine Co. No. 3-Truck House No. 2 Fire House. Historically the area was a mix of housing and industry close to the major transportation networks, the area is becoming increasingly residential with new residential development.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: Constructed in 1901, this tenement was an early brick building in an area that was dominated by wood tenements. When built the North Hudson Elevated Railroad extended up Ferry Street (now Observer Highway), passing in front of this building. The neighboring parcel belongs to St. Joseph's Church and had the church hall & academy, a wood building that was in the now vacant lots west of 554 Observer Highway. Beginning in the 1880s, there was rapid growth in the city with the development of new industry and expansion of the steamship docks. Growth expanded to the north and west of the early city settlement. This building is first depicted on the 1909 Hopkins map. The early years of the twentieth century saw factories locating in Hoboken because it was less expensive than New York City. As the twentieth century progressed, Hoboken transitioned into a commuter city for New York City prompting construction of new residential units. Many of the older buildings in this and neighboring blocks reflect this development. This building appears to have always been residential and is currently the 554 Observer Highway Condominiums. This building was surveyed in 1979. Since that time, the windows on the west wall have been infilled with brick and new multi-story residential construction located at the east side of the building.

Significance: This building is one of the few remaining brick tenements in this area of Observer Highway to retain most of its original features, such as the elaborate cornice, lintels, and pediment overdoor.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed in 1901, 554 Observer Highway is not recommended eligible for listing in the National Register. This building has no known association with historic events or persons important in our past. Although this building is a relatively intact example and is representative of tenements in Hoboken, as an individual building, it does not appear to have sufficient historical or architectural importance such that it meets the criteria for evaluation.

For Historic Districts Only:

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

For Individual Properties Only:

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

Building Attachment
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The boundary consists of the exterior lot lines formed by block 16, lot 44 in Hoboken, New Jersey.

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:



554 Observer Highway, View Northeast

CONTINUATION SHEET

Historic Sites #:



Cornice Detail, 554 Observer Highway.

BASE FORM

Historic Sites #:

Property Name: 510, 512, 514 Observer Highway

Street Address: *Street #:* 510 (Low) 514 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Observer *Suffix:* *Type:* HWY

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 17

Local Place Name(s): Hoboken **Lot(s):** 1, 2, 3

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

Photograph: 510, 512, 514 Observer Highway, View Northeast



Description: This group of three brick buildings are located at the northeast corner of Observer Highway and Madison Street. Each is sited on a lot 25 X 100 feet. The buildings are four stories high, have three bays at the first story and four bays at the upper stories, and a rooftop structure that spans all of the buildings. Features include: pedimented hoods at the entrances (510, 512), metal flat hoods over the one-over-one double-hung windows, except at the fourth story, which has rowlock round arches and connecting imposts. Corbeled pilasters are on the west wall (514), sawtooth bands, sill courses, and corbeled spandrel panels. The facades terminate at a corbeled cornice surmounted by parapet; the bracketed cornices have been removed from all of the buildings.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

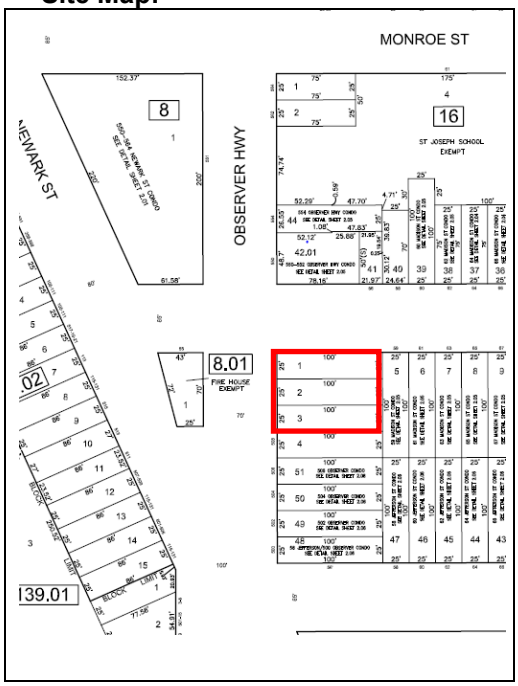
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

Hoboken Historical Museum. Photo of View looking west from the eastbound elevated railway station at Henderson and Ferry Streets, Hoboken, 1948. Photographer, George Kirchgessner. Hoboken Transportation Collection accessed online at http://hoboken.pastperfectonline.com/photo/CE5F25EE-DBE1-462F-A7AA-350470340280.

Hopkins, G.M. *Plat Book of Hudson County, Volume II* (Philadelphia: G.M. Hopkins, 1909).

Sanborn Insurance Maps. Hudson County, Volume 7 Hoboken. 1891 and 1937.

Zingman, Elan I. *Hoboken, New Jersey: A Physical and Social History*. 1978 (1979).

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 514 Observer Highway
Historic Name: 514 Ferry Street
Present Use: Permanent
Historic Use: Permanent
Construction Date: c. 1909 **Source:** Hopkins
Alteration Date(s): By 1979 **Source:** Zingman
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: Italianate
Form: Commercial **Stories:** 4
Type: Other, Attached multifamily **Bays:** 4
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Running

Exterior Description: Located at the corner of Madison and Observer Highway, this brick four-story building is one of a row of three similar buildings, each sited on at 25 x 100 foot lot. The first story's former storefront has been infilled and is clad with scored stucco and has small double-hung windows. Alterations to the first story include removal of round arch windows at the west wall. The raised stoop has been removed, the entrance lower so that it is nearly at street level. The additional space above the door has a very tall transom. Above the first story the facades are framed with corbeled pilasters, the most elaborate located on the west wall facing Madison Street. The second and third stories have flat metal hoods. The fourth story windows are have round arch header with rowlock arches with connecting imposts. Other features include: sawtooth band at the second-story windows; a sill course at the third and fourth stories; a lintel course at the third story and corbel paneled spandrels. Some of the spandrels have been replaced by air conditioners. The windows are replacement one-over-one double-hung sash. The facades terminate at a corbeled cornice surmounted by a frieze that originally held a bracketed cornice. This cornice has been removed, and a parapet and rooftop structure added.

Interior Description: n/a

Setting: The setting is urban and is located opposite Observer Highway from the historic Engine Co. No. 3-Truck House No. 2 Fire House. Historically the area was a mix of housing and industry close to the major transportation networks, the area is becoming increasingly residential with new residential development.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 512 Observer Highway
Historic Name: 512 Ferry Street
Present Use: Permanent
Historic Use: Permanent
Construction Date: c. 1909 **Source:** Hopkins
Alteration Date(s): After 1979 **Source:** Zingman
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style: Romanesque Revival
Form: Commercial **Stories:** 4
Type: Other, Attached multifamily **Bays:** 4
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Running

Exterior Description: This four-story building occupies the middle position of three similar buildings. The building is brick with three bays at the first story and four bays above. The entrance is centered between paired double-hung windows, has a pedimented hood, a transom, and a raised stoop. The windows have flat metal hoods, except for those at the fourth story, which are round arch windows with rowlock arches with connecting imposts. The windows are one-over-one double-hung sash throughout. Other features include: corbeled band at the base of the second story windows, corbeled brick paneled spandrels, sawtooth band at the second story, and lintel course at the third story. Air conditioners occupy some of the spandrels. Above the first story the facade is framed by pilasters, which terminate at a corbeled cornice surmounted by a frieze that originally held a bracketed cornice. The cornice has been removed and a parapet and rooftop structure added.

Interior Description: n/a

Setting: The setting is urban and is located opposite Observer Highway from the historic Engine Co. No. 3-Truck House No. 2 Fire House. Historically the area was a mix of housing and industry close to the major transportation networks, the area is becoming increasingly residential with new residential development.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 510 Observer Highway
Historic Name: 510 Ferry Street
Present Use: Permanent
Historic Use: Permanent
Construction Date: c. 1909 **Source:** Hopkins
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: Romanesque Revival
Form: Commercial **Stories:** 4
Type: Other, Attached multifamily **Bays:** 4
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Running

Exterior Description: The third in a row of similar buildings all set on 25 x 100 lots. This brick building is four stories high, has three bays at the first story and four bays at the upper stories. The entrance is centered between paired double-hung sash, has a pedimented hood, a transom, and a raised stoop. This building has a higher basement than the other two buildings. The windows are one-over-one double-hung replacements. All of the windows have flat metal lintels, except for the fourth story. These windows have round arch opening and rowlock arches with connecting imposts. The building features: corbeled band at the base of the second story windows, corbeled brick paneled spandrels, sawtooth band at the second story, and lintel course at the third story. Air conditioners have been installed below some of the windows. Above the first story the facade is framed by corbeled pilasters, which terminate at a corbeled cornice surmounted by a frieze that once has a brackets cornice. The cornice has been removed and a rooftop structure added.

Interior Description: n/a

Setting: The setting is urban and is located opposite Observer Highway from the historic Engine Co. No. 3-Truck House No. 2 Fire House. Historically the area was a mix of housing and industry close to the major transportation networks, the area is becoming increasingly residential with new residential development.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See continuation sheet

Significance: This row of buildings are significant as brick tenements constructed at the turn of the twentieth century in an area dominated by frame row housing. Previous survey indicated that the detailing of these buildings "is a fine as most tenements in Hoboken."

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed circa 1909, these buildings are not recommended eligible for listing in the National Register due to a lack of historic architectural integrity. At 514 Observer Highway the storefront has been removed; the first story fenestration altered whereby the round arch windows have been removed, the entry and stoop have been lowered. All three building have been stripped of their bracketed cornices, have brick parapets and a continuous rooftop structure added, and have replacement windows. As a group and individually, these buildings do not appear to sufficiently meet the evaluation criteria due to a lack of integrity.

For Historic Districts Only:

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

For Individual Properties Only:

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

Building Attachment
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The boundary consists of the exterior lot lines formed by block 17, lots 1, 2, and 3 in Hoboken.

CONTINUATION SHEET

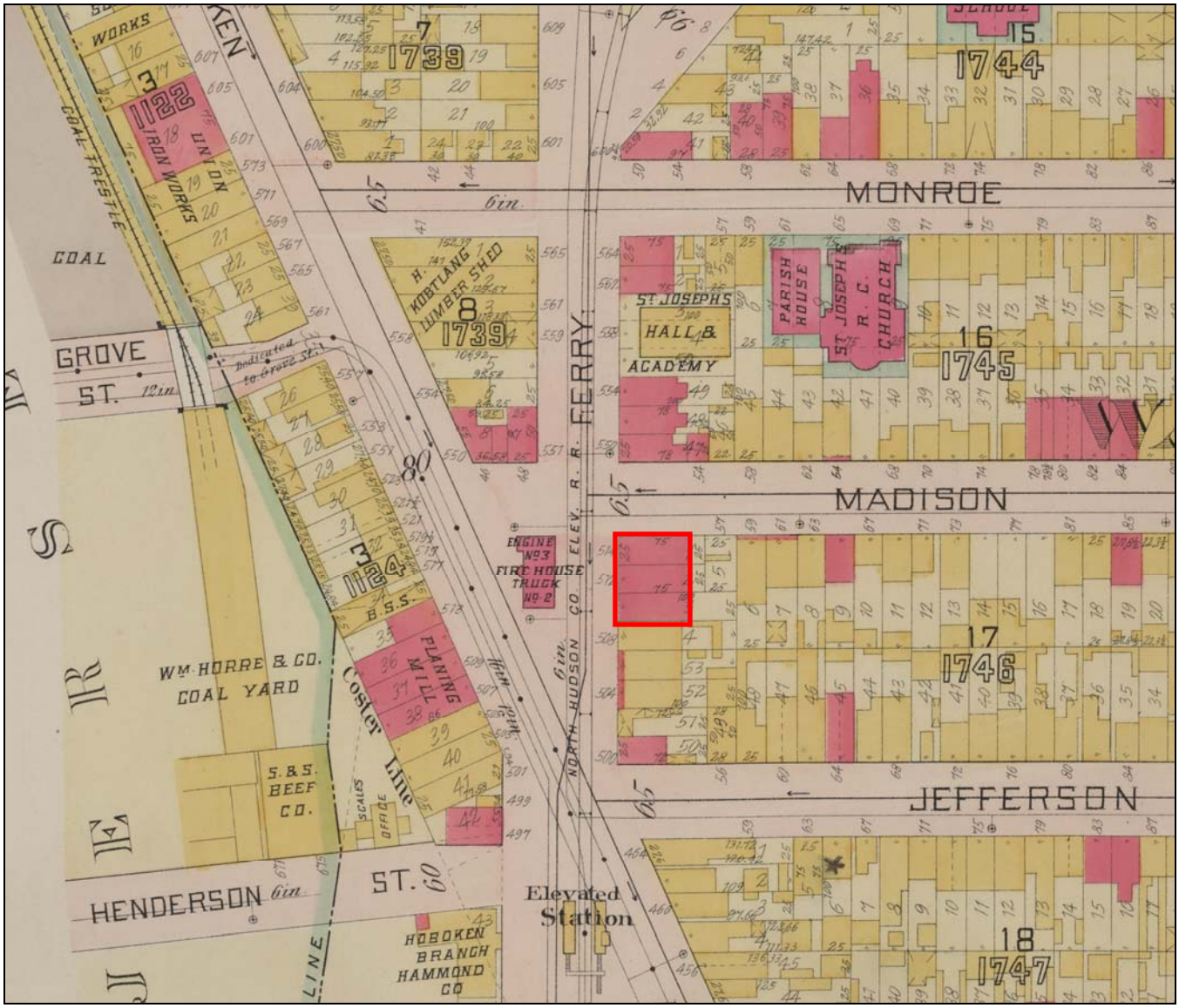
Historic Sites #:

History:

Constructed circa 1909, this row of brick tenements replaced earlier wood buildings. Located along the path of the elevated railway, development began with wood tenements one to four stories in height. These properties were developed at the turn of the twentieth century during a period when the demand for worker housing had increased. Beginning in the 1880s, there was rapid growth in the city with the development of new factories and expansion of the steamship docks. Observer Highway, which was called Ferry Street until 1942, was a main thoroughfare with access to transportation links that encouraged industrial development. One of the industries to dominate the area were meat packing and related businesses, such that the area in the vicinity of Henderson Street, Observer Highway, Newark Street, and Jefferson Street was called meat packers row. According to the Sanborn maps, by 1937, a wholesale butcher had established a plant at the east corner of the block at the intersection of Jefferson and the building at 514 Ferry Street (Observer Highway) contained a store. In 1951, the block consisted of the three buildings at 510, 512, and 514 Observer Highway on the west and the meat packing plant of Ben Grunstein & Sons at 500-504 Observer Highway at the east end of the block. An image taken in 1948 from the elevated railway shows these buildings as they appear at the time. The buildings associated with the meat packing concern had been demolished by 1979 and the row of buildings at 510, 512, 514 Observer Highway were surveyed as part of the historic sites inventory. As the twentieth century progressed, Hoboken transitioned into a commuter city for New York City. With this transition, the need for local, community based businesses and organizations gave way to the demand for more housing. New construction along with older renovated buildings helped to address the demand for residential units. The store at 514 Observer Highway was converted to residential use and this group of building renovated.

CONTINUATION SHEET

Historic Sites #:



510-514 Ferry Street (now Observer Highway) as depicted on the 1909 G.M. Hopkins Co., Plat Book of Hudson County of Hoboken

Survey Name:	**Hoboken RBDH**	Date:	September 8, 2016
Surveyor:	**Deborah Van Steen**		
Organization:	**Dewberry**		

CONTINUATION SHEET

Historic Sites #:



510, 512, and 514 Observer Highway in 1948 as seen from the eastbound elevated railway station at Henderson and Ferry Streets (Observer Highway). (Source: Hoboken Historical Museum, catalog number 2002.118.0008)

CONTINUATION SHEET

Historic Sites #:



514, 512, 510 Observer Highway in 1979, as depicted in the Historic Sites Inventory (J. Sholeen in Zingman)

BASE FORM

Historic Sites #:

Property Name: R. Neumann & Co. Complex

Street Address: *Street #:* 300 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Observer *Suffix:* _____ *Type:* HWY

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 2.1; 2

Local Place Name(s): Hoboken **Lot(s):** 1-3, 9,10; 21-25

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

Photograph: Neumann Leathers, Observer Highway at Willow Avenue, View Northwest



Description: A former industrial complex at Observer Highway, Willow Avenue, and Newark Street, the R. Neumann plant consists of 14 connected and associated structures, built by or later acquired by the R. Neumann Company. The buildings are predominantly brick, are from four to six stories in height with single-story utility and infill structures, and are representative of factory construction of the late nineteenth and early twentieth centuries.

Registration and Status Dates:

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

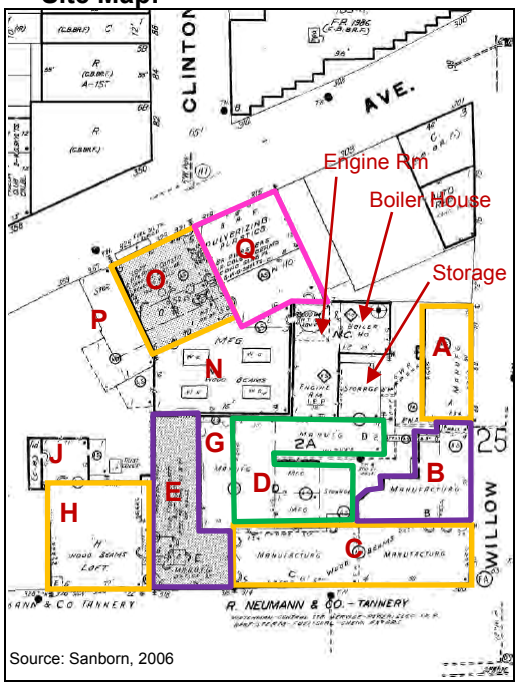
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: see continuation sheet

Additional Information: 1978 Survey as Willow Avenue at Observer Highway, Neumann's Leather Factory and 317 (315-319), 321 (321-325), Clinton Paper Co. Located within the Hoboken Historic District. Survey was also conducted in 2002, HUD AA 223, ID 3027 and in a concurrent survey in 2016 for the Hoboken Yard Major Electrical Repairs. That latter survey recommended the property NR-eligible. This survey provides additional information. The blocks to the east between Willow Avenue and Garden Street, south of Newark Street, no longer retain sufficient historic buildings. The Hoboken Historic District boundaries in this area should be amended to reflect extent of new development.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☒ Yes ☐ No

Status: ☐ Key-Contributing ☒ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

HISTORIC DISTRICT FORM

Historic Sites #:

District Name: R. Neumann & Company Complex
County(s): Hudson **District Type:** Industrial
Municipality(s): Hoboken City **USGS Quad(s):** Jersey City, New Jersey
Local Place Name(s): Hoboken
Development Period 1888 To 1958 **Source:** Sanborn Maps
Physical Condition: Good
Remaining Historic Fabric: Medium

Registration and Status Dates:

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

Description: The R. Neumann & Co. Complex is bounded by Observer Highway to the south, Willow Avenue to the east, and Newark Street to the south. The R. Neumann plant consists of 14 connected and associated structures, built by or later acquired by the company. The buildings are predominantly brick, are from four to six stories in height with single-story connecting structures, and are representative of factory construction of the late nineteenth and early twentieth centuries. The Complex consists of buildings that date from 1888 through 1937. The site map has each of the buildings labeled by Building ID and include:

R. Neumann & Co. Factory, Building A
R. Neumann & Co. Factory, Building B
R. Neumann & Co. Factory, Building C
R. Neumann & Co. Factory, Building D, G
R. Neumann & Co. Factory, Building E
R. Neumann & Co. Factory, Building H (former Schimper & Co.)
R. Neumann & Co. Factory, Building J (former Schimper & Co. Engine Room)
R. Neumann & Co. Factory, Building N
R. Neumann & Co. Factory, Building O (former Kent Costikyan Rugs Warehouse)
R. Neumann & Co. Factory, Building P
R. Neumann & Co. Factory, Building Q
R. Neumann & Co. Boiler House
R. Neumann & Co. Engine Room
R. Neumann & Co. Storage

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: R. Neumann & Co. Factory A
Present Use ADAPT
Historic Industry: GENMFG Leather products manufacturing **Building ID:** A
Construction Date: c. 1909 **Source:** Hopkins 1909
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Fair
Builder: **Remaining Historic Fabric:** Medium
Style:
Length: 90 **Stories:** 4
Width: 45 **Bays:** 12
Exterior Finish Materials Brick, Common bond
Foundation Materials:
Structural System: Brick load bearing and wood columns and beams **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Loading dock

Exterior Description: Building A is the northernmost section of the Willow Avenue factory. Together, buildings A, B and C form a continuous factory wall, extending approximately 215 feet on Willow Avenue; all three buildings are of similar design and construction. This brick factory is four stories tall, has a rectangular plan, and a flat roof. The Willow Avenue façade has a stacked fenestration with 12 bays. Two of the first story bays are entrances, the remaining bays are windows. Of these, every other opening has been infilled and the existing windows have 12-over-12 double-hung sash. The openings have segmental arch heads. All of the windows have stone sills, corbeled sill course, and corbeled lintel course. The windows at the upper stories are a combination of one-over-one and two-over-two double-hung (second and third stories) and multi-light steel awning windows (fourth story). The two upper stories have brick pilasters between every two windows. The pilasters terminate at a corbeled cornice. The north wall has a loading bay with a small window above that has been infilled and a metal chimney. The yard entrance is enclosed by a concrete block wall that extends from the building and a gate. A tank, possibly for fuel, is just beyond the north wall. A new seven-story building is presently being constructed between Building A and Newark Avenue.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: R. Neumann & Company Factory B
Present Use ADAPT
Historic Industry: GENMFG Leather products manufacturing **Building ID:** B
Construction Date: c. 1891 **Source:** Sanborn; Hoboken Historical Museum
Alteration Date(s): **Source:**
Designer: **Physical Condition:**
Builder: **Remaining Historic Fabric:**
Style:
Length: 100 **Stories:** 4
Width: 45 **Bays:** 11
Exterior Finish Materials Brick, Common bond
Foundation Materials:
Structural System: Brick load bearing, wood columns and beams **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Loading dock

Exterior Description: Building B is located on Willow Street, situated between Buildings A and C. Together, buildings A, B and C form a continuous factory wall, extending approximately 215 feet on Willow Avenue; all three buildings are of similar design and construction. This brick factory is four stories tall, has a rectangular plan, and a flat roof. The first story façade has ten window bays, all of which appear to be covered and/or infilled. The last bay opens to an interior loading dock. At the second story every other of the 12 windows has been infilled; likewise, selected windows have been infilled at the third and fourth stories. The fenestration consist of various configurations, such as, one-over-one and two-over-two double-hung, and multi-light steel frame awning windows. The windows have stone sills and brick segmental arches. The façade features corbeled sill and lintel courses, brick pilasters at the third and fourth stories separating over two windows, and a corbelled cornice.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: R. Neumann & Co., Factory
Present Use ADAPT
Historic Industry: GENMFG Leather products manufacturing **Building ID:** C
Construction Date: 1888 **Source:** Von Skal
Alteration Date(s): Before 1937 **Source:** Sanborn 1937
Designer: **Physical Condition:** Fair
Builder: **Remaining Historic Fabric:** Medium
Style:
Length: 310 **Stories:** 4
Width: 45 **Bays:** 24
Exterior Finish Materials Brick, Common bond
Foundation Materials: Brick, most likely on piles
Structural System: Brick load bearing, wood beams **Roof System:** Wood frame
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: The earliest building of the complex constructed by R. Neumann & Co., this factory is located at the corner of Observer Highway and Willow Avenue. The brick building is four stories tall, has stacked segmental arch fenestration with brick lintels and stone sills, and a corbeled cornice. Above the second story, brick pilasters separate every three bays. The first story has a stone sill course; the upper stories have corbeled brick sill courses. At the first story, the walls have been painted; the doors have been reduced in size, transoms removed, and brick infill added. The windows/openings at the western bays at the first story have been altered, the lintels replaced and openings squared-off. A wood-frame fifth story with a low-pitched gable roof extends over the western half of the building. Window openings included concrete block infill, one-over-one double-hung sash, and two-over-two double-hung windows, many of which have one sash removed and filled with a fan, air conditioner, or wood panel. A small loading bay with a metal overhead security door is at the east, Willow Avenue wall.

Interior Description: Divided into loft spaces with brick walls; the building is occupied by multiple tenants.

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: R. Neumann & Co. Manufacturing Building D
Present Use ADAPT
Historic Industry: GENMFG Leather products manufacturing **Building ID:** D & G
Construction Date: c. 1909 **Source:** Hopkins 1909
Alteration Date(s): c. 1937 **Source:** Sanborn 1937
Designer: **Physical Condition:**
Builder: **Remaining Historic Fabric:**
Style:
Length: 100 **Stories:** 4
Width: 90 **Bays:** n/a
Exterior Finish Materials Brick
Foundation Materials:
Structural System: **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Buildings D & G, historically all part of Building D, consist of a one and four-story, irregular U-plan building that fills the area between Building C, Building E, Building N, the Engine Room, the Storage Building, and Building B. Exterior access is via the alley that is located behind (west) of Buildings C and B. As the building is sandwiched in the middle of the complex and largely surrounded by and connected to adjacent buildings, its features are not readily visible. The building does appear to have long, narrow rectangular four-story wings, most likely an extension of Building C. The design allowed for generous lengths of exterior walls for maximum light. The four-story sections have bays demarcated by brick pilasters and appear to have double-hung windows with segmental arch lintels. The wing that is parallel with Building C has a bridge at the east wall that connects to Building B.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: R. Neumann & Co. New Factory
Present Use ADAPT
Historic Industry: GENMFG Leather products manufacturing **Building ID:** E
Construction Date: 1919 **Source:** Hoboken Historical Museum (Sanborn has 1920)
Alteration Date(s): **Source:**
Designer: **Physical Condition:**
Builder: **Remaining Historic Fabric:**
Style:
Length: 135 **Stories:** 6
Width: 65 **Bays:** 4
Exterior Finish Materials Brick, Common bond
Foundation Materials: Piles and concrete footings
Structural System: Steel Frame **Roof System:** Steel Frame, concrete roof
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Loading dock

Exterior Description: Building E is located on Observer Highway at the west end of Building C and Building D (also known as Building G). Constructed in 1919, this factory has a steel frame, concrete floors and roof, and brick curtain walls. It features soldier lintel band, concrete sills, a corbelled cornice above top story, and a stepped parapet. In plan, the building forms an “L” with its widest section at the street (south). The façade is painted at the first story, has four bays at the first story, and three bays above. The façade has two garage bays that open to interior loading docks, an entrance at the west bay, and window openings flanking the loading bay at the east. Only one of these contains a window; the remaining opening has been infilled. Above the first story, the bays consist of glass curtain walls, originally with steel multi-light factory windows. The bays are separated by brick and the spandrels are brick. The second-story windows have all been replaced; glass block fills the east bay. At the third story, windows in the west bay have been replaced; concrete block infill and double-hung windows occupy all or part of the fourth story bays. The fifth and sixth bays retain the factory windows.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: Schimper & Co. Factory
Present Use ADAPT
Historic Industry: GENMFG toys, games, novelties **Building ID:** H
Construction Date: c. 1891 **Source:** Sanborn 1891
Alteration Date(s): c. 1937 **Source:** Sanborn 1937
Designer: **Physical Condition:** Fair
Builder: **Remaining Historic Fabric:** Medium
Style:
Length: 85 **Stories:** 6
Width: 75 **Bays:** 3
Exterior Finish Materials Brick, common bond
Foundation Materials:
Structural System: Brick load bearing **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Building H is the westernmost building on Observer Highway in the Neumann complex and is connected to Building E on the east. This brick factory is six stories tall, and nearly square in plan with a flat roof. At the east wall is a seven-story stairwell and elevator shaft; one-story wing fills the remaining space between Building H and Building E on both sides of the stairwell. The façade has three bays demarcated by brick pilasters. Each bay has three windows, except for the first-story center bay, which had a door that has been infilled with brick. The windows have stone sills and segmental arches. The older windows appear to be two-over-two double-hung sash; however, many have been replaced, in part or the whole window, by sliding windows, concrete block infill (whole window), or panels (in place of one of the sashes). The façade is surmounted by a corbeled cornice; the east and west walls have stepped parapets. The window configuration of the west wall has larger openings with iron lintels, none of the windows appear to be original. The window openings have been infilled with concrete block, have paired windows with panels filling the top half, or have smaller windows installed with panels at both the top and bottom. A fire escape is at the north end of the west wall. The north wall has window and bay configuration like the front façade. The north wall abuts the Engine Room (Building J), and has a prominent brick chimney, associated with the Engine Room, that is at the northwest corner.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: Schimper & Co. Engine Room
Present Use unknown
Historic Industry: PS&PM **Building ID:** J
Construction Date: Circa 1891 **Source:** Sanborn 1891
Alteration Date(s): c. 1951, c. 1979 **Source:** Sanborn 1951, 1979
Designer: **Physical Condition:**
Builder: **Remaining Historic Fabric:**
Style:
Length: ~70 **Stories:** 1
Width: 35 **Bays:** 4
Exterior Finish Materials Brick, Common bond
Foundation Materials:
Structural System: Brick **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Building J is located at the north wall of Building H and has been expanded at both the east and west walls. Both of these additions were lower in height than the original building; the east addition appears to have been increased in height later. The original section of this utilitarian structure is brick, has a square plan, a flat roof, and has four bays that consist of three windows and an entrance. The openings have segmental arch heads. The chimney is a substantial rectangular pile at the back wall of Building H and features corbelling. The additions are masonry and have rectangular windows of various configurations.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: R. Neumann & Co. Boiler House
Present Use: PS&PM
Historic Industry: PS&PM **Building ID:** Boiler House
Construction Date: c. 1923 **Source:** Hopkins 1923
Alteration Date(s): **Source:**
Designer: **Physical Condition:**
Builder: **Remaining Historic Fabric:**
Style:
Length: 40 **Stories:** 1
Width: 40 **Bays:** n/a
Exterior Finish Materials Brick, Common bond
Foundation Materials:
Structural System: Brick pilasters, load bearing walls **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: n/a

Exterior Description: Located within the Neumann complex west of Building A, this single-story brick utilitarian building is square in plan and has a flat roof. The east wall has brick pilasters; the northeast corner of the roof is pierced by a large round industrial chimney.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: R. Neumann & Co., Engine Room
Present Use: PS&PM
Historic Industry: PS&PM **Building ID:** Engine Rm
Construction Date: c. 1923 **Source:** Hopkins 1923
Alteration Date(s): **Source:**
Designer: **Physical Condition:**
Builder: **Remaining Historic Fabric:**
Style:
Length: 90 **Stories:** 1
Width: 38 **Bays:**
Exterior Finish Materials Brick, Common Bond
Foundation Materials:
Structural System: Fire proof construction, exposed steel **Roof System:** steel
Roof Finish Materials:
Equipment/Machinery: Historically contained an independent electric plant
Transportation Links:

Exterior Description: The Engine Room has a rectangular plan and a flat roof. This building is sandwiched between buildings N, D, Q, the Storage Building (currently the Workshop Building), and the Boiler House, and is not readily visible.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers, Workshop Building
Historic Name: R. Neumann & Co., Storage
Present Use: unknown
Historic Industry: No Activity **Building ID:** Storage
Construction Date: c. 1937 **Source:** Sanborn 1937
Alteration Date(s): **Source:**
Designer: **Physical Condition:**
Builder: **Remaining Historic Fabric:**
Style:
Length: 50 **Stories:** 1
Width: 35 **Bays:**
Exterior Finish Materials
Foundation Materials:
Structural System: **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: This building abuts the Engine Room, Boiler House, and Building D and is not visible from the street. It appears to be a single-story shed-roofed utilitarian structure that opens to an alley located behind (west) Building A.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: R. Neumann & Co.
Present Use: ADAPT
Historic Industry: GENMFG Leather products manufacturing **Building ID:** N
Construction Date: Circa 1937 **Source:** Sanborn 1937
Alteration Date(s): c. 1951 **Source:** Sanborn 1951
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:**
Style:
Length: 115 **Stories:** 1
Width: 65 **Bays:**
Exterior Finish Materials Brick
Foundation Materials:
Structural System: **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Building N is a single-story infill utilitarian factory structure that connects Buildings D and E with Building O and is adjacent to the Engine Room. The structure is brick, is irregular in plan, and has a flat roof. The openings face a parking area at the west side of the building. According to the Sanborn maps, the roof originally had four wire-glass skylights, which appear to have been covered and/or removed. According to the Sanborn maps, small additions have filled in the area beyond the storage shed (Building P) and along the west side of Building N.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leather Hide Storage Loft (Building O)
Historic Name: Kent Costikyan Rugs Warehouse
Present Use: ADAPT
Historic Industry: No Activity **Building ID:** O
Construction Date: Circa 1909 **Source:** Hopkins 1909
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style:
Length: 75 **Stories:** 5
Width: 75 **Bays:** 8
Exterior Finish Materials Brick, Common bond
Foundation Materials:
Structural System: Fire proof constr, brick bearing walls, concrete floors and roof **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Building O is located on the south side of Newark Street and is on the north side of the Neumann Leather complex. Constructed as a warehouse, this five-story brick building has an H plan above the first story and has a flat roof. The façade's first story has two active bays, a garage bay, and an entrance surmounted by a multi-light window. The façade has an additional six segmental arch bays, which have been infilled with brick. The second and third story windows have six-over-six double-hung sash. At the fourth and fifth stories, these windows have been replaced by sliding windows with panels at the base and top, some with air conditioners. An iron fire escape is located at the west two bays. The H-plan provides light wells with the windows on the surrounding walls for light and ventilation. At the west wall, a covered exterior walkway and stairs bridge the adjacent Storage Shed (Building P) and then occupiy the window well, rising the full five stories.

Interior Description: The interior has open loft spaces, exposed brick walls, wood columns and joists, and wood floors.

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers
Historic Name: Storage Shed
Present Use: No activity
Historic Industry: No activity **Building ID:** P
Construction Date: Circa 1937 **Source:** Sanborn 1937
Alteration Date(s): **Source:**
Designer: **Physical Condition:**
Builder: **Remaining Historic Fabric:**
Style:
Length: ~80 **Stories:** 1
Width: ~25 **Bays:**
Exterior Finish Materials Wood
Foundation Materials:
Structural System: Wood frame **Roof System:** Wood frame
Roof Finish Materials: Corrugated Steel
Equipment/Machinery:
Transportation Links: Loading dock

Exterior Description: The Storage Shed, Building P, is located on Newark Street along the west wall of the Neumann Leathers Building O (formerly Kent Costikyan Rugs Warehouse). This utilitarian structure is unadorned, has a long narrow rectangular main block and a shed wing, wood construction, and a flat roof with a pent roof across the Newark Street wall. The main block has a large garage bay at the west wall; the shed wing opening is loading dock height.

Interior Description: Open storage space.

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Neumann Leathers Storage
Historic Name: Warehouse
Present Use: ADAPT
Historic Industry: No activity **Building ID:** Q
Construction Date: Circa 1937 **Source:** Sanborn 1937
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style:
Length: 85 **Stories:** 2
Width: 70 **Bays:**
Exterior Finish Materials Brick, Common bond
Foundation Materials:
Structural System: Brick pilasters, iron columns & beams, concrete slab floor **Roof System:** Steel frame, concrete slab roof
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Located on the south side of Newark Street at the east side of the Building O (former Kent Costikyan Rugs Warehouse), this brick-faced building has a rectangular plan and a flat roof with stepped parapet. The building features a central, single-story bay the height of two stories flanked on both sides by two stories. The façade is dominated by a large opening covered by a steel rollup security door that is flanked on the west by an entrance and on the east by two entrances. The second story has two sets of tripartite double-hung windows on each side of the central bay. No openings remain on the east wall. Historically, a wagon shed was at the rear (south) of building.

Interior Description: n/a

Setting: This area of southern Hoboken is in close proximity to the former Delaware, Lackawanna and Western Railroad and historically was predominantly industrial. The setting is urban and is becoming increasingly residential, mixed with light industry, commercial, and office uses.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: see continuation sheet

Significance: The R. Neumann & Co. Complex is historically significant in the areas of Immigration and Agricultural, Industrial, Commercial, and Urban Expansion and falls within the height of Hoboken's industrial development. Architecturally, the complex is representative of late nineteenth century and early twentieth century factory development. The R. Neumann & Co. leather factory is a surviving example of industrial complexes in Hoboken. The company maintained operations here for over 100 years; the complex was continuous owned from 1888-2014.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The R. Neumann & Co. Complex, built between 1888 and circa 1951, is recommended eligible for listing in the National Register under Criterion A for its association with Hoboken's industrial development and Criterion C as a representative example of industrial architecture in Hoboken. The R. Neumann & Co. was one of a number of businesses attracted to Hoboken beginning in the 1880s because of reasonably priced real estate, access to an established transportation network, and available labor pool. The factory complex developed over time through construction of new buildings and acquisition of neighboring properties. Although the fenestration, has been altered, the complex continues to relate to the streetscape through its massing, scale, and materials. The R. Neumann Complex continues to serve as an active business center utilized by artisans, craftsman, and artists.

For Historic Districts Only:

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

For Individual Properties Only:

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

Historic District Form
Industrial Building Attachment
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The R. Neumann & Co. Complex is roughly bounded by Observer Highway, Willow Avenue, and Newark Street as defined by blocks 2.1 and 2, lots 1-3, 9, 10; 21-25.

CONTINUATION SHEET

Historic Sites #:

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History:

Historical and documentary evidence suggests that the R. Neumann & Co. factory complex in Hoboken dates from 1888 to circa 1937. According to available histories, R. Neumann & Co. was founded in New York City in 1863 by Raphael Neumann. Raphael appears to be one of a family (relationship undetermined) of merchants and importers, born in Germany, who established business associations in New York City, Europe, and eventually, New Jersey. According to entries in the New York State censuses of New York City and the entries in various city directories, the Neumanns, who included: David, Raphael, Joseph, and Emil; began to arrive in New York City around 1850. The men generally shared the same business and home addresses while in New York City. One of the first to arrive in New York was David, who arrived about December 1849; Raphael followed him, arriving in December 1851. The 1855 State Census enumeration for New York City has David Neumann's occupation as a merchant, and Raphael's as a clerk. Initially, David and Raphael were boarders residing with a German family. Two years later, David and Joseph are listed in the directory as importers associated with Neumann & Co at 69 Liberty Street and both were residing at 9 Charles Street; this is the only reference to "Neumann & Co."

It would appear that David and Raphael formed a partnership by 1865, because their earnings for that year were the same amount. Both men paid taxes on $4,364 of income. Trow's Directory in 1865 has David as an importer and "RAPHAEL NEUMANN, leather," both residing at 6 Bond Street. In 1866, *Wilson's New York City Copartnership Directory*, listed Raphael, David, and Emil Neumann as the principals of R. Neumann & Co. Each may have had a different specialty as the city directory for 1867-68 has the Neumanns documented as: David, importer; Emil, skins; and Raphael, leather. The address listed for the three Neumanns as well as the R. Neumann & Co. is 42 Vesey Street.

The 1868-69 copartnership directory, published in 1868, indicates that the principals had changed to Raphael Neumann, David Neumann, and Gustave Bernheim, Raphael's nephew. Raphael appears to have expanded the family business activities beyond import and trade of leather and skins to manufacturing. In 1869, David Neumann was granted two patents for locks for satchels, carpet-bags, etc. and R. Neumann & Co. expanded their business to the manufacture of satchel frames at a factory in Newark, New Jersey. According to the Shaw's, *History of Essex and Hudson Counties, New Jersey*, this concern was a traveling bag factory; however, the Newark directories specify satchel frames manufacturing. Gustav was also granted a patent, dated May 4, 1875, for valise (a small suitcase or bag for traveling) locks. In 1877, R. Neumann & Co. established a second factory in Newark, a plant for leather manufacturing.

CONTINUATION SHEET

Historic Sites #:

At this time, the Neumanns appear to be conducting business in New York City and elsewhere, which explains the men's haphazard appearance in the New York Directories and census records. One example of this is that in 1877 David (not Raphael) is listed with his business address at 76 Duane and with his home in Germany. In 1879, the reverse occurs, whereby Raphael is listed (not David) with his business at 76 Duane and his home in Germany. A notice in the *New York Times*, October 7, 1881, offers possible insight into their business dealings: "The Messrs. Neumann, leather merchants, of London, Paris, and New-York, state that the firm of Neumann Brothers, reported to have failed yesterday, is not their firm." In 1884, according to the New York City directory, David resided in France.

Raphael, David, and Gustav all became United States citizens in the 1870s. Gustav Bernheim became a naturalized citizen in 1871, witnessed by David Neumann. Raphael became a naturalized American citizen in 1877 and sailed to Europe, where he appears to have lived for most of his later years. In his 1891 application to renew his passport, Raphael, who was living in Basle [sic] stated that he wished to reside in Switzerland due to age and poor health and that he was unable to travel back to the U.S. to renew his passport. Born in 1826, he died sometime after December 1895, the last passport renewal located for him.

Gustav Bernheim was born in Rottweil, Baden-Wurttenberg, Germany in 1880. He immigrated to New York City in 1866 at the age of 21 and began working with the Neumanns. By the 1880s, coincident with the construction of the new factory in Hoboken, Bernheim and Theodore Clemens A. (Clemens) Heitemeyer had formed a partnership. Gustav Bernheim married Aline Isidor in 1878 in New York City. They had two sons, George B, born in 1880 and Alfred, born in 1893. Gustav died in on August 27, 1909, at Greywood, his summer home located in West End, New Jersey. He was succeeded by his son, George (1880-1968). Alfred (1893-1984), later became an officer of the company.

Shortly after the Neumann leather concern was established in Newark, Heitemeyer joined the firm in partnership with Gustav Bernheim and established the "manufacturing of fine fancy leathers." Review of the directories for New York City, Jersey City, and Newark reveals that Heitemeyer was living in Newark and was first affiliated with the company around 1880. Prior to the company's move to Hoboken, Heitemeyer took a stand against organized labor, known as the Knights of Labor, at the Neumann's Newark leather factory. *The New York Times* reported that Heitemeyer provided his own contract and terms to his workers, stipulating that only non-union labor could work at his factory. All of the men, except two, accepted the terms.

Theodore Clemens A. Heitemeyer was born in 1844 at Paderborn in Westphalia, Germany. As with Bernheim, he immigrated to the United States at the age of 21, arriving in 1865 and began as an apprentice in the leather trade. By 1873, when granted U.S. citizenship, he gave his occupation as Merchant. In the New York City directory for 1876-77, Heitemeyer's occupation was listed as "morocco [leather]" and he was located at 62 Duane Street in the same block as the Neumanns' New York facility. The New Jersey Directories in 1877 and 1878 indicate that Heitemeyer then moved to Jersey City and was employed by the Nagel, Werner & Co., a leather and hide concern in Jersey City. He joined the R. Neumann & Co. after working in the leather business with several other concerns. His biographical profile suggests that he was involved in establishing Neumann as a manufacturer of "fine fancy leathers" at the Newark location. After the factory moved to Hoboken, Heitemeyer continued in the supervision of the factory. He was well traveled, is described as having abundant energy, and was fond of social diversions. He was a member of several German organizations and clubs in New York City and in Hoboken. Heitemeyer was also a director of the Trust Company of New Jersey. In 1874, he married Mathilde Wegener. The couple had three children: Robert was a partner at R. Neumann & Co.; Elfrida married Count Taveggi; and Elizabeth was wife of John Fagan, son of former Hoboken mayor, Lawrence Fagan. Clemens Heitemeyer died on June 22, 1910 at Kripp, a small town on the Rhine River. Kripp was the location the Kripp Leder Fabrik, his principal leather manufacturing concern in Germany. He left the German plant to his daughter, Countess Taveggi, which her husband ran.

CONTINUATION SHEET

Historic Sites #:

Heitmeyer's biographical profile in the *History of German Immigration in the United States* in 1908, provides some background on the Neumann operation. In need of more space and "finding better inducements as regards location and commerce," R. Neumann & Co. established the Hoboken factory in 1888. It should be noted that according to Maggie Blanck's Hoboken Manufacturers 1901 website, R. Neumann was in Hoboken in 1887 and employed 70 men. Heitemeyer, however, places the year that the Hoboken factory was established as 1888. The Report by the Inspector of Factories and Workshops appears to first list the Hoboken factory in 1890 with 75 employees. The satchel frame factory was retained in Newark and in 1900, incorporated as a separate entity as R. Neumann Hardware Co. During the late nineteenth century, R. Neumann & Co. operations in Hoboken and New York were overseen by Gustav Bernheim and Clemens Heitemeyer.

In 1873, the property acquired by the R. Neumann & Co. at the northwest corner of Ferry Street (present-day Observer Highway) and Willow Avenue was land previously owned by the Hoboken Land & Improvement Company. The Neumann's first building in Hoboken was a brick factory that extended from Willow Avenue along Ferry Street and which was followed shortly thereafter by buildings that extended the original factory to the north on both the east on Willow Avenue and on the west, creating a J-shaped factory. The 1891 Sanborn map first depicts these buildings, later part of those designated as Building B and Building C. An explosion of a naphtha tank housed in a "small frame annex" in July 1897 was reported in *The New York Times*. The explosion resulted in a fire in the building and $1,000 in damage. The addition to the facilities most likely followed the fire and is depicted on the Hopkins map of 1909, which adds buildings A and D (designed DE, DM, DW, and DN on the Neumann's site plan). In January 1910, the R. Neumann & Co. filed papers of incorporation as a New Jersey corporation and a foreign corporation in New York. The company's officers in 1910 were Clemens Heitemeyer; his son, Robert T. Heitemeyer; George B. Bernheim, son of Gustav Bernheim; and Louis Mayer. Around the same time, the New York office moved from Duane Street to Worth Street.

In 1915, the company had grown in size and had 226 employees. In May 1917, the R. Neumann & Co. acquired additional property, a lot 40 x 142 feet, from the Hoboken Land & Improvement Company. They erected a new six-story factory at the west end of the plant in 1919. This building, designated as Building E, was built at the west side of Buildings C, D, and G. In December 1919, the Industrial News section of the trade magazine, *Trunks, Leather Goods and Umbrellas*, reported:

> R. Neumann & Co., tanners of fancy leathers, expect to occupy their new factory building at Ferry Street [Observer Highway] and Willow Avenue, Hoboken, N.J., the latter part of December, when the offices and salesroom will be removed to the tannery. The new building, erected for the purpose, is modernly equipped and will provide for a considerable increase in output.

Updates to the facility also included construction of a new brick Engine Room with an independent electric plant and a Boiler House within the Neumann complex, all of which are first depicted in the 1923 Hopkins *Plat Book*.

Robert T. Heitemeyer, son of Clemen Heitemeyer, had assumed a larger share in the company after the death of his father. The younger Heitemeyer had a passion for fast cars, participating in various races. He also created a highly publicized scandal when he left his wife and went on a world tour with another man's wife. The scandal of the affair was heightened when the couple returned from abroad and U.S. Customs authorities seized jewelry that had not been declared, which resulted in the couple being indicted for conspiracy to defraud the Government. Heitemeyer, presumably Robert, sold his interest in the company to the Bernheims, whose interest in the company continued for three generations: Gustav; George B.; and Richard and Philip, sons of George. A 1915 advertisement, indicates that the officers were Louis Mayer, president; George B. Bernheim, treasurer; and Alfred L. Bernheim, secretary.

The William Schimper & Co., manufacturers of metallic novelties, owned the brick factory adjacent to and west of the new factory. Neumann acquired this property, about 1929 and also a brick garage at 338 Ferry Street

CONTINUATION SHEET

Historic Sites #:

(present-day Observer Highway, demolished). The company also acquired the warehouse of Kent Costikyan Rugs adjacent and north of the leather factory and located on Newark Street. The company appears to have done relatively well during the Depression years. An article in the Public Voice—Hoboken's Weekly Newspaper in 1931 announced that the Hoboken Tannery Co. at Willow Avenue (R. Neumann & Co.) had added 100 men in addition to their regular workforce. In 1934, R. Neumann & Co., devoted itself to the manufacture of leather grips. A *New York Times* report in 1939 provides an indication of how well the company did during the Great Depression. The paper reported that in March 1939, 200 men and women employed at the R. Neumann & Co. leather tannery went on strike, indicating that the company had been able to maintain their business during an economically difficult period.

After World War II, the company no longer needed all of its Hoboken facilities. In 1957, the second and third floors of the building at 321 Newark Street was leased to the Universal Folding Box Company, Inc. Two years later, in July 1959, the North American Philips Company of New York, manufacturers of electronic equipment, leased 10,000 square-feet at 300 Observer Highway, from R. Neumann & Co.

In 1963, R. Neumann & Co. celebrated their 100th anniversary. The 1960s was also the decade of the first man in space, the first man to orbit the earth, and the first manned craft to land on the moon. Neumann seized the opportunity to promote both its longevity and space-age products whereby new colors and textures were advertised with reference to the space program.

> **100 YEARS YOUNG**
> From 100 years of leather making experience, R. Neumann & Co. present TEXTURE and COLOR for the future.
>
> The tannages and finished available…together with the range of new colors, will show you why "Neumann sets the style in leathers," and will boost your shoe designs up from the launching pad into wide orbits of acceptance.

Additionally, they came out with a textured leather called "Lunar Leather" that "portray[ed] the rills and craters of the Moon." And "You are now in the space race with this beautifully textured Lunar Leather…."

The company continued to innovate and develop products. In 1984, the company had developed the "partially detackified leather and glove," and was granted a patent (4598429). By this time, the company had ceased production at the Hoboken facility; production of the Neumann products was done overseas. R. Neumann & Co. marketed the new gloves under the trade name of the Neumann Tackified Glove Co., which offered their specially designed gloves for a variety of sports: golf, football, tennis, equestrian, etc. The leather gloves were specially treated to allow for enhanced grip and were made in Korea. The glove met with early success when it was introduced to Jim McMahon, then quarterback for the Chicago Bears, who wore them during the 1986 playoffs against the New York Giants and the Rams. According to an account in the *Los Angeles Times*, Texas A & M coach Jackie Sherrill, was so impressed with the golf glove's gripping power, that he asked the Neumann company to make gloves for his receivers. The gloves caught on with other teams and in December of 1985, Stephone Pairge of Kansas City reportedly set an NFL single-game receiving record (309 yards in one game) against San Diego while wearing the Neumann Tackified Sport Gloves. In 1992, *The New York Times* reported that the Neumann Tackified Glove Co. had introduced a new baseball glove—black leather with white palms, "because players are more accurate if they throw to a target."

The R. Neumann & Co. continued operations until 1995, when Neumann Tackified Sport Glove Co. was acquired by Adams, USA, Inc., of Cookeville, Tennessee. In 2014, R. Neumann & Co. sold its property in Hoboken to a group of investors. The Hoboken factory, which has been rented out for most of the second half of the twentieth century, continues to be occupied by multiple tenements. Among the tenants are various artisans, craftsman, and artists; art studios are located in the Newark Street buildings. According to the city, the site between Observer

CONTINUATION SHEET

Historic Sites #:

Highway, Willow Avenue, Grand Street, and Newark Street was designated as an Area in Need of Rehabilitation in 2011 and reconfirmed in 2014. In 2015, a redevelopment plan was prepared and adopted by the city of Hoboken in December 2015. Preservation of the Neumann Leather buildings and the artist community within it are stated goals of the City of Hoboken and the plan.



Buildings A, B, and C, and the Boiler House from Willow Street, View Southwest

CONTINUATION SHEET

Historic Sites #:



Buildings H, J, E, and O from Newark Street, view southeast.



"Neumann Leathers" on the west wall of Building H (source: Hoboken Historical Museum).

CONTINUATION SHEET

Historic Sites #:



R. Neumann & Co. Sign on the façade of Building E (Source: Hoboken Historcial Museum)



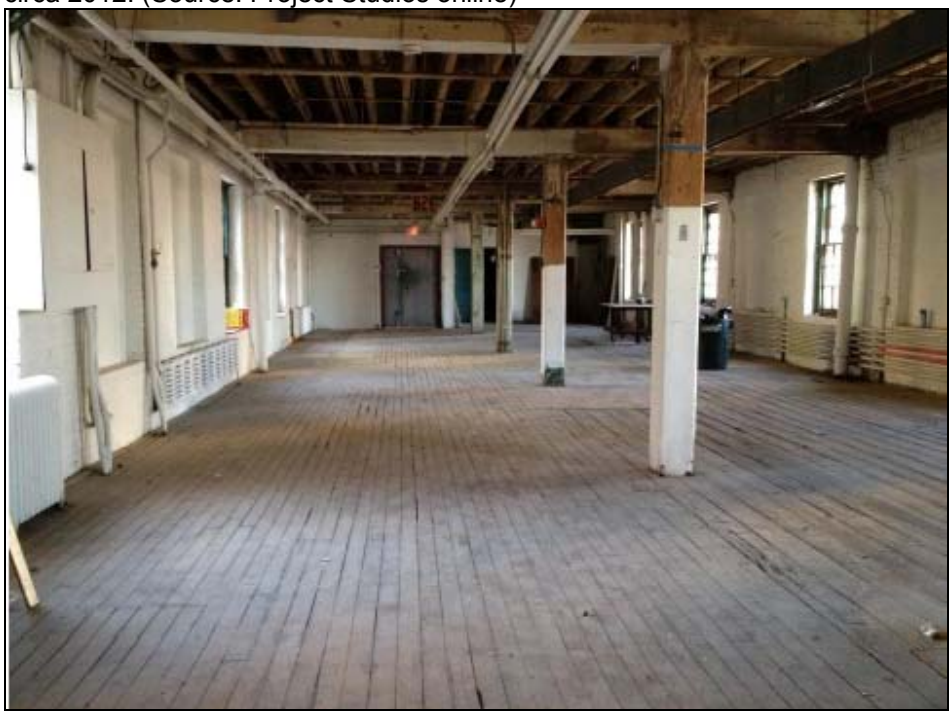
Interior View of Thomas Newman workshop at Neumann Complex 2014 (Source: Kathryn Brenzel, NJ Advance Media for NJ.com).

CONTINUATION SHEET

Historic Sites #:



Open loft (studio) space on the third and fourth stories, Building O (former Kent Costikyan Rugs Warehouse), circa 2012. (Source: Project Studios online)



Open loft (studio) space, Building O (former Kent Costikyan Rugs Warehouse), circa 2012. (Source: Project Studios online)

CONTINUATION SHEET

Historic Sites #:



Neumann Leather looking East (Source: Hoboken Historical Museum)



Neumann Leather Historic view, circa 1945, looking East (Source: Hoboken Historical Museum)

CONTINUATION SHEET

Historic Sites #:



Historic View, R. Neumann & Co. Factory ca. 1880s, view southwest (source: Hoboken Historical Museum)



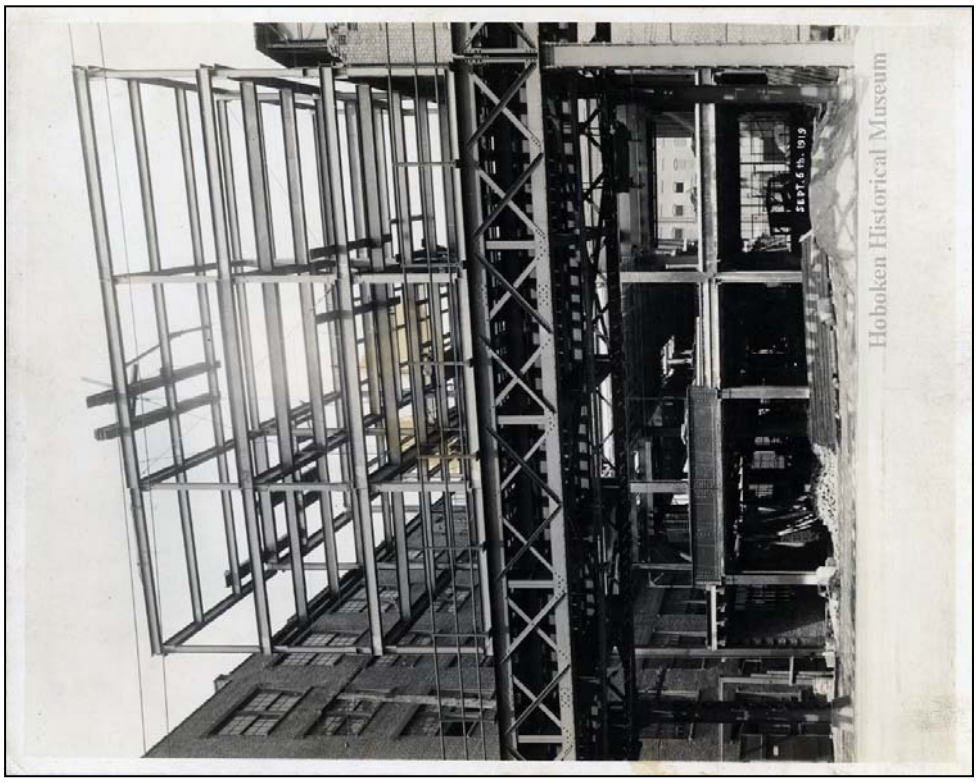
Neumann Leathers (view right), looking west, 1932 (Source: Hoboken Historical Museum)

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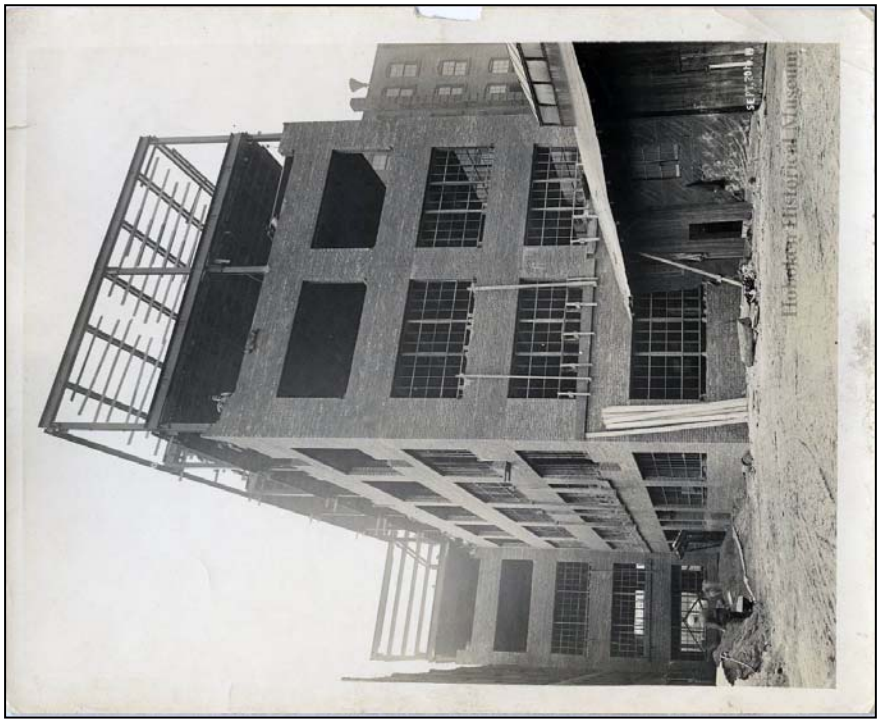
Laying the foundation for new building at Neumann Leathers (Building E), 1919 (Source: Hoboken Historical Museum).

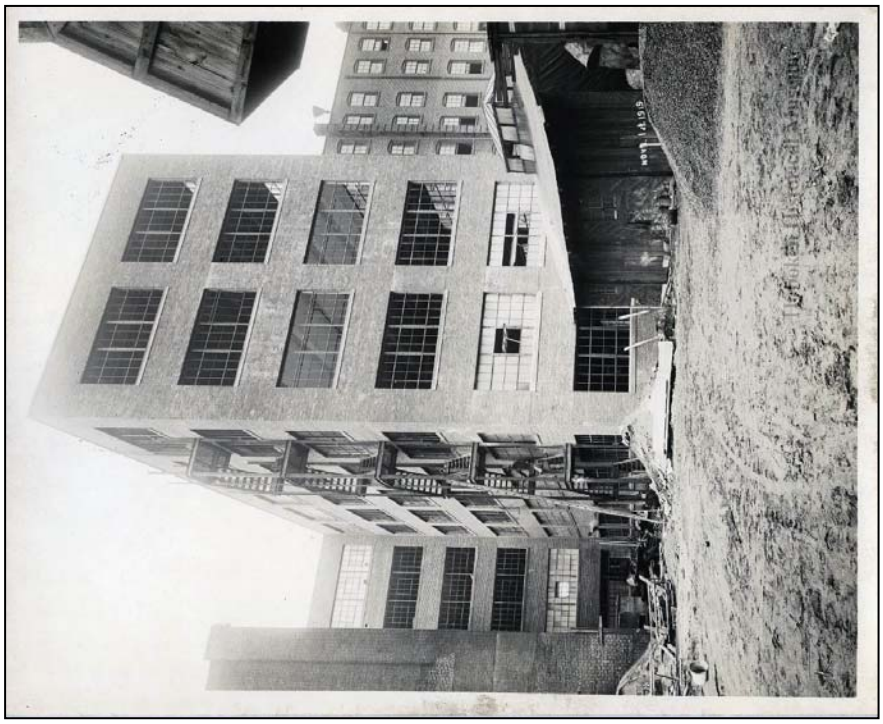


Completed steel framing new Neumann Factory building (Building E), 1919 (Source Hoboken Historical Museum).

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Historic Sites #:





Installation of windows and brick, new Neumann Factory building (Building E), 1919 (Source Hoboken Historical Museum).

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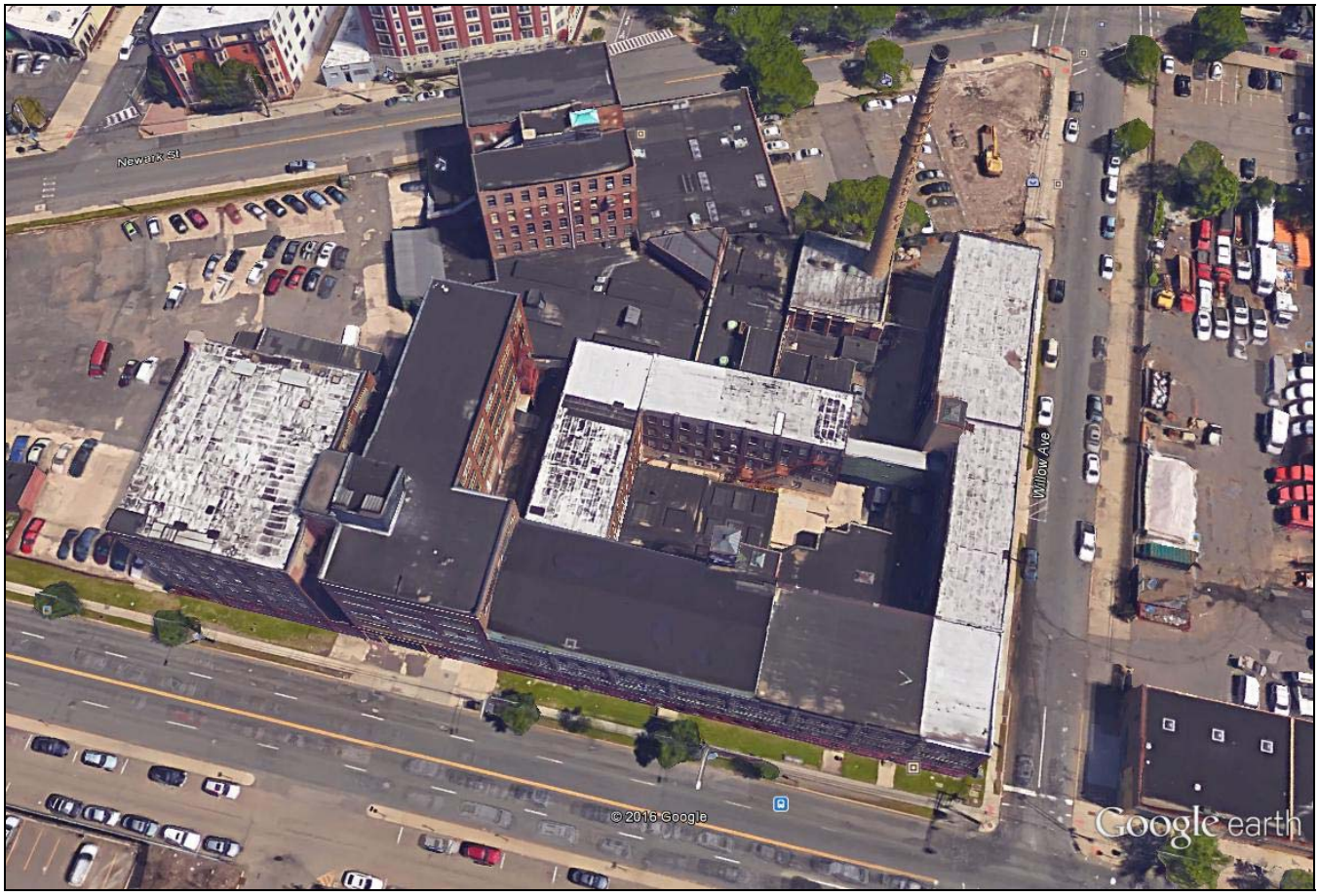
Historic Sites #:



Masonry Work Completed, New Neumann Factory (Building E), 1919, View Northeast (Source: Hoboken Historical Museum).

CONTINUATION SHEET

Historic Sites #:



Bird's Eye View Neumann Leather Complex, View North (Source GoogleEarth)
See corresponding plan next page.

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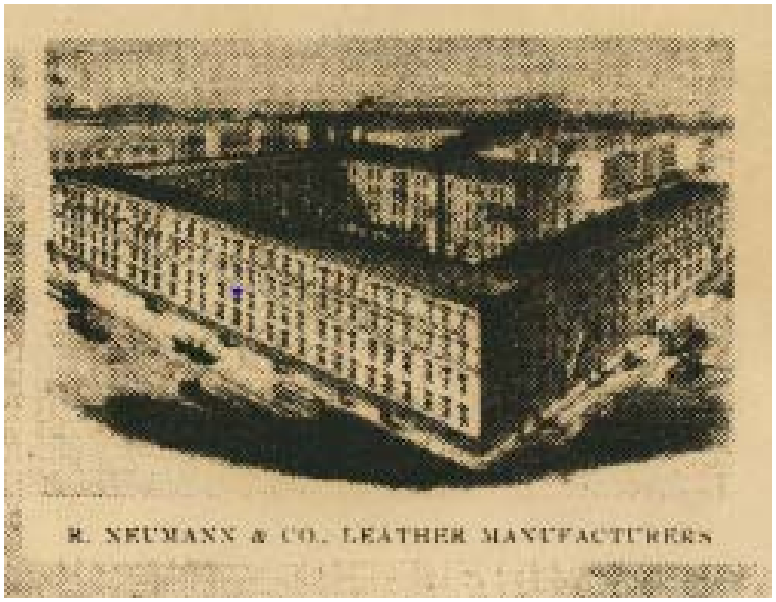
Historic Sites #:



Photograph of the Neumann Leather complex site plan posted on the building.
See corresponding aerial view, previous page.

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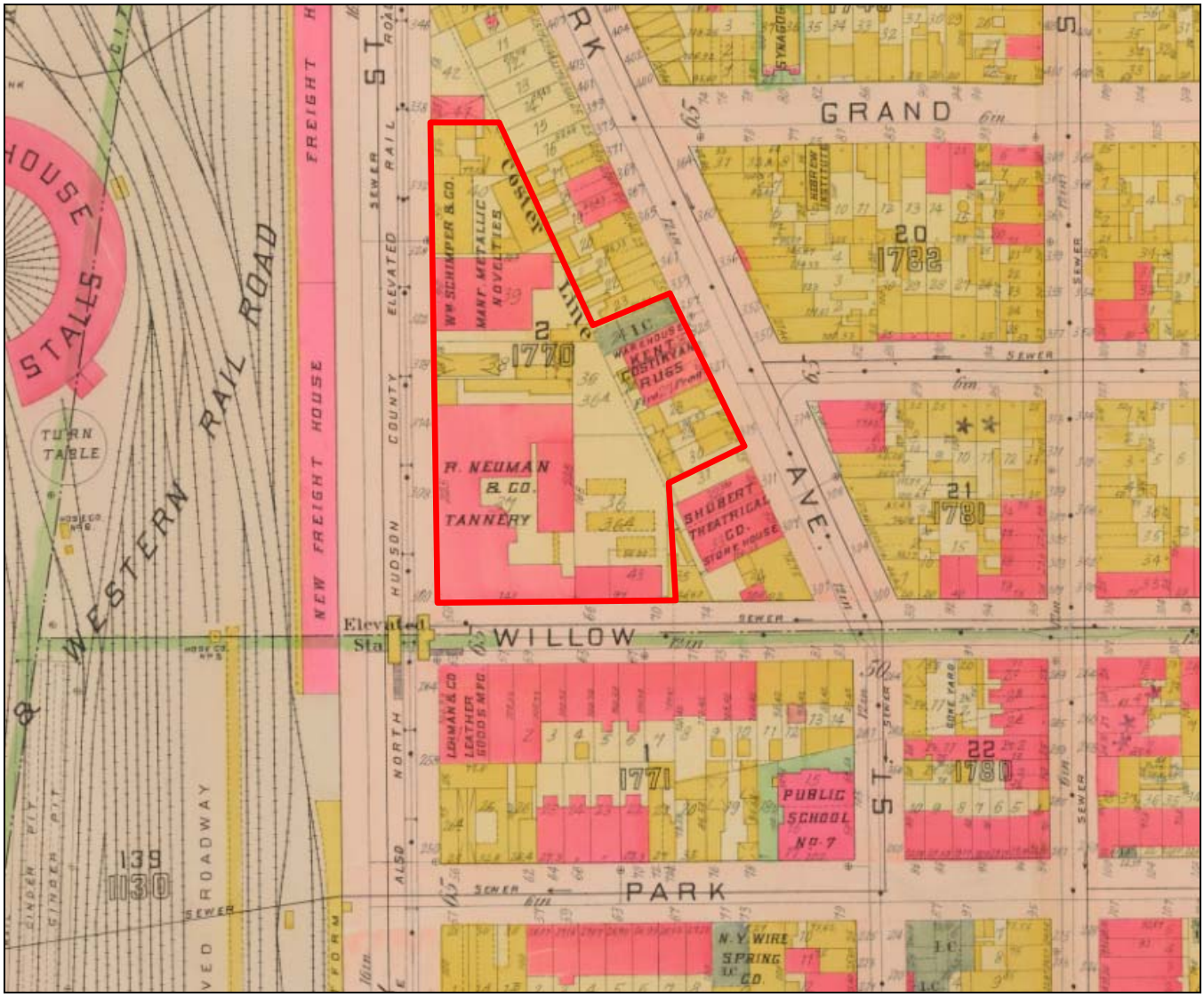
Historic Sites #:



R. Neumann & Co. as shown in the 1904 (Hughes & Bailey)

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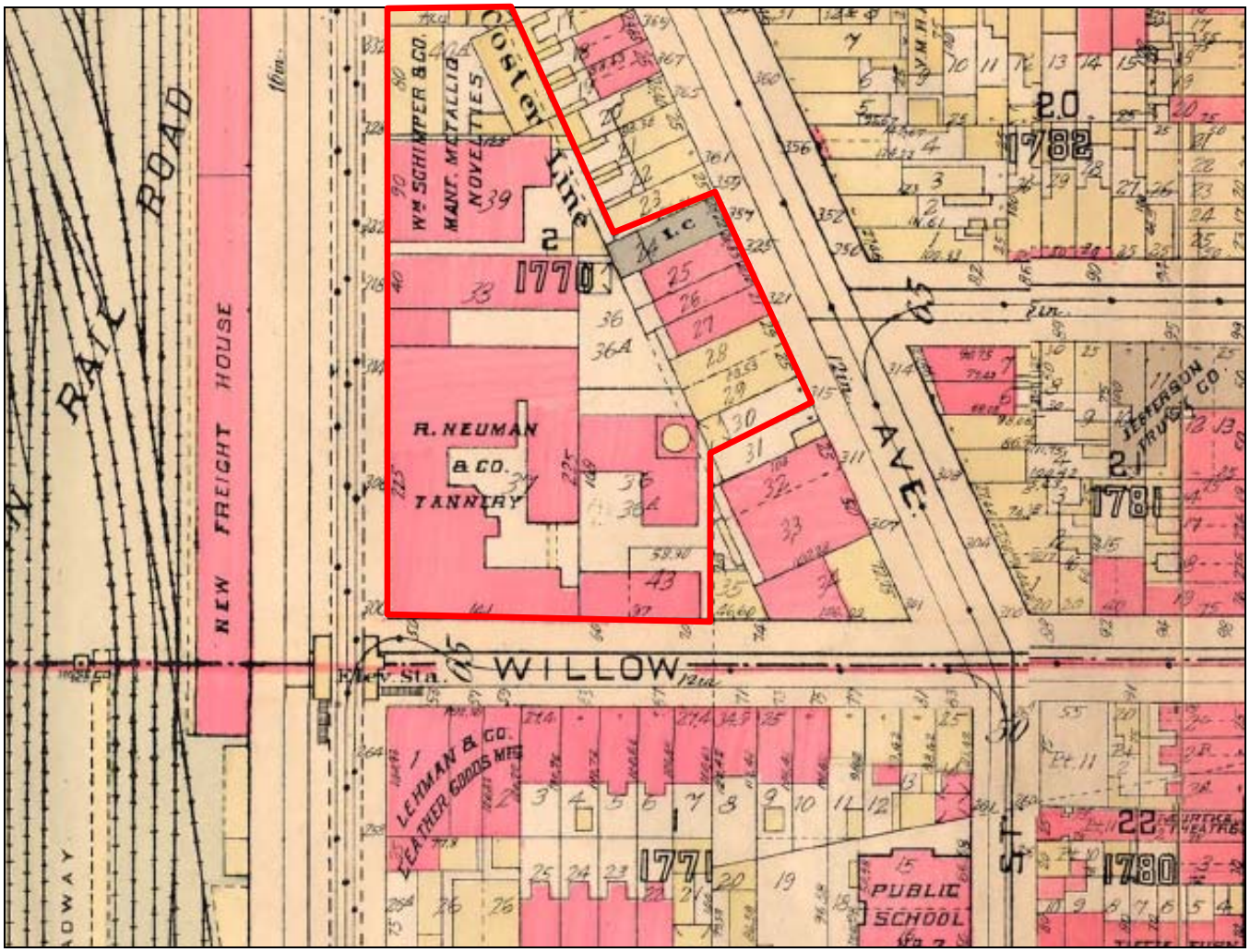
Historic Sites #:



R. Neumann & Company as depicted in 1909 (Source: G.M. Hopkins Co.)

CONTINUATION SHEET

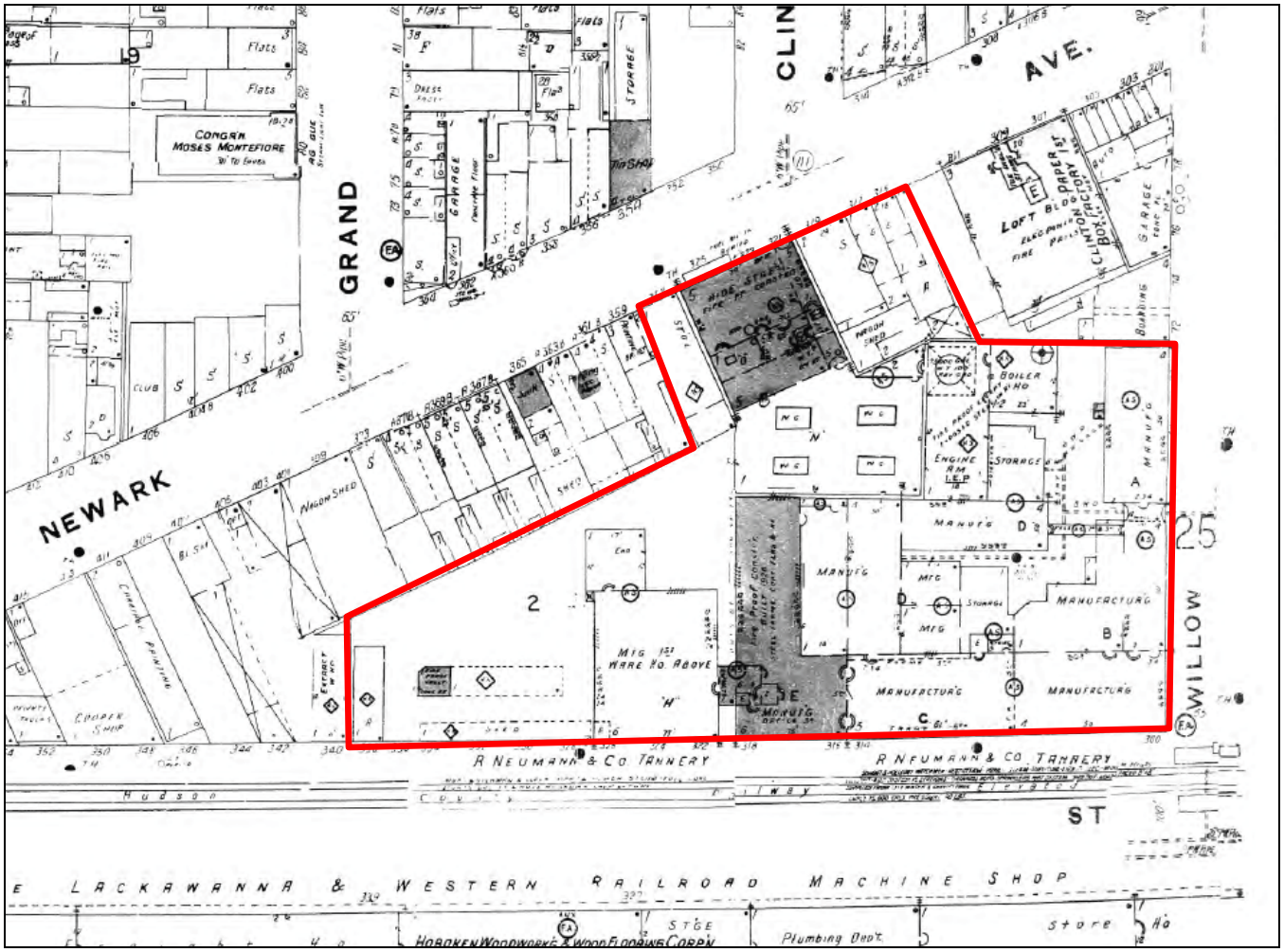
Historic Sites #:



R. Neumann & Company as depicted in 1923 (Source: G.M. Hopkins Co.)

CONTINUATION SHEET

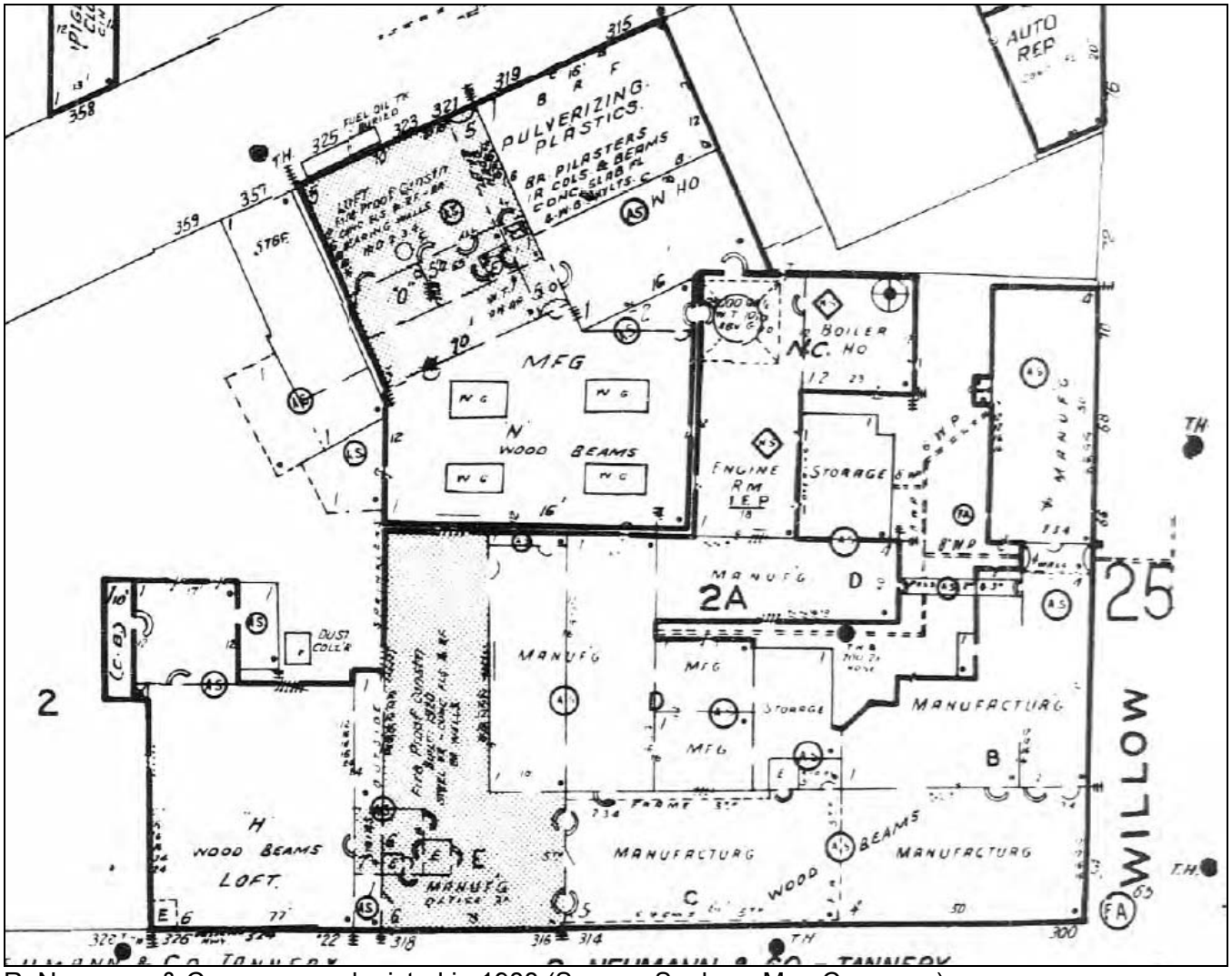
Historic Sites #:



R. Neumann & Company as depicted in 1937 (Source: Sanborn Map Company).

CONTINUATION SHEET

Historic Sites #:



R. Neumann & Company as depicted in 1988 (Source: Sanborn Map Company).

BASE FORM

Historic Sites #:

Property Name: 1017-1031 Jefferson Street

Street Address: *Street #:* 1017 (Low) 1031 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Jefferson *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 100

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

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

Photograph: 1017-1031 Jefferson Street, View Southeast



Description: Located on the southeast corner of Jefferson and 11th Street, this three-story brick industrial building has segmental arch windows, bays separated by pilasters, and stepped parapets. Star-shaped anchors extend through the east and west walls. A penthouse roof addition extends the length of the building. Later additions are at the south wall and extend through to Adams Street. The windows and doors are replacements. The building has been converted to apartments and has large telecommunications antennae on the roof. New or remodeled buildings are attached at the south and extend to Adams Street. The weave house that extended along the east wall has been demolished.

Registration and Status Dates:

National Historic Landmark:
SHPO Opinion:
National Register:
Local Designation:
New Jersey Register:
Other Designation: Not Eligible
Determination of Eligibility:
Other Designation Date: 2003

Survey Name: **Hoboken HBDH** Date: December 2, 2016

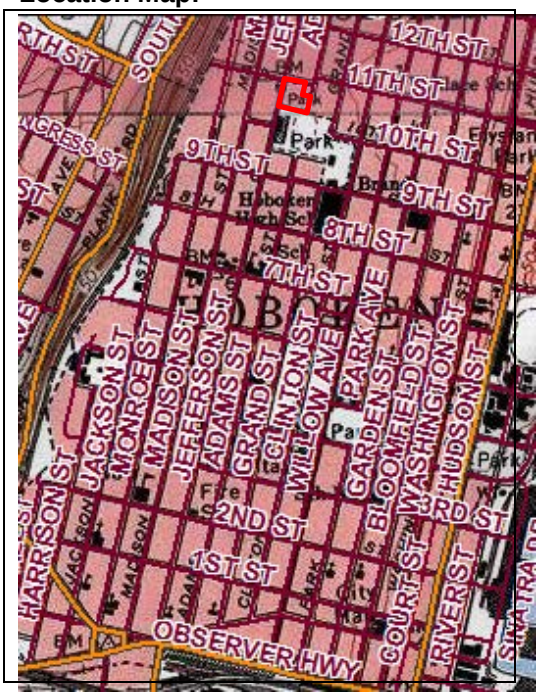
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

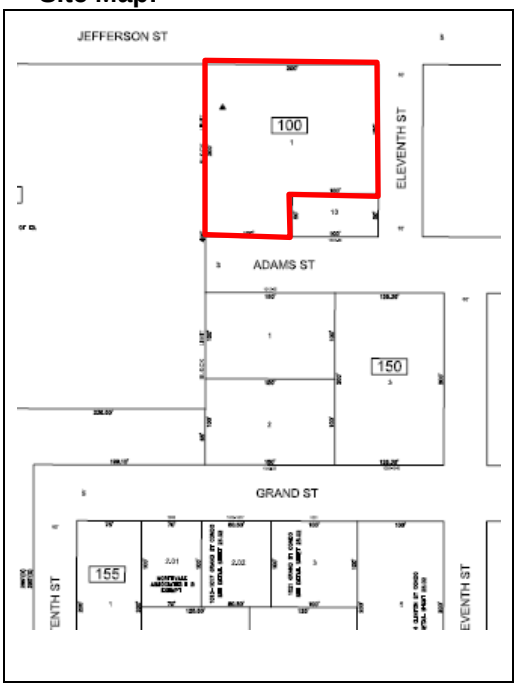
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

Arch2, Inc. *Cultural Resources Survey for the AT&T Wireless Jefferson Street Site #898-005-365, 1017-1031 Jefferson Street, Block 100, Lot 1, City of Hoboken, Hudson County, NJ*. NJHPO HUD AA 395, ID4142 (2003).

Blanck, Maggie. Hoboken Manufacturers 1901. Accessed online on November 30, 2016 at http://www.maggieblanck.com/Hoboken/HobokenMfg.html.

Hoboken Board of Trade. *History of Hoboken* (Hoboken: The Inquirer Print, 1909).

Hopkins, G.M. *Plat Book of Hudson County, Volume II* (Philadelphia: G.M. Hopkins, 1909 and 1923).

New York Dawn. *Hoboken Illustrated*. Special Edition. (New York: The Klebold Press, January 1909).

Sanborn Insurance Maps, Various.

Additional Information: see attached Previous Survey HUD AA 395, ID4142, March 2003 in which this property was recommended not eligible for listing on the National Register.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken HBDH** Date: December 2, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Ball Park Apartments
Historic Name: Hoboken Silk Co.
Present Use: Permanent
Historic Industry: Textiles; Silk spinning and/or weaving **Building ID:** n/a
Construction Date: c. 1907 **Source:** Hoboken Board of Trade
Alteration Date(s): c. 1998 **Source:** Tax Assessment Records; Sanborn Maps
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style:
Length: 160 **Stories:** 3
Width: 50 **Bays:** 22
Exterior Finish Materials Brick, Common Bond
Foundation Materials: The building is most likely set on piles
Structural System: Mill Construction **Roof System:** Wood beams
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Located on the southeast corner of Jefferson and 11th Street, this three-story brick industrial building has segmental arch windows, bays separated by pilasters, and stepped parapets. Star-shaped anchors extend through the east and west walls. A penthouse roof addition extends the length of the building. Later additions are at the south wall and extend through to Adams Street. The windows and doors are replacements. The building has been converted to apartments and has large telecommunications antennae on the roof. New or remodeled buildings are attached at the south and extend to Adams Street. The weave house that extended along the east wall has been demolished.

Interior Description: Converted to residential apartments circa 1998.

Setting: This building is located in an urban setting in a formerly industrial section of Hoboken. The area to the south, including the south half of Block 100, was part of the Hoboken, Hudson County Park. The southern half of the block is currently JFK Stadium-Veterans Field, used as the Hoboken High School athletic fields. The surround area has been undergoing a transition from industrial to residential. Older industrial buildings have been demolished or converted to residential and new residential and mixed-used building have been constructed.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: This industrial building was constructed circa 1907. According to the Hoboken Board of Trade, in 1907 the Hoboken Silk Co. was located at 1019-1031 Jefferson Street. Two years later, the Hudson County Plat Book, published be G.M. Hopkins in 1909, depicts the Hoboken Ribbon Co. at this location. A bird's-eye view in the Hoboken Illustrated, published in 1909 by the New York Dawn, shows that this area of Hoboken consisted of wetlands and was sparsely developed at the time. According to the available Sanborn maps, by 1937, the facility was occupied by A. Bishar and Co., carpet manufacturers. The Jacobs Brothers Seneca Manufacturing Co., makers of children's clothing, appears to be the next occupant of the factory. The Sanborn maps indicate that the company remained associated with the property until at least 1988. In 1998, Ball Park acquired the property. Under their ownership, the building was converted into residential apartments. Around this time, the sawtooth-roofed weave house that extended the length of the east wall was demolished and turned into parking. The conversion also included renovation of and/or new construction at the former warehouse space appended at the south wall and the former Spring Works building to the east on Adams Street—the whole forming an L-plan structure. The project, known as Ball Park Apartments, involved what appears to be addition of a fourth, rooftop story setback from the facade. In 2003, wireless antennae were installed on the roof.

Significance: This early twentieth-century building is typical industrial architecture constructed in Hoboken.

Eligibility for New Jersey and National Registers: ☐ Yes ☐ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Hoboken Silk Co. building, constructed circa 1907, is not recommended eligible for listing in the National Register. In terms of industrial development in Hoboken, this building is a common example of its type. The conversion to residential use resulted in loss of the adjacent weave house and new and/or remodeled buildings appended at the south, which detract from its historic architectural integrity. Additionally, all of the windows and doors have been replaced. Given the lack of information on the businesses that located here, the property does not appear to be historically noteworthy or be associated with persons significant in our past. Survey conducted in 2003 recommended the building as not eligible.

For Historic Districts Only:

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

For Individual Properties Only:

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

Industrial Building Attachment
Eligibility Worksheet
Continuation Sheets

Narrative Boundary Description: The property is bounded by the exterior lot lines of block 100, lot 1 in Hoboken, New Jersey.

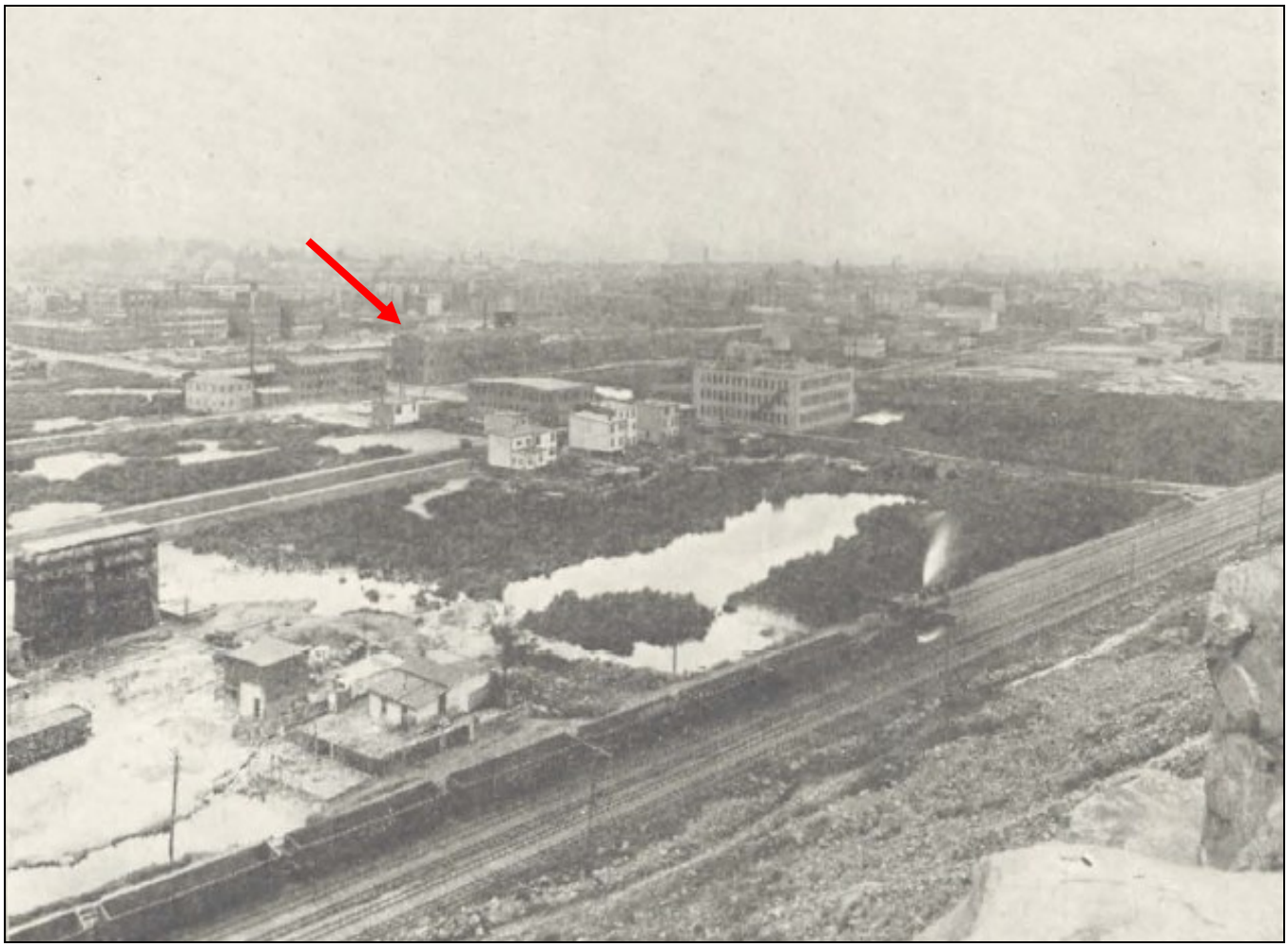
Survey Name: **Hoboken HBDH** Date: December 2, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

CONTINUATION SHEET

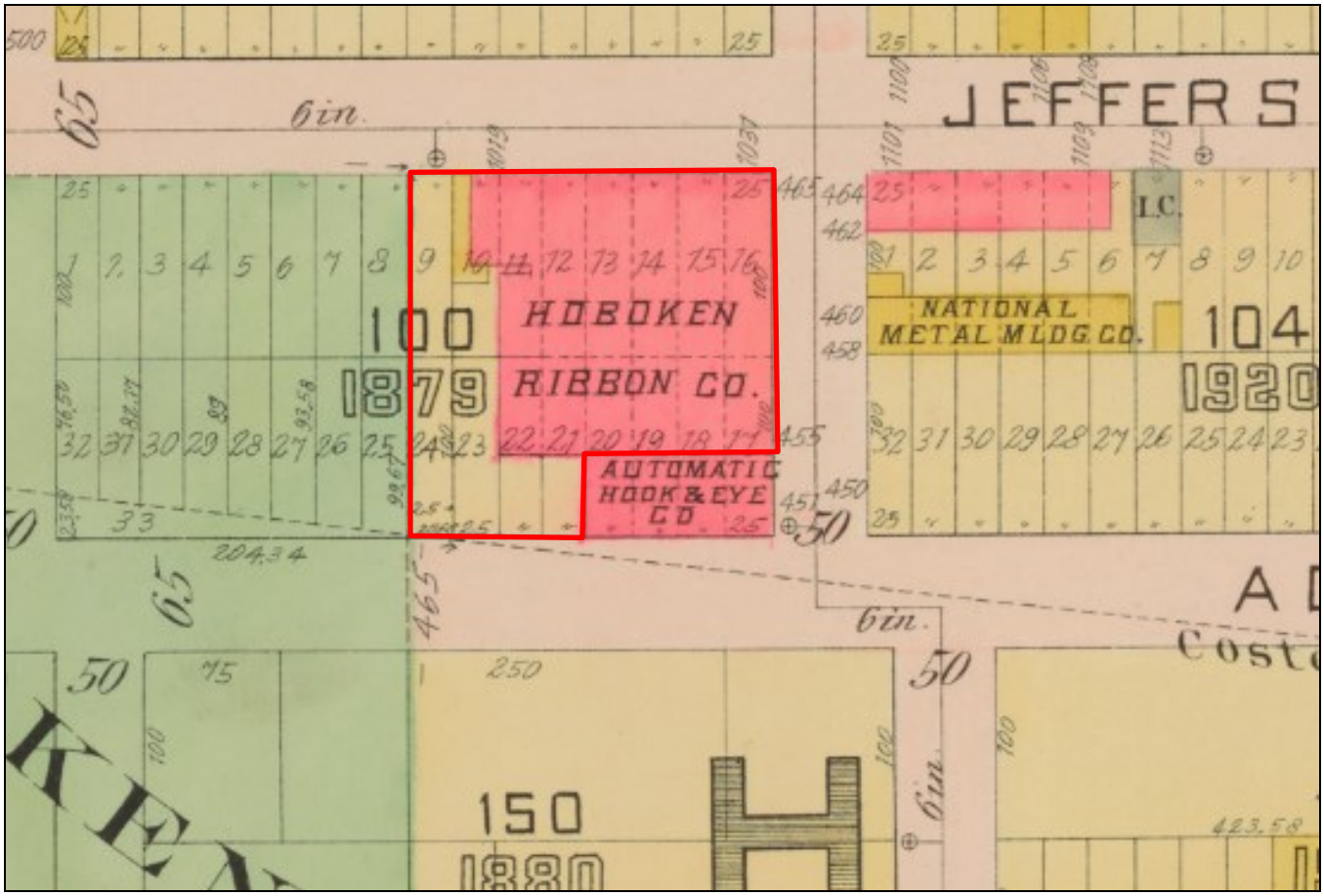
Historic Sites #:



Bird's-eye View of the Meadows, January 1909, showing the Hoboken Silk Co. Building at the corner of Jefferson and 11th streets. (Source: New York Dawn, 1909)

CONTINUATION SHEET

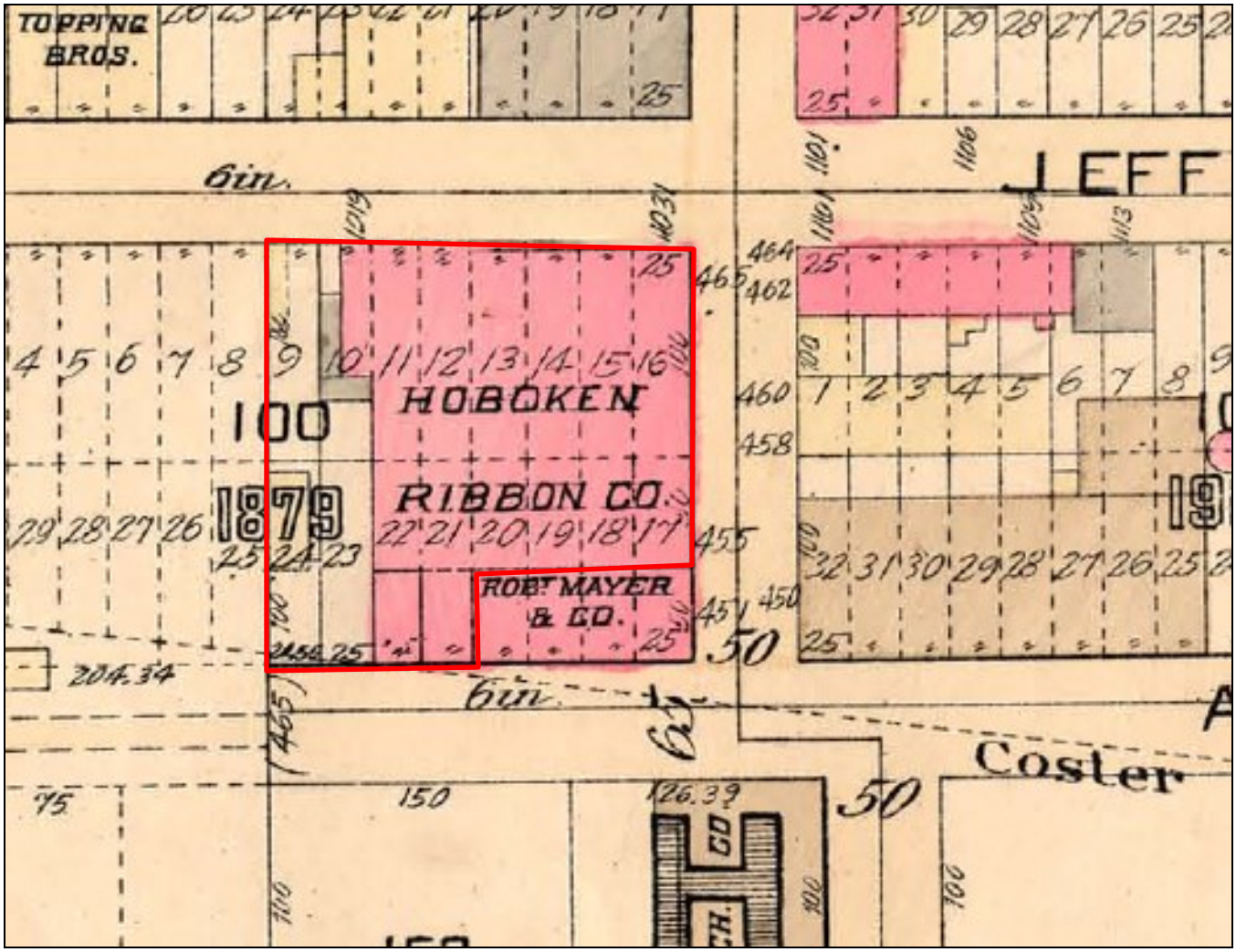
Historic Sites #:



Hoboken Ribbon Co. as depicted in 1909. (Source: Hopkins, 1909)

CONTINUATION SHEET

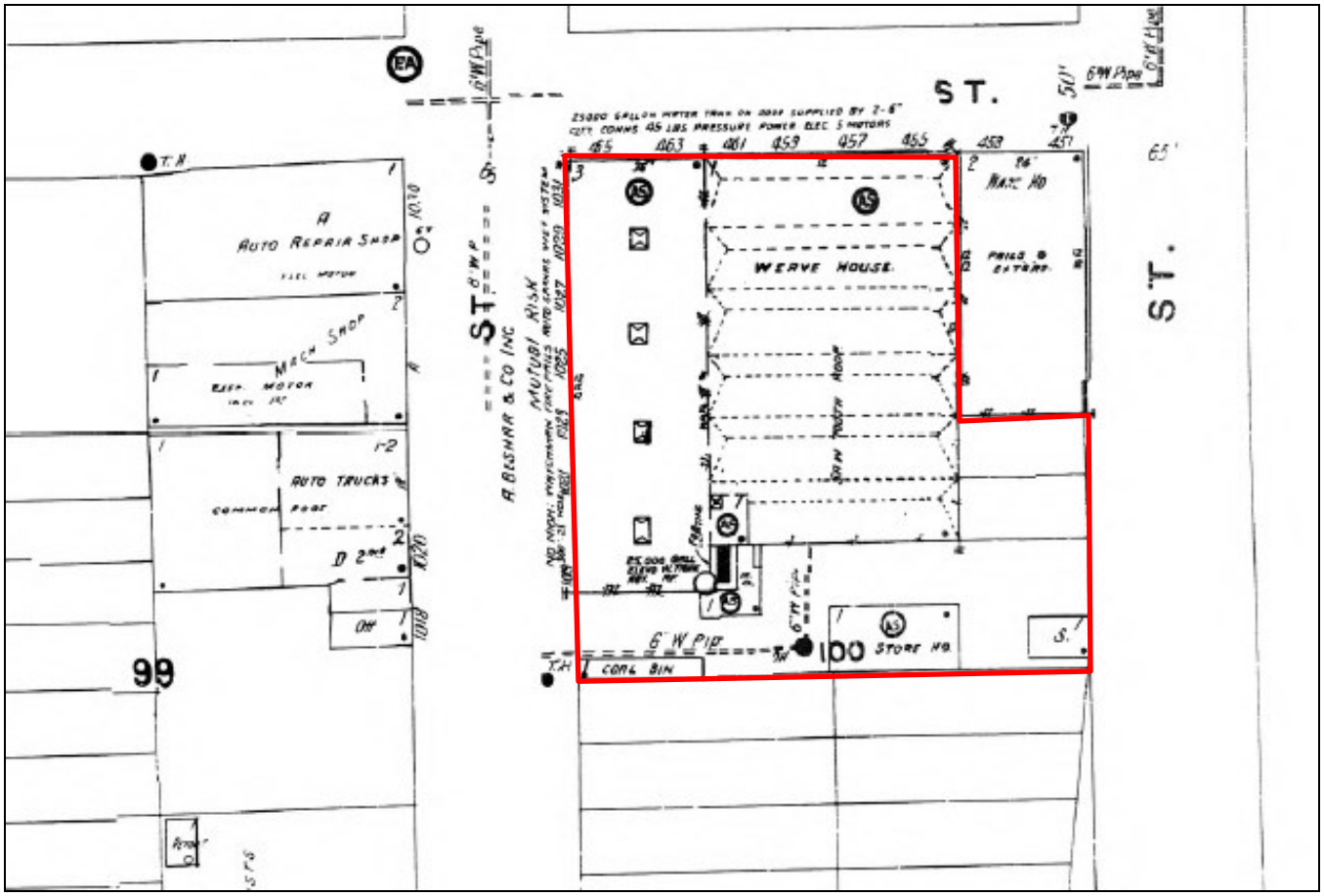
Historic Sites #:



Hoboken Ribbon Co. as depicted in 1923. (Source: Hopkings, 1923)

CONTINUATION SHEET

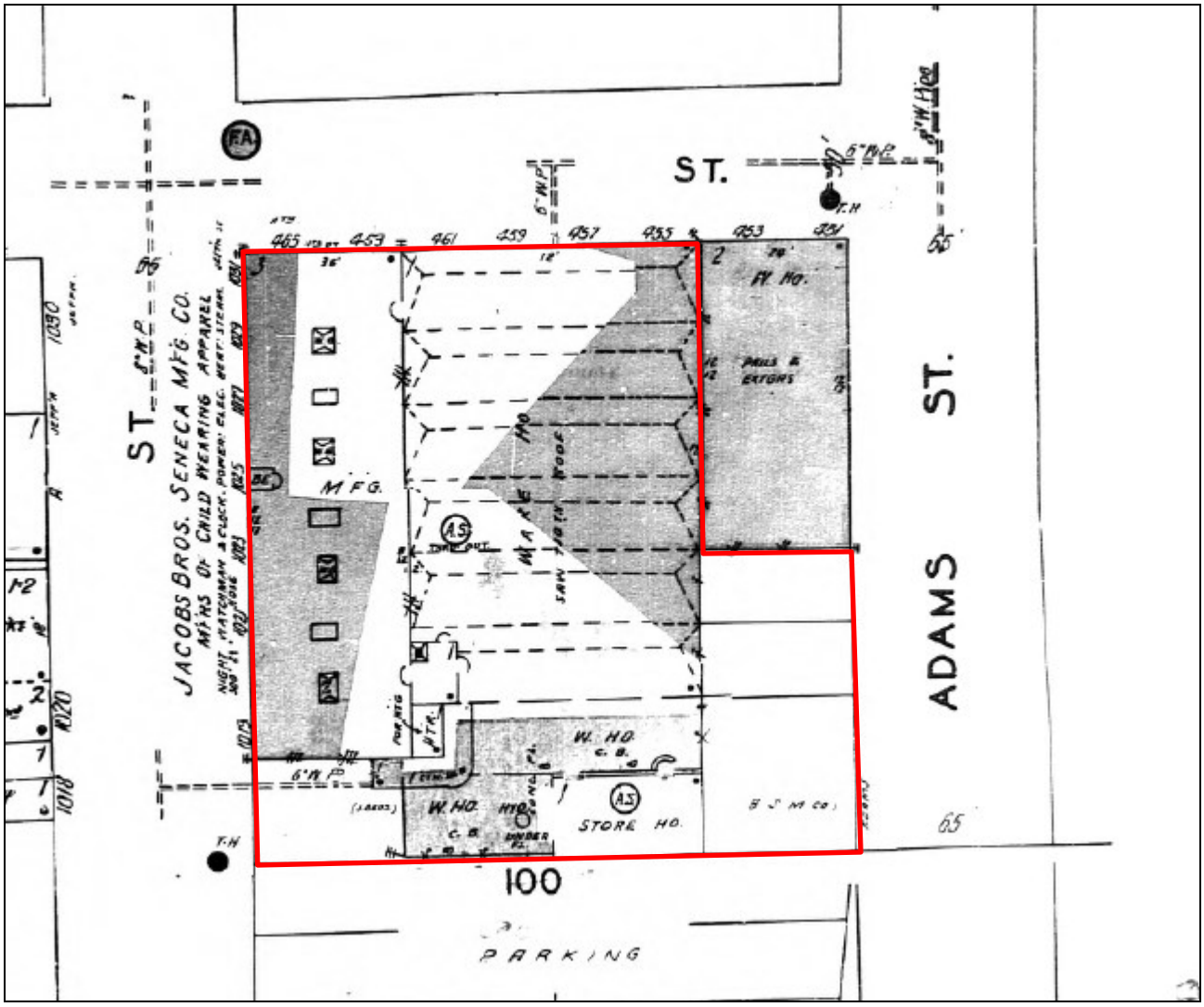
Historic Sites #:



A. Bishar & Co., Inc. as depicted in 1937 (Source: Sanborn Maps, 1937)

CONTINUATION SHEET

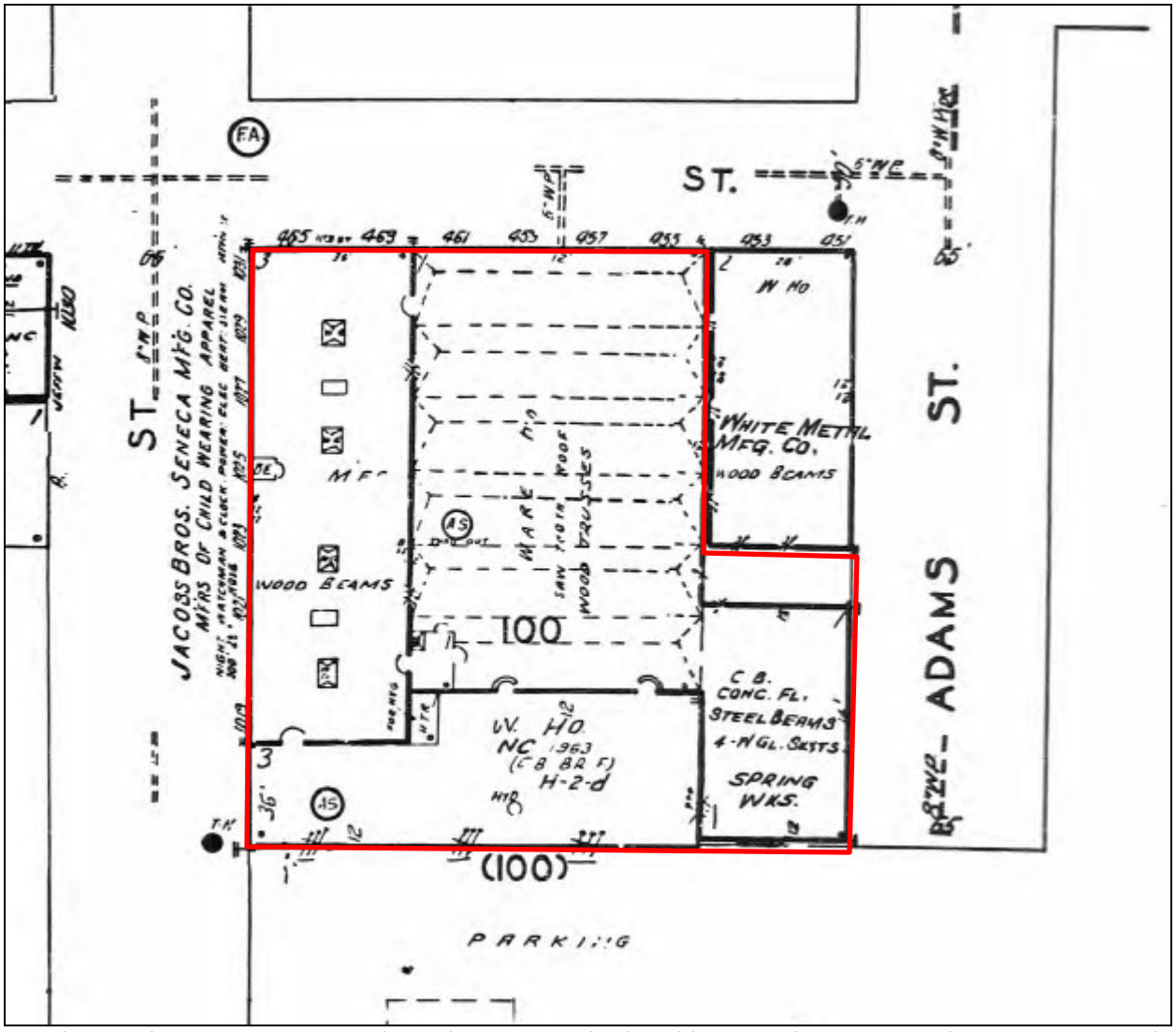
Historic Sites #:



Jacobs Brothers Seneca Manufacturing Co. as depicted in 1951 (Source: Sanborn Maps, 1951)

CONTINUATION SHEET

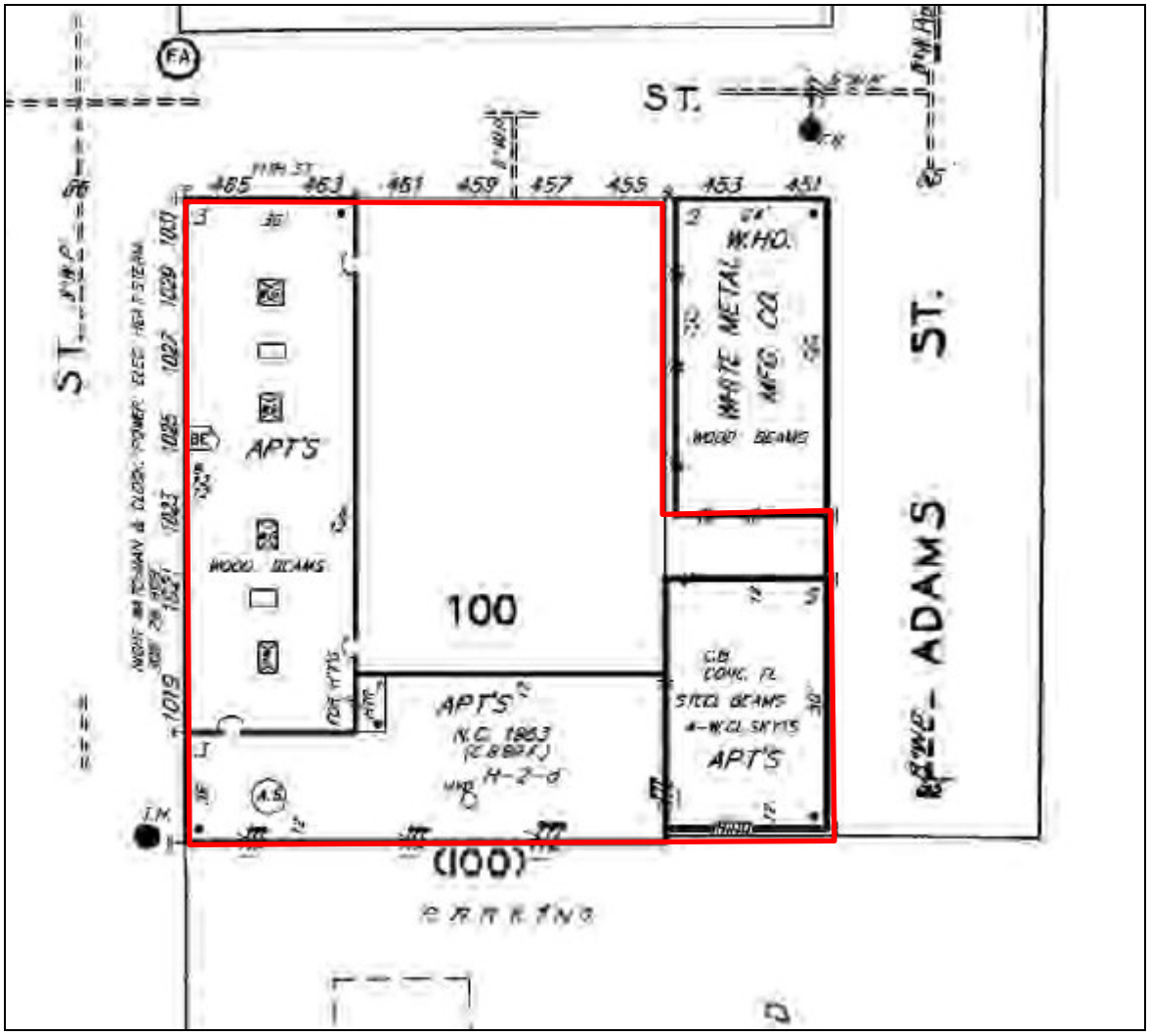
Historic Sites #:



Jacobs Brothers Seneca Manufacturing Co. as depicted in 1979 (Source: Sanborn Maps, 1979)

CONTINUATION SHEET

Historic Sites #:



Ball Park Apartments as depicted in 2006 (Source: Sanborn, 2006)

Address:
1017-1031 Jefferson Street

Block and Lot:
Block 100, Lot 1

Photographer:
Aleah Dacey, March 7, 2003



Building Description:
This three-story, brick industrial building has been converted to apartments. The building features a stepped parapet at the north end, and pilasters flanking each bay. The east and west elevations also have star-shaped anchor plates supporting the tie rods above the first, second, and third stories. Later alterations include replacement windows and doors, an addition off the south elevation, and a penthouse addition at the roof. According to historic maps and industrial directories, by 1930, this building was owned by A. Beshar and Company, a carpet manufacturing company with a showroom on 5th Avenue in New York City. The building on Jefferson Street was likely the manufactory and warehouse. By 1951, however, the building was owned by Jacobs Bros. Seneca Manufacturing Company, a manufacturer of children's apparel. The building remained in use by Jacobs Bros. at least until 1979 when it appears on the Sanborn Fire Insurance Map for that year.

Eligible for National Register of Historic Places?
No. This building does not contain sufficient historic or architectural significance to warrant listing in the National Register of Historic Places.



Project Name: AT&T Wireless Jefferson Street Site #898-005-365, Hoboken, Hudson County
Organization: ARCH², Inc. Date March, 2003



BASE FORM

Historic Sites #:

Property Name: General Electric Vapor Lamp Co.

Street Address: *Street #:* 801 (Low) 823 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Adams *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 91

Local Place Name(s): Hoboken **Lot(s):** 1.01

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

Photograph: General Electric Vapor Lamp Co., View Northeast



Description: Located at the northeast corner of 8th and Adams Streets, this brick daylight factory has a rectangular plan, is four stories tall, and has a flat roof. The four corners form modest towers surmounted by cast concrete panels. The centrally located entrance on the 8th Street façade shares similar treatment; the lintels and sills are also concrete. The sill at the first story windows forms a continuous band. All of the windows are covered with metal panels. The entrances, two on the 8th street façade and two facing Adams Street, have stairs edged with heavy concrete knee walls, the height of the foundation. The foundations is painted concrete.

Registration and Status Dates:

National Historic Landmark:

National Register:

New Jersey Register:

Determination of Eligibility:

SHPO Opinion:

Local Designation:

Other Designation: Not Eligible; Eligible

Other Designation Date: 2003; 2004

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

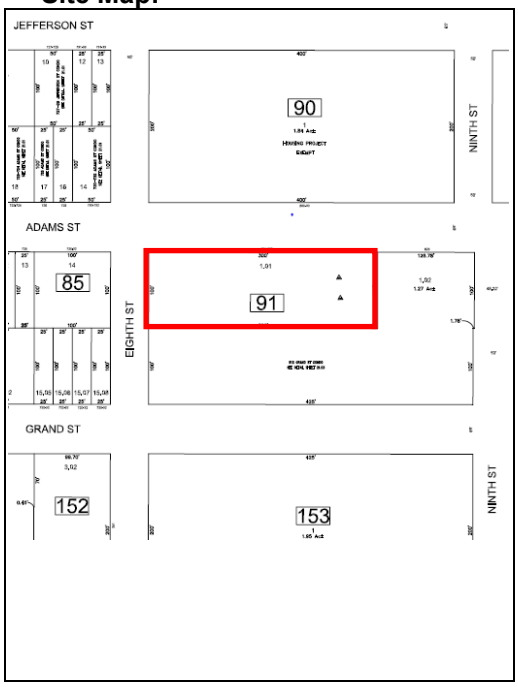
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: see continuation sheet

Additional Information: Previous Survey HUD AA 442, ID4301, November 2003, which resulted in a recommendation of not eligible. Survey in HUD AA 650, ID5072, June 2004, resulted in a recommendation as eligible for listing on the National Register. No HPO file was located and the property is not mapped on NJGeoWeb.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Access Storage
Historic Name: General Electric Vapor Lamp Co.
Present Use: No Activity
Historic Industry: General Manufacturing, other **Building ID:** n/a
Construction Date: 1926-27 **Source:** Chamber of Commerce; Sanborn 1937
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style:
Length: ~230 **Stories:** 4
Width: 100 **Bays:** 5 x 10
Exterior Finish Materials Brick, Running Bond
Foundation Materials:
Structural System: Fire Proof, reinforce concrete and brick **Roof System:** Reinforced concrete
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Located at the northeast corner of 8th and Adams Streets, this brick daylight factory has a rectangular plan, is four stories tall, and has a flat roof. The four corners form modest towers surmounted by cast concrete panels. The centrally located entrance on the 8th Street façade shares similar treatment; the lintels and sills are also concrete. The sill at the first story windows forms a continuous band. All of the windows are covered with metal panels. The entrances, two on the 8th street façade and two facing Adams Street, have stairs edged with heavy concrete knee walls, the height of the foundation. The foundations is painted concrete.

Interior Description: n/a

Setting: The setting is urban and primarily residential. Public housing is located on the opposite side of Adams Street and the Hoboken High School is in the next block to the east.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: see continuation sheet

Significance: The General Electric Vapor Lamp Company factory is significant for its association with the Cooper Hewitt mercury vapor lamps.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed in 1926-27, this factory is not recommended eligible for listing in the National Register under Criteria A, B, or C. Although representative of early twentieth century industrial buildings constructed in Hoboken, the changes to the treatment of the fenestration detract from the historic architectural integrity of the building. The building is also not the first factory associated with Cooper Hewitt Electric Company, the General Electric Vapor Lamp Company, or production of mercury vapor lamps in Hoboken; the earlier building was demolished. As such, the General Electric Vapor Lamp Company does not appear to adequately meet the Criteria for evaluation.

For Historic Districts Only:

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

For Individual Properties Only:

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

Industrial Building Attachment
Eligibility Worksheet
Continuation

Narrative Boundary Description: The boundary is defined by the outer lot lines of block 91 lot 1.01 in Hoboken.

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

Arch2, Inc. *Cultural Resources Survey for the AT&T Wireless Services, Inc. Site #901-005-335, 801-803 Adams Street (AKA 410 8th Street), City of Hoboken, Hudson County, New Jersey for Review under Section 106 of the National Historic Preservation Act*. June 2003.

Archaeological & Historical Consultants, Inc. Proposed T-Mobile Collocation Project, Section 106 Field Assessment Weehawken Cove 801-823 Adams Street Hoboken, Hudson County, NJ. NJHPO HUD AA 442, ID4301 (2003).

Casella, Richard M., The Louis Berger Group. *Draft Historic American Engineering Record, Cooper Hewitt/General Electric Mercury Vapor Lamp Factory*. (2000).

[The] Chamber of Commerce of the City of Hoboken, New Jersey. "Hoboken Industries, G.E. Firm Lights Nation's Industries." *Hoboken Review*. Vol. 1 No. 1 February 1938. Hoboken Historical Museum digital collections accessed July 13, 2016 at http://hoboken.pastperfectonline.com/archive/B9DC8741-26BD-4BA9-A046-637036125013.

Hammond, John Winthrop and Arthur Pound. *Men and Volts: The Story of General Electric* (New York: J.B. Lippincott company, 1941).

Sanborn Insurance Maps. Hudson County, Volume 7 Hoboken. 1937, 1979, 1988, 2006.

State of New Jersey 208th Legislature, Assemblyman John E. Rooney and Assemblyman Raul Garcia. Assembly Resolution No. 25. "Memorializes the USEPA and the NJDEP to take expeditious action to compensate residents of mercury contaminated building in Hoboken, New Jersey." 1998.

History:

The General Electric Vapor Lamp Company factory, constructed 1926-27, was the company's second building. The manufacturer of vapor lamps in Hoboken began across the street on the south side of 8th Street where the Cooper Hewitt Electric Company established a mercury vapor lamp factory. In 1901, Peter Cooper Hewitt, son of a former New York City mayor and U.S. Congressman, invented a mercury-arc lap. The lamp had a brilliant greenish light that was used in industrial and photographic illumination. Among his inventions were also the mercury vapor "static converter," later called a rectifier, which converts current from alternating to direct and vice versa; and a high voltage "electrical interrupter" or circuit breaker. Others recognized the importance and opportunities of electricity and electric lighting and were also conducting research that paralleled that of Hewitt. Carl Steinmetz and Dr. Ezechiel Weintraub made strides with a mercury vapor bulb and a rectifier.

Cooper Hewitt Electric Company was formed in 1902 with the financial support of George Westinghouse. In 1910, the demand for the company's mercury vapor lamps had exceeded production capacity of the New York City plant. The company expanded by acquiring a factory in Hoboken where it moved the manufacturing operations to the 730 Grand Street (Hoboken) location.

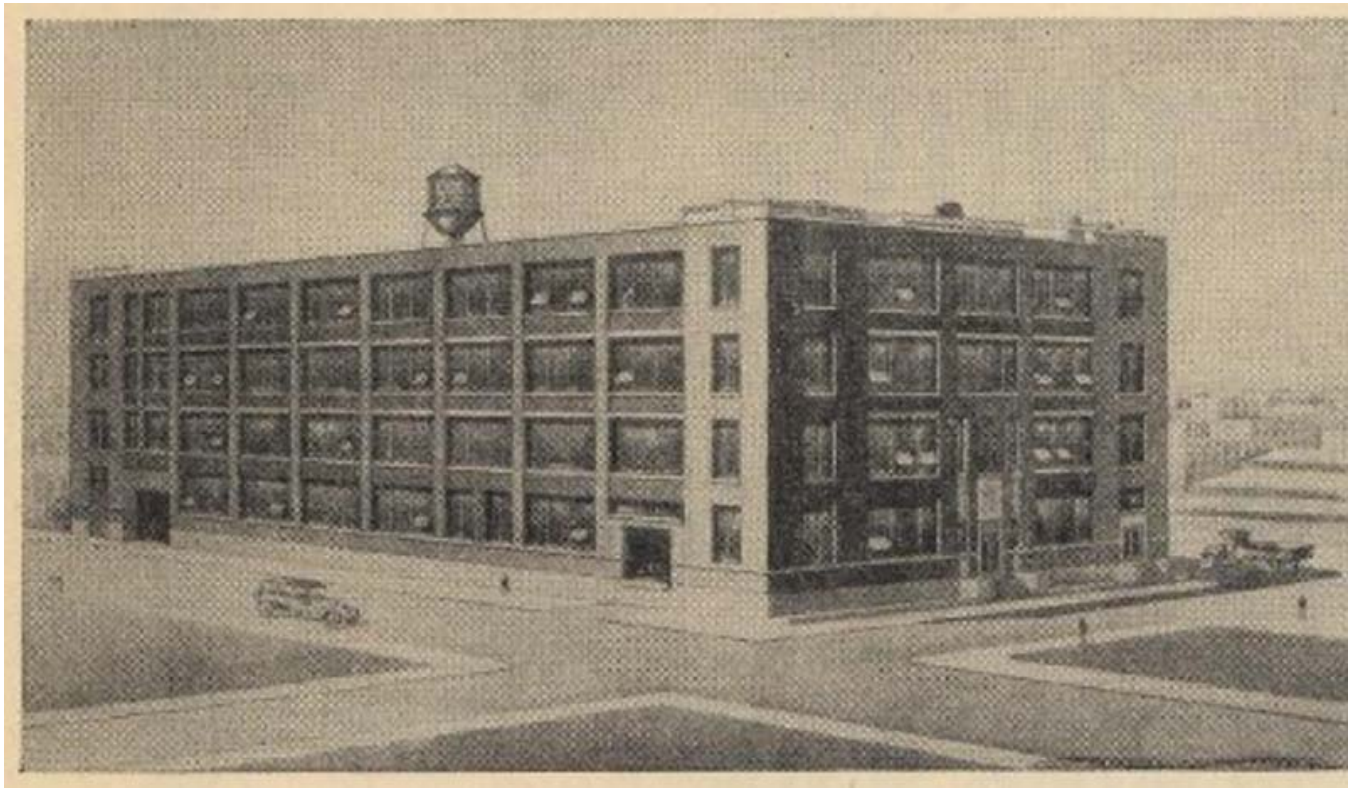
The General Electric Company was formed in 1892 through the merger of Edison General Electric Company and the Thomson-Houston Electric Company. Carl Steinmetz and Dr. Ezechiel Weintraub worked on development at General Electric. With overlapping products of the two firms, the General Electric Company acquired the Cooper Hewitt Electric Company in 1919 and formed a subsidiary call the General Electric Vapor Lamp Company and continued to manufacture the Cooper-Hewitt vapor lamps at the Hoboken factory. To meet the product demand, in 1926-27, General Electric erected a second building. Located opposite 8th Street from the Cooper Hewitt building at 410 8th Street/801-823 Adams Street, the new brick factory was larger than the earlier plant. G.E. (as General Electric is often called) was feature in a 1938 issue of the Hoboken Review, a publication of the Chamber of Commerce, in which the company notes its connection with the illumination of industrial facilities, such illumination products as were manufactured at the Hoboken factories. In addition to the Cooper Hewitt mercury vapor lamps, other light equipment such as neon and argon gas lamps, sodium vapor lamps, and connector

CONTINUATION SHEET

Historic Sites #:

switches were produced by General Electric Vapor Lamp Company in Hoboken until 1948, when a newly formed Cooper-Hewitt Electric Company assumed production. As the 1951 Sanborn map indicates that the new General Electric Vapor Lamp Company factory is occupied by the Arr Jay Box Corporation, it appears the Cooper-Hewitt Electric Company operations were located in the old Cooper Hewitt factory. The Cooper Hewitt factory was sold in 1993 to a group of artists for conversion into live-work artists' lofts. In 1997, after discovery of high mercury levels in the building, the former factory was ordered to be demolished.

The Arr Jay Box Corporation manufactured paper boxes. According to the Sanborn maps, the company used the first and second floors for manufacturing operations and used the third and 4 floors as warehouse space. Arr Jay Box Corporation continued at this location until after 1988, as the company continued to be depicted on the Sanborn maps through 1988. By 2003, the building had been converted to a self-storage facility and continues to be a storage facility. Two historic resource surveys for telecommunications towers were conducted in 2003 and 2004 and included the General Electric Vapor Lamp Company factory. The results of the surveys varies. The 2003 survey recommended the factory as not eligible for listing on the National Register, while the 2004 survey recommended the factory as eligible for listing on the National Register.



Artist rendering General Electric Building 1938. (Source: Chamber of Commerce, 6).

BASE FORM

Historic Sites #:

Property Name: John Schmalz's Sons Model Bakery (previously known as Mayburn Knitting Mills)

Street Address: *Street #:* 351 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* 8th *Suffix:* *Type:* ST

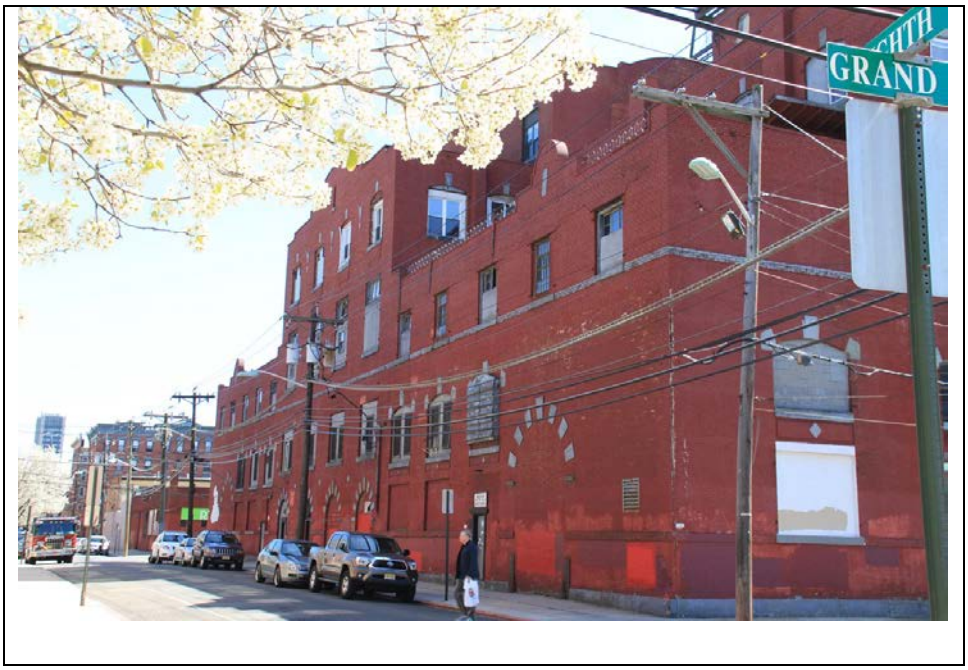
County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 152

Local Place Name(s): Hoboken **Lot(s):** 3.01 & 3.02

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

Photograph: John Schmalz's Sons Model Bakery, 8th Street from Grand to Clinton streets, View Southeast



Description: Located at the south side of 8th Street between Grand and Clinton streets, this brick industrial complex occupies the northern half of the block. It consists of three identifiable brick buildings: a multi-story Model Bakery on 8th Street, a two-story Garage with attached Engine Room and Boiler House on Clinton, and a three-story Wagon House/Bakery and Storage on Grand Street.

Registration and Status Dates:

National Historic Landmark:
National Register:
New Jersey Register:
Determination of Eligibility:
SHPO Opinion:
Local Designation:
Other Designation: Not Eligible
Other Designation Date: 2003

Survey Name: **Hoboken HBDH** Date: December 2, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

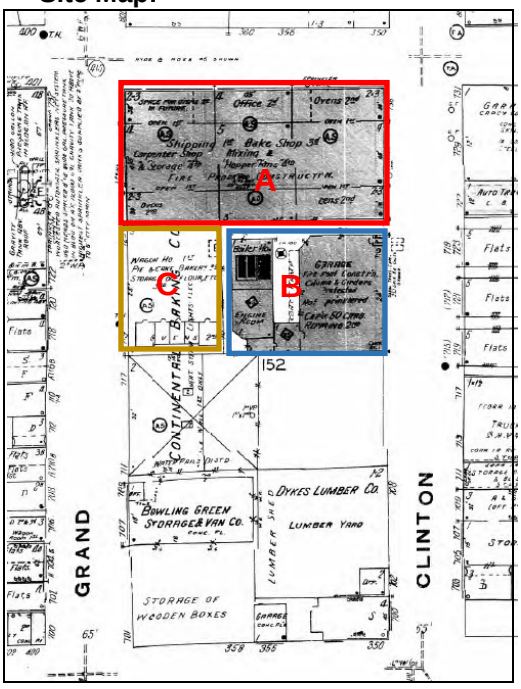
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See continuation sheet

Additional Information: Previously surveyed as Mayburn Knitting Mills, 715 Grand Street (720 Clinton Street and 351 8th Street).
See attached Survey HUD AA 442, ID4301, November 2003, and recommended not eligible for listing on the National Register.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken HBDH** Date: December 2, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

INDUSTRY BUILDING ATTACHMENT

Historic Sites #:

Common Name: Continental Baking Company(Mayburn Knitting Mills)

Historic Name: John Schmalz's Sons Model Bakery

Present Use: Other, Mixed Business Uses

Historic Industry: Food Processing, Dairy and bakery products **Building ID:** A (Survey Designation)

Construction Date: 1909-1910 **Source:** Insurance Engineering; Engineering Record; Hoboken Historical Museum

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

Designer: C.M. Bartberger & Son, Pittsburgh **Physical Condition:** Fair

Builder: Hennebique Construction Company, New York **Remaining Historic Fabric:** Medium

Style:

Length: 200 **Stories:** 5

Width: 100 **Bays:** 12

Exterior Finish Materials Brick, Common Bond

Foundation Materials: Concrete piles and concrete pedestals

Structural System: Encased steel frame & reinforced concrete Fire proof construction **Roof System:** Reinforced Concrete

Roof Finish Materials: n/a

Equipment/Machinery:

Transportation Links: Loading Dock, Interior

Exterior Description: The John Schmalz's Sons Model Bakery is an industrial building located at the north end of the block, extending along the south side of 8th Street from Grand to Clinton streets. The structure combines steel framing and reinforced concrete construction. Finished with brick curtain walls and occupying a rectangular footprint, the design consists of essentially three segments (east, west, and central north) that range in height from two to five stories. The taller sections—each four stories in height—are contained at the center four bays of the Clinton Street (east) façade, the center four bays of the 8th Street (north) façade, and the four center bays of the Grand Street (west) façade. Each of these wings is surmounted by a shaped parapet. The tallest section rises to five stories (including the mezzanine), is set back from the street frontages, and is best described to be at the intersection of the four-story components. The corner sections are two-stories tall with a flat roof and have small shaped parapets along 8th Street. The 8th Street façade has round-arch openings at the first story, all of which have been altered and or infilled. The windows are a combination of rectangular and segmental arched openings, all of which have also been altered through a combination of infill and windows reduced in size. On Clinton Street, three large bays are covered by rollup overhead metal gates, the last bay consists of an arched opening. The upper stories have four windows above the two center garage bays. The Grand Street wall has one former round arch doorway and combination of rectangular and segmental arched openings. Most of these openings have been altered, infill added and small windows inserted in some of the openings. The features include: brick belt and sill courses; brick spandrels with a diamond panel in the center; arches with keys stones and voussoirs; and flat soldier arches. On Frebruary 24,2015 the Hoboken Zoning Board approved plans by Minervini Vandermark Architecture for adaptive use of the Schmalz Bakery buildings.

Interior Description: n/a

Setting: The former Schmalz Bakery is located in a mixed-use urban setting that is in the process of transitioning to residential. The Hoboken High School occupies the entire block to the north. The area, which was formerly a mix of factories and tenements, has new and older residential buildings.

INDUSTRY BUILDING ATTACHMENT

Historic Sites #:

Common Name: Continental Baking Company Garage, Engine Room, and Boiler House
Historic Name: Schmalz's Sons Bakery Garage, Engine Room and Boiler House
Present Use: Other, Mixed Business Uses
Historic Industry: No Activity **Building ID:** B
Construction Date: c. 1910 **Source:** Insurance Engineering, October 1910
Alteration Date(s): c. 1937 **Source:** Sanborn
Designer: **Physical Condition:** Fair
Builder: **Remaining Historic Fabric:** Low
Style:
Length: 85 **Stories:** 2
Width: 70 **Bays:** 4
Exterior Finish Materials Brick, Common Bond
Foundation Materials:
Structural System: Fireproof, column & girders **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Located mid-block on the west side of Clinton Street and directly south of the John Schmalz's Sons Model Bakery, this industrial building has an alleyway its north wall and the south wall of the bakery. This is U-plan structure includes the Engine Room; the Boiler House; alleyway; and a large chimney stack appended at the west (rear). The former Garage is a brick-clad building, is two-stories tall, and features a shaped parapet, steel lintels marking former large window openings at the second story, and infilled garage bays at the first story. The fenestration has been greatly altered. The Garage appears to be under construction in a photograph that appeared in the October 1910 Insurance Engineering magazine. According to the Sanborn map in 1937, the Garage had a capacity for 50 cars and had a repair shop on the second story that was accessed by a concrete ramp along the west wall. The Garage and Engine Room-Boiler House were connected around this time.

Interior Description: n/a

Setting: A component of the former Schmalz Bakery, the building is in a mixed-use urban setting that is in the process of transitioning to residential. The Hoboken High School occupies the entire block to the north. The area, which was formerly a mix of factories and tenements, has new and older residential buildings.

INDUSTRY BUILDING ATTACHMENT

Historic Sites #:

Common Name: Continental Baking Company Wagon House/Bakery and Storage
Historic Name: Schmalz's Sons Pie Bakery
Present Use: Other, Mixed Business Uses
Historic Industry: Food Processing, Dairy and bakery products **Building ID:** C
Construction Date: 1909-1910 **Source:** Insurance Engineering, October 1910
Alteration Date(s): **Source:**
Designer: C.M. Bartberger & Sons, Pittsburgh **Physical Condition:** Fair
Builder: Hennebique Construction Company, New York **Remaining Historic Fabric:** Medium
Style:
Length: 90 **Stories:** 3
Width: 70 **Bays:** 6
Exterior Finish Materials Brick
Foundation Materials: Concrete Piles
Structural System: Prob. Reinforced concrete and steel **Roof System:** Prob. Concrete
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Extending south on east side of Grand Street beginning at the south wall of the John Schmalz's Sons Model Bakery, this three-story bakery has brick curtain walls, brick pilasters separating the bays, and a flat roof. Most of the bays had large window openings, many of which are currently infill and/or replaced by smaller windows. The second bay from north and the southern bay have compound segmental arched lintels. The second bay also has a pedestrian opening. Two bays have overhead metal garage doors. This building was formerly attached at the south to the bakery's Stables, which have been replaced by a four-story condominium.

Interior Description: n/a

Setting: A component of the former Schmalz Bakery, the building is in a mixed-use urban setting that is in the process of transitioning to residential. The Hoboken High School occupies the entire block to the north. The area, which was formerly a mix of factories and tenements, has new and older residential buildings.

ELIGIBILTY WORKSHEET

Historic Sites #:

History: See continuation sheet

Significance: The John Schmalz's Sons Model Bakery is architecturally significant as a Hennebique System industrial complex and as a Bartberger-designed bakery, built in 1909-1910. By this time, Hennebique was noted a preeminent construction company of reinforce concrete industrial buildings in the United States. As the site of one of the city's larger whole bakeries, the complex is historically significant for its association with the bakery industry in Hoboken. The builder of the bakery, John Schmalt, established one of the city's best known and largest bakeries. The bakery is also known locally as the Wonder Bread building, a name that has been carried forward because its association with the Continental Baking Company, owner of Wonder Bread. Wonder Bread was baked here until the mid-1950s, a period of about 20 years.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The John Schmalz's Sons Model Bakery, built 1909-1910 is recommended not eligible for listing in the National Register due a lack of integrity. The degree of alteration to the fenestration, whereby windows have become loading entrances (Clinton Street in particular), original carriage/truck entrances have been infilled (8th Street, for example), and the original steel awning windows have been removed and replaced by inappropriate treatments (both type and size of windows), has reduced the complex's historic architectural integrity. The recent loss of the last of the original buildings to be constructed circa 1899, the Stables, has also contributed to the loss in integrity of the complex.

For Historic Districts Only:

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

For Individual Properties Only:

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

Industrial Building Attachment (3)
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The boundary extends between Grand and Clinton streets south of 8th Street and is defined as the exterior lot lines of Block 152, lots 3.01 and 3.02.

ELIGIBILTY WORKSHEET

Historic Sites #:

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History:

The Schmalz Bakery buildings date from circa 1909. Various surveys and histories have been generated for this property with conflicting results. This property was acquired from the Hoboken Land and Improvement Company and developed by John Schmalz at the end of the 1800s. Schmalz was born in Neider Bessingen, Germany in 1840. At the age of 25 he traveled to London where he married Elizabeth Renker, before the couple continued to the United States. According to a family account, the bakery business was started the same year as their arrival, in 1865 and was initially located on Park Avenue (formerly called Meadow Street). The family home was at 531 Park Avenue, the bakery was at the back of the house, the stable was located at 622-624 Park, and the first retail store was at 525 Park. By the end of the century, Schmalz was joined in business by his sons, he also sought a new, larger location for his bakery.

The site selected by Schmalz was located on the south side of 8th Street between Grand and Clinton streets. The land was purchased from the Hoboken Land and Improvement Company. St. Louis architect, August M. Basske, was chosen to design the new plant, described in November 1898 in the Real Estate Record and Guide as a three-story brick, stone, and iron wholesale bakery, 100 by 100 feet. The cost of the new building was estimated at $30,000. In 1899, John Schmalz and Sons, bakers and confectioners, was listed in Boyd's Jersey City and Hoboken Directory at the corner of 8th and Clinton streets. In addition to John, the family members associated with the enterprise include; Louis; Frederick W.; and William Schmalz.

ELIGIBILTY WORKSHEET **Historic Sites #:**

By 1909, a stable, pie bakery, and boiler house had been added to the original 100-foot bakery. On January 30, 1909, disaster befell the company. A fire destroyed the plant, which was left in ruins. The front wall of the bakery collapsed into the street shortly after the blaze was extinguished, taking telephone, telegraph, and trolley lines with it and blocking travel along the street. The stable located on Grand Street was the only building to survive conflagration. John Schmalz did not believe in the purchase of insurance and so the firm had none, resulting in a loss of $225,000. The fire moved so quickly that the company cashier is reported to have left $3,000 in cash behind when he escaped the building. The oldest remaining building in the complex, the former Stables at 715 Grand Street remained until 2014 when the building was replaced by the Continental at 715 Grand Street, a boutique condominium building.

To their credit, the Schmalz's had a sound reputation and funding was secured to build a new plant almost immediately. As soon as the site was cleared, plans were in place for construction of new, larger, model bakery. Design of the plant was awarded to the architectural firm of C.M. Bartberger & Sons of Pittsburgh, Pennsylvania. The Hennebique Construction Company was awarded the construction contract. The firm designed and executed the concrete and steel substructure of the new fireproof plant.

Design of the new Schmalz bakery was featured in the *Engineering Record* and *Insurance Engineering*. As a result of the 1909 fire, which had spread very quickly through unprotected window and door openings, the new bakery incorporated concrete encased steel columns and reinforced concrete construction; the elevators were contained within fireproof enclosures; the floors and roof were concrete, and the exterior clad with brick. Within the bakery, the partitions were constructed of hollow terra cotta tile and access between floors secured by fireproof doors. Where wood floor was allowed, it was install on wooden screed imbedded in reinforced concrete. In addition to the fireproof construction, an Esty automatic sprinkler system, supplied by a 25,000-gallon gravity water tank located on the roof of the new bakery, was installed. Steam heat and electricity were supplied throughout by private plant located on the property.

The bakery consisted of five-stories including the mezzanine level, is 100x 200 feet, and designed exclusively for bread baking. It had a capacity to produce 100,000 loaves and 20,000 rolls per day. The shipping platforms and (interior) driveways were located at the first story. The mezzanine overlooked the first story and occupied approximately 75 percent of the floor area; it contained the general offices and flour storage in sacks. The steam rooms and bake ovens were on the second story. The bake ovens were masonry construction, faced with tile. The mixing room, carpenter shop, general storage, and lock room were situated at the third story. The flour sifters and hoppers were on the fourth story where they were located above the dough mixers in the story below.

The Architect
Charles Mathias [Matthias] Bartberger (1850-1939) was the son of German-born and prominent Pittsburg architect, Charles Frederick Bartberger (1823-1896). German born and trained, his father, Charles F. Bartberger was one of Pittsburgh's most prolific architects from the 1850s to the 1880s.

C.M. Bartberger was born in Pittsburg in 1850 and attended public school in the city. At the age of 15, he apprenticed as a machinist at the McIntosh-Hemphill Company, makers of products and machinery for the iron and steel industries. Charles, however, remained interested in architecture and sought to follow in his father's footsteps. In 1870, he traveled to Germany where he attended the University of Karlsruhe, the oldest technical university in Germany and the same school his father had attended. Charles studied architecture for three years, returning to Pittsburg in 1873. After his return, he was employed by a local (Pittsburgh) architect as a draftsman, a position he held until 1881 when he established his own firm in 1881. Three years later, in 1884, he was joined by Ernest George Washington Dietrich. The partnership, known as Bartberger & Dietrich, lasted until 1889, when Dietrich entered practice in New York City.

ELIGIBILTY WORKSHEET **Historic Sites #:**

According to a biographical entry in the 1905 *History of Pittsburgh*, Bartberger specialized in school design for several years; design of bakeries was also a specialty. His son, Edward trained as an architect and worked in the early 1900s as a draftsman. By 1907, Edward entered his father's firm and Bartberger & Son was established. Around the time of the Schmalz contract, the firm was joined by C.D. Cooley, forming Bartberger, Cooley & Bartberger. This partnership appears to have lasted about two years, after which it reverted to Bartberger & Bartberger. C.M and Edward appear to have partnered with others: Bartberger, Jones & Fisher (1916-1917) and Bartberger & Fisher (1918). C.M. Bartberger is credited with design of the Friendship Elementary School (1899); Fort Pitt Elementary School (1905); the Fulton Academy of Science (Fulton Elementary 1894, 1900); and the Merchant Bank (1897). He designed his Pacific Avenue residence as well as others in the Pittsburg area such as the Stifel House on Liverpool Street. During their partnership with Cooley, the firm designed an addition for the Nolde Brothers bakery in Richmond, Virginia (1911). Bartberger designed an addition for the Haller Baking Company (with Jones & Fisher 1917); the Wallace Apartment Hotel (with Fisher 1918) and the Ward & Makay Biscuit Co. building (with Fisher 1918).

The Builder

The Hennebique Construction Company was known for its use of reinforced concrete. Construction with concrete developed during the second half of the nineteenth century. However, its use as a framing material wasn't realized until the end of the 1800s. Advances in concrete construction was more widespread in Europe than in the United States. Among those who advanced the field, Francois Hennebique was a Belgian contractor/engineer who developed a method of reinforced concrete construction. The patented Hennebique Armored Concrete System was awarded grand prize at the Paris Exposition in 1900. Hennebique moved his offices to Paris and became a consulting engineer. He trained builders, architects and engineers in his methods, who established offices in several countries. In the North America, Hennebique's reinforced-concrete system achieved success with branches licensed to construct designs with his system. The New York Office was headed by family members: Raymond Bafffery (married to Francois' daughter, Marguerite Hennebique) was office president and general manager; Jules J. Hennebique served as vice president. In 1908, the French firm had branch offices in Philadelphia, Pittsburgh, New Orleans, Chicago, Buffalo, and Montreal Canada.

Ernest L. Ransome (1844-1917), an Englishman who immigrated to the United States in 1870, is considered the first major American Builder in reinforced concrete and is credited with advancement of the materials use in skeleton-frame construction. According to the LPC designation report for the Thomson Meter Company Building, "After developing a ribbed floor construction system in 1889, [Ransome] became the most prominent American concrete contractor until being surpassed by the Hennebique system."

In the United States, initial resistance to the use of concrete and use of steel as the preferred construction material was due in large measure to the costs, skill required for cast-in-place construction, and perceived defects associated with concrete. Through advancements in its use, desirability of fireproof materials, and its ability to sustain large loads, reinforced concrete emerged as a significant structural material in the U.S. in the first decade of the twentieth century. The Hennebrique catalog categorizes their Armored Concrete System as "Indestructible and Fire-Proof." The company advertised the rigorous standards of the New York City Building Department and their designation of the Hennebique system of reinforced concrete as an approved method of fireproof construction by New York City Bureau of Buildings in 1904. Initially, concrete was not accepted as an exterior finish material, but used to support curtain walls of brick, tile, and/or windows. Bradley points out that industrial buildings were among the first erected of reinforced concrete. Concrete embedded with steel reinforcement remained in common use for factories throughout the pre-World War II period. Concrete also became a means of protecting steel framing and the two, encased steel and reinforced concrete, were often used in tandem, whereby contractors would combine more than one method of construction in a single building. This format was following in construction of the Schmalz Bakery and described as: "the building above the baking floor is of ordinary reinforced concrete construction. In the baking floor and below it, however, the heavy floor loads resulting in the

ELIGIBILTY WORKSHEET **Historic Sites #:**

use of concrete girders with compression reinforcement, steel plate girders and steel columns" (Engineering Record 1910:129).

From Schmalz to Wonderbread, Property History
The Schmalz bakery grew steadily in part due to the sale of their breads to the Holland-American shipping line. With involvement of John Schmalz's five sons, the firm became known as John Schmalz's Sons Bakery.
The bread industry went in the same direction as many other industries. Most notably, Carl L. Aslberg, Director of the Food Research Institute and sometime chief of the U.S. Department of Agriculture Bureau of Chemistry, documented what he called "*Combination in the American Bread-Baking Industry*…" In 1910, the Schmalz's Sons Bakery was one of the firms absorbed by the Shults Bread Company. Shults was a New York corporation established in 1910 and created through the merger of 12 wholesale bread bakeries in and around New York. Six of the bakeries were located in Brooklyn, three in New York City, two in Hoboken, and one in Mount Vernon. A review of the available maps suggest that the second Hoboken bakery may have been the C.F. Frerichs Bakery located on 14th street.

In 1923, the United Bakeries Corporation acquired control of the Shults Bread Company through the acquisition of stock. United was the first holding company to be formed in the baking industry. The Shults concerns retained their name until the Continental Baking Co., Inc., a New York Corporation, acquired the United companies in 1925 and the Shults Bread Company name was changed to the Continental Baking Company. The Continental Baking Company began as the Ward Baking Company, founded in 1849 New York City. According to the Ward Baking company history site, William Ward, grandson of the company's founder, formed United Bakeries, which became Continental in 1925. In 1925, Continental purchased Taggart Baking, the makers of Wonder Bread, of Indianapolis, Indiana.

In 1925, Continental was the nation's largest baking company, a title it still held in 1984. The company sold its products under the Wonder (breads) and the Hostess (cakes) trademarked brands. In circa 1933, Hostess Twinkies were introduced. Continental make Wonder Bread at the 8th Street bakery; the 14th Street location was the Hostess bakery. In the 1930s, Continental Baking began shipping Wonder Bread in sliced form, one of the first companies to do so. This is reportedly the start of the phrase, "the greatest thing since sliced bread." In the 1940s in response to a government-sponsored program of enriching white bread, Continental began adding vitamins and minerals to Wonder Bread. The property is locally referred to as the Wonder Bread Building.

The company Continental incorporated as a Delaware Company in 1934 and a new deed was issued to transfer ownership of the property to the newly formed corporation. In 1956, Grand Properties purchased the former Schmalz plant from Continental and in turn sold in 1975 to Maxlin Realty Company. The 1979 Sanborn depicts the buildings as lofts. In 1986 Maxlin Realty Company sold the property to Maximiniano Rodriguez and Lina Rodriguez. Maximiniano, L.P. took ownership in 2001. The buildings have had various uses beginning in the second half of the twentieth century, which include: wholesale grocery storage; a knitting mill; and a doggie day care center. According to an article in the online paper, Jerseydigs.com, the Clifton-based Parkwood Development has approvals to transform the property into WonderLofts, a 68-unit condominium project. The proposed project would adaptively reuse the structure. The project was approved by the Hoboken Zoning Board in February 2015. Images by Minervini Vandermak Architecture show the existing and the proposed development of the north end of the block.

ELIGIBILTY WORKSHEET

Historic Sites #:



John Schmalz & Sons Model Bakery in 1905 before being destroyed by fire in 1909. (Source: Hoboken Historical Museum)

ELIGIBILTY WORKSHEET

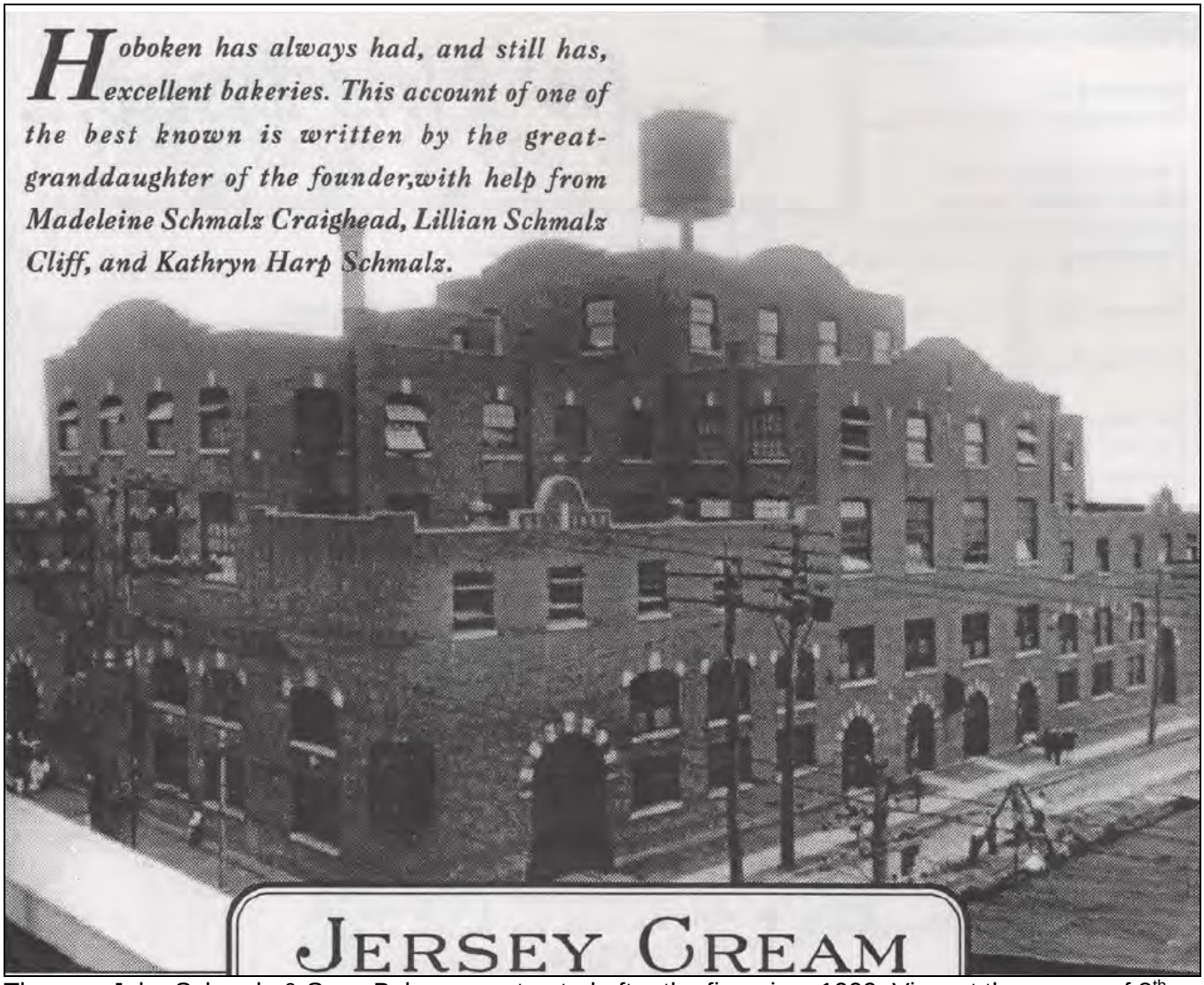
Historic Sites #:



John Schmalz & Sons Bakery fire, January 30 1909. Buildings on Grand Street, looking northeast toward 8th Street. The two-story brick Stables (demolished c. 2014) are seen at the right. (Source: Hoboken Historical Museum)

ELIGIBILTY WORKSHEET

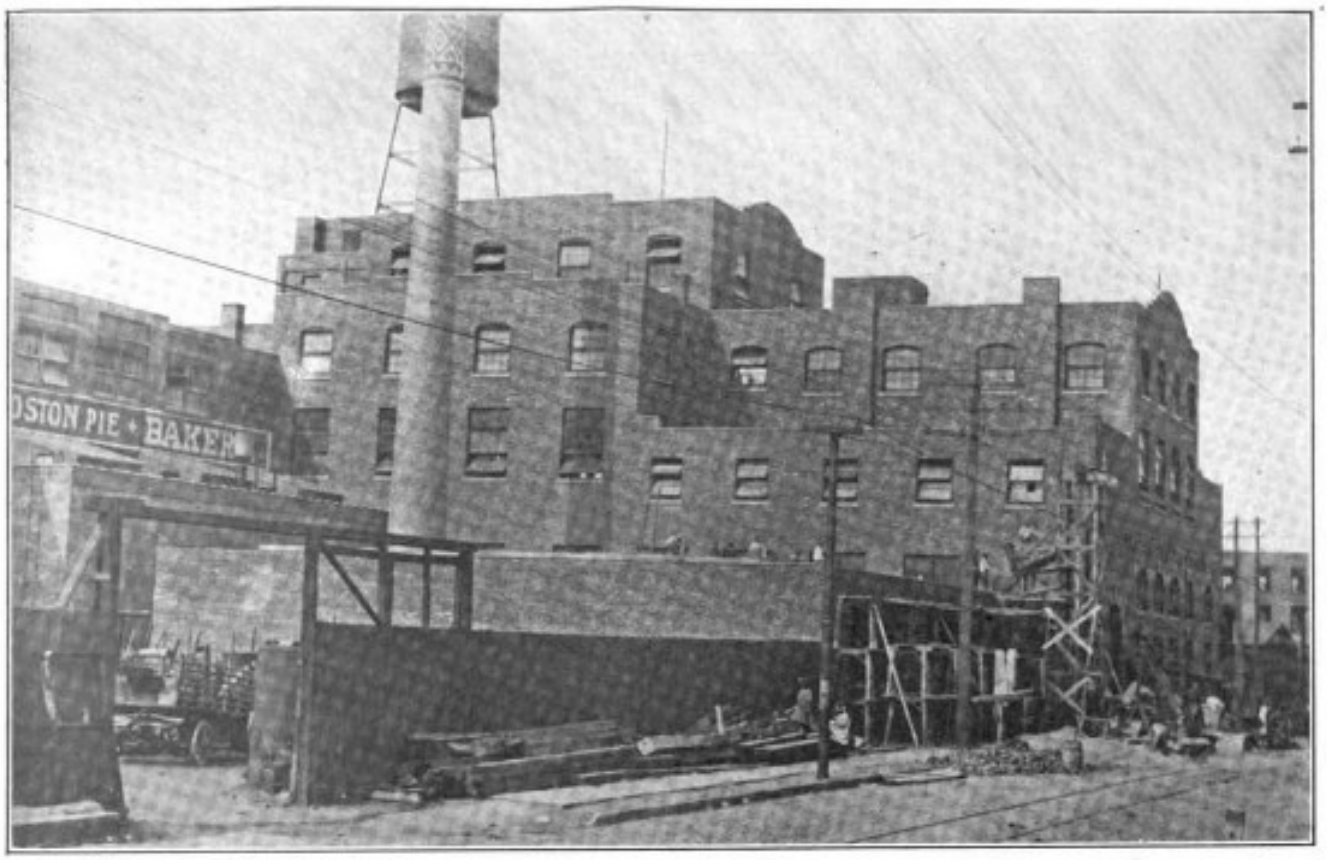
Historic Sites #:



The new John Schmalz & Sons Bakery constructed after the fire, circa 1909. View at the corner of 8th Street and Clinton Street, looking southwest. (Source: Hoboken Historical Museum)

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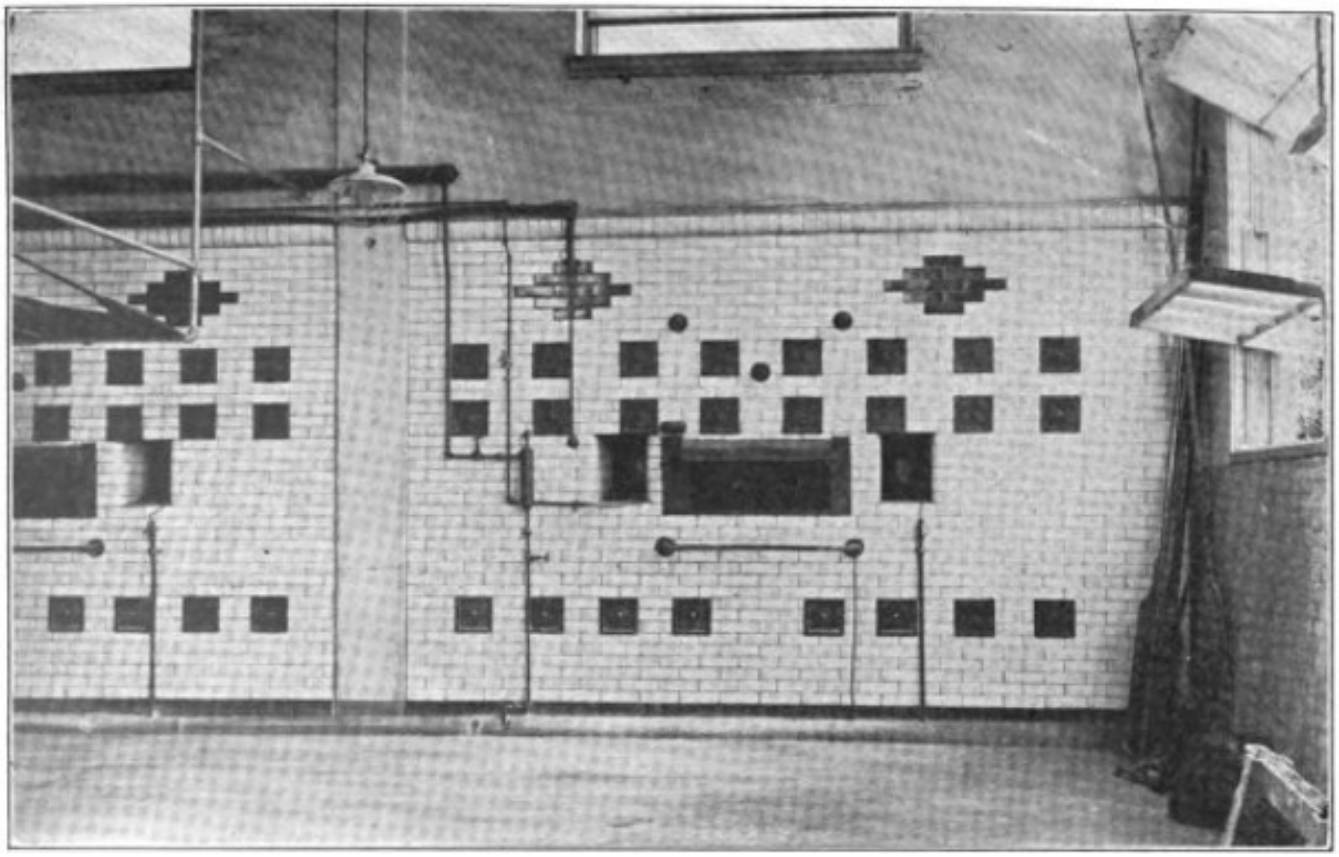
Historic Sites #:



View of the Schmalz Plant, looking northwest, in 1910. (Source: Insurance Engineering, October 1910)

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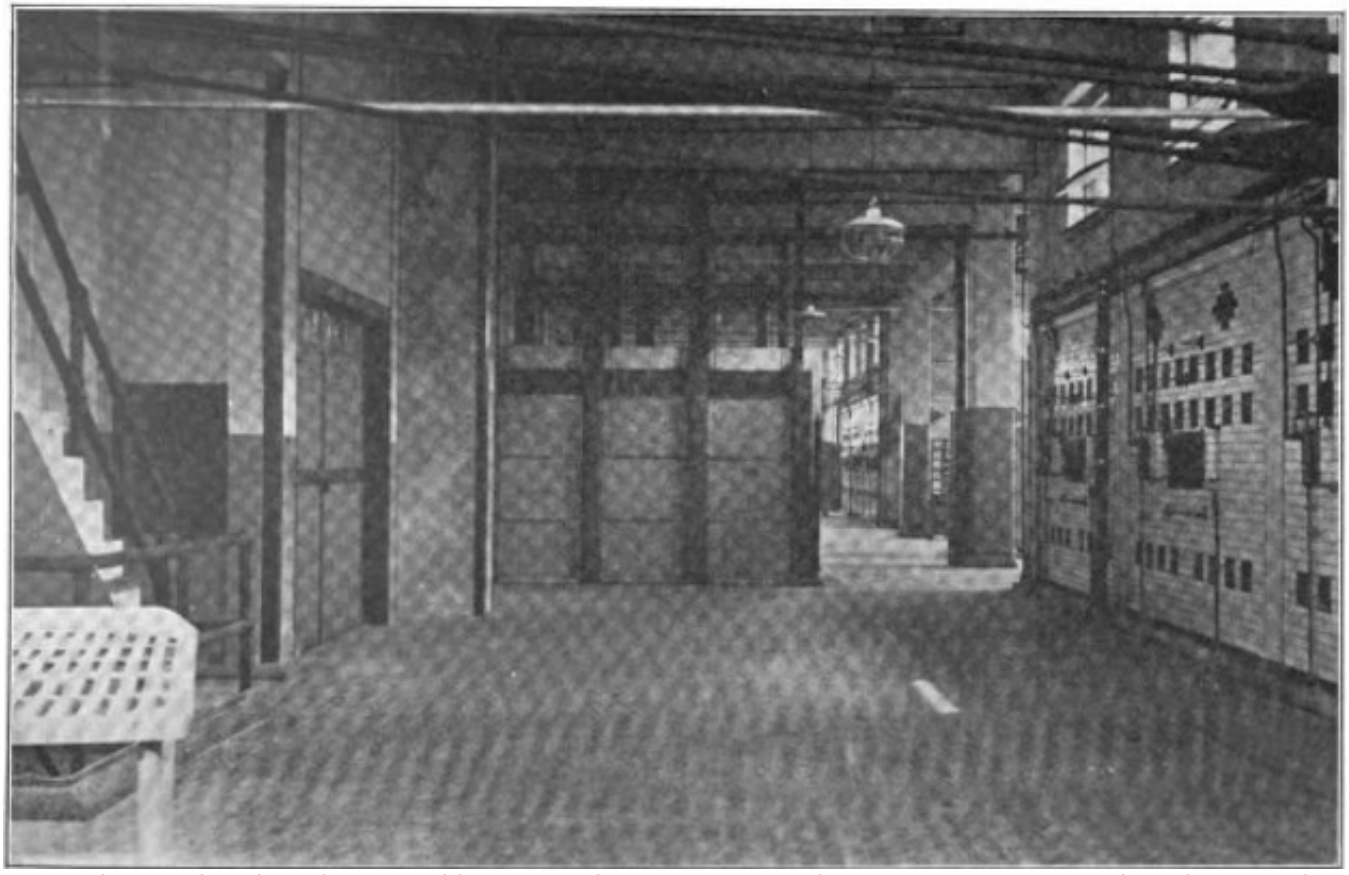
Historic Sites #:



Bread Ovens, Schmalz Model Bakery, Hoboken. (Source: Insurance Engineering, October 1910)

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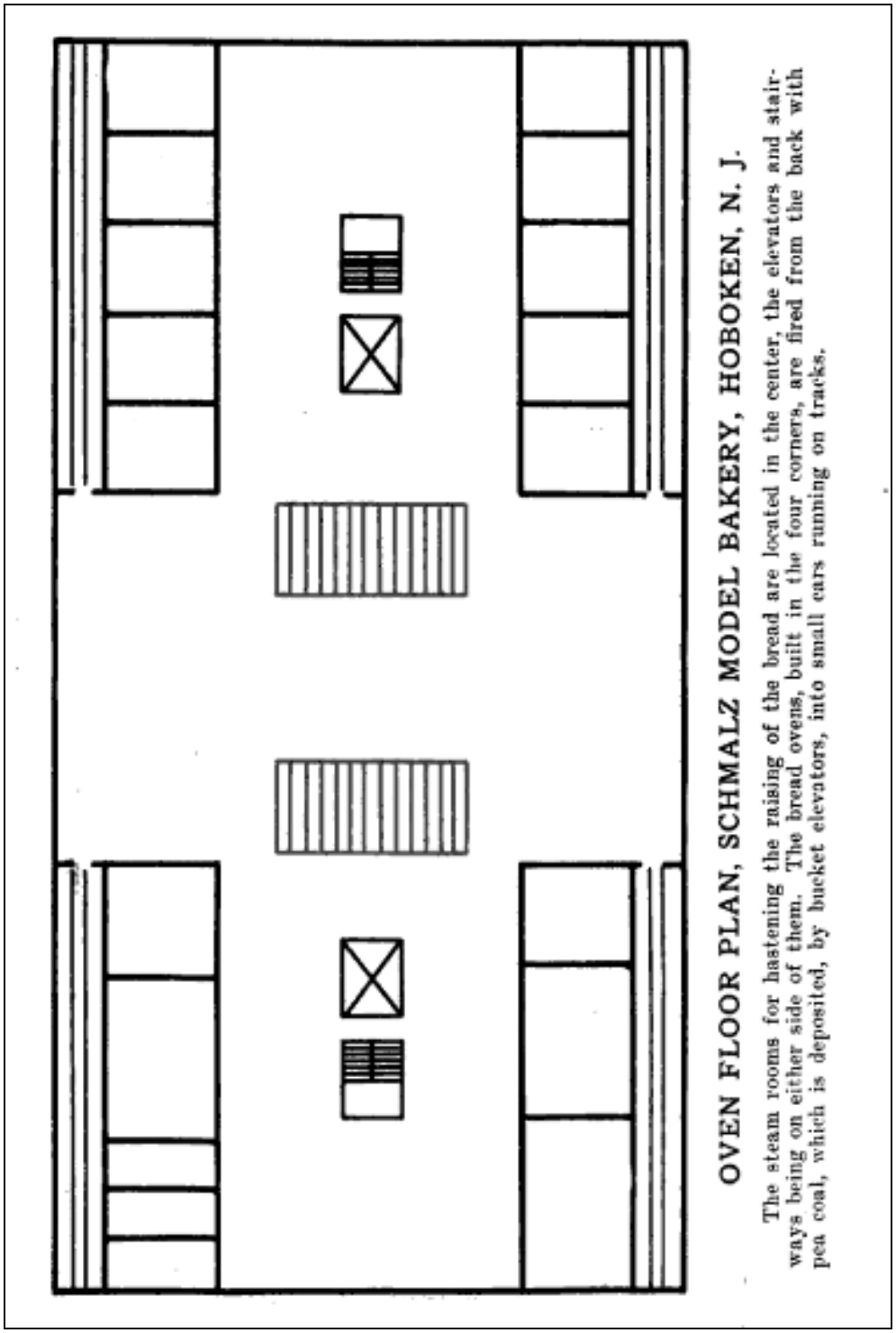
Historic Sites #:



Oven Floor, Schmalz Bakery, Looking Toward Steam Rooms. (Source: Insurance Engineering, October 1910)

ELIGIBILTY WORKSHEET

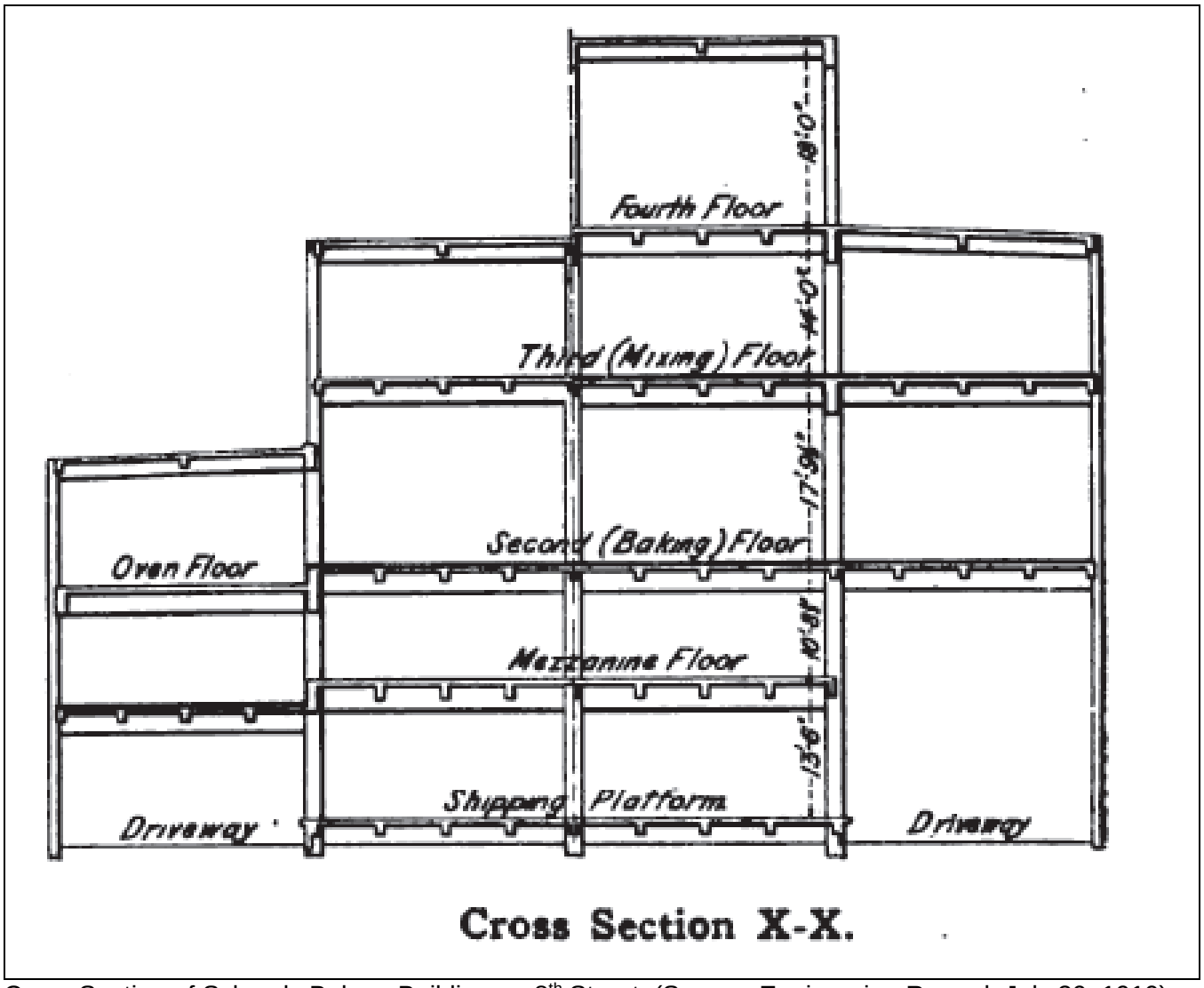
Historic Sites #:



Oven Floor Plan. (Source: Insurance Engineering, October 1910)

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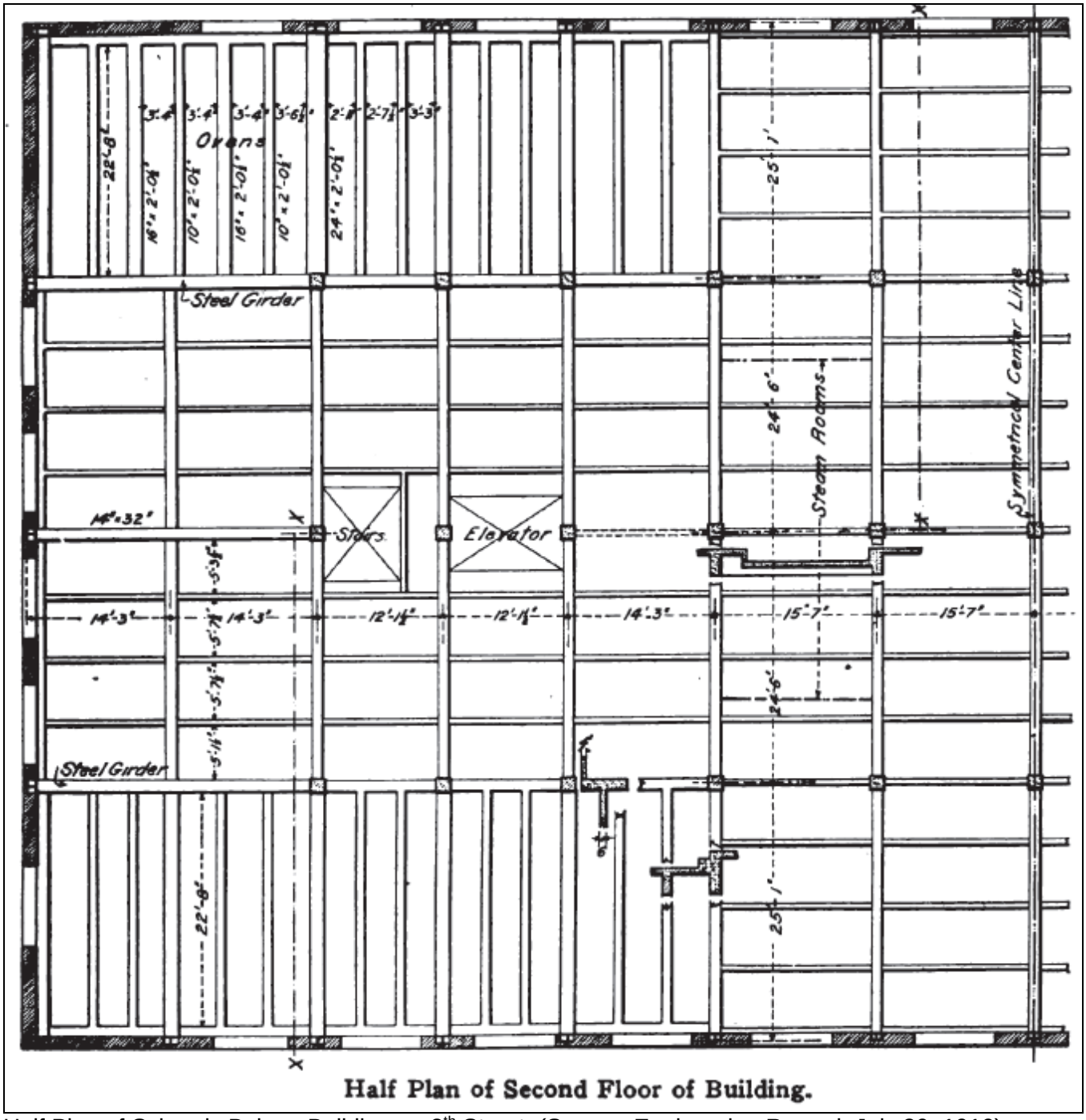
Historic Sites #:



Cross Section of Schmalz Bakery Building on 8th Street. (Source: Engineering Record, July 30, 1910)

ELIGIBILTY WORKSHEET

Historic Sites #:



Half Plan of Schmalz Bakery Building on 8th Street. (Source: Engineering Record, July 30, 1910)

ELIGIBILTY WORKSHEET

Historic Sites #:



John Schmalz & Sons Advertisement, 1899 (Source: Boyd's Jersey City and Hoboken Directory)

ELIGIBILTY WORKSHEET

Historic Sites #:



Schmalz Bakery 8th and Clinton Streets, View southwest. Current conditions (top view); Proposed redevelopment (bottom view). (Source: Minervini Vandermark Architecture)

ELIGIBILTY WORKSHEET

Historic Sites #:



View of redevelopment scheme, as proposed. View 8th and Grand streets, View southeast. (Source: Minervini Vandermark Architecture)

ELIGIBILTY WORKSHEET

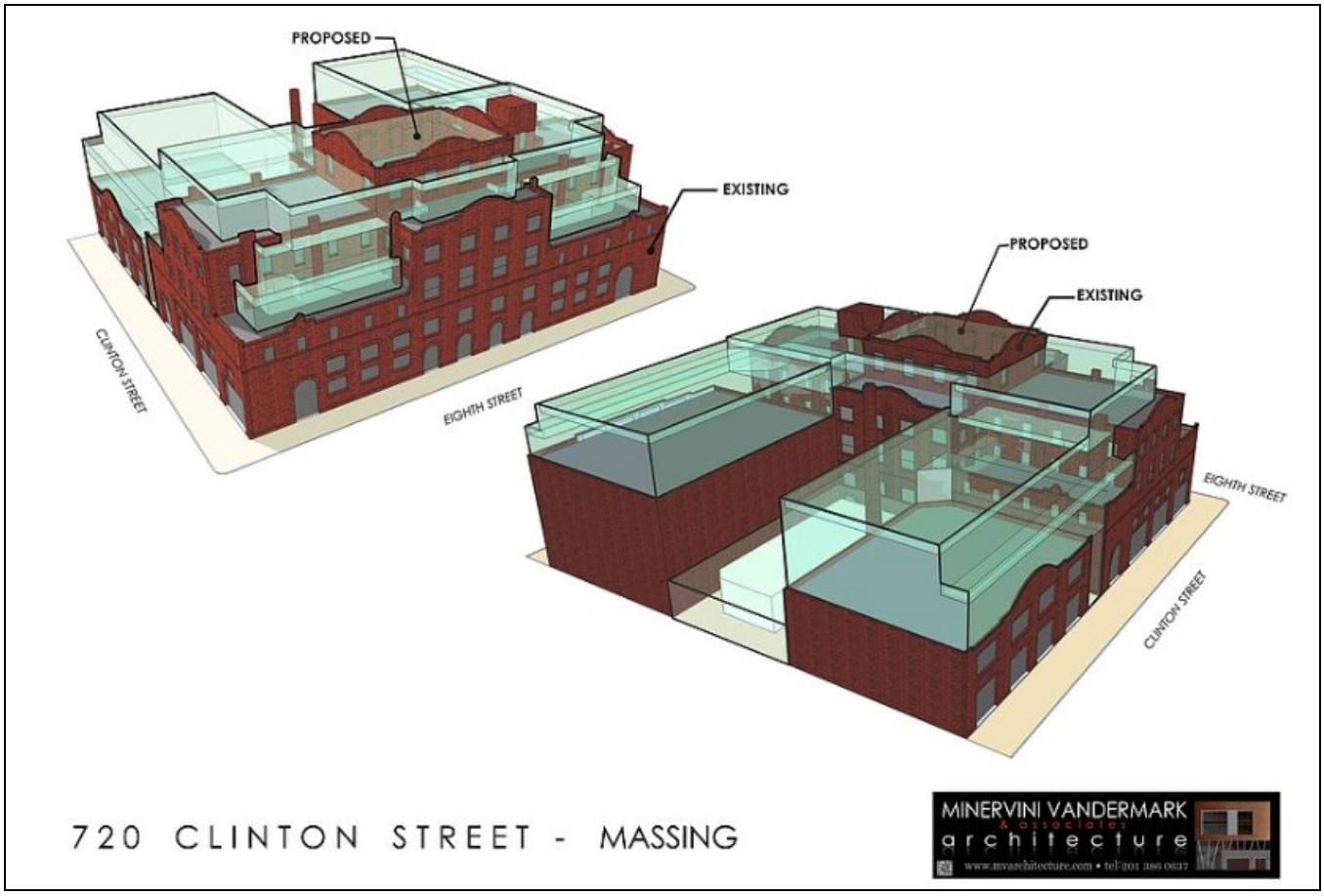
Historic Sites #:



Schmalz Bakery looking southeast along Grand Street.

ELIGIBILTY WORKSHEET

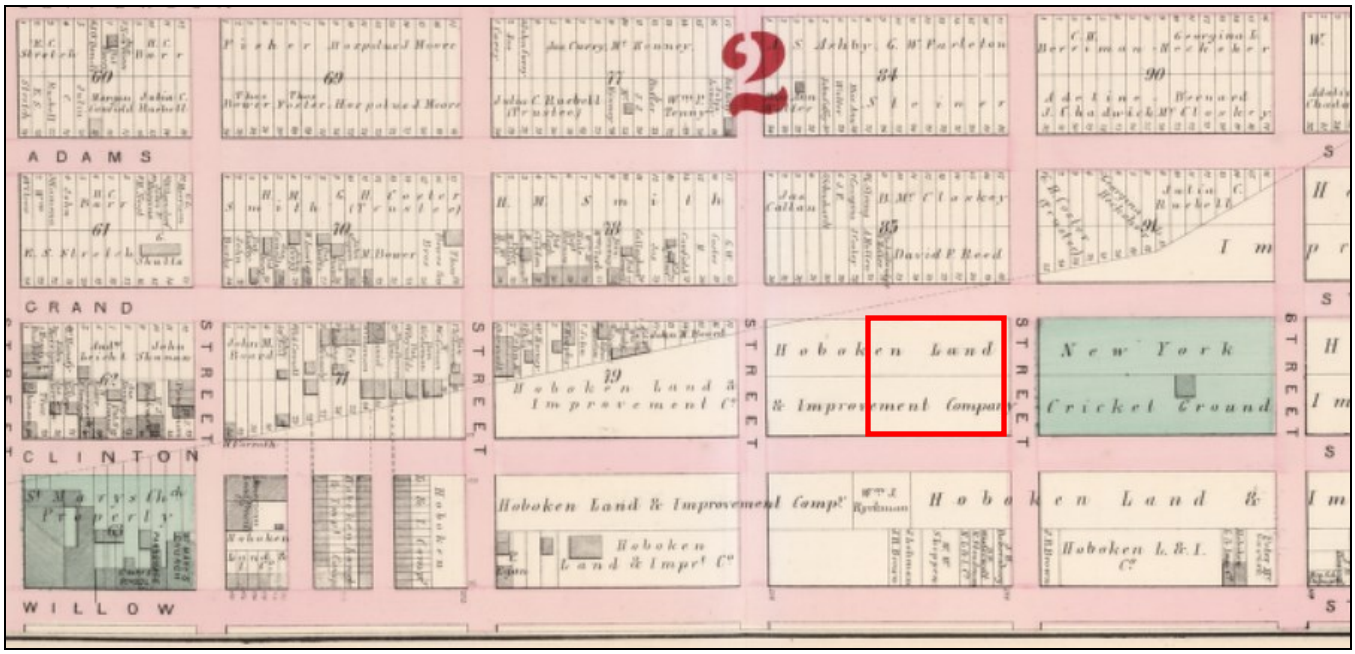
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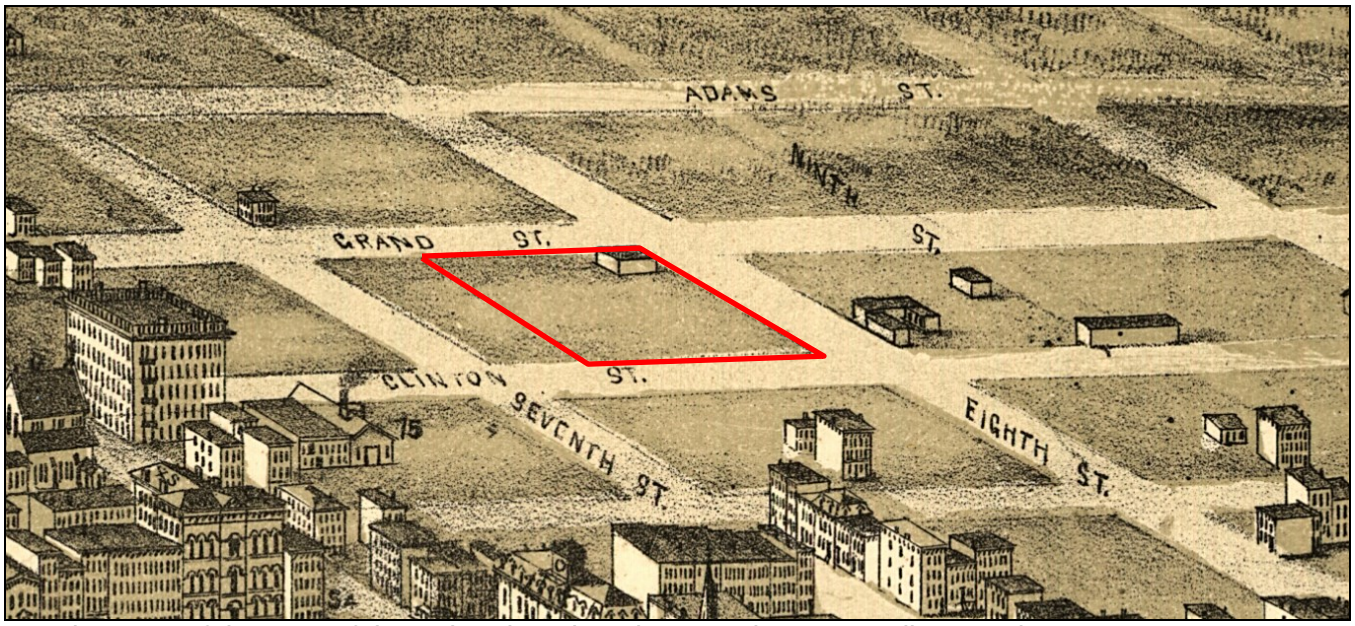
Proposed development former Schmalz Bakery. (Source: Minervini Vandermark Architecture)

ELIGIBILTY WORKSHEET

Historic Sites #:



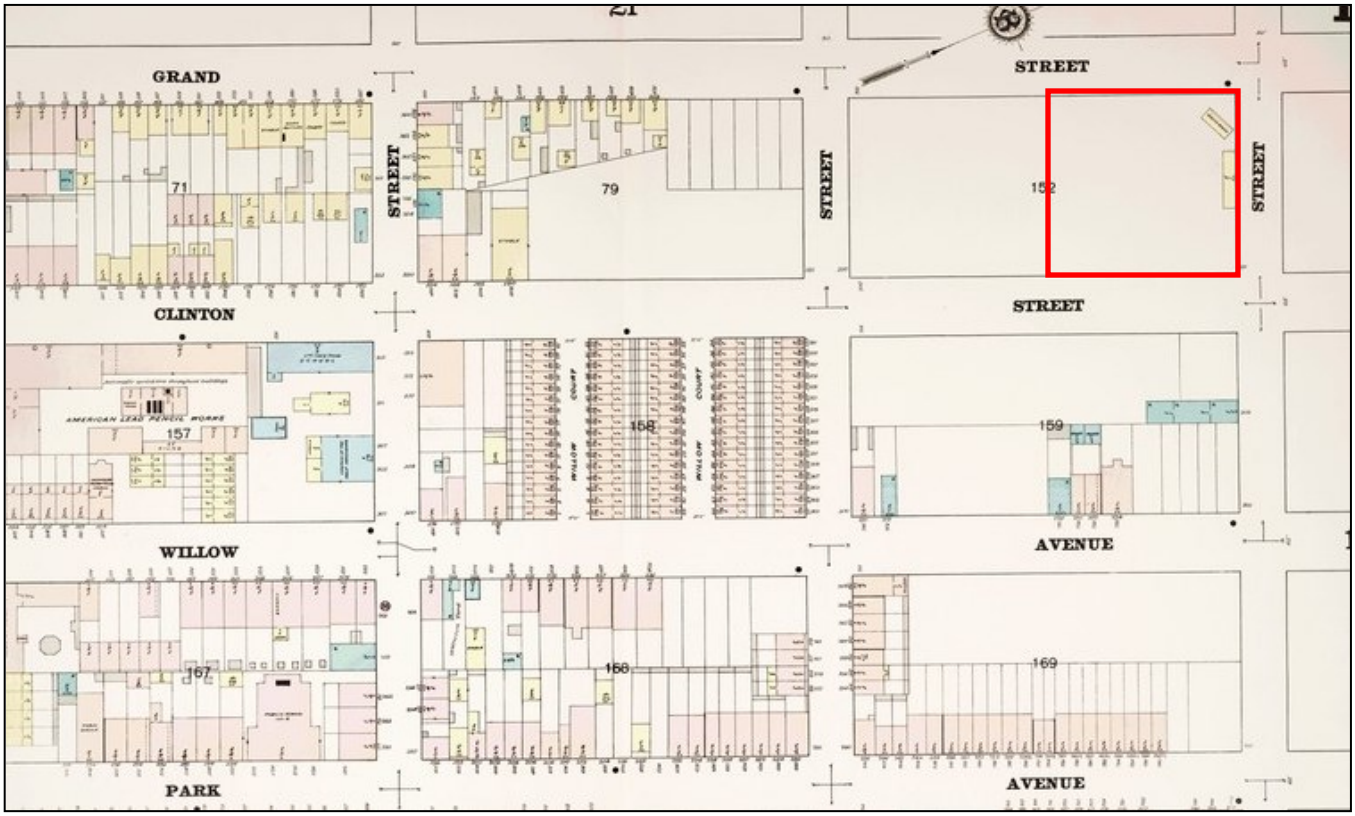
Development of the area of the Schmalz Bakery in 1873. (Source: Hopkins 1873)



Development of the area of the Schmalz Bakery in 1881. (Source: Bailey 1881)

ELIGIBILTY WORKSHEET

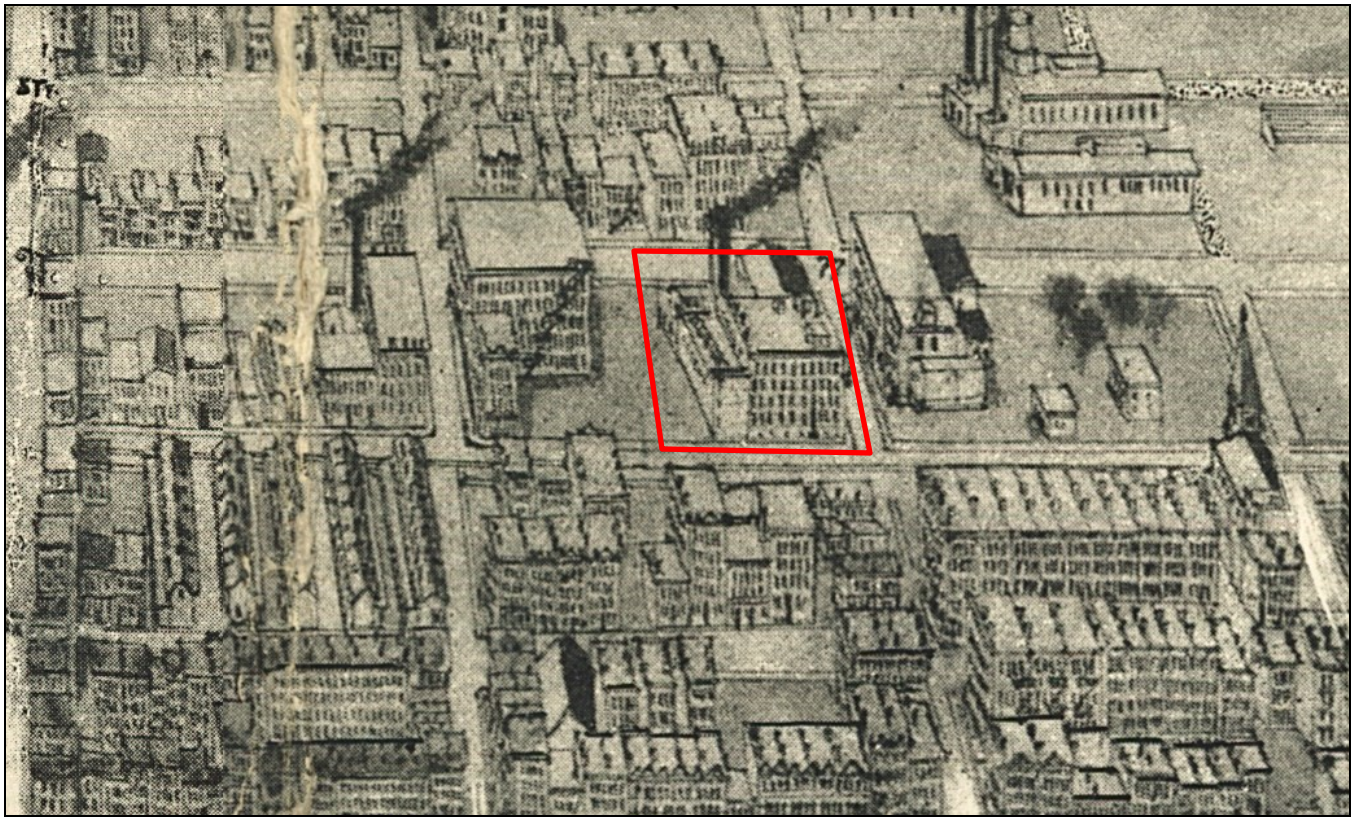
Historic Sites #:



Development of the area of the Schmalz Bakery in 1891. (Source: Sanborn 1891)

ELIGIBILTY WORKSHEET

Historic Sites #:



The Schmalz Bakery complex as it appeared in 1904. (Source: Hughes and Bailey 1904)

ELIGIBILTY WORKSHEET

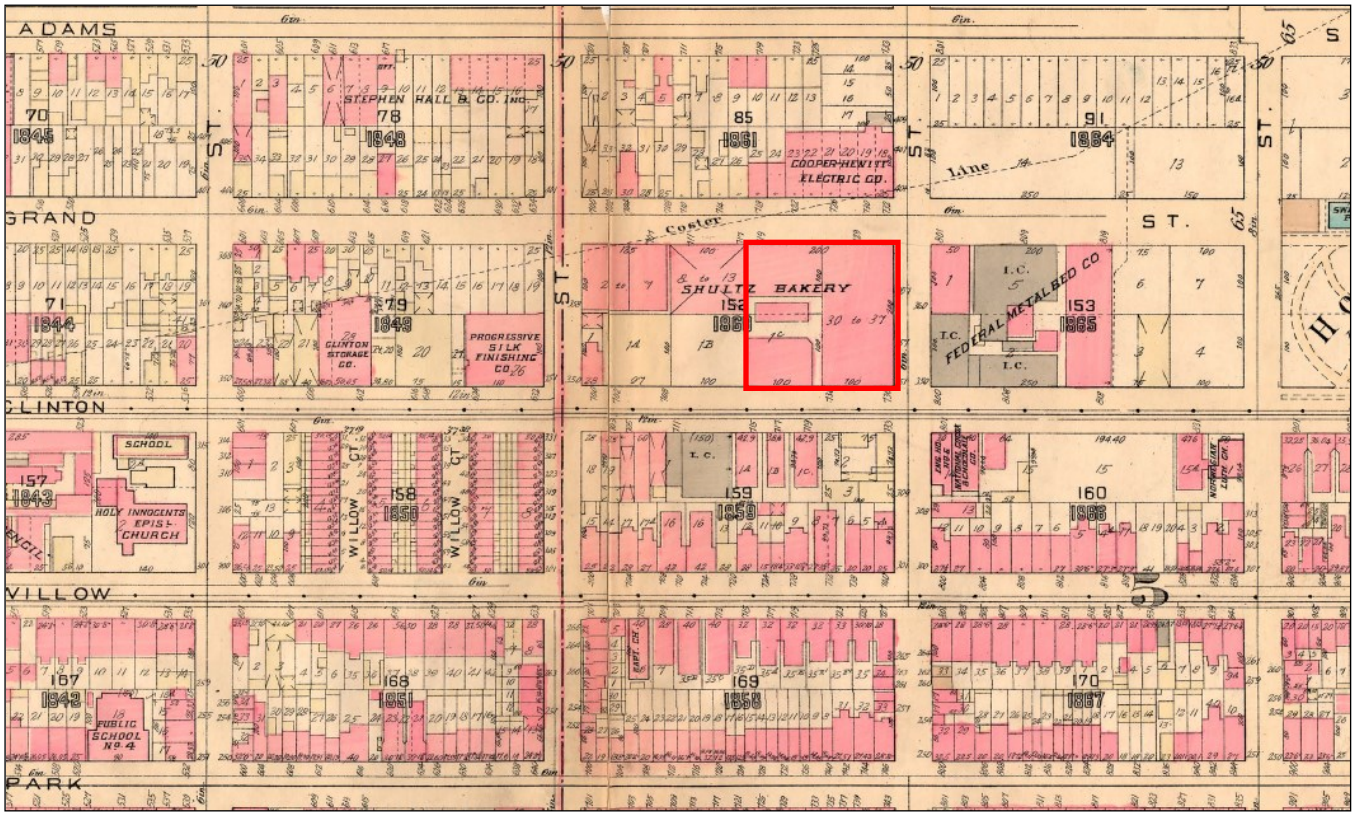
Historic Sites #:



Schmalz Sons Bakery in 1909 after the fire. The property has been cleared except for the Stables and a small temporary building. (Source: Hopkins 1909)

ELIGIBILTY WORKSHEET

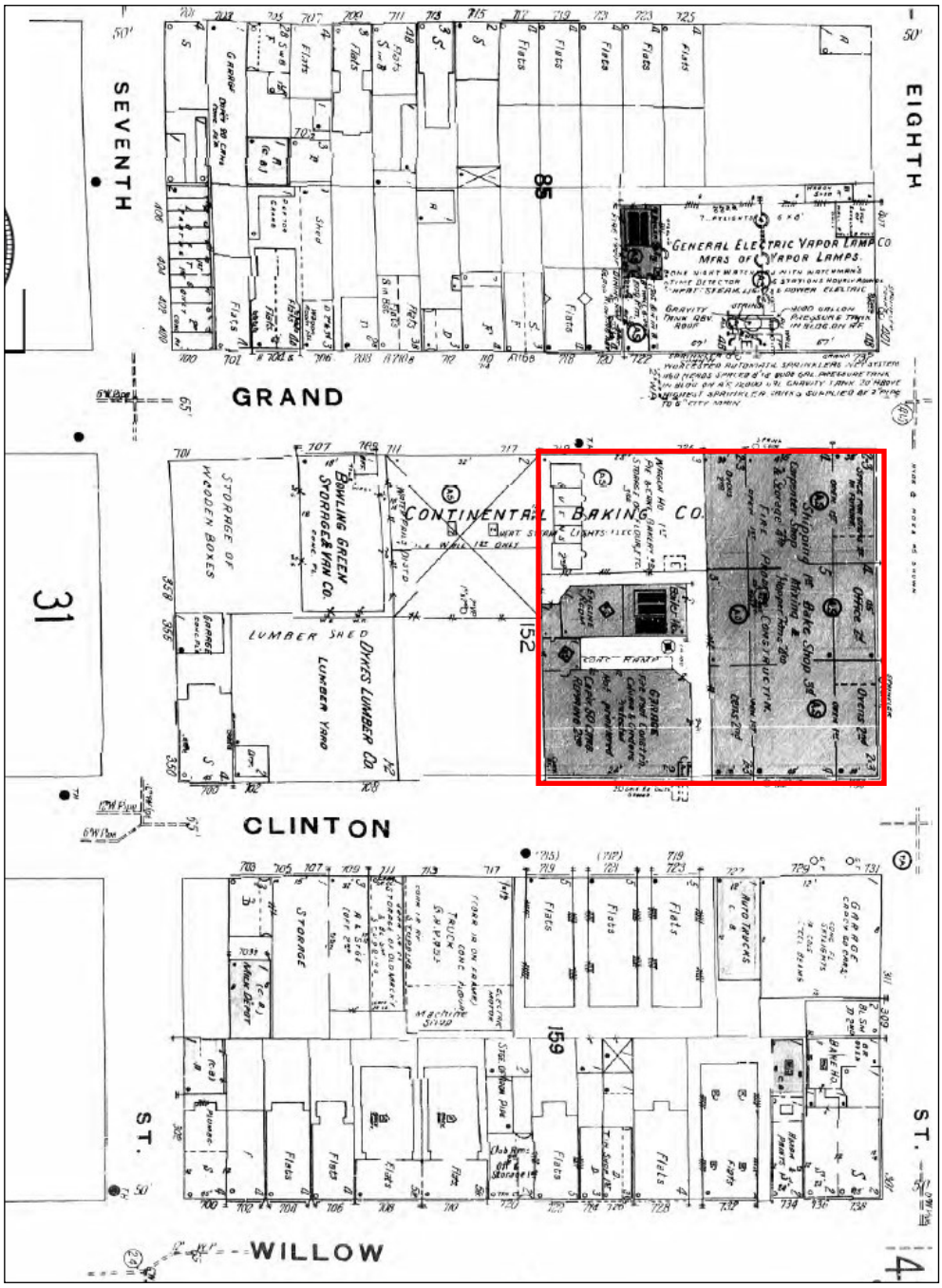
Historic Sites #:



The Shultz Bakery (former Schmalz Sons Bakery) in 1923. (Source: Hopkins 1923)

ELIGIBILTY WORKSHEET

Historic Sites #:



The Continental Baking Company (Former Schmalz Sons Bakery) in 1937 (Source: Sanborn 1937, Sheet 41).

ELIGIBILTY WORKSHEET

Historic Sites #:



The Continental Baking Company (Former Schmalz Sons Bakery) in 1951 (Source: Sanborn 1951)

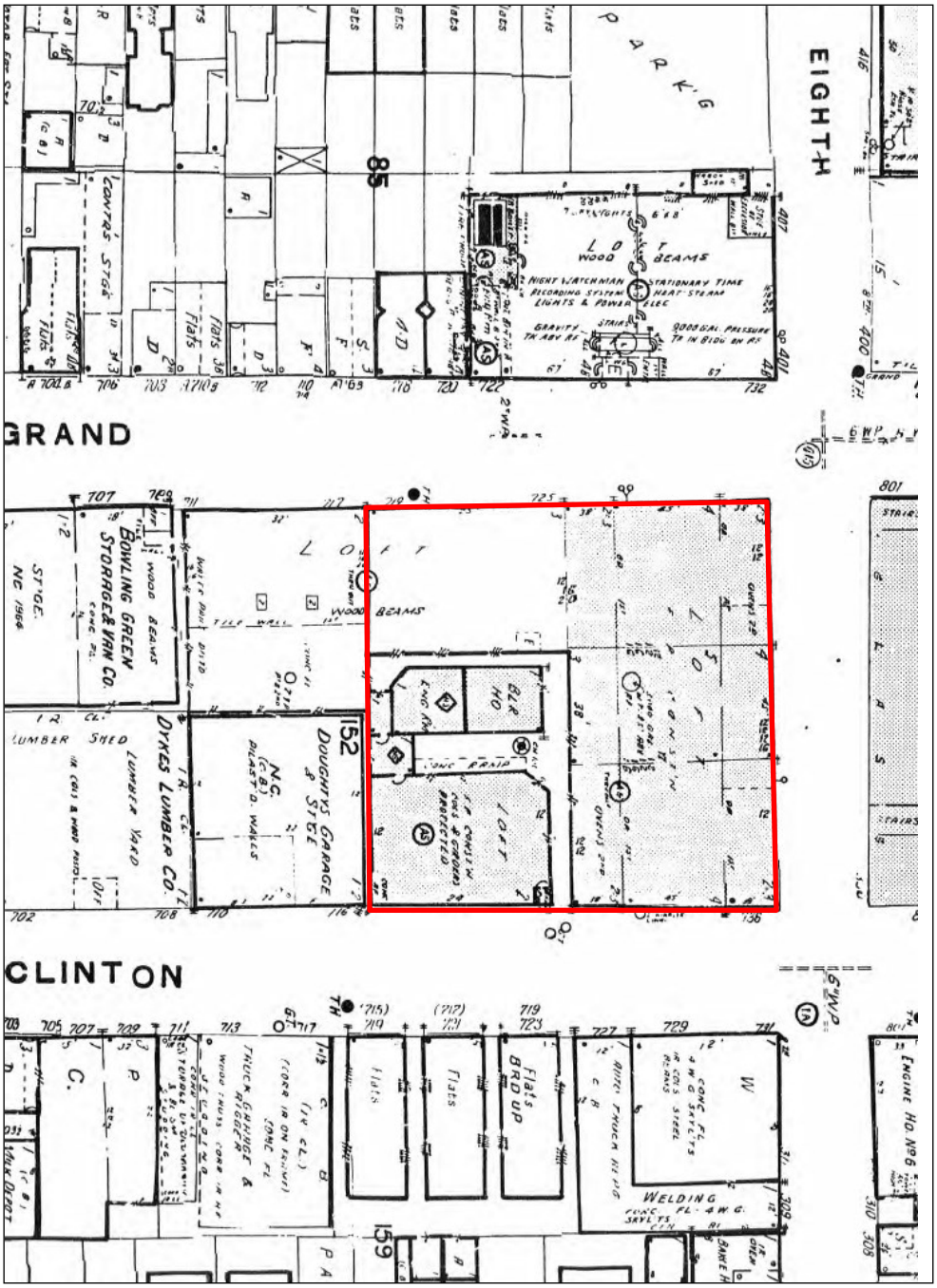
Survey Name: **Hoboken HBDH** Date: December 2, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

ELIGIBILTY WORKSHEET

Historic Sites #:



The Former Schmalz Sons Bakery in 1979. (Source: Sanborn 1979)

ELIGIBILTY WORKSHEET

Historic Sites #:



The Former Schmalz Sons Bakery in 1988. (Source: Sanborn 1988)

Survey Name: **Hoboken HBDH** Date: December 2, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

ELIGIBILTY WORKSHEET

Historic Sites #:



The Former Schmalz Sons Bakery in 2006. (Source: Sanborn 2006)

New Jersey Department of Environmental Protection
Historic Preservation Office

Property Number: 2 (corresponds to number on Figure 2 showing location of property)

Property Name: Mayburn Knitting Mills

Street Address: 715 Grand Street

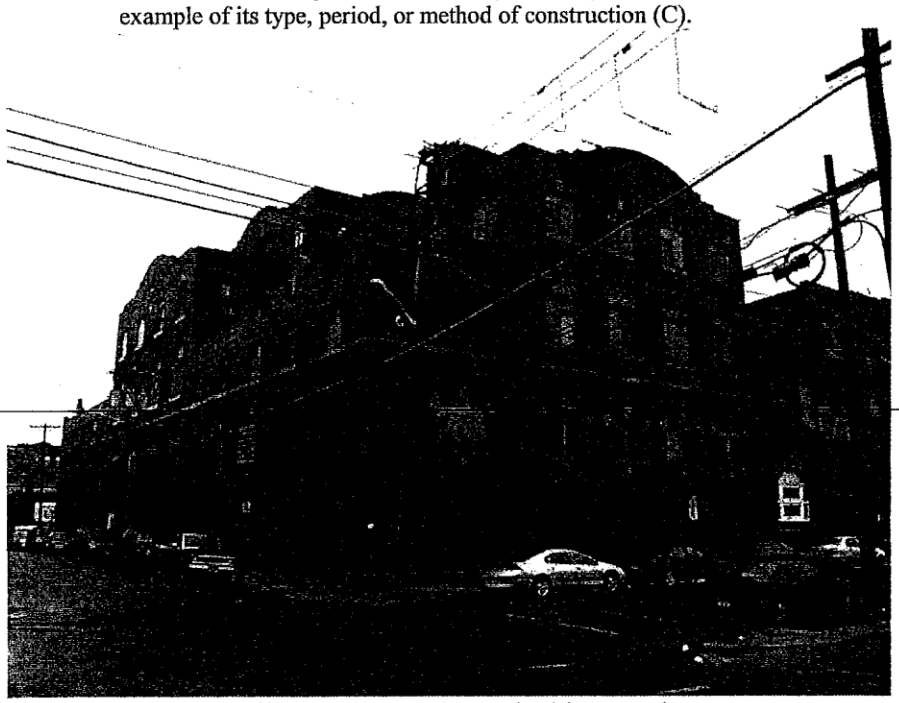
County: Hudson Municipality: Hoboken

USGS Quad: Jersey City, NJ Block: Lot:

Description: The main block of this brick building is three stories in height, with shaped parapets on all sides. Many of the building's window openings have been filled, and the overall pattern of fenestration has been altered. A three-story, flat-roofed brick wing was attached to the main block in the early decades of the twentieth century.

History: The main block of this building, which stands on the southeast corner of Eighth and Grant Streets, was constructed between 1873 and 1880 on land formerly owned by the Hoboken Land & Improvement Company (Hopkins 1873; Bailey and Ward 1881). By 1909 a large wing had been added to the building, which was identified as the John Schmaltz Sons Bakery (Hopkins 1909). In 1938 the building was known as the Continental Baking Company (Sanborn 1938). The building has been highly altered in recent years, and is currently identified as Mayburn Knitting Mills.

Eligibility: This altered industrial building is not eligible for inclusion in the National Register due to a loss of integrity. The bakery is not directly associated with important events in the area's history (A), and it is not associated with notable individuals (B). The late nineteenth and early twentieth-century building has been altered, and is not significant example of its type, period, or method of construction (C).



Mayburn Knitting Mills, 715 Grant Street, looking southeast.
Recommended not eligible.

Survey Name: NJ05392G, Weehawken Cove Date: November 2003
Surveyor: Erin Hammerstedt and Kristine Dee
Organization: Archaeological & Historical Consultants, Inc.

BASE FORM

Historic Sites #:

Property Name: Willow Avenue over Conrail River Line (Hudson-Bergen Light Rail)

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

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

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** _____

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

Ownership:: Public **USGS Quad(s)** Jersey City, NJ

Photograph: Willow Avenue over Conrail River Line, View Northeast



Description: Located at the boundary between Weehawken and Hoboken, this bridge carries a four-lane street over the former Conrail line, now the Hudson-Bergen Light Rail. This bridge begins at 16th Street and extends 731 feet, terminating halfway between 18th and 19th streets. Constructed in 1935, the bridge is a 22-span viaduct composed of three spans of through girders with floor beams and 19 spans (9 on one side and 10 on the other) of short enclosed stringer approaches supported on rolled section columns with encased bases. Cantilevered sidewalks on both sides have metal railings.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: Not Eligible

Determination of Eligibility: _____ Other Designation Date: 1998

Survey Name: **Hoboken HBDH** Date: December 2, 2016

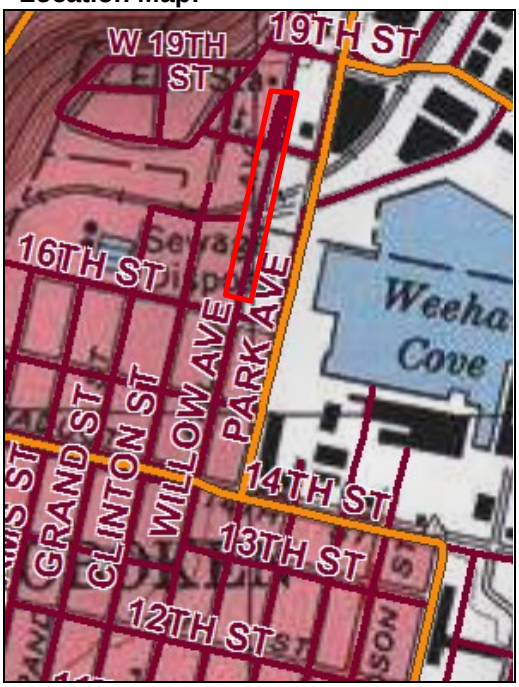
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

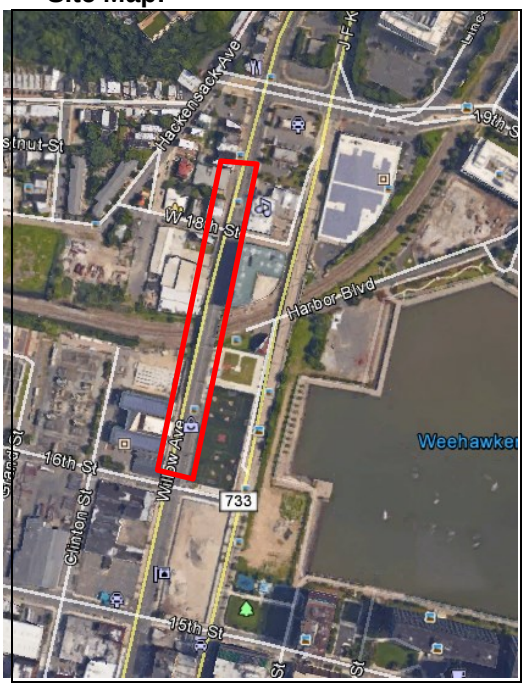
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

A.G. Lichtenstein & Associates, Inc. Willow Avenue over Conrail River Line, Hudson County, New Jersey Historic Bridge Survey. 1995, updated New Jersey Department of Transportation 2001.

Lynn Drobbin & Associates. Hudson-Bergen Light Rail Transit System, West Side Alignment- Historic Architectural Resources Background Study and Effects Assessment. HUD Z 21M, ID 2131. August 1998.

Additional Information: see attached New Jersey Historic Bridge Data Form (NJDOT).
Previous Survey HUD Z 21M, ID2131, August 1998, which includes draft DOT bridge survey by A.G. Lichtenstein & Associates. The report recommended the bridge not eligible for listing on the National Register.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☒ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken HBDH** Date: December 2, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BRIDGE ATTACHMENT

Historic Sites #:

Common Name: Willow Avenue Viaduct
Historic Name: Willow Avenue over Conrail River Line
Feature Carried: Willow Avenue (CR675)
Feature Crossed: Hudson-Bergen Light Rail **Milepost:**
Owner/Operator: Hudson County **SI&A Structure Number** 0900002
Construction Date: 1935 **Source:** NJDOT
Alteration Date(s): **Source:**
Engineer **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Type: Girder, Through
Design: Other, Partially Encased **Spans:** 22
Material: Steel **Length:** 731
Patent Holder: **Width:** 40
Patent Date:

Description: Located at the boundary between Weehawken and Hoboken, this bridge carries a four-lane street over the former Conrail line, now the Hudson-Bergen Light Rail. This structure begins at 16th Street and extends 731 feet, terminating halfway between 18th and 19th streets. Constructed in 1935, the bridge is a 22-span viaduct composed of three spans of through girders with floor beams spanning the railroad right-of-way and 19 spans (9 on one side and 10 on the other) of short enclosed stringer approaches supported on rolled section columns with encased bases. Cantilevered sidewalks located on both sides have metal railings. The railings along the sidewalks are noted as being original to the structure.

Setting: The Willow Avenue Viaduct is located in an urban setting at the boundary line between the City of Hoboken and Weehawken. The bridge parallels a similar span to the east that carries Park Avenue and is located north of the 14th Street Viaduct. The area has historically been primarily industrial, however, is presently mixed-use. The Hoboken athletic fields at the 1600 Park multi-use sports field are located between Willow and Park avenues. Additional parkland is located to the east Park Avenue along the Weehawken Cove.

ELIGIBILITY WORKSHEET

Historic Sites

#:

History: See continuation sheet

Significance: The Willow Avenue Viaduct is representative of WPA-funded grade crossing elimination projects undertaken during the 1930s. The through girder bridge type is the most common bridge type for railroad applications in New Jersey and often utilizes a three-span design. A typical twentieth century feature is concrete encasement, including partial encasement, to protect the steel.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Willow Avenue Viaduct, constructed in 1935, is one of several bridges and viaducts construction in Hudson County as grade crossing elimination projects. This structure is not an early example of bridges built to eliminate grade crossings in New Jersey and in the Jersey City-Hoboken area of Hudson County. Additionally previous survey described the structure as a representative example of a common bridge type that is not historically or technologically distinguished. As such, the Willow Avenue Viaduct is recommended not eligible for listing in the National Register.

For Historic Districts Only:

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

For Individual Properties Only:

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

Bridge Attachment
Eligibility Worksheet
Draft Bridge Survey
N J DOT Historic Bridge Survey

Narrative Boundary Description: The boundary of the Willow Avenue Viaduct consists of the entire length of the structure inclusive of approach and bridge spans.

CONTINUATION SHEET

Historic Sites

#:

Bibliography/Sources:

A.G. Lichtenstein & Associates, Inc. Willow Avenue over Conrail River Line, Hudson County, New Jersey Historic Bridge Survey. 1995, updated New Jersey Department of Transportation 2001.

——. Willow Avenue over Conrail River Line, Draft Survey (date given as 5/12/19). New Jersey Historic Bridge Survey for New Jersey Department of Transportation.

——. *The New Jersey Historic Bridge Survey* (Methodology, Development of Transportation Networks, and History of Bridge Building Technology in New Jersey). For New Jersey Department of Transportation. September 1994.

Federal Writers' Project of the Works Progress Administration for the State of New Jersey. *The WPA Guide to 1930s New Jersey*. Reprint; originally published as *New Jersey, a guide to its present and past* (1939). 2nd paperback printing. (New Brunswick: Rutgers University Press, 1995).

KSK Architects Planners Historians, Inc. *New Jersey Historic Roadway Study*. For New Jersey Department of Transportation, Federal Highway Administration, and New Jersey Historic Preservation Office. January 2011.

Lynn Drobbin & Associates. Hudson-Bergen Light Rail Transit System, West Side Alignment- Historic Architectural Resources Background Study and Effects Assessment. HUD Z 21M, ID 2131. August 1998.

History:

The Willow Avenue Viaduct was constructed in 1935 as a Works Progress Administration (WPA) project. A component of the WPA-funded highway improvements, the viaduct was one of a number of grade crossing elimination projects undertaken.

At the start of the twentieth century, various highway design and safety improvements were adopted in New Jersey as well as other states. These state-wide programs included widening curves, flattening slopes and filling ditches, installing guide rails, widening roadbeds, landscaping roadsides, replacing obsolete bridges, and eliminating grade crossings. General George Goethals, a consulting engineer to the New Jersey Highway Department, strongly encouraged contractors to adhere to the 1917 legislation, which included grade crossing elimination, although supplies and materials were in limited supply during World War I. The result was construction of bridges along New Jersey's heavily congested transportation hubs along the Hudson River. According to the study of historic bridges undertaken by A.G. Lichtenstein, many rail lines had been built at grade and their crossings with local streets were both dangerous and a cause of congestion in Hudson County. The report provides the following overview of grade crossing elimination projects in the area during the early twentieth century:

> During the first two decades of the 20th century, most of the grade crossings in the lower Jersey City area (east of Bergen Hill) were elevated eliminated with thru girder overpasses like the 1918 example at Chestnut Avenue (0954164). West of the ridge, Tonnele Avenue, the main north-south road, was elevated above the railroads in the late 1920s, thus eliminating grade crossings with the New York Susquehanna & Western and Erie Lackawanna lines. Some other remaining grade crossings in the county, like Willow Avenue in Hoboken (090002), were eliminated as public works projects during the 1930s.

The projects undertaken in the 1930s were Works Progress Administration initiatives. These federally funded programs facilitated addition highway improvements, including reduction in the number of at-grade rail crossings.

CONTINUATION SHEET

Historic Sites

#:

According to *The WPA Guide to New Jersey: The Garden State*, the grants awarded in the State of New Jersey as of 1938 under the WPA, including those projects newly approved totaled over three million dollars. Appropriations for bridges and viaducts for the elimination of various grade crossings were a significant component the funds given for highway improvements. The Willow Avenue Viaduct in Hoboken is representative of the WPA-funded grade crossing elimination projects approved under the program. The length of the structure is most likely the result of efforts to minimize the degree of slope incorporated into the structure. By this date efforts were being made to minimize changes in slope of roadways so that traffic was less likely to be impacted by steep grades.

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0900002 **CO** HUDSON **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED WILLOW AVENUE OVER CONRAIL RIVER LINE **FACILITY** WILLOW AVENUE
TOWNSHIP HOBOKEN CITY
TYPE THRU GIRDER **DESIGN** PARTIALLY ENCASED **MATERIAL** Steel
 # SPANS 22 **LENGTH** 731 ft **WIDTH** 40 ft

CONSTRUCTION DT 1935 **ALTERATION DT** **SOURCE** NJDOT
DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located on the boundary between Weehawken and Hoboken and carries a four-lane arterial street over a busy Conrail route. South (in Hoboken) is vacant formerly industrial land. North is a small mixed neighborhood of modernized late-19th century and modern commercial/residential buildings and one 19th century brick 3-story factory interspersed with vacant lots. It lacks sufficient integrity to be an historic district.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 22-span bridge viaduct is composed of 3 spans of thru girders with floor beams and 19 spans (9 on one side, 10 on the other) of short enclosed stringer approaches supported on rolled section columns with encased bases. The cantilevered sidewalks have the original metal railings. The bridge is a representative example of a common bridge type, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 26:5,6,7 (05/12/91) REVISED BY (DATE): QUAD: Weehawken

A. G. Lichtenstein & Associates, Inc. performed initial survey.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

HOD
RECEIVED
AUG 27 1998
HISTORIC PRESERVATION OFFICE

NJ TRANSIT

Hudson-Bergen Light Rail Transit System

WEST SIDE ALIGNMENT

HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY AND EFFECTS ASSESSMENT

Prepared by:

Lynn Drobbin & Associates for
Parsons Brinckerhoff, Quade & Douglas

August, 1998

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL ANALYSIS

A.G. LICHT
& ASSOCIATES

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0900002 **COUNTY:** HUDSON **OWNER:** COUNTY **ROUTE:** 9009

MILEPOINT: 000000 **TOWNSHIP:** HOBOKEN CITY

FACILITY CARRIED: WILLOW AVENUE

NAME/FEATURE INTERSECTED: WILLOW AVENUE OVER CONRAIL RIVER LINE

DRAFT

TYPE: THRU GIRDER **DESIGN:** PARTIALLY ENCASED

MATERIAL: STEEL **# SPANS:** 022 **LENGTH:** 000731 **WIDTH:** 0400

DATE OF CONSTRUCTION: 1935 ALTERATION: **SOURCE:** NJDOT

DESIGNER/PATENT: **BUILDER:**

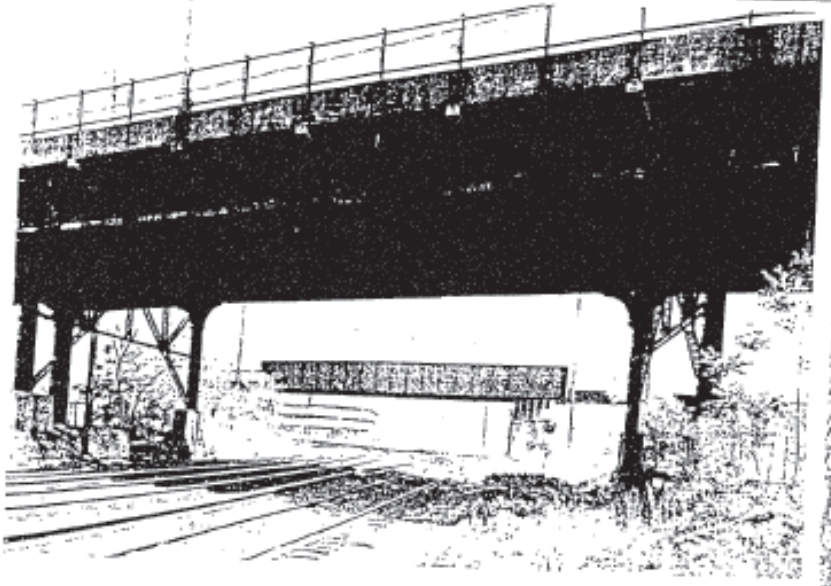
SETTING/CONTEXT: The bridge is located on the boundary between Weehawken and Hoboken and carries a four-lane arterial street over a busy Conrail route. South (in Hoboken) is vacant formerly industrial land. North is a small mixed neighborhood of modernized late-19th century and modern commercial/residential buildings and one 19th century brick 3-story factory interspersed with vacant lots. It lacks sufficient integrity to be an historic district.

CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Not Eligible

SUMMARY: The 22-span bridge viaduct is composed of 3 spans of thru girders with floor beams and 19 spans (9 on one side, 10 on the other) of short enclosed stringer approaches supported on rolled section columns with encased bases. The cantilevered sidewalks have the original metal railings. The bridge is a representative example of a common bridge type, and it is not historically or technologically distinguished.

PHOTO:26:5,6,7 REVIEWED BY: MEM/AGL DATE: 05/12/19 QUAD: Weehawken





BASE FORM

Historic Sites #:

Property Name: Benton, Heath & Co.

Street Address: *Street #:* 1801 *(Low)* 1803 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Willow *Suffix:* *Type:* AVE

County(s): Hudson **Zip Code:** 07086

Municipality(s): Weehawken Township **Block(s):** 12

Local Place Name(s): Weehawken **Lot(s):** 1, 7

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

Photograph: Benton, Heath & Co., View Southeast (Source GoogleEarth)



Description: Located between the Willow Avenue and Park Avenue viaducts north of 18th Street, are two brick industrial buildings. The Willow Avenue building is two stories tall, has a rectangular plan, segmental arch window and door openings, pilasters demarcating bays, and a stepped parapet at the north wall. The early sash windows have been replaced; many with glass block, some incorporate small awning casements, or have been infilled. The Park Avenue building is attached at the east, is rectangular in plan and has low-pitched parallel gables, one of which has a monitor. This building has three bays, brick segmental arches and key stones, and corbel band courses. The opening at the south bay has been expanded to street level, has a metal overhead door, and infill above; the other two bays have been infilled. The north wall is parged and the south wall is brick and abuts the 18th Street Pumping Station. An addition at the north and west wraps around the building and connects to 1801-1803 Willow Avenue.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

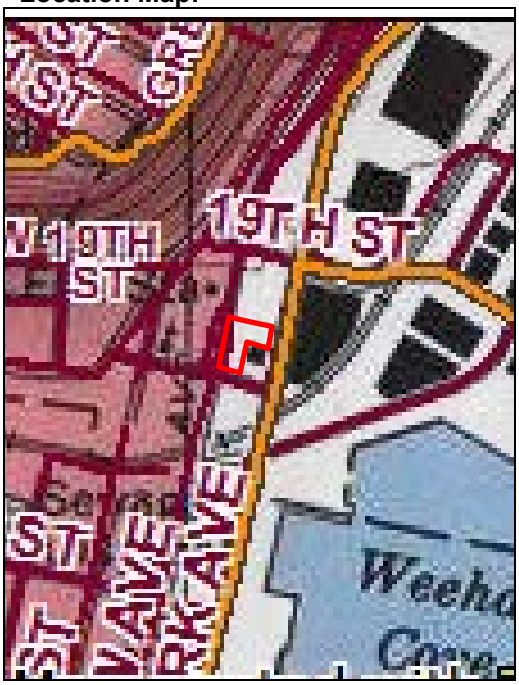
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

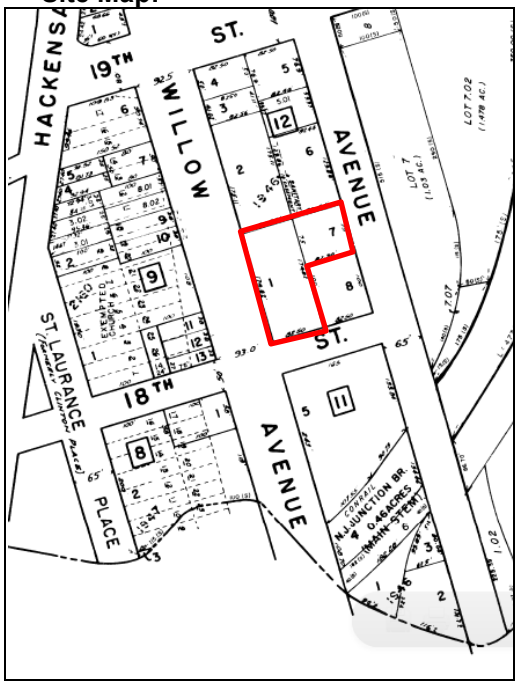
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: see continuation sheet

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: 1801-1803 Willow Avenue
Historic Name: Benton, Heath & Co.
Present Use: Communication, other
Historic Industry: GENMFG Paper and plastic consumer products **Building ID:** 1
Construction Date: Circa 1899 **Source:** Boyd's, NYT, Sanborn
Alteration Date(s): Circa 1936-1950 **Source:** Sanborn
Designer: **Physical Condition:**
Builder: **Remaining Historic Fabric:**
Style:
Length: 120 **Stories:**
Width: 82.5 **Bays:**
Exterior Finish Materials Brick
Foundation Materials:
Structural System: Mill Construction/wood posts **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: Located on Willow Avenue at 18th Street, this brick industrial building has a rectangular plan, is two stories tall, and has a low, nearly flat-pitch roof with terra cotta tile coping. A monitor rests perpendicular (east-west) across the roof and a hopper tank is at the southwest corner of the roof. This former factory features segmental arch window and door openings, brick pilasters demarcating bays, corbelled cornice at the west facade, and a stepped parapet at the north wall. The early sash windows have been replaced; many with glass block, some incorporate small This building was three times its current length, consisting of three evenly-sized sections that extended at total length of 350 feet. Sometime between 1936 and 1950, the two north sections were removed and the building reduced to its current footprint.

Interior Description: n/as

Setting: The setting was historically industrial and dominated by rail and water transportation links. This factory is between the Willow Avenue Viaduct and the Park Avenue Viaduct. As with neighboring Hoboken, the area is undergoing a transformation, has new residential high rise buildings, shopping, parks and transportation venues.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: 1806 Park Avenue
Historic Name: Benton, Heath & Co.
Present Use: Communication, other
Historic Industry: GENMFG Paper and plastic consumer products
Building ID:
Construction Date: Circa 1909 **Source:** Hopkins
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style:
Length: 50 **Stories:** 1
Width: 82.5 **Bays:** 3
Exterior Finish Materials Brick
Foundation Materials:
Structural System: Mill Construction/wood posts **Roof System:** Steel Trusses
Roof Finish Materials:
Equipment/Machinery:
Transportation Links:

Exterior Description: This brick industrial building faces the Park Avenue viaduct and is attached to 1801-1803 Willow Avenue. The building is rectangular in plan and has low-pitched parallel gables, one of which has a monitor. The façade has three bays, brick segmental arches and key stones, and corbel band courses. The opening at the south bay has been expanded to street level, has a metal overhead door, and infill above; the other two bays have been infilled. The north wall is parged and the south wall is brick and abuts the 18th Street Pumping Station. An addition at the north and west wraps around the building and connects to 1801-1803 Willow Avenue.

Interior Description: n/as

Setting: The setting was historically industrial and dominated by rail and water transportation links. This factory is between the Willow Avenue Viaduct and the Park Avenue Viaduct. As with neighboring Hoboken, the area is undergoing a transformation, has new residential high rise buildings, shopping, parks and transportation venues.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: see continuation sheet

Significance: These industrial buildings are typical of their type and no longer appear to retain historical significance.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed circa 1899-1909, the these industrial buildings are not recommended eligible for listing in the National Register under criteria A, B, or C. Both buildings have been altered; the fenestration changed and/or infilled; and associated buildings demolished, which detract greatly from the historic architectural integrity.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The boundary is limited to the exterior lot lines of block 12, lots 1 and 7 in Weehawken, New Jersey.

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

Blanck, Maggie. Hoboken Manufacturers 1901. Hobbs, Benton, Heath & Co. – Wallpaper – 18th street and Willow. Accessed online July 14, 2016 at http://www.maggieblanck.com/Hoboken/HobokenMfg.html.

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G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1900, 1909; 1923).

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"In 1971 John Hanti first entered The Record Plant Studios in Manhattan. History iiWii accessed July 14, 2016 at http://www.iiwiisound.com/history/.

Kelly, A. Ashmun, Frederick Maire, and Arthur Seymour Jennings, eds. "A New Firm." *Painting and Decorating: A Journal Treating of House, Sign, Fresco, Car, and Carriage Painting and of Wall Paper and Decoration*, Volume 10 (New York: House Painting and Decorating Publishing company, 1895), 436. Accessed online July 14, 2016 at https://books.google.com/books?id=Uic2AQAAMAAJ&pg=PA436&lpg=PA436&dq=the+newest+richmond+in+the+wall+paper+field+is+the+firm+of+benton,+heath+%26+co&source=bl&ots=4t-s6rQK5y&sig=bfEQbYw4a2M9uY75-87bXPusxsI&hl=en&sa=X&ved=0ahUKEwi0jOuu9_PNAhVF1R4KHVyJAP4Q6AEIHDAA#v=onepage&q=the%20newest%20richmond%20in%20the%20wall%20paper%20field%20is%20the%20firm%20of%20benton%2C%20heath%20&f=false.

"Manufacturers and Jobbers Indicted," in *Paper Trade Journal*. October 12, 1911, 10.

[The] New York Times. Big Fire in Hoboken. May 21, 1897.

Rutgers University Community Repository. Factory Fire, Gatti-McQuade Paper Co., & Owens-Traeger Paper Box, western section of Hoboken, one of 2 fires, Jan. 4, 1918 or May 20, 1918. Accessed online July 14, 2016 at https://rucore.libraries.rutgers.edu/rutgers-lib/13189/. See also, "Large Fire at Hoboken, N.J. in *The Spectator*, January 10, 1918, 23.

S.B. Penick & Company 325. Accessed online July 14, 2016 at http://tera-3.ul.cs.cmu.edu/NASD/4dcb85c3-9fee-4c83-9e6d-fe6ce5522b59/China/disk1/50/31006635/HTML/00000334.htm.

Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken, 1900, 1936, 1950, 1979, 1988, 2006.

History:

Constructed circa 1899, this Willow Avenue factory was possibly constructed by Benton, Heath & Company, manufactures of wallpapers. The firm, established a factory in Hoboken about 1893-1895 located on Hudson Street between 12 and 13th Streets. In 1897, the entire block, bounded by Hudson, Washington, 12th and 13th streets was engulfed in flames. The fire started in the wallpaper factory of Benton, Heath & Co. The 1898 Boyd's directory does not contain a listing for the firm, but in 1899, they are located at the corner of 18th Street and Willow Avenue. This building is first depicted in 1900 on the Sanborn Map of Weehawken as a long rectangular building that covers most of the west side of the block. In 1923, the Hopkins Plat Book provides the dimensions of the building as 82.5 by 350 feet. By 1909, the building on Park Avenue had been erected.

At the start of the twentieth century, the name of the company was expanded to the Hobbs, Benton & Heath Co. In 1911, company directory, Robert F. Hobbs, was indicted along with three other wallpaper manufacturers and four wallpaper jobbers under the Sherman Act. The group of eight men were charged with plotting to restrict the wall paper trade by preventing their products from being purchased by the 5 and 10 cent stores across the county.

CONTINUATION SHEET

Historic Sites #:

The Gatti-McQuade Paper Company moved into the building possibly after a fire in their western Hoboken facility. In January 1918, fire destroyed the paper stock warehouse and mill as well as other buildings. The Hopkins Plat Book in 1923, depicts the factory as occupied by the Gatti-McQuade Paper Company, however, it appears that about this time S.B. Penick acquired the building. In a history of the S.B. Penick & Company accessed online, the North Carolina maker of crude drugs established an office in New York City in 1917 at the start of World War I. In 1919, the firm moved operations to Jersey City, where a four-story building held storage, milling, manufacturing, shipping, and receiving operations. Within a year, the plant had been outgrown and property acquired for expansion. Circa 1923, the company moved to a larger facilities in Weehawken and is depicted on the 1936 Sanborn map at this location. The 1936 Sanborn depicts the extent of their operation. The facility encompassed most of the block between 18th and 19th streets. Building 1 (1801-1803 Willow) contained a forge and boiler room in the basement, a drying room, first floor, drug mill on the first and second floors, and a machine shop on the second floor. The next building attached at the north. Building 2 (demolished) had milled drugs on the first floor and crude drugs and office on the second. The next building to the north, Building 3 (demolished) was the location of the lab, packing, receiving and shipping, and storage. On Park Avenue north of 1806 Park Avenue was Building 4, crude drug production, and a pyrethrum extract plant. The building at 1806 Park contained a coppersmith. The drug company continued to expand by acquiring other firms, expanding offices in New York City, and adding facilities in Chicago. In 1941, they purchased a 15-acre plant in Lyndhurst, New Jersey.

The Sanborn map in 1950 indicates that buildings 2, 3, 4, the crude drug plant and the pyrethrum extract plant factory had been demolished and a furniture warehouse and manufacturing concern occupied the remaining building at the corner of Willow Avenue and 18th Street (Building 1). The Park Avenue building remained as a coppersmith. Later Sanborns appear to be unreliable and continue to depict a furniture concern and coppersmith at this location through 2006, the iiwiisound.com website states that “John Hanti had purchased and restored a large warehouse space on the Hudson bordering Weehawken and Hoboken.” He converted the buildings into a recording studio and rehearsal space. In 2009 Hanti transferred ownership of 1801-1803 Willow Avenue to Willow Production Arts, LLC. and the adjacent (attached) building at 1806 Park Avenue 1806 Park Avenue, LLC. The entities appear to be related; Willow Productions also uses the 1806 Park Avenue Address.

CONTINUATION SHEET

Historic Sites #:



1806 Park Avenue, View North (Source: GoogleEarth)

CONTINUATION SHEET

Historic Sites #:



1806 Park Avenue, View Southwest (Source: GoogleEarth)

CONTINUATION SHEET

Historic Sites #:



S.B. Penick & Co. in 1936 (Source: Sanborn Insurance Map, Weehawken, Plate 68, 1936)

BASE FORM

Historic Sites #:

Property Name: Windsor Wax Company

Street Address: *Street #:* 611 *(Low)* 619 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Newark *Suffix:* *Type:* ST

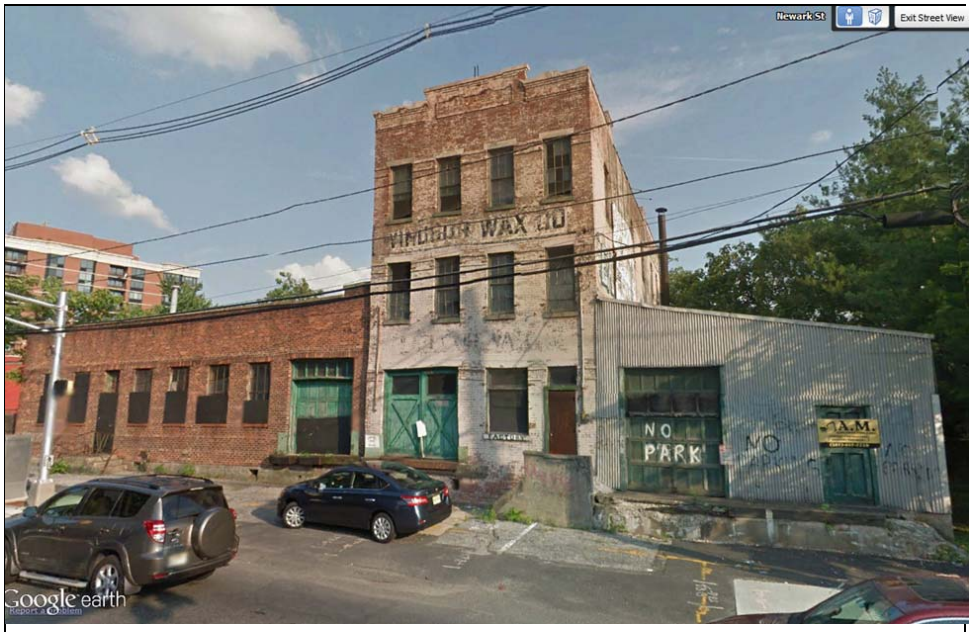
County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 3

Local Place Name(s): Hoboken **Lot(s):** 3-7

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

Photograph: Windsor Wax Co, View Southeast (Source GoogleEarth)



Description: Located on the south side of Newark Street on the boundary line between Hoboken and Jersey City, this industrial contains property three buildings: the original three-story brick factory; a one-story brick factory addition; and a one-story shed warehouse.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Location Map: **Site Map:**

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BASE FORM

Historic Sites #:





Bibliography/Sources: see continuation sheet

Additional Information: According to Hoboken Planning Board report, *City of Hoboken: Southwest Area Redevelopment Study*, January 5, 2012, the condition of the buildings is deteriorated due to holes in the roof that have led to collapsed floors, etc. The buildings are recommended for redevelopment, i.e. demolition. The property was identified as C3-30 in the 1992 list of Historic Sites and Industrial/Transportation Features in the New Jersey Transit Hudson River Waterfront AA/DEIS in 1992. It was surveyed in 2002, HUD AA 223, ID 3027, and also in a survey concurrent with this report in 2016 for the Hoboken Yard Major Electrical Repairs.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Windsor Wax Company
Historic Name: Charles Stenken Building / Hoboken Soap Works
Present Use: No activity
Historic Industry: BULK CHEM soaps **Building ID:**
Construction Date: Circa 1923 **Source:**
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Poor
Builder: **Remaining Historic Fabric:** High
Style:
Length: 80 **Stories:** 3
Width: 25 **Bays:** 3
Exterior Finish Materials Brick
Foundation Materials:
Structural System: Wood **Roof System:** Wood
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Loading dock

Exterior Description: Located on the south side of Newark Street opposite Jackson Street, this building is the oldest of the three. This three-story brick factory has a rectangular plan, a flat roof, a corbeled cornice, and a stepped parapet. The first story has three bays with original wood double-leaf doors and loading dock in the east bay. A window, pedestrian door with transom and concrete stoop are at the west bays. The upper stories each have four bays with six-over-six double-hung windows. The building is sited between the one-story factory and the warehouse.

Interior Description: According to the Hoboken Planning Board report, portions of the interior have collapsed.

Setting: Located in the southwest section of Hoboken at the boundary with Jersey City and the former Delaware, Lackawanna and Western Railroad, the setting is urban, primarily industrial.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Windsor Wax Co., One-story Factory
Historic Name: Windsor Wax Co., Factory
Present Use: No activity
Historic Industry: BULK CHEM other **Building ID:**
Construction Date: Circa 1937 **Source:** Sanborn 1937
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Poor
Builder: **Remaining Historic Fabric:** High
Style:
Length: 45 **Stories:** 1
Width: 60 **Bays:** 8
Exterior Finish Materials Brick, Common Bond
Foundation Materials:
Structural System: Brick-faced concrete block **Roof System:** Wood
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Loading dock

Exterior Description: The second in the group to be constructed, this one-story brick factory has eight bays. The bay on the west has wood door, a multi-light transom, and loading dock. One bay has a pedestrian door with transom and the remaining bays contain 12-light windows; the openings are partially or completely boarded-up.

Interior Description: n/a

Setting: Located in the southwest section of Hoboken at the boundary with Jersey City and the former Delaware, Lackawanna and Western Railroad, the setting is urban, primarily industrial.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Warehouse
Historic Name: Warehouse
Present Use: No Activity
Historic Industry: No Activity **Building ID:** n/a
Construction Date: Circa 1951 **Source:** Sanborn 1951
Alteration Date(s): **Source:**
Designer: **Physical Condition:** good
Builder: **Remaining Historic Fabric:**
Style: None
Length: ~60 **Stories:** 1
Width: 25 **Bays:** 2
Exterior Finish Materials Corrugated Steel
Foundation Materials:
Structural System: **Roof System:**
Roof Finish Materials:
Equipment/Machinery:
Transportation Links: Loading dock

Exterior Description: The Warehouse is attached to the west wall of the three-story Windor Wax Co. building. This rectangular plan building is one story tall, has two bays, is clad with corrugated steel and has a shed roof. The east bay has a wood, overhead garage door and the west bay has a wood panel pedestrian door. A concrete loading dock extends the full width of the building.

Interior Description: n/a

Setting: Located in the southwest section of Hoboken at the boundary with Jersey City and the former Delaware, Lackawanna and Western Railroad, the setting is urban, primarily industrial.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: see continuation sheet

Significance: The Charles Stenken Building (Hoboken Soap Works) / Windsor Wax Company factory is an example of a modest industrial plant in Hoboken. Comparison with the 1935 photo indicates that little has change with the three-story building since its construction. Unfortunately, although these buildings retain original features, they have not been maintained and, if reports are correct, may present collapsed floors and roof structure ready to collapse. The property was also identified as C3-30 in the 1992 list of Historic Sites and Industrial/Transportation Features in the New Jersey Transit Hudson River Waterfront AA/DEIS in 1992 and is therefore, listed in the Hoboken Historic Preservation Component of the Master Plan.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Windsor Wax Company factory is not recommended eligible for listing on the National Register of Historic Places. Although this plant has original exterior features, and appears to have been previously surveyed, it was not considered eligible. Little has changed since the previous survey. As Hoboken continues to have former industrial buildings that are larger and with more noteworthy manufacturers, this building does not appear to exhibit significant such as to meet the criteria for evaluation.

For Historic Districts Only:

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

For Individual Properties Only:

List the completed attachments related to the property's significance:
Industrial Building Attachments
Eligibility Worksheet
Continuation Sheets

Narrative Boundary Description: The boundary consists of the exterior lot lines as defined in block 3, lots 3-7 in Hoboken, New Jersey.

Survey Name: **Hoboken RBDH** Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

Blanck, Maggie. Hoboken Manufacturers 1901, Stenken & Sons, Accessed July 19, 2016 at http://www.maggieblanck.com/Hoboken/HobokenMfg.html.

Board of Trade. History of Hoboken 1907 (Hoboken: The Inquirer Print, 1907).

Hoboken Historical Museum. Online Collections available at https://www.hobokenmuseum.org/research/collections.

Hoboken Planning Board and Clark Canton Hintz. City of Hoboken: Southwest Area Redevelopment Study. January 5, 2012.

G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1909; 1923).

Hunter Research, Inc. for Parsons Brinckerhoff Quake and Douglas, Inc. "Gazetteer Map Series C: Additional Historic Sites and Industrial/Transportational Features." *New Jersey Transit Hudson River Waterfront AA/DEIS Archaeological Resources Technical Backup Report*. March 15, 1991, revised April 10, 1992. As part of the *Hudson River Waterfront Transportation Alternatives Analysis and Draft Environmental Impact Statement & Report*. HUD Z 21h; ID2126.

[The] New York Times. Deaths, Stenken. March 23, 1918. 13:8.

———. Deals in New Jersey, Sales of Properties in State as Reported Yesterday. June 20, 1928.

———. Five Hurt in Fire at Hoboken. September 4, 1935.

Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken, 1891-2006.

Windsor Wax Company. Windsor Wax About Us. Company website accessed July 18, 2016 at http://www.windsorwax.com/about.htm.

History:

Documentary evidence suggest that the three-story building was built circa 1923, the one-story factory was built between 1935 and 1951, and the warehouse was constructed circa 1951. The property was the site of the Steneck [sic] & Co., manufacturer of soap and candles. The original factory was wood. By 1895, the company was called Stenken and Brau and by 1901 was changed to Stenken & Son(s). The firm was established by Arend Stenken, born in Oldenburg about 1829. He died at his home in West Orange in 1918. His son, Charles A. joined in the soap business. Industry directories indicate that the firm made laundry soap. The company was modest in size and employed between six and ten employees. In 1907, the firms is listed in the Board of Trade's 1907 publication as A. Senken [sic] & Son, Candle and Soap Manufacturers at N. 611-615 Ferry Street (present-day Newark Street at this location). The Hopkins Plat Book in 1909 has the plant labeled as the "Hoboken Soap Works," however, no entity by this name was located.

The brick three-story building is first depicted on the 1923 Hopkins map and may have been built by Charles after Arend's death in 1918. Charles continued in the soap business until at least 1920. In 1928, Charles leased the building at 617 Newark Street, Hoboken and the second floor of the adjoining two-story frame building at 611-615 Newark Street to the Windsor Wax Company. The Hoboken locations, which consisted of approximately 12,000 square feet, served as the principal plant of the company.

According to the company history, the Windsor Wax Company was established in 1923 in New York City by Leo Fleischmann of the Fleischmann Yeast family. Leo is described as "an avid explorer and adventurer as well as a world renowned chemist." In 1936, he went to fight the fascist regime during the Spanish Civil War with his business partner and friend, Jacob Kahn. Fleischmann was a casualty of the conflict. His widow sold the company to Kahn after his return from Spain. Kahn, a chemist and salesman, grew the business through high-quality waxes and polishes, with customers across the U.S. and Canada. On September 3, 1935, a fire damaged the second and third floors of the three-story factory causing $10,000 in damage. The building was quickly repaired. After the fire and prior to 1951, the wood attached two-story factory was replaced by a one-story brick building and the shed warehouse added at the west side of the factory.

CONTINUATION SHEET

Historic Sites #:

The Windsor Wax Company remained at the Hoboken plant until 1996 when Jacob Kahn sold the business to his son, David. In 1996, the company was incorporated in Delaware. Its plant is now located in Gloucester City, New Jersey and the corporate headquarters is in Rhode Island.

Given the original doors and windows, little has happened with the building after it was vacated by the company. The 2012 Southwest Area Redevelopment Study indicates that the buildings have been vacant since at least 2007, have not been maintained (holes in the roof and missing windows), and are unsafe due to collapsed floors. Certainly, the huge holes in the roofs are clearly visible on the available aerial images. The property is a proposed redevelopment site.



Windsor Wax Company buildings, 2012 (Source: Hoboken Planning Board and Clark Canton Hintz)

CONTINUATION SHEET

Historic Sites #:



Windsor Wax Company buildings, 2012 (Source: Hoboken Planning Board and Clark Canton Hintz)



Windsor Wax Company buildings, 2012 (Source: Hoboken Planning Board and Clark Canton Hintz)

CONTINUATION SHEET

Historic Sites #:



Fire at Windsor Wax Co., September 3, 1935 (Source: Hoboken Historical Museum and NYT)

BASE FORM

Historic Sites #:

Property Name: Philippine Desiccated Coconut (aka 158-166 14th Street)

Street Address: *Street #:* 1401 *(Low)* 1425 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Garden Street *Suffix:* *Type:* ST

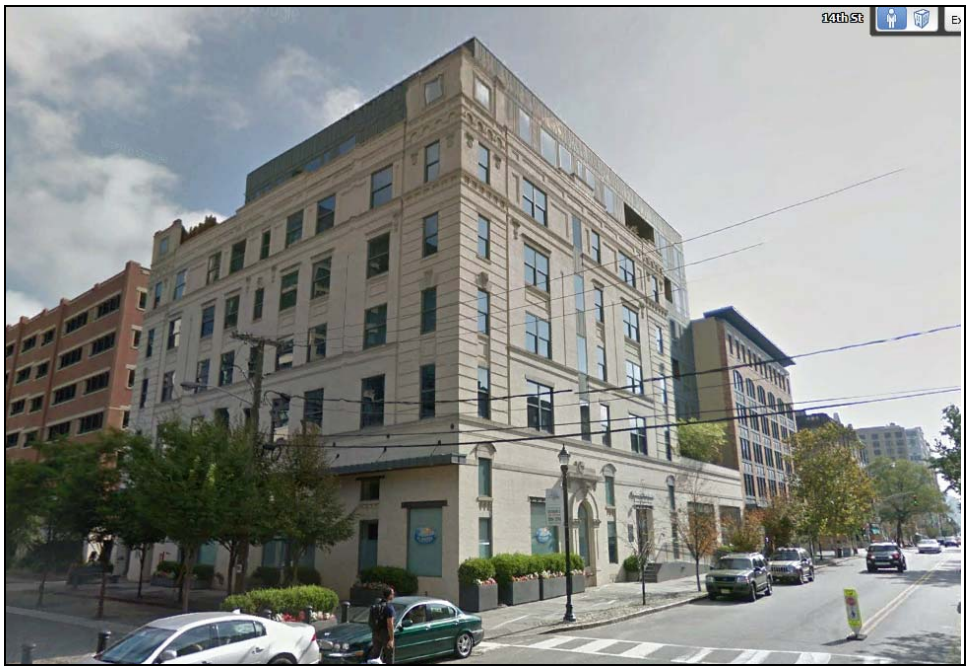
County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 255

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

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

Photograph: Philippine Desiccated Coconut, View Northeast (Source: GoogleEarth)



Description: Located on the northeast corner of Garden and 14th streets (originally, the building fronted on Garden Street), this five-story Classical Revival brick and stone commercial building has a two-story extension on 14th Street. The corner bays at both façade have "banded rustication" and corbeled cornices. A stepped parapet is centered at both façades. The building has replacement windows throughout. The building is surmounted by a large contemporary addition, built circa 2008, that is set back at both facades and adds two stories to the five-story building and five-stores to the two-story wing, thus creating a seven-story building. The addition is in stark contrast with the original, has dark gray panels, irregular fenestration that incorporate balconies and fixed windows.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 14, 2016

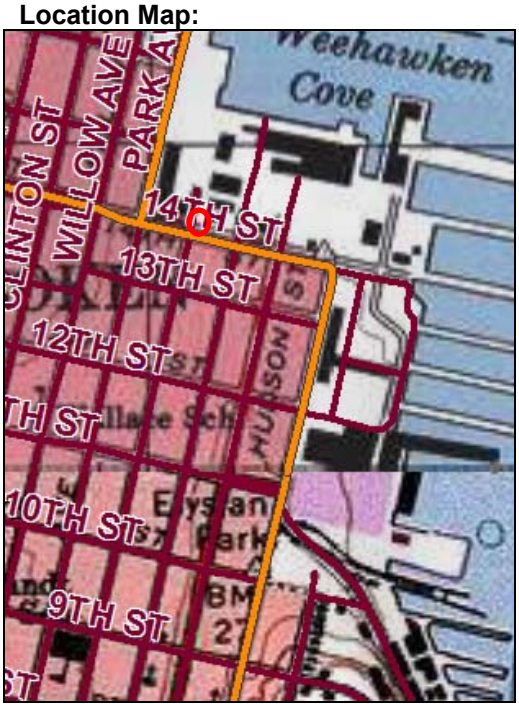
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

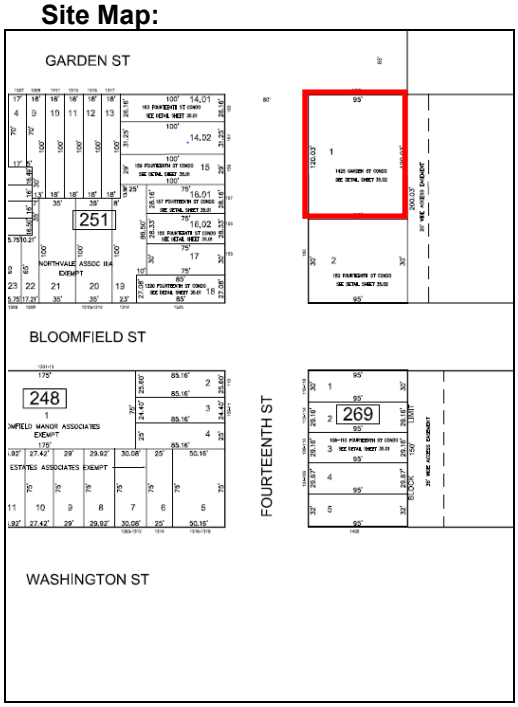
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: see continuation sheet

Additional Information: Individual Survey 1979 in Zingman

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☒ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 14, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Philippine Desiccated Coconut Corporation / Garden Street Lofts
Historic Name: W.T. Grant Company
Present Use: Commercial, Other
Historic Use: Commercial Activity, Shopping
Construction Date: 1920 **Source:** Tax Assessment Records
Alteration Date(s): 2008-2009 **Source:** GoogleEarth historic imagery; Schlanger
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style: Classical Revival
Form: Commercial **Stories:** 7
Type: **Bays:**
Roof Finish Materials: n/a
Exterior Finish Materials Brick

Exterior Description: Located on the northeast corner of Garden and 14th streets (originally, the building fronted on Garden Street), this five-story Classical Revival brick and stone commercial building has a two-story extension on 14th Street. The corner bays at both façade have "banded rustication" and corbeled cornices. A stepped parapet is centered at both façades. The building has replacement windows throughout. The building is surmounted by a large contemporary addition, built circa 2008, that is set back at both facades and adds two stories to the five-story building and five-stores to the two-story wing, thus creating a seven-story building. The addition is in stark contrast with the original, has dark gray panels, irregular fenestration that incorporates balconies and fixed windows.

Interior Description: According to the real estate images available, the interior has been completely renovated with new finishes throughout.

Setting: This building is located in north Hoboken in an urban setting. Garden Street is closed for vehicular traffic and is pedestrian-only; an alley extends along the north wall of the building. The area which was formerly commercial, warehouse, and light industrial, has been transformed to residential buildings, both new and older buildings recently renovated.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: see continuation sheet

Significance: This commercial building/warehouse was considered significant as an exceptionally well-detailed light industrial building.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed in 1920, this former commercial building/warehouse is not recommended eligible for listing in the National Register under criteria A, B, or C. Although previously surveyed as an architecturally noteworthy industrial building, the addition that raised the building to its present seven-story height as part of the conversion to residential condominiums and changes to the first story facades has greatly altered the building. These alterations have resulting in a loss of historic architectural integrity and therefore, the building no longer appears to meet the criteria for evaluation for listing on the National Register.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The boundary is limited to the exterior lot lines of block 255, lot 1 in Hoboken, New Jersey

Survey Name: **Hoboken RBDH** Date: September 14, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

American Chamber of Commerce of the Philippines Jounal (1947). Accessed online July 20, 2016 at http://quod.lib.umich.edu/p/philamer/AAJ0523.1947.001?rgn=main;view=fulltext

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Hoboken Historical Museum Online Collections. http://hoboken.pastperfectonline.com/.

Hortillosa, Summer Dawn. Hoboken gets its first pedestrian mall, Garden Street Mews. The Jersey Journal. Accessed online July 18, 2016 at http://www.nj.com/jjournal-news/index.ssf/2011/11/hoboken_gets_its_first_pedestr.html.

New Jersey Department of Environmental Protection. NJ-GeoWeb online.

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[The] New York Times. Abraham J. Goldstein, Head of American Grocery Co. in Hoboken Dies of Car Injuries. Special to *The New York Times*. May 18, 1944.

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History:

Documentary evidence suggests that this building was constructed in 1920. Identified as the W.T. Grant Co, it is first depicted at this location in the Hopkins Plat Book in 1923. The first W.T. Grant Co. 25 Cent Store opened in 1906 in Lynn, Massachusetts by William Thomas Grant. Around 1926, the company established a store on Washington Street near 5th Street.

By 1937, the American Grocery Company of Hoboken used the building as their warehouse. The American Grocery Company, a wholesale firm was incorporated in New Jersey in 1910 and was based in Jersey City. Company President, Abraham J. Goldstein, also organized Big Bear Markets, the first supermarkets in northern New Jersey, and was a vice president of the Franklin National Bank of Jersey City. Additionally, he was a founder of Jersey City's first synagogue, organizer of the Hebrew Free Loan Association and the Judson County Hebrew Orphans' Home. The company distributed New Boy and the American House labels. Goldstein, who was born in Lithuania came to the United States about 1884, died in 1944 at the age of 76. After his death, Food Fair Stores, Inc. of Philadelphia, acquired the Big Bear chain. Little is known about the company after Goldstein's death.

After World War II, the Philippine Desiccated Coconut Corporation used the building as a warehouse. Little is known about the company; this is possibly the same Philippine Desiccated Coconut Company that opened a factory at Lusacan, Quezon Province in 1947. The coconut market was greatly reduced during World War II and all but two of the factories in the Philippines were destroyed. Around the start of the 2000s Bijou Properties acquired the property and contracted with SHoP architects to transform the former warehouse into luxury condominiums. The 35-unit project, known as the Garden Street Lofts, involved an addition that created a seven-story building throughout. The project was completed in 2009. The next step in the process involved closing Garden Street in front of the building and the creation of Garden Mews, the city's first pedestrian mall, in 2011.

BASE FORM

Historic Sites #:

Property Name: City Bistro

Street Address: *Street #:* 56 *(Low)* 58 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* 14 *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 269

Local Place Name(s): Hoboken **Lot(s):** 11

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

Photograph: City Bistro, View Northeast (Source: Hoboken Patch 2011)



Description: Located on the north side of 14th Street, this two-story building has a flat roof with high parapets and a rooftop bar. In plan, the front section is wider than the rear to allow for windows. The façade is framed by contrasting pilasters, panels between the first and second stories, and oversized consoles mounted along the front parapet. The first story has a wall of multi-light French doors surmounted by transoms and full-width fabric awning. The upper story has four double-hung windows with awnings. Between the front of the building and the sidewalk is an exterior seating area, surrounded by an iron fence. A brick pillar and fence line a walkway that extends along the west side of the building and terminates at exterior stairs that lead to the rooftop bar. The roof is surrounded by parapet walls and iron fencing.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

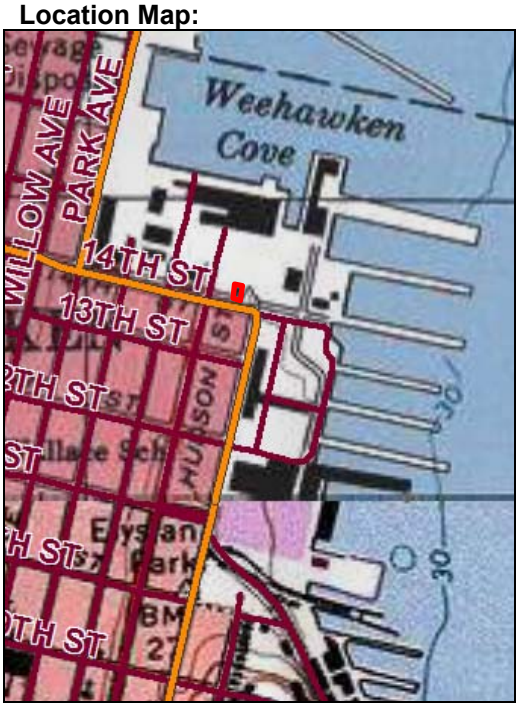
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

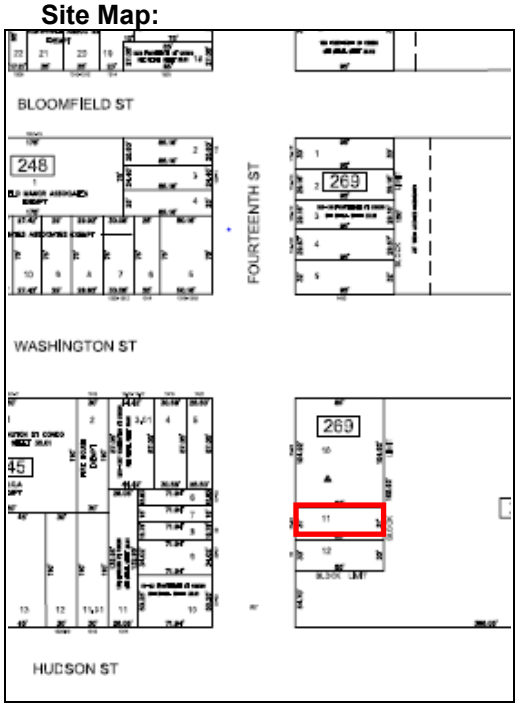
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1909; 1923).
Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken, 1937-2006.
Zingman, Elan I. *Hoboken, New Jersey: A Physical and Social History*. 1978 (1980).

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☒ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: City Bistro
Historic Name: 56 Washington Street
Present Use: Commercial, restaurant
Historic Use: Commercial
Construction Date: Circa 1923 **Source:** Sanborn
Alteration Date(s): After 1980 **Source:** Zingman
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: None
Form: Other **Stories:** 2
Type: Other **Bays:** 4
Roof Finish Materials: n/a
Exterior Finish Materials Stucco

Exterior Description: Located on the north side of 14th Street, this two-story building has a flat roof with high parapets and a rooftop bar. In plan, the front section is wider than the rear to allow for windows. The façade is framed by contrasting pilasters, panels between the first and second stories, and oversized consoles mounted along the front parapet. The first story has a wall of multi-light French doors surmounted by transoms and full-width fabric awning. The upper story has four double-hung windows with awnings. Between the front of the building and the sidewalk is an exterior seating area, surrounded by an iron fence. A brick pillar and fence line a walkway that extends along the west side of the building and terminates at exterior stairs that lead to the rooftop bar. The roof is surrounded by parapet walls and iron fencing.

Interior Description: This restaurant-bar has an open interior, brick walls, wood floor, and a bar on the east wall.

Setting: Located in the northeast section of Hoboken, the setting is urban and was primarily commercial/industrial. It remains a mix of commercial and residential.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: Possibly the remnants of an earlier building, erected circa 1923, two-story building exists on the footprint of a four-story building that served as the uptown post office and a hotel. The building is first depicted in its present two-story form on the 1979 Sanborn map. The building houses a restaurant and bar.

Significance: The building does not appear to have historical or architectural significance.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The building at 56 Washington Street is not recommended eligible for listing in the National Register under criteria A, B, or C. The building is not architecturally noteworthy, has no known association with significant persons, and does not appear to be associated with historical events.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The boundary is limited the exterior lot lines associated with block 269, lot 11 in Hoboken, New Jersey.

Survey Name: **Hoboken RBDH** Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

BASE FORM

Historic Sites #:

Property Name: Uptown Pizzeria

Street Address: *Street #:* 54 (Low) ____ (High) *Apartment #:* ____ (Low) ____ (High)

Prefix: ____ *Street Name:* 14 *Suffix:* ____ *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 269

Local Place Name(s): Hoboken **Lot(s):** 12

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

Photograph: Uptown Pizzeria, View Northwest (Source GoogleEarth)



Description: Located on the north side of 14th Street, this two-story building has a long, narrow rectangular plan, a small shed wing at the rear, and a flat roof. The first story is constructed of cinder blocks and second story has frame construction. The storefront has two bays, brick cladding, a large storefront window, an entrance, and full-width fabric awning. The upper story is finished with vinyl siding and has an awning at the east wall. The remaining windows consist of one-over-one double-hung and sliding windows. An exterior seating area, surrounded by an iron fence, is between the front of the building and the sidewalk. A driveway extends along the east wall, terminating at the shed wing. The wing has an entrance to the upper story access by wood stairs.

Registration and Status Dates:

National Historic Landmark: ____ SHPO Opinion: ____

National Register: ____ Local Designation: ____

New Jersey Register: ____ Other Designation: ____

Determination of Eligibility: ____ Other Designation Date: ____

Survey Name: **Hoboken RBDH** Date: September 8, 2016

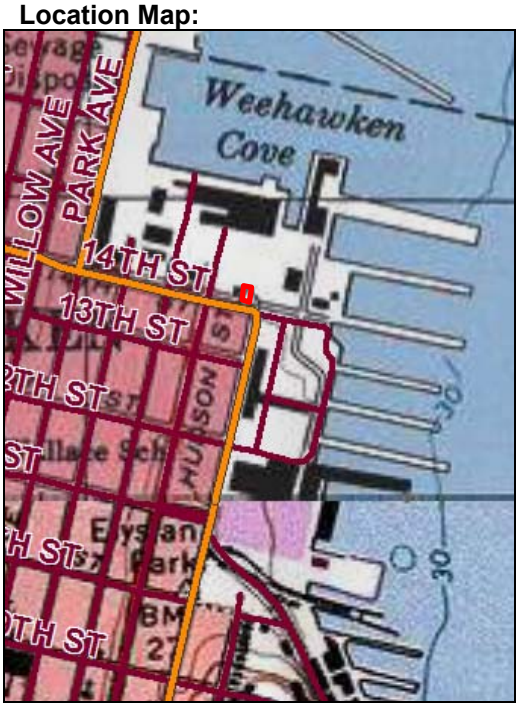
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

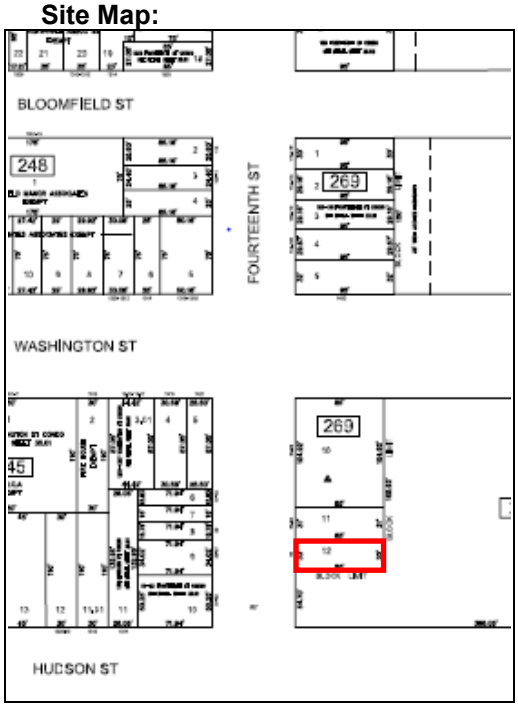
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1909; 1923).

Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken, 1937-2006.

Additional Information:

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☒ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Uptown Pizzeria
Historic Name: 54 Washington Street
Present Use: Commercial, restaurant
Historic Use: Commercial
Construction Date: Circa 1937 **Source:** Sanborn
Alteration Date(s): Circa 1979 **Source:** Sanborn
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** 2
Roof Finish Materials: n/a
Exterior Finish Materials Brick

Exterior Description: Located on the north side of 14th Street, this two-story building has a long, narrow rectangular plan, a small shed wing at the rear, and a flat roof. The first story is constructed of cinder blocks and second story has frame construction. The storefront has two bays, brick cladding, a large storefront window, an entrance, and full-width fabric awning. The upper story is finished with vinyl siding and has an awning at the east wall. The remaining windows consist of one-over-one double-hung and sliding windows. An exterior seating area, surrounded by an iron fence, is between the front of the building and the sidewalk. A driveway extends along the east wall, terminating at the shed wing. The wing has an entrance to the upper story access by wood stairs.

Interior Description: n/a

Setting: Located in the northeast section of Hoboken, the setting is urban and was primarily commercial/industrial. It remains a mix of commercial and residential.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: Constructed circa 1937, this structure appears to have originally functioned as a lumber shed and office. Initially, one and two stories, by 1979 a second story had been added to the whole building. A pizzeria currently occupies the commercial space.

Significance: The building does not appear to have historical or architectural significance.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed circa 1937, the building at 54 Washington Street is not recommended eligible for listing in the National Register under criteria A, B, or C. The building is not architecturally noteworthy, has no known association with significant persons, and does not appear to be associated with historical events.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The boundary is limited the exterior lot lines associated with block 269, lot 12 in Hoboken, New Jersey.

BASE FORM

Historic Sites #:

Property Name: Standard Brands & Lipton Tea Plant

Street Address: *Street #:* 1500 (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* Hudson *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 268.01

Local Place Name(s): Hoboken **Lot(s):** 2, 3

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

Photograph: Standard Brands & Lipton Tea Plant, View East (Source: Google Earth)



Description: Located in northern Hoboken on Weehawken Cove at 15th Street, the Standard Brand & Lipton Tea Plant were constructed as terminal loft buildings. Built of reinforced concrete construction, the buildings are 12 stories tall and have flat roofs. The buildings have been separated to form to structures—a long rectangular plan building and an L-plan building. The bays are demarcated by concrete piers and consist of window-filled curtain walls with concrete spandrels. All of the openings have been updated, replaced in 2000 when the buildings were converted to residential use.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: **Hoboken RBDH** Date: September 8, 2016

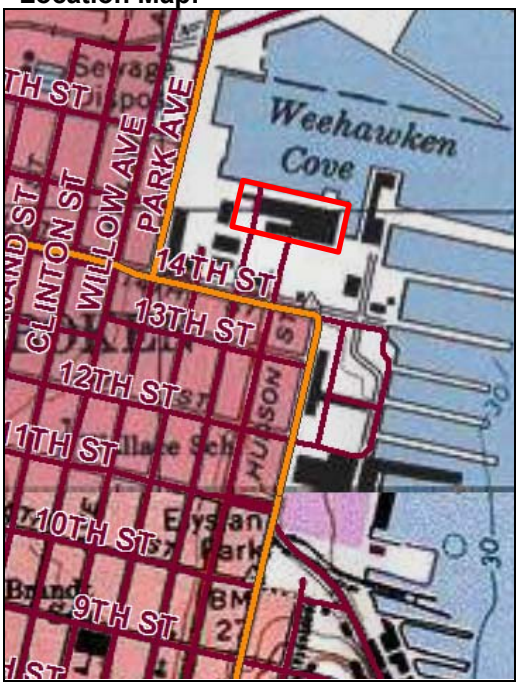
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

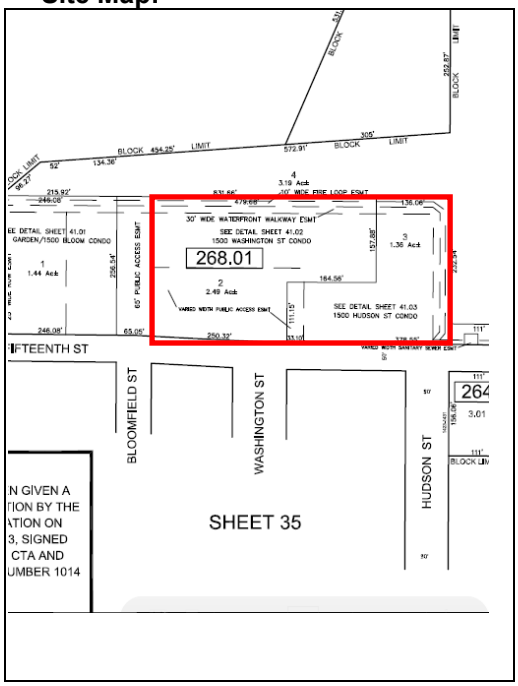
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: see continuation sheet.

Additional Information: The Standard Brands & Lipton Tea Plant were individually surveyed in 1979; # 35-29

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Standard Brands & Lipton Tea Building (aka Hudson Tea Building)
Historic Name: Factory Terminal Buildings
Present Use: Residential, Permanent
Historic Industry: **Building ID:** F and part of E
Construction Date: 1916 **Source:** Sanborn
Alteration Date(s): 2000 **Source:** NYT
Designer: Charles Fall, Architect **Physical Condition:** Excellent
Builder: Turner Construction Co. **Remaining Historic Fabric:** Medium
Style:
Length: 470 **Stories:** 12
Width: 110 **Bays:**
Exterior Finish Materials Concrete
Foundation Materials: Reinforced concrete basement on Pile Foundation
Structural System: Reinforced Concrete Columns, Beam and Girder construction **Roof System:** Reinforced Concrete Slab
Roof Finish Materials: Barrett Specification Roof (as built)
Equipment/Machinery:
Transportation Links: Rail siding; Dock; Other, Truck elevator

Exterior Description: This building is a long continuous, rectangular structure that is parallel with the Weehawken Cove and 15th Street. Built of reinforced concrete construction, the buildings are 12 stories tall and have a flat roof. The bays are demarcated by concrete piers and consist of window-filled curtain walls with concrete spandrels. All of the openings have been updated, replaced in 2000 when the buildings were converted to residential use. The each of the original steel wire glass multi-light factory windows has been replaced by a pair of large fixed panes surrounded by smaller, square lights along the top and sides.

Interior Description: n/a

Setting: The Hudson Tea Building apartment complex (1500 Washington and 1500 Hudson Streets) is in the northernmost section of Hoboken overlooking the Weekhawken Cover. The area is urban, was historically industrial, and has become predominately residential. The part of the Hudson River Waterfront Walkway which opened in 2004 extends around the west, north and east sides of the buildings.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Lipton Tea Building (aka Hudson Tea Building)
Historic Name: Factory Terminal Buildings
Present Use: Residential, Permanent
Historic Industry: **Building ID:** D and part of E
Construction Date: 1915 **Source:** Sanborn
Alteration Date(s): 2000 **Source:** NYT
Designer: Charles Fall, Architect **Physical Condition:** Excellent
Builder: Turner Construction Co. **Remaining Historic Fabric:** Medium
Style: None
Length: 235 **Stories:** 12
Width: 110 **Bays:**
Exterior Finish Materials Concrete
Foundation Materials: Reinforced concrete basement on Pile Foundations
Structural System: Reinforced concrete Beam & Girder Construction **Roof System:** Reinforced concrete
Roof Finish Materials: Barrett Specification Roof (as Built)
Equipment/Machinery:
Transportation Links: Rail siding; Dock; Loading Dock, Other, Truck elevator

Exterior Description: This building is a 12-story L-plan structure of reinforced concrete construction and a flat roof. The bays are demarcated by concrete piers and consist of window-fill curtain walls with concrete spandrels. The thickness of the wall columns is greater at the bottom of the building, steadily decreasing as they approach the top. Il of the openings have been updated, replaced in 2000 when the buildings were converted to residential use. The each of the original steel wire glass multi-light factory windows has been replaced by a pair of large fixed panes surrounded by smaller, square lights along the top and sides. The wall at the west end appears to have had brick fill in the bays that has been fitted with windows like the rest of the building.

Interior Description: n/a

Setting: The Hudson Tea Building apartment complex (1500 Washington and 1500 Hudson Streets) is in the northernmost section of Hoboken overlooking the Weekhawken Cover. The area is urban, was historically industrial, and has become predominately residential. The part of the Hudson River Waterfront Walkway which opened in 2004 extends around the west, north and east sides of the buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: see continuation sheet

Significance: The Standard Brands & Lipton Tea Plant are historically significant as the remaining and recognizable components of the Factory Terminal Loft Buildings built by the Hoboken Land and Improvement Company. Built as a carefully orchestrated group of speculative industrial buildings based on the Bush Terminal in Brooklyn, the buildings are important remnants of Hoboken's rapid industrial expansion at the start of the twentieth century. The Standard Brands & Lipton Tea Plant are also locally significant as an example of industrial architecture designed by Charles Fall and for their association with Turner Construction Co, which became a preeminent builder of large reinforced concrete buildings.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Standard Brands & Lipton Tea Plant, constructed in 1915 and 1916 are recommended as eligible for listing on the National Register. Although buildings that have sustained a degree of alteration are often considered to lack the integrity, such as integrity of materials, scale, design, and setting, the Standard Brands & Lipton Tea Plant, even after recent modifications, continue to retain highly recognizable elements of scale, design, materials, setting, and workmanship associated with their design and construction. Given the degree of historical significance to Hoboken, their placement anchoring northern Hoboken much as the terminal anchors the city at its southern extent, it retains a monumental presence visible for blocks. It is one of the most significance industrial buildings remaining in Hoboken. As with the Kueffel and Esser Manufacturing Complex, which was added to the National Register after its conversion to residential use and the fenestration of the clock tower building (in particular) had been altered, the Standard Brands & Lipton Tea Plant, continues to be a tangible component of the great migration of business and manufacturing concerns to Hoboken at the start of the twentieth century. The Standard Brands & Lipton Tea Plant is eligible under Criterion A, in the area of Immigration and Agricultural, Industrial, Commercial & Urban Expansion for its part in the industrial growth of Hoboken as facilitated by the Hoboken Land and Improvement Company; and under Criterion C in the area of architecture and engineering for its associations with architect, Charles Fall, and building, Turner Construction Co. It might also be added that the complex as a whole, which was built on piles in fill was a worthy accomplishment of its time.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The property consists of the exterior lot line formed by block 268.01, Lots 2 and 3 in Hoboken, New Jersey.

Survey Name: **Hoboken RBDH** Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

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History:

The Standard Brands & Lipton Tea Plant comprise three of the Factory Terminal Loft Buildings planned and built in northern Hoboken by the Hoboken Land & Improvement Company. Building D was built in 1915 and Buildings E and F were constructed in 1916.

Most of present-day Hoboken was owned by Colonel John Stevens. Before his death in 1838, he established the Hoboken Land & Improvement Co., a real estate holding company for the Stevens family interests. The Stevens facilitated transportation, residential, commercial, and industrial development of their city—Hoboken. Among their efforts was to build a group of "modern manufacturing loft buildings" between 15th Street and Weehawken Cove serviced by rail (the Hoboken Manufacturers Railroad) and water (dockage and transfer bridge linking dock and rail). The inspiration for this speculative endeavor and its only rival (according to the account in the September 4, 1915 Record and Guide) was the Bush Terminal Company facility in Brooklyn, built in 1911. Construction of the first, Building A on the Weehawken Cove at 15th and Garden streets, was begun on July 29th 1912 and opened to tenants on June 1, 1913. By January 1914, the 10-story loft Building A had 10 tenants. It later housed Franklin Baker (coconut), which became a division of the General Foods Corporation.

Initially, the plan was to construct only the one building, however, after the success of the first building (Building A), the Hoboken Land & Improvement Co. planned a complex of six buildings. The new buildings were

CONTINUATION SHEET

Historic Sites #:

constructed on land formed by filling in a portion of the cove. As each building was filled with tenants, the next would be constructed. Building D was building in 1915 and was quickly occupied by a single tenant. The next buildings—E and F were built the following year. The three structures formed a J-shape complex. Lipton Tea famously became the tenant. According to the Hopkins *Plat Book* in 1923 the buildings' tenants were the Lipton Tea Company in Building D, the Jewel Tea Company in Building E, and the Independent Warehouses Inc. in Building F.

The architect of the Factory Terminal Loft Buildings was Hoboken architect, Charles Fall. Fall has been called a distinguished architect and one of two significant architects of nineteenth century Hoboken. Born in Hoboken in 1865, he attended public school, after which he learned the building trade. In 1886, Fall joined Arthur Seitz in the building material and coal business as Seitz & Fall. According to the Record and Guide, February 2, 1889, the two men paid $7,500 for property purchased from the Hoboken Land & Improvement Co. The 1890 directory lists Fall as an architect and Seitz as a builder. The following year they are architect and contractor, respectively. The men lived in adjacent buildings—361 and 363 Washington Street, possibly designed and built by Fall and Seitz. Two years later, they live in adjacent houses at 915 and 917 Washington. Seitz eventually moves into the real estate business and Fall continues to design buildings, most in Hoboken. Seitz's prolific architectural career includes factories, firehouses, schools, residences, and apartment buildings. His designs include the National Register-listed Hoboken Land and Improvement Company Building, the Eldorado, and Engine Company #3, Truck #2 Firehouse (also called Firehouse No. 2). Other works of note include the Hoboken Trust Company Uptown Bank; Brick Factory for W.A. Fletcher (demolished); and the mercury lamp factory (demolished). In addition to architecture, Seitz was a respected businessman. Fall was an organizer of the Hoboken Board of Trade, established in 1904; a president of the Hoboken Trust Company, established in 1890; a founder of the Guarantee Mortgage and Bond Corporation and the North Bergen Trust Company. In his later years he lived in Montclair, New Jersey, where he died in 1950.

Turner Construction Co was the contractor-builder for the Factory Terminal Loft Buildings. The company was founded in 1902 in New York City by Henry C. Turner and DeForest H. Dixon, both college-educated engineers. The firm was established to design and building reinforced concreted structures. Turner was an early supporter of reinforced concrete construction and, initially, found the need to convince architects of the merits of reinforced concrete construction. Once the firm had established itself as an industry leader, it was awarded many large contracts. Turner built the Bush Terminal complex and the Brooklyn Army Supply Base. The firm gained national renown by establishing branches in other cities across the county. Most likely, Turner's experience constructing the Bush Terminal established their qualifications to build the Factory Terminal Loft Buildings in Hoboken.

Standard Brands, acquired Buildings D, E, and F and General Foods, which acquired Building A, were considered the two leading manufacturers of retail products by 1940. General Foods purchased Building A in 1948 and vacated it in 1965. Standard Brands was formed in June 1929 by J.P. Morgan through merger of Fleischmann (Yeast) Co., Royal Baking Powder, and E.W. Gillett, Ltd. (Canadian maker of baking powder and extracts). By the end of the year, Sanborn Coffee and Widlar Food Products Company were part of the Standard Brands group of companies. Lipton reportedly left the building in 1978.

The construction boom of mid-1980s had created some interest in the then mostly empty loft buildings. The property was acquired by a developer, but due to financial difficulties in 1991, the project was shelved. In 1996, a new developer acquired the property and in 2000, the "tea warehouse" became and "apartment tower" ready to accept tenants. The conversion cost $75 million dollars and was but one step in the redevelopment plans of the 17-acre waterfront complex. In order to gain the much-needed exterior wall surface for the residential units, the Manhattan architectural firm, Beyer Blinder Belle, divided the three conjoined buildings into two separate structures by cutting away a 50-foot section. Building A is no longer recognizable, has been re-clad and is the site of Harborside Lofts residential condominiums at 1500 Garden Street.

CONTINUATION SHEET

Historic Sites #:



Standard Brands & Lipton Tea Plant, view from 15th Street, View East

CONTINUATION SHEET

Historic Sites #:



Aerial View of Standard Brands & Lipton Tea Plant from Weehawken Cove (Source: GoogleEarth)

CONTINUATION SHEET

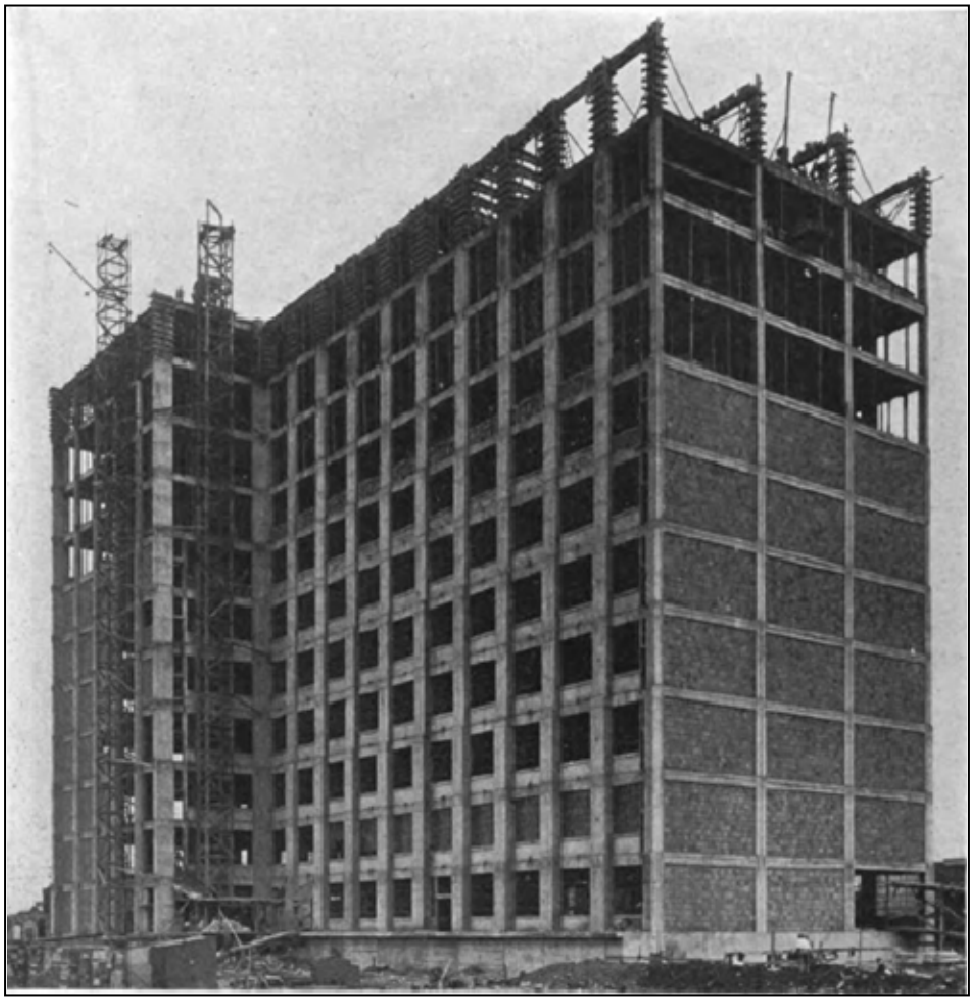
Historic Sites #:



View from 12th Street vicinity north to the Standard Brands & Lipton Tea Plant, comparable with the Brian Gallager Postcard of the 1990s. (Source: GoogleEarth)

CONTINUATION SHEET

Historic Sites #:



Building D under construction, September 1, 1915 (Source: Fall in *Architecture and Building*, 1915:371)

CONTINUATION SHEET

Historic Sites #:



View of Loading Area/Dock along the north side of Buildings E and F; Building A is visible beyond the smokestack, circa 1948. (Source: Hoboken Historical Museum)

CONTINUATION SHEET

Historic Sites #:



Historic Aerial View above the Hudson River. Terminal Loft Buildings D and E in the foreground. (Source: Patch.com)

CONTINUATION SHEET

Historic Sites #:



Historic Aerial View with Building A (foreground), Building D (background right with Lipton Tea sign) and Buildings E and F (background left). (Source: Patch.com)

CONTINUATION SHEET

Historic Sites #:



22 THE ARCHITECTURAL FORUM

JULY 3, 1916

OCT. 28, 1916

496' x 81', with L 27' x 80', 12 stories and basement

HOBOKEN LAND & IMPROVEMENT CO., HOBOKEN, N. J.

Chas. Fall Architect

Concrete Skeleton Work for 12-Story Building in 4 Months

Unusual difficulties in putting in pile foundations retarded concrete work on the basement and special first story. The first story was finished August 1st. The remaining eleven stories were concreted complete in three months. Our first contract for this Company was signed in 1912 and since then we have executed four other contracts.

In 17 years on 702 contracts Turner has never paid a penalty for failure to complete on time.

"TURNER *for* CONCRETE"

TURNER CONSTRUCTION COMPANY, *New York City*

PHILADELPHIA *Presser Building 1713 Sansom Street*

PITTSBURGH *First Nat. Bk. Bldg.*

BUFFALO *Prudential Bldg.*

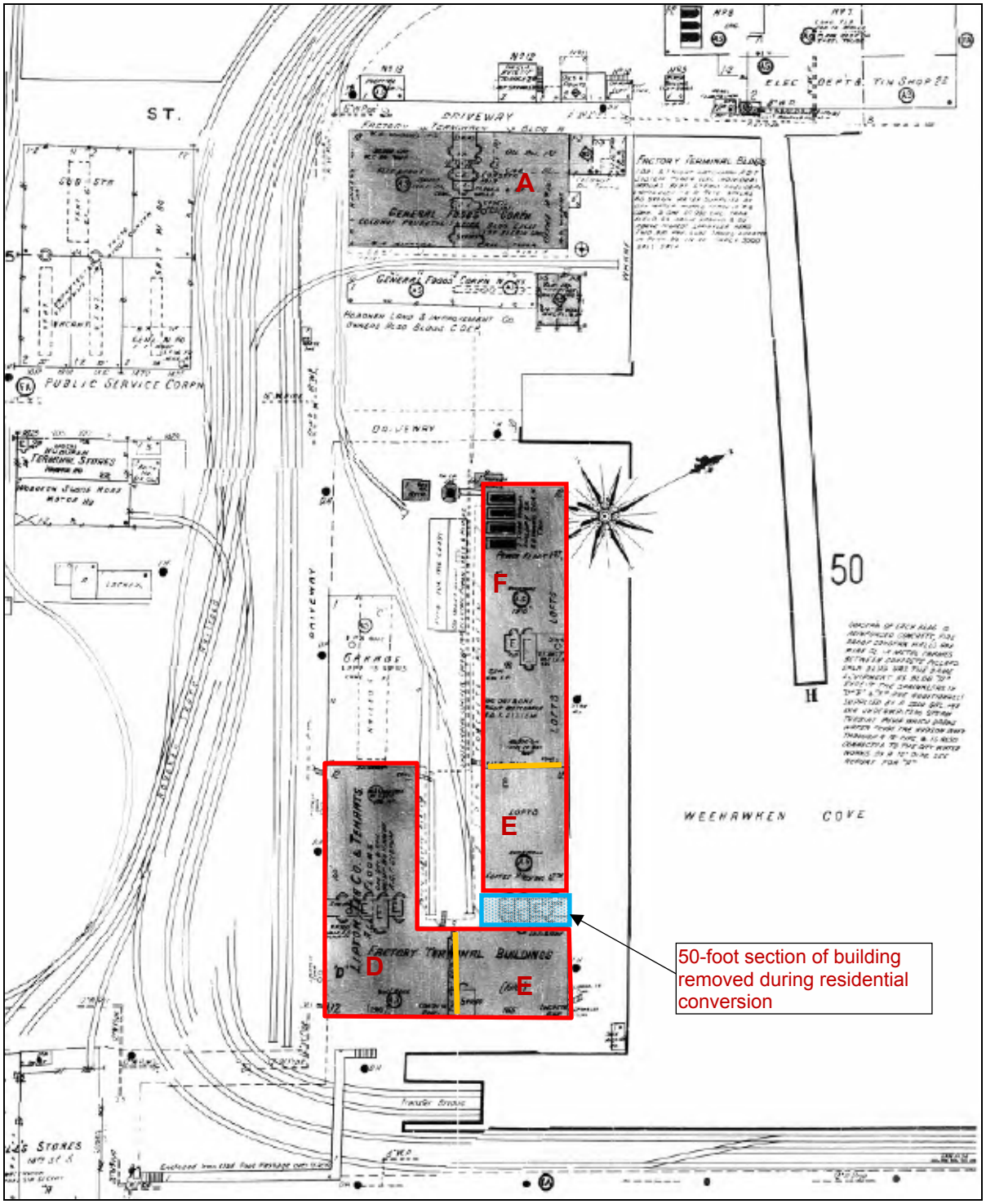
BOSTON *Oliver Ditson Bldg. 178 Tremont Street*

Hoboken Historical Museum

Advertisement showing Buildings E and F under construction in 1916 (Source: Hoboken Historical Museum)

CONTINUATION SHEET

Historic Sites #:



Plan of Factory Terminal Loft Buildings 1937 compared to 2016 (Source: Adapted from Sanborn, 1937, Sheet 49)

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BASE FORM

Historic Sites #:

Property Name: Burns Brothers Coal Yard Office

Street Address: *Street #:* 3 (Low) 5 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Henderson *Suffix:* *Type:* ST

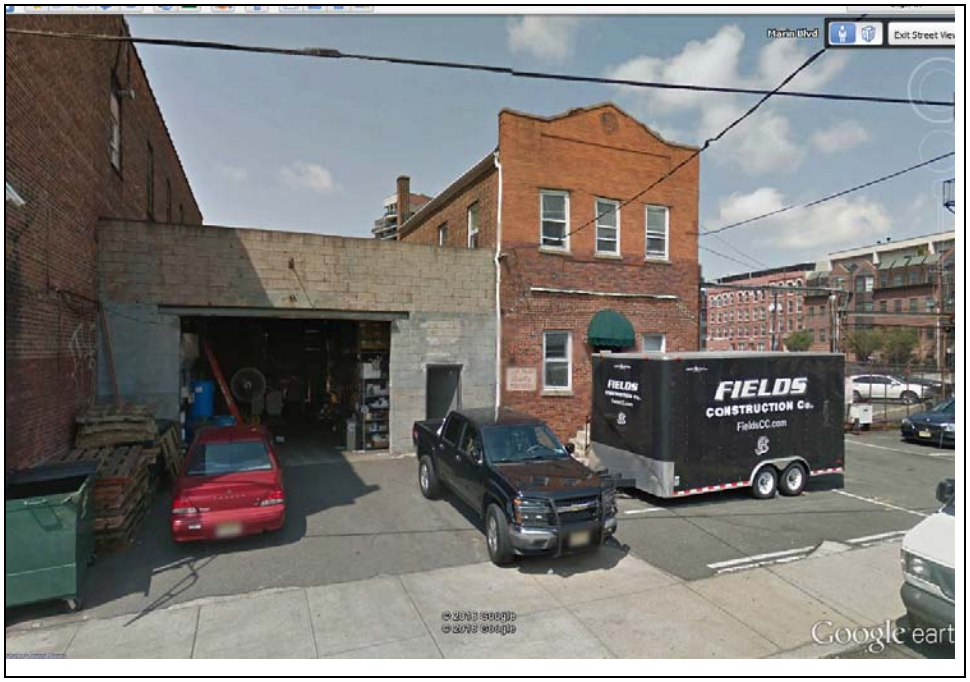
County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 139.01

Local Place Name(s): Hoboken **Lot(s):** 3

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

Photograph: Burns Brothers Coal Yard Office, View Southwest (Source GoogleEarth)



Description: Located near the intersection of Observer Hwy and Henderson St (Marin Blvd), opposite and west of the Delaware, Lackawanna and Western Yard, this irregular shaped, triangular lot consists of the former coal company office building (after 1937) and a concrete block automotive garage (circa 1988).

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

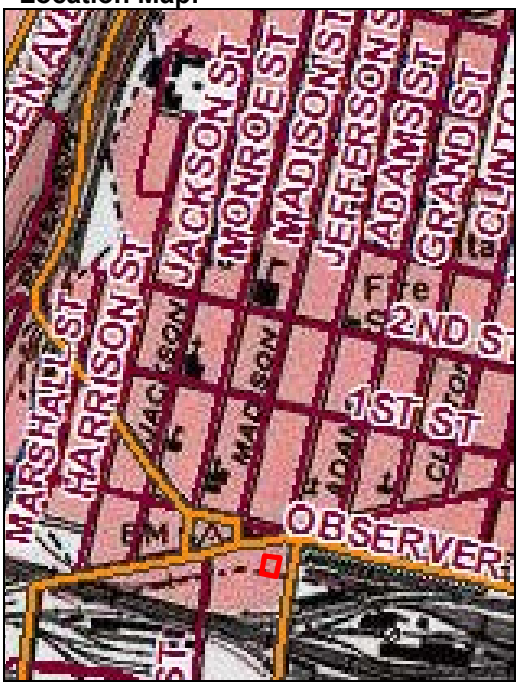
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See continuation sheet

Additional Information: Previous survey of this property was conducted in 2002, HUD AA 223, ID 3027. Survey was also concurrent with this survey in 2016 for the Hoboken Yard Major Electrical Repairs. Both surveys recommended the property as not eligible.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 3 Henderson Street
Historic Name: Burn Brothers Coal Yard Office
Present Use: No Activity
Historic Use: Commerce-Trade, Office Building
Construction Date: After 1937 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style:
Form: Other **Stories:** 2
Type: Other **Bays:** 3
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Common Bond

Exterior Description: The Burns Brothers Coal Yard Office is a two-story, rectangular plan, brick building. The gable roof has a shaped parapet with stone or cast stone coping. Façade has three bays, a centrally located entrance with a fabric awning, and one-over-one double-hung windows. The brick on the façade appears to be of three types of red brick and a ghost indicates the location of a former porch or possible one-story gable. Similar banding at the top of the first story continues along the north and west walls. The Sanborn maps do not depict a porch and while, a one-story building was on this site prior to the current two-story building, the available documentation depicts the earlier one-story building as a wood structure. The building is not shown as two stories or brick until after 1937. A brick panel exists between the first and second stories and a second panel is at the top of the second story. A former circular opening is at the gable peak. A brick chimney is at the south corner of the west gable wall. One of the windows at the north wall has been infilled with brick and sliding casement installed.

Interior Description: n/a

Setting: Located west of the Delaware, Lackawanna and Western Railroad yard at the boundary between Hoboken, the setting is urban, primarily industrial. Henderson Street (Marin Boulevard) separates this property from the railroad. The Henderson Street Bridge is located to the south.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 5 Henderson Street
Historic Name: Automotive Repair Shop
Present Use: No Activity
Historic Use:
Construction Date: Circa 1988 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:**
Style: none
Form: **Stories:** 1
Type: **Bays:** 2
Roof Finish Materials: n/a
Exterior Finish Materials Concrete block, modern

Exterior Description: This structure is a one-story, rectangular plan, concrete block garage with a flat roof. Located on an irregular lot, triangular in shape, the building shares party walls with the adjacent buildings, it appears to have no windows. This utilitarian infill building lacks any ornamentation, has one garage bay and one pedestrian bay. The building extends beyond the coal office building and has a garage bay at the west end of the north wall.

Interior Description: The interior is an open space that currently contains shelving for storage**.**

Setting: Located west of the Delaware, Lackawanna and Western Railroad yard at the boundary between Hoboken, the setting is urban, primarily industrial. Henderson Street (Marin Boulevard) separates this property from the railroad. The Henderson Street Bridge is located to the south.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: By the early 1900s, this property serves as part of the William Horre Coal Yard. Horre was a veteran in the coal trade, which he was a part of for over 40 years. After his death in December 1913 at the age of 70, the company was acquired by the Luzerne Coal Co., a subsidiary of the Lehigh Valley Coal Co. In December 1929, the Burns Brothers Coal Company acquired the Rubel Coal & Ice Company, The Frank L. Burns Coal Company, and the Horre Coal Company by a combination of purchase and lease agreements. The Burns Brothers concern was a holding company with subsidiaries in the retail coal trade in the New York City and its environs. According to court papers in 1936 concerning corporate reorganization, the financial troubles of the Burns Brothers Coal Company was due to its 1929 expansion "at an unfortunate time and with inadequate resources." The company was reorganized in 1936 pursuant to the findings of the Special Master. Most of the Burns company's debt was held by the Luzerne and Lackawanna coal companies. The 1951 Sanborn, has the property labeled "Burn Bros. Coal Yard," and the coal office, no longer a single-story structure, is first depicted as a two-story building. By 1988, the scales that were located on both the north and south side of the office have been removed and a one-story concrete block "Auto Rep" building had been attached at the south wall. The former automotive repair shop is currently used for storage. The former office is either vacant or office space.

Significance: The Burns Brothers Coal Office is representative of small, commercial-type buildings of the early twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed between 1937 and 1951, the former coal office is not recommended eligible for listing in the National Register under criteria A, B, or C. Although associated with the coal industry in Hoboken, the former coal office building is not architecturally noteworthy and appears to have been altered as indicated by the brickwork. The addition, the concrete block garage appended to the coal office and the neighboring building at 693 Marin Boulevard, detracts greatly from its historic integrity.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The boundary is limited to the exterior lot lines of block 139.01, lot 3 in Hoboken, New Jersey.

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

[The] Coal Trade Journal. Two New York Veterans Pass Away. William Horre. January 7, 1914.

Hoboken Planning Board and Clark Canton Hintz. *City of Hoboken: Southwest Area Redevelopment Study*. January 5, 2012.

G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1909; 1923).

Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken, 1891-2006.

New York State Supreme Court, New York County, Appellate Division—First Division. Jerome Wile, et als against Burns Bros., et als. And Jerome Wile et als against Burns Bros., et als. Two cases combined. N.Y. County Clerk's No. 47247-1932 (New York: The Albert Press, 1932). Accessed online at https://books.google.com/books?id=Lk45r6fLNdkC&pg=PA308&lpg=PA308&dq=burns+brothers+coal+company+hoboken&source=bl&ots=OgqPh4Ipf6&sig=C0t18_-Wc_QGkrjRTGJggg6Xvnw&hl=en&sa=X&ved=0ahUKEwjTqfrq2qrNAhVD0h4KHSCMD9AQ6AEIIzAB#v=onepage&q=burns%20brothers%20coal%20company%20hoboken&f=false.

U.S. District Court Appellate Division, Southern District of New York. In Re Burns Bros., 14F. Supp. 910 (S.D.N.Y. 1936). February 4, 1936. Accessed online at http://law.justia.com/cases/federal/district-courts/FSupp/14/910/1735747/.



Former Automotive Shop, 5 Henderson Street, view southwest.

CONTINUATION SHEET

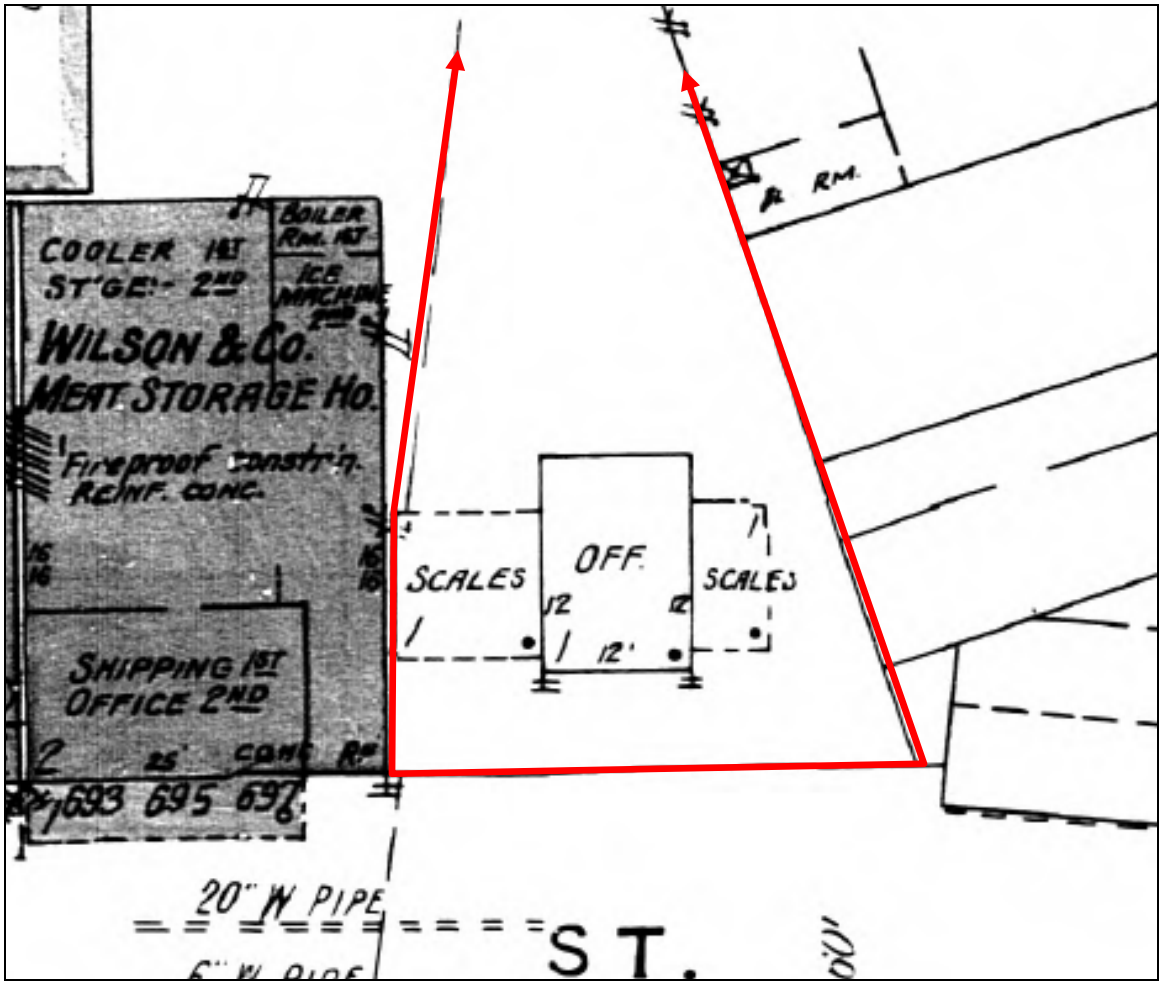
Historic Sites #:



Burns Brothers Coal Company Office (left) and Automotive Repair Shop (right), View west (Source: Hoboken Planning Board, Southwest Redevelopment, 2012:45).

CONTINUATION SHEET

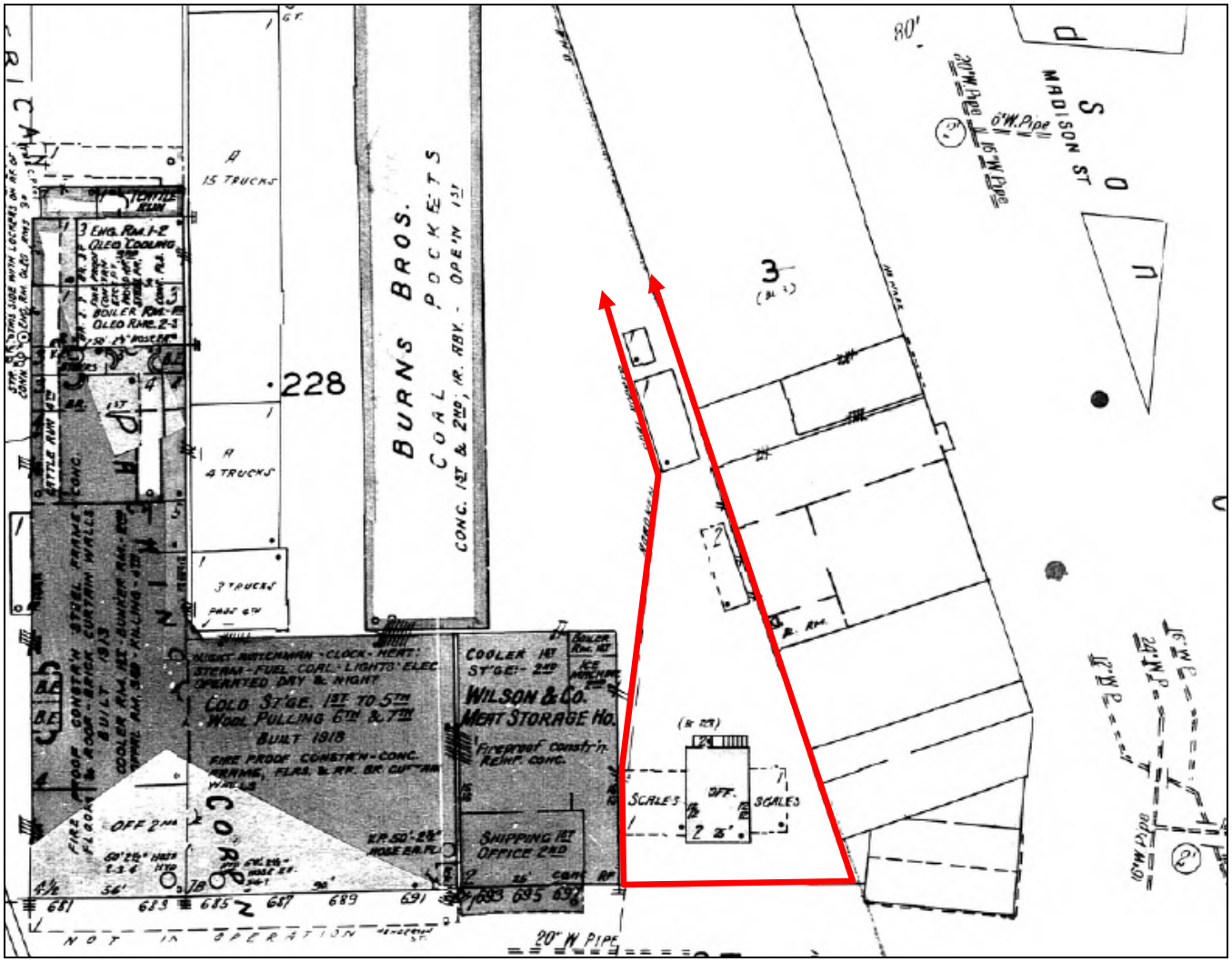
Historic Sites #:



Single-story Office as depicted in 1937 (Source: Sanborn sheet 26)

CONTINUATION SHEET

Historic Sites #:



Two-story office as depicted in 1950 (Source: Sanborn sheet 26)

BASE FORM

Historic Sites #:

Property Name: 497-499 Observer Highway

Street Address: *Street #:* 497 (Low) 499 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Observer *Suffix:* *Type:* HWY

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 139.01

Local Place Name(s): Hoboken **Lot(s):** 2

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

Photograph: 497-499 Observer Highway, View Southwest (Source GoogleEarth)



Description: Located at the southwest corner of Observer Highway and Henderson Street (Marin Blvd), this brick building has an irregular, nearly triangular plan, due to the shape of the lot, is four stories high, and has a flat roof. The building reflects multiple phases of construction. The earliest part of the building was three stories high, rectangular in plan, and excluded the western section located beyond the metal awning. By 1923, the building was expanded to include the western three stories, occupying its current footprint. A fourth story was added at a later date.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

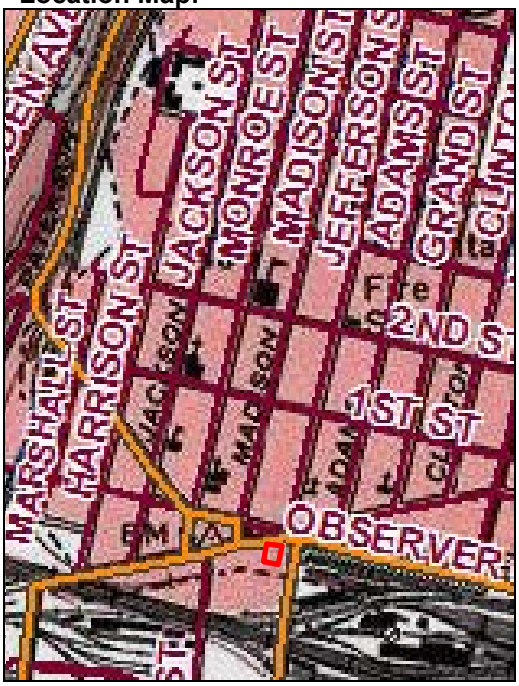
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

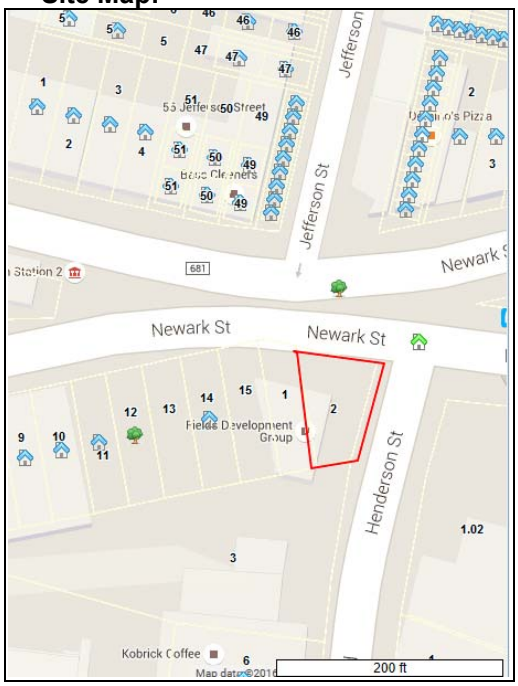
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

Hoboken Planning Board and Clark Canton Hintz. *City of Hoboken: Southwest Area Redevelopment Study*. January 5, 2012.

G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1909; 1923).

Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken, 1937.

Additional Information: This property was served in 2002, HUD AA 223, ID 3027. Survey was also conducted in in 2016 for the Hoboken Yard Major Electrical Repairs. Both surveys recommended the property not eligible.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 497-499 Observer Highway
Historic Name: 497-499 Ferry Street
Present Use: Office Activity – private business
Historic Use: Tenement
Construction Date: c. 1891 **Source:** Sanborn
Alteration Date(s): c. 1937 **Source:** Sanborn
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: Italianate
Form: Irregular **Stories:** 4
Type: Other **Bays:** 5
Roof Finish Materials: n/a
Exterior Finish Materials Stucco

Exterior Description: Located at the southwest corner of Observer Highway and Henderson Street (Marin Blvd), this brick building has an irregular, nearly triangular plan, due to the shape of the lot, is four stories high, and has a flat roof. The building reflects multiple phases of construction. The earliest part of the building was three stories high, rectangular in plan, and excluded the western section located beyond the metal awning. By 1923, the building was expanded to include the western three stories, occupying its current footprint. A fourth story was added at a later dated.

The facade has been parged and the first story fenestration replaced. At the first story, the bays of the older section are separated by cast iron columns, most likely the remnants of an early storefront. The brick has been painted at the other three walls. The remaining bays are separated by brick pilasters at the lower three stories. The building has round arched openings with rowlock surround and compound arches that alternate between bays of individual windows and paired windows. These openings are located at the east wall and the façade's second story windows at the eastern three bays and the second and third story windows remaining bays. Only the façade's two western bays has retained the two-over-two double-hung round arch windows; the rest of the windows have been replaced, some with rectangular sash surmounted by brick. Many of the remaining windows are one-over-one double-hung replacement sash. In addition to the two entrances at the façade, the west wall and rear (south) walls both have an entrance. The west wall has few openings and the fenestration is irregular. The rear wall has two bays, a fire escape, a balcony at the third story, and sliding casements at the fourth story. The water table is stone.

Interior Description: According to the Southwest Area Redevelopment Study, the interior has been remodeled.

Setting: Located in the southern section of Hoboken at its boundary with Jersey City, the setting is urban, primarily industrial. Formerly part of the area called meat packers row, the building is in closed proximity to the Delaware, Lackawanna and Western Railroad.

CONTINUATION SHEET

Historic Sites #:

History: Constructed circa 1891, a three story brick tenement is first depicted on the 1891 Sanborn map. According to the Hopkins Atlas of 1873, this lot belonged to the Hoboken Land and Improvement Company. By 1899, the building also contained at least one business as indicated in the November 17, 1899 issue of the Clothiers' and Haberdashers' Weekly. The periodical reported that the umbrella factory of Peter Ross, located at 497 Ferry Street had been slightly damaged by fire. Ferry Street was renamed Observer Highway in 1942. This area became known as meat packers row because of the number of meat packing businesses located in the vicinity of Henderson Street, Observer Highway, Newark Street, and Jefferson Street. In 1928, the New York & New Jersey Beef and Provision Co. was at this location, however, by 1937, the building was vacant. In 1951, the Sanborn map indicates that it was occupied by a wholesale meat concern. The available Sanborn maps have a wholesale meat business located here through 2006. The building is currently the offices for a real estate development company.

Statement of Significance: The building does not appear to have historical significance.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The building at 497-499 Observer Highway, constructed circa 1891, is not recommended eligible for listing in the National Register under criteria A, B, or C. The building has been altered through the addition of a fourth story, change in fenestration, infill of the early storefront, and stucco covering of the facade. As a result of these alterations the building no longer retains its historic integrity. In addition, the building has no known historical associates with events or persons important in our past.

For Historic Districts Only:

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

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building Attachment
Eligibility Worksheet

Narrative Boundary Description: The boundary is limited to the exterior lot lines of block 139.01, lot 2 in Hoboken.

Survey Name: **Hoboken RBDH** Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:



View 497-499 Observer, view East toward Observer Highway and Henderson Street

BASE FORM

Historic Sites #:

Property Name: Wilson & Co. Meat Storage House

Street Address: *Street #:* 693 (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* Marin *Suffix:* _____ *Type:* BLVD

County(s): Hudson **Zip Code:** 07310

Municipality(s): Jersey City **Block(s):** 6102

Local Place Name(s): Jersey City **Lot(s):** 6

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

Photograph: Wilson & Co. Meat Storage House, View Southwest (Source GoogleEarth)



Description: Located opposite the Delaware, Lackawanna and Western Rail Yard, this former meat storage and shipping house is a reinforced concrete, rectangular plan building, two stories high with a flat roof. The building is clad in brick and has brick infill in former window openings. The façade is organized in five bays. At the first story, the north bay is at ground level, has a large opening, is framed in iron, and has a metal roll-up door. This opening was designed to accept a rail spur. A concrete loading dock with stairs at both ends and a metal-framed canopy clad with corrugated steel extends across the remaining four bays.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

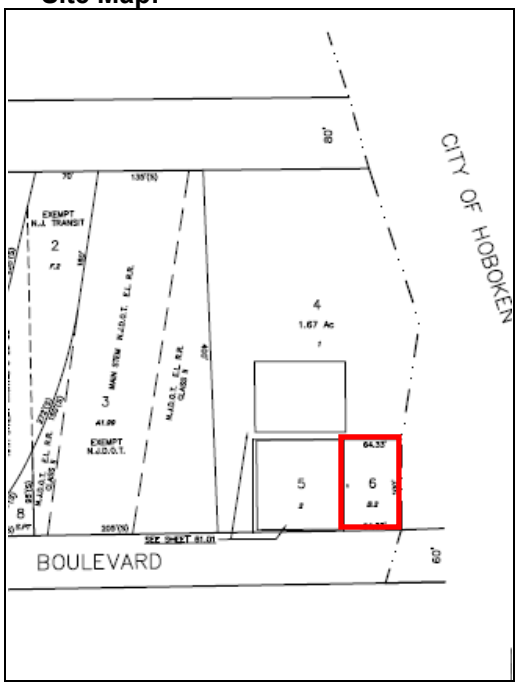
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See continuation sheet

Additional Information: This property was surveyed in 2002, HUD AA 223; ID 3027. Survey was also conducted concurrent with this survey in 2016 for the Hoboken Yard Major Electrical Repairs. Both recommended the property as not eligible.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Kobrick Coffee Company
Historic Name: Wilson & Co. Meat Storage House
Present Use: Food Processing: Other, Coffee Beans
Historic Industry: Food Preservation **Building ID:**
Construction Date: Circa 1917 **Source:** *Ice and Refrigeration Illustrated*, Hopkins 1919
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: None
Length: 100 **Stories:** 2
Width: 64.33 **Bays:** 5
Exterior Finish Materials Brick, Common Bond
Foundation Materials: Concrete
Structural System: Reinforced Concrete Fireproof **Roof System:** n/a
Roof Finish Materials: n/a
Equipment/Machinery:
Transportation Links: Loading Dock; Railroad

Exterior Description: Located opposite the Delaware, Lackawanna and Western Rail Yard, this former meat storage and shipping house is a reinforced concrete, rectangular plan building, 2 stories high with a flat roof. The building is clad in brick and has brick infill in former window openings. The façade is organized in five bays. At the first story, the north bay is at ground level, has a large opening, is framed in iron, and has a metal roll-up door. This opening was designed to accept a rail spur. Although shown on the Sanborn maps, the tracks have been removed and the concrete floor patched. A concrete loading dock with stairs at both ends and a metal-framed canopy clad with corrugated steel extends across the remaining four bays. Brick infill has been used to reduced the size or eliminated openings at the first story; the two large window openings have been filled, and a metal door added at the south bay. The second story windows are a blend of glass block and casements. The openings have stone or cast stone lintels and sills. A corbeled brick and cast stone cornice is located above the second story. The building is surmounted by a stepped parapet with cast stone coping. The north wall has segmental-head windows at the second story, some of which have been reduced in size to accept replacement double-hung sash.

Interior Description: N/A

Setting: The setting is urban industrial located at the boundary between Hoboken and Jersey City in close proximity to the Delaware, Lackawanna and Western Rail Yard. The area is in transition, is near rail mass transit, and has infill residential buildings along with older building stock and remaining factories.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See continuation sheet

Statement of Significance: Constructed circa 1917, the Wilson & Co. Meat Storage House is significant as for its association with the meat packing industry in Hoboken-Jersey City and architecturally, as a building constructed to address both rail and truck transportation. Beginning in the later 1800s, the corridor along the boundary between Hoboken and Jersey City was historically a vibrant industrial area. Among these industries were meat processing, packing and shipping, as well as other related industries, like leather goods and tallow products. The Wilson & Co. Meat Storage House is a reminder of these industries and their connection with Hoboken and Jersey City because of the transportation links located here.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Wilson & Co. Meat Storage House, built circa 1919, is not recommended eligible for listing on the National Register. Although this industrial building has local significance as a component of the meat packing-related industry that once existed here, the fenestration has changed, the windows and openings replaced, reduced in size, and/or infilled with brick. Due to the degree of alterations, the Wilson & Co. Meat Storage House no longer retains its historic architectural integrity and therefore, does not appear to meet the criteria for evaluation.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The boundary is limited to the exterior lot lines associated with block 6102, lot 6 in Jersey City, Hudson County, New Jersey.

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

Chicago Historical Society. Wilson & Company. *The Electronic Encyclopedia of Chicago* (2005). *The Encyclopedia of Chicago* (2004). Chicago: Chicago Historical Society, 2005. The New Berry Library. Accessed June 16, 2016 at http://www.encyclopedia.chicagohistory.org/pages/1512.html.

Federal Trade Commission. *Food Investigation: Report of the Federal Trade Commission on the Meat-Packing Industry. Part IV The Five Larger Packers in Produce and Grocery Foods*. June 30, 1919 (Washington: Government Printing Office, 1920).

Hoboken Planning Board and Clark Canton Hintz. City of Hoboken: Southwest Area Redevelopment Study. January 5, 2012.

G.M. Hopkins Co. *Volume One Plat Book of Jersey City and Bayonne, Hudson Co., N.J. From Official records, private plans and actual surveys.* Philadelphia: G.H. Hopkins Co., 1919. Digital collections Lionel Pincus and Princess Firyal Map Division, The New York Public Library. Accessed June 16, 2016 at http://digitalcollections.nypl.org/items/b7626f27-6088-efc2-e040-e00a18060a83.

Ice and Refrigeration Illustrated. New Jersey, New Plants and Improvements. Vol. 53 Nos. 1-6. July – December 1917. New York: Nickerson & Collins Company, August 1917: 66

Kobrick Coffee Company. History. Accessed online May 25, 2016 at http://www.kobricks.com/history.asp.

Sanborn Insurance Maps. Hudson County, NJ, Volume 7 Hoboken.

Wilson & Company. Wilson's Certified Ham. Advertisement in The National Provisioner. Volume 65, Part 2. 1921.

Eleanor Lee Wright, Director Domestic Science Department, Wilson's Meat Cookery. Chicago: Wilson & Co., 1919. Digital Collections, Katherine Golden Bitting Collection on Gastronomy, Library of Congress. Accessed online June 16, 2016 at https://archive.org/details/wilsonsmeatcooke00wrig.

History:

The Wilson & Co. Meat Storage House, constructed circa 1917, is possibly the new Wilson & Co. meat storage house and distributing station on Henderson Street announced in *Ice and Refrigeration Illustrated* in August 1917. According to the report, the plant consisted of a main storage room 96 x 80 feet (possibly a typo), a provisions storage room and a cooler for butter, cheese and eggs. The facility was equipped with a 25-ton refrigeration plant, installed by the Automatic Refrigerating Co. of Hartford, Connecticut.

The beginnings of Wilson & Co., which became one of the giant Chicago-based meatpackers can be traced to a New York City slaughterhouse, Schwartzchild & Sulzberger. Schwartzchild & Sulzberger was established in the 1853 as a partnership and later incorporated as the Schwartzchild & Sulzberger Co. Beginning in the 1890s and continuing through the start of the twentieth century, the company expanded, first to Kansas City and followed by Chicago, Oklahoma city, and Cedar Rapids. The sudden growth of the company left it with financial difficulties. In 1910, Sulzberger & Sons Co. was organized in New York State and acquired Schwartzchild & Sulzberger. In 1916, Sulzberger & Sons changed its name to Wilson & Co. and control of the company was transferred to Thomas E. Wilson, a former president of Morris & Co., and a group of New York banks. Under Wilson's leadership, the company headquarters was moved to the Union Stock Yard in Chicago and financial health of the company restored. According to the Encyclopedia of Chicago, in 1917, Wilson ranked as one of the 50 largest industrial corporations in the country. In a report of the Federal Trade Commission on the meat-packing industry in 1920, Wilson & Co., was included as one of the five largest firms in the industry. The report noted that these

CONTINUATION SHEET

Historic Sites #:

companies, which consisted of Armour & Co., Swift & Co., Morris & Co., Wilson & Co., and Cudahy Packing Co., were not limited to the meat industry and had interests in produce and grocery foods in general.

Under Wilson's leadership Wilson developed a series of advertisements for the certified products, touting their foods as "the choicest, highest quality, selected, handled and prepared with the respect due that which is to be served on your table." Promoted with the moto, "The Wilson label protects your table," the list of products includes items both easily recognizable and those no longer popular: hams, bacon, and cooked hams; oleomargarine, shortening, kettle rendered lard, and salad oil; canned corned beef hash, tongue, rolled ox tongue; Vienna style sausage, roast beef, pork sausage, and corned beef. Advertisements of the period often promoted the idea of a health benefit to children. Wilson also provided a line of canned goods—vegetables and beans, fruits, jellies, olives, sardines and salmon, and catsup and chili sauce. Cookbooks, developed by women employed in the Domestic Science Department emphasized care and handling of food, home economy, and provided recipes that appealed to the homemaker of the day as she was generally responsible for food purchases.

The Wilson Company's growth continued into the post-World War II years. By the mid-1960s it had a gross of over $800 million and employed some 17,000 people. In 1967, Jim Ling of the Ling-Temco-Vought conglomerate purchased Wilson & Co. and over the next few years sold off various parts of the former Wilson concern.

In the 1980s, the New York City firm, Kobricks Coffee Company, acquired the former Wilson Meat Storage House. The company was founded by Samuel Kobrick in the 1920s in lower Manhattan as an importer, roaster, and wholesaler of coffee. In need of larger and less expensive space, the company moved to Tribeca in 1950. Once again in need of new space, in 1980, Kobrick relocated to Hoboken. The company continues to be an independent, family-owner concern, operated by Samuel's grandchildren. The alterations to the building appear to have been made over a period of time and reflect the needs of the business to occupy the space. Most recent renovations most likely dated from Kobrick ownership of the building.

CONTINUATION SHEET

Historic Sites #:



Wilson & Co. Meat Storage House, View Southwest (Source GoogleEarth)

CONTINUATION SHEET

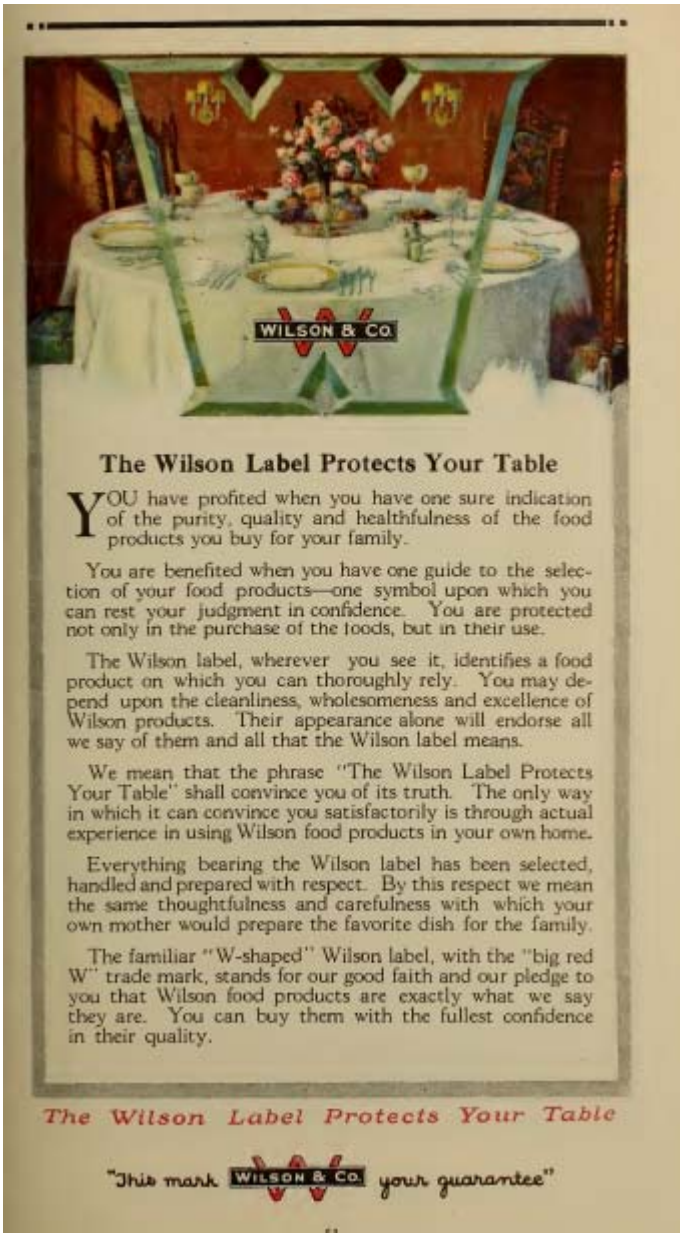
Historic Sites #:



Wilson & Company Advertisement (Source: The National Provisioner, 1921:60)

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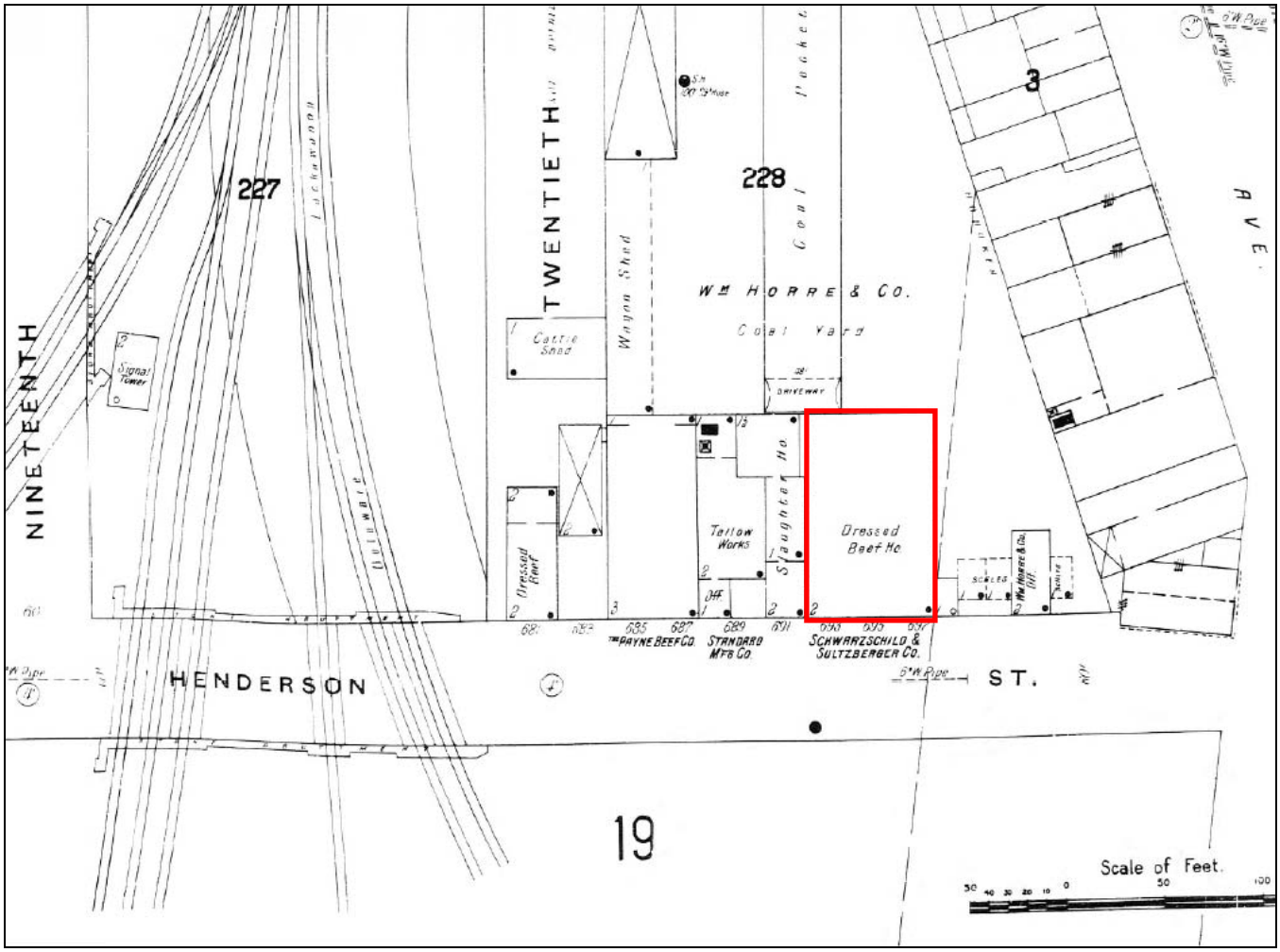
Historic Sites #:



Page on Wilson Products from Wilson's Meat Cookery. (Wright, 1919).

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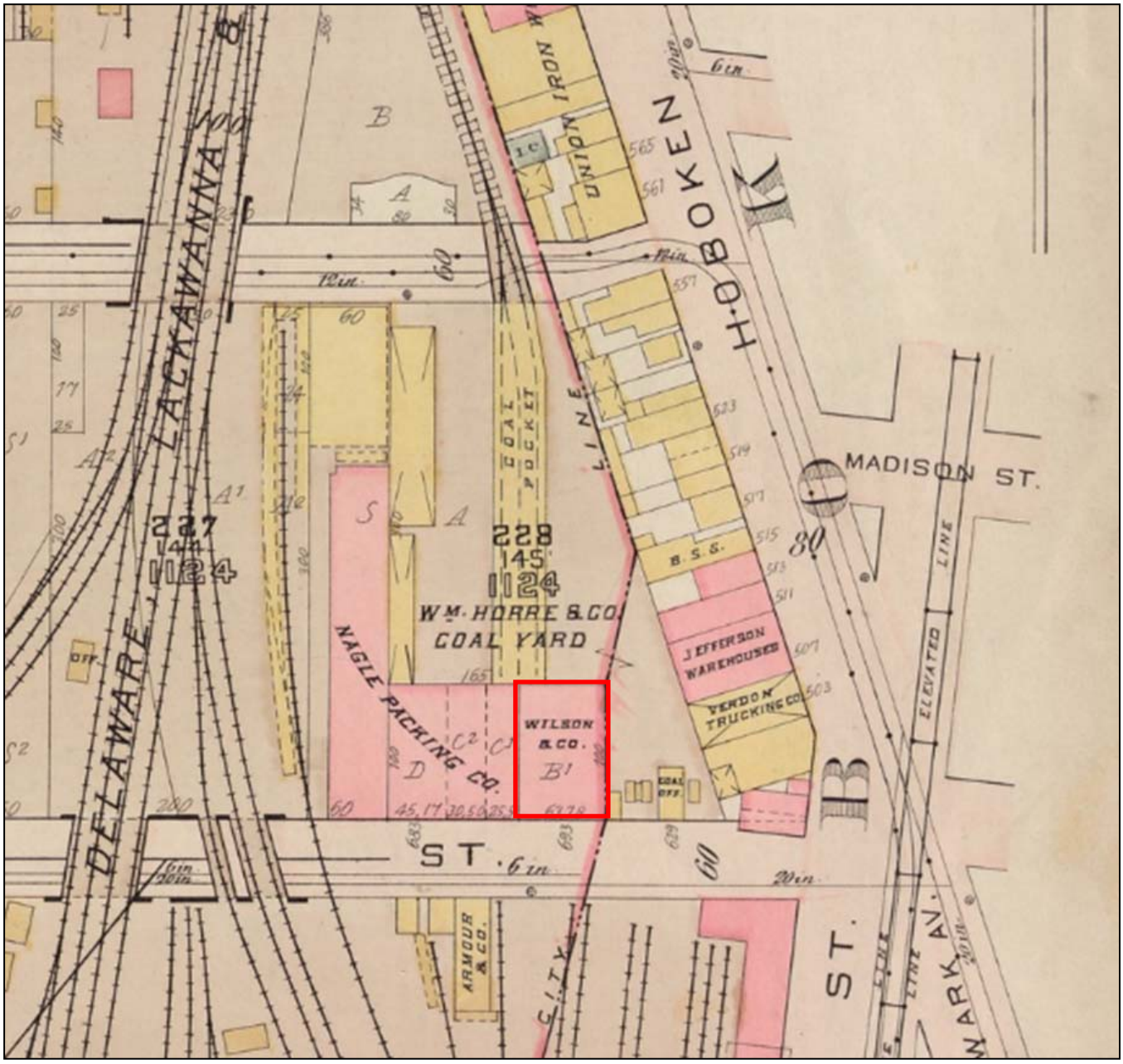
Historic Sites #:



Wilson & Co. in 1906 (Source: Sanborn 1906, sheet 26)

CONTINUATION SHEET

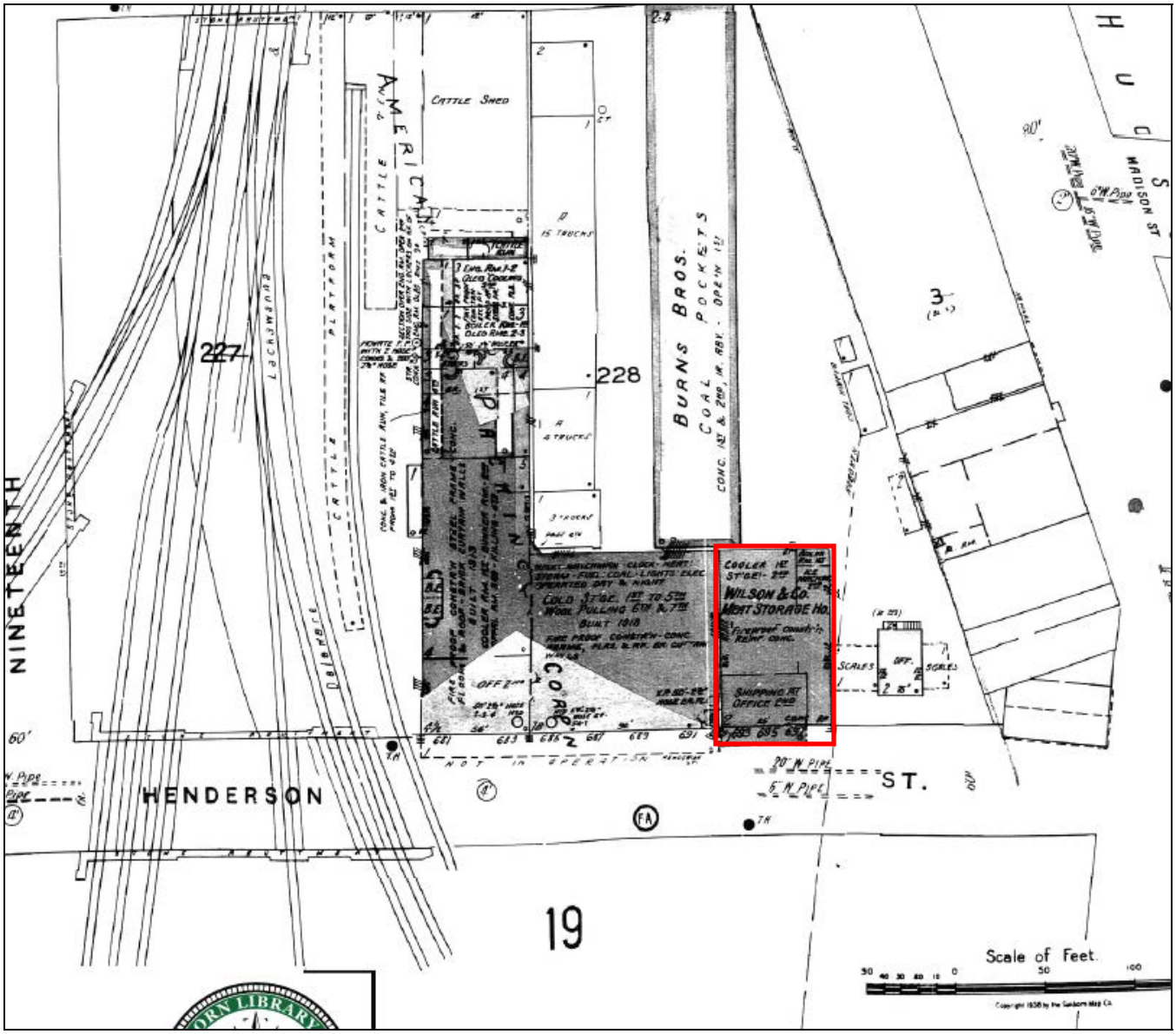
Historic Sites #:



Wilson & Co. in 1919. (Source: Hopkins 1919, Plate 7)

CONTINUATION SHEET

Historic Sites #:



Wilson & Co. in 1950. (Source: Sanborn 1950, sheet 26)

BASE FORM

Historic Sites #:

Property Name: 72, 74 Garden Street

Street Address: *Street #:* 72 (Low) 74 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Garden *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 175

Local Place Name(s): Hoboken **Lot(s):** 15, 16

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

Photograph: 72 and 74 Garden Street, View West



Description: Located mid-block on the west side of the street, this pair of brick tenements have five-stories on a high basement and are surmounted by a bracketed cornice. The center entrance of each building has been moved from the first story, the raised stoop removed, and the entrance installed at the basement level. The brick at the basement and first story of 74 Garden Street has been faced with brick. The basement fenestration has been altered in both buildings. Formerly five bays at the first story and four bays at the upper stories, the windows have segmental hood moldings.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

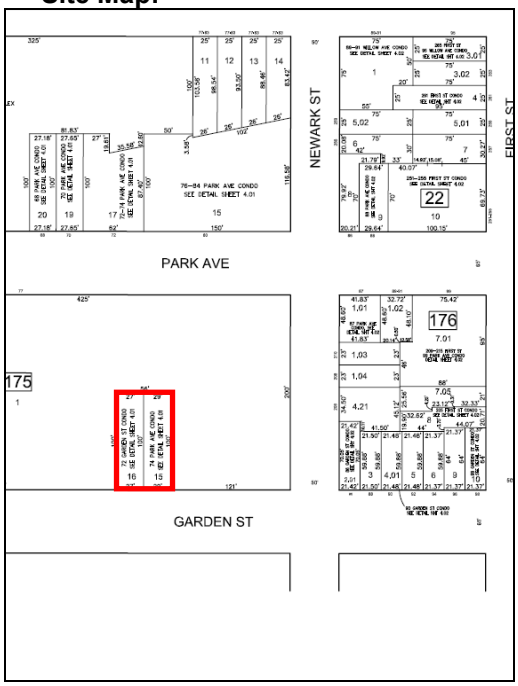
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
Sanborn Insurance Maps. Hudson County, Volume 7 Hoboken. 1891.
Zingman, Elan I. Hoboken, New Jersey: A Physical and Social History. 1978.

Additional Information: Documented in survey conducted in 1978-1979.
Contained within the Hoboken Historic District, however, very few historic buildings have been retained in the area; district boundaries should be revised.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☒ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 72 Garden Street
Historic Name:
Present Use: Permanent
Historic Use: Permanent
Construction Date: c. 1891 **Source:** Sanborn
Alteration Date(s): After. 1978 **Source:** Zingman
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Low
Style: Italianate
Form: Other **Stories:** 4
Type: **Bays:** 5
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Running bond

Exterior Description: One of a pair of remaining brick tenements, 72 Garden Street has five-stories on a high basement and is surmounted by a bracketed cornice. The center entrance has been moved from the first story, the raised stoop removed, and the entrance installed at the basement level at grade. The basement is faced with stone and its fenestration has been altered. Formerly five bays at the first story and four bays at the upper stories, the windows have segmental hood moldings and are predominantly four-over-four double-hung and some one-over-one sash replacement windows.

Interior Description: n/a

Setting: The setting is urban and is primarily residential and reflects a transition from industrial mixed neighborhoods to residential. The Garden Street tenement buildings are the last evidence of the nineteenth century buildings on block 175. Some examples remain in the opposing block on Garden Street. Large, new multi-unit residential buildings dominate the area—77 Park surrounds the buildings at 72-74 Garden Street on three sides and included open space north of the buildings. The 51 Garden Street development is opposite, extending from Garden through to Bloomfield at Observer Highway.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 74 Garden Street
Historic Name:
Present Use: Permanent
Historic Use: Permanent
Construction Date: c. 1891 **Source:** Sanborn
Alteration Date(s): After 1978 **Source:** Zingman
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** Medium
Style: Italianate
Form: Other **Stories:** 4
Type: **Bays:** 3
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Common bond

Exterior Description: One of a pair of remaining brick tenements, 74 Garden Street has five-stories on a high basement and is surmounted by a bracketed cornice. The center entrance has been moved from the first story, the raised stoop removed, and the entrance installed at the basement level at grade. The brick at the basement and part of the first story has been refaced with new brick. The basement fenestration has been altered, consisting of segmental arch central entrance flanked by paired double-hung sash with iron grilles. Formerly five bays at the first story and four bays at the upper stories, the windows have segmental hood moldings and have been replace with one-over-one double-hung sash.

Interior Description: n/a

Setting: The setting is urban and is primarily residential and reflects a transition from industrial mixed neighborhoods to residential. The Garden Street tenement buildings are the last evidence of the nineteenth century buildings on block 175. Some examples remain in the opposing block on Garden Street. Large, new multi-unit residential buildings dominate the area—77 Park surrounds the buildings at 72-74 Garden Street on three sides and included open space north of the buildings. The 51 Garden Street development is opposite, extending from Garden through to Bloomfield at Observer Highway.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: Constructed circa 1891, the tenements at 72 and 74 Garden Street were part of a row of eleven early brick buildings erected on property of the Hoboken Land & Improvement Co. By 1978, much of the block was in transition with few of the old tenements remaining

Significance: The buildings do not appear to retain historical significance.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Constructed circa 1891, the buildings at 72 and 74 Garden Street are not recommended eligible for listing in the National Register under Criteria A, B, or C. Changes to the location of the entrance and removal of the stoop greatly detracts from the historic architectural integrity. In addition, the buildings have no known association with significant persons or historical events. Due to the lack of historic buildings extant in this area of the Hoboken Historic district and the degree of alterations and overwhelming scale and number of intrusions block 175 should be removed from the district and the boundary revised in this area.

For Historic Districts Only:

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

For Individual Properties Only:

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

Building Attachment
Eligibility Worksheet
Continuation Sheet

Narrative Boundary Description: The boundary is limited to the exterior lot lines created by block 175, lots 15 and 16 in Hoboken, New Jersey.

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:



Garden Street Streetscape showing new development, View is south toward Observer Highway

CONTINUATION SHEET

Historic Sites #:



72 Garden Street as surveyed in 1978
(Source: Zingman)



74 Garden Street as surveyed in 1978
(Source: Zingman)

BASE FORM

Historic Sites #:

Property Name:

Street Address: *Street #:* 77 *(Low)* 79 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Garden *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 186

Local Place Name(s): Hoboken **Lot(s):** 4, 5

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

Photograph: 77-79 Garden Street, View East



Description: Located on the east side of Garden Street, these buildings are brick tenements, four stories tall on a basement. The building at 77 Garden has three bays, a side double-leaf entrance with transom and flat hood, and high stoop. The building at 79 Garden has three bays at the first story and five bays at the upper stories. The entrance is centered between paired double-hung windows with flat molded lintels, has a flat hood, and is accessed by a high stoop. Both buildings have replacement one-over-one double-hung windows, hood molds, and elaborate cornices. The cornice at 79 Garden Street features heavy brackets, modillions, dentils, and swags. At 77 Garden Street the cornice features are more delicate with paired brackets, various finials, including finials at the base of the frieze, and carved modillions.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: **Hoboken RBDH** Date: September 8, 2016

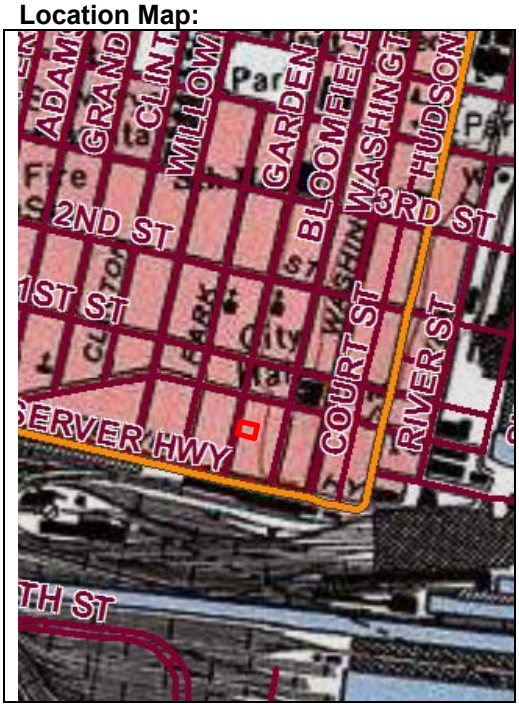
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

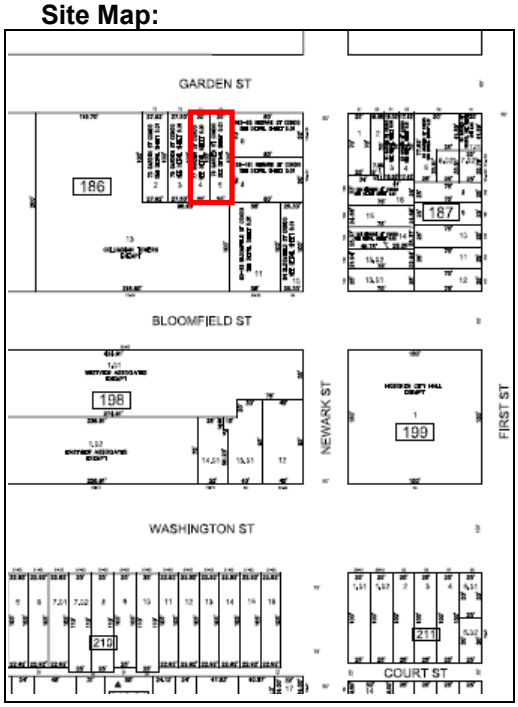
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

G.M. Hopkins Co., Plat Book of Hudson County. Hoboken, Volume II (Philadelphia: G.M. Hopkins Co., 1909; 1923).
Sanborn Insurance Maps. Hudson County, Volume 7 Hoboken. 1891, 1937.
Zingman, Elan I. Hoboken, New Jersey: A Physical and Social History. 1978.

Additional Information: Documented in survey conducted in 1978-1979.
Contained within the Hoboken Historic District, however, very few historic buildings have been retained in the area; district boundaries should be revised.

More Research Needed? ☐ Yes ☐ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 77 Garden Street
Historic Name:
Present Use: Residential, Permanent
Historic Use:
Construction Date: c. 1891 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** High
Style: Renaissance Revival
Form: **Stories:** 4
Type: **Bays:** 3
Roof Finish Materials: n/a
Exterior Finish Materials Brick

Exterior Description: Located on the east side of Garden Street, 77 Garden Street is a brick tenement, four stories tall on a basement. The basement has three bays, an entrance under the stoop of the main entrance, and double-hung windows plain lintels. The first story has three bays, a side entrance, high stoop, and four over four double-hung sash with hood molds. The entrance has a rope molding surround, double-leaf doors, stained glass transom and a flat projecting hood supported by brackets. The hood is crowned by relief carving. The upper stories have replacement one-over-one double-hung sash, segmental hood molds, and shaped sills. The facade is surmounted by an elaborate cornice that features paired brackets, various finials, including finials at the base of the frieze, and carved modillions.

Interior Description: n/a

Setting: The setting is urban and is primarily residential and reflects a transition from industrial mixed neighborhoods to residential. Few of the historic tenement buildings remain on the block.
Large, new multi-unit residential buildings dominate the area—the 51 Garden Street development is located to the south, extending from Garden through to Bloomfield at Observer Highway. Across the street, all but two blocks are consumed by the 77 Park development.

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 79 Garden Street
Historic Name:
Present Use: Residential Permanent
Historic Use:
Construction Date: c. 1891 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** High
Style: Renaissance Revival
Form: **Stories:** 4
Type: **Bays:** 3
Roof Finish Materials: n/a
Exterior Finish Materials Brick

Exterior Description: Located on the east side of Garden Street, the building at 79 Garden Street is a brick tenement, four stories tall on a basement. The basement has three bays, an entrance under the stoop of the main entrance, a paired window and an individual double-hung window, both with plain lintels. The first story has three bays with the entrance and high stoop centered between paired double-hung windows with flat molded lintels. The entrance has a rope molding surround, stained glass transom, and a flat projecting hood supported by brackets. Above the first story, the building is five bays at the upper stories, has replacement one-over-one double-hung windows, and hood molds. Some of the windows have air conditioner installed below the window sills. The cornice features heavy brackets, modillions, dentils, and swags.

Interior Description: n/a

Setting: The setting is urban and is primarily residential and reflects a transition from industrial mixed neighborhoods to residential. Few of the historic tenement buildings remain on the block.
Large, new multi-unit residential buildings dominate the area—the 51 Garden Street development is located to the south, extending from Garden through to Bloomfield at Observer Highway. Across the street, all but two blocks are consumed by the 77 Park development.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: Constructed circa 1891, 77 and 79 Garden Street appear to have been built on property owned by Butts, Geager & Kerringan. The 1891 Sanborn map first depicts the brick tenements, however, 79 Garden Street is a five-story building. The buildings remain in the same configuration in the Hopkins Plat Book in 1909 and 1923. The south end of the block, extending from Garden Street though to Bloomfield Street at Ferry Street (present-day Observer Highway), was the location of the car house and stables of the North Hudson County Railway Company. In 1937, the car house and stables are labeled as the car barn and bus garage for Public Service Coordinated Transport. The 1937 Sanborn depicts the building at 79 Garden Street as a four-story double house with store in the basement. Over time, the adjacent garages and wood structures were replaced. The transit buildings are now the location of the Observer Park apartments at 51 Garden Street. Except for 73 Garden Street, the remainder of the block consists of new construction. The buildings at 77 and 79 Garden Street are residential.

Significance: These buildings are highly intact and fine examples of their type. As few buildings in the block and those immediately west remain from the nineteenth century and, of those, still fewer are intact, these buildings are a tangible examples of the architecture once graced these blocks.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☐ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The buildings at 77 and 79 Garden Street, built circa 1891, are recommended eligible for listing on the National Register under criterion C for architecture. The two buildings are highly intact and fine examples of brick tenements that graced Hoboken streets at the end of the nineteenth century. These buildings are located within the Hoboken Historic District, however, as block 186 and block 175 retain few nineteenth-century buildings and are dominated by intrusions—new apartment buildings, some quite large—this surveyor recommends that the boundaries of the district be revised and these blocks removed.

For Historic Districts Only:

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

For Individual Properties Only:

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

Building Attachment
Eligibility Worksheet
Continuation Sheets

Narrative Boundary Description: The boundary is defined by the exterior lot lines formed by block 186, Lots 4 and 5 in Hoboken, New Jersey.

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

CONTINUATION SHEET

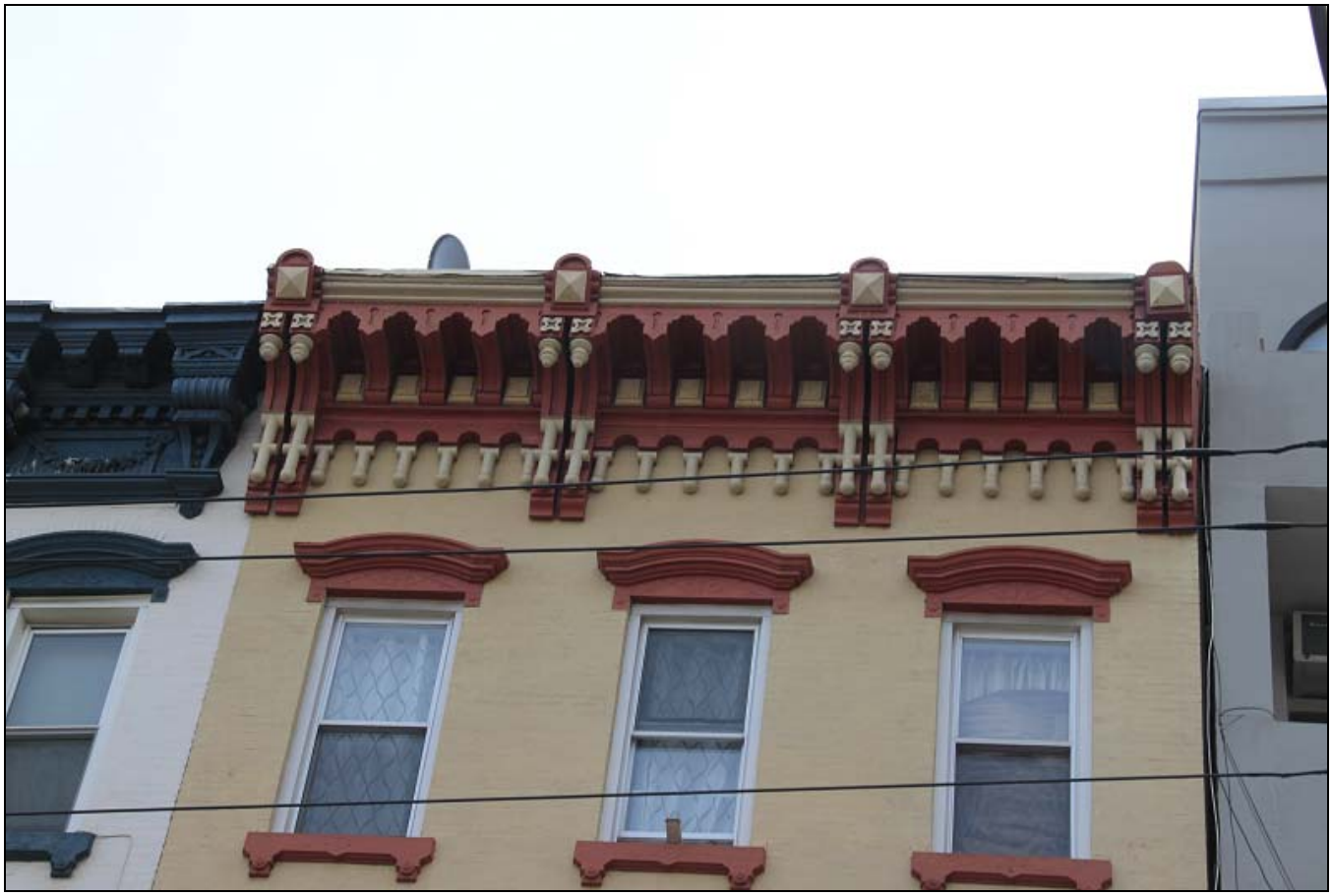
Historic Sites #:



Entrance at 77 Garden Street

CONTINUATION SHEET

Historic Sites #:



Cornice detail at 77 Garden Street

CONTINUATION SHEET

Historic Sites #:



Entrance at 79 Garden Street

CONTINUATION SHEET

Historic Sites #:



Cornice detail at 79 Garden Street

CONTINUATION SHEET

Historic Sites #:



View of Streetscape showing the degree of new building construction.

CONTINUATION SHEET

Historic Sites #:



79 and 77 Garden Street as surveyed in 1978 (Source: Zingman)

BASE FORM

Historic Sites #:

Property Name: 73 Garden Street

Street Address: *Street #:* 73 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Garden *Suffix:* _____ *Type:* ST

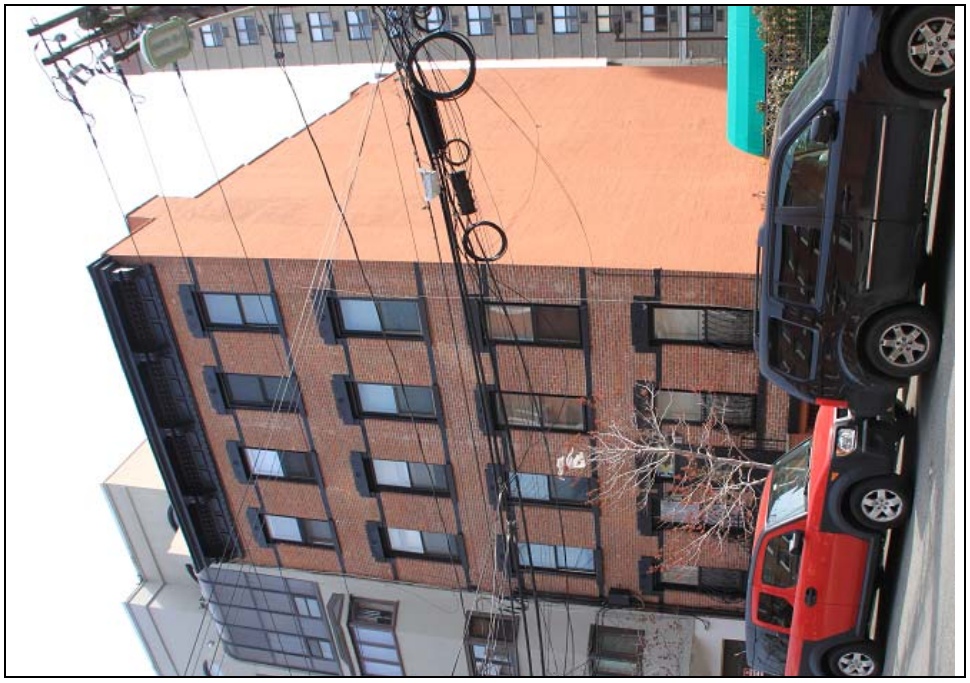
County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken City **Block(s):** 186

Local Place Name(s): Hoboken **Lot(s):** 2

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

Photograph: 73 Garden Street, View East



Description: Located on the east side of Garden Street, this finely designed nineteenth century tenement is brick, is four stories tall on a basement, and is surmounted by a bracketed cornice The basement areaway has been filled, the basement entrance is below grade and access be stairs. Bar-covered windows flank the stoop to the central main entrance. The first story has five bays, entrance centered between one-over-one double hung windows with iron grilles, and a stained glass transom above the door. The lintels of the first through fourth stories are shouldered, have a rosette with delicate vines carved at the center, and are connected by a fluted band and lintel course. A sill band is at the base of the windows, all of which are one-over-one- double- hung sash.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: **Hoboken RBDH** Date: September 8, 2016

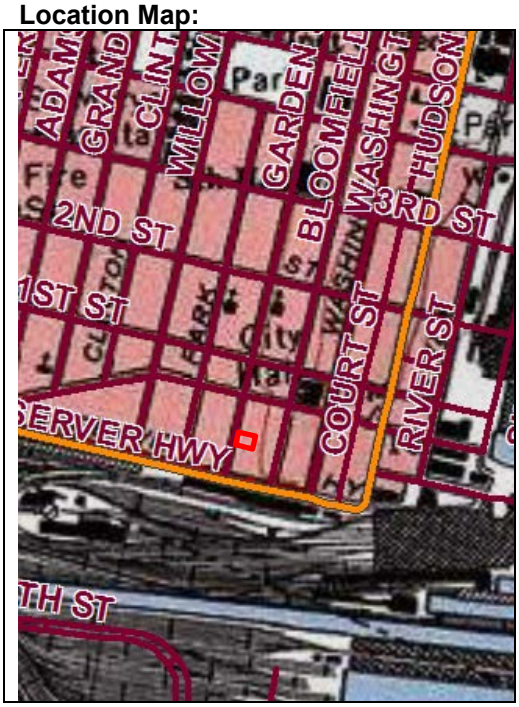
Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

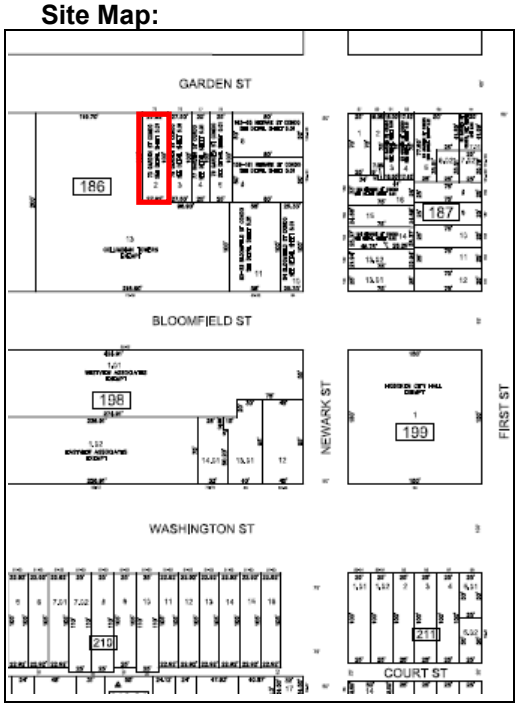
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
Sanborn Insurance Maps. Hudson County, Volume 7 Hoboken. 1891, 1937.
Zingman, Elan I. Hoboken, New Jersey: A Physical and Social History. 1978.

Additional Information: Documented in survey conducted in 1978-1979.
Contained within the Hoboken Historic District, however, very few historic buildings have been retained in the area; district boundaries should be revised.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 73 Garden Street
Historic Name:
Present Use: Residential, permanent
Historic Use: Residential, permanent
Construction Date: 1891 **Source:** Sanborn
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: **Remaining Historic Fabric:** High
Style: Renaissance Revival
Form: Other **Stories:** 4
Type: **Bays:** 5
Roof Finish Materials: n/a
Exterior Finish Materials Brick, Common bond

Exterior Description: Located on the east side of Garden Street, this finely designed nineteenth century tenement is brick, is four stories tall on a basement, and is surmounted by a bracketed cornice The basement areaway has been filled, the basement entrance is below grade and access be stairs. Bar-covered windows flank the stoop to the central main entrance. The first story has five bays, entrance centered between one-over-one double hung windows with iron grilles, and a stained glass transom above the door. The lintels of the first through fourth stories are shouldered, have a rosette with delicate vines carved at the center, and are connected by a fluted band and lintel course. A sill band is at the base of the windows, all of which are one-over-one- double-hung sash.

Interior Description: n/a

Setting: The setting is urban and is primarily residential and reflects a transition from industrial mixed neighborhoods to residential. Few of the historic tenement buildings remain on the block. Large, new multi-unit residential buildings dominate the area—the 51 Garden Street development is located to the south, extending from Garden through to Bloomfield at Observer Highway. Across the street, all but two blocks are consumed by the 77 Park development.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: Constructed circa 1891, 73 Garden Street appears to have been built on property owned by Butts, Geager & Kerringan. The 1891 Sanborn map indicates that the building was adjacent to the car house and stables of the North Hudson County Railway Company that extended from Garden Street though to Bloomfield Street at Ferry Street (present-day Observer Highway). The car house and stables later served as the car barn and bus garage for Public Service Coordinated Transport. The transit buildings are now the location of the Observer Park apartments at 51 Garden Street. The tenement at 73 Garden Street is one of three remaining brick buildings from the nineteenth century; the remainder of the block consists of new construction.

Significance: The building is a fine and representative example of its type.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The tenement at 73 Garden Street is not recommended eligible for listing on the National Register under Criteria A, B or C. Although this is a fine example of its type and has retained many of its features, as an individual structure, does not appear to meet the criteria for evaluation. The building is within the Hoboken Historic District, however, it is the opinion and recommendation of this surveyor that the 186 block be removed from the district due to a lack historic buildings and overwhelming number and scale of intrusions.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description: The boundary is limited to the exterior lot lines created by block 186, lot 2 in Hoboken, New Jersey.

ELIGIBILITY WORKSHEET

Historic Sites #:



Detail, 73 Garden Street first-story façade.

ELIGIBILITY WORKSHEET

Historic Sites #:



Detail Garden Street Cornice.

ELIGIBILITY WORKSHEET

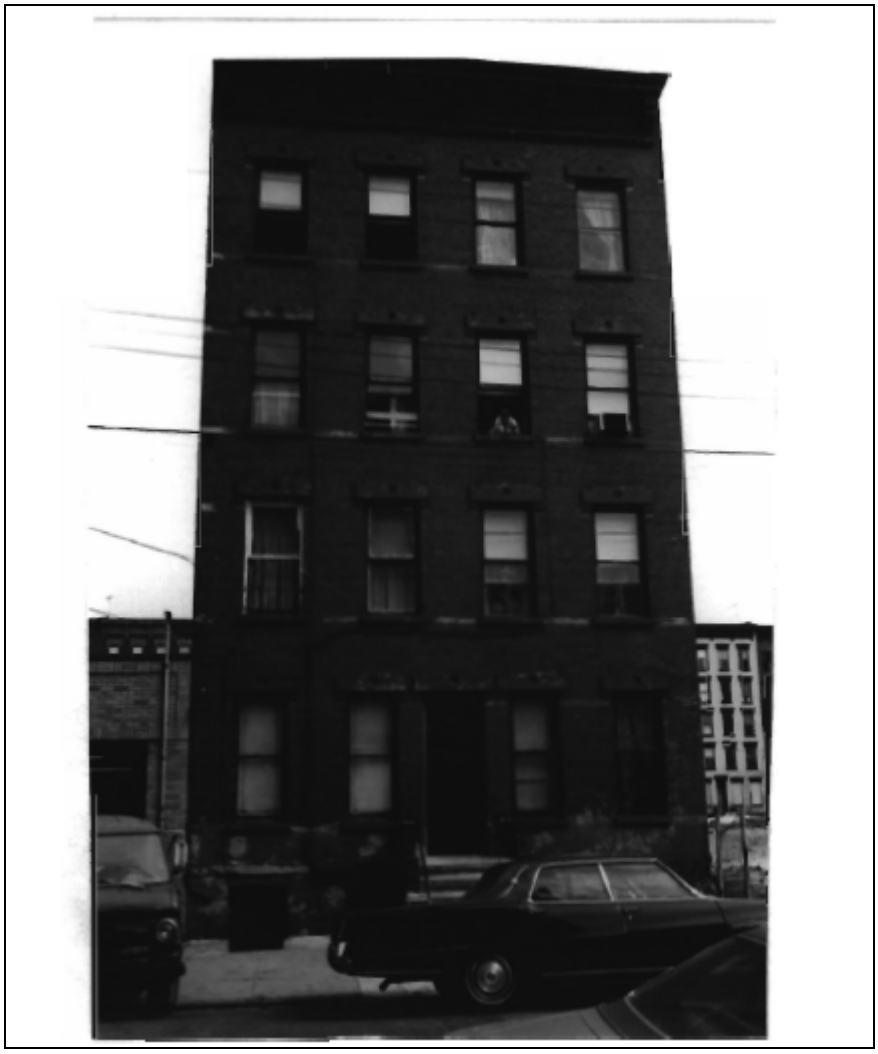
Historic Sites #:



View of Streetscape showing the degree of new building construction.

ELIGIBILITY WORKSHEET

Historic Sites #:



73 Garden Street as surveyed in 1978 (Source: Zingman)

BASE SURVEY FORM

Historic Sites #:

Property Name: 601 Newark Street

Street Address: *Street #:* 601 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Newark *Suffix:* _____ *Type:* Street

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 3, 3.1

Local Place Name(s): _____ **Lot(s):** 8, 9, 1

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

Description:

The property at 601 Newark Street is one-story commercial building constructed circa 1880. The building is of brick construction and rectangular in footprint. The double gable-front roof is pierced by a brick chimney at the southeast corner of the building. Brick parapets extend the length of the east and west elevations. Accessed is gained on the primary (north elevation) via two openings: an offset wood paneled door on the eastern portion and a large central corrugated metal rolling garage door on the western portion. The windows have wood surrounds and sills and are secured with rolling corrugated metal coverings. Both windows and door openings are topped with decorative awnings. A small fixed window is centered within each gable. The exterior brickwork has been painted red and the cornice painted black.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:



Survey Name: Hoboken Yard Major Electrical Repairs

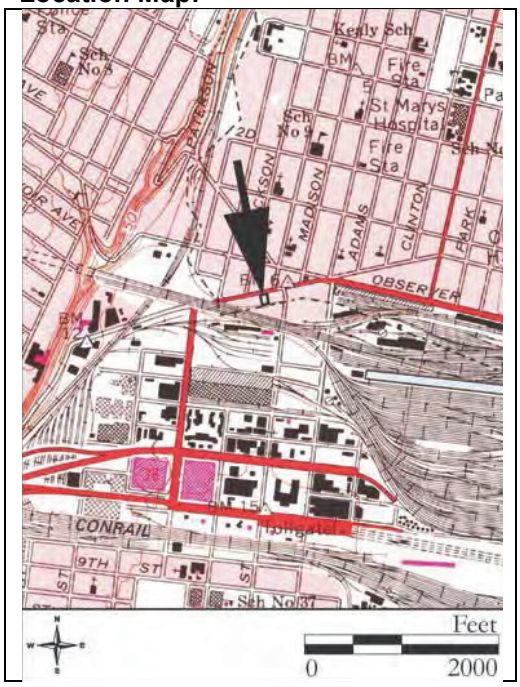
Surveyor: Lauren Szeber Date: March 2016

Organization: RGA, Inc.

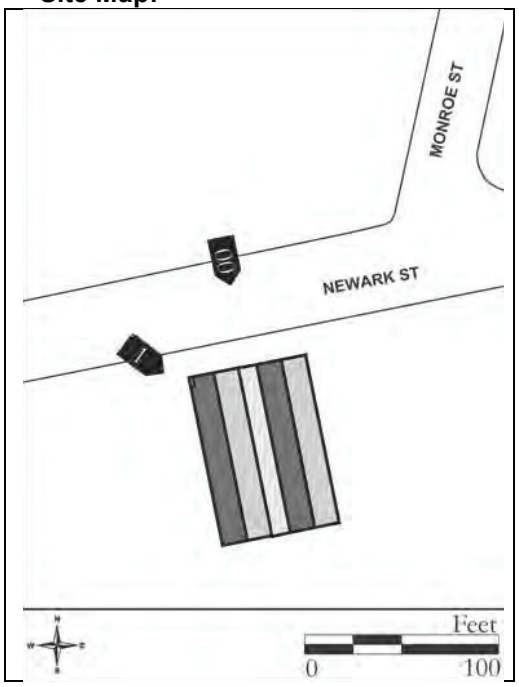
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See continuation sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

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

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Hoboken Yard Major Electrical Repairs
Surveyor: Lauren Szeber Date: March 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 601 Newark Street
Historic Name: N/A
Present Use: No Activity
Historic Use: Heavy Industrial
Construction Date: Circa 1880 **Source:** Sanborn Map 1873; 1891
Alteration Date(s): Circa 1909, 1915, 1925, 1940 **Source:** G.M. Hopkins Co 1909, 1923; Sanborn Map 1938, 1951
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: N/A
Form: Other **Stories:** 1
Type: Other **Bays:** 5
Roof Finish Materials: Asphalt
Exterior Finish Materials Brick, Common Bond

Exterior Description:
See Base Survey Form

Interior Description:
Not Accessible

Setting:
601 Newark Street is sited on a rectangular parcel located on the southern side of Newark Street. The building is oriented with its primary elevation facing north and is set back from the road approximately 20 feet. A commercial building abuts the property to the east and a paved asphalt parking lot is located to the west. A public sidewalk spans the length of the primary elevation. The building is situated within a dense urban setting along the border of Jersey City and Hoboken amidst nineteenth, twentieth and twenty-first century residential, commercial, and industrial buildings. The tracks of the former Delaware, Lackawanna, and Western Railroad run approximately 100 feet to the rear of the building.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
601 Newark Street is a typical example of a modest, late-nineteenth-century industrial building that housed multiple companies throughout the twentieth and twenty-first centuries, including one of the earliest electricity suppliers in the Hoboken area. Constructed during a period of rapid growth and development, the building is an extant example of Hoboken's early industrial power.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
601 Newark Street is recommended not eligible for listing in the National Register of Historic Places. It is not architecturally significant: the building is not a particularly good example of its type or representative of the work of a master. Research did not uncover that the building was associated with significant persons or events. Furthermore, modern alterations to the building, namely the replacement of the original windows and doors, diminish the property's integrity of materials, design, workmanship, feeling, and association. Therefore, 601 Newark Street is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description:
N/A

Survey Name: Hoboken Yard Major Electrical Repairs
Surveyor: Lauren Szeber Date: March 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The industrial building known as 601 Newark Street first appears cartographically on the 1891 Sanborn Insurance Map of Hudson County (Sanborn 1891). The building is not depicted on the 1873 Sanborn Insurance Map, suggesting that it was constructed between 1873 and 1891 (Sanborn 1873: 1891). In 1885, the Hudson Electric Light Works purchased the property from Victoria and James N. Foster for $2,000 (Hudson County Deed 411:171). One of the first operations of its kind in the area, the company was established that same year and supplied all of Hoboken's early electrical needs (Hoboken Historical Museum 2016). In 1893, the property was acquired by William S. Chesley, founder of the Chesley Electric Company based in Jersey City (Hudson County Deed 583:627). However, research suggests that Chesley continued to run the company under its original name until the very end of the nineteenth century. In 1895, the company suffered a major disaster when a flywheel burst inside the facility, killing a senior engineer and badly injuring his assistants (Wilkes-Barre Times Leader Evening News 1895:1). It is plausible that it was this accident and subsequent damage to the building that led to Chesley Electric Company fully absorbing the Hudson Electric Light Works.

The Chesley Electric Company was founded by William Short Chesley around 1890, opening its first shops in Jersey City before relocating to Hoboken in 1895 (See Figure 1) (Electrical Engineer 1895:171). Chelsey started his electrical career at the age of 16 learning Morse code for the Western Union Telegraph Company. After working in telegraph companies across the United States, he moved to New York City in 1888, where he established his own business as an electrical engineer and broker of second-hand machinery. Chesley purchased the building at 601 Newark Street for $6,000 in 1893 (Hudson County Deed 583:627). The company featured specialty work in early power generating systems (Electrical Engineer 1895:171) and quickly outgrew the limited space. Just two years later in 1897, the company relocated to the Havemeyer Building, situated at the "heart of the electrical industries" in New York City (The Electrical Age 1897:174).

The property passed to the Hoboken Land and Improvement Company until 1904, when the property, along with several of the adjacent lots to the northeast, were purchased by Max Schalscha, President of Union Iron Works (Hudson County Deed 902:39). Organized in the early 1900s, Union Iron Works specialized in the manufacturing of heavy machinery including pile driving, excavating machinery, and road building equipment. A little over a decade later, the company had grown to employ more than 100 workers and boasted one of the most advanced machine shops in the country (Riser 1915:91). By this time, the facility had expanded to encompass all of the parcels to the northeast along the block to the intersection of Grove Street (Hudson County Deeds 1024:322). The firm gained international recognition as the first facility to manufacture the double-acting pile hammer, revolutionizing the process in which building foundations were constructed (Rieser 1915: 91). It also supplied two pile drivers used in the construction of the Halifax Piers in Canada, which were later part of a massive immigration terminal facility and now a National Historic Site of Canada. The hammers were the largest in the world at the time (Engineering News-Record 1920:40).

In 1918, the company made plans to expand for a second time, acquiring property located diagonally across Newark Street, on a triangular block bounded by Ferry and Monroe Streets. Architect Max Beyer designed a one-story frame building for the newly-acquired parcel, which was constructed for $12,000 between 1918 and 1923 (American Contractor 1918:42). The additional parcels on Newark Street were also most likely purchased at this time and the existing frame buildings adapted for use by the Union Iron Works (G.M. Hopkins Co. 1923). At its peak, Union Iron Works exported its products to every country in Europe and South America, and branches of the firm were located across the United States and Canada (Rieser 1915: 91).

Historic maps suggest that the Union Iron Works ceased operation on the subject property in the late 1930s (G.M. Hopkins 1934; Sanborn Map 1938). However, the property continued to be the site of industrial manufacturing throughout the mid-twentieth century, being occupied by a series of businesses including the Seaboard Marine Repair

CONTINUATION SHEET

Historic Sites #:

History, cont.:

Company and Condenser Services and Engineering (Hoboken County Deeds 2018:589, 2233: 217). The property's proximity to both the Hudson River and the Delaware, Lackawanna, and Western Railroad terminal made it a desirable location for the marine and transportation trades. Beginning in 1954, the properties along Newark Street were slowly acquired by the Cera Corporation (Hudson County Deed 2580:58). At some point in the twentieth century, the primary (northwest) elevation of the building was subject to alteration, suggested by changes in the building's fenestration. By 1966, the frame building attached to the southwest elevation had been demolished (National Environmental Title Research [NETR] 1966). The building served as the Hoboken Police Horse Stable for a brief period of time in the early 2000s (Mullin 2007).

In 2009, an eclectic antique shop known as "The Frayed Knot" occupied the space (Hoboken411 2009). Established by Chris Morelli and Tad Eaton, the store operated out of the property for several years before suffering serious damage during Hurricane Sandy in 2012 (McDonald 2012). Undiscouraged, the partners attempted to rebuild their business, even making an appearance on the A&E television series, "Storage Wars: New York" before closing the store in 2015. Today the building and surrounding parcels on Newark Street are owned by real estate management company Windsor Eden LLC. The building was vacant at the time of writing.

Bibliography:

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CONTINUATION SHEET

Historic Sites #:

Bibliography, cont.:

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McDonald, Terrence T.
2012 "Hoboken furniture shop 'completely destroyed' by Hurricane Sandy" in The Jersey Journal. 1 November.

Mullin, Michael D.
2007 "New Barn for Horses. City's mounted police to receive permanent stable" in The Hudson Reporter 10 October 2007.

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1966 Historic Aerial Photographs. Electronic document, www.historicaerials.com, accessed February 25, 2016.

Rieser, Robert, Editor
1915 *Hudson County To-Day, Hudson County, New Jersey: Its History, People, Trades, Commerce, Institutions and Industries.* Hudson Dispatch, Union, New Jersey.

Sanborn Map Company
1891 Insurance Maps of Hudson County. Vol 2. Sanborn Map Company, New York, New York.
1938 Insurance Maps of Hudson County. Vol. 2. Revised from 1906. Sanborn Map Company, New York, New York.
1951 Insurance Maps of Hudson County. Vol. 3. Revised from 1910. Sanborn Map Company, New York, New York.

Starcasm
2012 "Storage Wars NY stars Chris and Tad's "Frayed Know" shop destroyed by Hurricane Sandy." 31 December 2012. Electronic document, http://starcasm.net/archives/191485, accessed 12 March 2016.

Wilkes-Barre Times Leader Evening News
1895 "Fly Wheel Burst." 5 October. Wilkes Barre Pennsylvania.

CONTINUATION SHEET

Historic Sites #:

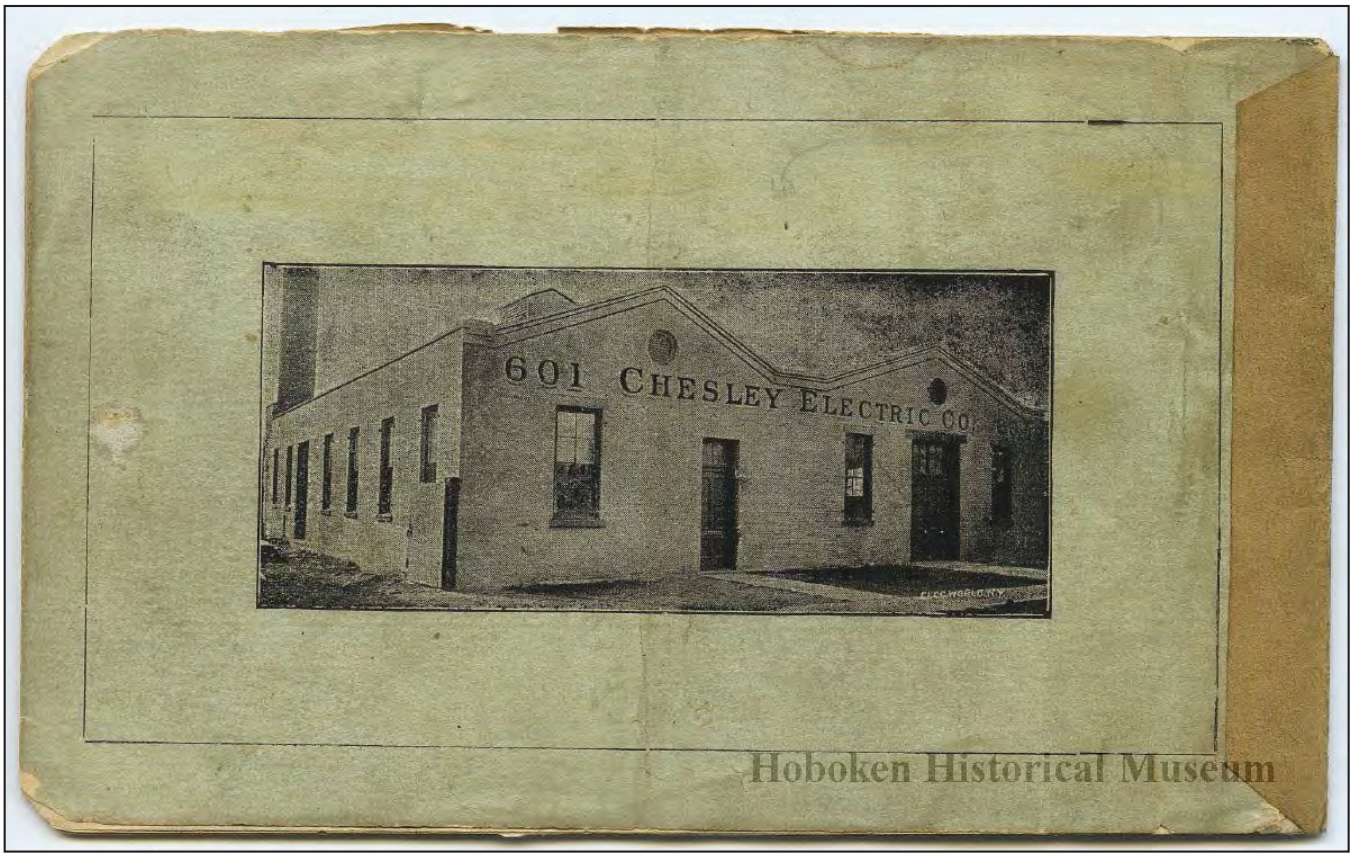


Figure 1: 601 Newark Street Circa 1895. Hoboken Historical Museum. Hoboken Commerce Collection Online Database. Hoboken Historical Museum. Electronic document, http://hoboken.pastperfectonline.com/archive, accessed March 25, 2016.

CONTINUATION SHEET

Historic Sites #:

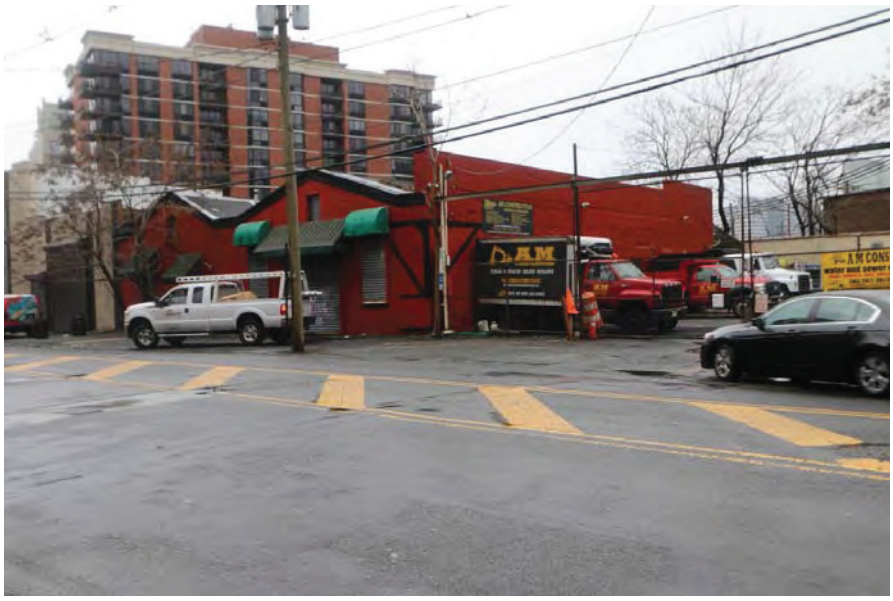


Plate: 1

Photo view:
Southeast

Photographer:
Kelly E. Wiles

Date:
February 16, 2016

Southeast elevation of the building at 601 Newark St

BASE SURVEY FORM

Historic Sites #:

Property Name: Hoboken Business Center

Street Address: *Street #:* 50 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Harrison *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 5

Local Place Name(s): _____ **Lot(s):** 4-17

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

Description:

The Hudson Business Center is a three-story commercial building constructed around 1927 (G.M. Hopkins Co. 1923; NETR 1931). The building is capped by a flat, rolled-asphalt roof. Bays are visually defined on the second and third stories by a series of regularly-spaced pilasters, and the building is five bays wide and eight bays deep. At the third and sixth bay along the south elevation, the roof height is extended for the width of the bay. These heightened portions of the building extend toward the northern elevation, running almost the entire length of the building. A one-bay-deep fourth story extends the full length of the building along the western elevation. Access to the roof is gained via three access stairwells enclosed within one-story bulkheads located at or near the northeast, southeast and southwest corners of the building. A two-bay-wide, one-story southern block projects from the east end of the building's south elevation. The Business Center has a concrete slab exterior and a concrete belt course that wraps around the building between the first and second stories.

See Building Attachment

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:



Survey Name: Hoboken Yard Major Electrical Repairs

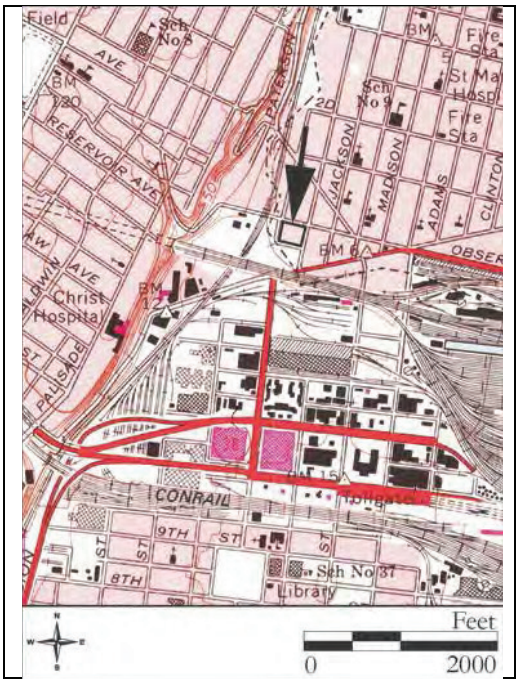
Surveyor: Chelsea Troppauer Date: March 2016

Organization: RGA, Inc.

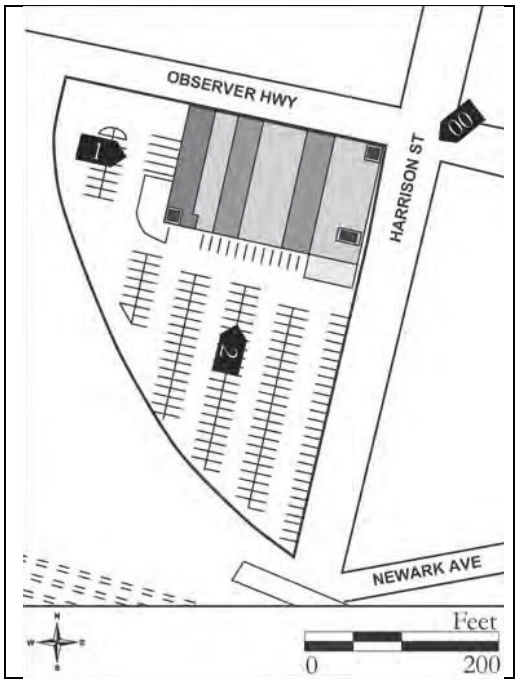
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

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

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Hoboken Yard Major Electrical Repairs
Surveyor: Chelsea Troppauer Date: March 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Hoboken Business Center
Historic Name: Automatic Paper Machine Company Building; Scott Paper Company Building
Present Use: Commercial Activity; Office activity; private business
Historic Use: Industrial Activity
Construction Date: c. 1927 **Source:** G.M. Hopkins Co. 1923; NETR 1931
Alteration Date(s): c. 2000 **Source:** NETR 1997; 2002
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other
Form: Commercial **Stories:** 4
Type: Other **Bays:** N/A
Roof Finish Materials: Rolled asphalt
Exterior Finish Materials Concrete

Exterior Description:
From Base Survey Form
Fenestration is generally regular and comprised of three evenly-spaced windows per bay. Windows generally consist of a larger fixed sash accompanied by an attached awning sash below. On the upper stories of the north elevation, the windows include a louver sash above. The building's foundation is likely concrete.

Interior Description:
Not Accessible

Setting:
The Hoboken Business Center is located on a polygonal shaped parcel near the southwest corner of Observer Highway and Harrison Street in Hoboken, New Jersey. The commercial building is oriented with its primary elevation facing south and is set back from the road approximately 10 feet. The entrance to the building's leasing office is located on the east side of the building facing Harrison Street. A paved parking lot occupies the southern end of the property. The surrounding area is comprised of commercial and former industrial buildings dating from the late nineteenth century. The railroad tracks of the former Delaware, Lackawanna & Western Railroad are located approximately 350 feet south of the property and are currently operated by NJ Transit.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The Hoboken Business Center was originally constructed as a waxing paper plant for the Hoboken-based manufacturer, R.B. Davis & Company. The business continued to serve a manufacturing and industrial use into the late twentieth century, when it was renovated for use as office space.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The Hoboken Business Center is not recommended eligible for listing in the National Register of Historic Places. Architecturally, the building does not exemplify a type, period, or method of construction and is not associated with the work of a master. Modern alterations, such as the replacement of the building's original exterior materials and windows, have denigrated its integrity in the areas of design, materials and workmanship. Research did not uncover any information to suggest that the building was associated with significant persons or events. For these reasons, the Hoboken Business Center does not possess sufficient historical or architectural significance and integrity to warrant an individual listing on the National Register of Historic Places.

For Historic Districts Only:

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

For Individual Properties Only:

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

Narrative Boundary Description:
N/A

Survey Name: Hoboken Yard Major Electrical Repairs
Surveyor: Chelsea Troppauer Date: March 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The Hoboken Business Center was likely constructed around 1927 as a wax-paper manufacturing plant for the R.B. Davis Company. The company, which operated out of in Hoboken during the late nineteenth to mid-twentieth centuries, introduced wax paper into its product line around this time (Hoboken Historical Museum 2015). Cartographic evidence depicts the construction of the Hoboken Business Center as occurring sometime between 1923 and 1931, and the building is shown to house wax paper manufacturing by 1938 (G.M. Hopkins Co. 1923; NETR 1931; Sanborn Map Company 1938).

Founded in 1879 by Robert Benson Davis, the company began as the manufacturer of Davis Baking Powder (also known as Davis O.K. Baking Powder) in New York City. The factory was moved to Hoboken around 1893 (R.B. Davis Co. v. Davis 1935). Between 1918 and 1934, annual sales of the baking powder average 21 million cans in the United States and abroad (R.B. Davis Co. v. Davis 1935). At one time, the Davis Company supplied more than half of the total amount of baking powder sold in the New York area. During the early twentieth century, the company expanded its products to include cornstarch, dry yeast baking powder, and Cocomalt, a chocolate malted drink that was acquired by the company in 1926. Also during this time, the company expanded its products to include of cut-rite wax paper. The wax paper was manufactured by the Automatic Paper Machinery Company of Hoboken and sold and distributed by R.B. Davis (Hoboken Historical Museum 2015).

By 1938, the building is identified as a manufacturing plant for the Automatic Paper Machine Company, a division of the R.B. Davis Company (Sanborn Map Company 1938). The Automatic Paper Machinery Company (APMC) and R.B. Davis continued to have a business relationship until the mid-1940s, when the APMC became part of Scott Paper Company (Hoboken Historical Museum 2015). In 1949, the property containing the building was sold by the R.B. Davis Company to the Scott Paper Company, although the 1951 Sanborn insurance map indicates that Scott Paper Company was still a division of the R.B. Davis Company in that year (Hudson County Deed [HCD] 2359: 519; Sanborn Map Company 1951). The building continued to operate as the Scott Paper Company's Hoboken plant until 1964, when the company determined that manufacturing in Hoboken was no longer economically viable (Newark Star Ledger 1964). The plant closed in June 1964.

In 1965, the Scott Paper Company sold the property to Edward and Renee Cantor of South Orange, New Jersey (HCD 2976:798). The Cantors purchased the property for investment purposes (Trenton Evening Times [TET] 1966). The Cantors' ownership of the property was short lived, and it was purchased the following year by Amersog Realty Corporation (HCD 2999:742). Amersog Realty Corporation operated one of their subsidiaries, the Washington Knitting Mills, in the building. The Washington Knitting Mills manufactured ladies stretch undergarments and occupied more than 50 percent of the building at the time (TET 1966).

In 1985, the 50 Harrison Street Corporation purchased the property, as well as those identified as Block 5, Lots 1-2; Block 4, Lot 1; and Block 712, Lot E (later known as Lot 3), from Amersog Realty for $1.375 million (HCD 344:182). One year prior, in 1984, the *Trenton Evening Times* newspaper had advertised a public hearing by the New Jersey Economic Development Authority regarding a proposed project at 50 Harrison Street by the 50 Harrison Street Corporation (TET 1984). The proposed project was to cost $ 2 million. It included land acquisition and renovations of the existing building to be used in the manufacturing and distribution of ladies wearing apparel and aluminum acoustical ceilings.

The 50 Harrison Street Corporation retained ownership of the property until 1993, when Joseph Dell' Aquilla purchased the multiple property parcels from the 50 Harrison Street Corporation (HCD 4625:55). During his ownership, the overpass between the building at 50 Harrison Street and the building on the east side of Harrison Street was removed, sometime between 1997 and 2002 (NETR 1997; 2002). The parking lot to the south of the property was also installed by 2002 (NETR 1997; 2002). In 2004, Dell' Aquila sold multiple parcels, including the subject property, to current owner JDA Hoboken Business Center (HCD 7314:151).

CONTINUATION SHEET

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CONTINUATION SHEET

Historic Sites #:



Plate: 1

Photo view:
Southeast

Photographer:
Megan Steady
Date:

February 16,
2016

View of the west elevation of the Hoboken Business Center.



Plate: 2

Photo view:
Northeast

Photographer:
Megan Steady

Date:
February 16,
2016

View of the south elevation of the Hoboken Business Center.

BASE FORM

Historic Sites #:

Property Name: Erie Railroad Pier D and Piershed

Street Address: *Street #:* 1500 (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* Harbor *Suffix:* _____ *Type:* BLVD

County(s): Hudson **Zip Code:** 07086

Municipality(s): Weehawken Township **Block(s):** 34.03

Local Place Name(s): Weehawken **Lot(s):** 4 (4.07)

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

Photograph: Erie Railroad Pier D and Piershed, View East (Source: GoogleEarth)



Description: The former Erie Railroad Pier D and Piershed is located on the west side of Weehawken and extends into the Hudson River. The pier is 738 feet long and 98 feet wide. It consists of a pier covered with a three-story, brick, concrete, and glass-clad structure. The first story is divided into four bays. The south bay and the two north bays are open corridors for pedestrian access at the south bay and vehicular access at the north bays. The remaining bay is finished office space, clad on the south with tile.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: 9/12/1984

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See continuation sheet

Additional Information: Erie Railroad Pier D and Piershed received a SHPO Opinion 9/12/1984. Raber study for Hartz Mountain Industries, Inc. in July 1988 resulted in an adverse effect to the eligible Erie Railroad Pier D and Piershed. The Hartz Mountain project resulted in gutting the structure to the frame, upon which a new building was essentially built.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

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

Survey Name: **Hoboken RBDH** Date: September 8, 2016

Surveyor: **Deborah Van Steen**

Organization: **Dewberry**

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: 1500 Harbor Boulevard
Historic Name: Erie Railroad Pier D and Piershed
Present Use: Office activity – private business
Historic Industry: Transportation Railroad Marine and Harbor Works **Building ID:** Pier D
Construction Date: 1929-1931 **Source:** Railway Age
Alteration Date(s): 1988 **Source:** New York Times
Designer: **Physical Condition:** Excellent
Builder: **Remaining Historic Fabric:** Low
Style: None
Length: 738 **Stories:** 3
Width: 98 **Bays:** 4
Exterior Finish Materials brick, concrete, and glass cladding
Foundation Materials: Timber piles
Structural System: Fireproof Steel Frame constr. **Roof System:** Steel Frame
Roof Finish Materials: n/a
Equipment/Machinery: Elevators (prior to current construction)
Transportation Links: Railroad; Berthing Bulkhead (prior to current construction)

Exterior Description: The former Erie Railroad Pier D and Piershed is located on the west side of Weehawken and extends into the Hudson River. The pier is 738 feet long and 98 feet wide. It consists of a former railroad pier covered with a three-story, brick, concrete, and glass-clad structure. The first story is divided into four bays. The south bay and the two north bays are open corridors for pedestrian access at the south bay and vehicular access at the north bays. The remaining bay is finished office space, clad on the south with tile. The exposed portions of the first story pier deck are finished with brick paving.

In 1986-1988 the former piershed was gutted and stripped to the steel skeleton, A new building was erected on an old frame with the pier as its foundation. The construction of a new building on the pier completely obscures any remaining historic fabric.

Interior Description: n/a

Setting: Pier D is set in the Lincoln Harbor Development located at Weehawken's Hudson River shoreline. Situated opposite Manhattan Island, the area is flanked by the Palisades and the Lincoln Tunnel approach helix on the west. Lincoln Harbor Development is a mixed use waterfront project, consisting predominantly new construction, both on land and three of the former Erie Railroad Piers. Pier D is the middle, remaining pier, and is flanked by Pier C and Pier H.

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See continuation sheet.

Significance: The Erie Railroad Pier D and Piershed previously received a SHPO Opinion as eligible due to its "unique and innovative materials, design, and adaptational characteristics." It is the opinion of the surveyor that although the argument can be made that the substructure of the historic pier remains, the superstructure consists of essentially a new building erected on an old frame. The construction of a new building completely obscures any remaining historic fabric.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Erie Railroad Pier D and Piershed are not recommended eligible for listing in the National Register. Due to reconstruction of a new structure upon the pier in 1986-1988, this property no longer retains integrity of design, materials, workmanship, feeling, and association so important to its groundbreaking original design and function. Redevelopment of the former Erie harbor area has substantially altered the setting and feeling associated with this former industrial waterfront. Given the degree of alteration and the lack of visual historic evidence, the Erie Pier D and Piershed are recommended as no longer eligible.

For Historic Districts Only:

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

For Individual Properties Only:

List the completed attachments related to the property's significance:
Industrial Building Attachment
Continuation Sheets

Narrative Boundary Description: The boundary consists of the full extent of the pier, block 34.03, lot 4 (4.07). The structure is surrounded on three sides by the Hudson River and is bounded on the fourth (west) side by Harbor Boulevard.

Survey Name: **Hoboken RBDH** Date: September 8, 2016
Surveyor: **Deborah Van Steen**
Organization: **Dewberry**

CONTINUATION SHEET

Historic Sites #:

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CONTINUATION SHEET

Historic Sites #:

History:
The Erie Railroad built Pier D in 1929-1931; a new structure was built in 1986-1988 to replace the piershed. According to an article about the Pier published in Railway Age, February 14, 1991, described the construction methods and functionality of the Pier. The pier foundation was built in 1929 and designed for a two-story piershed. Two-story pier constructions were the norm of the period, however advancements in steel construction technology allowed for a three-story structure to be built instead. The advancements noted in the article were by the Truscon Steel Company and provided for lighter weight building materials and techniques that provided for the necessary live load capacity that was also economically beneficial.

The 738-foot pier was built with untreated timber piles. The steel-frame superstructure had Truscon steel joists and channel plate decks at the second and third stories. For the roof the Truscon Ferrobord system was utilized. The structure was "enclosed with Armco corrugated iron except for large areas of Truscon sectional steel sash with pivoted ventilating sections on each floor and numerous Truscon bi-folding, top-hinged swinging cargo doors." The roof was the "low double-pitched type," i.e. a gable roof with a slight pitch. The main deck had two concrete car-delivery and trucking platforms and two service tracks that extended the full length of the pier. The upper stories were used for storage and for the transfer of cargo to and from ships. The pier had eight 400-ton elevators, four Otis interior elevators and four exterior elevators. The exterior elevators were by the Colby Steel & Engineering Company and had horizontal carrying platforms that moved up and down vertically in a tower frame, the whole of which moved longitudinally the length of the pier.

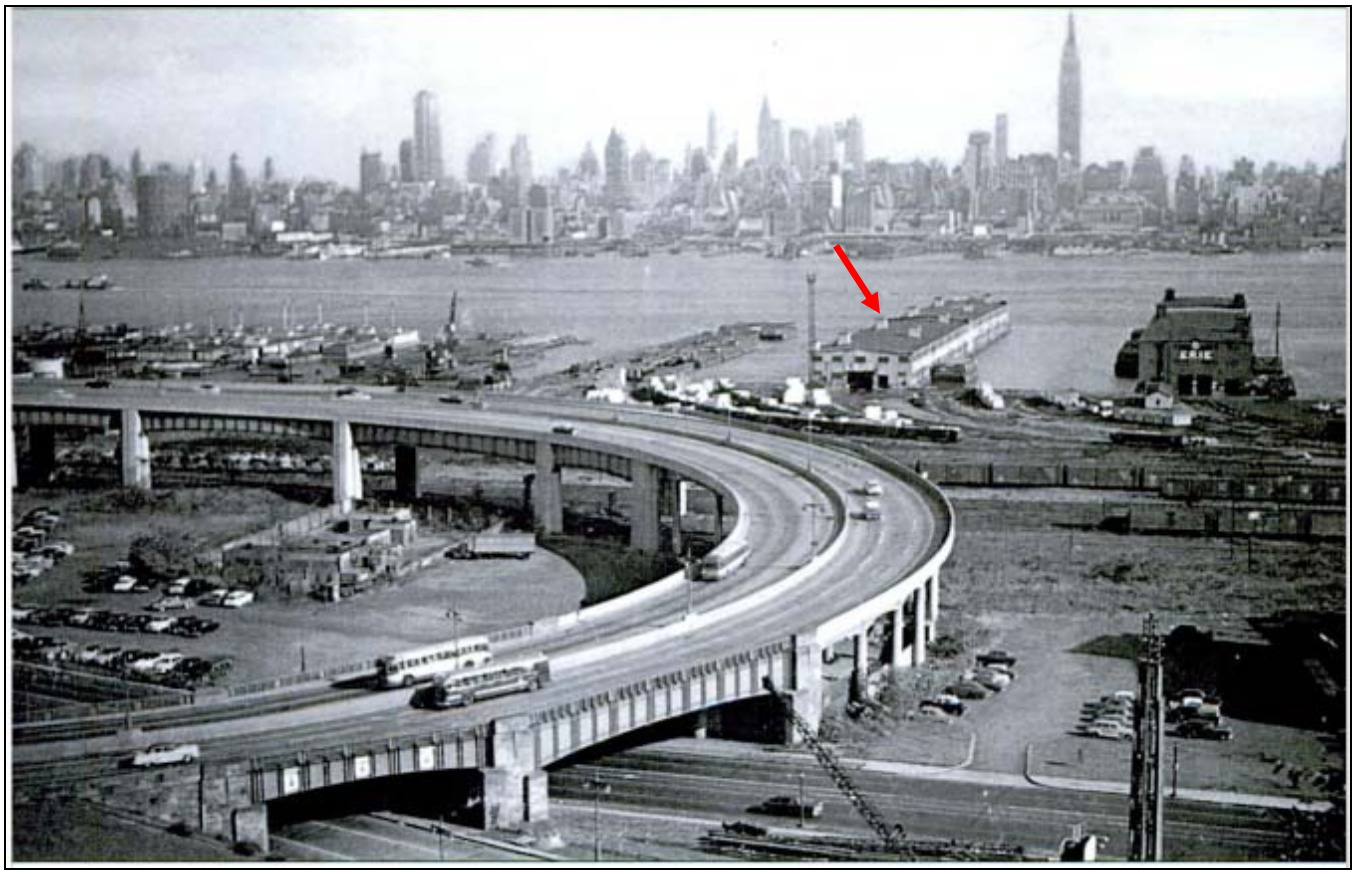
By the mid-twentieth century, the Erie Railroad had built six piers along the Hudson waterfront in Weehawken. Three of the piers were open and three were covered piers. In 1960, the Erie Railroad merged with the Delaware, Lackawanna and Western Railroad and sold the Weehawken waterfront shipping facilities to Seatrain in 1969. Seatrain, a container shipping company, went bankrupt in 1981. In 1982, the 70-plus acre property (the property has been described as 72 acres, 75 acres, and 95 acres), which included 24 acres of river property, some 48 acres on land, and three abandoned industrial piers, was acquired from the creditors by Hartz Mountain Industries. Hartz Mountain Industries is a real estate and finance company in the New York – New Jersey area, formerly owned by Hartz Mountain Corporation (the Hartz pet products company).

Hartz launched plans for a mixed-us complex called Lincoln Harbor. NJHPO review of the waterfront resulted in a SHPO Opinion of Eligibility in 1984 for Pier D and its Piershed. The project also resulted in a finding of adverse effect to the historic Pier D in 1988 as a result to the Lincoln Harbor project.

By June 1985, Hartz had completed a large restaurant at the end of Pier C, which is located to the north of Pier D. At the south, Riva Point, an exclusive luxury-class 250-unit condominium complex, was built in 1989 on Erie's Pier H. Hartz also began construction work at Pier D. According to a 1986 article in the New York Times, the piershed interior had been gutted and the superstructure had been stripped to its steel frame. The skeletal shell was used as the frame for a new office building, the pier formed its foundation. The new building at Pier D (1500 Harbor Boulevard) includes a clubhouse on the south side for the adjacent Lincoln Harbor Yacht Club and 140,000 square feet of office space on the second and third floors.

CONTINUATION SHEET

Historic Sites #:



View across Lincoln Tunnel Helix showing the Erie Railroad Piers along the Hudson River Waterfront in the 1950s. (Source: Sherman and Gaulkin, 2009)

CONTINUATION SHEET

Historic Sites #:



View looking toward Erie Piers May 1962 (Source: William Demontreux, Weehawken Historical Commission)

CONTINUATION SHEET

Historic Sites #:



"Current View" of Pier D, after the circa 1988 construction, n.d. (Source: Railfan.net)

CONTINUATION SHEET

Historic Sites #:



Lincoln Harbor Yacht Club and 1500 Harbor Boulevard looking northwest. (Source Loopnet.com)



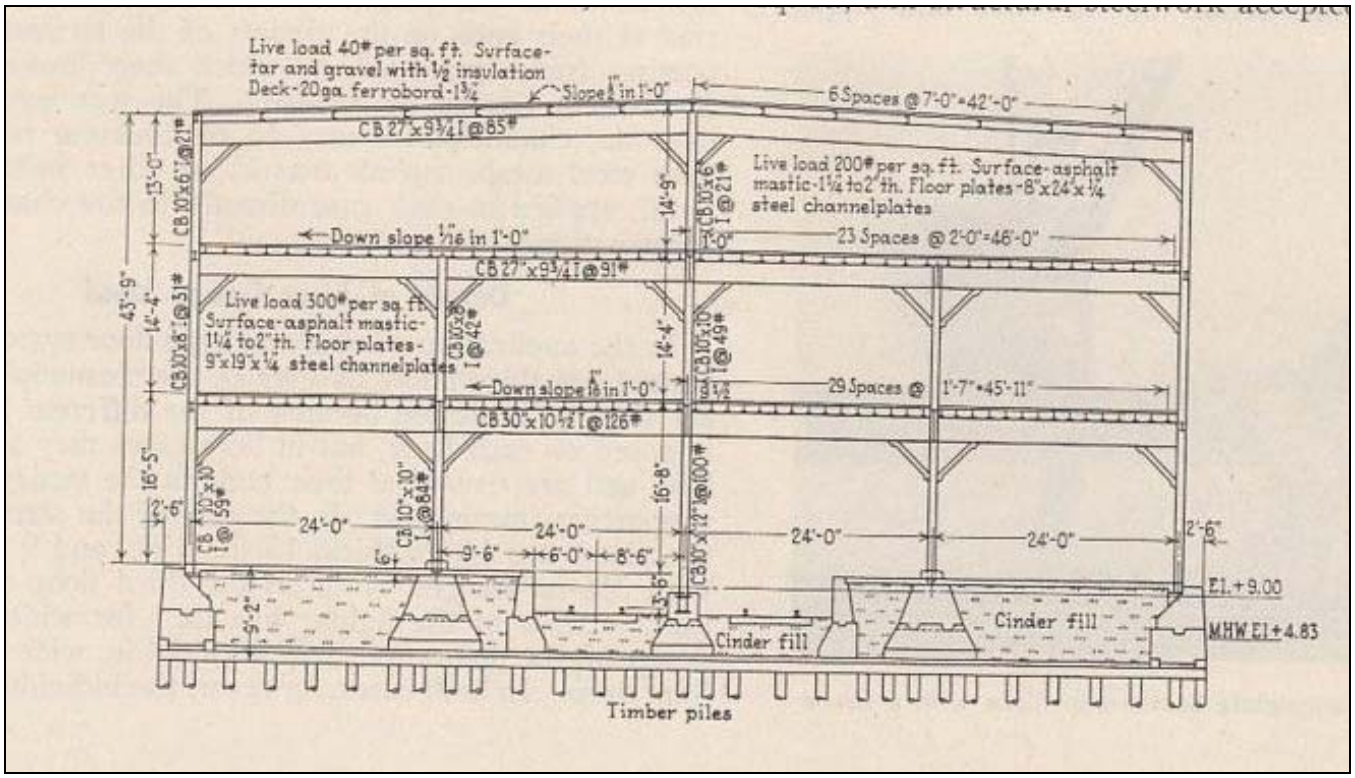
Lincoln Harbor Yacht Club and 1500 Harbor Boulevard looking northeast. (Source Loopnet.com)

CONTINUATION SHEET

Historic Sites #:



Pier D as completed in 1931 (Source: Railway Age, February 147, 1931:358)



Typical Section through the Pier (Source: Railway Age, February 147, 1931:359)

CONTINUATION SHEET

Historic Sites #:



Historic Aerial View in 1948 (Source: EDR)

CONTINUATION SHEET

Historic Sites #:



Historic Aerial View in 1974 (Source: EDR)

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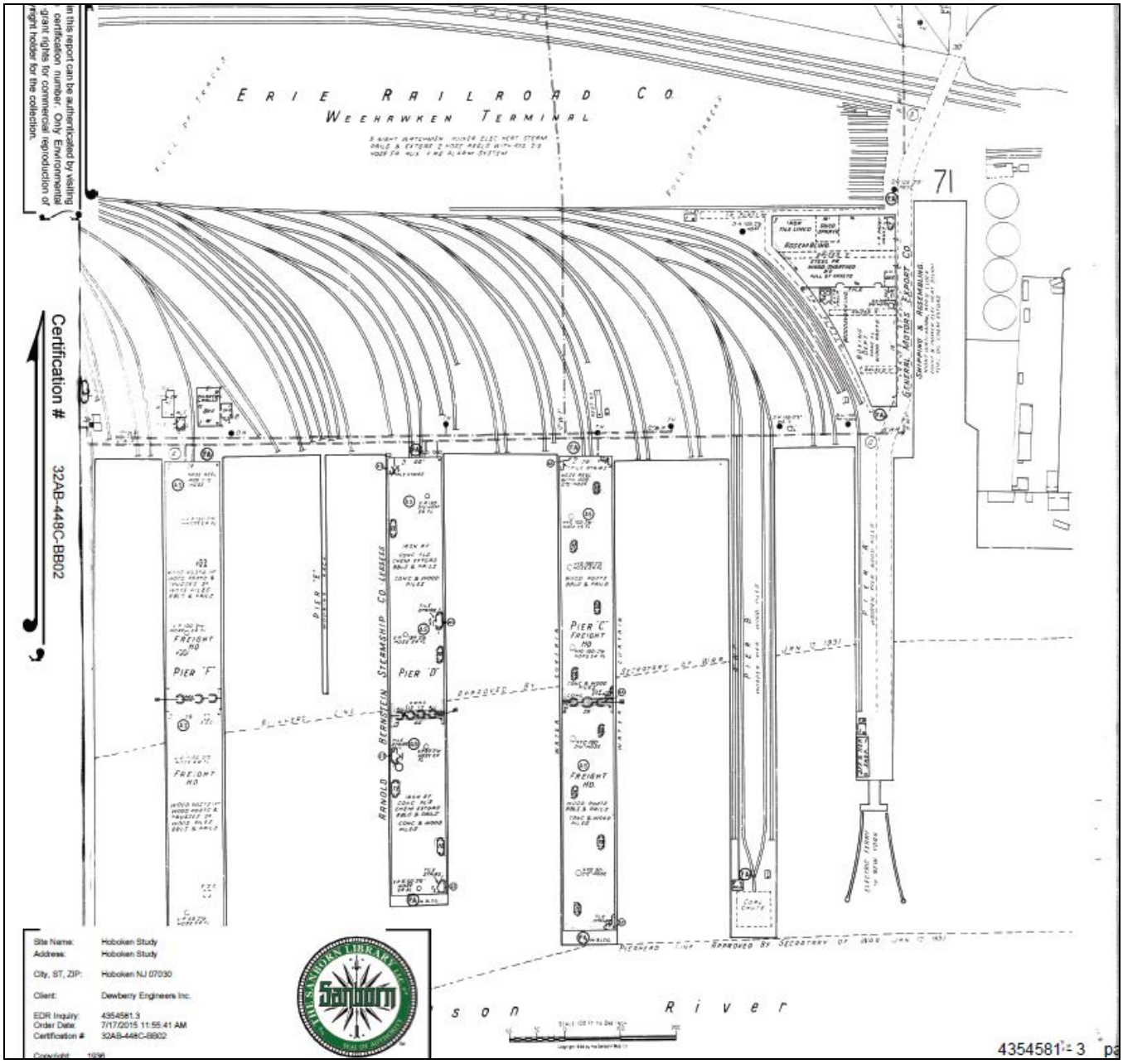
Historic Sites #:



Historic Aerial View in 1991 after Piershed replaced. (Source: EDR)

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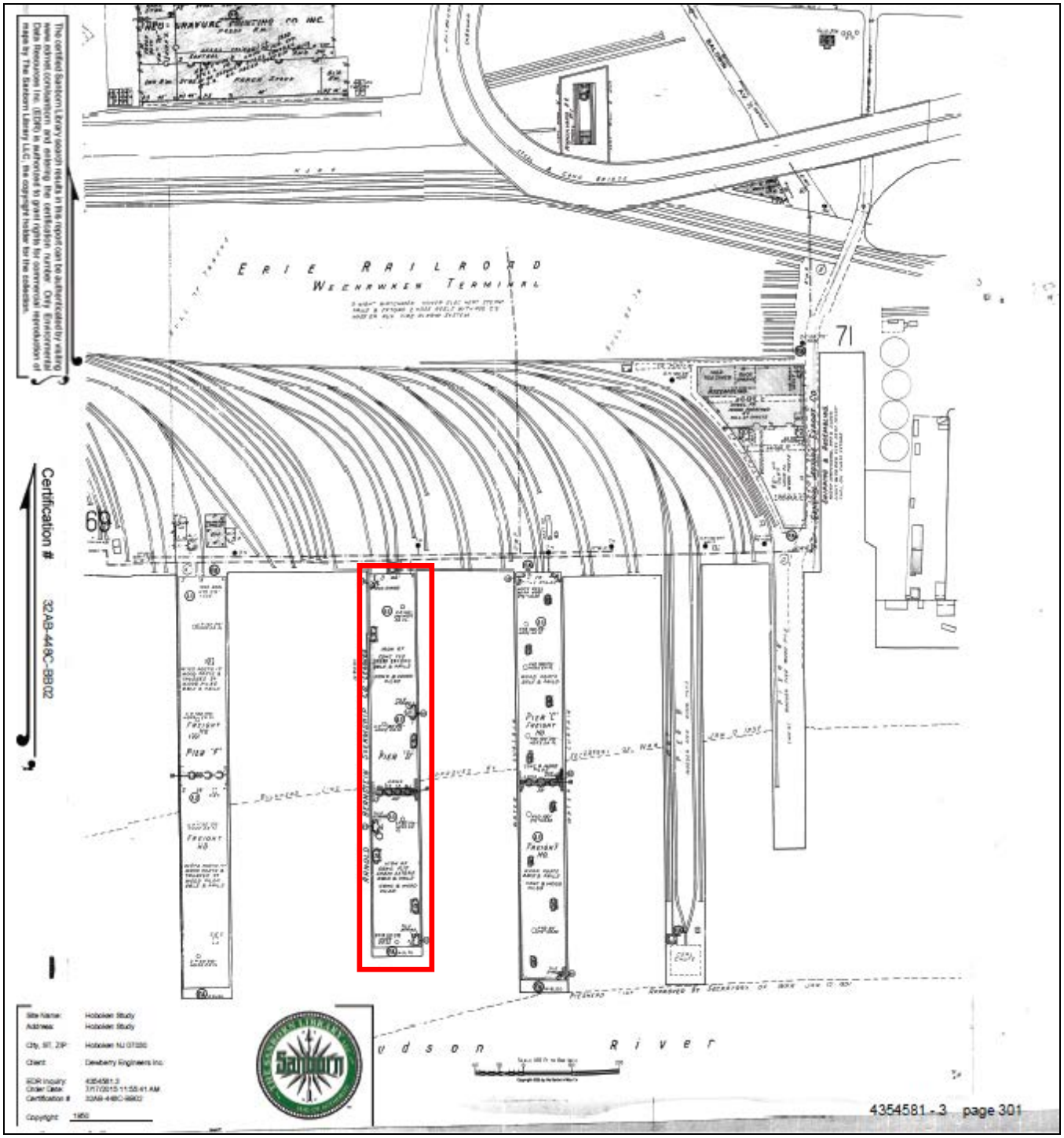
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Erie Railroad, Weehawken Piers in 1936 (Source: Sanborn 1936)

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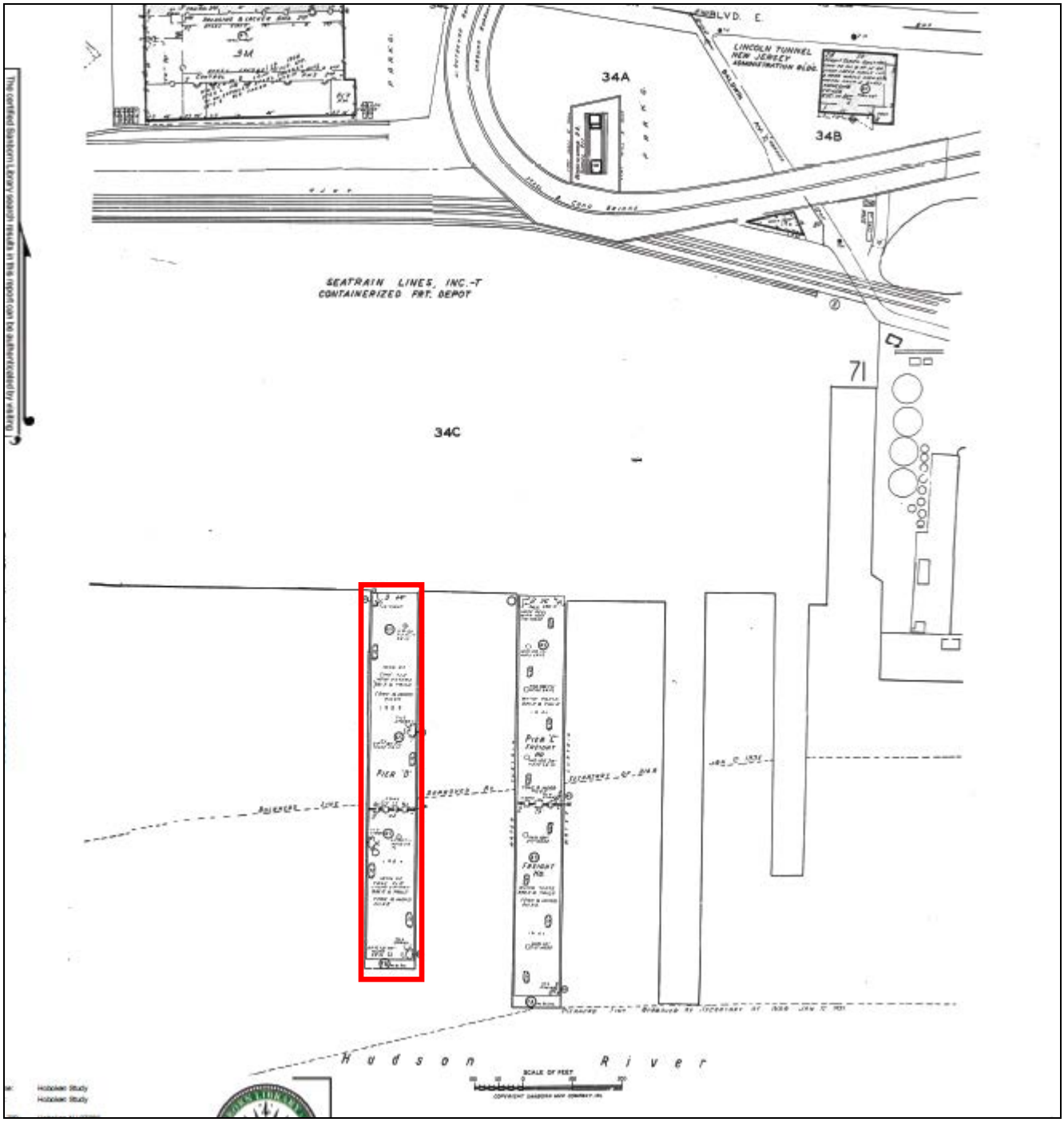
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Erie Railroad, Weehawken Piers in 1950 (Source: Sanborn 1950)

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Historic Sites #:



Erie Railroad, Weehawken Piers in 1979 (Source: Sanborn 1979)

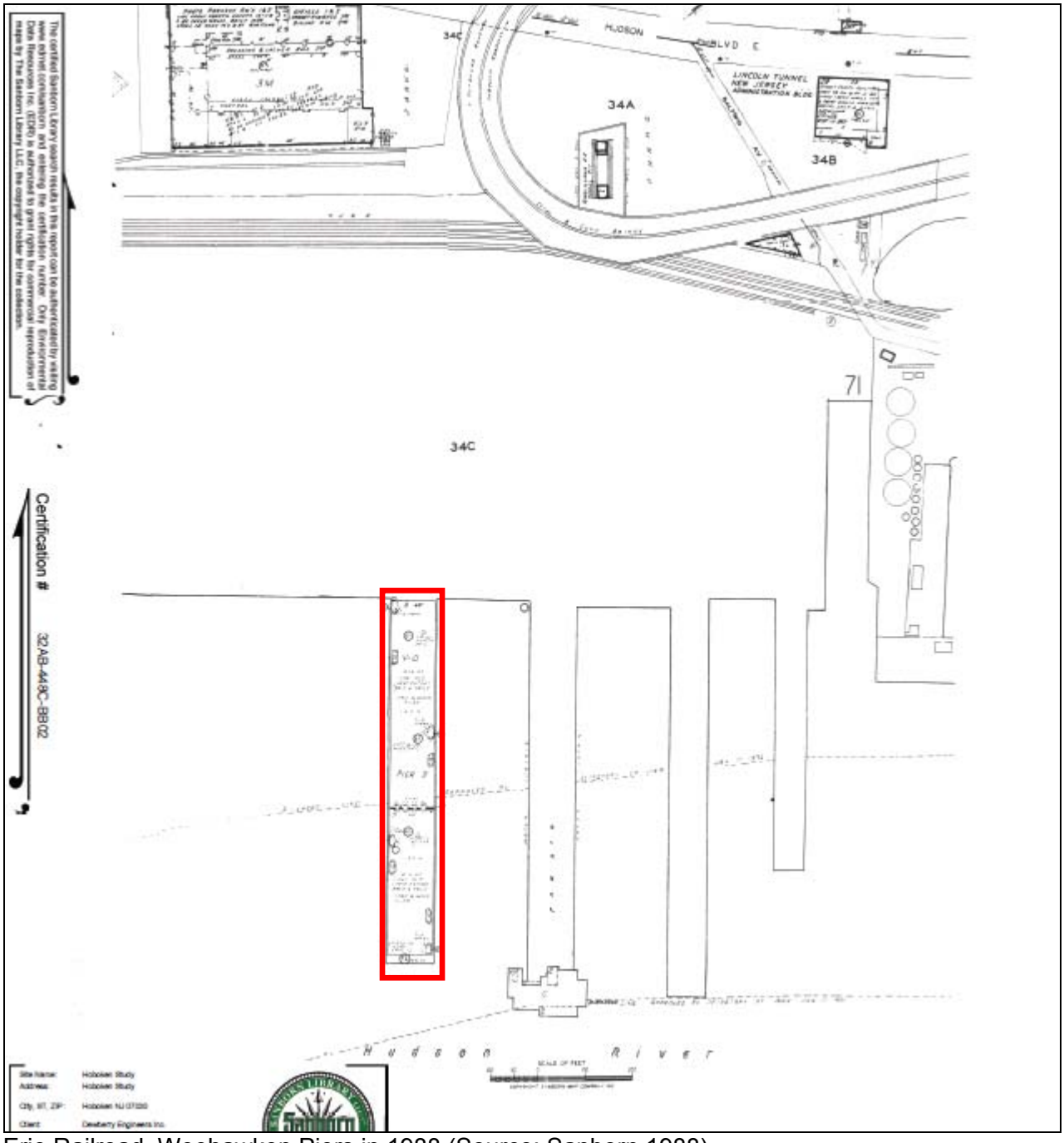
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Organization: **Dewberry**

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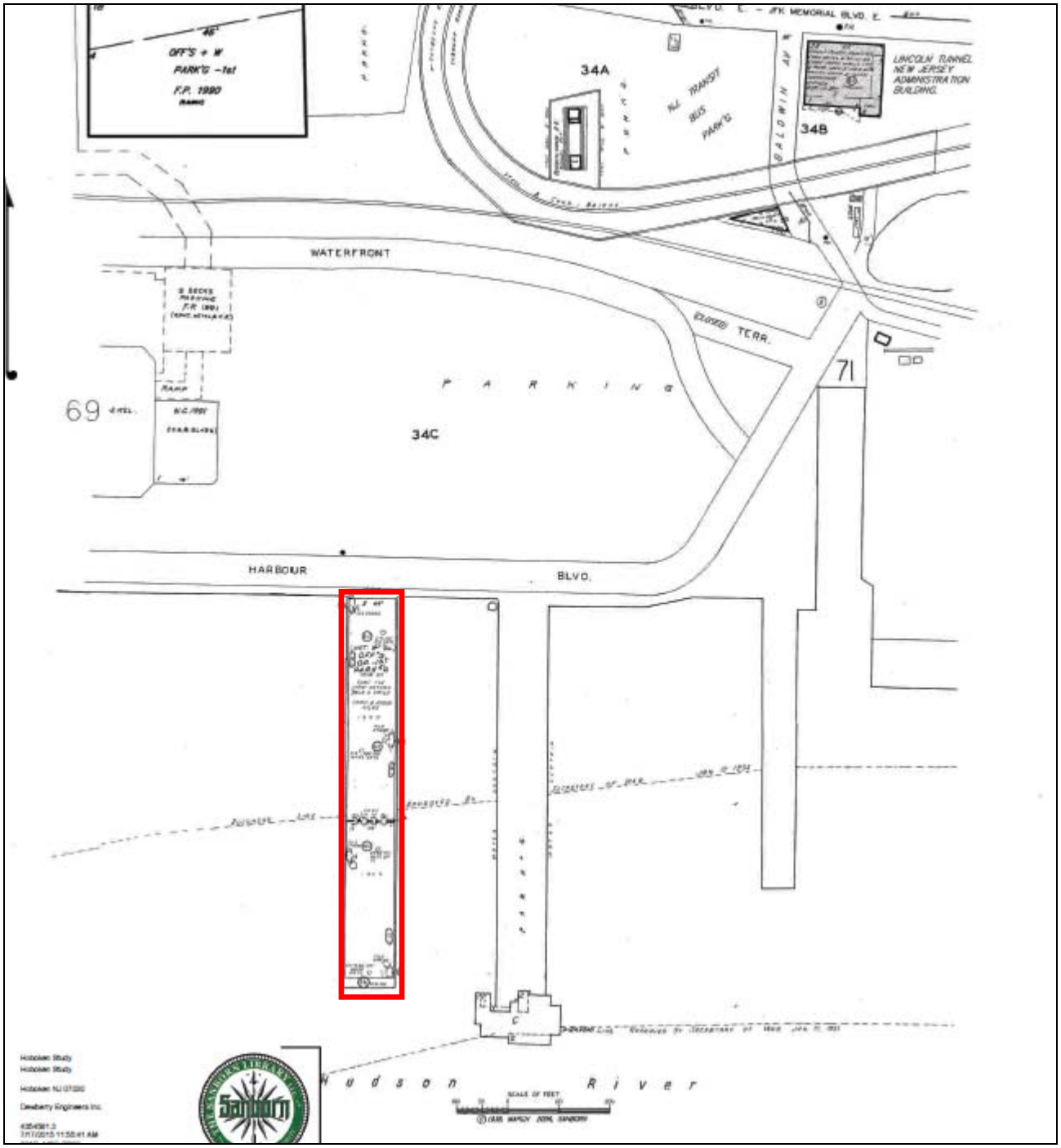
Historic Sites #:



Erie Railroad, Weehawken Piers in 1988 (Source: Sanborn 1988)

CONTINUATION SHEET

Historic Sites #:



Erie Railroad, Weehawken Piers in 2006 (Source: Sanborn 2006)

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Organization: **Dewberry**