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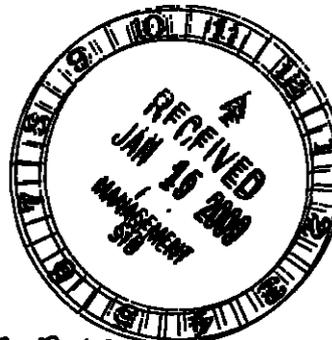
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Hon. Anne Quinlan
Acting Secretary
Surface Transportation Board
395 E Street SW
Washington, D.C. 20024

Re: Consolidated Rail Corporation - Abandonment
Exemption - in Hudson County, NJ,
AB 167 (Sub-no. 1189X) and related proceedings.

Dear Madam Secretary:

Enclosed for filing on behalf of City of Jersey City (City), the Pennsylvania Railroad Harsimus Stem Embankment Preservation Coalition (Coalition) and Rails to Trails Conservancy (RTC) please find the original and ten copies of an opposition to Conrail's pending motion in the above-referenced docket. The opposition requests a housekeeping stay, and also comments on appropriate procedures.

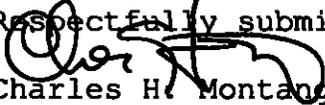
In one of its recent pleadings, Conrail refers to extensive comments which City, Coalition and RTC provided this Board's Section on Environmental Analysis (SEA) dated March 28, 2008. Because Conrail has submitted as a pleading its reactions to those comments, City, Coalition and RTC are supplying eleven copies of their March 28 comments for filing as a pleading, along with the voluminous exhibits. SEA has long had the original.

Please also note (as reiterated in the opposition filed herewith) that City, Coalition and RTC request designation as "consulting parties" for purposes of the section 106 review that even Conrail admits is necessary in this proceeding.

Please further note that, as described in the opposition, City, Coalition and RTC will be supplying an exhibit volume relating to the opposition under separate cover. The volume will contain material which is already of record in F.D. 34818 and available via the STB website e-library.

City, Coalition, and RTC of course reserve all rights to comment further on all matters at issue in this case. City, Coalition and RTC are making this submission at this time in light of the very tight time constraints in ex parte class exemption proceedings such as this.

Respectfully submitted,


Charles H. Montague
for City of Jersey City,
Pennsylvania Railroad Harsimus Stem
Embankment Preservation Coalition, and
Rails to Trails Conservancy

Encls.

cc. Robert Jenkins, Esq. (counsel for Conrail)
Other parties per STB website service list
all per certificate of service
Section of Environmental Analysis

Before the Surface Transportation Board

Consolidated Rail Corporation -)
Abandonment Exemption -) AB 167 (Sub-no. 1189X)
in Hudson County, NJ)

CSX Transportation, Inc. --)
Discontinuance Exemption -) AB 55 (Sub-no. 686X)
in Hudson County, NJ)

Norfolk Southern Railway Co. --)
Discontinuance Exemption -) AB 290 (Sub-no. 306X)
in Hudson County, NJ)

Opposition to Conrail Motion,
Request for Housekeeping Stay,
and Comments on Necessary and Appropriate Procedures

City of Jersey City ("City"), Pennsylvania Railroad Harsimus Stem Embankment Preservation Coalition ("Coalition") and Rails to Trails Conservancy ("RTC"), for the reasons stated herein, agree that a housekeeping stay of the above proceedings is warranted, but otherwise oppose the Motion for Stay by Consolidated Rail Corporation ("Conrail"), because, among other things, that motion in effect seeks the effectiveness of an ex parte abandonment authorization within 180 days from January 6, 2009, and this cannot be done consistent with the National Historic Preservation Act ("NHPA") or the National Environmental Policy Act ("NEPA") in the circumstances here. Indeed, this abandonment proceeding is not appropriate for this Board's class exemption procedures. Full compliance with NHPA sections 106 and 110(k), 16 U.S.C. 470f & 470h-2(k), and NEPA section 102, 42 U.S.C. 4332, is required.

City, Coalition and RTC reiterate their prior request to be

designated as "consulting parties" for purposes of NHPA compliance.

I. March 28, 2008 Environmental Comments

On January 6, 2009, Conrail and its owners (CSX Transportation and Norfolk Southern Railway) filed the above captioned abandonment/discontinuance exemption proceedings under this Board's "class exemption" regulation, 49 C.F.R. 1152.50. At the same time, Conrail et al. filed a document entitled "Comments" and another document entitled "Motion to Stay Effective Date of Verified Notices of Exemption and to Waive Pre-Filing Notification Requirements."

The Conrail document entitled "Comments" appears to be addressed to concerns raised by RTC, Coalition, and City for the most part in an extensive set of comments that City, Coalition and RTC filed with this Board's Section on Environmental Analysis ("SEA") under cover letter dated March 28, 2008, and served at that time on Conrail. The March 28, 2008, comments are available on this Board's website under "environmental correspondence" in AB 167 (Sub-no. 1189X). City, Coalition and RTC enclose eleven copies for filing as a pleading, along with the extensive supporting exhibits.

II. Overview and Request for Housekeeping Stay

Under this Board's rules, parties have 20 days to reply to the Conrail motion. However, Conrail's motion seeks a stay on

the effectiveness of Conrail's own request for a class exemption, and suggests a rather detailed (but troublingly abbreviated) schedule for environmental and historic resource protection compliance procedures. Judging from the abbreviated schedule Conrail proposes, the railroad appears to be inviting relief on its motion on the same day the agency would ordinarily publish an order granting Conrail's request for an exempt abandonment. This would preclude a meaningful response by Coalition, City and RTC. Because Conrail's proposed schedule is contrary to law, and the rationale it offers calls for other relief, City, Coalition and RTC do wish to make a meaningful response. We accordingly are filing this initial opposition to the relief requested by Conrail, and to Conrail's proposed schedule. As RTC, Coalition and City indicate herein, we agree with Conrail that no abandonment authorization may become effective absent full compliance with NHPA section 106. We would add that in light of NHPA 110(k), no abandonment authorization at all should be issued at all, absent showings not made by Conrail, and if issued, may not be issued prior to full compliance with section 106 per the rules of the Advisory Council on Historic Preservation ("ACHP"). In all event, compliance with section 106, section 110(k), and related provisions in NEPA cannot be accomplished within 180 days of January 6, 2009, so Conrail's requested 180 day deadline is a legal non-starter. We suggest that the "environmental

assessment" ("EA") be devoted to "scoping" the issues which must be considered for NHPA and NEPA compliance, that an environmental impact statement ("EIS") be required, and that this Board further recognize, as Conrail implicitly does, that this proceeding is too controversial for use of class exemption procedures. The Board either should require Conrail to file an individual petition for exemption (or application), or recharacterize Conrail's invocation of the class exemption as a petition. In all events, this is not an appropriate proceeding to grant an abandonment authorization on an ex parte basis as is the case with the class exemption process.

RTC, the Coalition and the City hereby request that this Board issue a housekeeping stay on Conrail's motion and on Conrail's invocation of the class exemption for abandonments to allow the Board sufficient time to develop procedures adequate to the occasion, and to consider the matters tendered herein. This Board imposes housekeeping stays on ex parte exemption authorizations of the basic kind involved here when it learns that the authorizations are potentially controversial. The housekeeping stays allow the Board to consider appropriate relief before the authorization is issued. E.g., City of Alameda - Acquisition Exemption - Alameda Beltline, F.D. 34798, served Dec. 15, 2005. Such a stay should be immediately issued here to permit the Board to consider the issues raised by Conrail's

actions and motion. Such a stay is further supported by the requirements of NEPA and NHPA for informed decisions and informed consideration of alternatives prior to the point at which an agency makes a decision.

III. Reply to Conrail Motion

A. Conrail's Rationale Does Not Support its Motion

Conrail cites no particular reason for invocation of the fast track, ex parte class exemption process in 49 C.F.R. 1152.50. It cannot with a straight face claim any need for speed, since it has avoided seeking an abandonment on this property for years, and itself notes that it has dallied for approximately a year since it first indicated it intended to invoke a class exemption. Although Conrail obviously wishes to slip a controversial abandonment authorization through without opportunity for public comment, the railroad in its own motion for stay implicitly recognizes that customary procedures in class exemptions are inadequate to address the issues presented in this case. Its proposal to tinker with the class exemption procedures but still use the class exemption begets an easy response: it is better not to use the class exemption process at all for we can all agree it was not designed for a matter such as this one.

B. Conrail's Motion Is Not Compatible with ACHP Regulations

We, with Conrail, will focus for the time being on the key problem upon which Conrail rests its motion for stay: that

problem is that the rail line at issue here not only encompasses the Harsimus Embankment, which was determined eligible for the National Register of Historic Places in 1999, but also is directly between two National Historic Districts, and impacts [according to the New Jersey State Historic Preservation Officer ("SHPO")] some 14 historic resources.¹ In the circumstances, this Board clearly may not authorize an effective abandonment in advance of compliance with NHPA section 106.

There are of course many other reasons other than the application of the NHPA why Conrail's proposed abandonment here is controversial.² However, because Conrail's motion seems to

¹ Some of these matters are discussed, and shown, in the March 28, 2008, comments City et al. filed with STB's SEA, and are filing as pleadings herewith.

² For example, the City has sought to acquire the property since 2003, so long as the acquisition complied with state and federal law (which Conrail has sought to avoid), and has previously indicated it was prepared to pay Conrail what Conrail claims to have obtained from its designated developer, SLH Properties. City seeks to acquire the property for continued transportation uses (both rail and trail). The Embankment is the last under utilized transportation corridor into congested downtown Jersey City. It would be ideal for continued rail mass transit use. Furthermore, it is the preferred corridor for the East Coast Greenway to reach Manhattan Island from Philadelphia, and would be an ideal neighborhood and regional trail facility. Preservation of the facility for rail and trail purposes, as sought by City, Coalition, and RTC, would be consistent with historic preservation statutes.

Conrail, however, has actively engaged in anticipatory destruction of the Harsimus Branch at issue here prior to seeking any abandonment authority. Conrail purported to sell the Embankment to a developer ("SLH Properties") in 2005, which precipitated a declaratory proceeding against Conrail by the City, Coalition, and RTC. See City of Jersey City, et al. - Pet.

focus on NHPA, we will here as well. Although Conrail speaks only of NHPA section 106 in its motion, two provisions are actually involved: section 106, and also section 110(k), 16 U.S.C. 470h-2(k). Before discussing section 110(k) (of which Conrail's motion is silent), we will respond to Conrail's characterization of the section 106 compliance issues involved in this matter.

In its motion to stay, Conrail specifically acknowledges that section 106 applies to this abandonment. Conrail also acknowledges that the Board's customary procedures "leave[] very little time to address historic preservation issues." Conrail Motion at 3. Conrail states that the Board customarily "imposes an open-ended historic preservation condition that requires completion of the Section 106 process of the NHPA before the abandonment can be consummated." Conrail Motion at 3. Conrail says that such conditions "can drag on for years." Conrail Motion at 3.

Declaratory Order, F./D. 3488, served August 9, 2007, rec. denied, Dec. 17, 2007. Conrail suggests that the Board's continued jurisdiction is keeping "its possible reuse ... in limbo." Conrail Motion at 3. Indeed, this Board's jurisdiction is currently the only regulation thwarting demolition of the Embankment and its conversion to townhouses. Conrail is on record as actively seeking to demolish the Embankment in local filings before Jersey City agencies. See 212 Marin Blvd. LLC v. City of Jersey City, et al., Superior Court of New Jersey, Appellate Division, Hudson County, Docket N. AM-545-07T3. At each turn so far, Conrail and its chosen developer have sought to thwart preservation efforts.

Conrail says it seeks to avoid customary section 106 compliance. Conrail instead asks for a special rule in this case limiting the duration of any stay to 180 days from filing. During this period, Conrail proposes a great many things.

First, Conrail states that it hopes to circulate a "draft" cultural resources report in late January, 2009. Second, Conrail suggests that the Board order a public information forum in Jersey City in late February 2009 where "oral input" can be received by the Board, presumably on the inventory of historic resources and related issues. Motion at 5. Third, Conrail requests that STB comply with section 106 before issuing an EA. Motion at 4. To accommodate a 180 day "stay" of its ex parte class exemption abandonment authorization, Conrail proposes that this "after section 106" EA issue in "early May." Motion at 5. This leaves roughly 2 months for compliance with section 106 (end of February to end of April).

While RTC, City and Coalition agree that it is appropriate in this context to ensure NHPA compliance prior to authorizing the "exempt" abandonment, and certainly before any such authorization is effective, the time frame proposed by Conrail is clearly insufficient and unrealistic. There are many unresolved issues that must be addressed in accordance with the procedures set forth in the regulations (36 C.F.R. Part 800) of the Advisory Council on Historic Preservation ("ACHP"), which regulations

govern here.

An initial step in a section 106 process is the identification of historic resources. STB is ultimately responsible for this under the ACHP regulations, although the agency requires the railroad to indicate in a "historic report" ("HR") associated with its abandonment notice/petition/application if National Register eligible historic resources are involved. Conrail's submission on the questions of assets was vastly deficient in its original HR, and may still not yet be complete, since the railroad indicates it is still preparing a draft cultural resources report. However, based on SHPO's letter to STB's Section on Environmental Analysis (SEA) dated December 23, 2008, identifying 14 historic resources impacted by the proposed abandonment, and on the March 28 comments of City, et al., filed herewith, it is clear that there are historic resources involved. It is not clear what response Conrail ultimately will make on the large number of assets listed by SHPO. In filings in Finance Docket 34818 relating to the same property at issue here, Conrail and its chosen developer (SLH) belittled the historic nature of the Embankment and ignored surrounding historic properties. In its pleadings filed already in this proceeding, Conrail has acknowledged that it opposed the National Register status of the Embankment, has suggested that the City is hypocritical for expressing concern about Embankment

as an historic resource, has further acknowledged that the Railroad has already sold off the Embankment, has argued that this Board should not do anything substantive with the sale, and has even suggested that the Board's precedent limits the Board to imposing historic conditions only to the extent a particular property is still owned by the railroad. E.g., Conrail Motion at p. 4 n.2 (Conrail on Board precedent); Conrail Comments at 14-16 (Conrail to Board: do nothing meaningful).³ Given Conrail's past history and current negative positions, the railroad may contest whether some or all of the 14 historic resources so far identified by SHPO, much less by City et al., in fact are entitled to section 106 protection. Conrail has already indicated it wishes to make certain that it makes no difference whether the historic resources are protected or not. Conrail's

³ Conrail states that it will "cooperate" in a section 106 review, and "provide appropriate mitigation." Motion at 4 n.2. Conrail does not discuss what it views as appropriate, except to suggest that it is only cooperating in order to "moot" claims that it has "improperly avoided any historic preservation obligation in connection with the sale of the property at issue." Id. But as Conrail's Comments at p. 15 make clear, Conrail is seeking to preserve its unlawful sale of the property to its chosen developer, SLH. At the same time, SLH and Conrail are both actively seeking to demolish the Embankment. The sale must be voided under a variety of statutes. It is clearly also the most reasonable "mitigation" of adverse impacts on historic resources, and as a mitigation will pose no harm whatsoever to Conrail since the City is prepared to purchase the Embankment at the same price paid by SLH. (City, et al., reserve their rights to acquire the property for less than that amount under 49 U.S.C. 10904, pursuant to Conrail's claims to have retained a constructive railroad easement in the property at Conrail Comments p. 15).

approach, in short, may delay section 106 review, because it is so clearly a recalcitrant party.

Assuming, however, that the parties all acknowledge that at least the 14 historic resources so far identified by SHPO are involved, then it is clear that there are further initial steps that STB must take before even beginning to consider adverse impacts. First, the agency must complete the identification of all the historic properties. 40 C.F.R. 800.4. That is unlikely to be completed until some time in March at the earliest, because it is not clear that all of Conrail's information is yet available, and the railroad is proposing a public forum in late February presumably to discuss that issue. We agree that the public should be afforded an opportunity to comment on the identification of resources before further proceedings take place.

In addition, the agency must determine consulting parties. Pursuant to 40 C.F.R. 800.2(c)(3), "[a] representative of a local government with jurisdiction over the area in which the effects of an undertaking may occur is entitled to participate as a consulting party." Per 40 C.F.R. 800.2(c)(5), "[c]ertain individuals and organizations with demonstrated interest in the undertaking may participate as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's

effects on historic properties.”

City, Coalition and RTC requested consulting party status in our March 28, 2008 comments, but that request has not yet been acted upon by this Board. SHPO discusses consulting parties in its December 23 letter to SEA. SHPO notes it cannot make a final recommendation until it knows who is a party in the STB abandonment proceeding. As SHPO indicates, STB’s website inexplicably lists City et al.’s counsel as a party rather than City, Coalition, and RTC, and this makes it difficult to complete the process of designating consulting parties.⁴

City must be accorded consulting party status pursuant to 40 C.F.R. 800.2(c)(3), and Coalition and RTC are obviously entitled to consulting party status: Coalition and RTC first brought the agency’s attention to the historic nature of the Embankment and joined with City in filing Finance Docket 34818 to force Conrail to begin to comply with federal abandonment regulation with respect to this historic asset.

STB must formally determine what parties are entitled to consulting status before proceeding, and City, Coalition and RTC reiterate their request to be so designated. Many other

⁴ SHPO in its December 23, 2008 letter asks STB to clarify who the real parties are in the relevant abandonment proceeding so that SHPO can make its recommendation concerning who should be a consulting party. SHPO notes at p. 2 of its letter the Board’s list of parties. Although City, Coalition, and RTC long ago requested party status, only their counsel is listed as a party.

individuals or entities are qualified to seek consulting status, and may do so by the time of any public hearing in Jersey City. We doubt that a meaningful list of consulting parties can be assembled prior to some time in March.

After these steps are taken, the agency must assess adverse effects. Here, the adverse effects include destruction of a Register eligible asset, plus portions of one or more historic districts and adverse impacts on others. At the very least, key assets will be transferred out of federal control, use will be converted, and integrity of assets compromised. See 36 C.F.R. 800.5(a)(2) (examples of adverse effects).

In any event, STB cannot issue a finding of no adverse effect without a 30 day consultation process with all "consulting parties." If a consulting party disagrees with such a finding, the issue must either be resolved with the consulting party or submitted to the Advisory Council. See 36 C.F.R. 800.5(b)-(c). If the Board finds an adverse effect, the Board must engage in further consultations to resolve that effect. Id. 800.5(d)(2). This consultation involves development of alternatives to avoid, mitigate, or minimize the adverse effects.

Here, the best alternative for avoiding or at least minimizing adverse effects is acquisition of the Embankment by the City, which is willing to acquire it, for continued transportation (rail and/or trail) use. ACHP must be offered an

opportunity to participate in this stage of the process as well. This part of the process generally involves entry into a memorandum of agreement between STB and SHPO. If such an agreement is not possible, the agency must request that ACHP consult. If possible, a memorandum of agreement must be reached with ACHP. If no agreement with ACHP is reached, the agency must request the Council's comments, which are tendered within 45 days of the request, unless otherwise agreed. The Council must obtain comments from all other consulting parties and the public in preparing its own comments. Finally, STB must take the Council's comments into account "prior to approval of the undertaking." 36 C.F.R. 800.7(c)(4)(I).

Thus, there are basically five sets of consultations required under section 106: identification of historic assets and consulting parties; determination of no adverse effect or consultation to determine effects; consultation about alternatives to mitigate; entry into a memorandum of agreement with SHPO or ACHP; and, if that proves infeasible, requesting comments by ACHP, which requires another round of consultation by between ACHP with other parties. All these steps cannot be accomplished with one public meeting and a two month period for compliance thereafter.

Conrail is thus obviously seeking an arbitrary deadline for section 106 review which is incompatible with governing

regulations of the Advisory Council. The fact that the steps in question frequently require some years, as Conrail implicitly acknowledges in its Motion at p. 3, indicates that Conrail is effectively seeking to avoid meaningful application of section 106.⁵ Because Conrail's motion for stay is a not-so-subtle effort to short circuit NHPA section 106 while on the pretense of giving it some credibility, City, Coalition and RTC oppose it.

C. Section 110(k)

There are additional grounds for opposition to Conrail's motion. For example, as Coalition, City and RTC have previously noted, Conrail has intentionally and significantly adversely impacted historic properties in advance of seeking its abandonment license. In such situations, federal law prohibits STB from granting the license unless, after consultation with ACHP, the agency determines that the circumstances justify granting the license. 16 U.S.C. 470h-2(k). While ACHP's regulations under this provision are brief, they envision a preliminary determination by the agency whether section 110(k) applies before the agency undertakes the section 106 process.

⁵ For example, in the case of Consolidated Rail Corporation - Abandonment Exemption - Lancaster and Chester Counties, PA, AB-167 (Sub-no. 1095X), STB initiated section 106 consultation by a notice served on Oct. 24, 2002, and the consultation was not completed until January 2005. Moreover, in that proceeding, the identification issues had been previously resolved, and so consultation focused on assessment and resolution of adverse effects.

See 36 C.F.R. 800.9(c)(3).

Conrail asserts in its January 6 "comments" that section 110(k) does not apply. Conrail's argument is defective, mixes up dates, and relies primarily on calling the City hypocritical. Conrail specifically claims that it is the "height of hypocrisy" and unsupported for the City to accuse Conrail of section 106 avoidance. Conrail Comments p. 11. Conrail is playing the old game of abusing the bearer of bad news in a effort to detract from the message. The actions of concern under section 110(k) are those of Conrail, not those of the City.

Conrail supports its hypocrisy claim by asserting that there is "not a shred of evidence ... that Conrail or anyone else believed [in 1994-97] that any [ICC] approval was required...." Conrail Comments at p. 11. This rhetoric begs the question. The question is Conrail's illegal sale of the entire Embankment portion of the Branch in 2005 without compliance with federal abandonment law. In any event, it was the law in 1994-97, as well as 2005, that railroads, including Conrail, must obtain prior approval to abandon their rail lines. Compare 49 U.S.C. 10901 (ICCTA) with Chicago & N.W. Transp. Co. v. Kalo Brick, 450 U.S. 311 (1981) (federal preemptive regulation of abandonment). See also Phillips v. Denver & R.G. RR, 97 F.3d 1375 (10th Cir. 1996 (approves ICC/STB view that abandonment authorizations are prospective only and not retroactive)).

At all times throughout this period, the Embankment portion of the Harsimus Branch was unquestionably a line of railroad. It was the former mainline of the Pennsylvania Railroad for freight (see STB Brief in Conrail v. STB, D.C. Cir. 07-1401, at p. 5, citing materials in F.D. 34818). The line was described as a line in the United States Railway Association (USRA) Final System Plan (FSP) in 1976, and in the 1976 deed conveying it to Conrail.⁶ Conrail used the property as a line (for several thousand carloads per year to/from multiple shippers) into the mid-1980's.⁷ Thus, anyone who thought about the issue would know an abandonment approval was required. Conrail had no basis to view the line as anything but a regulated line. According to the record in F.D. 34818, the Conrail Law Department arbitrarily and unilaterally reclassified the Branch to "spur" status in 1994.⁸ But as a matter of law, a railroad's arbitrary classification of

⁶ USRA FSP at p. 272 (Line Code 1420) & p. 241 (reliance of USRA on track charts), set forth in Pet. Op. Statement in F.D. 34818 at Appendix VIII. The PRR, Penn Central, and Conrail track charts for line code 1420 for 1965, 1975, 1976, 1977, and 1980 all indicate that the property at issue here was part of a line of railroad, Pet. Op. Statement, App. IX, and Motion for Leave dated May 23, 2006, attachment. The Fairfax Leary deed is found at Pet. Op. Statement, App. XVI (esp. Ex. A-2 thereof), in F.D. 34818.

⁷ See Conrail "line screening" analysis (1985) (2756 carloads as of 1983, some seven years after line deeded to Conrail) in Pet. Opening Statement Appendix I, in F.D. 34818. See also 1988 Conrail "line screening" analysis in same (continued but sharply declining use).

⁸ Pet. Op. Statement, App. I, in F.D. 34818.

a line as a "spur" does not relieve Conrail or any railroad of its obligation to seek an agency approval for abandonment.⁹ Relying on reclassification of the line as spur to avoid seeking an abandonment approval is simply a manifestation of intentional evasion of the railroad's obligations under the law. Conrail's motivation to avoid federal rail regulation is obvious. The line in question was officially determined a historic resource in 1999, over Conrail's objection.¹⁰ From that point on, Conrail effectively stopped cooperating with local government in respect to the property.

Conrail only other justification for its hypocrisy claim is that the City "badgered" it over bridge removal during the early or mid 1990's. Conrail (evidently asserting lack of funds) basically refused/failed to repair the bridges, which were falling apart. Conrail's neglect of the bridges itself was an adverse effect under 36 U.S.C. 800.5(a)(2)(vi), and itself an act of de facto abandonment. City rightfully sought their repair or

⁹ E.g., Oregon Short Line R.Co. Abandonment, 267 ICC 633, 635 (1947) (former branch does not become an unregulated spur: "Once having assumed common carrier obligations subject to the jurisdiction of the commission with respect to a particular line of railroad, that obligation remains until appropriate authority for abandonment is obtained."

¹⁰ See Pet for Dec. Order, Exhibit F (James V.S.), pp. 1-2, para 2 (a copy of the actual determination of eligibility is in Exhibit A to the March 28 Comments Respondents filed with STB SEA); also id. Exhibit I (also included in Exhibit C to the March 28 Comments).

removal as they were a public safety hazard. This does not excuse Conrail from complying with this agency's abandonment jurisdiction, nor evidence hypocrisy by the City. It is just what happens when railroads let their bridges fall apart in a city. In any event, City, Coalition and RTC are not seeking restoration of the old bridges; City, Coalition, and RTC are seeking preservation of the Embankment and the continuous transportation corridor on which it is located.

The issue for purposes of section 110(k) is what Conrail was up to in 2005. The record there is clear: Conrail was engaged in evading the law. In particular, Conrail knew it was dealing with a line of railroad which was also an historic resource from 1999 onward. But because of the 1999 National Register determination, the City's redevelopment agency pulled out of efforts to redevelop the Embankment for the kinds of things Conrail and SLH now propose. This put Conrail into a pique, even though the City sought from early 2003 onward to preserve the Embankment intact.¹¹ Again, City's motivation is hardly surprising for the Embankment would make an excellent mass transit corridor, and its also the preferred (and essentially only) route for the East Coast Greenway to reach New York City.

¹¹ The Verified Statement of Mr. Cotter, the City's Planning Director, attached to Pet. Rebuttal in F.D. 34818, explains in some detail how the City upon study of the Embankment for alternative uses reached the conclusion it should be retained intact.

The fact that the City changed its views in 1999 as a result of the National Register determination for the Embankment and further study of the situation does not make the City a hypocrite for seeking enforcement of federal abandonment jurisdiction, including NHPA, in connection with the property.¹²

When Conrail unlawfully conveyed the property to a developer (SLH) in 2005 for demolition and non-rail use, Conrail described each of the parcels conveyed to SLH as part of a "line of railroad" in the very deeds Conrail executed for the

¹² To the extent Conrail is charging Jersey City with hypocrisy because it changed its mind concerning the appropriate disposition of Embankment, Conrail should recall that New York City originally was not interested in acquiring the Highline, but later became interested, and did acquire the Highline, for some of the same reasons City is interested in the Embankment. Compare Chelsea Property Owners - Abandonment - Portion of Consolidated Rail Corporation's West 30th Street Secondary Track in NY, NY, 8 ICC2d 773, AB 167 (Sub-no. 1094), served Sept. 16, 2006, aff'd sub nom. Consolidated Rail Corp. v. ICC, 29 F.3d 706 (D.C. Cir. 1994), with See Chelsea Property Owners - Abandonment, AB 167 (Sub-no. 1094)A, served June 13, 2005 (preservation for trail). The main difference is that New York changed its mind long after the abandonment was authorized, whereas Jersey City decided to preserve the corridor long before Conrail even sought an abandonment authorization.

Since Conrail's actions and legal positions in Jersey City in connection with the Embankment are the opposite of those it took with respect to the Highline located just across the Hudson River in Manhattan, one could ask whether Conrail should look in the mirror before it charges Jersey City with hypocrisy. We also note that Coalition and RTC are parties to this case, and they would prefer that Conrail engage in reasonable argument rather than label local governments with epithets when after study the local governments recognize the public benefit of transportation corridor preservation. See Reed v. Meserve, 487 F.2d 646, 649-50 (1st Cir. 1973) (prudent to preserve corridors from destruction).

conveyances.¹³ This amounts to an admission of status at time of conveyance, and itself is a prima facie case of intentional failure to comply with STB abandonment jurisdiction. Since Conrail knew since 1999 that a historic resource was involved, it also amounts to a prima facie case of intentional avoidance of NHPA and related provisions of NEPA as well. Indeed, the only plausible explanation of Conrail's unlawful conduct is that it was seeking to avoid regulation, including regulation under section 106 of the NHPA.

Conrail is chargeable with knowledge that a sale of a rail line to a party outside STB jurisdiction (as Conrail admits to here) is a clear adverse impact under ACHP regulations, because the ACHP regulations expressly give such an action as an example of adverse impact. 36 C.F.R. 800.5(a)(2)(vii).

Conrail in its Comments tries to turn this on its head by claiming that "no one claimed that any federal approval was required" prior to the sale. Conrail Comments at 11. Abandonment law is not a case of catch me if you can. Railroads are supposed to obtain prior approval for abandonment. It does not matter if people were sending in cards and letters to Conrail's chief executives calling for the railroad to comply with the law. A bank is not open for robbery simply because it

¹³ Pet. Dec. Order, Appendix I to Exhibit C (Curley V.S.) (copies of Conrail to SLH deeds).

does not tell people as they enter the door that the bank's money is not for free. Conrail is not off the hook so long as a third party does not "catch" it before it violates the law. Conrail's suggestion that it be off the hook if not caught before its unlawful conduct amounts to a claim that abandonment authorizations be made retroactive, so as to legitimize illegal conduct. But abandonment authorizations are prospective only. Phillips v. Denver & R.G., *supra*.

Conrail either knew, or is chargeable with the knowledge, from 1976 to date that an abandonment license was required for this line. The line's status as a line was clear.¹⁴ As to Conrail's claims elsewhere that the line does not merit regulation because it had not used the line for a long time, federal law has always held that non-use of a rail line does not mean it can be de facto abandoned. For example, in Chelsea Property Owners - Abandonment - Portion of Consolidated Rail Corporation's West 30th Street Secondary Track in NY, NY, 8 ICC2d 773, AB 167 (Sub-no. 1094), served Sept. 16, 2006, aff'd sub nom. Consolidated Rail Corp. v. ICC, 29 F.3d 706 (D.C. Cir. 1994), the counterparts to SLH Properties (a petitioner in this proceeding), argued that Conrail's 1.45 mile long elevated rail line in Manhattan (called the "Highline") had not been used for 15 years,

¹⁴ Accord, City of Jersey City, et al. - Petition for a Declaratory Order, F.D. 34818, served August 9, 2007, recon. denied, Dec. 19, 2007.

and was therefore no longer a rail line requiring an abandonment authorization. ICC decisively rejected that position. Noting that the line had once been a regulated rail line, the agency said it cannot lose that status due to reduced or non-use. The agency noted that otherwise a rail carrier could "bootstrap itself into acquiring statutory sanction for an unauthorized abandonment." 1992 ICC Lexis 192 at *35-*36. See also Phillips v. Denver & R.G. RR, 97 F.3d 1375, 1377 (10th Cir. 1996). In addition, Conrail's own records show the railroad was using the line for thousands of carloadings per year into the mid-1980's. See note 7 supra. Thus however Conrail now claims to think it acquired the line, it used it as a common carrier line of railroad for a decade or more. Once it used it as a line, it assumed common carrier obligations over it, and it had to obtain abandonment authority.

As to Conrail's claims elsewhere that it internally classified the line as a spur in 1994 after local shipments ceased, federal law has always indicated that a railroad cannot arbitrarily avoid abandonment regulation by classifying a line as a "spur." See note 9 supra. Conrail is hardly a neophyte in the rail industry lacking knowledge that it cannot unilaterally abandon lines by reclassifying them.

Conrail must be charged with knowledge of the law that it cannot arbitrarily reclassify a line to spur status to avoid this

Board's jurisdiction, or compliance with the NHPA whose application it has resolutely resisted since it objected to the Embankment's eligibility for the National Register in 1999. Even at criminal law, the mens rea requirements of "knowing" or "intentional" misconduct can be met by "willful blindness." E.g., United States v. Jewell, 532 F.2d 697, 700-04 (9th Cir. 1976) (en banc).

There is even more evidence of Conrail's intent to thwart federal licensing requirements (including NHPA and NEPA). When City sought to acquire this line prior to the 2005 sale to SLH, Conrail failed to cooperate. When City hired an attorney to conduct an eminent domain proceeding,¹⁵ Conrail asserted to the City (and to the Coalition) in 2004 and 2005 that eminent domain was federally preempted (implying that the line was in fact regulated by this agency).¹⁶ This sent representatives of the City and Coalition scurrying to STB to determine abandonment status, where they were informed that there was no record of abandonment.¹⁷ This made Conrail's position that eminent domain

¹⁵ Pet. Op. Statement, Appendix XV (Curley V.S.), pp. 2-3, para 3-5, in F.D. 34818.

¹⁶ Pet. Rebuttal Statement, Att. A (Cotter V.S.), p. 5, para 13; Pet. For Dec. Order, Ex D (Strauss V.S.), p. 2, para 3, and attached memo to Crowley at p. 1, all in F.D. 34818.

¹⁷ See Strauss, supra (discusses inquiries to STB). The drafter of these comments actually contacted STB prior to filing the Petition for Declaratory Order in F.D. 34818 because the property so obviously required abandonment authority and

was preempted credible, since local eminent domain law over an entire corridor (or even a portion of it) indeed is preempted by STB jurisdiction (e.g., City of Lincoln v. STB, 414 F.3d 858 (8th Cir. 2005)).¹⁸ However, by the same token, Conrail should have been unable to sell the property to a developer for what not only was (and remains) not just a non-rail use, but also a use that permanently precludes rail use. If such sales were permitted, then STB abandonment jurisdiction is meaningless, and all the remedies Congress has provided in the abandonment process to encourage corridor preservation for continued rail or other public uses are weakened or rendered useless. But STB abandonment authorizations are not to sanitize past conduct; they are prospective only. See Phillips, supra.

Conrail's sale of the line was clearly for non-rail purposes. Developer SLH immediately sought demolition permits.¹⁹ Conrail subsequently formally joined in, and supported, the developer's efforts to obtain demolition permits.²⁰ All these actions were in the face of this Board's jurisdiction. All these

Conrail's failure to seek same was surprising.

¹⁸ See Curley V.S., supra, p. 2, para 5 (City believed line was subject to STB jurisdiction).

¹⁹ The various SLH applications are attached to the Curley V.S., supra.

²⁰ E.g., Letter to STB Secretary, this docket, dated 25 April 2008 (copies of Conrail joinders, signed by Conrail's vice president and general counsel, on file as Exhibit B to letter).

events, or any subset of them, constitute a clear and convincing prima facie case that Conrail intentionally and significantly adversely impacted the property with an intent to evade, among other things, section 106 regulation. Conrail's Motion for a stay in effect is simply more evasion, since it seeks to foreshorten the section 106 review process despite the railroad's acknowledgment that the process often takes years when historic resources are involved. Section 110(k) clearly applies.

Relevant ACHP regulations indicate that in order to comply with section 110(k), the Board must first decide whether there are circumstances "that may justify granting the assistance" (namely, an abandonment authorization) sought by Conrail. 36 C.F.R. 800.9(c)(2). If the Board so determines, it must consult with ACHP after supplying documentation concerning "the circumstances under which the adverse effects to the historic property occurred and the degree of damage to the integrity of the property." Id. The documentation must include the views of the SHPO and "other parties known to be interested in the undertaking." Id.

This means that the first order of business for the Board is to compile the information on Conrail's anticipatory destruction of the property, supply same to SHPO and other interested parties, obtain their comments, and then supply that information to ACHP, and then consult with ACHP concerning whether in fact

granting any abandonment at all can be justified here, and if so, what must now be done to ensure effective section 106 compliance.

The ACHP regulations also raise the question of what grounds are required for this Board to conclude that the circumstances "may justify" proceeding with the undertaking in the first instance. Conrail claims no hardship to itself, nor could it, if this Board dismisses the class exemption, since Conrail claims it has liquidated its entire investment in the property through track removal prior to 2005 and sale to SLH in 2005. Conrail at p. 14 of its Comments confusingly alludes to possible hardship to retailers, but this has nothing to do with the property at issue in this proceeding. Conrail sold the property to SLH in 2005.

SLH has acknowledged that if this Board has abandonment jurisdiction, and this position is upheld in the courts of appeals, then SLH's deed is void.²¹ SLH may claim this a hardship, but it flows from this Board's determination in F.D. 34818, not from anything that may happen in this class exemption proceeding. Moreover, City stands ready to accept conveyance of

²¹ SLH has admitted that if the property is a "line of railroad" subject to STB jurisdiction, then SLH "do[es] not have title to the property." 389 Monmouth St. LLC et al. v. Historic Preservation Commission of the City of Jersey City, et al., No. HUD L-000804-06, et al., July 21, 2006 transcript, Donato, p. 19, lines 14-15. This admission confirms that the sale by Conrail to SLH is either (1) void as illegal under STB jurisdiction, (2) void due to the New Jersey statute cited above, or (3) void for both reasons. Given SLH's admission, it should be no problem for the Board to confirm the deeds are invalid or that the property must be reconveyed.

the property for the price SLH paid to Conrail in the unlawful sale in 2005. This ameliorates any hardship to SLH. In any event, SLH evidently has no definite plans for the property yet (as Conrail indicates in its Comments a p. 8, SLH is kiting all manner of complicated skyscraper and park schemes for the property in addition to the townhouses over which it and Conrail are suing the City for permits). SLH clearly is at the knocking down stage (it has destroyed a stanchion), not the construction phase. It has no affected retailers. Especially given the collapse of the financial and real estate markets, neither Conrail nor SLH can allude to any particular hardship that requires an immediate abandonment license. No public agency is urging any need for an immediate abandonment authorization. Indeed, since SLH and Conrail are insisting on demolition permits to destroy the Embankment as soon as this agency authorizes an abandonment, most public agencies and jurisdictions involved are very nervous about an abandonment at this time, for it means potentially a total loss of a National Register-eligible historic resource without any mitigation or amelioration. The ex parte abandonment authorization sought by Conrail in these circumstances appears contrary to the public interest in preserving historic resources. Absent some showing by Conrail of justification, this Board must find that section 110(k) precludes authorization of abandonment. If there is some justification to

proceed, the Board is obligated by ACHP's regulations to discuss it with the ACHP before proceeding. As already noted, STB is required to obtain the views of interested parties and the SHPO for purposes of that consultation, and to present them to ACHP.

There are two conditions under which City, Coalition and RTC would agree that going forward might be justifiable: (1) if Conrail agrees to convey all the interests in the property which it conveyed to SLH, directly or indirectly, to the City (or some other entity acceptable to City, Coalition and RTC) at the same price it sold the property to SLH;²² or (2) if this Board finds that it has jurisdiction to invalidate the sale to SLH, and does so (a) as part of the package of mitigation and relief awarded City RTC, and Coalition in this proceeding, (b) as provided in a memorandum of agreement pursuant to section 106 with SHPO or ACHP, or (c) both.

Conrail in its Comments seems to oppose any "reconveyance condition." Conrail does not appear to contend that this Board lacks power to order reconveyance. Instead, it argues that reconveyance is unwarranted because the railroad retains a constructive easement. Conrail Comment at 15. However, Conrail

²² Again, City et al. do not waive any right to seek to acquire, or to support the acquisition of, Conrail's alleged "easement" in the premises in an "OFA" proceeding under 49 U.S.C. 10904. City et al are merely indicating conditions under which a Conrail abandonment may be justified. The two conditions City et al list above would effectively return to the status quo before Conrail's anticipatory sale to SLH.

never retained an express easement in its deeds; it clearly intended to convey all its interests for non-rail purposes. The constructive easement would have to be implied at law, and Conrail does not indicate its scope.

Assuming such an easement could be implied,²³ it would most likely resemble an easement by adverse possession, and it is unclear that such an easement is broad enough to ensure protection of the historic resources in question. SLH would likely claim it limited to freight rail use only, and perhaps contend it a mere right of passage. Since Conrail says rail use has ceased, the implied interest Conrail claims would extinguish upon the effectiveness of this agency's abandonment authorization. The situation might be otherwise if Conrail agreed to railbank the implied freight easement under 16 U.S.C.

²³ Conrail cites Columbiana Port Auth. v. Boardman Township, 154 F.Supp.2d 1165, 1172-75 (N.D. Ohio 2001), for the proposition that an illegal underlying fee sale is made subject to a railroad easement in the context of an OFA eminent domain proceeding. The Port Authority evidently never requested the full fee interest so the case does not demonstrate that a reconveyance of the full fee is not appropriate in any particular case, nor does it demonstrate the scope of the implied easement, if one was implied. A more telling case, but adverse to Conrail, is Borough of Columbia v. STB, 342 F.3d 222 (3d Cir. 2003), in which the court of appeals held that a party which had contracted to buy all of a railroad did not have a takings claim when its entire contractual interest was wiped by an STB order requiring the railroad to convey all its interests (not just an easement) to a successful OFA applicant. The agency clearly has authority to protect its jurisdiction by requiring reconveyance of parcels. See PYCO Industries - Feeder Line Application - Lines of South Plains Switching, F.D. 34890, et al., served August 3, 2006.

1247(d) and to convey it to the City, but Conrail in F.D. 34818 stated that it had no intention of doing so, in keeping with Conrail's hostile intent toward section 106 compliance generally. That being the case, some kind of effective reconveyance condition (or order invalidating all Conrail deeds out on the property) must be available at the remedy stage.

Conrail has joined in SLH's requests for demolition permits for the Embankment and in SLH's state court lawsuits to compel their issuance. The only reasonable and foreseeable view is that any effective abandonment authorization effectively releases the bulldozers. The Embankment will be destroyed. Some kind of viable reconveyance is needed to prevent this result. The two reconveyance conditions identified by City, et al. above would be satisfactory.

Conrail also claims that reconveyance is not necessary to prevent demolition, because the City can exercise eminent domain. Comments at p. 17. But Conrail claims now to own only a constructive easement which will extinguish upon abandonment. Eminent domain of such an easement does not protect the historic resource. In any event, section 106 seeks to mitigate adverse impacts through legally enforceable agreements, not through possible condemnation, so the availability of eminent domain is not an answer to the applicability of section 110(k). If Conrail means that this Board should let Conrail off (i.e., retroactively

bless Conrail's illegal sale), and that City should pursue Conrail's chosen developer, then we note that SLH's view of the worth of the property is enormously in excess of Conrail's. (Presumably SLH is currently threatening skyscrapers on the corridor to enhance its claim in the event of eminent domain.) New Jersey eminent domain is hardly a remedy if it prices the property out of the market, especially given the devastating effects of the current recession on state and local budgets. If Conrail will agree to a condition under which it picks up all the City's purchase price in an eminent domain proceeding against Conrail's chosen developer to the extent that purchase price is above and beyond the price paid by SLH to Conrail, then a reconveyance condition may not be essential to protect the Embankment from demolition by a developer. Otherwise it most definitely is.

This agency in a policy statement has recently warned railroads that there will be consequences for unlawful de facto abandonments:

"In some cases railroads have taken actions affecting rail property without first seeking abandonment authority. When this occurs on inactive lines, we generally do not discover these actions until after the fact when the carrier seeks abandonment authority. Such actions are unlawful. Not only is the rail line unlawfully severed from the national

transportation system when this occurs, but the Board's ability to carry out its obligations under NEPA and NHPA may then be adversely affected. The Board will continue to carry out its obligations under those statutes and will take whatever steps necessary to enforce compliance with them."

Consummation of Line Abandonments that Are Subject to Historic Preservation and Other Environmental Conditions, STB Ex Parte No. 678, served April 23, 2008, slip op. at p. 4. The two conditions outlined above would result in meaningful enforcement of 49 U.S.C. 10901, NHPA and NEPA. Unless one or the other obtain, there is no consequence to railroads who evade this Board's jurisdiction through unlawful de facto abandonments, and no meaningful opportunity for compliance with NEPA and NHPA.

At p. 18, footnote 14 of the Conrail Comments, Conrail states that it intends to comply with N.J.S.A. 48:12-125.1, by providing 90 days notice to Jersey City and other local governments when it obtains abandonment authorization here. It basically states that it will relinquish all its interests to SLH if no one seeks to use eminent domain (presumably under state law) in that period. N.J.S.A. 48:12-125.1 provides that sales to parties like SLH prior to expiration of the 90 day notice are void at state law. SLH has already acknowledged as much in state court proceedings in New Jersey. See note 21 supra. Conrail's proposed compliance with state law thus appears to be as flawed

as its non-compliance with federal rail regulatory law on the Harsimus Branch.

In the end, Conrail's legal position on the Harsimus Branch, and the railroad's hostility to preservation of this corridor has been, and continues to be, utterly inconsistent with its legal position and attitude in connection with the Highline across the Hudson River in Manhattan. The Highline is now being developed as a trail because New York City revisited its interest in the matter, and because Conrail on that side of the Hudson River at least minimally cooperated. See note 12 supra.

C. Conrail's Motion to Waive Pre-filing Requirements

Another aspect of Conrail's Motion seeks waiver of the ordinary requirement for environmental and historic resource material to be filed with SEA in advance of filing of a class exemption. This is to allow more time for agency review. Here, Conrail asks for waiver of the requirement, and indeed does not propose to complete filings it intends to make until sometime later this month. If Conrail is allowed to use the class exemption process notwithstanding our objections, then we oppose the waiver of pre-filing requirements and request dismissal of the class exemption filings on that basis.

As Conrail acknowledges, the class exemption process provides inadequate time to review the environmental and historic resource issues germane in this proceeding. Waiving pre-filing

requirements deprives City, RTC and Coalition of adequate time to review information for purposes of responding to the railroad's filings, including specifically its motion to waive. Conrail's motion to waive cuts back our already inadequate time to respond, just as Conrail's motion to set a 180 day deadline ensures inadequate time to respond. The public requires more time, not less.

III. Alternative Procedures

City, Coalition and RTC agree with Conrail that customary procedures under the class exemption regulation are inadequate and not appropriate here. City, Coalition and RTC believe that Conrail's acknowledgment that no EA should issue until there has been full compliance with section 106, and that all parties should have at least 30 days to comment on any EA are steps, albeit inadequate, in the right direction. Rather than take inadequate steps, however, the Board should adopt measures which will ensure NEPA and NHPA compliance.

City, Coalition and RTC support the suggestion by SHPO in its December 23 letter, at p. 4, that the Board (through its SEA) direct application of an EIS in this proceeding. Conrail in its Comments opposes preparation of an EIS, claiming that there will be no rail traffic diversion due to this abandonment. But the issue is not rail traffic diversion, but loss of the sole remaining underutilized transportation corridor into congested

Jersey City, loss of the connection for the East Coast Greenway, adverse impact to 14 historic resources, possible health effects from demolition of the Embankment, and other controversies engendered by Conrail's de facto abandonment activities. We discuss the need for an EIS further in our March 28 comments.

Normally an EA is first prepared to evaluate the need for a full EIS. An EA here would serve mainly as a means for SEA to outline a process for complying with NHPA sections 106 and 110(k), and with NEPA.

No abandonment should be authorized pending issuance of a final EIS and compliance with section 106. The class exemption process, invoked by Conrail here, is inappropriate for a controversial abandonment and also flatly contrary to section 110(k), which bars the Board from authorizing an abandonment without first finding that doing anything may be justified and then consulting with ACHP on the issue.

In addition, NEPA and NHPA compliance is supposed to occur before an agency authorizes a license, not afterward. E.g., Lathan v. Volpe, 455 F.2d 1111, 1121 (9th Cir. 1971); City of Boston v. Volpe, 464 F.2d 254, 257 (1st Cir. 1972). The basic idea is to provide environmental information and assess alternatives before decisions are made, not to authorize action and then assemble relevant information and think about what alternatives might have been.

In the circumstances, the Conrail class exemption should be dismissed, or, as SHPO suggested in its December 23 letter, at p. 4, this Board should treat it as a petition for exemption (not granted ex parte). We have no objection if it is so recharacterized, so long as no ex parte abandonment is authorized prior to NEPA and NHPA compliance. In all events, this matter is not appropriate for ex parte class exemption procedures, or some artificial deadline for abandonment effectiveness.

IV. Miscellaneous

Conrail makes a number of claims in its Comments which are not addressed herein. Our silence on them should not be taken as agreement. It merely means that we do not see them as germane to Conrail's pending motion, and accordingly are not responding at this time. We may respond as necessary or prudent in the context of future motions and comments.

City, Coalition and RTC intend to submit the various pieces of evidence cited from the F.D. 34818 proceeding on which they rely herein under separate cover. Pending submission, City, Coalition and RTC hereby incorporate these items by reference, and seek leave so to do if leave is needed. In all events, the agency should and may take notice of them, and all are available in the filings portion of the agency's e-library in docket 34818.

V. Conclusion

Arbitrary reclassification of a line as a spur does not

excuse a railroad's non-compliance with this Board's abandonment jurisdiction, much less the NHPA and NEPA requirements that go along with it. In the circumstances here, this Board may not grant an abandonment without complying with section 110(k) of the NHPA. Conrail's pending motion does not comply with section 106, much less section 110(k), and it must accordingly be denied. The Board needs to develop procedures suitable for this case. We can at least agree with Conrail that customary procedures for class exemptions are inadequate for this proposed abandonment.

Respectfully submitted,


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Coalition, and
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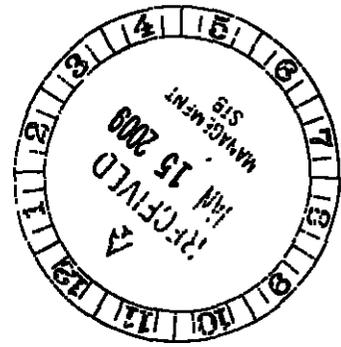
Certificate of Service

The undersigned certifies deposit in express service, next day delivery, this 14th day of January, 2009, of the foregoing upon Robert Jenkins, Mayer Brown LLP, 1909 K Street NW, Washington, D.C. 20006. The undersigned further certifies service by US Mail, postage pre-paid, first class, on all other persons listed as parties of record in the service list for this docket available on the STB website at this date.



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28 March 2008

Section of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, D.C. 20024 (express delivery)

Re: Consolidated Rail Corporation - Abandonment
Exemption - in Hudson County, NJ,
AB 167 (Sub-no. 1189X) and related proceedings.

Madams/Sirs:

This letter is on behalf of City of Jersey City, the Pennsylvania Railroad Harsimus Stem Embankment Preservation Coalition ("Embankment Coalition"), and Rails to Trails Conservancy (collectively referred to as "Commenters"). The letter provides comments in connection with the "environmental report" (ER) and "historic report" (HR) prepared by Consolidated Rail Corporation (Conrail) and submitted under cover letter dated March 6, 2008, to the Surface Transportation Board (STB or Board) in connection with the proposed abandonment of two lines of railroad in the City of Jersey City: the Harsimus Branch and the Hudson Street Industrial Track.

Summary of Comments

Conrail's ER/HR should be rejected as inadequate. The ER/HR is based almost entirely on the absence of information provided in response to a set of letters Conrail sent to a smattering of governmental officials or agencies dated February 7, 2008. Those letters provided limited and misleading information about Conrail's actions to date, and proposed actions at the STB. Conrail based its ER/HR largely on the single response it claimed to have received. This is especially disingenuous since Conrail prepared its ER/HR before the return date (30 days from February 7) set forth in its own letter requesting information. Conrail is not some tiny shortline ignorant of its lines or the requirements of the National Environmental Policy Act or the National Historic Preservation Act, nor does Conrail's proposed abandonment affect property of no consequence in the middle of nowhere. The actions taken by Conrail to date, and its proposed

action it sets forth in its ER/HR, are highly controversial and significantly and adversely impact the environment and historic resources.

The Section of Environmental Analysis (SEA) should find that the proposed action sought by Conrail with respect to the Harsimus Branch will "significantly" affect the environment, and insist that a full "environmental impact statement" (EIS) be prepared before any abandonment of the Harsimus Branch may become effective.

SEA must ensure that the Board does not take any action upon Conrail's proposal until there is full compliance not only with section 106 of the National Historic Preservation Act, but also with section 110(k) of that Act. Section 110(k) precludes any agency action here in light of Conrail's anticipatory demolition of the Harsimus Embankment on the Harsimus Branch, absent prior consultation with the Advisory Council on Historic Preservation (ACHP) and special findings by the Board, which cannot lawfully be made.

In light, among other things, of Conrail's anticipatory demolition of the Harsimus Embankment to date, Commenters object to the inadequate ER/HR prepared by Conrail; the failure of Conrail to provide adequate time for comment before it prepared the ER/HR, let alone afterward; the misleading nature of comments by Conrail in its February 7, 2008 letter requesting information, and the failure of Conrail to disclose important information already in its files; the failure of Conrail to incorporate comments it did receive in response to its February 7 letter; Conrail's rush to invoke fast-track "class exemption" procedures in a clearly controversial situation involving an historic asset in a major metropolitan area immediately adjacent to Manhattan; and Conrail's general failure to cooperate in addressing legitimate public concerns relating to historic preservation, highly beneficial alternative public uses, important rail transportation needs, and the significant adverse environmental and historic preservation impacts flowing from Conrail's actions.

Commenters object to use of class exemption procedures in the case at bar, as well as any further processing of Conrail's proposed abandonment of the Harsimus Branch without preparation of a full environmental impact statement and without full compliance with NHPA section 110(k). Without waiver of these objections, if the Board were nonetheless to allow Conrail to proceed using a class exemption, then SEA should recommend that any such exemption be stayed indefinitely to allow for adequate consideration of environmental and historic preservation issues, as well as authorized only with conditions that protect the public from the significant and adverse impacts of Conrail's misconduct to date.

Commenters request consulting party status for purposes of

the Section 106 process in any abandonment proceeding Conrail initiates in connection with the Harsimus Branch.

Identification of Commenting Parties

City of Jersey City is the municipal corporation within whose boundaries all the proposed abandonments would occur.¹ City of Jersey City submitted comments to Conrail by letter dated March 4, 2008, which Conrail's ER/HR ignores. City already has provided copies of the Mayor's letter to SEA and to the Board for filing in this docket as a pleading. City's participation in the comments and objections set forth herein is supplementary to the Mayor's March 4 letter. The City seeks to preserve the Harsimus Branch as an historic resource and for continued rail transportation as well as trail and greenway purposes.

The Embankment Coalition is a 501(c)(3) non-profit corporation with over 1000 individual members and supporters as well as affiliated organizations, including local neighborhood organizations, dedicated to preserving the historic Sixth (or Harsimus) Street Embankment on the Harsimus Branch. Many of the

¹ Conrail solicited the comments of the City of Jersey City and others on the environmental and historic resource consequences of its proposed abandonment by letter dated February 7, 2008. The Conrail letter requested that comments be provided in 30 days. Since 2008 is a leap year, comments would be due on March 8. Mayor Healy for the City responded to Conrail by letter dated March 4, 2008, with a series of comments and objections to Conrail's proposed actions and representations, particularly in reference to the Harsimus Branch.

Conrail evidently prepared and submitted its "Environmental Report" and "Historic Report" (ER/HR) on or about March 6, 2008 (the date of Conrail's transmission letter). We note that this date is prior to the due date for comments provided in Conrail's February 7 letter. Thus, although Conrail in its ER/HR purports to have solicited comments and to have consulted, it effectively did not do so in a meaningful fashion prior to drawing up its ER/HR, even if one assumes arguendo that asking for comments in 30 days constitutes consultation. As a kind of confirmation of the misleading nature of Conrail's alleged consultation, the railroad's submission totally ignores the City's comments manifest in the Mayor's letter, even though the Mayor's March 4 letter was within Conrail's arbitrary deadline.

As we indicate later in our comments, the ER/HR is also defective in omitting other germane information which is known to be in the files of Conrail. Further, the letter transmitting the ER/HR advises recipients that they should comment within 21 days. This time period is insufficient for purposes of the environmental and historic issues posed in this proceeding.

Coalition's members live in the vicinity of the Embankment and would use it for commuting, recreation, and open space were it to be preserved.

Rails to Trails Conservancy is a 501(c)(3) non-profit corporation with over 86,000 members, including over 2200 members in New Jersey and over 5500 in neighboring New York. RTC is dedicated to preserving otherwise-to-be abandoned railroad corridors for alternative and future public use, including possible future rail reactivation and interim use as trails. RTC members seek to preserve the Harsimus Branch for trail, rail and other compatible public uses.

Although Conrail knows that the Embankment Coalition, RTC and numerous other non-governmental organizations are interested in the Harsimus Branch (that was apparent to the railroad as a result of proceedings in F.D. 34818), Conrail failed to seek any comment from any them for purposes of preparing the ER/HR.

Prior Proceedings Germane Here

All three of these Commenters participated as parties applicant in City of Jersey City, et al., Petition for a Declaratory Order, STB Finance Docket 34818. The Harsimus Branch is not really a "branch." It is the historic mainline for freight of the old Pennsylvania Railroad. It terminated in the Harsimus Cove, directly across the Hudson River from the World Trade Center, lost on 9/11. Conrail unilaterally and unlawfully reclassified this obvious rail line as a spur and purported to engage in an illegal de facto abandonment of the Branch without any prior authorization from this Board.² Conrail tore out bridges and tracks, all without prior STB or ICC authorization. Although Conrail claims to have offered to sell the line to a local redevelopment agency for redevelopment, the railroad rejected Jersey City's separate efforts to acquire the line for transportation uses (including possible light rail and trail). Knowing that the City was preparing eminent domain proceedings, Conrail and instead purported to sell, again without any prior STB authorization, the entire Embankment portion of the Harsimus Branch to a land assembler (referenced herein as "SLH Properties") for unlawful non-rail purposes (namely, demolition and development for townhouses). More recently, SLH has proposed turning the Embankment into a parking garage for large towers erected on top of it.

Prompted by Conrail's precipitous and unauthorized sale of the Embankment and SLH Properties' commencement of demolition of structures adjoining the Embankment, Commenters and then-

² Under ICCTA and its predecessor statute, a freight railroad may not abandon a rail line without prior STB (formerly ICC) authorization. See 49 U.S.C. 10903.

Assemblyman Manzo petitioned this Board for a declaratory order that the Harsimus Branch was a line of railroad under the Board's preemptive jurisdiction. This Board granted the relief sought by Commenters in a Decision served August 9, 2007 in F.D. 34818. SLH Properties sought administrative reconsideration, which was denied in a Decision served December 19, 2007. Conrail and SLH Properties have now filed at least five petitions for judicial review in the U.S. Court of Appeals for the D.C. Circuit from this Board's determination. SLH Properties has used the alleged pendency of these petitions as an excuse to continue its litigation in New Jersey state courts to force City of Jersey City to issue it demolition permits and subdivision approvals for the Harsimus Branch notwithstanding this Board's preemptive jurisdiction. Conrail has supported SLH Properties in state court filings.

As this summary of Conrail's course of conduct demonstrates, Conrail has engaged in anticipatory demolition, and by Conrail's proposed invocation of the class exemption for abandonment authority, the railroad seeks to reap the benefits of that illegal conduct by foreclosing various federal and state remedies otherwise available to the Commenters had Conrail and its chosen "developer" SLH Properties not engaged in unlawful anticipatory demolition.

Conrail in its ER/HR filing essentially conceals this history. The only reflection of Conrail's illegal past actions manifest in its ER/HR is the railroad's statement that it has no plans to dispose of track, track material or crossties, because those have been removed (ER, p.2), and its statement that it has removed all the bridges (HR, p. 9). Indeed the railroad in fact has torn out the rail, ties and bridges. But far from indicating that less environmental and historic review is needed, Conrail's statements about removal of track and ties confirm instead that Conrail has engaged in an illegal anticipatory demolition of the Harsimus Branch. Conrail's acknowledgment of unlawful anticipatory demolition of the line would be even more evident if Conrail in its ER/HR had directly owned up to the fact that it has illegally purported to alienate the entire property for non-rail purposes without any prior STB authorization. As it is, a careful reading of Conrail's attachments to its ER/HR does encompass an indirect admission of illegal anticipatory alienation.³ As explained later, Conrail's clear anticipatory

³ In all of its February 7, 2008 letters attached to its ER/HR requesting comment from public agencies, Conrail states that "the underlying right-of-way was either sold or reverted to various parties." Although its ER/HR does not mention the issue, the quoted statement by Conrail is an admission of anticipatory

demolition and plethora of illegal actions in respect to this property bars the Board from granting the relief sought by Conrail, unless the Board first consults with the Advisory Council on Historic Preservation (ACHP) and makes special findings.

Comment on Milepost Designations

Railroad milepost designations are sometimes arbitrarily changed or assigned, and the designations employed by Conrail here for the Harsimus Branch are a case in point. Historically, the portion of the Branch between Luis Munoz Marin Boulevard (former Henderson Street) to CP Waldo (near Waldo Avenue) was designated as (approximately) Milepost 1.3 to (approximately) Milepost 2.54 on relevant track charts and maps.⁴ Conrail in its ER/HR may be using arbitrarily revised milepost designations it has assigned as a result of unilateral reconfigurations of its system. On the other hand, Conrail may be attempting to confuse the issue for purposes of its pending petitions for judicial review in the D.C. Circuit from this Board's decisions in F.D.

destruction of the rail line, but also it is misleading and erroneous. In particular, there can be no reversion of a regulated rail line until this Board authorizes an abandonment. E.g., Phillips v. Denver & R.G. RR, 97 F.3d 1375, 1377 (10th Cir. 1996) (no reversion to adjoining landowners due to non-use: "if de facto abandonment were sufficient to establish abandonment..., a railroad could easily circumvent ICC's oversight and regulation by simply terminating its use of a railroad line"). Conrail's misleading statements are inexcusable, since the railroad knows the principles involved. After all, Conrail urged those principles and their application in Chelsea Property Owners - Abandonment -- Portion of the Consolidated Rail Corporation's West 30th Street Secondary Track in NY, NY, 8 ICC 2d 773, AB 167 (Sub0no. 1094), served Sept. 16, 1992, aff'd sub nom. Consolidated Rail Corp. v. ICC, 29 F.3d 706 (D.C. Cir. 1994). A deep irony with respect to the Harsimus Branch is the fact that Conrail vigorously supported corridor preservation of the elevated rail structure in the Chelsea case which arose in Manhattan on an old branch line, but across the Hudson River in Jersey City Conrail has sought to frustrate preservation of a similar structure on the former Pennsylvania Railroad freight mainline. Conrail's inconsistency is arbitrary and inexplicable.

⁴ See, e.g., Conrail, Maintenance Program and Track Chart, Atlantic Region, New Jersey Division, corrected to 1-1-80 (relevant pages set forth as Exhibit A to Petition for Declaratory Order dated 11 January 2006 in Finance Docket 34818, on file with STB).

34818.

For purposes of these comments, Commenters intend their references to the Harsimus Branch to mean that portion of the Branch indicated in Conrail's ER/HR map as MP 0 to MP 1.36, without any admission that these milepost designations in fact correspond to historic designations for the Branch.

Environmental Impact Statement

Although the agency ordinarily prepares only an "environmental assessment" (EA) for purposes of proposed rail abandonments, it is well established that more is required in circumstances in which the abandonment affects important cultural or historic resources and presents controversial outcomes. See The Baltimore and Ohio Railroad Co. - Abandonment - in Montgomery County, Md. and the District of Columbia, AB 19 (Sub-no. 1) (ICC), served May 21, 1986. In the referenced proceeding, this Board's predecessor required an EIS when the line bifurcated a linear national park (C&O Canal) and posed controversial outcomes in Georgetown (District of Columbia) and Montgomery County (Maryland).

For similar reasons, this Board must prepare a full environmental impact statement (EIS) before it may lawfully act in this proceeding. If SEA prepares an EA, the EA should and must conclude that a full EIS is necessary. Pursuant to 42 U.S.C. 4332(2)(C), a federal agency may not take a licensing action without first preparing an environmental impact statement (EIS) where the licensing action may "significantly" affect environmental quality. This Board's regulations specifically indicate that the Board is governed by the Council on Environmental Quality's (CEQ's) regulatory definition of the term "significantly." See 49 C.F.R. 1105.5(a). The CEQ definition of "significantly" is found at 40 C.F.R. 1108.27. That regulation indicates that determinations of significance must take into account context and intensity.

As to context, it indicates that in the case of a site-specific action, significance is determined by effects upon the locale of the action rather than the world as a whole. 40 C.F.R. 1508.27(a). In addition, both short and long term effects "are relevant." Id. A rail abandonment licensing action within a City does not lose its significance merely because it is felt primarily in one location (here, Jersey City). The proposed action of Conrail also will also be permanent (not just short term) in its adverse effects.

As to intensity, the regulation lists a number of factors that bear on this issue. For example, section 1508.27(b)(2) indicates that an action may be significant due to impacts on public safety and health. Section 1508.27(b)(3) indicates an action may be significant owing to "unique characteristics of the geographic area such as proximity to historic or cultural

resources." Section 1508.27(b)(4) states that the degree to which the environmental impacts are controversial bears on significance. Section 1508.27(b)(8) states that the "degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant ... historical resources" also bears on significance. Finally, section 1508.27(b)(10) states that "whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment" relates to significance.

All the factors enumerated above support the conclusion that the proposed action by Conrail raises significant issues requiring an EIS. The Embankment is a earthen fill structure between tall stone walls. It is located in close proximity to residential housing. Conrail's chosen "developer," SLH Properties, plans either complete demolition of the Embankment for street level townhouses, or gutting it for parking for high rise condominiums or apartments on top. In either case, massive amounts of earth must be dug out and removed. The potential for adverse health effects from airborne debris and safety impact from heavy construction and dump truck traffic is extreme and completely unanalyzed in Conrail's bare bones ER/HR. This is a significant impact per section 1508.27(b)(2).

Conrail's proposal here will unquestionably cause destruction of the Embankment. Yet the Embankment is eligible for listing on the National Register, and is also protected under state and local law. See Exhibit A (National Register information) and Exhibit C (state and local historic status determinations). Conrail has unlawfully purported to sell the Embankment without STB authorization to SLH Properties, which is actively suing Jersey City to force Jersey City and its agencies to authorize complete demolition of the Embankment, and its conversion into townhouses. See Exhibit B (summary of SLH litigation). Abandonment authorization will therefore result in destruction of an historic asset, and therefore will "adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places" per section 1508.27(b)(8).

In addition, the Embankment is immediately adjacent to two National Historic Districts (see Exhibit G), which will be detrimentally impacted by its demolition. See Verified Statement by Mr. James in Ex. G. Commenters have not had time to identify and inventory the various structures in the NHD's which will be adversely impacted (as explained later, it is not Commenters' legal duty to do so, even if there were time which there is not). However, the New Jersey SHPO has advised us that Pennsylvania and New Jersey SHPO's have recognized a National Register-eligible

Pennsylvania Railroad Philadelphia to New York Historic District (HD).⁵ While we currently understand this HD encompasses lines used for passenger service, the New Jersey SHPO has also recognized the historic status, but not yet fixed the boundaries of, an earlier in Jersey City. The relevant HD in this case is called the "New Jersey Railroad Bergen Cut Historic District." It is our understanding that the Harsimus Branch is, or would likely be, encompassed in that HD.⁶

Both the impact on the Embankment and on adjoining NHD's, and the possibility of adverse impact on individual but unidentified historic structures in the NHD's indicate that Conrail's proposal raises significant adverse impacts per sections 1508.27(b)(3) & (8). Loss of the end of the Harsimus Branch, as proposed by Conrail, would adversely impact the New Jersey Railroad Bergen Cut Historic District as well, also posing significant adverse impacts per the regulation.

Conrail's actions are nothing if not controversial. They spawned a declaratory proceeding before the Board in an effort to obtain some compliance with the law (Finance Docket 34818), and SLH Properties has launched a barrage of litigation against Jersey City, one of its employees, and its Historic Preservation Commission to obtain permits and authorizations to demolish the Embankment and to convert it into non-rail uses without any prior STB authorization either for sale of the Harsimus Branch to SLH Properties for rail use, or for abandonment of the Harsimus Branch so it may be sold to SLH Properties as a tear down property. All this is in the face of public support for preserving the railroad corridor, and the Embankment, intact for alternative public uses.⁷ Clearly the environmental effects of

⁵ See Letter, Pa. SHPO to Director, Bureau of Design, PA DOT, August 11, 1994 (references PRR, Philadelphia to NY, district); Letter, NJ SHPO to Supervising Env. Specialist, Div. Of Env. Resources, NJ DOT, May 7, 2004 (same).

⁶ NJ SHPO has recognized this HD is eligible for the National Register since at least May 21, 1999 (see Letter of that date, NJ SHPO to Bureau of Env. Services, NJ DOT, at p. 3). SHPO further advises that individual structures within that HD and on the Harsimus Branch other than the Embankment have also been determined eligible for the National Register in their own right. See also Exhibit H.

⁷ One manifestation of support for preservation and alternative public use is the long list of political leaders and private organizations that commented in support of the Petition for a Declaratory Judgment filed by Commenters and former Assemblyman

Conrail's proposal are already "highly controversial," not just "likely to be highly controversial." Again, under section 1508.27(b)(4), an EIS is required.

Finally, Conrail's proposal "threatens violation of Federal, State, or local law and requirements imposed for the protection of the environment" per section 1508.27(b)(10). Conrail is obligated under New Jersey state law to grant a right of first refusal to any state or local agency to buy a rail line for which the railroad applies to the Board for abandonment authority. NJ Stat. 4:12-125.1. Conrail apparently intends to claim that it can evade this requirement because it illegally sold the line to SLH Properties without seeking this Board's authorization. This constitutes a threat to violate a state law by way of an outright violation of a federal requirement that Conrail seek an abandonment authorization from the Board before it sells its interests to another for tear down and non-rail use.⁸ In addition, unless the Board orders SLH to reconvey, or conditions any grant of abandonment authority upon SLH reconveying all it purportedly received from Conrail, Conrail's actions threaten to render nugatory statutes like 49 U.S.C. 10905, which authorizes this Board to require Conrail to maintain its interests in property for 180 days post-abandonment to permit public acquisition. Under section 1508.27(b)(10), Conrail's anticipatory demolition and unauthorized sale to SLH in circumvention of this Board's statutory authority (and the public's rights thereunder) also trigger an EIS requirement.

In sum, Conrail's proposed abandonment significantly adversely affects the environment, and this Board may not authorize it prior to completion of the EIS process. SEA should advise the Board to undertake an EIS. If SEA prepares an EA, the EA should so advise the Board.

Compliance with Sections 106 and 110 of the NHPA

Manzo in Finance Docket 34818. See Decision in F.D. 34818 served August 9, 2007, at p.1 n.2.

⁸ This is not a situation involving sale of one of the sides of a right of way parcel to an adjoining property owner for additional parking, or for a farm or garden use, where the railroad retains all that it needs for continued rail operation, nor is this a sale of air rights or the underlying fee with the railroad retaining a railroad easement. Instead, Conrail here purported to sell all and to retain nothing. In any event, the Embankment is structure which cannot reasonably be subdivided. It is either viatically used or not viatically used. Conrail simply made an unlawful sale in violation of 49 U.S.C. 10903 and the integrity of this Board's procedures.

The portion of the Harsimus Branch at issue in this proceeding is largely composed of the Harsimus Embankment, which is eligible for listing on the National Register. In addition, the Embankment portion of the Branch is surrounded by two National Historic Districts, which will be adversely affected by Conrail's proposed action. We have not had time to identify all adversely affected sites and structures, but are aware that there are many. A typical example is the national Register-listed St. Anthony of Padua Church. We have attached some documentation concerning the historic resources affected, and the adverse impacts which will flow from Conrail's action, in Exhibits A, C & G. In addition, we have also noted that NJ SHPO advises us that the entire Harsimus Branch is, or is likely to be, within the previously recognized National Register-eligible New Jersey Railroad Bergen Cut Historic District. However, as the binding regulations of the Advisory Council on Historic Preservation (ACHP) make clear, identification of historic resources is the responsibility of Conrail, and ultimately of the STB, and it is not the responsibility of a commenting party or the state historic preservation officer. See 36 C.F.R. 800.5. This would especially be the case in the brief time provided the public and the SHPO to comment in the "class exemption" process. Conrail's failure to identify, much less discuss, historic resources is deplorable since the record in F.D. 34818, all of which has long been available to Conrail, is far more detailed in respect to historic resources affected by destruction of the Harsimus Branch than Conrail's truncated discussion even begins to indicate. This gives the appearance that Conrail is attempting to hide the issue, or playing a game of "catch me if you can."

1. Conrail's proposal is an "undertaking" requiring section 106 compliance. A federal licensing action for an abandonment unquestionably constitutes an "undertaking" for purposes of section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. 470f. Before granting such a license, the Board must "take into account the effect of the undertaking on any district, site, building, structure or object that is included in or eligible for the National Register." Id.

Although the Board frequently grants exempt abandonment licenses prior to completion of section 106 review, it inevitably then stays the effectiveness of the license pending completion of the section 106 review process. However, that ordinary approach is not sufficient here. The Harsimus Embankment is a significant historic property, and abandonment authorization will unquestionably result in its irreparable destruction. (SLH with Conrail's active support is suing the City as these comments are prepared in order to hasten the destruction of the Embankment.) Under the circumstances, this "class exemption" proceeding is too controversial for class exemption procedures in the first

instance. In any event, the Board's approach of granting class exemptions and then staying the effectiveness is foreclosed under section 110(k), 16 U.S.C. 470h-2(k), in the facts of this case, as discussed in part 2 below.

As already noted above, Conrail's HR is perhaps most dramatically inadequate when it comes to identification of historic resources within the "undertaking's" area of potential effects. Conrail in its HR fails to reveal at all the information on the historic nature of the Embankment which Commenters placed of record in F.D. 34818. The railroad's discussion is limited to summarizing some comments that it received from the Hudson County Department of Public Resources, Division of Planning. See Conrail HR at p. 10. The HR otherwise simply says that "[t]he New Jersey State Historic Preservation Office has been consulted." *Id.* But that consultation was limited to sending SHPO a letter dated February 7, 2008, that had a return date after Conrail prepared and submitted its HR; that contained misleading information about "reversions"; and that had no information about historic resources already known to Conrail. With respect, this is not a meaningful HR, but a kind of superficial "punt." Conrail, and ultimately STB, have the responsibility to identify historic resources, and cannot shift this burden to the public or to SHPO. 36 C.F.R. 800.5.

The Conrail HR does not even identify both the National Historic Districts adjoining the Harsimus Branch, let alone individual sites and structures that are historic in those districts, even if immediately adjacent to the line. Even if the SHPO or other public agencies were legally obligated to comply with Conrail's unilaterally imposed deadlines (both to supply Conrail with information, and then to comment on the HR), which SHPO and other public agencies are not, the HR gives the SHPO and the public little or no information, and thus aggravating the unacceptably abbreviated time frame, for purposes of providing any meaningful response.

This proceeding must not go forward until an inventory of affected sites, districts and structures is compiled, and a proper analysis of impact is submitted. It should not be the duty of either New Jersey or the interested public to compile the information that the railroad is supposed to compile. In the circumstances here, Conrail's purported ER/HR should and must be rejected as clearly inadequate.

Conrail utterly fails to provide any analysis, let alone a reasonable analysis, of the "undertaking's" impact on historic properties. The Section 106 regulations make clear that "adverse effects on historic properties include ... '[p]hysical destruction of or damage to all or part of the property, ... and ... [t]ransfer, lease or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or

conditions to ensure long-term protection of the property's historic significance." 36 C.F.R. 800.5(a)(2). Conrail's sale of the property to SLH Properties was without any preservation conditions, and Conrail's destruction of bridges and other contributing historic features of the Embankment unquestionably constitutes an adverse effect.

The Board is obligated to consult with the SHPO, the ACHP, and other consulting parties, in order to resolve adverse effects. 36 C.F.R. 800.5(d)(2). Commenters are uniquely affected members of the public and their demonstrated interest in the Harsimus Branch and the 6th Street Embankment render them appropriate consulting parties to the Section 106 process. Id. 800.1(c)(5). Accordingly, this comment letter constitutes a request that Commenters be accorded consulting party status in the Section 106 process. Id. 800.3(f).

2. Anticipatory demolition. NHPA section 110k, 16 U.S.C. 470h-2(k), bars an agency like STB from granting a license where the applicant has intentionally engaged in conduct adversely affecting an historic resource in evasion of section 106 review. Although the Harsimus Branch is clearly a rail line for which STB licensing action is needed before its bridges and structures are destroyed and the property sold off for non-rail use, Conrail intentionally did exactly that. Conrail admits in its ER that it took out all track and ties, and removed the bridges. It does not disclose, but cannot deny, that it also sold off the Embankment to SLH Properties in 2006 for demolition and non-rail purposes, all without any STB authorization. In consequence, Conrail acted without any agency compliance with Section 106, and thus without the imposition of conditions fostering preservation of the Embankment, or barring the railroad for at least 180 days from alienating the line other than for public purposes. A clearer case of anticipatory demolition and prejudice to meaningful section 106 review is difficult to imagine.

Where an applicant (like Conrail) intentionally and adversely affects a historic property prior to applying for a permit that otherwise would be subject to Section 106, STB may not authorize an abandonment at all here, unless -- "after consultation with the [Advisory] Council [on Historic Preservation]" - it "determines that circumstances justify granting" the license "despite the adverse effect created or permitted by the applicant." 16 U.S.C. 470h-2(k). The record demonstrates the intentional destruction of historic properties as part of a series of actions to evade STB's jurisdiction over the line itself as well as the agency's responsibilities under Section 106. Accordingly, the Board is precluded from authorizing the abandonment, even if the authorization is stayed pending compliance with Section 106, until the Board has engaged in further consultations not just under Section 106, but also

with ACHP as required in Section 110(k).

Since STB on this record is precluded from going forward absent Advisory Council consultation and special findings, further processing of Conrail's "class exemption" is beside the point. Conrail should be directed to file some kind of case-specific proceeding, and the Board should issue a procedural schedule that provides for proper consideration of environmental concerns (an EIS), and proper compliance with NHPA sections 106 and 110 (consultation with ACHP after a meaningful inventory of historic resources is compiled and the implications for them analyzed). SEA's EA, if SEA goes forward with an EA, should so find and recommend in the EA.

Environmental and Historic Conditions

1. Reconveyance condition. The most reasonable means to mitigate the harmful consequences flowing from Conrail's unlawful conduct to date is to require reconveyance of the Embankment to Conrail before this Board acts upon any abandonment application which Conrail may pursue. If contrary to these comments, this Board were to grant Conrail's proposed class exemption, then SEA should recommend that the Board either order reconveyance, or condition the effectiveness of any abandonment authorization, upon reconveyance, of the entire Harsimus Branch, including its Embankment, as purportedly transferred to SLH Properties.

This condition is amply justified on rail regulatory as well as environmental and historic preservation grounds. Conrail lacked authority to transfer the property for non-rail purposes, and reconveyance is an appropriate remedy. Accord, The Land Conservancy of Seattle and King County - Acquisition Exemption - in King County, WA, F.D. 33389, served Sept. 26, 1997 (reconveyance ordered where Board finds that original conveyance was for non-rail purposes, even when authority for that conveyance was timely sought and obtained). Absent reconveyance, SLH Properties with Conrail support will continue to actively seek to demolish the Embankment and to construct townhouses or new skyscrapers on top of it as SLH recently proposed. Indeed, SLH with Conrail support continues actively for permits to demolish and reconfigure the Embankment. Absent reconveyance, this Board's jurisdiction may be totally ignored. Even if this Board elects not to assert direct jurisdiction over SLH, the Board can readily condition any abandonment authorization upon Conrail first obtaining reconveyance. It is unconscionable that SLH, with Conrail support, pursues permits and demolition, driving up the cost of acquiring and restoring the Embankment, in collaboration with Conrail, when at the same time this Board's jurisdiction bars Jersey City from exercising eminent domain to acquire the property. See City of Lincoln v. STB, 414 F.3d 858 (8th Cir. 2005) (City may not use eminent domain to acquire unused portion of rail corridor not authorized for abandonment). Without

appropriate handling of the reconveyance issue, federal and state remedies to ameliorate adverse environmental and historic preservation impacts may be unavailable, unworkable, or rendered prohibitively expensive due to the misconduct and unlawful actions of Conrail. This agency should protect its jurisdiction and the fundamental integrity of its processes and applicable federal environmental, historic preservation, and public use requirements by ordering reconveyance (or conditioning relief to Conrail upon reconveyance), as in Land Conservancy.

2. Public use condition. Conrail's ER almost completely evades the issue of suitability of the properties proposed for abandonment for alternative public use. The ER at p. 3 references only information provided by Hudson County in response to Conrail's February 7 inquiry letter. The ER ignores the fact that Hudson County requested Conrail to consult with other agencies with an interest in the Harsimus Branch. Even more significant, Conrail well knows that the Commenters have, and that this Board has found (Decision served August 9, 2007, at pp. 7-8), intense public interest in preservation of, and alternative public use for, the Harsimus Branch. As Commenters and many others pointed out in F.D. 34818, Jersey City is interested in use of the Harsimus property for rail mass transit (as Mayor Healy's March 4 letter indicates, part of the Hudson Street rail corridor is already used for that purpose) and for trail purposes. See Exhibit D. Other parties are interested in the Harsimus Branch as a park and greenway, and as an historic landmark demonstrating the past history of Jersey City as a key rail hub. See Exhibits D & E. It is undeniable that the Harsimus Branch is the prime, and indeed the only, route for the East Coast Greenway to reach New York City from Philadelphia. See Exhibit E. Conrail's lack of discussion of the issue of alternative public use is on a par with the rest of its inadequate and superficial ER/HR.

Under 49 U.S.C. 10905, this Board must find whether properties that are involved in a proposed abandonment are "appropriate for public purposes, including ... forms of mass transportation, conservation, ... or recreation." In any environmental documentation prepared by SEA, SEA must and should find that the Harsimus Branch is appropriate for public purposes.

In addition to a reconveyance condition, Commenters expect to request STB to impose a public use condition, also authorized by section 10905, barring Conrail from disposing of any interest in the Harsimus Branch for 180 days from the effectiveness of any abandonment authorization for any purpose other than a public purpose. SEA should recommend that issuance of such a condition, which Commenters intend to request at the appropriate point in these proceedings. SEA should further recommend that the condition, in order to be meaningful, should only begin to run

once all other "stays" on the effectiveness of any abandonment application have terminated.

3. Mitigation conditions generally. Conrail's defective HR claims at p. 10 that "there are no adverse environmental impacts" and that as a result mitigation is "inapplicable," evidently in the sense of being irrelevant. With respect, granting the license sought by Conrail in the unique anticipatory destruction circumstances here threatens a very serious, obvious and incontrovertible adverse environmental impact: the complete destruction of the National Register-eligible Harsimus Embankment and the dismemberment of the National Register-eligible New Jersey Railroad Bergen Cut Historic District. Conrail knows that: the historic status of the Embankment was pointed out repeatedly in the filings in Finance Docket 34818 in which Conrail was a party.

Conrail's failure to acknowledge adverse environmental impacts renders its discussion of mitigation totally unreliable and flawed. During an EIS process, means and conditions to mitigate the adverse environmental consequences flowing from Conrail's illegal actions for which it now seeks licensing sanctification may be addressed.

Severance

The Hudson Street Industrial Track by Conrail's mapping does not intersect the Harsimus Branch and is a separate line. The issues relating to that Track are separate from the Branch, and it is confusing to attempt to deal with them in the same proceeding, much less the same ER/HR. Conrail should seek separate abandonment authority in a different proceeding for each.

Comments and Objections on Specific Portions of ER/HR ER p. 1, item 1 (proposed action).

Commenters object to processing the Hudson Street Industrial Track in the same proceeding as the Harsimus Branch. The lines per Conrail's "Exhibit A" are not even connected.

Conrail's statement that it does not plan to dispose of structures is misleading. The National Register-eligible Harsimus Embankment remains intact.

ER p.2, item 2 (transportation system). Owing to Conrail's anticipatory destruction and purported illegal sell-off of the Branch, the license action sought by Conrail will result in destruction of the last intact transportation corridor into already congested Jersey City, and the addition of hundreds or thousands of additional motor vehicles on the over-taxed street grid. Jersey City desires to retain the rail corridor intact for transportation use to alleviate transportation problems, not add to them as Conrail's proposal attempts to guarantee.

ER p.3, item 3 (land use). Conrail's contention that it consulted with Jersey City and others by letter on February 7 is

one of the most disingenuous claims in the Conrail ER. Conrail through SLH in a sense has been in relatively constant consultation with the City for the last two years, in that SLH Properties, with now active Conrail support (Conrail filing briefs in favor of SLH positions), has sued the City because the City has postponed or denied local permits for the destruction of the Harsimus Embankment. These permits have been withheld because Conrail's efforts do in fact conflict with Jersey City land use plans, or pose significant issues which need to be addressed. Conrail wrongly fails to reveal that the City has actively sought to acquire the Embankment, and that Conrail in the face of the City's expression of interest, unlawfully transferred it to SLH Properties for non-rail purposes without STB authorization.

ER p. 4, item 4 (energy). Jersey City seeks to preserve the Harsimus Branch in order to preserve it for rail transportation to alleviate urban congestion. This has energy-saving implications.

ER p. 4, item 5 (air quality). Jersey City is a nonattainment air quality area. Preserving the Harsimus Branch will assist in addressing air pollution in the future. In addition, if Conrail is successful in demolishing the Harsimus Embankment, huge amounts of possibly contaminated earthen fill must be trucked out of Jersey City for disposal. This raises unaddressed air quality issues.

ER p. 5, item 6 (noise). Salvage of the Embankment will raise noise issues, just as it raises air quality issues.

ER p. 5, item 7 (safety). Conrail's claim of no safety impacts again ignores salvage of the Embankment. The earthen fill in the Embankment is potentially contaminated. Its removal raises risks to public safety from airborne particles and from dump trucks and heavy equipment operating in the middle of high density residential areas adjacent to downtown Jersey City.

ER p. 5, item 8 (biological resources). Conrail's claim to have consulted is misleading. It sent out a letter with a return date after it prepared its ER. As Exhibit F, attached hereto demonstrates, the Embankment does provide habitat, and a serious attempt to review biological resources manifest in it should be mounted.

ER pp. 6-7, item 9 (water). Conrail's claim that "no clearing, grading, or alteration of the topography will result from abandonment" is clearly false. Conrail is participating in state court litigation to compel Jersey City to allow demolition of the Embankment. This constitutes a huge amount of clearing, grading and alteration of topography. The Embankment is a very large structure. Since Conrail ignores the Embankment, its claim that no pollutants will be released should likewise be ignored. There needs to be some kind of meaningful analysis of what will

happen if Conrail gets away with destruction of the Embankment.

The Embankment contributes to flood control and to control of Combined Sewer Outflows (CSO's) into the Hudson River. Commenters have grants or grant applications pending for acquisition funds for the Embankment on this basis. Destruction of the Embankment may well affect water quality.

ER p. 7, item 10 (mitigation). Conrail is simply wrong in its assertion of no adverse environmental impacts. Complete destruction of a National Register-eligible historic resource (the Harsimus Embankment) is a significant adverse environmental impact, as discussed above. In addition, loss of the corridor significantly adversely affects two National Historic Districts and an additional National Register-eligible district, forecloses the East Coast Greenway, and unreasonably truncates transportation options for Jersey City.

Conrail's related claim that mitigation is "inapplicable" in the sense of being irrelevant ignores reality. Conrail simply seeks to avoid any mitigation of the significant adverse environmental impacts flowing from its actions. Conrail's attempt to ignore mitigation is one of the reasons a full EIS process is needed here. The railroad's filings to date, and its position in respect to the parties, indicate that the railroad is actively avoiding mitigation of the adverse consequences of its unilateral actions in connection with the Harsimus Branch.

HR p. 8, proposed action. The Hudson Street Industrial Track and the Harsimus Branch should not be combined in one proceeding for the reasons previously stated.

HR p. 8, item 1 (map). The map Conrail attaches obviously does not meet the requirements of the regulation. It is not equivalent to a topographic map and it certainly does not show the national historic districts, buildings and other structures of historic significance near the proposed abandonment. The HR should be rejected on this ground.

HR p. 8, item 2 (description). Conrail's description is obviously inadequate. The Harsimus Branch in fact runs from the Palisades down to the Cove, in downtown Jersey City, and bounds two National Historic Districts. The two Districts in turn are comprised largely of residential townhouses. See last sentence in HR item 1 comment above.

HR p. 8, item 3 (photographs). Conrail ignores the surrounding National Historic Districts, let alone nearby buildings and structures of historic significance. See last sentence in HR item 1 comment above.

HR p. 9, item 4 (construction/destruction of structures). The dates given by Conrail are either confusing to us or do not correspond to the actual dates of construction, replacement and destruction compiled for historic preservation purposes. See last sentence in HR item 1 comment above.

HR p. 9, item 5 (carrier operations). The Harsimus Branch was the freight terminus for the Pennsylvania Railroad system and has a rich railroad and cultural history totally ignored by Conrail. Conrail also ignores the City's interest in retaining the Branch intact for future rail reactivation, and it further ignores the efforts in which SLH Properties with Conrail support is engaged to destroy the Embankment. See last sentence in HR item 1 comment above.

HR p. 9, item 6 (documents). Conrail mentions only some microfiche cards containing engineering drawings. During discovery in F.D. 34818, Conrail's attorneys claimed to have computer files on the Branch as well but claimed the files were dated and that retrieval would be expensive and time consuming. In addition, Conrail fails to disclose that it has the nomination papers and various other related documents underlying the determination that the Embankment is eligible for listing in the National Register. Conrail's response to item 6 is thus plainly misleading and inadequate. See last sentence in HR item 1 comment above. This is also the first Commenters have heard of 600 microfiche cards. We request that all these cards be supplied to SHPO, this agency, and Commenters for review, per 36 C.F.R. 800.11(a): "the agency official shall ensure that a determination, finding, or agreement ... is supported by sufficient documentation to enable any reviewing parties to understand its basis."

HR p. 10, item 7 (opinion regarding historic matters). Conrail has copies of the Embankment's National Register-eligibility, as well as various state and local historic designations. These are in pleadings Commenters served on Conrail in F.D. 34818. The National Register nomination of the Embankment raises the possibility that earlier elevated rail structures are buried within the Embankment. Since Conrail ignores the nomination papers, there is no reason to credit to anything other than willful blindness or semantical word play Conrail's statement that it does "not believe there is a likelihood of archeological resources...."

Conrail's discussion of historic resources ignores a host of information available to the railroad, and only discusses historic resources in terms of remarks made by the Planning Director for Hudson County's Department of Public Resources in response to the railroad's February 7 letter.

Conrail should have examined its own files. This Board relies on the applicant to compile information. Conrail has failed to discharge this duty to compile information in good faith. Instead, the railroad circulated a misleading letter asking overworked public employees or elected officials to offer up some comments, and then prepared and sent in a boilerplate ER/HR before the return date of its misleading letter, which

ER/HR to the extent useful at all is limited solely to acknowledging information from the one comment (from Hudson County) that came in (early). This fundamentally fails to comply with federally-required environmental and historic preservation processes. Conrail is supposed to compile the information, not shunt the duty to others, especially by vague and uninformative letters containing misinformation and setting forth arbitrary return dates which the railroad ignores. Conrail is not some little shortline that acquired a line and lacks records of it, or knowledge of the relevant legal processes. Nor is this a line which is irrelevant and non-controversial. Conrail has no excuse for its actions. See last sentence to HR item 1 comment above.

HR p. 11, item 8 (subsurface disturbance). Conrail appears to admit that the Harsimus Embankment is contaminated based on 2005 sampling. A full report of that contamination should and must be made available for comment. See last sentence to HR item 1 comment above.

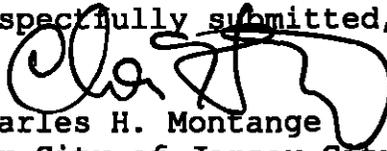
Conclusion

The ER/HR filed by Conrail is inadequate to support environmental and historic review of Conrail's proposed action. Conrail's proposed licensing action is based on conduct amounting to anticipatory demolition of the Harsimus Branch and its National Register-eligible Embankment. Abandonment of the Branch will adversely affect the environment and in the circumstances here result in the demolition of the Embankment. Full EIS review is required. In addition, 16 U.S.C. 470h-2(k) bars any grant of a license here until ACHP has been consulted and special findings have been made. Any use of a "class exemption" for the Harsimus Branch is inappropriate, and the Branch should be severed from the Hudson Street Industrial Track in all further proceedings.

Commenters are supplying these comments as quickly as possible in light of the serious flaws in Conrail's proposal and use of class exemption procedures to date. Commenters have not had time to address fully or adequately the environmental and historic resource issues raised by Conrail's actions and proposal. Conrail certainly has not attempted in any serious fashion to illuminate those issues.

SEA should recommend a full EIS, dismissal of any class exemption sought by Conrail, a full Section 106 process, consultation with ACHP per Section 110(k) before any abandonment is authorized, granting of consulting party status to commenters, and other relief in accordance with these comments.

Respectfully submitted,



Charles H. Montange
for City of Jersey City,
Pennsylvania Railroad Harsimus Stem
Embankment Preservation Coalition, and
Rails to Trails Conservancy

Of counsel:

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Exhibits:

- A - Verified Statement of Richard James and National Register Nomination for Harsimus Embankment (Exhibit E to Petition for Declaratory Order in F.D. 34818).
- B - Summary of SLH litigation against City
- C - Various historic resource materials: notification to Conrail at Embankment is on the New Jersey Register of Historic Places as of Dec. 29, 1999; Certificate of Eligibility dated Feb. 17, 1999; City Ordinance 03-010 (designating the Embankment a local landmark).
- D - Declaration of Gregory J. Corrade (App. VII to the Opening Statement of Jersey City, et al., in F.D. 34818)
- E - East Coast Greenway Materials: Verified Statement of Elizabeth Body (App. V to the Opening Statement of Jersey City, et al., in F.D. 34818); Verified Statement of Stephen Marks (App. VI to the Opening Statement of Jersey City, et al., in F.D. 34818); map
- F - Botanical and Animal Survey, 2002-03
- G - Verified Statement of Richard James concerning adverse impacts to adjacent National Historic Districts; National Register Nomination papers/historic resource materials for two National Historic Districts abutting the Embankment; same for St. Anthony of Padua Church
- H - Material on New Jersey Railroad Bergen Cut Historic District

cc. Jersey City
Coalition
RTC
Mr. Terry Karshner, Deputy SHPO
NJ Historic Preservation Office
NJ Department of Environmental Protection
P.O. 404
Trenton, NJ 08625-0404
Mr. Enright (Conrail)

Exhibit A

BEFORE THE SURFACE TRANSPORTATION BOARD

Finance Docket No. 34818

Rails to Trails Conservancy,
City of Jersey City,
Pennsylvania Railroad Harsimus Stem
Embankment Preservation Coalition,
and NJ State Assemblyman Louis M. Manzo, petitioners --
Petition for a Declaratory Order

VERIFIED STATEMENT OF
RICHARD JAMES

I, Richard James, make this Verified Statement in support of the Petition for a Declaratory Order filed by petitioners Rails to Trails, et al. in the above-captioned proceeding.

1. I am a resident of Jersey City and a member of the board of trustees of the Pennsylvania Railroad Harsimus Stem Embankment Coalition ("Coalition"), one of the petitioners in the above-captioned proceeding. The Coalition is a 501(c)(3) nonprofit organization incorporated in New Jersey and comprising individuals and groups seeking to preserve the relevant portion of the Harsimus Branch railroad line in Jersey City, New Jersey.

2. My education, including post-graduate work, is in history, and I act as a consultant in analyzing the historical significance of places and structures in New Jersey. I regularly prepare historic reports, including State and National Register nominations. In 1999, I prepared the document, attached as Appendix A, entitled "The Pennsylvania Railroad Harsimus Branch

Embankment-- State & National Registers of Historic Places

Nomination. The statements set forth in the nomination are true and correct to the best of my knowledge and belief. The Harsimus Branch Embankment is listed on the State Register of Historic Places. It would be listed on the National Register of Historic Places, but for the objection of its then-owner, the Consolidated Railroad Corporation ("Conrail"). The aforementioned Embankment is currently eligible for the National Register of Historic Places.

3. (a) To make a long story short, the Harsimus Branch was the main freight terminal of the Pennsylvania Railroad for New York City in the late 1800's and early 1900's. It remained one of the Pennsylvania Railroad's two major freight terminals in the New York area until the transfer of the property to Conrail in 1976. The Pennsylvania Railroad's main passenger line was immediately to the south, in a corridor currently occupied by the PATH line across from the former World Trade Center. The Harsimus Branch, especially in connection with the stretch between Henderson Street and Meadows Yard, was constructed not to serve one or two shippers but to handle huge amounts of rail traffic and to discharge rail common carrier obligations in connections with multiple customers on shipments originating in Pennsylvania and from hubs like Chicago and St. Louis.

(b) Carl Condit's study *The Port of New York* (2 volumes, U. of Chicago Press, 1980-81) is both the most synoptic and technically

complete description of the rail and terminal system serving the Port of New York and New Jersey. In this work, Condit notes a basic "irony" in the configuration of the port:

"The irony bordered on the incredible; the foremost harbor in the world, its metropolitan area embracing one-tenth of the national population, its export-import tonnage equal to 40 percent of the national total, was not "designed" for direct rail-water transshipment. About 90% of the freight moving to and from foreign ports was handled at the New Jersey piers, but so few of these were equipped with docking facilities that the railroad companies had to depend on an enormous fleet of highly specialized vessels to transform cargo between freight cars and ships." (Vol. 2, p. 103)

(c) Condit describes the Pennsylvania Railroad's Harsimus Cove facilities at the time of its expansion in 1879-80 as "the railroad's largest installation in the harbor area." (Vol. 1, p. 166). Describing the PRR's presence in the Port of New York and New Jersey, Condit wrote:

"It carried an immense tonnage of agricultural, mining, and manufacturing products from the eastern and central areas of Pennsylvania, the Pittsburgh region, the Ohio valley, the manufacturing centers of the Great Lakes and the farmlands of the Middle West. Moreover, as though all these riches

were not enough, the railroad made connections near Washington with roads that carried a high proportion of the perishables and other agricultural produce originating in the south Atlantic and Gulf Coast states (the precise connection point is Potomac Yard, lying immediately south of the Potomac River near Alexandria). The terminal complex at Harsimus Cove was designed for handling this highly diversified traffic: (Vol. 1, p. 167)

(d) Noting that the Harsimus site was "the natural site for receiving and dispatching tonnage funneled through the Jersey City trunk of the Pennsylvania, and for reaching the West Side docks," (Vol. 1, p. 167), Condit notes the "awkwardness" of the location for communication with the non-Manhattan dock destinations (Brooklyn, Queens and the Bronx), which resulted in the Pennsylvania's construction of a second rail terminal in Jersey City (the Greenville yards); he also notes that, "in spite of the expansion of 1879-80, Harsimus Cove was nearly overwhelmed by 1900." (Vol. 1, p. 167) The massive, 7-track Harsimus Branch embankment, described in my New Jersey State Register of Historic Places *Nomination* (1999), was an effort to address problems inherent in the "overwhelmed" Harsimus facility.

(e) Just east of the Pennsylvania Railroad cut through the

New Jersey Palisades, PRR passenger and freight lines diverged. The Harsimus Branch was the main, and indeed, sole freight line from this point to the Harsimus yards and docks on the Hudson River opposite Manhattan Island.

(f) Condit reproduces documentation indicating that as late as 1960-61 the Harsimus Yards played a significant role in trans-Hudson shipment of freight. The yards handled daily 35 rail cars on interchange car floats (eastbound), and 205 cars daily on station and interchange floats (eastbound). (Vol.. 2, p. 106)

(g) It is evident, from the narrative description of the Pennsylvania Railroad Harsimus Branch Embankment in the State & National Registers Nomination, that the investment of capital, labor, and materials only made sense to the railroad given the line's status as a major freight thoroughfare. Clearly such an investment would have been highly unlikely for a mere local industrial spur.

(h) Owing to the extensive use of the Harsimus Branch to support general freight traffic of the preeminent rail carrier from the mid-Atlantic States to the Midwest, there can be no doubt that this was a line of railroad subject to federal regulatory jurisdiction.

4. According to a document entitled Conrail, Maintenance Program and Track Chart, Atlantic Region, New Jersey Division, Correct to 1-1-80 (hereinafter referred to as "1980 Track Chart"),

the Harsimus Branch' ran from railroad Milepost 1.3 (at approximately Henderson Street) to railroad Milepost 7.0, roughly parallel to the existing PATH line that served the former World Trade Center. The Branch crossed the so-called River Line at "C P Waldo." C P Waldo is located at approximately railroad Milepost 2.5 on the Harsimus Branch per the "1980 Track Chart." The Harsimus Branch terminated in the Harsimus Cove rail yards and docks at approximately Henderson Street. Based on recent visual inspection by me, the River Line, or other line in freight rail service (i.e., former NJ Junction RR/National Docks RR), continues to provide rail service. Thus, the closest railroad in continued freight rail operation appears to be at C P Waldo on the old Harsimus Branch. A copy of the title page and relevant track map from the "1980 Track Chart" is attached as Appendix B.

5. I have been unable to discover any federal abandonment authorization for the Harsimus Branch.

Pursuant to 28 U.S.C. § 1746, I declare and verify under penalty of perjury under the laws of the United States of America that the foregoing is true and correct.

Executed on 1/9/06.


Richard James

Exhibit E: Appendix A



THE PENNSYLVANIA RAILROAD

HARSIMUS BRANCH EMBANKMENT

Jersey City, New Jersey

STATE & NATIONAL REGISTERS OF HISTORIC PLACES NOMINATION

© 1999 Rick James

The Pennsylvania Railroad Harsimus Branch Embankment carried freight across six blocks of downtown Jersey City to the Railroad's Harsimus Yards, located on the Hudson River directly across from Manhattan Island. The embankment, which fronts and runs parallel to Sixth St, consists of six segments, each approximately 400 feet long and 100 feet wide (see Photos 18, 25). The segments were until very recently joined by plate girder bridges which spanned the intervening north-south cross-streets. The five western segments are constructed of massive masonry retaining walls and earthen fill. The easternmost segment, closest to the former Harsimus Yards, is of the same construction as the other sections at its western end, but was built largely as an earthen sloped embankment, permitting access to a coal yard railroad siding on Fifth Street. The eastern end of this segment is a stepped masonry bridge abutment (see Photos 30, 31). Because the swampy land at the foot of the Palisades is lower than that at the Hudson's original edge, the embankment rises from a height of approximately twelve feet at its eastern end to approximately thirty-five feet at its western end.

The western three segments of the embankment abut narrow public alleys, which provide access to garages and outbuildings of row housing fronting on Fifth St (see Photos 4, 5, 10, 12). The two alleys between Jersey Ave and Monmouth Streets existed prior to the establishment of the rail right-of-way. The eastern three segments' southern retaining walls form the rear or side property lines of abutting row housing (see Photos 20, 21, 27). Eastern and western exposures of all segments front on public sidewalks. Northern exposures front on a strip of packed earth and grass approximately ten feet wide (see Photos 1, 2, 3, 18), the packed earth strip of the easternmost segment is only about five feet wide. A poured concrete sidewalk on the Sixth St exposure, near Brunswick St, resembles many provided in Jersey City in the 1930s by the WPA. Near it are several mature trees.

Constructed in the period 1901-1905, the Harsimus Branch Embankment was a major component of the once predominant railroad landscape of Downtown Jersey City. It was connected to the Pennsylvania's Main Stem by an elevated, two-track line from which it branched near the Waldo Ave Yard. This freight line traversed the edge of the Jersey City Cemetery and an ash dump transformed into a park (Mary Benson Park), then crossed Newark Ave and continued to Brunswick St, where it fed into the seven-track embankment. This freight line connected to a spur of the New Jersey Junction Railroad just before reaching the embankment, allowing Pennsylvania waterfront freight to be moved north at the base of the Palisades to other rail systems.

Approaching the easternmost bridge to the Harsimus Yards, embankment tracks funnelled into five that continued over the Henderson St. bridge. There is no evidence that the embankment was ever electrified. Night and day, steam powered locomotives chugged upon it above the streets of Jersey City. Heavy traffic continued into the early post World War II period (see Illustration 10) Much of the cargo was produce and cattle headed for slaughter at waterfront abattoirs. (Local lore abounds in tales of condemned animals leaping from the cars and charging through the streets.) Soon after World War II, competition from trucking and containerized shipping rendered much of Jersey City's railroad infrastructure superfluous. Operated less intensely after the demise of the Penn-Central by Conrail, the embankment carried (if only to reverse direction) lengthy diesel powered "piggy back" container trains as recently as the early 1990s

The embankment traversed a densely built, largely residential neighborhood with some commercial and industrial admixture. Row houses, most brick, some wood frame, predominated. Any vacant or redeveloped land was by 1900 covered with higher density "flats" or tenement housing. The adjacent residential neighborhood to the north and south of the embankment is today largely intact. Several major non-residential structures have recently been converted to residential use. The section north of the Embankment is today generally known as Hamilton Park, much of which is listed on the State and National Registers, as well as being locally designated as an historic district. The section south of the embankment is generally known as Harsimus Cove, much of which is also listed on the State and National Registers, as well as being locally designated as an historic district. The westernmost segment of the embankment faces, across Sixth St., St. Anthony's Polish Roman Catholic Church and School Complex (Eligible for National Register, SHPO opinion, 4/13/94), as well as the circa 1900 Holy Rosary Church (see Photo 3)

To the east, the Harsimus Yards have been entirely replaced by a mixed commercial/residential redevelopment project. North of the Harsimus Yards, the Erie Railroad Yards have been entirely replaced by another residential/commercial redevelopment. The elevated line connecting the embankment to the P R R 's Main Stem has been dismantled. The masonry and concrete stanchions that supported it remain, standing rather forlornly surrounded by junked vehicles and vacant land. The elevated New Jersey Junction Railroad line to the embankment has also been dismantled. In the 1970s, several blocks south of the easternmost segment of the embankment were levelled and replaced with non-profit housing. This project expanded recently into what had been the Fifth Street right-of-way, resulting in the construction of row housing extremely close to the berm of the embankment's most eastern segment (see Photo 31)

The embankment replaced an earlier elevated iron freightway that was planned in the late 1860s and constructed in the mid-1870s. Contemporary accounts of the embankment's construction (see Section 8) indicate that the iron freightway was used in the embankment's construction, and that rail service to the Harsimus Yards continued throughout the period of construction. Quite possibly part or most of the freightway was left within the earthen fill. Given local soil conditions, and contemporary accounts of the construction of the slightly later Pennsylvania Railroad elevated passenger line at Railroad Avenue, Jersey City, extensive subsurface preparation, including pile driving, is assumed. At the time of the embankment's construction, the civil engineering profession's theoretical understanding of the lateral pressure of earthwork was quite limited (see Boardman, 1905), suggesting that the structure was designed empirically and probably "overbuilt."

The five western segments of the embankment are similar in design, but differ in height. All have slightly battered masonry retaining walls (see Photo 6), protected by a course of slightly projecting coping blocks. The segments do, however, exhibit subtle variations in construction, especially in the choice of materials. All of the "long walls," those running the full 400 ft of

each block east/west, are constructed of brown sandstone ashlar, laid with mortar in a random pattern (see Photos 4, 11, 12). The blocks are quarry faced, some retain quarry markings. The "short" retaining walls, running north-south approximately 100 ft along cross-streets, are constructed of carefully coursed quarry faced ashlar, laid in mortar (see Photo 23). At the height appropriate to street clearance, these walls step back several feet, forming a masonry ledge upon which were set the seven-track plate girder bridges (see Photos 9, 13, 17). Rising above the masonry ledge is a second, recessed wall, originally largely concealed by the bridges. The masonry here has been more finely tooled to the tolerance required when setting the girder bridging. (see Photo 16).

Rust from the bridges has accumulated on the north-south coursed masonry walls, making identification of the masonry material difficult. Most, but not all of these walls are granitic in appearance below the bridge "shelf." The walls facing Erie St., Grove St (now Manila Ave) and Monmouth St. are clearly granitic. Those facing Jersey Avenue, presumably the most "high style" street in terms of quality of housing, are a curious mix of sandstone and granite (see Photo 13). The single wall facing Brunswick St is coursed brown sandstone. Above the "shelf," tooled brown sandstone predominates. Oddly, an effort has been made at the Monmouth and Coles Street crossings, hardly "high style" streets, to continue the granitic ashlar above the shelf near the upper corners of the embankment where visible beyond the bridge (see Photo 6). The "shelf" that supported the Erie St bridge is either composed of, or covered with concrete (see Photo 22). Some minor patching of masonry previously in touch with bridging is evident, especially on Coles St. As a rule, where the harder granitic ashlar is employed, it is continued around exterior corners (see Photo 7). The edges of the ashlar forming the corners are rebated, forming a sharp, classical "arris" (see Photo 8).

The Grove St. (today Manila Ave) abutment of the easternmost segment is similar in design to the other five. Its southern sandstone retaining wall continues for approximately 80 feet, at which point it is intersected by a short, perpendicular sandstone wall that steps down, zigzag style, to the ground (see Photo 28). This short wall is the retaining wall of the end of the earthen berm that continues to the Henderson St. (today Marin Blvd) sandstone abutment. At the point where the retaining walls intersect the embankment bends slightly to the southeast. The grass and shrub covered berm appears stable on this flank. The embankment's inflection repeats that of the earlier two-track freightway. This slight bend was probably introduced to avoid prior existing housing on the east side of Henderson St, as well as an "ink factory" on Sixth St. east of Henderson. The bend also delivered trains closer to the center of the Harsimus Yards.

The northern retaining wall of this eastern segment also continues for approximately 80 ft.; it then ceases to be covered by coping stone (see Photo 29). The sandstone wall gradually lowers as it runs parallel to Sixth St, the sandstone appears to be displaced by lateral earth and water pressure. Finally, the sandstone is replaced by short segments of railroad ties, Belgian block, stucco covered Belgian block and concrete, all seemingly of recent construction.

At one point it appears that trucks have been driven up an eroded section of the berm. The 1908 Hopkins Atlas (see Illustration 7B) indicates that this section of the embankment was also berm, without retaining wall, and that it too bent towards the southeast. This is confirmed by the location and configuration of the Henderson St abutment, which is clearly not constructed to interlock with a retaining wall. The narrow right triangle of land north of the berm running along Sixth St was, according to the 1908 Atlas, covered with two sheds or outbuildings, suggesting that the confused pile of earth and masonry parallel to Sixth St is the product of a later disturbance. Today, this narrow triangle is listed by the local Tax Assessor as "Class 2

Railroad Property," distinguishing it from the "Class 1" property of the Harsimus Branch Main Stem. Conversely, the Sanborn Co. 1906 basemap indicates that a "three foot high stone retaining wall" continued parallel to Sixth St. all the way to Henderson St.. The Sanborn does not indicate any outbuildings at the corner of Sixth and Henderson, nor does the 1928 Hopkins Atlas show any such buildings. It might be supposed that, because the Pennsylvania owned sufficient land on this block, it did not need to go the great expense of the masonry retaining wall to construct its seven-track embankment. It had the land to allow the earth to assume the angle of repose, removing the need for the retaining wall. Had the same approach been taken in the other blocks, the bermed earth would have severely reduced the number of tracks fitting on the structure.

With the exception of the aforementioned section of non-original and disturbed material, the masonry of the entire embankment is in remarkably sound condition. None appears to have ever been parged. The sandstone exhibits some areas of spalling, but this certainly does not threaten structural integrity. Some cracks due to differential settlement are also detectable, especially near the Monmouth St. abutments. One large block of sandstone was apparently displaced during the recent bridge removal at Jersey Ave. and Sixth St. It sits on the ground

All tracks and ties have been removed from all segments of the embankment, as have any vestiges of signaling, switching or watering systems. Regularly spaced metal flats remain attached to the upper surface of the coping along much of the northern retaining wall. Tall grasses and the quicker growing sorts of shrubs and trees have spread over much of the fill. All plate girder bridges have very recently been removed, chain link fencing has been attached to the coping at north-south cross-streets. There is some evidence that the bridges were strengthened or replaced soon after initial construction (Jersey Journal, Want the P.R.R. to Remove Shoring, Oct 15, 1913), so that the removed bridges, while, quite old, were not original. The problematic 1906 Sanborn indicates a square brick building for "yard men" set upon the embankment at the corner of Brunswick St. and Sixth St. Neither the 1908 nor the 1928 Hopkins Atlas shows any such building. The 1906 Sanborn also indicates a seven-track bridge at Henderson to the Harsimus Yards, the Hopkins Atlases depict five tracks.

With the exception of the aforementioned removals and disturbances, the Harsimus Branch Embankment is very much as built almost one hundred years ago. It appears to have satisfied the Pennsylvania Railroad's stated program of enduring, low maintenance civil engineering. It clearly possesses integrity of location, design, materials and workmanship. The adjacent residential setting, broadly contemporary with its period of significance, is remarkably intact, providing a rare surviving feeling of the intimate association between the railroads and daily life in Railroad Age Jersey City. The precipitate elimination of much of the related railroad landscape and architecture does make the Embankment initially more difficult to interpret as a component of a rail system. Conversely, its rarity as survivor makes it especially deserving of protection.

The Pennsylvania Railroad Harsimus Branch Embankment is significant in American transportation history, it enabled a major trunk rail line to establish a large freight yard on the Hudson River, contributing greatly to the growth of the Port of New York and New Jersey. The embankment, part of what would become "the largest transportation system in the country," (Schotter, p 1) facilitated the dedication of most of the Jersey City Hudson waterfront to rail and rail-related uses, significantly inflecting the social and political history of the City, as well as its physical outline. The driving of a busy freight line through an already established, largely middle/artisanal class residential neighborhood, coupled with the concomitant physical separation of the neighborhood from its original Hudson shoreline, makes both the advent of the

original elevated freightway (c 1867) and its expansion into the-seven track embankment (c. 1901) key moments in the social, political and community planning history of Jersey City, New Jersey. Landscape historian John Stilgoe, in his influential Metropolitan Corridor (Stilgoe, 1983), depicts the extension of metropolitan space into the rural hinterland The Harsimus Branch Embankment is a classic instance of the less studied converse. the accommodation of the "high iron" by the metropolis. Additionally, the embankment was constructed under the direction of James J. Ferris, A.S C.E., a major figure in both the civil engineering and political history of Jersey City.

Originally, those sections of the Harsimus Branch Embankment falling within the study area of the Harsimus Cove Historic District were included within the proposed district. This proposal (Harsimus Cove Historic District [As Proposed], 1982), the product of research by a team of graduate students from Columbia University's School of Architecture, Planning and Preservation, presented the "viaduct" [sic] as a "landmark in and gateway to the district (Ibid , p 1) The Harsimus Cove Historic District northern boundary was drawn down the midpoint of Sixth Street "The Sixth Street Boundary, therefore, will insure the inclusion and full protection of this landmark and link Harsimus Cove with the Hamilton Park Historic District to the North" (Ibid pp 1-2). The 1982 study tersely states "The Harsimus Cove Historic District provides an excellent example of the influence of Railroads" (Ibid., p 22)

The Harsimus Cove National Register Nomination Form (Sullebarger Associates, 1987) did not include the embankment within the proposed district because (1) it would have been "arbitrary to consider part but not all of the viaduct" [sic]--two western segments and one eastern segment are not contiguous with the Harsimus District boundaries (2) the railroad was a "distinct use." The Nomination Form does, however, describe the "viaduct" as the "northern boundary of the district" (Ibid , Item 10, p 2) The earlier study's determination of "landmark" status for the embankment, as well as its assessment of the historic import of the railroads in Harsimus Cove are not contested in the later document. Indeed, the Nomination points out that "the growth of Harsimus Cove was greatly influenced by the development of the railroads" (Ibid, Item 8, p 9)

Jersey City circa 1850 could scarcely be characterized as a railroad town Since the late 1830s the tiny engines of the New Jersey Railroad had traversed the circuitous, 40 foot deep cut in the Palisades and crossed the lowlands via the unsurprisingly named Railroad Avenue on their way to the Hudson ferries, but an examination of the Douglass (1841) or Dripps (1850) maps reveals a very mixed economy in the nascent city Maritime and proto-industrial land uses seem to have predominated at the Hudson's edge, mercantile and residential inland Local directories reveal both a New York oriented and local merchant communities, as well as a large population involved in the building trades and support establishments Much of Jersey City's economic energy seems to have been employed in the construction, furnishing, rental and sale of rows of attached houses In the area immediately inland from Harsimus Cove (then literally a cove, or "mud flats"), property developers, such as D. S Gregory, the Coles family or the Sisson family built rows of attached residences Soon the two-story and basement vernacular Greek Revival home gave way to the rather more elaborate three-story and basement pressed brick Italianate model By the mid 1860s, this area would be substantially "built out," (Culver map, 1866/8), though the odd vacant lot would remain Churches and schools, by-products of an established community, abounded

At approximately the same time that this section west of Harsimus Cove was developing into a residential neighborhood, the emergent regional railroads, having grown powerful through a process of takeover, lease and aggregation, sought access to New York City The region's vast

internal market, New England rail connections and port were the goals. In the way stood the basalt of the Palisades and the rapidly growing lowland City of Jersey City (see Condit, 1981, and Cunningham, 1997).

The Erie Railroad began four years of tunneling through Palisade basalt in 1857, the Long Dock Improvement Co. began filling in the northern reaches of Harsimus Cove for the Erie's yards and passenger station. Emerging from the eastern mouth of its Bergen Hill tunnel, the Erie's trains moved at grade through Jersey City north of 10th Street, a largely swampy section not yet densely populated. In the mid 1860s the Central Railroad of New Jersey drove almost two miles of pilings across Newark Bay, traversed the still largely rural Greenville and began to fill in shallow Communipaw Cove with New York garbage. In 1867 The Camden & Amboy and New Jersey Railroad joined forces as the United Railroad and Canal Company. It immediately began campaigning for the right to fill in Harsimus Cove, which lay north of their terminal at Exchange Place--itself created on fill. The former New Jersey Railroad double track running at grade down Railroad Avenue to Exchange Place was doubtless totally inadequate for the combined passenger and freight traffic of the United, especially when combined with the New York bound freight of the mighty Pennsylvania Railroad, whose freight the United was handling. As the C. & A. had successfully done numerous times before, the United sought a legislative privilege. This legislative request would act as a flash point for a cluster of smouldering local grievances that would set the parameters of much political discourse in Jersey City for the next 100 years. These included preferential taxation of railroads, state ownership of riparian rights, railroad control of the state legislature and railroad indifference to the quality of life in Jersey City.

In 1868, the United Railroad and Canal Co. sought a legislative enabling act that would have permitted it to purchase, fill and cover with a freight yard and piers much of Harsimus Cove. The company would also have been allowed to select and take through condemnation a route of its choice between its main line and the proposed Harsimus Yards. News of the "Harsimus Bill" (Senate Bill #84) sparked a round of sharp local protest and a rare demonstration of unity in the usually politically fractious City (see Platt, 1973). Initially, the local American Standard decried the "Great Railroad Grab Bill" (The American Standard, Feb 24, 1868, p 3). Angry protest meetings, initiated by then-Mayor Gopsill, the Common Council and locally prominent attorneys and businessmen met in the Council Chamber and at the Catholic Institute (Confessional and immigrant/nativist schisms don't seem to have colored the protests). Lobbying missions sixty strong descended upon Trenton. One faction opposed the Harsimus Bill in toto, others sought substantial modification. Many subscribed to attorney James Flemming Jr's suspicions: "There are many things in this bill which need ventilation, it is very ingeniously drawn" (Ibid.).

Bill opponents recognized that, while silent on the taxation issue, the bill would greatly magnify the harm done to cities by its implicit extension of New Jersey's singular system of municipal tax exemption for railroads. Most early railroads in New Jersey had been created by special charter, their payment of taxes or transit duties to the State was judicially held to satisfy all--including local--tax obligations, municipalities being creations of the State (For a discussion of the legal theories involved, see McLoughlin, 1917). The proposed yards, as well as the new rail route through existing, tax paying private property, would yield no revenue for Jersey City. Some local residents owning property on Harsimus Cove, such as John Van Vorst, objected to the State's "usurpation" of "traditional abutters' rights" and the imposition of the common law based Sovereign's rights to riparian land. In short, the State was taking what local residents had thought theirs. Others objected to the City's losing all right to impose "wharfage rates" on private owners of piers, or to the City's losing control over the

establishment of streets and sewers on private railroad land.

Residents of the (then) 4th Ward, the residential neighborhood just west of the cove, realized that their neighborhood was the likely route for the new freight line. Attorney George Ransom declared, "They are allowed to open a street one hundred feet wide, which is their intention, to locate on the north side of the blocks between South Fifth (today, Fourth) and South Sixth St. (today, Third)" (Ibid.). It should be noted that the Catholic Institute, host to many protest meetings, was then located on South Sixth St., near St. Mary's Church. Many church members would have lived in the threatened neighborhood. Ransom's predicted route would have also taken the railway through the then only 14 year old P.S. 2. Residents' perception of a rail route through their neighborhood would have been colored by the contemporary situation on Railroad Avenue--by 1860 locomotives chugged out of the Exchange Place Depot every 10 minutes during the day and every 15 minutes at night, with a similar number moving in the opposite direction (Cunningham, 1997, p 255). Hence, residents blistered at Flemming's observation: "They are to elevate their railroad if they see fit, consequently if they want to put it up they will and if not they will lace it upon the level of the street" (The American Standard, Feb. 14, 1868, p. 3)

In an effort to allay local fears, D S. Gregory, often described as Jersey City's "leading citizen" (and not coincidentally a Director of the New Jersey Railroad), announced "he was confident that the road could not come down South Fifth Street, but would turn off from the New Jersey road at the starch factory and go through the poorest section of the City" (Ibid) Presumably, the "starch factory" was the long-established Colgate Starch Factory, located in a marshy area on Brunswick Street, near what would become the core of Jersey City's "Italian Colony " Even Gregory opposed, at least in public, the municipal tax and wharfage exemptions to be granted the United R.R. Clearly, he understood the character of the threatened neighborhood. His solution was to find a poorer section

The City's Common Council proposed its own Harsimus Bill amendments (The American Standard, March 2, 1868, p 3)

- 1) all property in the Bill shall be locally taxable
- 2) city sewers shall not be closed up
- 3) Hudson Street (parallel to the waterfront) shall be opened
- 4) owners shall be indemnified for property depreciation
- 5) The power to condemn private property shall only last one year
- 6) The road shall be elevated

Meeting at the Catholic Institute, protesters adopted a resolution, providing

- (1) That the company should be compelled to take the additional land required for their use adjoining Railroad Avenue
- (2) If the above can not be accomplished, and the road must come through the populous part of Jersey City, then they be compelled to take an entire tier of blocks in width and then to locate their road in the centre of the block, with authority to sell the houses as erected fronting on the street running east and west thereby reimbursing themselves and retaining in the city a large amount of taxable property, which otherwise would be destroyed (Ibid , March 10, 1868, p 3)

The Senate passed the Harsimus Bill unanimously on March 13, 1868 The House passed it, 50-3, on March 19, but not after some debate Proponents of compensation for property owners within two hundred feet of the projected railway argued that "the road would damage a portion of the city that is now very handsomely built up " Opponents of compensation replied that "It may be an

advantage to the places the road passes through." Representative Baldwin "believed that this spot in time would be the Terminus of the Great Pacific Railroad, and he felt very proud of having it located in New Jersey" (Ibid., March 20, 1868, p 2). The United was forced to pay the State \$500,000 for the riparian land. The following year, this sort of transaction would be institutionalized in the creation of the Riparian Commission. The City received several concessions: the new rail route had to be defined by Jan 1, 1869, the City could build sewers on company land, and the new road had to be elevated at least 12 feet above grade. The United prevailed on the major issues of taxation, compensation and condemnation.

On March 20, 1868, legislators were treated to a trip to Jersey City and sail on the Hudson, courtesy of the United Railroad. Whether this is an early example of a legislative fact finding tour, or simply a reward for services rendered is difficult to ascertain. At the hotel dinner concluding the visit, a champagne toast was offered to the health of "William Harsimus." Legislators were disappointed that Jim Fisk, the railroad manipulator ensconced in the hotel to avoid New York arrest, did not grant them an audience. Jersey City officials were conspicuously absent from the Exchange Place celebration, after which part of the legislative delegation departed for New York to continue the evening.

Opponents of the new law, now labeled the "Indignants" in the local press, pressed on in an effort to mount a legal challenge. Newspaper accounts present these meetings as angry and divided. Mayor Gopsill is "aghast" at the "strong language" employed by the ultras. At one point, he is "hussed from the chair" (Ibid., March 26, 1868, p.3). Someone suggests that Hudson County Senator Winfield, sponsor of Bill 84, be "removed by the dagger." Here it should be noted that The American Standard had softened considerably in its opposition to the "Great Railroad Grab Bill." Prior to the Senate vote it editorialized:

In the plan of our growth as a city, we must start out by conceding the Low Lands upon the rivers as dedicated by force of topography to the occupation of the Railways as truly as our Harbor is dedicated to the holding of ships. The people say 'you are going to run over my lot.' Well, answers the corporation, we have to run over somebody's lot, or not run at all, which would you have us do? (Ibid., Jersey City and the Railway, March 19, 1868, p 2)

The acquisition of the United Railroad by the Pennsylvania Railroad in 1871 (technically a 999-year lease) provided the infusion of capital needed to accomplish those projects envisioned in the Harsimus Bill. The residents of the "conceded Low Lands," since 1870 the residents of a greatly enlarged City encompassing the former Hudson City and Bergen, now had to achieve a modus vivendi with "America's Standard Railway." The Pennsylvania, which had, through affiliates, recently achieved connection with centers such as St. Louis, Cincinnati and Chicago, would now carry livestock and grain from America's heartland and freight from the industrial centers of western Pennsylvania across the residential streets of Lower Jersey City.

As the United and the Pennsylvania Railroads were closely connected in the years immediately preceding the "lease," it is difficult to ascribe responsibility for the final Harsimus Branch route selection to one company or the other. Clearly, D. S. Gregory's ascription of "impossibility" (political or mechanical) to a route through the immediately adjacent neighborhood was incorrect. A map dated 1870, entitled Cities of Hudson City and Bergen by R. C. Bacot, L. W. Post and J. Camp, Jr., also shows the Downtown section (See Illustration 1). Tracks running from the original N. J. R. R. line cross the Harsimus section between South Third (today Sixth) and South Fourth (today Fifth) Streets. The track, closer to Sixth than Fifth Streets, is labelled "Camden & Amboy and N. J. R. R." Curiously, a partially filled Harsimus Cove is labelled

"United Railroad of N.J." It appears that the legislative deadline for route selection was met. The projected route sliced through seven blocks. The western two, close to the Mill Creek lowlands, appear to have been largely unimproved. The easternmost block was covered largely with frame sheds. The central four were solidly residential, though not fully built-out on the Sixth Street side. The mid-block route is very much like that demanded by the Catholic Institute protesters' resolution; there is no evidence that adjacent propertyholders on the Fifth St. side of the railway were either compensated or offered the option of being "bought out." An examination of the Spielmann and Brush 1880 Sanitary and Topographical Map reveals the likely underlying cause of the selection of the Fifth/Sixth Street route: a prong of swampland extended eastward from the Palisades beyond Jersey Avenue (See Illustration 2). Higher, drier land had been developed earlier, and presented greater political and economic resistance: rows of solid housing, several substantial churches and a masonry public school. The "softer" route presented its own engineering difficulties.

Robert C. Bacot, engineer, surveyor and sometime architect, was a major figure in the civil engineering of the nascent Jersey City. He platted many of the large landholdings in the early city, and saw to the subdivision of the Coles, Van Vorst, Tonnele and Van Wagenen estates. He was responsible for the grading of streets and the installation of much of the original sewer system. An engineering graduate (1835) with considerable experience in his early career in railroad construction, he served as Secretary and Engineer to the New Jersey Legislature's Riparian Committee (1864) and filed the report that led to the creation of the Riparian Commission, which he served from its inception as Secretary and Engineer. McLean writes that "between 1870 and 1880 he (Bacot) purchased the right of way for the New Jersey Railroad and Canal Company, involving an expenditure of about \$2,000,000" (McLean, 1895, pp.350-351). Bacot knew this terrain well; his own "carpenter gothic" house stood (and still stands) at the corner of Third St and Jersey Ave., as close to the suspected route of the railway as the Catholic Institute. He had in all probability played a role in the early row housing built by Coles on Fourth St, which stood directly in the railroad's putative path.

The generally accurate Hopkins Atlas (1873) presents the disturbing two dimensional depiction of a railroad running through existing buildings fronting on the north-south streets as the Branch threads its way between the buildings facing Fifth and Sixth Streets (See Illustrations 3A, 3B, 3C). Presumably, this was intended to indicate the future route to be established following purchase of the intercepting structures.

H. W. Schotter, in his 1927 "house history" of the Pennsylvania Railroad, tells us that 1874 saw a new passenger station built at Exchange Place, the great extension of the freight receiving and forwarding facilities at Harsimus Cove, and "the new railroad to connect with the Harsimus Cove property was also ready for use in the same year" (Schotter, p. 124). This new line branched from the main line near Waldo Avenue, isolating a small residential enclave on the "hill" that is still known as "The Island." The fledgling Jersey City Evening Journal observed that in December, 1872 the Pennsylvania Railroad was paying \$13,720 in local property taxes on land "which is to be used for new track, but the payment of taxes on this will cease next May" (Evening Journal, Dec. 24, 1872). In 1873 industrial expansion across the U.S. was sharply curtailed following the sharp financial panic of that year, precipitated by a "crash" in railroad security prices. Presumably, this slowed the Pennsylvania's construction schedule.

A slim volume published in 1875 entitled Jersey City, Hudson County, the Railroad Centre of the East contains a fragile fold-out map of significant rail lines (See Illustration 4). The Harsimus Branch of the "P R R" is depicted, except that one block (Eric St. to Jersey Ave.) is shown as started but not yet completed. The intervening structures shown on the 1873 Hopkins

have been eliminated. This Railroad Centre map confirms Schotter's date, and is about as close as one gets in this sort of archival research to a photograph of a work in progress. It should be recalled that this 1874/5 date is only five or six years later than the experimental elevation of small cable and steam powered locomotives on the far west side of Manhattan. (Holt, 1972) The early elevated lines in New York, of course, were not intended for freight traffic.

The elevated Harsimus freightway, and its successor embankment, are early manifestations of what planning historian Françoise Choay calls "a theory especially favored during the second half of the nineteenth century. the separation of traffic systems" (Choay, 1969, p. 23) Joseph Paxton (of Crystal Palace fame) had proposed a circumferential glass-enclosed roadway as a means of linking London's rail stations, the arcade to be flanked by multiple levels of express and local trains. This "Great Victorian Way" was never built, but several years later Frederick Law Olmstead did introduce both horizontal and vertical separation of traffic networks in Central Park The late twentieth century observer, in retrospect, tends to fix upon the deleterious effects of such multi-level transportation systems, as did many contemporary adjacent property owners. Such engineering work also exercised an utter fascination over the late nineteenth century public. With the advent of the Third Avenue elevated railroad in New York, it seemed quite natural to the Central Park Superintendent to cut vistas through the trees so that the public might admire the engineering marvel (Blackmar and Rosenzweig, 1994, p. 288).

Another sheet, Map of Jersey City and Hoboken Showing Lands Occupied by Railroad Corporations (1882), shows, through color coding, that the P.R.R. by this time owned all of the northern half of the blocks intercepted by the Harsimus Branch line from Newark Ave to the Harsimus Yards This would seem to corroborate McLean's assertion that Bacot had succeeded in obtaining all of the property for the railroad in the 100 foot swath to the yards. A search of deeds by county block number in the Hudson County Registry shows that few properties in the right of way were acquired by the railroad after 1887 Given the lack of earlier corporate grantee indices, it is extremely difficult to trace earlier purchases by block

The highly detailed 1883 Bird's Eye View of Jersey City confirms the presence of a two track elevated structure threading its way along the rear of buildings between Fifth and Sixth Streets to the Harsimus Yards (See Illustration 5) Truss type bridges cross north-south streets--some of the trusses seem to lie above the railway, some below While it is natural to trust one's eye when studying a work as meticulously detailed as the 1883 Bird's Eye, it ought to be remembered that detail is not a guarantee of authenticity The P R R 's line down Railroad Avenue also seems to run on truss bridges, but we know from many sources that the line was not elevated until the early 1890s Fowler's 1887 Atlas also confirms the route of the two track freight route (See Illustrations 6A and 6B)

While the 1883 Bird's Eye does confirm that the P R.R. had lived up to the elevation amendment in the Harsimus Bill, it is not conclusive on the material employed in construction We do know that wooden track elevation was commonly employed in the marshland at the base of the Palisades However, a brief reference in an 1891 Engineering News article describing the new P R R passenger shed and Railroad Ave track elevation mentions the earlier Harsimus work The bulk of the P R R 's freight, we are told, "is deflected from the main line to the Harsimus Cove branch, a double track line crossing Jersey City on an iron viaduct and terminating at the docks and yards on the water front This viaduct for the freight traffic was built before the one used for passenger traffic was undertaken" (Engineering News, Sept 26, 1891) We further learn that all P R R ironwork was painted with red oxide of iron, though exception was made for the Railroad Ave viaduct, which, in deference to the adjacent Joseph Dixon Co , was painted with the latter's glossy black paint Three years earlier (June 25, 1887), Engineering News had

published a cross section of the design employed in the later track elevation; the earlier design is not published. The Railroad Ave design employed longitudinal plate girders supported by transverse plate girders, these carried on columns. The columns are carried on masonry piers bedded on three foot thick slabs of concrete, 11 feet square. Where needed, pilings were driven to support the concrete slabs, 16 per column. Some pilings penetrated to a depth of 50 feet

Given the marshy conditions on the western portion of the freight line, it seems likely a similar treatment was required, especially when the greater weight of the freight trains is considered

The Harsimus Yards served by the new freight line were said to have cost "several millions of dollars" and "exceed in their magnitude anything of the kind on the continent" (Shaw, 1884, p 196). The yards, embracing 1100 feet of Hudson River frontage, contained stockyards (1300 feet by 225 feet), and an abattoir. The stockyards could receive and deliver 500 cars a day. A 180 foot by 1500 foot water slip ran the length of the stockyards and the abattoir. A 1500 foot long pier contained a grain elevator. A separate grain pier and sheds could transfer 150 car loads of grain daily. Another 80 foot tall warehouse held freight. Tracks connected with car floats over float bridges, allowing transfer of entire cars across the River (Ibid).

From an 1882 P.R.R. publication arguing the Company's position on the municipal tax question (Exemptions of Railroad Property ., 1882), we glean a statement of "manpower" at the Yards. On average, 145 men worked in the grain elevator, 45 maintained track, 8 were carpenters, 21 inspected cars, 66 handled freight trains and 400 worked the piers and warehouses. Of the 685 workers, 88% were said to live in Jersey City. To their number might be added that of Frank McNally, the Harsimus Yardmaster from the day it opened in 1874 to his retirement in 1904, when the elevated track had just been replaced by the embankment. McNally, who was also a force in local Democratic Party politics, lived at 644 Jersey Ave, perhaps two hundred feet from the Harsimus Branch. Living even closer to the freight line were the successive Superintendents of the New York Division of the P R R. They were housed in a substantial, detached brick-and-stone house on the southwest corner of Jersey Ave and Sixth Street, doubtless acquired by the railroad as part of the branch acquisition. This served as upper-end company housing. James McCrea, who would succeed Alexander Cassatt as President of the Pennsylvania and oversee the completion of the Pennsylvania Station, New York project, passed his Superintendency living in the company house with the elevated railway in the backyard (Burgess and Kennedy, pp 517-18)

Today, there is a tendency to view the Harsimus residential neighborhood through the refracting glass of later social decay, and to impute precipitous decline to railroad penetration. Descent seems to have been far more gradual, and its causality more diverse. Vacant lots continued to attract residential development, first four story "flat" style buildings with floor-through apartments, then, near 1900, slightly larger "apartment houses" of sound construction and modern mechanical features, such as steam heat. The row houses of Jersey Avenue remained desirable addresses for such worthies as Col Asa Dickinson, the county Republican "boss" (638 Jersey Ave), and furniture merchant and Mayor Hoos, who lived at Third and Jersey. Dickinson's "club" met at 630 Jersey Ave, at the northeast corner of Sixth and Jersey, the ward Democratic Club met on Sixth Street near Jersey Ave. Compared to the "carnage" occurring with great regularity at the Erie R R grade crossings at Tenth St, adjacent to the now densely populated "Horseshoc" (documented in almost loving detail by the local press) the elevated P R R line might have seemed more neighborhood accomplishment than ruin. In the constant agitation to compel the Erie to elevate its tracks, not accomplished until the first decade of the twentieth century following the Bergen Arches compromise, the Pennsylvania was generally cited as the good corporate citizen. There is some evidence that, faced with the noise of the 7-track embankment's

construction, local residents regretted their previously quiet elevated freight road. "Cars were drawn through as quietly as possible and great care was taken to avoid any objectionable features that the road might bring with it" (Evening Journal, May 12, 1902). Conversely, we know that those railroad-owned homes on Sixth Street closest to the railroad were deemed of little economic value. "For years past it has been almost impossible to find tenants for many of them, owing to the disturbance kept up by the locomotives of freight trains during the early hours of the morning" (Ibid., April 3, 1901).

The P.R.R seems to have provoked local residents less with its branch line than with the blocking off of local sewer lines at the Yard. As described by A McLean in his anti-railroad diatribe *Fifty-Years' War for Equal Taxation*, (McLean, 1897), a midnight rainfall on the night of Sept. 23, 1882 backed up sewage water into "hundreds of homes." Apparently, this was the first significant rainfall occurring at high tide since the original sewers emptying into Harsimus Cove had been capped by the Railroad. By 2 a m , "hundreds of householders were out in the streets, mad as hornets." "Mass meetings" led to the Fire Department being called to pump out the sewers; "gangs of men" went out into the "meadows" and "broke out" the ends of the sewers. McLean notes that the impacted area, "only 1800 square feet" [sic] was "the most populous part of the state," with a population of 24,000

The population of Jersey City increased from 82,546 in 1870 to 206,433 in 1900 (Condit, 1981, p 373) Much of this increase, of course, is attributable to European immigration. We do know, from discussions of the overcrowding at the "ancient" #2 School, that much of the neighborhood's population increase was attributed to the conversion of private homes to apartments (Evening Journal, Feb 19, 1896). In a time when most walked to work, it must be assumed that an increasing portion of the local population worked at the adjacent Harsimus Yards, or the Erie Yards, or at the rail-related warehouses and express companies in the adjacent Warehouse district. To them, the rattle of an elevated freight yard was less an annoyance than the promise of a paycheck.

As population swelled in the adjacent neighborhood, so did freight traffic on the two-track elevation. By 1900 the P R R , long recognized as the "best system in the nation," (Cunningham, 1997, p 252) was near the apogee of its wealth and prestige. The Harsimus Branch Embankment is one remaining example of a series of related improvements executed by the company at Jersey City, encompassing the enormous iron and glass train shed, head house and ferry slips at Exchange Place, the Railroad Ave elevation and the Waldo and Greenville yards. (See Condit, 1981, Chapter 5, for an excellent description.) The Annual Report of the Pennsylvania Railroad Co. of 1901 (partially reprinted in *Engineering News*, March 13, 1902), describes for shareholders new projects ranging from stations in Washington and Pittsburgh to the possible driving of an electrified tunnel under the Hudson. It also alludes to "a very large amount of work upon the main line and branches of the United Railroads of New Jersey." One small portion of this work was the replacement of the elevated iron freight road to the Harsimus Yards with a 100 feet wide, 7 track embankment contained within sandstone retaining walls almost thirty feet high.

Like the concurrent expansion of the Harsimus Yards, the Harsimus Branch Embankment project was carried out upon railroad-owned land. Few government approvals were required, other than permission to erect some temporary shoring under trestles until new plate-girder bridges could be dropped into place from the railroad. These requests provoked no public outcry. The coverage in the local press was routine. The railroad and engineering trade press was much more interested in the P R R 's massive Greenville Yards project (another attempt to deal with the company's huge freight volume), and the final realization of extensive track elevation in

Newark. The local press accounts of the embankment's construction were written by generalist reporters; they are in places tantalizingly vague. These accounts are supplemented by near-contemporary depictions in the 1906 Sanborn Company publication and the 1908 Hopkins & Company Atlas of Hudson County, Vol 1. (See Illustrations 7A and 7B)

The Jersey City Evening Journal announced on April 3, 1901, that the P.R.R. had taken the "initial steps in the matter of widening its tracks between Henderson St and Jersey Ave " (Pennsylvania R.R. to Widen Roadbed, April 3, 1901, p 2) All tenants on Sixth St. had been served notice to vacate by May 1. The reader is informed that "the railroad company has had the forthcoming operations in view for a long time past, but leases stood in the way." The Journal states that one additional track was planned as far west as Erie St , but it is suggested that "an extra double freight track to the foot of the hill will be a material fact in a year or so "

On May 4, 1901, we learn that "the P.R.R. has commenced to tearing down the recently vacated dwelling houses . between Grove and Erie " (Pennsylvania RR Widening Tracks, p 4) No mention is made in these stories of the replacement of the existing structure with an embankment. The only recorded protest is from "angry residents" claiming that the proposed wider railroad bridge at Grove St would interfere with the passage of the Grove St trolley (Depression of Grove St, April 5, 1901, p. 4)

By June 1, 1901, the public was informed of the "massive retaining wall" to be complemented with a second wall running down the rear property line of the houses on the north side of Fifth St. Solid earth filling will be placed between the two. This new structure would run the entire length of the "present trestle," and accommodate 7 tracks. Sanford & Stillman, the Contractors, would commence work "early next week " The project would take "two years or thereabouts. Each stone used will weigh nearly a ton, and the wall when completed would be a very massive structure " (P.R.R.'S Massive Retaining Wall, June 1, 1901, p 4)

The headquarters of Sanford & Stillman Co , Contractors, was in the Pennsylvania's Exchange Place office building, 26 Exchange Place. This was the successor firm to David S. Cofrode, "bridge and dock builder," listed in the Jersey City Directory since 1884. Cofrode is listed as living in Philadelphia. A Joseph H. Cofrode and Francis H. Saylor, "bridge builders," maintained offices nearby at 104 Hudson St. At David Cofrode's death in 1886 his general manager, Frank M. Stillman, of Rahway, New Jersey, reorganized the firm as Sanford and Stillman. Stillman was president; Arthur E. Sanford, of Newark, New Jersey was Secretary. In 1888 James J. Ferris was recalled to Jersey City by Stillman and named General Superintendent of the company. The firm would eventually be named Stillman, Delehanty and Ferris. As such it would remain listed in the Jersey City phone directory until at least 1943.

By September 26, 1901, the northern retaining wall between Grove St and Erie St was reported "almost completed," that section between Grove and Henderson "half finished " It had taken almost four months to complete 600 feet of relatively low retaining wall. "About two years" was still the project's anticipated completion date. "In the meantime, the operations now in progress are furnishing employment for a large force of expert stonecutters, stone layers and laborers. The men engaged are the best of their kind, and they are being paid the highest rate of wages " (Houses Must Make Way for RR, Sept 26, 1901, p 12)

Meanwhile, the P.R.R. was offering for sale frame and brick houses still standing on the south side of Sixth St from Erie to Brunswick to anyone willing to remove them intact to another site. It is entirely possible that some houses in the vicinity of the embankment began their life-cycle on the construction site. We also know that some buildings didn't make it off the

site intact. As early as October 12, 1901, an apartment house being constructed by a Mr. English at 304 Montgomery St., Jersey City, was described as being built from bricks salvaged from houses torn down "to make way for the stone structure for the Harsimus Branch of the P R R. " (Apt House Property For Sale, Oct. 12, 1901)

By the end of April, 1902, "rapid progress" was still being made, but much remained to be done. The railroad had been forced, after the commencement of the project, to buy houses on what had been considered P.R.R. property. \$9,000 was paid for a house on the southwest corner of Sixth and Erie, and a like amount for another near the corner of Sixth and Jersey. No explanation is offered in the deeds for these transactions. By this time the "handsome dwelling" in which the succession of P.R.R. supervisors had resided was being demolished (P.R.R. Pushing Work on New Freight Line, April 25, 1902, p.2)

In May, 1902, a letter was published from a group of irate 3rd Ward residents (ward boundaries had been changed in 1894). They refer to an earlier petition to Mayor Hoos from "propertyholders," objecting to "the noise in general made on the elevated freight road here in the heart of our city." Harking back to a halcyon past that ended more than one year ago, the propertyholders take exception to "Engines running day and night at a high rate of speed ringing their bells as they go for blocks at a time . jamming the cars together and making even brick buildings tremble " They remind the Mayor that "the drilling of cars here in a residential portion of our city was never dreamt of .. Engines are allowed to stand here working their blowers, thereby permitting great quantities of smoke and cinders to escape " (They Can't Sleep Because of Trains, May 12, 1902, p 5)

Although the massive retaining walls had been rising for over a year, the protesters don't mention this obvious cause for a shift in conditions. The embankment's construction doesn't seem to phase them--as the "drilling of cars" surely does. The letter does confirm that traffic on the original elevated line was maintained, if not intensified, during construction. At a certain point, the four retaining walls must have been joined, fill dumped from overhead cars and tamped down. While there is no mention in the local press of the driving of pilings, excavation for footings or the compaction of the fill, considerable sub-surface preparation must have been required on the lowland site. The freight road was doubtless used to deliver masonry, fill, construction equipment and bridging. It is entirely likely that some or all of the original iron elevated roadway is encased within the fill of the embankment.

In June, 1902 the Street and Water Board allowed the P R R to erect a "temporary trestle" across Erie St. Soon, "the immense embankment is to enclose the freight lines along Sixth St " (P R.R 'S Great Work Along Sixth Street, June 11, 1902, p 3) Presumably, the temporary trestle would resolve differences of grade between the old road and the new.

In July of 1902, a 115-ton girder that was to have formed part of the Coles St bridge "extension" snapped the 1 1/4-inch wire from which it was suspended from a railway derrick. The girder and the derrick--the P R R 's heaviest--crashed into Coles St, coming into contact with street electric wires. "Thousands" gathered at the scene (115 Tons of Iron Falls from Trestle, July 21, 1902). The Jersey City Police Commissioner, who lived nearby, came very close to electrocuting himself. The derrick operator, who lived on Jersey Ave, walked away with minor injuries. In November of 1902 the Street and Water Board gave permission for two more "temporary trestles" at Monmouth and Brunswick Streets. It is not clear if this means that the retaining walls were completed, or only the abutments on the north/south streets. Given the date, it seems unlikely that the entire embankment could have been erected and filled.

Journalistic accounts of the embankment's construction stress its monumental qualities. It is "huge, massive, great, immense, enormous." Landscape historian John Stilgoe, discussing the allure of abandoned railroad corridors, writes of confronting "the everlasting solidity of Egyptian pyramids and Inca roads" (Stilgoe, 1998, p. 42). This is, in part, simply a function of the scale of railroad engineering. It is also the product of a conscious decision on the part of the P.R.R. management to invest at this time in massive masonry construction, such as the 1902 Rockville Arch Bridge, Harrisburg, Pa., the Wilmington, Del. viaduct (1908) and the Philadelphia Schuylkill River (1903) and Mantua Junction (1911) viaducts. It was thought that such construction would save money on maintenance and the need for replacement (Jackson, 1988, p. 143). In the pre-Hepburn Act days of light railroad rate regulation, the railroad could afford such measures. It might be added that, for an industry plagued with the memory of spectacular accidents, some caused by quick and shoddy work, imposing, placid looking construction connoted safety.

Had James J. Ferris, Sanford and Stillman's prodigious Superintendent (and eventual President) not entered public life in the decade following the embankment's construction, it is unlikely that much would today be known about his contribution to the railroad landscape of Hudson County. Ferris's sudden death in 1914 transformed him into a cause célèbre—"the victim of a conspiracy of vilification hatched of designing politicians" (Evening Journal, Editorial, May 16, 1914, p. 16). His huge public funeral, described as the largest ever held in Jersey City, if not in New Jersey, completed his apotheosis as "probably the most capable and efficient public official the city has ever had" (Evening Journal, Editorial, April 28, 1914, p. 14).

It should be noted that we are dependent upon The Jersey City Evening Journal for both information and opinion concerning Ferris. The Journal had campaigned for and embraced the Commission form of government instituted in Jersey City in 1913 (as allowed under the Walsh Act). The "Commission plan," born out of the exigencies of the Galveston hurricane disaster and aftermath, assigned to elected commissioners the task of directly managing city departments, much as private sector businesses would be managed. This was widely hailed by Progressive Era reformers as a way of eliminating "politics" from city government. Underlying much of this thought was the image of the City Efficient. 1913 saw the appearance of Jersey City's first professionally produced planning report (Goodrich and Ford, 1913). Departing from the regnant "city beautiful" school of planning, its authors stressed that "a city should be made efficient in the same way the manufacturer studies for efficiency in his private plant" (Ibid., p. 6). For an account of Ford's planning work in Newark and Jersey City, see Scott, 1971, pp. 120-123.

Railroad grade separation was one obvious aspect of "Taylorism" as applied to city planning. As a civil engineer and businessman, Ferris exemplified qualities sought by those preaching the gospel of efficiency. As an Irish immigrant, Roman Catholic and classic "self-made man" in a city with a swelling Roman Catholic, immigrant working class electorate, he was also highly electable. In Jersey City's first Commission election, in 1913, Ferris, who had once remarked to friends that he thought he could be of "some use" to the city in managing the "Water and Streets Department" was asked to run for office. Elected, he was given charge of the newly created Department of Public Improvements.

Ferris's family had immigrated to the New York area in the 1860s but had returned to Ireland six years later. At age 20 he again sailed to New York in 1880, finding work as an "ordinary mechanic" with D. S. Cofrode & Co., "bridge builders." He also began study at the tuition-free Cooper Union. In the early 1880s he worked on railroad projects for Cofrode in Maryland, Virginia and Pennsylvania, earning promotions to timekeeper and foreman, while continuing to study engineering. Sometime before 1888 he graduated from Cooper Union with honors. At Cofrode's

death he was recalled to Jersey City by Sanford & Stillman; in 1888 he was made the company's General Superintendent. From that date he worked largely in Hudson County; he resided in the neighborhood adjacent to the Harsimus Yards.

Installed in Jersey City, he supervised the Lehigh Valley Railroad's "improvements" at Black Tom, then turned his attention to the P R R.. "It was under his direction and according to the plans drawn by him that the foundations of the construction of the elevated railroad structure in Jersey City were laid." He "built" the foundations for the construction of the trainshed, ferries and office building of the Pennsylvania. He also directed the extension of the New York Central's piers and sheds in Weehawken, and the construction of the N Y., Susquehanna and Western's roundhouse and piers at Shadyside. Ferris supervised the raising of the steelwork for the P.R R 's elevated line from the Hackensack River to the mouth of the Bergen (trans-Hudson) tunnel, and was responsible for the foundations and the 200 foot high towers of the railroad bridge over the Hackensack at Snake Hill (Secaucus)

Ferris's work for the Hudson & Manhattan Railroad ("The Tubes") included the sinking of the initial vertical shaft at Washington Street, Jersey City, the sinking of the elevator shafts at Exchange Place, and the construction of the foundations for the H & M power plant at Bay and Washington Streets, Jersey City. After adumbrating Ferris's list of accomplishments, the Journal continues: "One of the most spectacular and probably one of the greatest engineering achievements performed by Mr Ferris was the shift of the P R R freight span from the old stone abutments to the new, at the elevated P.R.R. structure at Newark Ave near Seventh St, inside of an hour, the railroad freight service only being interrupted for a period of 60 minutes (Jersey Journal, May 16, 1914, p. 1) This is doubtless a reference to the "tying in" of the completed embankment to the P R R system, there being no other Pennsylvania freight track near Newark Ave and Seventh Street

We also learn from Boyd's Jersey City and Hoboken Directory that Ferris resided at 264 6th St., across the street from the embankment, as it was being raised (He lived with his wife and nine children in a number of houses in the vicinity before settling in to the still standing large brownstone at 569 Jersey Ave., itself only a few blocks from the embankment) He was elected to the American Society of Civil Engineers in "about 1900," and was thought "one of the big men in his profession " In 1903 his firm was re-organized, becoming Stillman, Delehanty and Ferris Co "Mr Ferris was then put in entire active charge of the firm, and was considered the directing head " In 1912 he was made President.(The Jersey Journal published two extended biographical pieces on Ferris The first, This Is the Man Whose Scalp Is Sought, April 6, 1914, p 1 , appeared at the height of his political crisis, the second, Ferris Funeral Tuesday, May 16, 1914, at his death While roughly similar, they do contain some contradictory material)

Ferris assumed direction of the Jersey City Department of Public Improvement in 1913. Along with his friend Dr McLaughlin, the "City Bacteriologist," he attacked the cause of contamination at the City's newly opened water plant in Boonton, New Jersey "From the Boonton Reservoir alone 10,000 cubic yards of weeds were removed " Fired political appointees were displeased. He personally inspected work on City street paving contracts, also annoying politically favored contractors. The "Dr Goethals of Jersey City" drafted a plan for a comprehensive sewer system

From the reformist perspective, this was good government

His opponents counter-attacked. They discovered a clause in the Walsh Act that prohibited commissioners from having private business dealings with regulated utilities, such as railroads (Ferris continued to manage his engineering/consulting firm, which worked primarily for

railroads.) Ferris, fearing that there was "a cloud upon his title to the office" announced in the spring of 1914 that, unless an ongoing effort to amend the Walsh Act was successful, he would resign. From the Journal's perspective, "You see, the 'boys' are not used to working for a business man. They can't understand why business should replace politics, and they haven't gotten over it yet" (This Is The Man Whose Scalp Is Sought, April, 6, 1914, p 1) At the height of the controversy the Journal published a front page photograph of Ferris, looking rather like a post office "wanted" poster, and under it ran the caption "This Is The Man Whose Scalp Is Sought " There followed a lengthy account of how "Jim" Ferris spent his day, doing the public's work (See Illustration 8).

The effort to amend the Walsh Act failed and Ferris resigned, effective May 4, 1914. He agreed to continue to inspect public work for the City as a volunteer On May 15, 1914, James Ferris dropped dead of "acute indigestion " To the Evening Journal's editorialist, the true culprits were the "minions of machine politics . Friends of Jim Ferris are saying today he died of a broken heart..." (Editorial, May 16, p. 16) (See Illustration 9)

Ferris was buried out of his high-style Italianate brownstone on Jersey Avenue His casket was borne by his fellow engineers and bacteriologist friend down the high stoop as a band in the street played "Nearer My God to Thee." His funeral was the sort of public ritual at which the Victorians and Edwardians excelled Although he lived only one block from St. Mary's church, of which he was a trustee, his casket was born in a procession from his home to Coles St., then to Hamilton Park (6 blocks away), then to Grove St. and the church. This allowed the throng that had gathered in the street in front of his home to distribute itself throughout the neighborhood As the procession of about 2,500 people passed through the streets, two bands played City buildings were closed, residences draped in mourning Twice the procession passed under the embankment's plate girder bridges (Thousands Join in City's Last Tribute to the Memory of James J Ferris, May 19, 1914, p 1)

At St. Mary's, the crowd was vastly larger than the seating The crowd struggled to enter the church The City's young Public Safety Director, Frank Hague, pointedly gave up his seat to maintain order outside the building As the one and one-half mile procession made its way up Bergen Hill to Holy Name Cemetery, students at Dickinson High School were released from class to witness It was, said the City's undertakers the following day, the largest funeral in memory Extra funeral carriages had even been brought over from New York (Ferris Funeral Was the Largest in the City's History, May 20, 1914, p 2)

James Ferris is remembered today as a name affixed to a Downtown Jersey City High School The Harsimus Branch Embankment, used occasionally by Conrail until the early 1990s, remains, the sturdy vestige of a rail economy and a rail landscape that once dominated lower Jersey City The masonry and earth structure possesses remarkable physical integrity It stands as a multi-coded cenotaph It is a survivor of that "golden age of railroading" when "railroads were at their zenith" (Cunningham, 1997, p 265). It is a more cryptic marker of the half-remembered struggles over its location, ownership, taxation and elevation And it is an entirely appropriate self-engineered memorial to the memory of an important and seemingly exemplary personage in Jersey City history

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Articles on Construction of Embankment (All Evening/Jersey Journal) Note: microfilm collection of *Journal* for this period is **not** complete, pagination is sometimes difficult to establish, due to the *Journal's* habit of altering the newspaper's composition during the course of the day for various editions and special editions In some cases, pages are torn or missing Display quality of the microfilm is also often poor

- April 3, 1901 *Pennsylvania R R to Widen Roadbed*
- April 5, 1901 *Depression of Grove St*
- May 4, 1901 *P R R Widening Tracks*
- June 1, 1901 *P R R 'S Massive Retaining Wall*
- Sept 10, 1901 *Harsimus Cove Improvements*
- Sept 26, 1901 *Houses Must Make Way for RR*
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- Nov 23, 1901 *P R R 'S Great Work in Greenville*
- April 25, 1902 *P R R Pushing Work on New Freight Line*
- May 12, 1902 *They Can't Sleep Because of Trains*
- June 11, 1902 *P R R 'S Great Work Along Sixth Street*
- July 21, 1902 *115 Tons of Iron Falls from Trestle*
- Oct 15, 1902 *Real Estate News*
- Nov 19, 1902 *P R R Trestles Near Sixth Street*
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April 28, 1914 *Editorial*

May 16, 1914 *Ferris Funeral Tuesday and Cartoon*

May 19, 1914 *Thousands Join in City's Last Tribute to the Memory of James J Ferris*

May 20, 1914 *Ferris Funeral Was the Largest in City's History*

Embankment Home | Jersey City Landmarks Conservancy

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P O Box 68, Jersey City, NJ 07303-0068 | Tel 201 420 1885 | Email info@jclandmarks.org

Exhibit E: Appendix B



MAINTENANCE PROGRAM
AND
TRACK CHART

ATLANTIC REGION

NEW JERSEY DIVISION

CORRECT TO 1-1-80

Exhibit B

Various SLH Properties interests have sued City of Jersey City, Assistant City Attorney Joanne Monahan, and the Jersey City Historic Preservation Commission over various approvals, failure to issue demolition permits, and historic designations for the Embankment. E.g., 212 Marin Boulevard v. City of Jersey City, et al., Superior Court of New Jersey, docket no. HUD-L-4908-05. Pursuant to motions hearings on December 21, 2007, in which Conrail participated (see transcript excerpt appended hereto), the Superior Court stayed the litigation at SLH Properties' behest pending final disposition of the various petitions for judicial review it and Conrail filed in the D.C. Circuit from STB's rulings in F.D. 34818.

SLH interests filed a motion to modify the stay to permit SLH's various "LLC's" to continue to pursue their various permit applications. This motion was heard on March 14, 2008. The Superior Court indicated that the stay would be so modified, so that the SLH interests could continue to pursue their permits. No order has yet been issued.

Conrail consented to the LLC's application for a demolition permit filed with the Jersey City Historic Preservation Commission, and appeared at a hearing before the Commission on December 17, 2007, in support of issuance of the permit application.

SUPERIOR COURT OF NEW JERSEY
LAW DIVISION, CIVIL PART
HUDSON COUNTY
DOCKET NO. HUD-L-4908-05
APP. DIV. NO. _____

212 MARIN BOULEVARD,)
)
Plaintiff,)
)
vs.)
)
CITY OF JERSEY CITY,)
JOANNE MONAHAN, ET ALS,)
)
Defendant.)

TRANSCRIPT
of
MOTION

Place: Hudson Cty Admin. Bldg.
595 Newark Avenue
Jersey City, NJ 07306

Date: December 21, 2007

BEFORE:

HONORABLE MAURICE J. GALLIPOLI, J.S.C.

TRANSCRIPT ORDERED BY:

JOHN J. CURLEY, ESQ. (Harborside Financial Center,
1202 Plaza Ten, Jersey City, New Jersey 07311)

Transcriber Melissa Gurnari

ELITE TRANSCRIPTS, INC.
14 Boonton Avenue
Butler, New Jersey 07405
(973) 283-0196
Audio Recorded
Operator,

212 MARIN BOULEVARD v CITY OF JERSEY CITY, et al - Dec. 21, 2007

SHEET 2

APPEARANCES:

MICHELE R. DONATO, ESQ.
Attorney for the plaintiff
L. JEFFREY LEWIS, ESQ. (McKirdy & Riskin, PA)
Attorney for the plaintiff
JOHN K. FIORILLA, ESQ. (Capehart & Scatchard)
Attorney for the plaintiff
ROBERT M. JENKINS, III, ESQ. (Mayer Brown LLP)
Pro Hac Vice
Attorney for the Plaintiff
CARMINE R. ALAMPI, ESQ. (Alampi & DeMarrais)
Attorney for the Defendant
JOHN J. CURLEY, ESQ.
Attorney for the Defendant

I N D E X

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ELITE TRANSCRIPTS, INC.
14 Boonton Avenue, Butler, New Jersey 07405
973-283-0196 FAX 973-492-2927

Colloquy

4

1 THE COURT: All right. This is 212 MARIN
2 BOULEVARD VS. JERSEY CITY. The Docket No. Is HUD-L-
3 4908-05. Can I have the appearances, please?
4 MS. DONATO: Yes. Good morning, Your Honor.
5 Michele Donato on behalf of the plaintiffs.
6 MR. LEWIS: And Jeffrey Lewis of the firm of
7 McKirdy and Riskin on behalf of the plaintiffs.
8 MR. FIORILLA: Your Honor, John K. Fiorilla,
9 Capehart and Scatchard, for The Consolidated Rail
10 Corporation. With me is Robert M. Jenkins from the
11 firm of Mayer Brown who is admitted pro hac vice for
12 these motions today. We ask that Mr. Jenkins argue the
13 motion regarding the stay and I will argue the motion
14 regarding the amended complaint.
15 THE COURT: All right.
16 MR. ALAMPI: Judge, Carmine Alampi, General
17 Counsel for the LLCs.
18 MR. CURLEY: And John J. Curley, C-u-r-l-e-y,
19 for the City of Jersey City or Joanne Monahan,
20 Assistant Corporation Counsel and the Jersey City
21 Historic Preservation Commission.
22 THE COURT: Okay. Why has this become such a
23 cause celebre with regard to the stay or not stay
24 pending the final determination from the Surface
25 Transportation Board?

Argument - Donato

5

1 MS. DONATO: Your Honor, the stay that --
2 THE COURT: We've cut down so many trees over
3 something that I almost consider innocuous. But go
4 ahead.
5 MS. DONATO: Your Honor, this Court entered a
6 stay initially pending the decision and resolution of
7 the abandonment issues before the STB. When the STB
8 rendered a decision in August, it simply held that the
9 Harsimus Cove, the Sixth Street Embankment was a line
10 of rails. It did not resolve abandonment issues and
11 abandonment application is in the process of being
12 filed.
13 Mr. Curley's office sent Your Honor the
14 August decision, asked that the stay be lifted before
15 we had an opportunity to respond. Your Honor, very
16 efficiently lifted the stay. And we then --
17 THE COURT: You're so kind by calling it
18 efficient.
19 MS. DONATO: Well, it was quite prompt, Your
20 Honor.
21 THE COURT: Presumptuous, probably is what
22 you really wanted to say.
23 MS. DONATO: No. I didn't.
24 THE COURT: It's okay.
25 MS. DONATO: Not at all.

ELITE TRANSCRIPTS, INC.

14 Boonton Avenue, Butler, New Jersey 07405

973-283-0196 FAX 973-492-2927

Exhibit C



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, NJ 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

January 25, 2000

Consolidated Rail Corporation
2001 Market Street
P.O. Box 41419
Philadelphia, PA 19101-1419

Dear Property Owner:

I am pleased to inform you that the Pennsylvania Railroad Harsimus Branch Embankment, 163-351 Sixth Street, Jersey City, Hudson County was entered onto the New Jersey Register of Historic Places on December 29, 1999. In accordance with N.J.S.A. 13:1B-15.131, listing of an area, site, structure or object on the New Jersey Register of Historic Places prevents the State, a county, municipality or any of their agencies or instrumentalities from undertaking any project that will encroach upon, damage or destroy the property listed without approval from the Commissioner of the Department of Environmental Protection.

The application for the Pennsylvania Railroad Harsimus Branch Embankment was favorably received by the State Review Board for Historic Sites and was subsequently signed onto the New Jersey Register by the State Historic Preservation Officer. It will now be sent to the National Park Service, U.S. Department of the Interior, Washington, D.C. to be considered for inclusion in the National Register of Historic Places. The Historic Preservation Office will inform you when we receive notification from the National Register Office that the Pennsylvania Railroad Harsimus Branch Embankment has been entered onto the National Register.

Congratulations

Sincerely,


Dorothy P. Guzzo
Administrator



HPO-B99-86

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

February 17, 1999

CERTIFICATION of ELIGIBILITY

Mr. Richard A. James
Pennsylvania Railroad Embankment Preservation Coalition
226 Fifth Street
Jersey City, NJ 07302

Dear Mr. James:

This letter is in response to your request for a formal certification of eligibility for the Pennsylvania Railroad Harsimus Branch Embankment, in Jersey City, Hudson County, for inclusion in the New Jersey and National Registers of Historic Places.

Based on a review of the submitted documentation and other information already on file, it is my opinion, as Deputy State Historic Preservation Officer, that the Pennsylvania Railroad Harsimus Branch Embankment is eligible for listing in the New Jersey and National Registers of Historic Places under Criterion A for its association as a significant part of the railroad grade separation campaigns that especially affected the politics and quality of life in Jersey City and Newark during the two decades flanking the turn of the 20th century. The embankment is also eligible under National Register Criterion C as both an important example of the large-block ashlar masonry favored by the Pennsylvania Railroad during this period for its bridges and viaducts, and of the work of James J. Ferris, a notable Jersey City civil engineer.

If you have further questions about this finding, please contact Mr. Robert Craig of my staff, at (609) 984-0541.

Sincerely,

Dorothy P. Guzzo
Administrator

DPG/bc|.lb86

c: Michael Alterman

City Clerk File No Ord. 03-010

Agenda No 3.1 1st Reading

Agenda No 4.1 2nd Reading & Final Passage



ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE
offered and moved adoption of the following ordinance

CITY ORDINANCE 03-010

TITLE **ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY
ADOPTING AMENDMENTS TO THE CITY CODE CHAPTER 345, LAND
DEVELOPMENT ORDINANCE, ARTICLE 30, HISTORIC PRESERVATION
(EMBANKMENT)**

WHEREAS, the "Pennsylvania Railroad Harsimus Branch Embankment" was built in 1901-1905 on the site of an earlier 19th century freight way to facilitate the Pennsylvania Railroad in establishing a major freight yard on the Hudson River which contributed greatly to the growth of the Port of New York and New Jersey, and

WHEREAS, the embankment, as part of the largest transportation system in the country, facilitated the dedication of most of the Jersey City Waterfront to rail and rail related uses, and

WHEREAS, the monumental stone and earth structures comprising the embankment, although lacking their connecting iron plate bridges, are rare survivors of the age of railroad transport and are especially deserving of protection, and

WHEREAS, the "Pennsylvania Railroad Harsimus Branch Embankment" deserves recognition as a series of historically significant structures which played an important part in the social and economic development of downtown Jersey City, and

WHEREAS, the designation of the 'Pennsylvania Railroad Harsimus Branch Embankment' as a historic landmark would protect and preserve the structure from demolition or alteration without review by the Jersey City Historic Preservation Commission, and

WHEREAS, the subject property is currently located at the following blocks and lots

Block	212	Lot	A
	247		50 A
	280		50 A
	317 5		50 A
	354 1		50 A
	389 1		A

and

WHEREAS, the subject property is currently owned by the Consolidated Rail Corporation otherwise known as Conrail, and

WHEREAS, Chapter 345, Article 30, Section F, 'Procedure for Nominating Sites, Landmarks and Districts for Local Designation' provides that 'Any interested party may nominate a site, landmark or district for local designation. The nomination may originate at either the Historic preservation Commission, the Planning Board or City Council, however in any case, it shall be reviewed by all these bodies,' and

WHEREAS, a petition for local landmark designation for the "Pennsylvania Railroad Harsimus Branch Embankment" was submitted to the Historic Preservation Commission on July 8th 2002, and

WHEREAS, at the July 8th 2002 regular meeting of the Jersey City Historic Preservation Commission, the Commission did review the petition and recommend its approval, and

WHEREAS, at the December 16, 2002 regular meeting of the Jersey City Planning Board, the Planning Board did review the recommendation of the Historic Preservation Commission dated August 6th 2002 and the State and National Registers of Historic Places Nomination and recommended submission to the City Council for approval

**ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY
ADOPTING AMENDMENTS TO THE CITY CODE CHAPTER 345, LAND
DEVELOPMENT ORDINANCE, ARTICLE 30, HISTORIC PRESERVATION
(EMBANKMENT)**

NOW, THEREFORE, BE IT ORDAINED, by the Municipal Council of the City of Jersey City that City Code Chapter 345 Land Development Ordinance §345-30 "Historic Preservation Review and Procedures" be amended as follows (Material indicated by bold italic *thusly* is new material that is intended to be enacted)

Section 345-30 Historic Preservation Review and Procedures

G. Historic Districts/Landmarks

Pursuant to this section, the following historic districts and landmark buildings, objects, sites, structures or landscape features are designated and recognized as "historic" and shall enjoy the protection of law as herein provided

Landmarks.	Date
<i>Pennsylvania Railroad Harsimus Branch Embankment</i>	<i>[Date of City Council Adoption]</i>
Apple Tree House	5-24-2000
Ellis Island	6-22-1994
Dickinson High School	5-27-1980
Historic Districts.	
Harsimus Cove	7-21-1983
Hamilton Park	2-1-1977
Van Vorst Park	2-1-1977
Paulus Hook	2-1-1977

BE IT FURTHER ORDAINED THAT

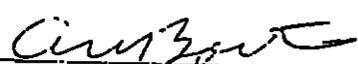
- A All ordinances and parts of ordinances inconsistent herewith are hereby repealed
- B This ordinance shall be a part of the Jersey City Code as though codified and set forth fully herein The City Clerk shall have this ordinance codified and incorporated in the official copies of the Jersey City Code
- C This ordinance shall take effect at the time and in the manner as provided by law
- D The City Clerk and the Corporation Council be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible repealers of existing provisions


Robert D. Cotter PP, AICP
Director, Division of City Planning

APPROVED _____

APPROVED AS TO LEGAL FORM

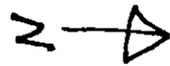
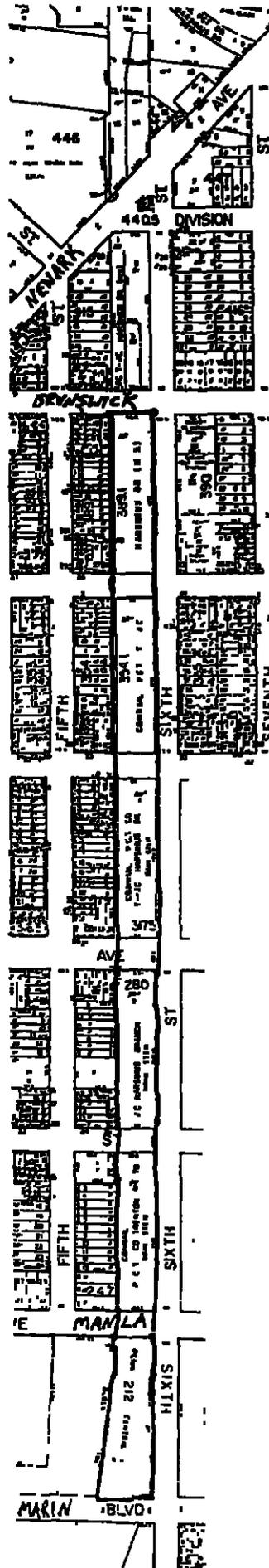
APPROVED 
Business Administrator


Corporation Counsel

Certification Required =
No. Required X

0 3 0 0 0 2

Highway 101 Road Parisimus Branch Embankment



SUMMARY

ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AN AMENDMENT TO THE CITY CODE CHAPTER 345, LAND DEVELOPMENT ORDINANCE, ARTICLE 30, HISTORIC PRESERVATION (EMBANKMENT)

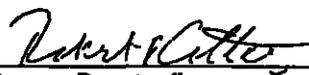
This ordinance would officially designate the "Pennsylvania Railroad Harsimus Branch Embankment" as a local historic landmark, ensuring protection and preservation of the structure from demolition or significant alteration pursuant to Chapter 345, Article 30, Section G

ORDINANCE FACT SHEET

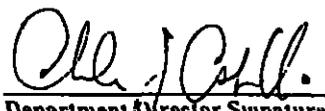
1. **Full Title of Ordinance**
ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY
ADOPTING AMENDMENTS TO THE CITY CODE CHAPTER 345, LAND DEVELOPMENT
ORDINANCE, ARTICLE 30, HISTORIC PRESERVATION
2. **Name and Title of Person Initiating the Ordinance**
Mark Munley, Director, HEDC
3. **Concise Description of the Program, Project or Plan Proposed in the Ordinance**
This ordinance adopts an amendment to the City's Land Development Ordinance recognizing the
"Pennsylvania Rail Road Harsimus Branch Embankment" as a locally designated Historic
Landmark
4. **Reasons (Need) for the Proposed Program, Project, etc.**
The "Pennsylvania Rail Road Harsimus Branch Embankment" is a series of structures spanning
six blocks along Sixth Street, which once carried freight through downtown Jersey City to the
railroad's Harsimus Yards. The structures, once joined by plate girder bridges, are mainly
constructed of massive masonry retaining walls and earthen fill and measure approximately 400
feet long by 100 feet wide.

In 1997, local preservationists began the process of achieving landmark status in order to preserve
these historically significant structures. The State Historic Preservation Office has listed the
structures on the State Register of Historic Places. The Jersey City Historic Preservation
Commission and the Jersey City Planning Board have formally recommended Municipal
Landmark Designation.
5. **Anticipated Benefits to the Community**
The proposed amendments will protect the structures from demolition or significant alteration
without review by the Jersey City Historic Preservation Commission and the City's Historic
Preservation Specialist. The structures, which are a significant reminder of the role of railroads in
the history of downtown Jersey City, are important to complete the interpretation of the adjoining
historic districts of Harsimus Cove and Hamilton Park.
6. **Cost of Proposed Project (Requirement)**
\$0.00 There are no new costs to the City
7. **Date Proposed Requirement will commence**
Immediately upon adoption
8. **Anticipated Completion Date**
Immediately upon adoption
9. **Person Responsible for Coordinating Proposed Program, Project, etc.**
Robert D. Cotter, Director of City Planning 547-5050
10. **Additional Comments**
None

I Certify that all the Facts Presented Herein are Accurate


Division Director Signature

12/3/02
Date


(Acting) Department Director Signature

12/30/02
Date

Ordinance of the City of Jersey City, N.J.

ORDINANCE NO Ord. 03-010

~~3.5. JAN 0 8 2003~~ 4.1. JAN 2 2 2003

TITLE: Ordinance of the Municipal Council of the City of Jersey City adopting amendments to the City Code Chapter 345, Land Development Ordinance, Article 30, Historic Preservation (Embankment)



RECORD OF COUNCIL VOTE ON INTRODUCTION <u>JAN 0 8 2003</u> <u>9-0</u>													
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓				GAUGHAN	✓				HEALY	✓		
DONNELLY	✓				MALDONADO	✓				VEGA	✓		
LIPSKI	✓				RICHARDSON	✓				SMITH, PRES	✓		

✓ Indicates Vote NV - Not Voting (Abstain)

RECORD OF COUNCIL VOTE TO CLOSE PUBLIC HEARING <u>JAN 2 2 2003</u> <u>8-0</u>													
Councilperson <u>MALDONADO</u>				moved, seconded by Councilperson <u>BRENNAN</u>				to close PH					
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓				GAUGHAN	✓				HEALY	✓		
DONNELLY	<u>ABSENT</u>				MALDONADO	✓				VEGA	✓		
LIPSKI	✓				RICHARDSON	✓				SMITH, PRES	✓		

✓ Indicates Vote NV - Not Voting (Abstain)

MAUREEN CROWLEY LEON YOST
KAREN KOSDON SAM PESIN
STEVEN GUCCIARDO BOB RYAN
MARK ROTELLA JOHN FIORILLA
TANICE MONSON

RECORD OF COUNCIL VOTE ON AMENDMENTS, IF ANY													
Councilperson				moved to amend* Ordinance, seconded by Councilperson				& adopted					
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN					GAUGHAN					HEALY			
DONNELLY					MALDONADO					VEGA			
LIPSKI					RICHARDSON					SMITH, PRES			

✓ Indicates Vote NV - Not Voting (Abstain)

RECORD OF FINAL COUNCIL VOTE <u>JAN 2 2 2003</u> <u>7-1</u>													
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓				GAUGHAN	✓				HEALY	✓		
DONNELLY	<u>ABSENT</u>				MALDONADO	✓				VEGA	✓		
LIPSKI		✓			RICHARDSON	✓				SMITH, PRES	✓		

✓ Indicates Vote NV - Not Voting (Abstain)

Adopted on first reading of the Council of Jersey City, N J on JAN 0 8 2003

Adopted on second and final reading after hearing on JAN 2 2 2003

This is to certify that the foregoing Ordinance was adopted by the Municipal Council at its meeting on JAN 6 6 2003

Robert Byrne, City Clerk

APPROVED

 L. Harvey Smith, Council President

*Amendment(s)

Date JAN 2 2 2003

APPROVED

 Glen D. Cunningham, Mayor

Date 1-27-03

Date To Mayor JAN 2 3 2003

City Clerk File No Ord. 04-096
Agenda No. 3.0 1st Reading
Agenda No. 4.0 2nd Reading & Final Passage



ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE
offered and moved adoption of the following ordinance

CITY ORDINANCE 04-096

TITLE **ORDINANCE AUTHORIZING THE CITY OF JERSEY CITY TO ACQUIRE BY PURCHASE OR CONDEMNATION PROPERTY LOCATED WITHIN BLOCK 212, LOT M, BLOCK 247, LOT 50A, BLOCK 280, LOT 50A, BLOCK 317.5, LOT 50A, BLOCK 354.1, LOT 50A, BLOCK 389 1, LOT 50 AND BLOCK 415, LOTS 50 AND 50.PL, MORE COMMONLY KNOWN AS THE SIXTH STREET EMBANKMENT**

THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY DOES ORDAIN

WHEREAS, Consolidated Rail is the owner of a 6.6 acre property designated as Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317.5, Lot 50A, Block 354 1, Lot 50A, Block 389 1, Lot 50 and Block 415, Lots 50 and 50 PL, on the City of Jersey City's Official Tax Assessment Map and more commonly known as the Sixth Street Embankment [Property], and

WHEREAS, most of the site that is raised above grade was formerly used as a railroad embankment, and

WHEREAS, it has been determined that the Property is no longer needed for any railroad purpose or use, and

WHEREAS, pursuant to the Eminent Domain Act of 1971, N.J.S.A. 203-1 et seq., a municipality may acquire property for a public purpose, and

WHEREAS, the City of Jersey City desires to acquire the Property from Consolidated Rail as open space and to eventually construct a public park thereon, which purposes are valid public purposes, and

NOW, THEREFORE, BE IT ORDAINED by the Municipal Council of the City of Jersey City that

- 1 The following properties are needed for a municipal public use, that is an open space and public park Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317 5, Lot 50A, Block 354 1, Lot 50A, Block 389 1, Lot 50 and Block 415, Lots 50 and 50 PL, on the City of Jersey City's Official Tax Assessment Map and more commonly known as the Sixth Street Embankment, and
- 2 The Corporation Counsel of the City of Jersey City or his duly designated agent and the Business Administrator are authorized and directed to undertake any actions and execute any documents necessary or appropriate to acquire the property either by purchase or condemnation in accordance with the Eminent Domain Act of 1971, N.J.S.A. 20 3-1 et seq.
- 3 The Corporation Counsel or the Business Administrator are authorized and directed to solicit proposals to engage the services of surveyors, title insurance companies, appraisers and any other professionals whose services are necessary or appropriate to implement the purposes of this ordinance.
- 4 This Ordinance shall take effect at the time and in the manner as provided by law

5 The City Clerk and the Corporation Counsel be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this Ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible accidental repealers of existing provisions

NOTE All material is new; therefore, underlining has been omitted.
For purposes of advertising only, new matter is indicated by bold face
and repealed matter by *italic*

JM/ph
8-9-04

APPROVED AS TO LEGAL FORM

Harold Black
Corporation Counsel

APPROVED

Brian O'Reilly
Business Administrator

Certification Required

Ordinance of the City of Jersey City, N.J.

ORDINANCE NO. Ord 04-096
 TITLE. 3.0. AUG 1 1 2004 4.0. SEP 0 8 2004



Ordinance authorizing the City of Jersey City to acquire by purchase of condemnation property located within Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317 5, Lot 50A, Block 354 1, Lot 50A, Block 389 1, Lot 50 and Block 415, Lots 50 & 50 PL, more commonly known as the Sixth Street Embankment.

RECORD OF COUNCIL VOTE ON INTRODUCTION AUG 1 1 2004 9-0													
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓				GAUGHAN	✓				HEALY	✓		
DONNELLY	✓				MALDONADO	✓				VEGA	✓		
LIPSKI	✓				RICHARDSON	✓				SMITH, PRES	✓		

✓ Indicates Vote NV--Not Voting (Abstain)

RECORD OF COUNCIL VOTE TO CLOSE PUBLIC HEARING SEP 0 8 2004													
Councilperson <u>RICHARDSON</u>				moved, seconded by Councilperson <u>BRENNAN</u>				to close P.H. <u>9-0</u>					
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓				GAUGHAN	✓				HEALY	✓		
DONNELLY	✓				MALDONADO	✓				VEGA	✓		
LIPSKI	✓				RICHARDSON	✓				SMITH, PRES	✓		

✓ Indicates Vote NV--Not Voting (Abstain)

YVONNE BALCER
STEVE GUCCIARDO
DANIEL LEVIN
JOHN GOMEZ

RECORD OF COUNCIL VOTE ON AMENDMENTS, IF ANY													
Councilperson _____ moved to amend Ordinance, seconded by Councilperson _____								_____ & adopted					
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN					GAUGHAN					HEALY			
DONNELLY					MALDONADO					VEGA			
LIPSKI					RICHARDSON					SMITH, PRES			

✓ Indicates Vote NV--Not Voting (Abstain)

RECORD OF FINAL COUNCIL VOTE SEP 0 8 2004 9-0													
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓				GAUGHAN	✓				HEALY	✓		
DONNELLY	✓				MALDONADO	✓				VEGA	✓		
LIPSKI	✓				RICHARDSON	✓				SMITH PRES	✓		

✓ Indicates Vote NV--Not Voting (Abstain)

Adopted on first reading of the Council of Jersey City, N J on AUG 1 1 2004
 Adopted on second and final reading after hearing on SEP 0 8 2004

This is to certify that the foregoing Ordinance was adopted by the Municipal Council at its meeting on SEP 0 8 2004

Robert Byrne
 Robert Byrne, City Clerk

APPROVED
L. Harvey Smith
 L. Harvey Smith, Council President / Acting Mayor

Date SEP 0 8 2004

*Amendment(s)

APPROVED _____

Date SEP 0 9 2004

Date To Mayor _____

City Clerk File No. Ord. 04-096
Agenda No. 3.0 1st Reading
Agenda No. 4.0 2nd Reading & Final Passage



ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE
offered and moved adoption of the following ordinance.

CITY ORDINANCE 04-096

TITLE- ORDINANCE AUTHORIZING THE CITY OF JERSEY CITY TO ACQUIRE BY PURCHASE OR CONDEMNATION PROPERTY LOCATED WITHIN BLOCK 212, LOT M, BLOCK 247, LOT 50A, BLOCK 280, LOT 50A, BLOCK 317.5, LOT 50A, BLOCK 354.1, LOT 50A, BLOCK 389.1, LOT 50 AND BLOCK 415, LOTS 50 AND 50.PL, MORE COMMONLY KNOWN AS THE SIXTH STREET EMBANKMENT

THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY DOES ORDAIN:

WHEREAS, Consolidated Rail is the owner of a 6.6 acre property designated as Block 212, Lot M., Block 247, Lot 50A, Block 280, Lot 50A, Block 317.5, Lot 50A, Block 354.1, Lot 50A, Block 389.1, Lot 50 and Block 415, Lots 50 and 50.PL, on the City of Jersey City's Official Tax Assessment Map and more commonly known as the Sixth Street Embankment [Property], and

WHEREAS, most of the site that is raised above grade was formerly used as a railroad embankment; and

WHEREAS, it has been determined that the Property is no longer needed for any railroad purpose or use, and

WHEREAS, pursuant to the Eminent Domain Act of 1971, N.J.S.A. 203-1 et seq., a municipality may acquire property for a public purpose, and

WHEREAS, the City of Jersey City desires to acquire the Property from Consolidated Rail as open space and to eventually construct a public park thereon, which purposes are valid public purposes, and

NOW, THEREFORE, BE IT ORDAINED by the Municipal Council of the City of Jersey City that.

- 1 The following properties are needed for a municipal public use, that is an open space and public park Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317.5, Lot 50A, Block 354.1, Lot 50A, Block 389.1, Lot 50 and Block 415, Lots 50 and 50.PL, on the City of Jersey City's Official Tax Assessment Map and more commonly known as the Sixth Street Embankment, and
2. The Corporation Counsel of the City of Jersey City or his duly designated agent and the Business Administrator are authorized and directed to undertake any actions and execute any documents necessary or appropriate to acquire the property either by purchase or condemnation in accordance with the Eminent Domain Act of 1971, N.J.S.A. 203-1 et seq.
- 3 The Corporation Counsel or the Business Administrator are authorized and directed to solicit proposals to engage the services of surveyors, title insurance companies, appraisers and any other professionals whose services are necessary or appropriate to implement the purposes of this ordinance
- 4 This Ordinance shall take effect at the time and in the manner as provided by law

5. The City Clerk and the Corporation Counsel be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this Ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible accidental repealers of existing provisions

NOTE. All material is new; therefore, underlining has been omitted.
For purposes of advertising only, new matter is indicated by bold face and repealed matter by *italic*

JM/ph
8-9-04

APPROVED AS TO LEGAL FORM

Alan K. Black
Corporation Counsel

APPROVED

Brian O'Reilly
Business Administrator

Certification Required

Ordinance of the City of Jersey City, N.J.

Ord. 04-096

ORDINANCE NO. _____

TITLE: _____

3.O. AUG 1 1 2004

4.O. SEP 0 8 2004



Ordinance authorizing the City of Jersey City to acquire by purchase of condemnation property located within Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317.5, Lot 50A, Block 354 1, Lot 50A, Block 389.1, Lot 50 and Block 415, Lots 50 & 50.PL, more commonly known as the Sixth Street Embankment.

RECORD OF COUNCIL VOTE ON INTRODUCTION												AUG 1 1 2004 9-0		
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV	
BRENNAN	✓				GAUGHAN	✓				HEALY	✓			
DONNELLY	✓				MALDONADO	✓				VEGA	✓			
LIPSKI	✓				RICHARDSON	✓				SMITH, PRES	✓			

✓ Indicates Vote NV - Not Voting (Abstain)

RECORD OF COUNCIL VOTE TO CLOSE PUBLIC HEARING												SEP 0 8 2004		
Councilperson <u>RICHARDSON</u>				moved, seconded by Councilperson <u>BRENNAN</u>				to close P.M. <u>9-0</u>						
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV	
BRENNAN	✓				GAUGHAN	✓				HEALY	✓			
DONNELLY	✓				MALDONADO	✓				VEGA	✓			
LIPSKI	✓				RICHARDSON	✓				SMITH, PRES	✓			

✓ Indicates Vote NV - Not Voting (Abstain)

YVONNE BALZER
STEVE GUCCIARDO
DANIEL LEVIN
JOHN GOMEZ

RECORD OF COUNCIL VOTE ON AMENDMENTS, IF ANY													
Councilperson _____				moved to amend* Ordinance, seconded by Councilperson _____				& adopted _____					
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN					GAUGHAN					HEALY			
DONNELLY					MALDONADO					VEGA			
LIPSKI					RICHARDSON					SMITH, PRES			

✓ Indicates Vote NV - Not Voting (Abstain)

RECORD OF FINAL COUNCIL VOTE												SEP 0 8 2004 9-0		
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV	
BRENNAN	✓				GAUGHAN	✓				HEALY	✓			
DONNELLY	✓				MALDONADO	✓				VEGA	✓			
LIPSKI	✓				RICHARDSON	✓				SMITH, PRES	✓			

✓ Indicates Vote NV - Not Voting (Abstain)

Adopted on first reading of the Council of Jersey City N.J. on AUG 1 1 2004

Adopted on second and final reading after hearing on SEP 0 8 2004

This is to certify that the foregoing Ordinance was adopted by the Municipal Council at its meeting on SEP 0 8 2004

Robert Byrne, City Clerk

APPROVED
L. Harvey Smith, Council President / ACTING MAYOR

Date SEP 0 8 2004

APPROVED _____

Date SEP 0 9 2004

Date To Mayor _____

*Amendment(s)

City Clerk File No Ord 05-064

Agenda No 3.6 1st Reading

Agenda No 4.F 2nd Reading & Final Passage



ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE
offered and moved adoption of the following ordinance

CITY ORDINANCE 05-064

TITLE **ORDINANCE AMENDING ORDINANCE 04-096 THAT AUTHORIZED THE CITY OF JERSEY CITY TO ACQUIRE BY PURCHASE OR CONDEMNATION CERTAIN PROPERTY COLLECTIVELY KNOWN AS THE SIXTH STREET EMBANKMENT, TO INCLUDE ONE ADDITIONAL PROPERTY, SPECIFICALLY BLOCK 446, LOT 18A**

THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY DOES ORDAIN:

WHEREAS, the City of Jersey City desires to acquire certain Property from Consolidated Rail for use as open space and to eventually construct a public park thereon, to be known as the Sixth Street Embankment, which purposes are valid public purposes, and

WHEREAS, by the adoption of Ordinance 04-096 on September 8, 2004, the City of Jersey City authorized the acquisition of property designated as Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317 5, Lot 50A, Block 354 1, Lot 50A, Block 389 1, Lot 50 and Block 415, Lots 50 and 50 PL, on the City of Jersey City's Official Tax Assessment Map and more commonly known as the Sixth Street Embankment [Property], and

WHEREAS, Block 446, Lot 18A, although needed for such purposes, was inadvertently omitted from Ordinance 04-096, and

WHEREAS, the Property is no longer used or needed for any railroad purpose, and

WHEREAS, pursuant to the Eminent Domain Act of 1971, N.J.S.A. 203-1 et seq., a municipality may acquire property for a public purpose

NOW, THEREFORE, BE IT ORDAINED by the Municipal Council of the City of Jersey City that

- 1 The following properties are needed for a municipal public use, that is, an open space and public park Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317 5, Lot 50A, Block 354 1, Lot 50A, Block 389 1, Lot 50, Block 415, Lots 50 and 50 PL, and Block 446, Lot 18A, on the City of Jersey City's Official Tax Assessment Map and more commonly known collectively as the Sixth Street Embankment, and
- 2 The Corporation Counsel of the City of Jersey City or his duly designated agent and the Business Administrator are authorized and directed to undertake any actions and execute any documents necessary or appropriate to acquire the property either by purchase or condemnation in accordance with the Eminent Domain Act of 1971, N.J.S.A. 203-1 et seq.
- 3 The Corporation Counsel or the Business Administrator are authorized and directed to solicit proposals to engage the services of surveyors, title insurance companies, appraisers and any other professionals whose services are necessary or appropriate to implement the purposes of this ordinance

5 0 0 0 2 5 3

- 4 This Ordinance shall take effect at the time and in the manner as provided by law
- 5 The City Clerk and the Corporation Counsel be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this Ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible accidental repealers of existing provisions

NOTE All material is new, therefore, underlining has been omitted.
For purposes of advertising only, new matter is indicated by bold face
and repealed matter by *italic*

JM/he
5-13-05

5000253

APPROVED AS TO LEGAL FORM

Joanne Monday
Corporation Counsel

APPROVED _____

APPROVED _____

Roger Lopez
Acting Business Administrator

Certification Required
Not Required

Ordinance of the City of Jersey City, N.J.

ORDINANCE NO Ord 05-064
3.G. MAY 18 2005 4.F. JUN 08 2005



Ordinance amending Ordinance 04-096 that authorized the City of Jersey City to acquire by purchase or condemnation certain property collectively known as the Sixth Street Embankment to include one additional property specifically Block 446, Lot 18A.

RECORD OF COUNCIL VOTE ON INTRODUCTION MAY 18 2005 8-0													
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓				GAUGHAN	✓				CURRAN	✓		
DONNELLY	✓				MALDONADO	✓				VEGA	✓		
LIPSKI		ABSENT			RICHARDSON	✓				SMITH, PRES	✓		

✓ Indicates Vote NV -Not Voting (Abstain)

RECORD OF COUNCIL VOTE TO CLOSE PUBLIC HEARING JUN 08 2005 9-0													
Councilperson <u>MALDONADO</u>				moved, seconded by Councilperson <u>GAUGHAN</u>				to close PH.					
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓				GAUGHAN	✓				CURRAN	✓		
DONNELLY	✓				MALDONADO	✓				VEGA	✓		
LIPSKI	✓				RICHARDSON	✓				SMITH, PRES	✓		

✓ Indicates Vote NV -Not Voting (Abstain)

**YVONNE BALGER
 EDWARD Mc KIRDY
 CARMINE ALAMPI
 MARCIA ADAMS**

RECORD OF COUNCIL VOTE ON AMENDMENTS, IF ANY													
Councilperson				moved to amend* Ordinance, seconded by Councilperson				& adopted					
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN					GAUGHAN					CURRAN			
DONNELLY					MALDONADO					VEGA			
LIPSKI					RICHARDSON					SMITH, PRES			

✓ Indicates Vote NV -Not Voting (Abstain)

RECORD OF FINAL COUNCIL VOTE JUN 08 2005 8-0-1													
COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV		COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓				GAUGHAN	✓				CURRAN	✓		
DONNELLY	✓				MALDONADO	✓				VEGA	✓		
LIPSKI		ABSTAIN			RICHARDSON	✓				SMITH PRES	✓		

✓ Indicates Vote NV -Not Voting (Abstain)

Adopted on first reading of the Council of Jersey City N J on MAY 18 2005
 Adopted on second and final reading after hearing on JUN 08 2005

This is to certify that the foregoing Ordinance was adopted by the Municipal Council at its meeting on JUN 08 2005

Robert Byrne
 Robert Byrne, City Clerk

APPROVED L. Harvey Smith
 L. Harvey Smith, Council President

Date JUN 08 2005

APPROVED Jerramiah Alcalá
 Jerramiah Alcalá, Mayor

Date JUN 09 2005

Date To Mayor JUN 09 2005

*Amendment(s)

City Clerk File No Ord 05-064
Agenda No 3.G 1st Reading
Agenda No 4.F 2nd Reading & Final Passage



ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE
offered and moved adoption of the following ordinance

CITY ORDINANCE 05-064

TITLE ORDINANCE AMENDING ORDINANCE 04-096 THAT AUTHORIZED THE CITY OF JERSEY CITY TO ACQUIRE BY PURCHASE OR CONDEMNATION CERTAIN PROPERTY COLLECTIVELY KNOWN AS THE SIXTH STREET EMBANKMENT, TO INCLUDE ONE ADDITIONAL PROPERTY, SPECIFICALLY BLOCK 446, LOT 18A

THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY DOES ORDAIN:

WHEREAS, the City of Jersey City desires to acquire certain Property from Consolidated Rail for use as open space and to eventually construct a public park thereon, to be known as the Sixth Street Embankment, which purposes are valid public purposes, and

WHEREAS, by the adoption of Ordinance 04-096 on September 8, 2004, the City of Jersey City authorized the acquisition of property designated as Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317 5, Lot 50A, Block 354 1, Lot 50A, Block 389 1, Lot 50 and Block 415, Lots 50 and 50 PL, on the City of Jersey City's Official Tax Assessment Map and more commonly known as the Sixth Street Embankment [Property], and

WHEREAS, Block 446, Lot 18A, although needed for such purposes, was inadvertently omitted from Ordinance 04-096, and

WHEREAS, the Property is no longer used or needed for any railroad purpose, and

WHEREAS, pursuant to the Eminent Domain Act of 1971, N.J.S.A. 203-1 et seq., a municipality may acquire property for a public purpose

NOW, I HEREOFRE, BE IT ORDAINED by the Municipal Council of the City of Jersey City that

- 1 The following properties are needed for a municipal public use, that is, an open space and public park Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317 5, Lot 50A, Block 354 1, Lot 50A, Block 389 1, Lot 50, Block 415, Lots 50 and 50 PL, and Block 446, Lot 18A, on the City of Jersey City's Official Tax Assessment Map and more commonly known collectively as the Sixth Street Embankment, and
- 2 The Corporation Counsel of the City of Jersey City or his duly designated agent and the Business Administrator are authorized and directed to undertake any actions and execute any documents necessary or appropriate to acquire the property either by purchase or condemnation in accordance with the Eminent Domain Act of 1971, N.J.S.A. 203-1 et seq.
- 3 The Corporation Counsel or the Business Administrator are authorized and directed to solicit proposals to engage the services of surveyors, title insurance companies, appraisers and any other professionals whose services are necessary or appropriate to implement the purposes of this ordinance.

- 4. This Ordinance shall take effect at the time and in the manner as provided by law.
- 5. The City Clerk and the Corporation Counsel be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this Ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible accidental repealers of existing provisions.

NOTE All material is new, therefore, underlining has been omitted.
For purposes of advertising only, new matter is indicated by bold face and repealed matter by *italic*.

JM/he
5-13-05

5 0 0 0 2 5 3

APPROVED AS TO LEGAL FORM

Joanne Monahan
Corporation Counsel

APPROVED _____

APPROVED _____

Roger Hugo
Acting Business Administrator

Certification Required
Not Required

Ordinance of the City of Jersey City, N.J.

ORDINANCE NO Ord 05-064
 TITLE: 3.G. MAY 18 2005 4.F. JUN 08 2005



Ordinance amending Ordinance 04-096 that authorized the City of Jersey City to acquire by purchase or condemnation certain property collectively known as the Sixth Street Embankment to include one additional property specifically Block 446, Lot 18A.

RECORD OF COUNCIL VOTE ON INTRODUCTION MAY 18 2005 8-0

COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓			GAUGHAN	✓			CURRAN	✓		
DONNELLY	✓			MALDONADO	✓			VEGA	✓		
LIPSKI		ABSENT		RICHARDSON	✓			SMITH, PRES	✓		

✓ Indicates Vote NV--Not Voting (Abstain)

RECORD OF COUNCIL VOTE TO CLOSE PUBLIC HEARING JUN 08 2005 9-0

Councilperson MALDONADO moved, seconded by Councilperson GAUGHAN to close P.H.

COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓			GAUGHAN	✓			CURRAN	✓		
DONNELLY	✓			MALDONADO	✓			VEGA	✓		
LIPSKI	✓			RICHARDSON	✓			SMITH PRES	✓		

✓ Indicates Vote NV--Not Voting (Abstain)

**YVONNE BALGER
EDWARD Mc KIRDY
CARMINE ALAMPI
MARCIA ADAMS**

RECORD OF COUNCIL VOTE ON AMENDMENTS, IF ANY

Councilperson _____ moved to amend Ordinance, seconded by Councilperson _____ & adopted

COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV
BRENNAN				GAUGHAN				CURRAN			
DONNELLY				MALDONADO				VEGA			
LIPSKI				RICHARDSON				SMITH, PRES			

✓ Indicates Vote NV--Not Voting (Abstain)

RECORD OF FINAL COUNCIL VOTE JUN 08 2005 8-0-1

COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓			GAUGHAN	✓			CURRAN	✓		
DONNELLY	✓			MALDONADO	✓			VEGA	✓		
LIPSKI		ABSTAIN		RICHARDSON	✓			SMITH, PRES	✓		

✓ Indicates Vote NV--Not Voting (Abstain)

Adopted on first reading of the Council of Jersey City, N.J. on MAY 18 2005
 Adopted on second and final reading after hearing on JUN 08 2005

This is to certify that the foregoing Ordinance was adopted by the Municipal Council at its meeting on JUN 08 2005


 Robert Byrne, City Clerk

APPROVED: 
 L. Harvey Smith, Council President

Date JUN 08 2005

APPROVED: 
 Jerramiah Healy, Mayor

Date JUN 09 2005
 Date To Mayor _____

*Amendment(s)

Resolution of the City of Jersey City, N.J.

City Clerk File No RES. 04-188

Agenda No 10.Z.6.

Approved MAR 24 2004



TITLE
RESOLUTION OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR GREEN ACRES FUNDING FOR THE ACQUISITION OF THE PENNSYLVANIA RAILROAD HARSIMUS STEM EMBANKMENT

WHEREAS, the New Jersey Department of Environmental Protection, Green Acres Program ("State"), provides loans and/or grants to municipal and county governments and grants to nonprofit organizations for assistance in the acquisition and development of lands for outdoor recreation and conservation purposes, and

WHEREAS, the City of Jersey City desires to further the public interest by obtaining funding in the amount of \$3,110,000 from the State to fund the acquisition of the Pennsylvania Railroad Harsimus Stem Embankment, at a cost of \$3,110,000,

NOW, THEREFORE, BE IT RESOLVED by the Municipal Council of the City of Jersey City that Mayor and /or the Business Administrator is hereby authorized to

- (a) make application for such a loan and/or such a grant,
- (b) provide additional application information and furnish such documents as may be required, and
- (c) act as the authorized correspondent of the City of Jersey City (applicant), and

WHEREAS, the State shall determine if the application is complete and in conformance with the scope and intent of the Green Acres Program, and notify the applicant of the amount of the funding award, and

WHEREAS, the applicant is willing to use the State's funds in accordance with such rules, regulations and applicable statutes, and is willing to enter into an agreement with the State for the above named project,

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE Municipal Council of the City of Jersey City

- 1 That the Mayor and/or Business Administrator of the City of Jersey City is hereby authorized to execute an agreement and any amendment thereto with the State known as the Acquisition of the Pennsylvania Railroad Harsimus Stem Embankment,
- 2 That the applicant will have its matching share of the project, if a match is required ,
- 3 That, in the event the State's funds are less than the total project cost specified above, the applicant will have the balance of funding necessary to complete the project from future applications to the Green Acres Program,
- 4 That the applicant agrees to comply with all applicable federal, state, and local laws, rules, and regulations in its performance of the project, and
- 5 That this resolution shall take effect immediately

APPROVED [Signature] APPROVED AS TO LEGAL FORM [Signature]
 APPROVED [Signature] Business Administrator [Signature] Corporation Counsel
 Certification Required
 Not Required
 APPROVED 9-0

RECORD OF COUNCIL VOTE ON FINAL PASSAGE 3/24/04											
COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV	COUNCILPERSON	AYE	NAY	NV
BRENNAN	✓			GAUGHAN	✓			HEALY	✓		
DONNELLY	✓			MALDONADO	✓			VEGA	✓		
LIPSKI	✓			RICHARDSON	✓			SMITH PRES	✓		

✓ Indicates Vote NV Not Voting (Abstain)

Adopted at a meeting of the Municipal Council of the City of Jersey City, N J

[Signature] L. Harvey Smith, President of Council [Signature] Robert Byrne, City Clerk

1-28-

Date Submitted to B.A. _____

ORDINANCE FACT SHEET

1. Full Title of Ordinance/Resolution/Cooperation Agreement:

RESOLUTION OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY
AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR GREEN ACRES FUNDING
FOR THE ACQUISITION OF THE PENNSYLVANIA RAILROAD HARSIMUS STEM
EMBANKMENT

2. Name and Title of Person Initiating the Ordinance, Resolution, etc.:

Mark Munley, Director, Department of HED&C

3. Concise Description of the Program, Project or Plan Proposed in the Ordinance/Resolution:

To apply to Green Acres for acquisition funds to purchase the 6th Street Embankment

4. Reasons (Need) for the Proposed Program, Project, etc.:

The 6th Street Embankment is a landmark structure that can be preserved for both its historic value and its open space potential

5. Anticipated Benefits to the Community.

The preservation of a unique asset, that affords both historical reference to the great railroading past of Jersey City while maintaining open space for future generations

6. Cost of Proposed Program, Project, etc

\$3.1 million of Green Acres funding This may take more than one funding round to assemble the needed funds

7. Date Proposed Program or Project will commence

Immediately

8. Anticipated Completion Date N/A

9. Person Responsible for Coordinating Proposed Program, Project, etc

Robert D. Cotter, Director, City Planning 547-5050

10. Additional Comments None

I Certify that all the Facts Presented Herein are Accurate

Robert D. Cotter
Division Director

March 22, 2004
Date

Mark Munley
Department Director Signature

3/22/04
Date

Resolution of the City of Jersey City, N.J.

City Clerk File No. Ord. 05-399

Agenda No 10-Z-30

Approved MAY 18 2005



TITLE:

RESOLUTION AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO THE COUNTY OF HUDSON FOR OPEN SPACE FUNDS TO ACQUIRE CONSOLIDATED RAIL PROPERTY KNOWN AS THE PENNSYLVANIA RAILROAD HARSIMUS STEM EMBANKMENT, OR SIXTH STREET EMBANKMENT

Council as a whole, offered and moved adoption of the following resolution

WHEREAS, the City of Jersey City desires to acquire certain Property from Consolidated Rail for use as open space and to eventually construct a public park thereon, which purposes are valid public purposes, and

WHEREAS, by adoption of Ordinance 04-096 by the Municipal Council on September 8, 2004, the City of Jersey City authorized the acquisition of property designated as Block 212, Lot M, Block 247, Lot 50A, Block 280, Lot 50A, Block 317 5, Lot 50A, Block 354 1, Lot 50A, Block 389 1, Lot 50; Block 415, Lots 50 and 50 PL on the City of Jersey City's Official Tax Assessment map and more commonly known at the Sixth Street Embankment [Property] or the Pennsylvania Railroad Harsimus Stem Embankment [Property], and

WHEREAS, the City of Jersey City added Block 446, Lot 18A to this list of property to be acquired in Ordinance 05-064, introduced on May 18, 2005, and

WHEREAS, the City has declared that the site is in need of Redevelopment and is assembling funding to acquire the site, and

WHEREAS, acquisition of the site conforms to findings, recommendations and priorities of the New Jersey Statewide Comprehensive Outdoor Recreation Plan, the New Jersey State Development and Redevelopment Plan, the statewide goals that are consistent with the Garden State Preservation Trust Act and Historic Preservation Office, as well as the Hudson County Master Plan and Hudson County Open Space and Recreation Plan, and

WHEREAS, the site is close to population centers, is accessible by public transportation, is accessible by walking and bicycling, and creates public access where none exists or where existing access is undeveloped or restricted, and

WHEREAS, site acquisition and development as park and greenway will benefit a broad population segment-- local, regional, statewide, and interstate, and

WHEREAS, the project will add approximately six acres of open space to the City, which has a recognized deficit in open space, while providing the National Historic District of Harsimus Cove with a park, and

WHEREAS, acquisition of the property will protect critical wildlife habitat and advance the preservation of a wildlife corridor from the Hudson to the Hackensack, and

WHEREAS, the project will provide an integral walking trail and bikeway link in an existing and proposed county, regional, statewide, and interstate greenway (the East Coast Greenway), and

WHEREAS, the project will serve individuals with physical and developmental challenges by providing safe routes for bicycling and walking and wheelchair transit, thereby fulfilling the requirements of The Americans with Disabilities Act (ADA), and

WHEREAS, the project will contribute to better visual and physical access to the Hudson River waterfront from the interior of the Downtown; and

RESOLUTION AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO THE COUNTY OF HUDSON FOR OPEN SPACE FUNDS TO ACQUIRE CONSOLIDATED RAIL PROPERTY KNOWN AS THE PENNSYLVANIA RAILROAD HARSIMUS STEM EMBANKMENT, OR SIXTH STREET EMBANKMENT

WHEREAS, the acquisition of this site preserves and enhances historic/archeological resources and provides environmental and/or historic interpretive opportunities. and

WHEREAS, this site is a multiple-use project (habitat, passive recreation, non-motorized transportation, and historic and scenic preservation); and

WHEREAS, the site is in the rapidly developing Downtown area, and

WHEREAS, the Embankment project enjoys wide and deep support from elected officials at every level of government and from local and regional citizens organizations, from the municipal and/or county planning board, park agencies, recreation departments, environmental commissions, user groups and the general public, and is a model of citizen volunteer and government cooperation, and

WHEREAS, the City of Jersey City has secured State of New Jersey Green Acres funds and will provide a local match

NOW, THEREFORE, BE IT RESOLVED that the Municipal Council of the City of Jersey City endorses the City of Jersey City's application for Hudson County Open Space Trust Funds for acquisition of the Pennsylvania Railroad Harsimus Stem Embankment Property

G:\WPDOC\RES\RES\Embkmnt Property Grant.wpd

APPROVED _____
 APPROVED B. O'Reilly
 Business Administrator

APPROVED AS TO LEGAL FORM _____
 Corporation Counsel

Certification Required

Not Required

APPROVED 7-0-1

RECORD OF COUNCIL VOTE ON FINAL PASSAGE 5/18/05											
COUNCILPERSON	AYE	NAY	N V	COUNCILPERSON	AYE	NAY	N V	COUNCILPERSON	AYE	NAY	N V
CURRAN	✓			GAUGHAN	✓			BRENNAN	✓		
DONNELLY	✓			MALDONADO	✓			VEGA	ABSTAIN		
LIPSKI	ABSENT			RICHARDSON	✓			SMITH, PRES	✓		

✓ Indicates Vote

N V -Not Voting (Abstain)

Adopted at a meeting of the Municipal Council of the City of Jersey City N J

L. Pomeroy

Bob Banne

c.montange

From: <Moher1@aol.com>
To: <c.montange@venzon.net>
Sent: Tuesday, January 10, 2006 2:07 PM
Subject: Jersey City -- Petition for a Declaratory Order, STB Finance Docket 34818

Re:
Jersey City -- Petition for a Declaratory Order, STB Finance Docket 34818
Funds Available for Harsimus Embankment Acquisition

Dear Mr. Montange,

I am writing this email to confirm that, to the best of my knowledge, the City of Jersey City has \$1.6 million in State of New Jersey Green Acres grants that were assembled to acquire the Harsimus Branch Embankment property, Jersey City.

In addition, Congressman Robert Menendez sponsored a \$1.6 million earmark in the federal SAFETEA-LU transportation bill for the Embankment project. This bill was passed by Congress in July 2005.

The Embankment Preservation Coalition was instrumental in helping to raise these funds for Embankment acquisition for public use.

Sincerely,

Maureen Crowley, Coordinator
Embankment Preservation Coalition
201-963-0232

Exhibit D

East Coast Greenway, Northern NJ Route Location Study Recommended Route Overview Map Hudson and Bergen Counties

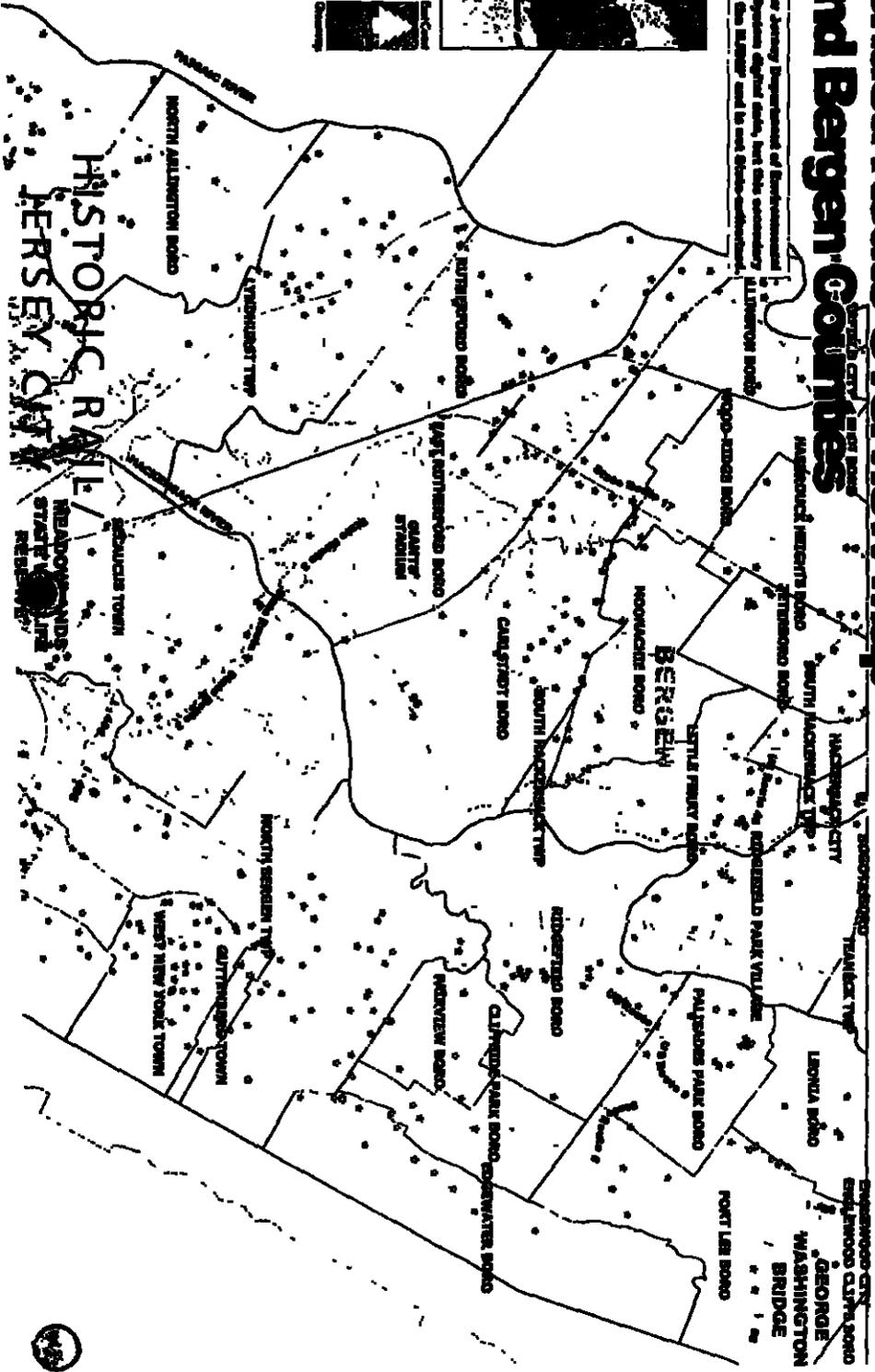
This map was developed using New Jersey Department of Environmental Protection Geographic Information System data, but this secondary product has not been verified by the DEP and is not state-certified.



Map Developed By

 MAY, 2008





BEFORE THE SURFACE TRANSPORTATION BOARD

Finance Docket No. 34818

**City of Jersey City,
Rails to Trails Conservancy,
Pennsylvania Railroad Harshman Stem
Embankment Preservation Coalition,
and NJ State Assemblyman Louis M. Manzo, petitioners --
Petition for a Declaratory Order**

**VERIFIED STATEMENT OF
ELIZABETH BRODY**

I, Elizabeth Brody, make this Verified Statement in support of the Petition for a Declaratory Order filed by petitioners City of Jersey City, et al., in the above-captioned proceeding.

1. I am an attorney licensed to practice law in the State of New Jersey, and am a member of the board of trustees of the East Coast Greenway Alliance (ECGA).
2. The ECGA is a national membership organization, incorporated in New York State and with national headquarters in Rhode Island, that coordinates efforts to establish a 2800-mile bicycling and pedestrian trail from Calais, Maine, to Key West, Florida. ECGA sets the vision for this trail. It defines trail criteria; provides coordination among the many agencies that will own, develop, and manage trail segments; and encourages the public to

use the trail. The Alliance board designates new sections of trail.

3. The ECGA has helped to organize state chapters (committees) to put the trail on the public agenda. The ECGA and these state committees have enabled local trail supporters to garner needed funding, including federal transportation funding that is the primary resource for designing and constructing the trail.

4. I served as Chair of the NJ Committee for the East Coast Greenway for three years, from January 2003 through 2005.

Starting with a working group of 40, this organization has grown to over 450 members living throughout the state of New Jersey.

The NJ Committee partners with over five dozen national, regional, and local civic organizations and government agencies to promote increased pedestrian and bicycle use.

5. In New Jersey, the East Coast Greenway is 52 percent complete. The major part of the existing route links Trenton and New Brunswick.

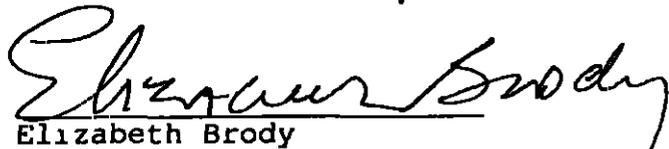
6. Beginning in February 2003, The NJ Committee, the ECGA, and the New Jersey Department of Transportation (NJDOT) collaborated on a two-year-long Northern Jersey Route Location Study to determine an East Coast Greenway route through this densely populated area. Our primary goal was to provide the two largest cities in the state--Newark and Jersey City--with access to this trail, which is often called the urban equivalent of the

Appalachian Trail.

7. The study, sponsored by the NJDOT and conducted by The RBA Group, a planning and engineering firm, identified a route through Jersey City that used out-of use rail lines that would enable safe, off-road passage through the traffic-laden highways and streets of this heavily developed area.
8. The terminal segment of this route in New Jersey is the Harsimus Branch Embankment and its Sixth Street extension, which enables west-east access to the Hudson River waterfront and ferry service to New York City.
9. The Harsimus Branch segment is not only essential to the East Coast Greenway route in New Jersey but will also provide users with unparalleled access to two National Historic Districts and the landmarks they contain. The Embankment is a state, national-eligible, and municipal landmark in its own right.
10. All 27 municipalities and six counties traversed by the East Coast Greenway in New Jersey have passed resolutions of support endorsing the route.

Pursuant to 28 U.S.C. § 1746, I declare and verify under penalty of perjury under the laws of the United States of America that the foregoing is true and correct.

Executed on March 6, 2006.


Elizabeth Brody

BEFORE THE SURFACE TRANSPORTATION BOARD

Finance Docket No. 34818

**City of Jersey City,
Rails to Trails Conservancy,
Pennsylvania Railroad Harsimus Stem
Embankment Preservation Coalition,
and NJ State Assemblyman Louis M. Manzo, petitioners --
Petition for a Declaratory Order**

**VERIFIED STATEMENT OF
STEPHEN MARKS**

I, STEPHEN MARKS, make this Verified Statement in support of the Petition for a Declaratory Order filed by petitioners City of Jersey City, et al., in the above-captioned proceeding.

1. I, Stephen Marks, am the Division Chief of the Hudson County Division of Planning. I am a certified planner and member of the American Institute of Certified Planners (AICP). I am also licensed as a "Professional Planner" by the State of New Jersey.

2. The Hudson County Board of Chosen Freeholders, as the governing body of the County of Hudson, duly adopted the Hudson County Open Space, Recreation and Historic Preservation Plan by way of resolution no. 118-3-2005, on March 24, 2005.

3. The Embankment property is identified in the Hudson County

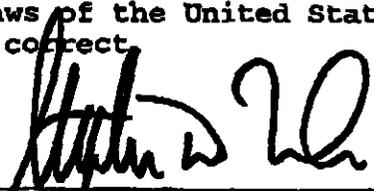
Open Space, Recreation and Historic Preservation Plan as one of 16 acquisition priorities for the County. Its acquisition by the City of Jersey City and development as a linear park and greenway with light rail potential is wholly consistent with Hudson County's goals.

4. The Hudson County Board of Chosen Freeholders, as the governing body of the County of Hudson, endorsed the East Coast Greenway Northern New Jersey Route Location Study by way of resolution no. 257-6-2004 on June 2004.

5. The East Coast Greenway Northern New Jersey Route Location Study identified the Embankment as part of the proposed route through Hudson County. The East Coast Greenway is a national initiative, recognized by Congress, to create an urban trail from Maine to Florida, through 24 U.S. cities.

Pursuant to 28 U.S.C. § 1746, I declare and verify under penalty of perjury under the laws of the United States of America that the foregoing is true and correct.

Executed on 3/7/06.



Stephen D. Marks

OPEN SPACE

RECREATION PLAN

HUDSON COUNTY March 2000



Acquisition

- Encourage municipalities to prepare inventories of publicly owned properties to consider the use of such properties for open space or recreation facilities
- Create list of county acquisition priorities
- Encourage municipalities to prepare a list of municipal acquisition priorities
- Utilize the recently passed Parks, Open Space, Recreation and Historic Preservation Trust Fund to begin acquisition activities
- Partner with local municipalities, adjacent counties, New Jersey Meadowlands Commission, state agencies and private non-profit conservation groups for joint acquisition of Open Space to leverage available funding



- Protect visual resources of the "Palisades" and long range harbor viewsheds
- Ensure that new development provides public access to waterfront areas, recreational facilities and open space

Critical Resource Preservation

- Identify remaining critical resources
- Suggest critical resource protection ordinances for municipalities
- Pursue acquisition of remaining critical resource areas
- Re evaluate any county capital program in critical resource areas
- Pursue co-operative resource protection with municipalities, adjacent counties, New Jersey Meadowlands Commission, the state, federal agencies and private non-profit conservation groups

Viewsheds

- Ensure completion of riverfront walkways

Network Links

- Provide for scenic walkways and bikeways along the Hudson, Hackensack and Passaic River waterfronts
- Provide way finding signage to nearby parks and recreation facilities
- Improve signage on bikeways throughout the county
- Create more East/West connections to link the waterfront areas
- Maximize access to cultural and historic facilities through public transportation and pedestrian walkway improvements
- Actively participate in the 'East Coast Greenway' and 'Liberty to Water Gap trail' initiatives
- Complete proposed walkways and bikeways identified on the County Green Map

and recreational activities within the county that residents can easily access.



East Coast Greenway

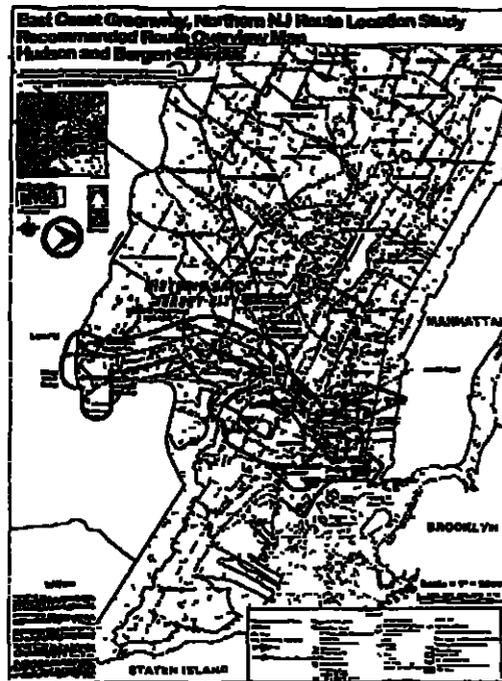
The East Coast Greenway is a proposed trail system that runs from Florida to Maine. The vision of the for the Greenway is to be "the nation's first long-distance, city-to-city, multi-modal transportation corridor for cyclists, hikers, and other non-motorized users." The goal is to connect existing and planned trails that are locally owned and managed to eventually form one continuous route.

It is planned that 80% of the route will be off-road serving cyclists, hikers, skaters, equestrians, individuals in wheelchairs and other non-motorized users. Presently, there is a national non-profit, the East Coast Greenway Alliance, that is leading the initiative and there is a state committee for New Jersey. A route is being investigated through Hudson County and the study area includes Harrison, Kearney, Secaucus and Jersey City crossing from west to east. The County should work with the existing state committee to help develop the most beneficial route taking into account all the other trail initiatives and existing trails within the County.

Liberty-Water Gap Trail

The Liberty-Water Gap Trail is a 156-mile route that, like the East Coast Greenway, stitches together established smaller trails to create a route that begins in Liberty State Park and ends at the Delaware Water Gap. It is an initiative that is lead by National Trails Program and has not be officially endorsed by State officials. The proposed route though Hudson County exclusively stays within Jersey City and the majority of it currently is recognized as an existing walkway in Jersey City on the County's Green Map.

Hudson County should work to ensure that this trail is recognized as an existing walkway within the County and be promoted. The County should also ensure that the trail makes connections to other trail initiatives and open space within the County to enhance and expand recreational opportunities for residents.



Opportunities
Expanded Initiatives

<u>Site</u>	<u>Location</u>	<u>Estimated Acreage</u>
1 Kearny Point south	Kearny	12 acres
2. Former PJP landfill	Jersey City Westside	57 acres
3. 6th Street Embankment	Jersey City Downtown	8 acres
4. Reservoir No. 3	Jersey City Heights	14 acres
5. Enos Jones Park North	Jersey City Downtown	18 acres
6 Mori Tract	Secaucus/Harmon Meadow	75 acres
7. North 40 Park	Bayonne	32 acres
8. Parisi Site	North Bergen waterfront	7 acres
9 Passaic Riverbank Park	Kearny	1 acre
10 Newark Industrial Track	a East Newark	3 acres
	b Harrison	5 acres
	c. Kearny	17 acres
11 Boonton Line	a Jersey City	7 acres
	b Kearny	26 acres
	c Secaucus	7 acres
12 Little Snake Hill	Secaucus/Laurel Hill	59 acres
13 Vitamin Factory, waterfront	Guttenberg	1 acre
14 1600 Park Avenue	Hoboken/Weehawken	2 5 acres
15 Municipal Pool	North Bergen	14 acres
16 18th Street	Weehawken/ Hoboken	2 5 acres

6

**BOARD OF CHOSEN FREEHOLDERS
COUNTY OF HUDSON
RESOLUTION**

No. 118-3-2005

On Motion of Freeholder Dugan
Seconded by Freeholder Liggio

**ACCEPTING THE RECOMMENDATION AND ACTION
OF THE HUDSON COUNTY PLANNING BOARD
BY ADOPTING THE
"OPEN SPACE AND RECREATION PLAN - MARCH, 2005"
AS AN ELEMENT AND PART OF THE
HUDSON COUNTY MASTER PLAN**

WHEREAS, the "Hudson County Master Plan" was duly adopted by resolutions of both the County Planning Board and this Board of Chosen Freeholders in March of 2002, and

WHEREAS, since that time, and pursuant to P L 1997, Ch 24, the County of Hudson, by way of actions undertaken by the governing body as supported by voter referendum, an open space recreation and conservation program was established, and

WHEREAS, pursuant to Open Space and Recreation Plan Guidelines as promulgated by the New Jersey Department of Environmental Protection's Green Acres Program, the Hudson County Open Space Advisory Board after due public notice and participation, has created a document identified as the "OPEN SPACE RECREATION PLAN- HUDSON COUNTY, MARCH, 2005" and

WHEREAS, said document is on file with the Clerk of this Board and available for public inspection; and

WHEREAS, as its public meeting of March, 16, 2005, the Hudson County Planning Board voted without exception to accept said Plan and to make it part of and an element of the Hudson County Master Plan, and

WHEREAS, this Board has reviewed the "Open Space and Recreation Plan" adopted by the Planning Board, and by this Resolution adopts the plan and makes it part of the Master Plan

NOW, THEREFORE, BE IT RESOLVED, by the Board of Chosen Freeholders of the County of Hudson, that.

- 1 The above recitals are incorporated herein as though fully set forth at length.
- 2 This Board accepts the recommendation and action of the Hudson County Planning Board and adopts the "Open Space and Recreation Plan- March, 2005" as it is now on file with the Clerk of this Board, and amends the Master Plan to include said " Open Space an Recreation Plan" as an element and part of the Hudson County Master Plan.

3. A certified copy of this resolution shall be sent by the Clerk of this Board to the Hudson County Planning Board and to the Hudson County Open Space Advisory Board.
4. This Resolution shall take effect immediately.

Freeholder	Abs	Pres	Abst	N.P.	Freeholder	Abs	Pres	Abst	N.P.
Cham	X				O'Bo	X			
DeMa	X				Edm	X			
Doran	X				Velazquez	X			
Flughelent	X				Chairman Vago	X			
Lingo	X								

It is hereby certified that at a regular meeting of the Board of Freeholders of the County of Hudson held on the 24 day of March A.D. 2005, the foregoing resolution was adopted with 9 members voting in the affirmative and 0 in the negative

APPROVED AS TO LEGAL FORM
BY:

Donato J. Battista
DONATO J. BATTISTA
HUDSON COUNTY COUNSEL

Jan A. Byrne, Clerk

Exhibit E

maintenance vehicles. Landscaping will replicate the wild habitat look that the embankment currently has. The park would create a green path for bicyclists, runners, and strollers to journey from Jersey City's central neighborhoods to the Hudson River waterfront, including the Hudson River walkway. Scattered benches and urban architectural overlooks will provide passive recreation.

4. The proposed New Jersey Transit Light Rail extension on the Sixth Street Embankment will a) connect the current system with Jersey City's central neighborhoods; b) offer more Park and Ride opportunities for northern New Jersey residents who commute to New York City or the Jersey City waterfront; and c) provide service north to the New Jersey Meadowlands and Xanadu through the Bergen Arches. The embankment used to carry seven tracks when it operated as a railroad; plenty of room for the Light Rail to coexist with the park. In fact, passengers on the Light Rail would enjoy the park as they traversed it. The Mayor's Chief of Staff, Carl Czaplicki, is working with Jersey City's congressional delegation to identify federal transportation funds for the extension (the current Light Rail was constructed with federal funds).

5. The City has successfully applied and received commitments from several grant/loan sources for the acquisition and development of this project. The grant sources are: a) the New Jersey Green Acres Program (two awards of \$800,000 each); b) the local Baykeeper Program (\$500,000); and c) the New Jersey Meadowlands Commission (\$1 million). In addition, during a meeting with NJ Green Acres Director John Flynn, the City was told that an application for supplemental funding under N.J.A.C. 7:36-9.3 would be supported by the agency. Beyond grant sources, the City has committed its own funds to the project both in the current Capital Improvement Plan (\$750,000) and in the Open Space Fund (\$800,000).

Pursuant to 28 U.S.C. § 1746, I declare and verify under penalty of perjury under the laws of the United States of America that the foregoing is true and correct.

Executed on 3/6/06.

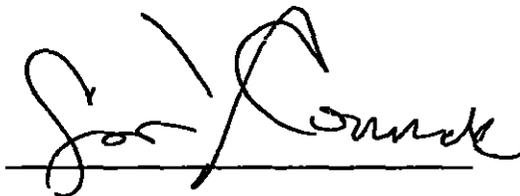


Exhibit A. Preliminary Park Design
Exhibit B. Preliminary Cost Estimates

Exhibit F

**Pennsylvania Railroad Harsimus Stem Embankment Botanical and Animal Survey
by Nancy Slowik, Director/Naturalist,
Greenbrook Sanctuary, Pallsades Park System**

Description of Site: Easternmost Block of Embankment, First Site Visit, April 10, 2002

This old field-meadow has a nice mix of native grasses and herbs that are beneficial to wildlife. However, the alien species need to be removed in the near future or at least controlled, since they will take over this habitat if left unmanaged. While visiting the site we observed several birds and insects utilizing the field.

As open space declines, preservation of these areas becomes a high priority, particularly in densely populated counties such as Hudson. The location along the waterway makes this site even more valuable as a stopover for migratory bird and insect life. Open meadow-old fields have become rare in this area as farmland and vacant lots give way to development. This open space offers a unique opportunity to create and maintain an old field-meadow habitat enhanced with a buffer planting of native shrubs and trees along the perimeter, that can provide fruits and seed for migratory birds as well as nectaring plants for migrating butterflies.

List of Botanical Species Observed on Four Site Visits During 2002-2003

Species Observed	Common Name	Growth Form	Date
<i>Ailanthus altissima</i>	Ailanthus*	Tree	4/10/02
<i>Andropogon virginicus</i>	Broom-sedge	Grass	4/10/02
<i>Apocyanum</i> spp	Dogbane	WF	6/25/03
<i>Artemisia vulgaris</i>	Mugwort*	WF	4/10/02
<i>Asclepias synaca</i>	Common Milkweed	WF	5/22/02
<i>Aster pilosus</i>	Heath Aster	WF	11/12/03
<i>Capsella bursa-pastoris</i>	Shepherd's Purse*	WF	5/22/03
<i>Catalpa bignonioides</i>	Southern Catalpa	Tree	6/25/03
<i>Daucus carota</i>	Queen Anne's Lace*	WF	4/10/02 6/25/03
<i>Erigeron</i> spp.	Daisy Fleabane	WF	5/22/02 6/25/03
<i>Eupatorium hyssopifolium</i>	Hyssop-leaved Boneset	WF	11/12/03
<i>Eupatorium serotinum</i>	Late-flowering Boneset	WF	11/12/0
<i>Euthamia graminifolia</i>	Grass-leaved Goldenrod	WF	11/12/03
<i>Hieracium florentinum</i>	Smooth Hawkweed*	WF	5/22/02 6/25/03
<i>Hypochocris radiata</i>	Cat's Ear	WF	6/25/03
<i>Linaria Canadensis</i>	Blue Toad Flax	WF	5/22/02 6/25/03
<i>Medicago lupulina</i>	Black Medick*	WF	5/22/02

Melilotus alba	White Sweet Clover*	WF	6/25/03
Melilotus officinalis	Yellow Sweet Clover*	WF	5/22/03
Oenothera biennis	Evening Primrose	WF	6/25/03
Panicum virgatum	Switchgrass	Grass	4/10/02
Plantago lanceolata	English Plantain*	WF	5/22/03
Polygonatum cuspidatum	Japanese Knotweed*	WF	4/10/02
Prunus virginiana	Chokecherry	Tree	5/22/03
Pyrus spp.	Pear*	Tree	4/10/02
Quercus palustris	Pin Oak	Tree	5/22/03
Solidago juncea	Early Goldenrod	WF	11/12/03
Solidago rugosa	Rough-stemmed Goldenrod	WF	11/12/03
Sonchus spp.	Sow-thistle	WF	5/22/02
Stellaria graminea	Lesser Stitchwort	WF	5/22/03
Trifolium pratense	Red Clover*	WF	6/25/03
Trifolium repens	White clover	WF	5/22/02
			6/25/03
	British Soldier Lichen	Lichen	11/12/03

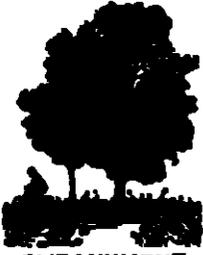
Birds

Northern Mockingbird 4/10/02, 5/22/02
 Black-capped Chickadee 4/10/02
 Eastern Phoebe 4/10/02
 Rock Dove 4/10/02
 European Starling 4/10/02
 Barn Swallow 5/22/02
 Tree Swallow 5/22/02
 Gray Catbird 5/22/02
 Chimney Swift 5/22/02
 Common Yellowthroat Warbler 5/22/02

Insects

Dragonfly 4/10/02
 Anglewing Butterfly (didn't get which species) 4/10/02, 5/22/02
 Preying Mantis egg case 4/10/02

Exhibit G



**EMBANKMENT
PRESERVATION
COALITION**

ensemble. This character has been maintained by owners who cherish the ambiance, and re-enforced by local and state/federal controls and incentives

At minimum, the federal rail abandonment sought by Conrail ought not to contravene established federal protection of Hamilton Park, Harsimus Cove, and St. Anthony of Padua (as well as other properties within the proposed action's area of potential effect, which are the applicant's duty to identify). I am aware of two alternative consequences of what would be a quick, "retroactive validation" of Conrail's sale of the Harsimus Branch right-of-way to a private property developer. The first is the total demolition of the embankment. This would, quite simply, obliterate the boundary that structures the two historic districts, and would remove any trace of the rail history integral to the districts. The second option is the construction of a series of residential towers upon altered embankment segments. These towers would be wildly out of scale with their surrounding low-rise, historic neighborhoods. The shadowing and downdrafts alone would severely compromise the districts, not to mention the impact of pile-driving upon adjacent fragile historic buildings in a soil known for its high water table. The added traffic flow from these towers would significantly alter what remains a "small town" look and feel within the historic districts. Either of these alternatives would be extremely adverse to the character of the adjacent historic districts and landmarks.

That Conrail has been able to unilaterally exempt itself from federal control and commence demolition of the Harsimus embankment is deeply troubling to those of us who have advocated the federal "landmarking" of our historic neighborhoods. There exists a plan, supported by the City of Jersey City, that would retain the Harsimus embankment and provide it with a use remarkably like its original: pedestrian/bicycle/light-rail corridor and public open space. This plan would enhance the adjacent historic districts. The Surface Transportation Board should, consistent with federal law and policy, always insist that any applicant's petition be subjected to meaningful historic review. I would further suggest that, given the import and proximity of the resource to the historic residential neighborhood to which it is integral, that the "historic" component of your review be conducted most carefully.

Pursuant to 28 U.S.C. 1746, I declare and verify under penalty of perjury under the laws of the United States of America that the foregoing is true and correct.

Executed on March 28, 2008

Richard James
49 Booram Ave
Jersey City, NJ 07307



**EMBANKMENT
PRESERVATION
COALITION**

cut off from the River and traversed by the various "roads," lived in an uneasy equilibrium with the national transportation grid. Along with the noise and danger from locomotives moving at grade came the yard, warehouse, and industrial jobs associated with the railroads. The Harsimus freight line was the first rail line to be elevated above grade—this the result of a long political struggle waged at the state and local levels. The Erie and Pennsylvania passenger lines would later be elevated. These elevations structured, and, to a degree, created Downtown Jersey City's distinctive "historic" neighborhoods—hence, "Hamilton Park" and "Harsimus Cove."

The precipitous decline of the rail-based economy posed a direct threat to these adjacent residential sections. By 1970, widespread federally funded and assisted demolition of entire declining neighborhoods was a real possibility. However, the intrinsic aesthetic and economic value of such a remarkably intact assemblage of historic buildings and streetscapes was recognized. Thus began a remarkable re-ascent of neighborhoods that had been thought moribund. Hamilton Park was placed on the National Register in 1979 (with later extensions), and Harsimus Cove in 1987. A trickle of restoration and adaptive re-use projects became a steady stream, with all work under the jurisdiction of the local Historic Preservation Commission. Investment projects benefited heavily from federal "historic" tax credits, with work performed subject to the approval of the State Historic Preservation Office (and NPS). Today, Hamilton Park and Harsimus Cove are among the most desirable urban residential addresses in New Jersey, if not the entire New York metropolitan region. Indeed, the most common complaint heard about the historic districts, with townhouse prices approaching or exceeding \$1 million, is probably that the area has become unaffordable for most people.

Of course, with great "real estate" success comes the rush of property developers seeking to capitalize on this success. Often their proposals threaten the very qualities that produced the success.

Harsimus Cove and Hamilton Park are both mid- to late-19th-century residential districts, architectural style ranges from Greek Revival and Italianate to Queen Anne and Classical Revival. The paradigmatic building within either district is an attached two- or three-story row house with prominent stoop and cornice. Most are red brick, some are frame. There is an admixture of four- and five-story "flats" and tenements, as well as small warehouses and factories (many of which have been converted to living lofts). There are an inordinate number of churches. Additionally, the Embankment, at its western end, fronts both the St. Anthony of Padua complex (a largely Polish-speaking ministry), placed individually on the State Register/National Register in 2003/2004, and the Holy Rosary Complex (the oldest Italian-American parish in the State of New Jersey), which is most probably National-Register-eligible. In short, the historic residential communities adjacent to the Harsimus Embankment are predominantly low-rise, made of brick and wood, often with "brownstone" stoops and decorative elements, formal entry doors and wooden double-hung windows. In most cases, the design of the individual facade is subordinate to the design of the row or



**BEFORE THE SURFACE TRANSPORTATION BOARD
Consolidated Rail Corporation – Abandonment
Exemption – in Hudson County, NJ
AB 167 (Sub-no. 1189X) and related proceedings.**

**On Behalf of City of Jersey City, Embankment
Preservation Coalition, and Rails to Trails Conservancy**

**Verified Statement of
Richard James**

In 1998-9 I researched and wrote the State/National Register of Historic Places nomination for the Harsimus Branch Embankment. I was able to build upon a foundation of scholarship describing and assessing the four National-Register-listed historic districts that make up a near-contiguous "historic Downtown Jersey City." Two of these districts are divided and structured by the embankment, which runs between them. I have confined my remarks to the most direct adverse effects that the embankment's destruction would have upon these two districts. Much of what I have to say, especially concerning the negative impact of high-rise construction at the center of the historic core of Downtown Jersey City, also applies to the southern districts: Van Vorst Park and Paulus Hook. Given the time frame imposed upon us, these remarks are of necessity cursory, and are not offered as the sort of comprehensive analysis required under the National Historic Preservation Act

The practical effect of the granting of any sort of "expedited" federal abandonment approval to Conrail for the section of the Pennsylvania Railroad Harsimus Branch containing the Harsimus Embankment will be either:

- 1) The physical obliteration of the entire embankment
- 2) The conversion (and alteration) of the embankment into a plinth for a series of residential towers

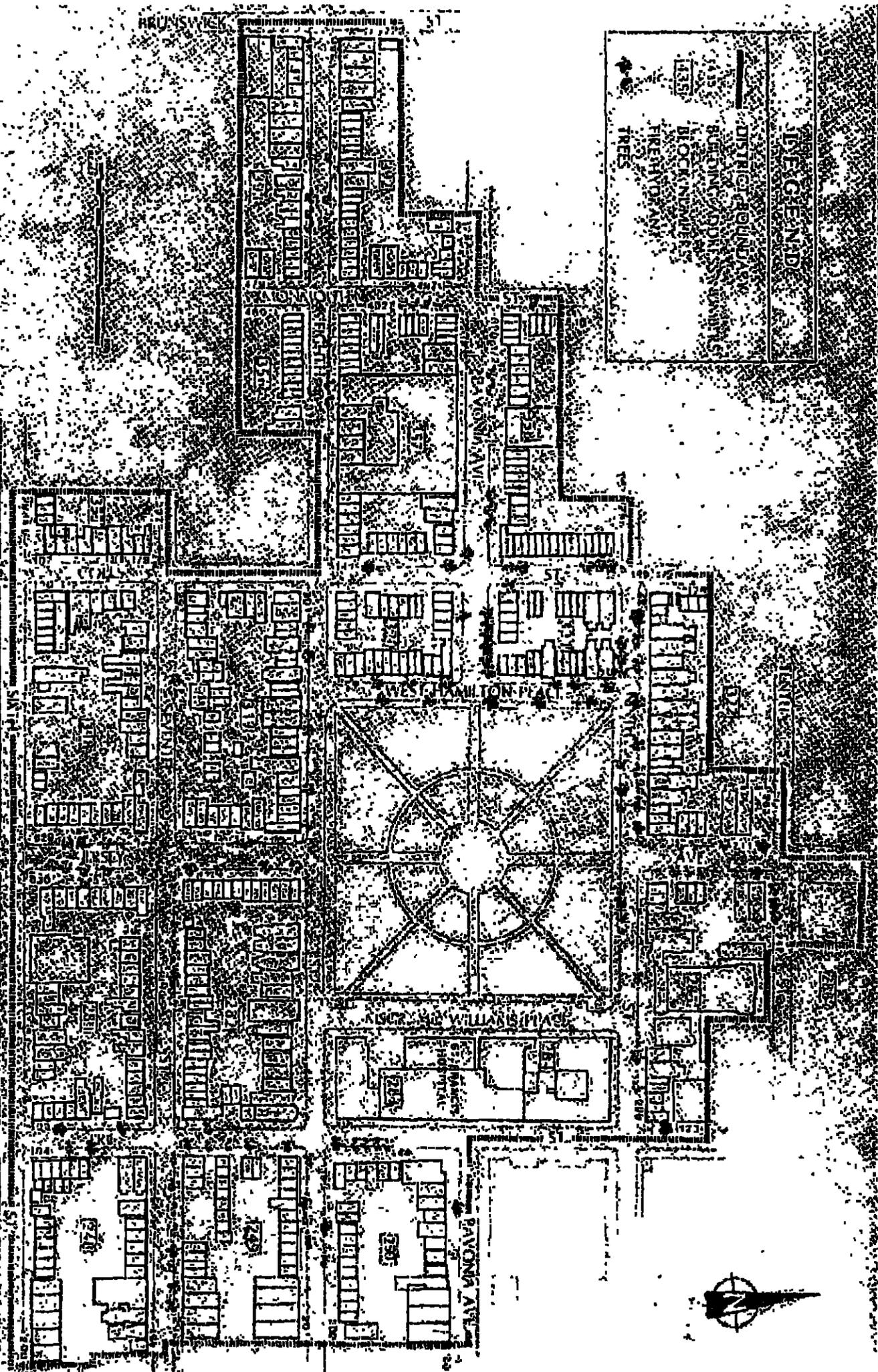
Either alternative would have a clearly deleterious impact upon this historic resource, which is a local landmark that is also listed on the State Register of Historic Places and eligible for the National Register of Historic Places (owner objection)

Slightly less obvious, perhaps, is the impact the requested federal action would have upon two contiguous local, state, and national historic districts (Harsimus Cove, NR, 1987, Hamilton Park, NR, 1979) It should be noted that the Harsimus Embankment forms the northern boundary of the Harsimus Cove National Historic District and the de facto southern boundary of the Hamilton Park National Historic District.

The former Pennsylvania Railroad Harsimus elevated freight line has been in existence since the early 1870s. Its elevation is an early and significant example of the capacity of adjacent residential communities to retain a modicum of control over their physical environment. Following the Civil War, the national trunk rail lines achieved near total control of the west bank of the Hudson River facing Manhattan Island. The nascent neighborhoods,

LEGEND

- DISTRICT BOUNDARY
- BUILDING ADDRESS
- BLOCK NUMBER
- FIRE HYDRANT
- TREES



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 INVENTORY -- NOMINATION FORM

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 SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
 TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS
1 NAME

HISTORIC

Hamilton Park Historic District

AND/OR COMMON

same as above

2 LOCATION Irregular pattern at 6th, 7th, 8th, 9th Streets and
STREET & NUMBER Brunswick, Monmouth, Coles, Hamilton Place and Erie
Streets

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

CITY TOWN

Jersey City

VICINITY OF

14

STATE

New Jersey

CODE

34

COUNTY

Hudson

CODE

017

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL	<input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY
 NAME Multiple Ownership
 See Attachment  Inventory of Properties in Hamilton Park Dist.

STREET & NUMBER

CITY TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE
REGISTRY OF DEEDS, ETC

Hudson County Administration Building

STREET & NUMBER

595 Newark Avenue

CITY TOWN

STATE

Jersey City

New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

New Jersey Historic Sites Inventory

DATE

1977

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

Office of Historic Preservation, Dept. of Env. Protection

CITY TOWN

STATE

Trenton

New Jersey

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

DESCRIPTION OF THE STRUCTURES IN THE HAMILTON PARK DISTRICT

Architecturally, the Hamilton Park District derives its greatest interest from the intact continuity of the row houses along its various streets.

Starting with Sixth Street, along the southern boundary of the district and west of Grove Street, we encounter a series of turn-of-the-century, small scale apartment houses simply detailed in red brick with stone sills, lintels, water tables and low entrance stoops. Intermittently there are groups of two, four or six town houses, all of them in the Victorian vernacular and most of them built during the period immediately prior to and immediately post Civil War.

One of the more distinguished buildings along Sixth Street is the late 1800's firehouse at 278 Sixth Street. Although small in scale it displays admirable proportions of monumentality in its facade of buff colored brick with limestone and copper ornamentation.

Moving one block north to Seventh Street, the block between Grove and Erie was partially developed with small scale apartment houses in the late 1800's. Some of the other townhouses in this block are of a much earlier date, notably the modest wood frame houses at numbers 122 and 124 Erie Street and at 214 through 220 1/2 Seventh Street. Judging by their profiles, it can be assumed that they were built sometime between 1820 and 1840. Some original details remain, but most of the facades have been clad in inappropriate new materials.

Continuing west on Seventh Street one finds, between Erie and Jersey Avenues, a series of townhouses that were built in two's and three's. Most of those on the south side of the block were built before 1873, in the Victorian vernacular. Those on the north side were built after 1873, in the late Victorian vernacular and usually on a grander scale and with richer detailing.

Seventh Street between Jersey Avenue and Coles Street has somewhat more modest townhouses along its south side. Also in the Victorian vernacular, they were built during the period just before the Civil War and up to 1873. A series of semi-attached houses of the same period runs along the north side of this block. They were vastly altered early in this century by the addition of enclosed porches.

One block north along Eighth Street, again moving west from Grove the block between Grove and Erie Streets is almost intact with both sides of the street lined with continuous row houses of red brick with cast iron lintels, brownstone sills and water tables, and continuous wood and metal cornices. Some of these houses date back to the post Civil War period just before 1873 and others were built after this period but they continued with the identical design of their predecessors making them absolutely uniform even though the construction period probably spans two decades.

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As one continues west on Eighth Street, the two blocks between Erie Street, Jersey Avenue and Coles Street facing the south end of Hamilton Park were mostly developed after 1873. However, the Victorian styled townhouses at 235 through 243 are of the immediate post Civil War period and are the grandest houses facing the park. Further west, the townhouses are of a somewhat smaller scale interspersed with late nineteenth century apartment houses. The building at the corner of Eighth Street and Jersey Avenue, known as 670 Jersey Avenue, is a red brick townhouse of Queen Ann detailing built in the late 1800's. Its short front facade faces Jersey Avenue and its long side facade faces Hamilton Park. Further west along Eighth Street, the block between Coles and Monmouth Streets was developed before 1873. The houses numbered 304 through 310, 328 through 334 1/2 and 319 through 333 1/2 are still intact rows. Houses originally built at the southwest corner of Coles and Eighth Streets have since been demolished to make room for a new school. On the opposite side of the street in mid-block is a factory/warehouse building (314 and 326) which extends through the block to Pavonia Avenue. The facades of this 1880's structure are handsomely detailed in red brick with arched windows and corbelled brick brackets. To the west of this, the block between Monmouth and Brunswick Streets is a curious melange of varying styles. Immediately west of Monmouth, on both sides of Eighth Street, one finds a series of six and a series of eight wood frame houses with front porches and high entrance stoops. All are of the pre-1873 period, are in the early Victorian vernacular with heavy wood cornices, somewhat intermingled with the simplicity of the immediate preceding Greek Revival period. Further west along Eighth Street are other townhouses which were built between 1873 and 1890 and interwoven with these is a series of small scale (three and four story) apartment houses. These are four extremely handsome two story late Victorian townhouses on the south side of the street towards the end of the block just east of Brunswick Street. They are detailed in red brick with stone lintels, sills and water table, high stone entrance stoops, handsomely carved wooden entrance portico and heavy wood cornices. Directly across the street, a series of three, three story apartment houses have details similar to the aforementioned townhouses with the exception that they lack the entrance porticoes and have lower entrance stoops.

Moving north now to Pavonia Avenue, the south side of the block between Grove and Erie Streets has a group of large brick townhouses detailed with brick lintels and ornate cast iron decorations. They pre-date the 1873 period. Going westward, Pavonia Avenue is here interrupted by the hospital complex and by Hamilton Park, and resumes after West Hamilton Place. One finds mostly a series of brick townhouses along Pavonia Avenue between West Hamilton Place, Coles and Monmouth Streets (including 323, 323 1/2 and 325) immediately west of Monmouth Street. They are built in threes and fours, in the Victorian vernacular usually in red brick and the majority pre-date 1873, except those on the south side of the block between West Hamilton Place and Coles Street which were built after 1873 but in the same style as the earlier buildings. Situated at mid-block between Coles and Monmouth Streets, along the south side of Pavonia Avenue is the large factory warehouse edifice, 299-313 Pavonia Avenue, previously mentioned on Eighth Street.

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Opposite, there is a handsome brick church that was originally erected in 1870 as the Centenary Church and was rebuilt in 1882. Its lines are simple and strong, well delineated in red brick and stone; unfortunately, the red brick has been painted a pale buff color and the stone has been painted a brown. Hopefully the paint will be removed someday to bring out the original color of the masonry work.

North on Ninth Street and facing Hamilton Park, only the first three buildings at the west corner of Ninth and Erie Streets and the three buildings on Ninth Street at the opposite corners of Jersey Avenue date back to before 1873. All nine are red brick and of the more modest early Victorian period. St. Michaels Roman Catholic Church at mid-block between Erie Street and Jersey Avenue is of the same period and is a monumental edifice in brick and stone. Sadly, its facade has also been painted, but will hopefully, someday be stripped to expose the original work.

The balance of these two blocks consists of church houses, townhouses which were mostly built by twos, and a series of four and five story apartment houses, built generally in the late nineteenth century. Some of the apartment houses are totally faced in brownstone and others are detailed in brick with masonry lintels, sills, and water tables. Cornices for the most part are combination wood and stamped metal. Stoops to the townhouses are generally high with those to the apartment houses considerably lower.

Erie Street, going north from Sixth Street to Seventh, Eighth, and Pavonia Avenue consists mostly of series of small townhouses, numbers 104 to 110 1/2, circa 1840 detailed in red brick with pitched roofs pitching toward the street facade with slit windows built into the cornice detail.

There is another fine group of houses at 134 to 144 Erie Street. Built before 1873, they are similar in detailing to the previously discussed neighboring houses on Eighth Street between Grove and Erie.

Most of Jersey Avenue going north from Sixth to Seventh to Eighth Streets was developed before 1873 and has continuous rows of red brick houses with cast iron lintels, masonry sills and water tables. These houses along the west side of Jersey Avenue are in design similar to other houses in the district. The houses on the east side of these two blocks along Jersey Avenue differ in that their overall detailing is simpler, but the appearance of the houses has been elaborated by extremely ornate (New Orleans type) wrought iron front porches. These are very much intact at numbers 648 through 658 Jersey Avenue. 660 through 670 Jersey Avenue, on the other hand, was not developed until the later part of the century, and these, detailed mostly in red brick with brownstone trim, were built one by one and express their own individual characteristics. 670 in this row was mentioned earlier.

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ITEM NUMBER 7. PAGE 3.

Across the park, just north of Ninth Street, there remain three houses on each side of Jersey Avenue: numbers 703 through 707 and 704 through 706A. These are of similar design to those described previously along the west side of Jersey Avenue, but have only two storys and are generally smaller in scale.

Moving north from Sixth Street, Coles between Sixth and Seventh was pretty much developed in its entirety before 1873. The houses that exist there today are very much the original houses but with their detailing covered over with perma-stone and other inappropriate materials which obstruct efforts to determine the original details. This will eventually, one hopes, be stripped away to reveal hidden Victorian or perhaps even late Greek Revival, facades.

The west side of the block between Seventh and Eighth Streets was demolished to become the site of a new school. The buildings on the east side of the block are mostly red brick, simply detailed and generally built in the late 1800's except for number 130 which predates 1873. Numbers 141 through 151 form a continuous row of small scale, nicely detailed, mid-Victorian houses. Those to the north are pre-1873 and those to the south are post-1873. The basic design of the two groups is identical; ornamental detail and cornice lines indicate that these were built in stages of three. Across the street, the houses were built in groups of two, dating somewhere around 1880-1890. The details are of red brick with ornamental limestone lintels, sills and water tables.

Coles Street between Pavonia Avenue and Ninth Street along the west side of the block, (290 Pavonia through 169 1/2 Coles) is a continuous row of sixteen houses, built before 1873 and in a more modest vein. The detailing is simple, almost Greek Revival, with red brick facades and flat stone lintels, sills and water table. The front stoops are low (three steps), the entrance detail repeated in the heavy cornice is simple but Victorian in feeling. The houses directly opposite were built in twos with only numbers 164 and 164A built before 1873. 158 and 158 1/2, 166 and 166 1/2 can be dated at about 1880 and reflect the same simplicity of architecture as those houses across the street. 164 and 164A are somewhat more intricate with cast iron lintels and elaborate bay windows at the parlour floor. 164A still displays the high front stoop; 164 has, sadly, been altered. 168 and 170 are five story apartment houses with large bay windows stretching across the facade of the four upper stories. They are detailed in buff colored brick with limestone and copper. The original date of these buildings is approximately 1890.

Monmouth Street between Eighth and Pavonia reflects an architecture similar to that described along Coles Street.

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Although some of the structures in the Hamilton Park District have been altered, all are considered to be integral to the district as defined by its boundaries. The district is overwhelmingly residential in character with over 90% of the 534 parcels devoted to residential use. Table #1 presents the land use distribution for the Hamilton Park District.

TABLE #1
LAND USE DISTRIBUTION
HAMILTON PARK HISTORIC DISTRICT

Land Use	Number of Parcels	% of Land Use
Residential	479	90
Residential/Commercial	26	5
Commercial	7	1
Industrial	0	0
Public	0	0
Institutional	7	1
Vacant Land	16	3
TOTAL	534	100

Of the residential structures located within the Hamilton Park District, one and two unit structures predominate, as indicated in Table #2.

TABLE #2
DISTRIBUTION OF RESIDENTIAL
STRUCTURES BY HOUSING UNITS--
HAMILTON PARK DISTRICT

Type of Residential Structure	Percentage Distribution
One unit structure	38
Two unit structure	23
Three and four unit structure	25
Five or more unit structures	14
TOTAL	100%

There are relatively few intrusions - 8 parcels or 1%. Most of the intrusions constitute structures built within the last 50 years or vacant lots which are improperly maintained at the present time.

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It is important to note that most of the Hamilton Park Historic District has also been designated as one of Jersey City's Neighborhood Preservation Areas (N.P.A.'s). The Neighborhood Preservation Program, funded by the City under the Community Development Block Grant Program is providing rehabilitation assistance to property owners through grants designed to reduce the effective interest rate of conventional property improvement loans. All rehabilitation work is being undertaken to conform to the architectural significance and integrity of a given structure. Special facade renovation grants are also available to homeowners. In addition, Hamilton Park is scheduled to be renovated within the near future, using the joint funds of the State of New Jersey's Green Acres Program and the City's Community Development Block Grant Program.

The edges of the Hamilton Park Historic District have been delineated based upon various considerations.

The eastern edge was determined based upon the existence of newly constructed housing in the City's Grove Street Renewal Area. The eastern boundary line includes all structures that are adjacent to the new residential construction. Similarly the remainder of the eastern boundary was drawn to exclude a newly constructed parking facility built by St. Francis Hospital.

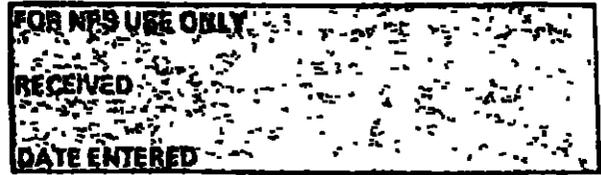
The northern boundary was determined primarily by land use and visual considerations. The wide expanses of vacant land which exist on Tenth Street resulted in the northern boundary being drawn to the rear lot lines of Ninth Street, with the exception of St. Michael's Roman Catholic Church, since a portion of the rear of the Church is located on Tenth Street. Moving toward the west, the northern boundary in the vicinity of Monmouth and Pavonia was determined primarily by architectural and land use criteria. Vacant land, the sites of recently demolished buildings on Ninth Street, and the lack of any distinct architectural qualities of the structures on Pavonia Avenue, resulted in the northern boundary of the far western portion of the District being drawn to omit the negative uses cited above.

The far western boundary of Brunswick Street was drawn to include both sides of Eighth Street since the architectural quality of the residential structures merited inclusion. Similar considerations justified the inclusion of the residential row on Coles Street near the southern boundary. The southern edge was drawn primarily by topographical considerations. The railroad overpass creates a natural boundary which clearly indicated the logic of using Sixth Street as the southern boundary.

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BUILDING DESCRIPTIONS
HAMILTON PARK HISTORIC DISTRICT

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
205-207 Seventh Street	3 story brick - police station		X	
199 Seventh Street	2 story brick dwelling 2 unit - heat	X		
106 Erie Street	2 story basement brick dwelling 1 unit - no heat	X		
106 1/2 Erie Street	2 story basement brick dwelling 1 unit - no heat	X		
108 Erie Street	3 story basement brick dwelling 1 unit - heat	X		
110 Erie Street	2 story basement brick dwelling 1 unit - heat	X		
110 1/2 Erie Street	2 story basement brick dwelling 2 units - no heat	X		
217 Seventh Street	3 story basement brick dwelling 2 units - heat	X		
215 Seventh Street	3 story basement brick dwelling 3 units - no heat	X		
213 Seventh Street	3 story basement brick dwelling 4 units - no heat	X		
211 Seventh Street	3 story basement brick dwelling 3 units - heat	X		
209 Seventh Street	3 story basement brick dwelling 2 units - heat	X		
Sixth Street	4 story brick dwelling 8 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
202 Sixth Street	4 story brick dwelling 8 units - no heat		X	
116 Erie Street	4 story brick dwelling 8 units - no heat	X		
204 Sixth Street	4 story brick dwelling 8 units - heat	X		
206 Sixth Street	4 story brick dwelling 8 units - heat	X		
118 Erie Street	4 story brick commercial 6 units - no heat		X	
208 Sixth Street	4 story brick dwelling 8 units - heat	X		
219 Seventh Street	4 story brick dwelling 8 units - heat		X	
210 Sixth Street	3 story basement brick dwelling 3 units - no heat	X		
212 Sixth Street	3 story basement brick dwelling 3 units - no heat	X		
212 1/2 Sixth Street	3 story basement brick dwelling 2 units - no heat	X		
214 Sixth Street	3 story basement brick dwelling 3 units - no heat	X		
216 Sixth Street	3 story basement brick dwelling 3 units - no heat	X		
5 1/2 Sixth Street	3 story basement brick dwelling 4 units - no heat	X		
218 Sixth Street	3 story brick dwelling 3 units - heat	X		

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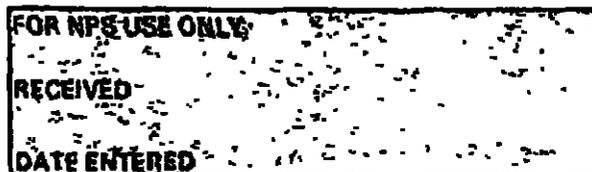
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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
104 Erie Street	2 story basement brick 2 units - heat - 3 garages	X		
203 Seventh Street	4 story brick dwelling 8 units - no heat		X	
201 Seventh Street	4 story brick dwelling 8 units - heat		X	
210 Seventh Street	3 story basement brick dwelling 2 units - no heat	X		
○ Eighth Street	3 story basement brick dwelling 3 units - heat	X		
210 1/2 Seventh Street	3 story brick dwelling 1 unit - heat	X		
207 Eighth Street	4 story brick dwelling 4 units - no heat	X		
212 Seventh Street	3 story brick dwelling 1 unit - heat	X		
205 Eighth Street	4 story brick dwelling 9 units - no heat	X		
212 1/2 Seventh Street	3 story basement brick dwelling 2 units - heat	X		
203 Eighth Street	4 story brick dwelling 9 units - no heat	X		
214 Seventh Street	2 story basement frame dwelling 1 unit - heat	X		
○ 21 Eighth Street	4 story brick dwelling 8 units - no heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
216 Seventh Street	2 story basement frame dwelling 1 unit - heat	X		
218 Seventh Street	2 story basement frame dwelling 1 unit - no heat	X		
220 Seventh Street	2 story basement frame dwelling 1 unit - no heat	X		
222 Seventh Street	3 story brick dwelling 3 units - no heat	X		
224 Seventh Street	3 story brick dwelling no heat	X		
226 Seventh Street	3 story brick commercial 2 units - no heat	X		
128 Erie Street	3 story basement brick dwelling 2 units - heat	X		
130 Erie Street	3 story basement brick dwelling 1 unit - heat	X		
229 Eighth Street	3 story basement brick dwelling 3 units - no heat	X		
227 Eighth Street	3 story basement brick dwelling 3 units - heat	X		
225 Eighth Street	3 story basement dwelling 2 units - heat	X		
223 Eighth Street	3 story basement brick dwelling 3 units - heat	X		
221 Eighth Street	3 story basement brick dwelling 2 units - heat	X		

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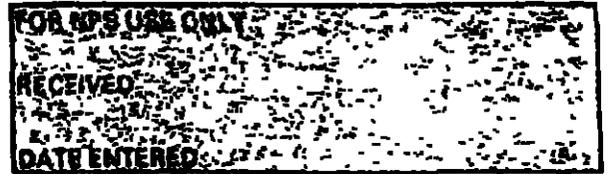
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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
219 Eighth Street	3 story basement brick dwelling 2 units - heat	X		
217 Eighth Street	3 story basement brick dwelling 2 units - heat	X		
215 Eighth Street	3 story basement brick dwelling 3 units - heat	X		
213 Eighth Street	3 story basement brick dwelling 2 units - heat	X		
211 Eighth Street	3 story basement brick dwelling 3 units - no heat	X		
202 Seventh Street	4 story brick dwelling 8 units - no heat	X		
204 Seventh Street	4 story brick dwelling 8 units - heat	X		
206 Seventh Street	4 story basement dwelling 8 units - no heat	X		
208 Seventh Street	4 story brick dwelling 8 units - no heat	X		
215 Pavonia Avenue	3 story basement brick dwelling 2 units - heat	X		
213 Pavonia Avenue	3 story basement brick dwelling 2 units - heat	X		
211 Pavonia Avenue	3 story basement brick dwelling 3 units - no heat	X		
214 Eighth Street	3 story basement brick dwelling 3 units - no heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
209 Pavonia Avenue	3 story basement brick dwelling 3 units - heat	X		
206 Eighth Street	3 story basement brick dwelling 3 units - heat	X		
207 Pavonia Avenue	3 story basement brick dwelling 2 units - no heat	X		
208 Eighth Street	3 story basement brick dwelling 2 units - no heat	X		
205 Pavonia Avenue	4 story brick dwelling 8 units - no heat	X		
210 Eighth Street	3 story basement brick dwelling 1 unit - heat	X		
203 Pavonia Avenue	4 story brick dwelling 8 units - no heat	X		
212 Eighth Street	3 story basement brick dwelling 2 units - heat	X		
201 Pavonia Avenue	4 story brick dwelling 9 units - no heat	X		
214 Eighth Street	3 story basement brick dwelling 1 unit - heat	X		
216 Eighth Street	3 story basement brick dwelling 2 units - heat	X		
218 Eighth Street	3 story basement brick dwelling 1 unit - heat	X		
220 Eighth Street	3 story basement brick dwelling 2 units - heat	X		



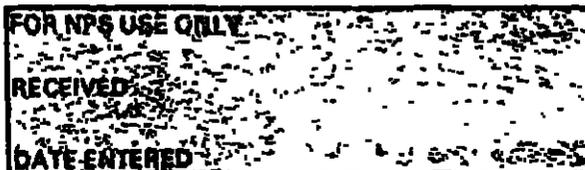
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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
222 Eighth Street	3 story basement brick dwelling 2 units - no heat	X		
224 Eighth Street	3 story basement brick dwelling 3 units - no heat	X		
136 Erie Street	3 story basement brick dwelling 2 units - heat	X		
138 Erie Street	3 story basement brick dwelling 1 unit - no heat	X		
13 1/2 Erie Street	3 story basement brick dwelling 1 unit - heat	X		
140 Erie Street	3 story basement brick dwelling 2 units - no heat	X		
142 Erie Street	3 story basement brick dwelling 2 units - heat	X		
144 Erie Street	3 story basement brick dwelling 1 unit - heat	X		
223-225 Pavonia Ave.	3 story brick dwelling 2 units - heat	X		
221 Pavonia Avenue	3 story basement brick dwelling 4 units - heat	X		
219 Pavonia Avenue	3 story basement brick dwelling 3 units - no heat	X		
217 Pavonia Avenue	3 story basement brick dwelling 4 units - heat	X		
130 Jersey Avenue	3 story basement brick heat	X		



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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
233 Seventh Street	3 story basement brick dwelling 3 units - no heat	X		
646 Jersey Avenue	3 story basement brick dwelling 3 units - heat	X		
231 Seventh Street	3 story basement brick dwelling 3 units - no heat	X		
249 Seventh Street	3 story basement brick dwelling 4 units - no heat	X		
29 1/2 Seventh Street	3 story basement brick dwelling 3 units - no heat	X		
247 Seventh Street	3 story basement brick dwelling 2 units - heat	X		
229 Seventh Street	3 story basement brick dwelling 2 units - heat	X		
245 1/2 Seventh Street	3 story basement brick dwelling 2 units - heat	X		
245 Seventh Street	3 story basement brick 2 units - heat	X		
113 Erie Street	3 story frame and brick dwelling 1 unit - no heat	X		
227 Seventh Street	3 story brick commercial 2 units - no heat	X		
107 1/2 Erie Street	2 story brick dwelling 2 units - heat	X		
43 Seventh Street	3 story basement brick dwelling 3 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
107 Erie Street	2 story brick dwelling 2 units - heat	X		
105 Erie Street	2 story brick dwelling 1 unit - heat	X		
103 Erie Street	2 story brick dwelling 1 unit - no heat	X		
232 Sixth Street	3 story basement brick dwelling 2 units - no heat	X		
2 1/2 Sixth Street	3 story basement brick dwelling 3 units - heat	X		
238 Sixth Street	3 story basement brick dwelling 3 units - no heat	X		
240 Sixth Street	4 story brick dwelling no heat	X		
240 1/2 Sixth Street	3 story basement brick dwelling 3 units - heat	X		
242 Sixth Street	3 story basement brick dwelling 1 unit - heat	X		
244-6 Sixth Street	2 story brick Industrial garage - heat		X	
632 Jersey Avenue	3 story basement brick dwelling 4 units - heat	X		
634 Jersey Avenue	3 story basement brick dwelling 3 units - no heat	X		
636 Jersey Avenue	3 story basement brick dwelling 3 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
638 Jersey Avenue	3 story basement brick dwelling 3 units - no heat	X		
640 Jersey Avenue	3 story basement brick dwelling 1 unit - heat	X		
642 Jersey Avenue	3 story basement brick dwelling 3 units - heat	X		
644 Jersey Avenue	3 story basement brick dwelling 1 unit - heat	X		
1 Erie Street	2 story frame dwelling 2 units - heat	X		
109 Erie Street	4 story basement brick dwelling 1 unit - no heat		X	
234 Sixth Street	4 story brick dwelling 9 units - no heat		X	
236 Sixth Street	4 story brick dwelling 8 units - no heat	X		
241 Seventh Street	3 story frame dwelling 3 units - heat	X		
239 Seventh Street	3 story basement brick dwelling 4 units - heat	X		
237 Seventh Street	2 1/2 story brick dwelling 3 units - heat	X		
235 Seventh Street	3 story frame dwelling 2 units - heat	X		
239 Eighth Street	4 story basement brick dwelling 4 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
652 Jersey Avenue	3 story basement brick dwelling 1 unit - heat	X		
237 Eighth Street	4 story basement brick dwelling 4 units - heat	X		
654 Jersey Avenue	3 story basement brick dwelling 1 unit - heat	X		
235 Eighth Street	3 story basement brick dwelling 3 units - heat	X		
66 Jersey Avenue	3 story basement brick dwelling 3 units - no heat	X		
231-3 Eighth Street	5 story brick dwelling 5 unit commercial brick garage 3		X	
658 Jersey Avenue	3 story basement brick dwelling 2 units - no heat	X		
660 Jersey Avenue	3 story basement brick dwelling 2 units - heat	X		
125 Erie Street	2 story frame dwelling 1 unit	X		
662 Jersey Avenue	3 story basement brick dwelling 3 units - heat	X		
228 Seventh Street	4 story brick commercial 4 units - heat	X		
230 Seventh Street	3 story basement brick dwelling 1 unit - heat	X		
649 Eighth Street	4 story basement brick dwelling 5 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
230 1/2 Seventh Street	3 story basement brick dwelling 1 unit - heat	X		
247 Eighth Street	4 story brick dwelling 2 units - heat	X		
232 Seventh Street	3 story basement brick dwelling 1 unit - no heat	X		
243 Eighth Street	3 story basement brick dwelling 4 units - heat	X		
232 1/2 Seventh Street	3 story basement brick dwelling 1 unit - heat	X		
241 Eighth Street	4 story basement brick dwelling 4 units - heat	X		
234 Seventh Street	3 story basement brick dwelling 1 unit - heat	X		
664 Jersey Avenue	3 story basement brick dwelling 4 units - heat	X		
234 1/2 Seventh Street	3 story basement brick dwelling 1 unit - heat	X		
666 Jersey Avenue	3 story basement brick dwelling 1 unit - heat	X		
236 Seventh Street	3 story basement brick dwelling 1 unit - heat			X
236 1/2 Seventh Street	3 story basement brick dwelling 1 unit - heat			X
668 Jersey Avenue	3 story basement brick dwelling 3 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
123 Erie Street	2 story frame dwelling 1 unit - heat	X		
238-40 Seventh Street	2 story basement frame dwelling 4 units - no heat	X		
670 Jersey Avenue	3 story basement brick dwelling 1 unit - heat	X		
242 Seventh Street	4 story basement brick dwelling 1 unit - heat	X		
42 1/2 Seventh Street	4 story basement brick dwelling 1 unit - heat	X		
246 Seventh Street	3 story brick dwelling 1 unit - heat	X		
248 Seventh Street	3 story basement dwelling 1 unit - heat	X		
250 Seventh Street	3 story basement brick dwelling 2 units - heat	X		
252 Seventh Street	3 story basement brick dwelling 3 units - heat	X		
254 Seventh Street	3 story basement brick dwelling 2 units - heat	X		
648 Jersey Avenue	3 story basement brick dwelling 3 units - heat	X		
650 Jersey Avenue	3 story brick dwelling 2 units - heat	X		
257 Eighth Street	4 story basement brick dwelling 9 units - no heat			X



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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
255 Eighth Street	4 story basement brick dwelling 9 units - no heat	X		
253 Eighth Street	5 story brick dwelling 11 units - heat		X	
251 Eighth Street	4 story basement brick dwelling 5 units - heat	X		
149 Erie Street	Hospital			X
113-17 McWilliams Pl.	Public Library			X
Mgr. McWilliams Pl.	Park			X
710-11 McWilliams Pl.	Nurse's Home			X
Msgr. McWilliams Pl.	St. Francis Hospital			X
226 Ninth Street	3 story brick commercial 2 units - no heat	X		
228 Ninth Street	3 story brick dwelling 1 unit - no heat	X		
230 Ninth Street	3 story brick dwelling 1 unit - heat		X	
232 Ninth Street	3 story brick dwelling 1 unit - heat		X	
232A Ninth Street	3 story brick dwelling 1 unit - heat		X	
256 Ninth Street	3 story basement brick dwelling 2 units - heat	X		
56 1/2 Ninth Street	3 story basement brick dwelling 2 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
2b8 Ninth Street	3 story basement brick dwelling 3 units - heat	X		
704 Jersey Avenue	3 story basement brick dwelling 1 unit - heat	X		
706 Jersey Avenue	2 story basement brick dwelling 1 unit - heat	X		
706 1/2 Jersey Avenue	2 story basement brick dwelling 1 unit - heat	X		
238-250 Ninth Street	Church-Conv.-Rectory	X		
234 Ninth Street	5 story brick dwelling 10 units - no heat	X		
645 Jersey Avenue	3 story basement brick dwelling 4 units - heat	X		
283 1/2 Seventh Street	2 1/2 story basement frame dwelling 4 units - no heat	X		
643 Jersey Avenue	3 story basement brick dwelling 3 units - no heat	X		
283 Seventh Street	2 1/2 story basement frame dwelling 3 units - no heat	X		
641 Jersey Avenue	3 story basement brick dwelling 4 units - heat	X		
281 Seventh Street	2 1/2 story basement frame dwelling 3 units - no heat	X		
639 Jersey Avenue	3 story basement brick dwelling 4 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
279 Seventh Street	2 1/2 story basement frame dwelling 4 units - heat	X		
637 Jersey Avenue	3 story basement brick dwelling 3 units - no heat	X		
277 Seventh Street	2 1/2 story basement frame dwelling 4 units - no heat	X		
635 Jersey Avenue	3 story basement brick dwelling 2 units - no heat	X		
275 Seventh Street	3 story basement brick dwelling 4 units - heat	X		
633 Jersey Avenue	3 story basement brick dwelling 3 units - no heat	X		
273 Seventh Street	3 story basement brick dwelling 4 units - no heat	X		
631 Jersey Avenue	3 story basement brick dwelling 3 units - heat	X		
271 Seventh Street	3 story basement brick dwelling 4 units - no heat	X		
269 Seventh Street	3 story basement brick dwelling 3 units - heat	X		
262 Sixth Street	3 story basement brick dwelling 1 unit - heat	X		
264 Sixth Street	3 story basement brick dwelling 3 units - no heat	X		
629 Jersey Avenue	3 story basement brick dwelling 2 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
282 Sixth Street	3 story basement brick dwelling 2 units - no heat	X		
282 1/2 Sixth Street	3 story basement brick dwelling 2 units - no heat	X		
284 Sixth Street	3 story basement brick dwelling 2 units - no heat	X		
284 1/2 Sixth Street	3 story basement brick dwelling 2 units - no heat	X		
286 Sixth Street	3 story basement brick dwelling 2 units - no heat	X		
286 1/2 Sixth Street	3 story basement brick dwelling 2 units - no heat	X		
288 Sixth Street	3 story brick commercial 2 units - no heat	X		
112-114 Coles Street	4 story brick dwelling 8 units - no heat	X		
116 Coles Street	4 story brick frame commercial 3 units - no heat	X		
118-118 1/2 Coles St.	2 -3 story frame 4 units commercial - heat	X		
120 Coles Street	4 story frame commercial 3 units - no heat	X		
287 Seventh Street	3 story frame dwelling 3 units - no heat	X		
285 Seventh Street	3 story frame dwelling 3 units - no heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
647 Jersey Avenue	4 story brick dwelling 4 units - no heat	X		
266 Sixth Street	3 story frame dwelling 3 units - no heat	X		
268 Sixth Street	3 story basement frame dwelling 3 units - no heat	X		
274 Sixth Street	4 story brick dwelling 8 units - no heat	X		
6 Sixth Street	2 story basement frame dwelling 2 units - no heat	X		
278 Sixth Street	Fire House	X		
280 Sixth Street	4 story brick dwelling 8 units - no heat	X		
273 Eighth Street	8 1/2 story basement brick dwelling 2 units - heat	X		
299 Eighth Street	4 story brick dwelling 8 units - no heat		X	
271 Eighth Street	3 1/2 story basement brick dwelling 2 units - heat	X		
297 1/2 Eighth Street	2 1/2 story basement brick dwelling 4 units - heat	X		
269 Eighth Street	3 1/2 story basement brick dwelling 4 units - heat	X		
297 Eighth Street	2 1/2 story basement brick dwelling 1 units - no heat	X		



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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-19
267 Eighth Street	3 1/2 story brick dwelling 4 units - heat	X	
283 Eighth Street	3 story basement brick dwelling 2 units - heat	X	
265 Eighth Street	4 story brick commercial 3 units - heat	X	
281 Eighth Street	3 story basement brick dwelling 4 units - heat	X	
51 Jersey Avenue	3 story basement brick dwelling 3 units - heat	X	
279 Eighth Street	3 story basement brick dwelling 4 units - no heat	X	
659 Jersey Avenue	3 story basement brick dwelling 1 unit - heat	X	
289 1/2 Eighth Street	3 story basement brick dwelling 2 units - heat		X
657 Jersey Avenue	3 story basement brick dwelling 2 units - heat	X	
289 Eighth Street	3 story basement brick dwelling 1 unit - heat		X
655 Jersey Avenue	3 story basement brick dwelling 4 units - heat	X	
293 Eighth Street	4 story basement brick dwelling 1 unit - heat		X
53 Jersey Avenue	3 story basement dwelling 3 units - no heat	X	





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER

7 PAGE 25

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1903	AFTER 1903
293 1/2 Eighth Street	3 story basement brick dwelling 1 unit - heat		X	
651 Jersey Avenue	3 story basement brick dwelling 4 units - heat	X		
649 Jersey Avenue	3 story basement brick dwelling 4 units - heat	X		
266 Seventh Street	3 story basement brick dwelling 1 unit - heat	X		
30 Seventh Street	2 story frame dwelling 2 units - heat	X		
282 Seventh Street	2 story brick frame dwelling 2 units - no heat	X		
284 Seventh Street	3 story basement frame dwelling 4 units - no heat	X		
286 Seventh Street	3 story basement frame dwelling 4 units - no heat	X		
288 Seventh Street	4 story brick dwelling 4 units - heat	X		
290 Seventh Street	3 story frame commercial 4 units - no heat	X		
292 Seventh Street	4 story brick commercial 3 units - no heat	X		
130 Coles Street	3 story frame commercial 2 units - no heat	X		
132 Coles Street	3 story frame commercial 2 units - no heat	X		

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

ITEM NUMBER

7 PAGE 26

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
134 Coles Street	3 story frame commercial 2 units - no heat	X		
301 Eighth Street	4 story brick commercial 3 units - no heat	X		
275 Eighth Street	4 story brick dwelling 4 units - heat	X		
268 Seventh Street	3 story basement brick dwelling 1 unit - heat	X		
70 Seventh Street	2 story basement brick dwelling 1 unit - heat	X		
272 Seventh Street	2 story brick dwelling 1 unit - heat	X		
274 Seventh Street	2 story brick dwelling 1 unit - heat	X		
276 Seventh Street	2 1/2 story frame dwelling 3 units - no heat	X		
278 Seventh Street	2 1/2 story frame dwelling 3 units - no heat	X		
295 Eighth Street	4 story brick dwelling 9 units - no heat	X		
291 Eighth Street	4 story brick dwelling 8 units - no heat	X		
287 Eighth Street	4 story brick dwelling 9 units - no heat		X	
285 Eighth Street	4 story brick dwelling 8 units - no heat		X	

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER

7 PAGE 27

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
277 Eighth Street	5 story brick dwelling 11 units - no heat		X	
289 Pavonia Avenue	3 story basement brick dwelling 1 unit - heat	X		
152 1/2 Coles Street	3 story basement brick commercial 1 unit - heat		X	
285 Pavonia Avenue	3 story brick dwelling 1 unit - heat	X		
1/2 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat		X	
283 Pavonia Avenue	3 story basement brick dwelling 3 units - heat	X		
18 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat		X	
281 Pavonia Avenue	3 story basement brick dwelling 1 unit - heat	X		
24 W. Hamilton Pl.	3 story basement brick dwelling 3 units - heat	X		
22 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat	X		
20 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat	X		
16 W. Hamilton Pl.	3 story basement brick dwelling 2 units - heat	X		
14 W. Hamilton Pl.	3 story basement brick dwelling 2 units - heat	X		

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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

ITEM NUMBER

7 PAGE 28

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
12 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat	X		
10 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat	X		
8 W. Hamilton Pl.	3 story basement brick dwelling 2 units - heat	X		
6 W. Hamilton Pl.	4 story brick dwelling 1 unit - heat	X		
4 W. Hamilton Pl.	4 story brick dwelling 1 unit - heat	X		
2 W. Hamilton Pl.	4 story brick dwelling 2 units - no heat	X		
294 Eighth Street	4 story brick dwelling 4 units - heat	X		
296 Eighth Street	4 story brick dwelling 1 unit - heat	X		
298 Eighth Street	4 story brick dwelling 1 unit - heat	X		
300 Eighth Street	4 story brick dwelling 1 unit - heat	X		
302 Eighth Street	4 story brick dwelling 3 units - heat	X		
144 Coles Street	4 story brick dwelling 7 units - no heat	X		
146 Coles Street	3 story basement brick dwelling 2 units - no heat	X		

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

ITEM NUMBER

7

PAGE 29

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
148 Coles Street	3 story basement brick dwelling 2 units - heat	X		
150 Coles Street	3 story basement brick dwelling 1 unit - no heat	X		
46 W. Hamilton Pl.	3 story basement brick dwelling 2 units - heat	X		
44 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat	X		
42 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat	X		
40 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat	X		
32 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - no heat	X		
34 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - no heat	X		
30 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat	X		
28 W. Hamilton Pl.	3 story basement brick dwelling 2 units - heat	X		
26 W. Hamilton Pl.	3 story basement brick dwelling 1 unit - heat	X		
280 Pavonia Avenue	3 story basement brick dwelling 1 unit - heat	X		
2 Pavonia Avenue	3 story basement brick dwelling 2 units - heat	X		

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 NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER

7 PAGE 30

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
284 Pavonia Avenue	3 story basement brick dwelling 1 unit - heat	X		
286 Pavonia Avenue	3 story basement brick dwelling 2 units - no heat	X		
288 Pavonia Avenue	3 story brick dwelling 1 unit - heat	X		
158 Coles Street	3 story brick dwelling 1 unit - heat	X		
164 Coles Street	2 story basement brick dwelling 1 unit - no heat	X		
164 1/2 Coles Street	3 story basement brick dwelling 1 unit - no heat	X		
166 Coles Street	3 story brick dwelling 1 unit - no heat	X		
166 1/2 Coles Street	3 story brick dwelling 1 unit - no heat	X		
160-162 Coles Street	5 story brick dwelling 10 units - no heat	X		
38 W. Hamilton Pl.	5 story brick dwelling 10 units - no heat		X	
50 W. Hamilton Pl.	5 story brick dwelling 10 units - no heat		X	
170 Coles Street	5 story brick commercial 8 units - no heat		X	
48 W. Hamilton Pl.	5 story brick dwelling 10 units - no heat		X	

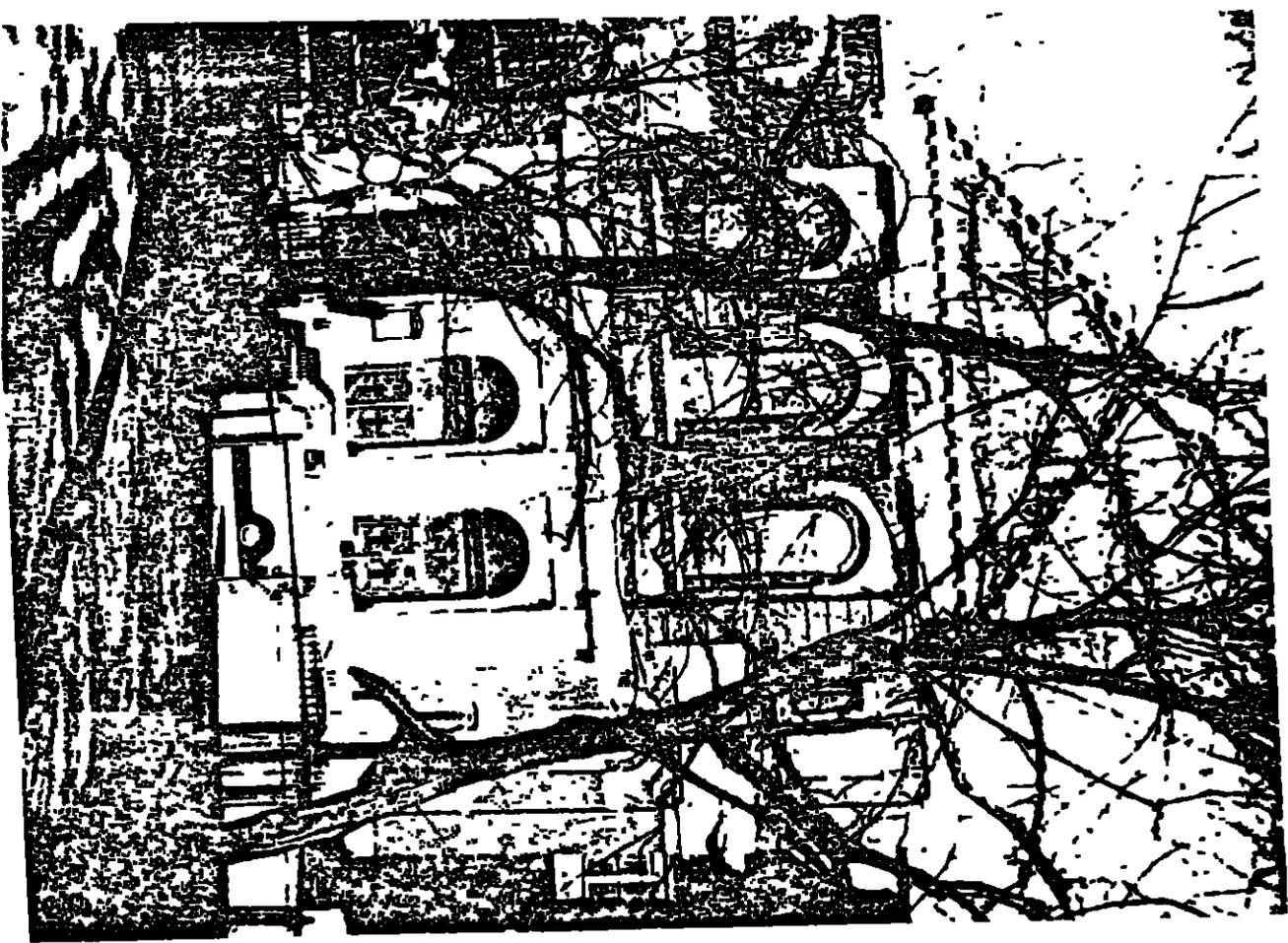
Historic Park Historic District

Historic Park, Historic District
New York City

3, 240 9th Street

Vintage - in the corner of 9th Street,
between 1st & 2nd Avenue

Historic Park, Historic District, Bronx
New York City, with 1930



174

Hamilton Park Historic District

Genesee County

Madison County

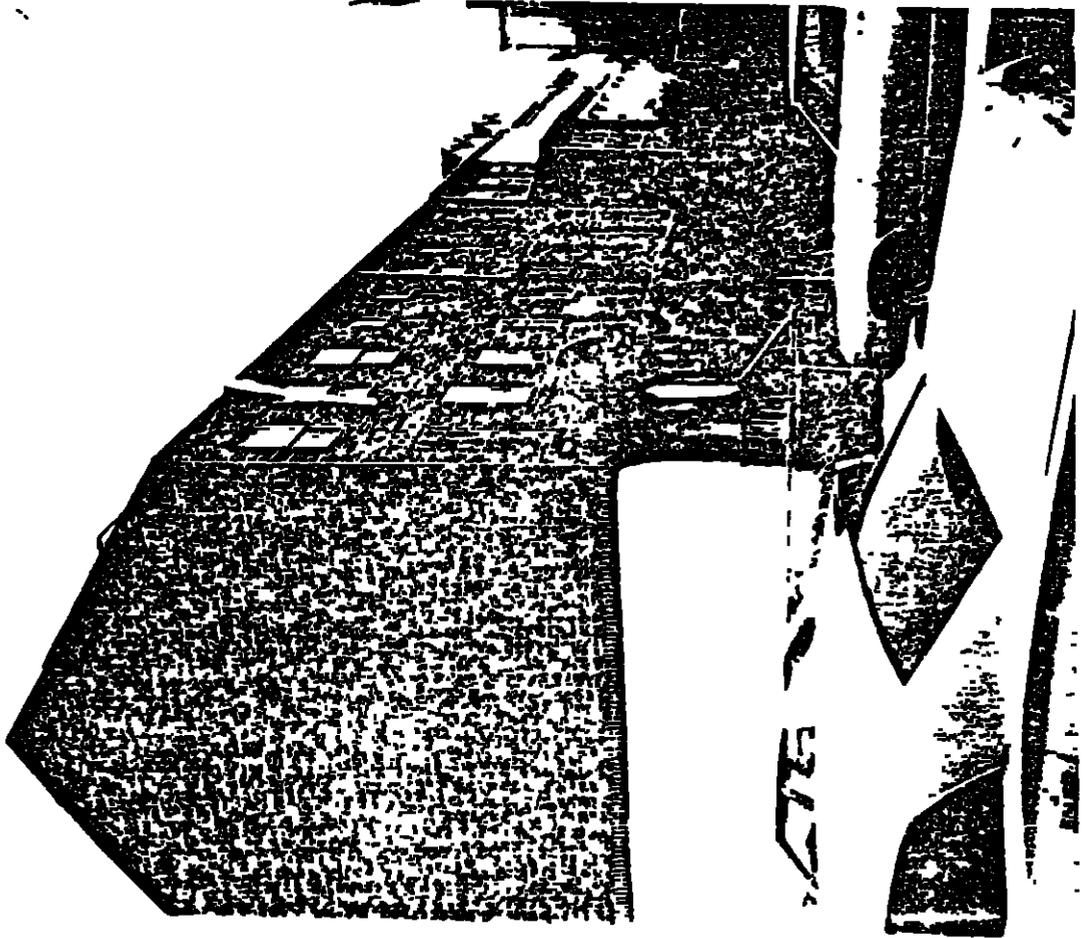
① 124 Erie Street

Vantage West Side of Erie Street

7th Ave. 9th Street

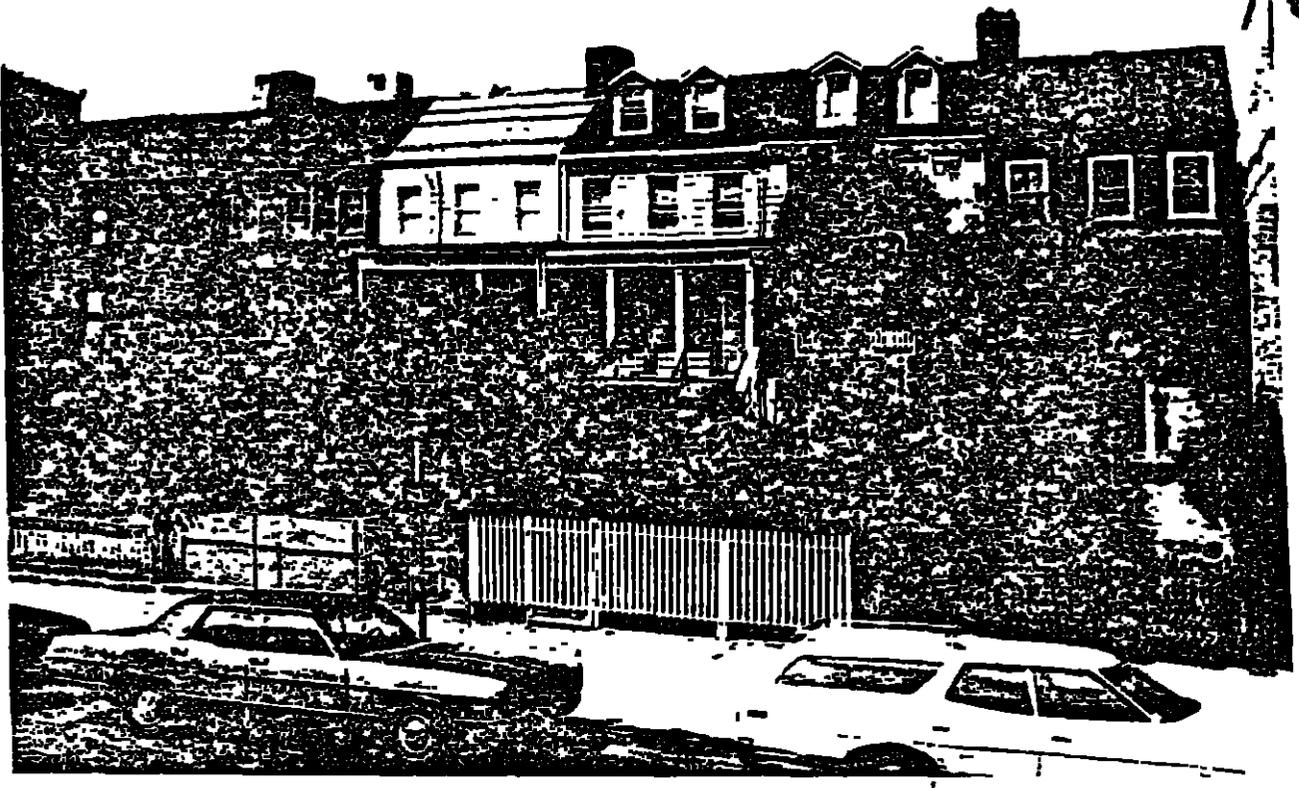
11th Street

124



Photographed by Ophelia ...
+ Vogelstein. Negatives with OBO

October, 1966



HAMILTON PARK HISTORIC DISTRICT
VANDERBILT UNIVERSITY
VANDERBILT UNIVERSITY NEWS SERVICE 034

214-222 7th Street

Vantage South side of 7th Street,
South east side of block between
GRAND AND ERIC STREETS

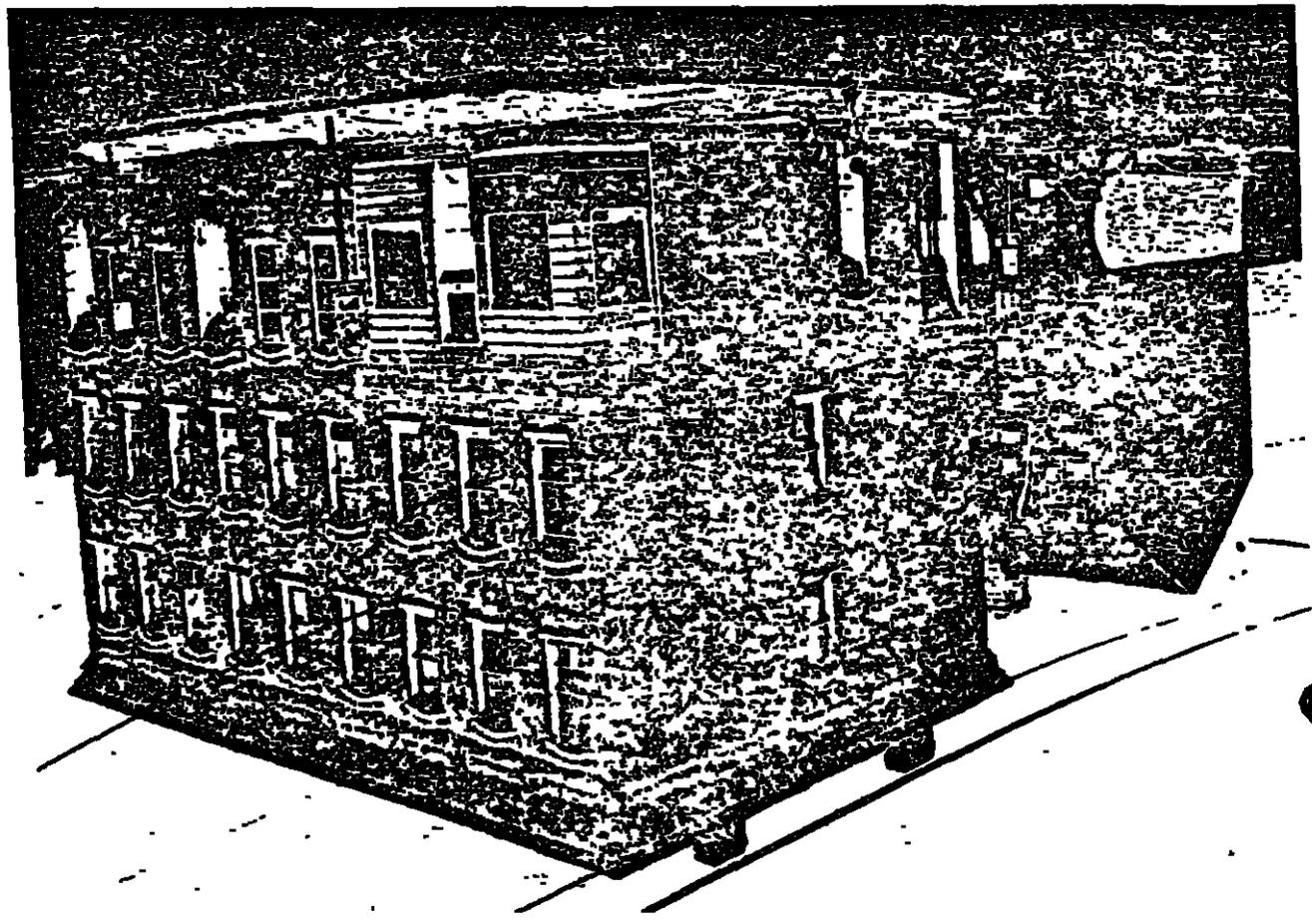
Photographed by Oppenheimer, BRADY +
Vogelstein
Negatives with OBU.

HAMILTON PARK
Jersey City
Hudson County

New Jersey 034

Front - 226 7th Street
Rear - 122 Erie Street

View: South west corner of Erie and 7th Street



Photographed by Oppenheimer, BRADY
& Vogelstein Negatives with O.B.U.



Hamilton Park Historic District
Spring City
Hudson County
New Jersey 07341
② 237 8th Street

Vantage: North side of 8th Street,
between Erie and Jersey/
Avenues, opposite

Photographed by Oppenheimer, Brady +
Vogelstein. Negatives with O.B.V.

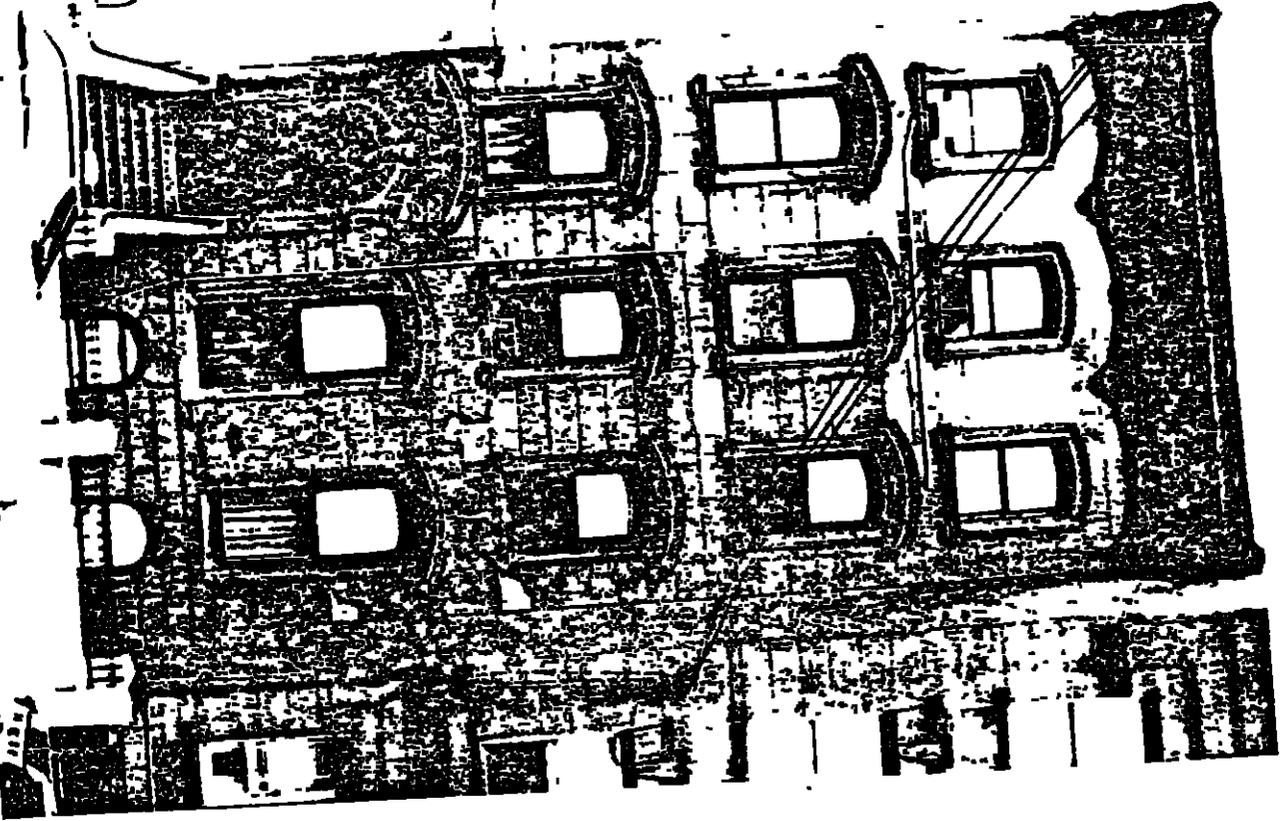
Holland Park, New York City

243 W. Street

Photograph taken from
residence of Mr. and Mrs.
S. S. S. S.

Photographed by, Opreheimer, BRADY &
Vegetation Negatives with O.B.U.





Hamilton Park Historic District
Green City
Hudson County No. Greenway 034
① 247 8th Street

Vantage: North side of 8th Street
between, Erie and Jersey
Sts opposite

Photographed by Oppenheim, Brady +
Vogelstein. Negatives with O.B.U.

Harmon Park Historic District

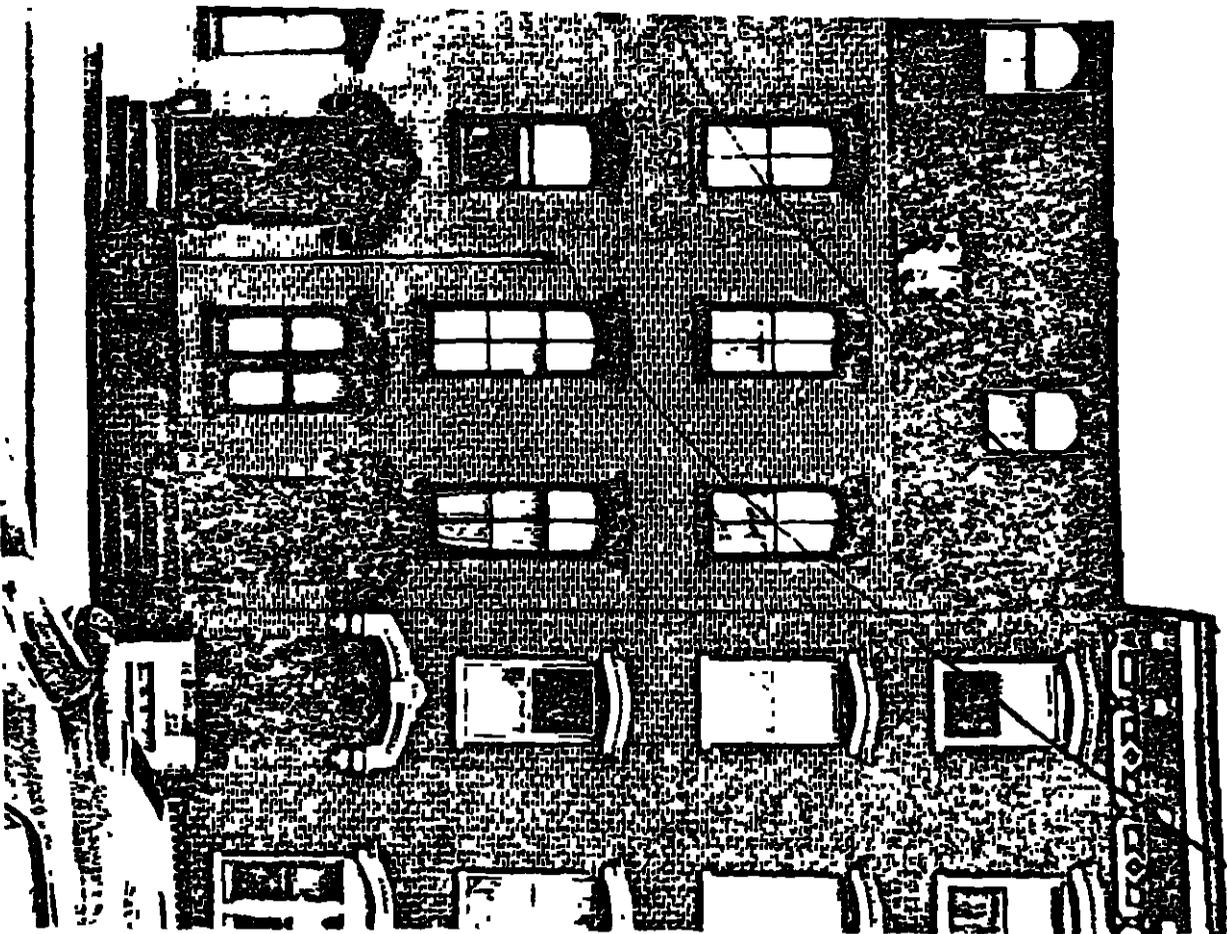
Harmon Park
Historic District

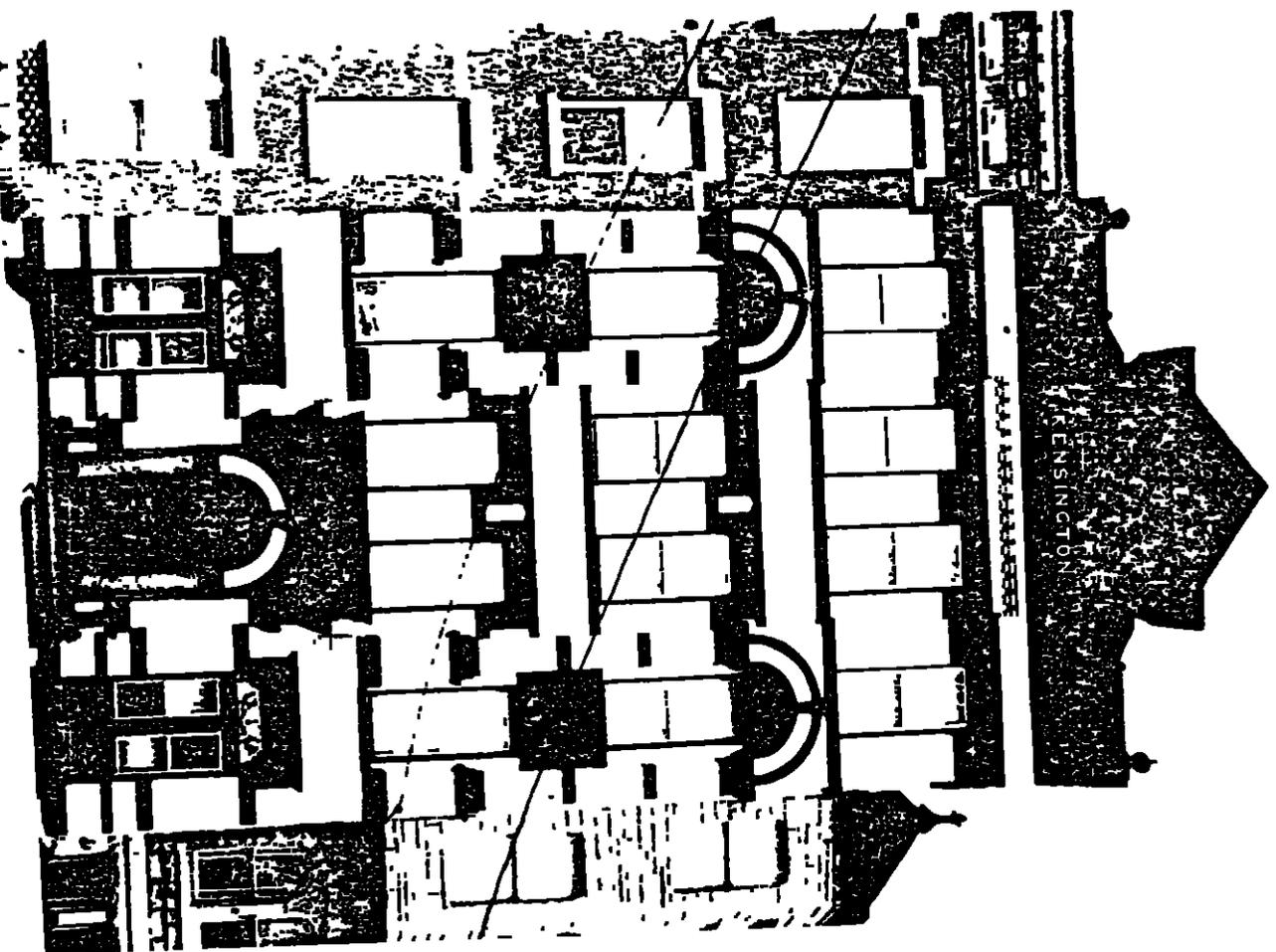
Harmon Park

11, 211-213 8th Street

Yardage between sides of 8th Street,
set back between Jersey and Coles.

Photographed by Oppenheime, Brady +
Legislans. Negatives with OBU.





Hamilton Park Historic District

Greensboro City
Hudson County
Near Greensboro
⑫ 287 8th Street

Vantrape North side of 8th Street,
opposite, between Jersey
Avenue and West Hamilton
Place.

287

Photographed by Oppenheimer, Brady &
Vogelstein. Negatives with O.B.U.

1971

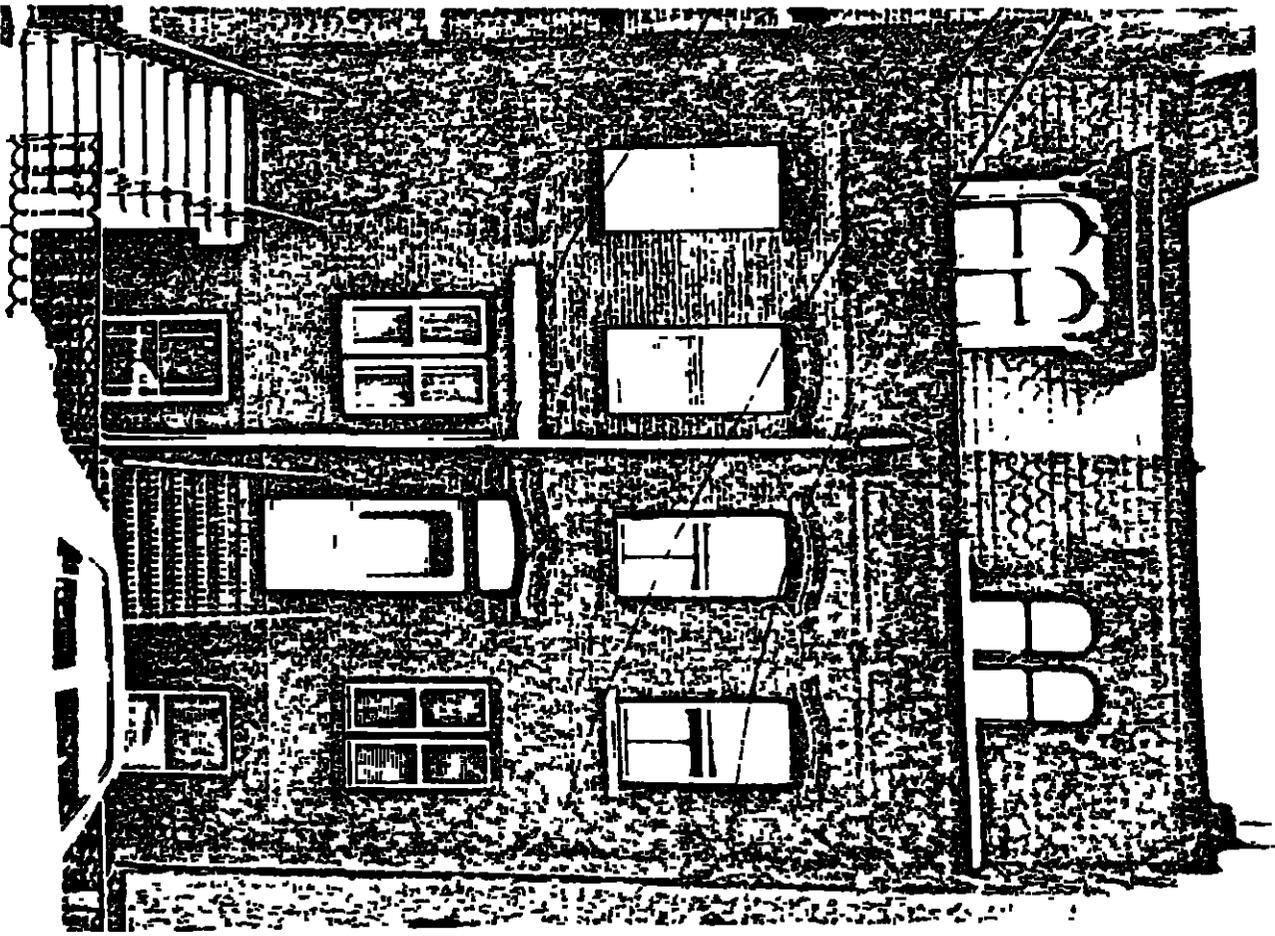
Historic Park Historic District

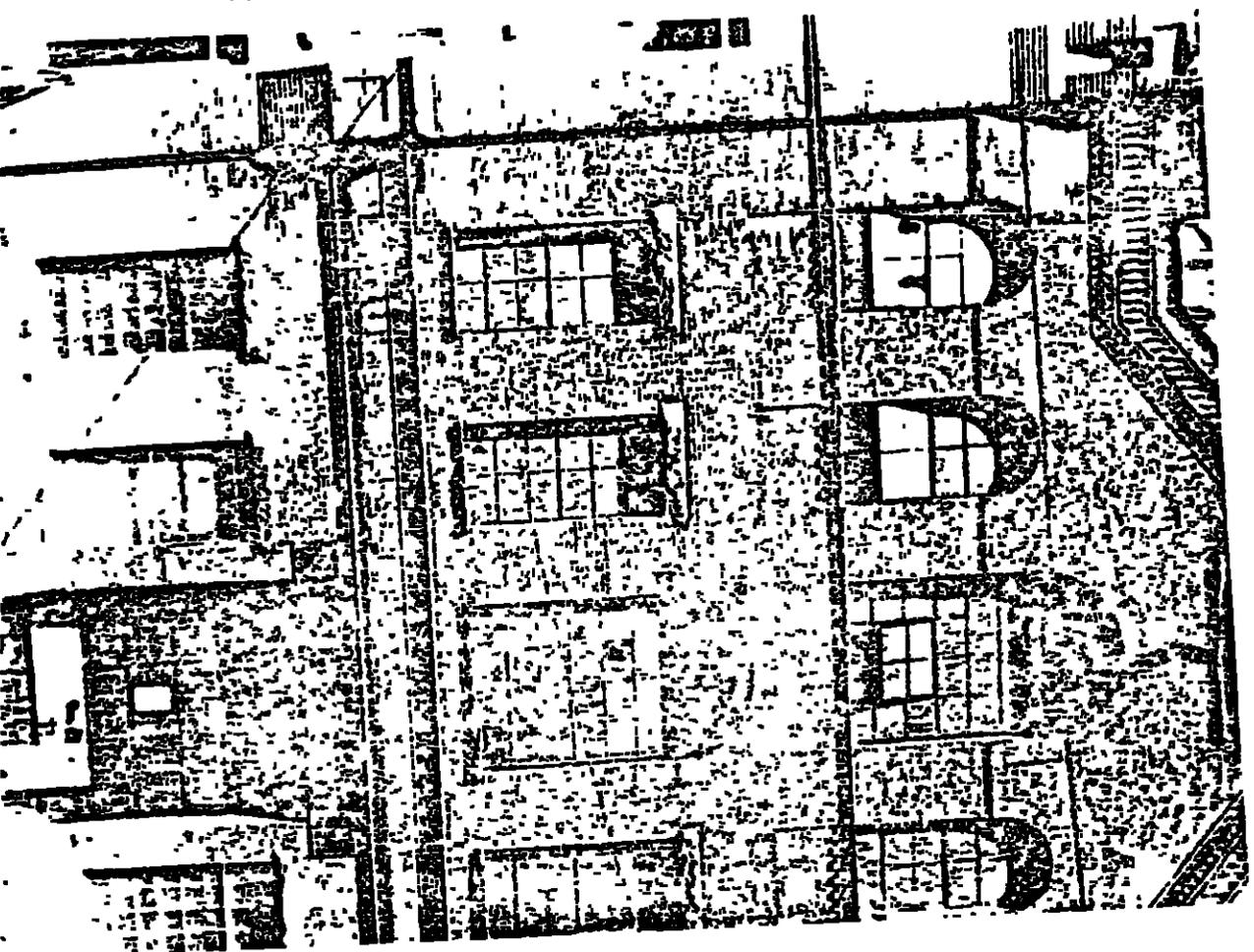
Address: 297
Map: 100-100-100
Area: 100-100-100

297 8th Street

Varhage brick side of 8th Street,
opposite, between West
Harrison Place and Coles

Photograph by Oppenheimer, Brady &
Vogarsium Negatives with O.B.U.





Hanfton Park Historic District

General entry

Madison County

New Jersey 024

14 312 8th Street

Wantage South side of 8th Street, between

Coles and Henmouth, opposite

Photographed by Oppenheimer, Brady &
Vogelstein
Negatives with O.B.U.

Historic District

1871

Historic District

Historic District

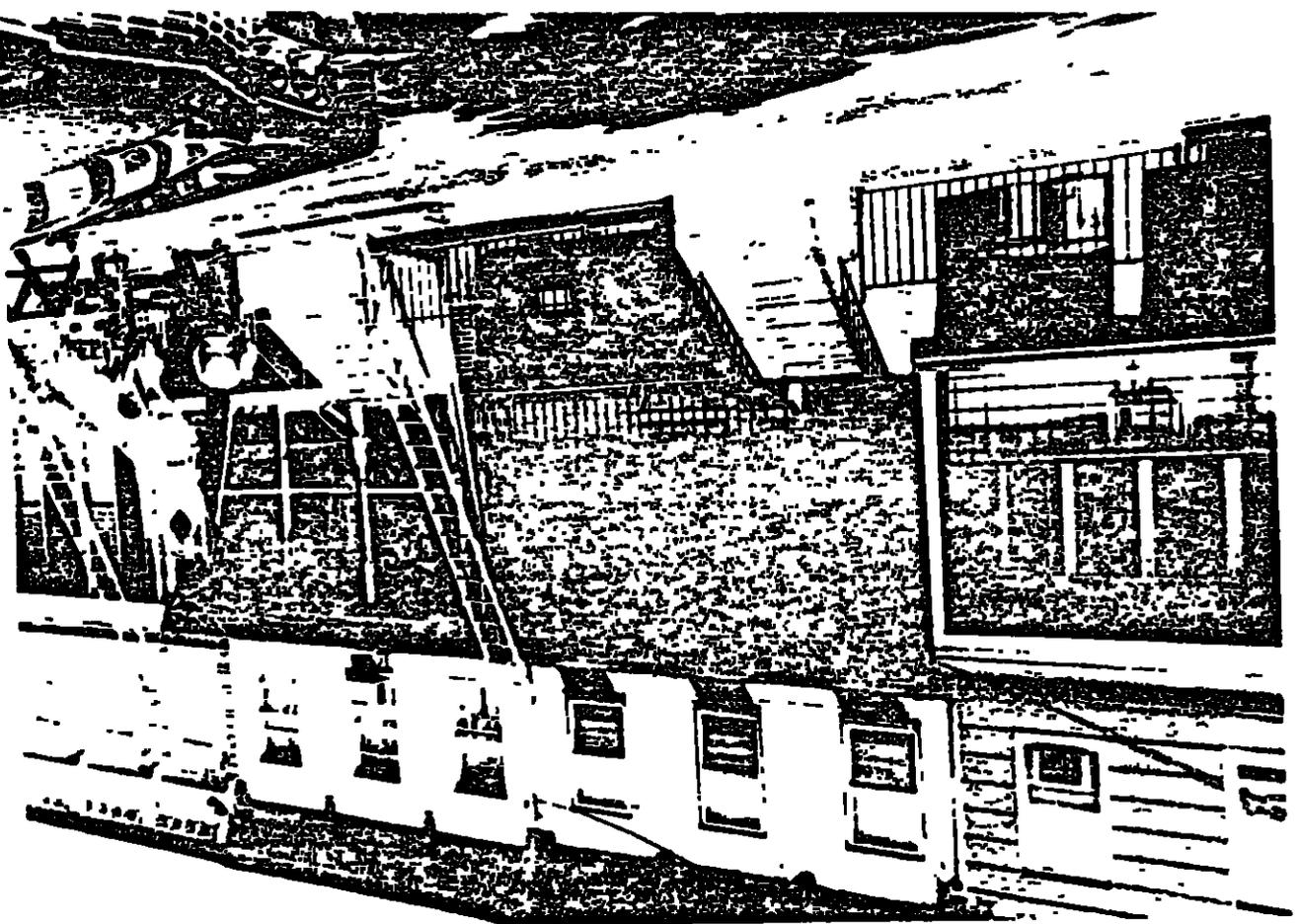
21st Street

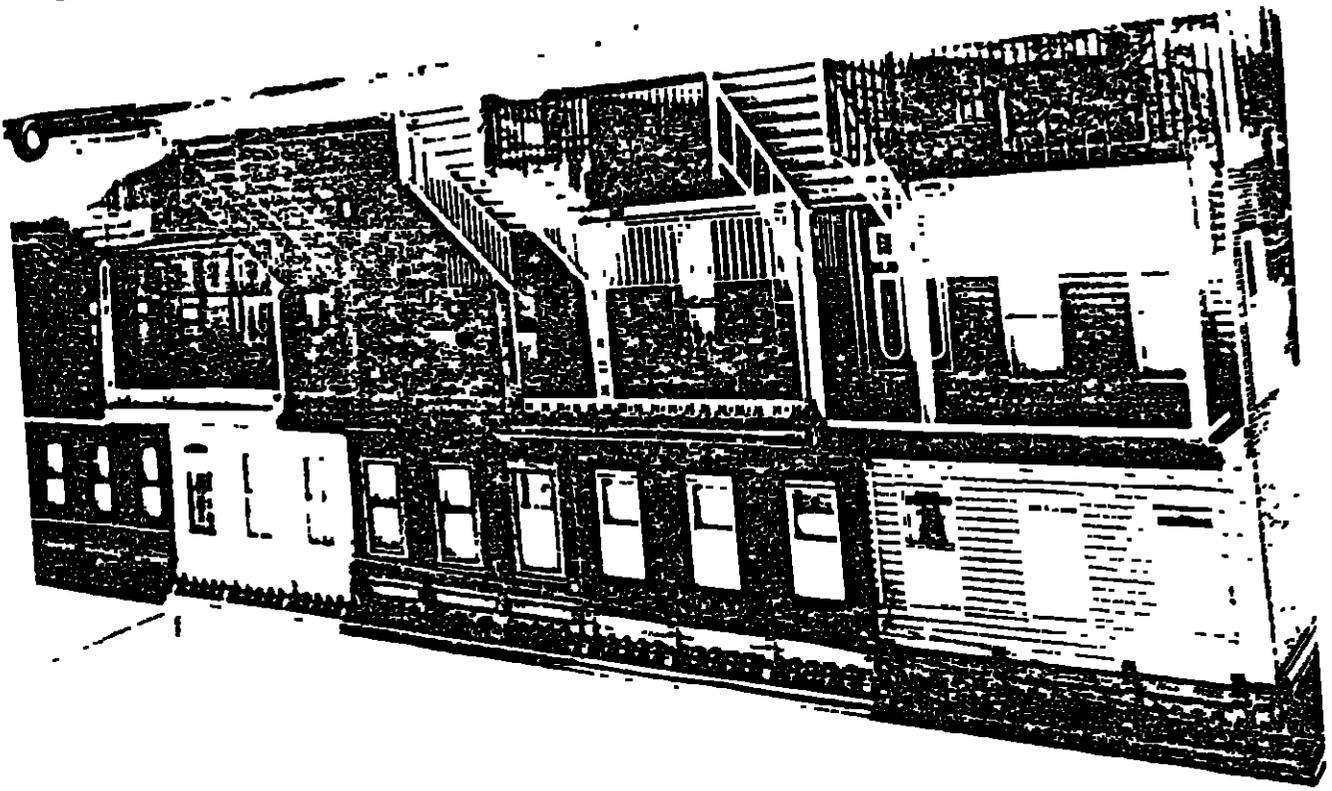
Historic District

Historic District

1871

Photographed by Cappelheimer, Brady & Wagoner. Negatives with O.B.U.





Hamilton Park Historic District
Greene City
Madison County
New Greene 034
① 333-341 8th Street

Vantage. Northeast s. side of 8th Street,
between Hornsuck and Bunsick-
Streets

5/24

Photographed by Oppenheimer, BRADY &
Vogelstein. Negatives with O.B.V.

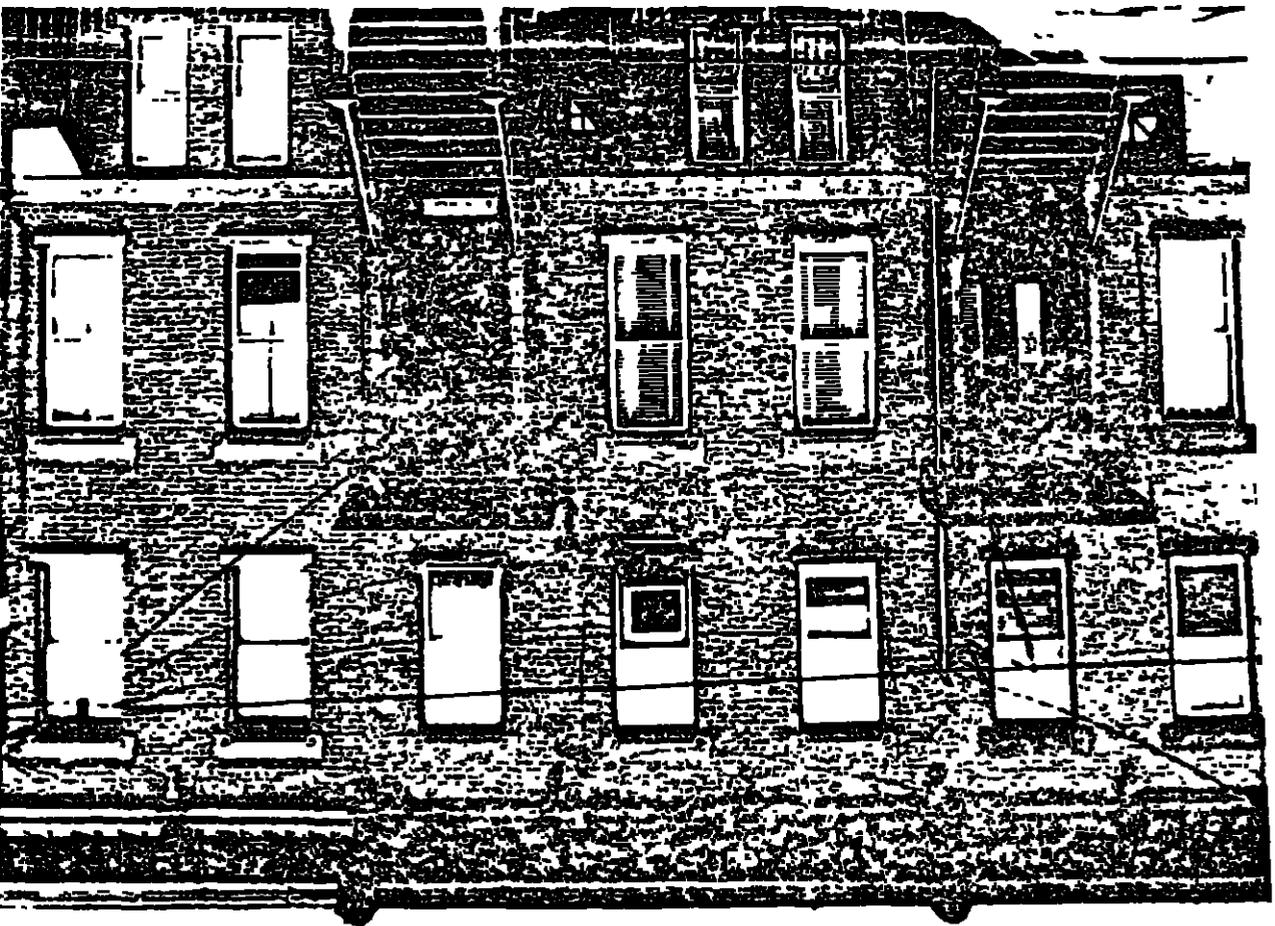
Map of 1900's Historic District

117 357 and 351 2nd Street

117 357 and 351 2nd Street

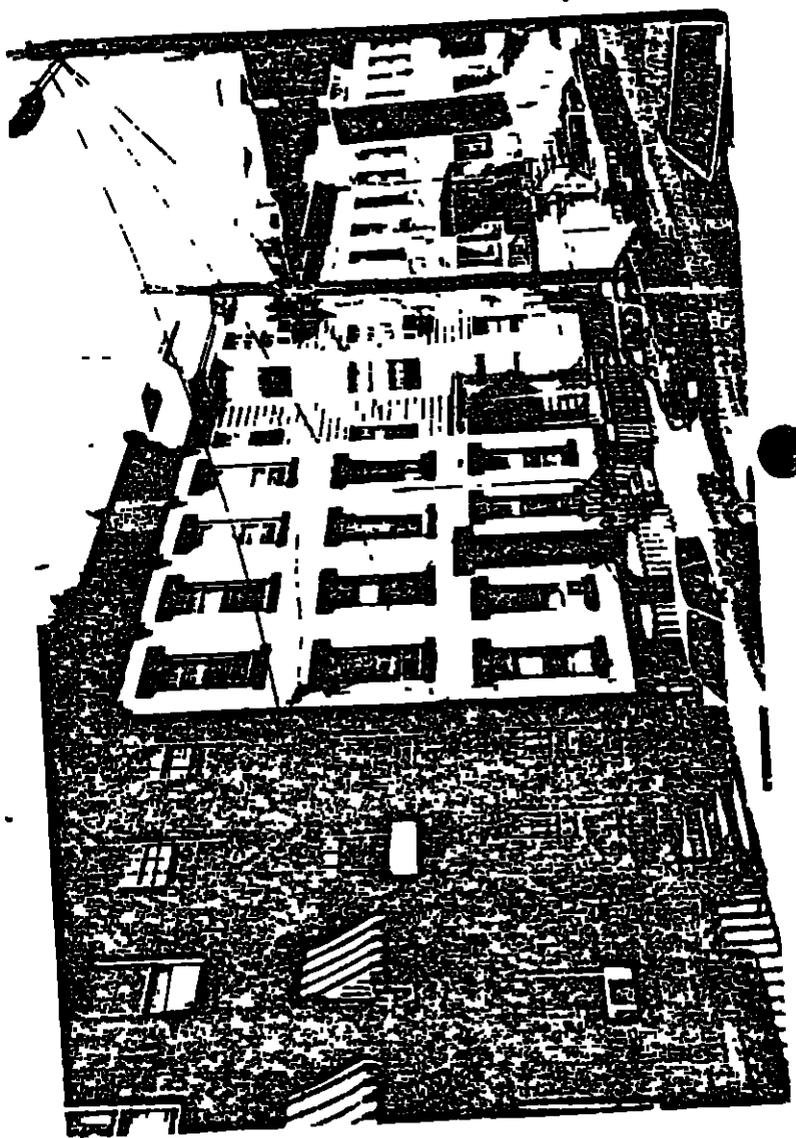
*Location: North side of 2nd Street, opposite,
between Howard, and Brunswick*

*Photo graphed by Oppenheimer, BRADY
and I from negatives with O.B.U.*



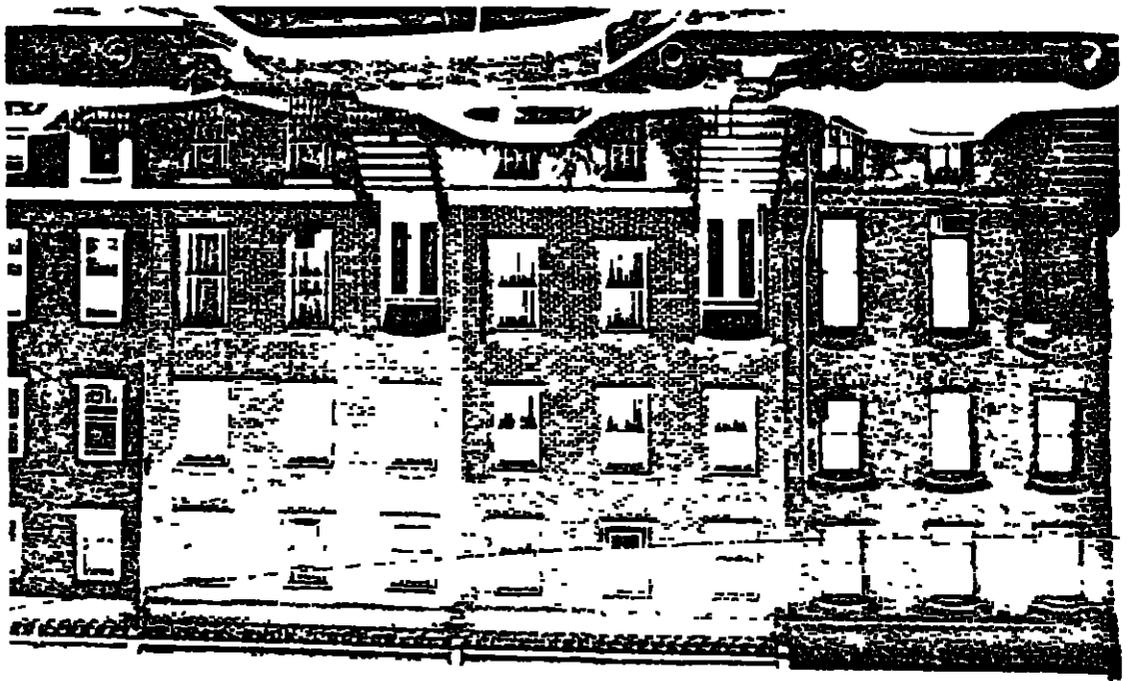
Southwest corner
OF BRUNSWICK AND
8th Streets

350-364

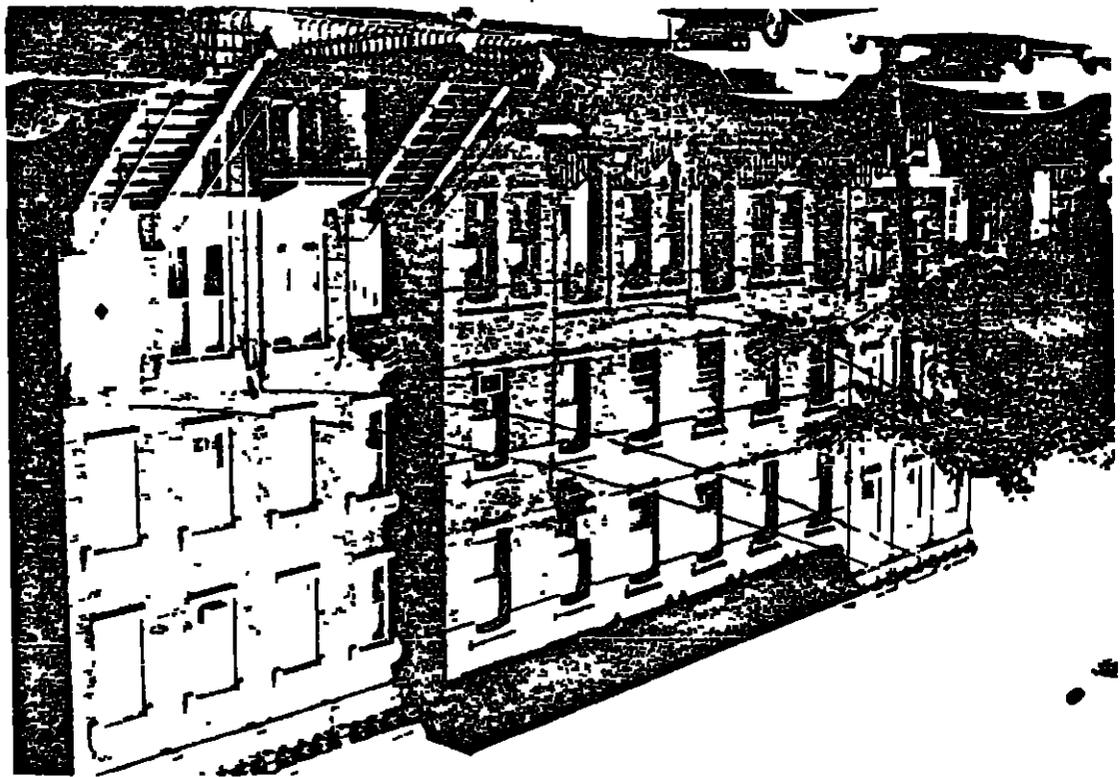


BRUNSWICK

211
213
215
North side of PAVONIA, opposite, between GROVE AND ERIE
Streets.

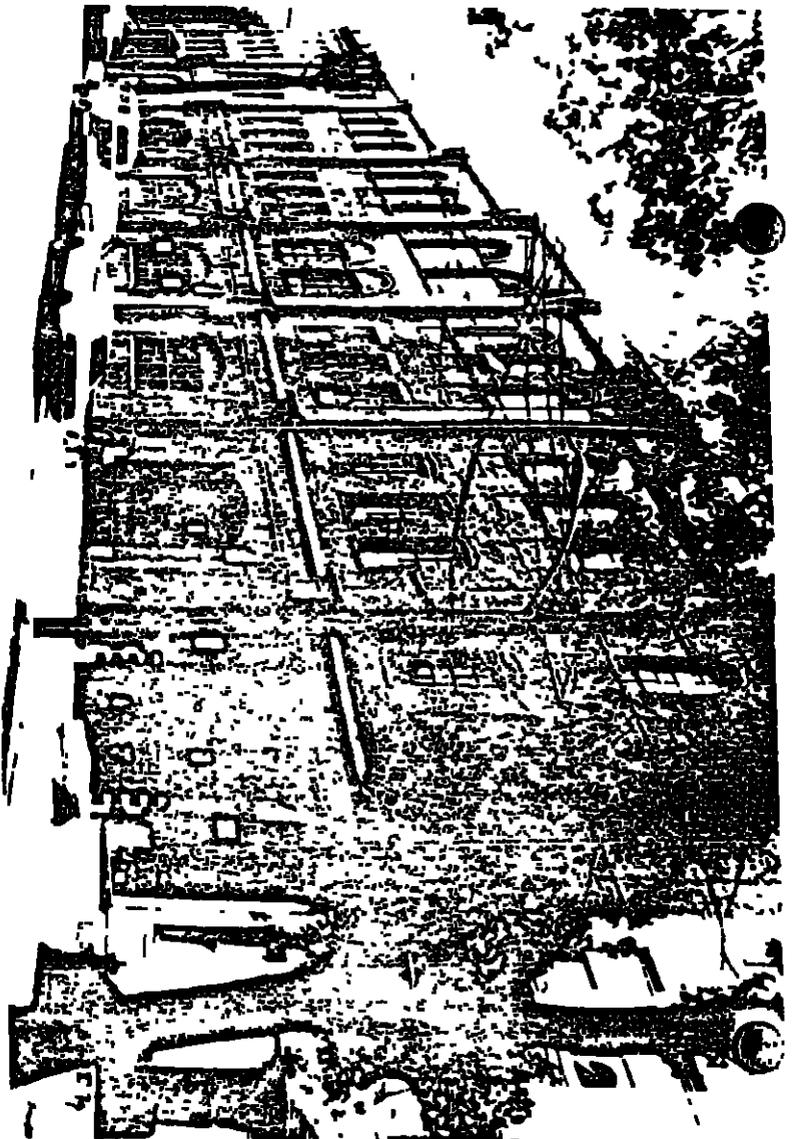
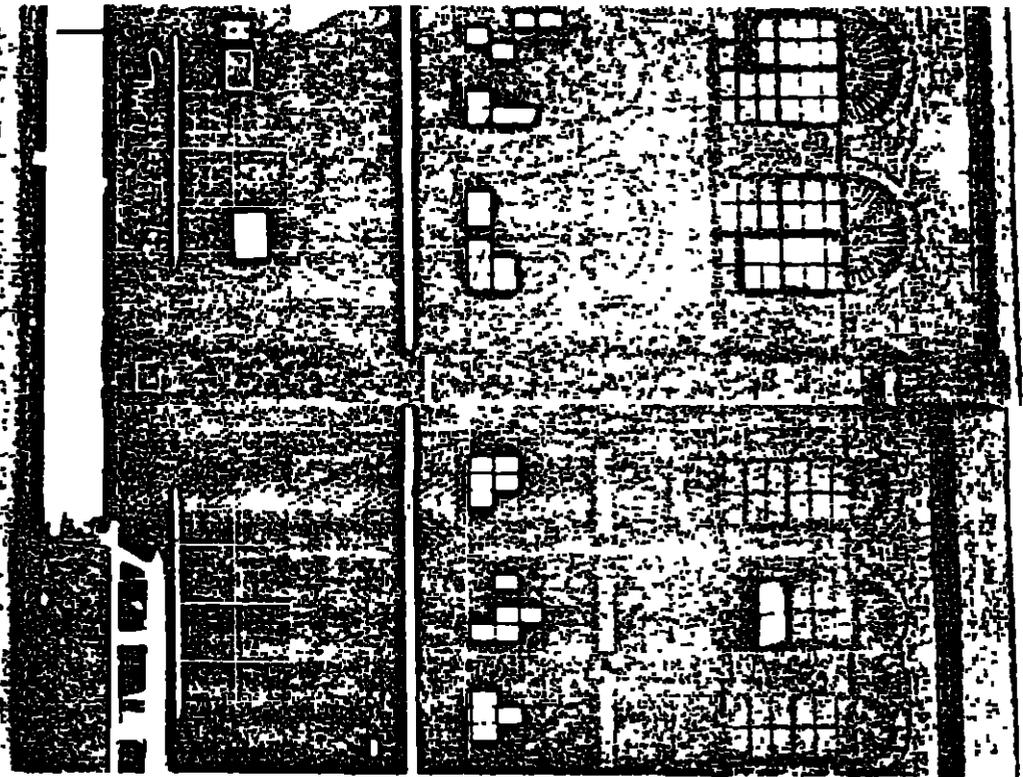


242 - 254
Southern side of 7th Street, midway, between
Erie and Jersey Avenues.



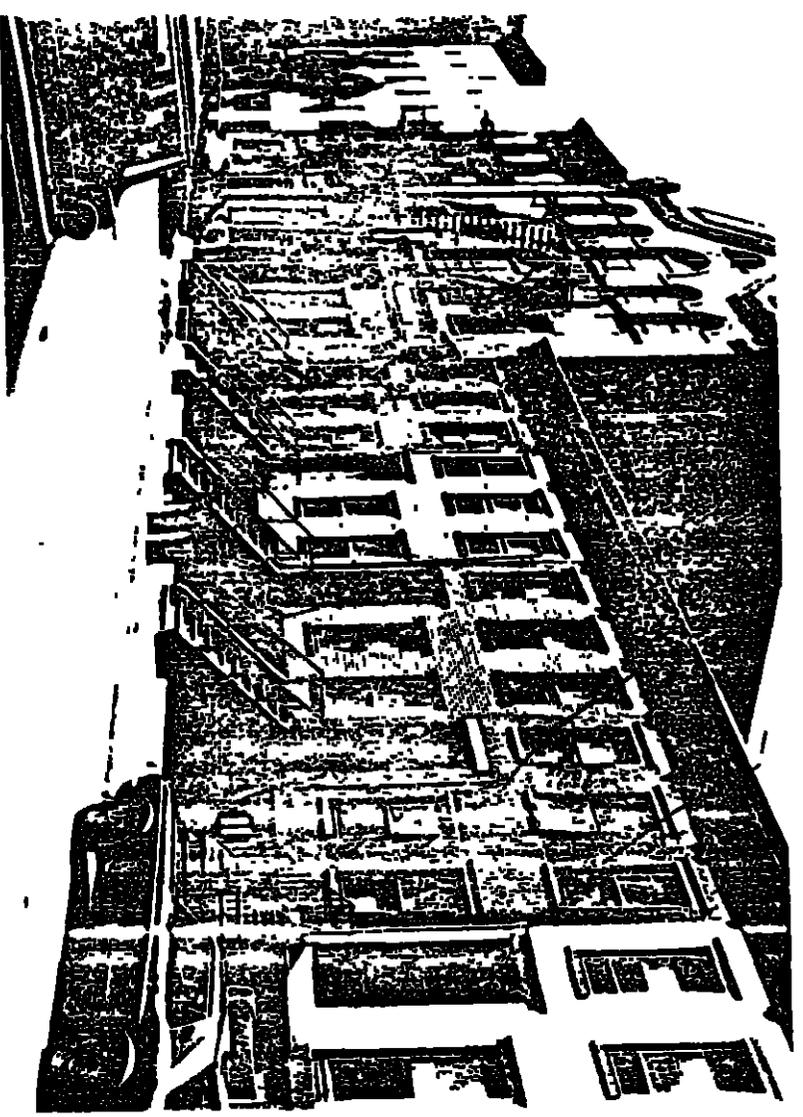
SEVENTH STREET

North side of PAVONIA Avenue, opposite

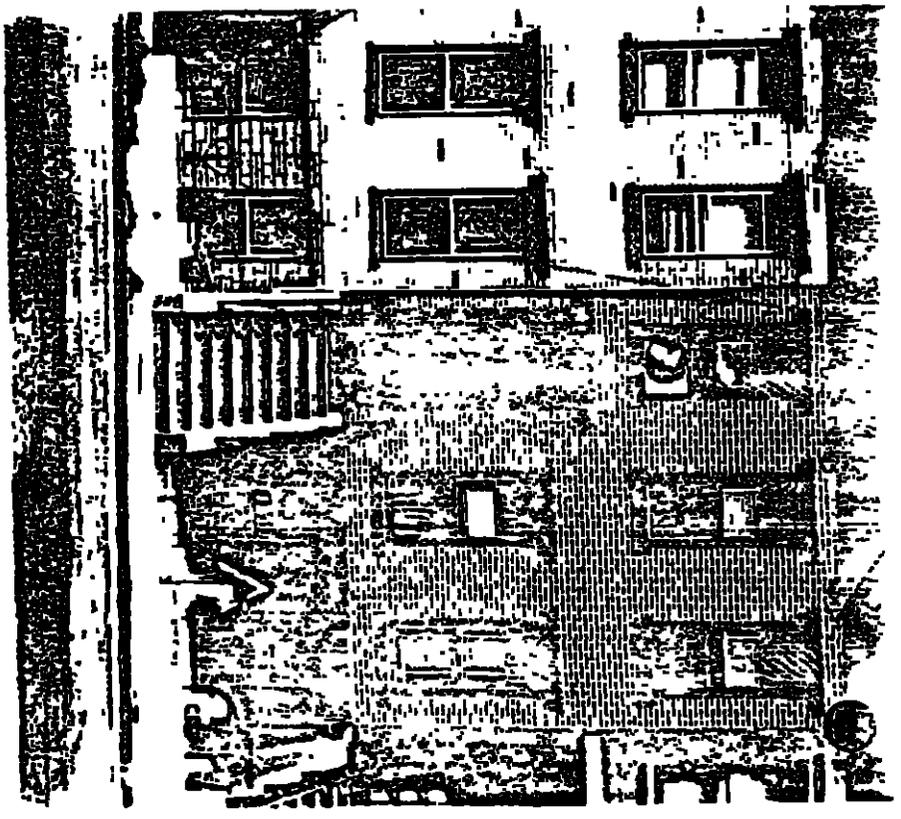


299 - 313 PAVONIA AVENUE

North, west CORNER OF COLES AND PAVONIA Avenues.



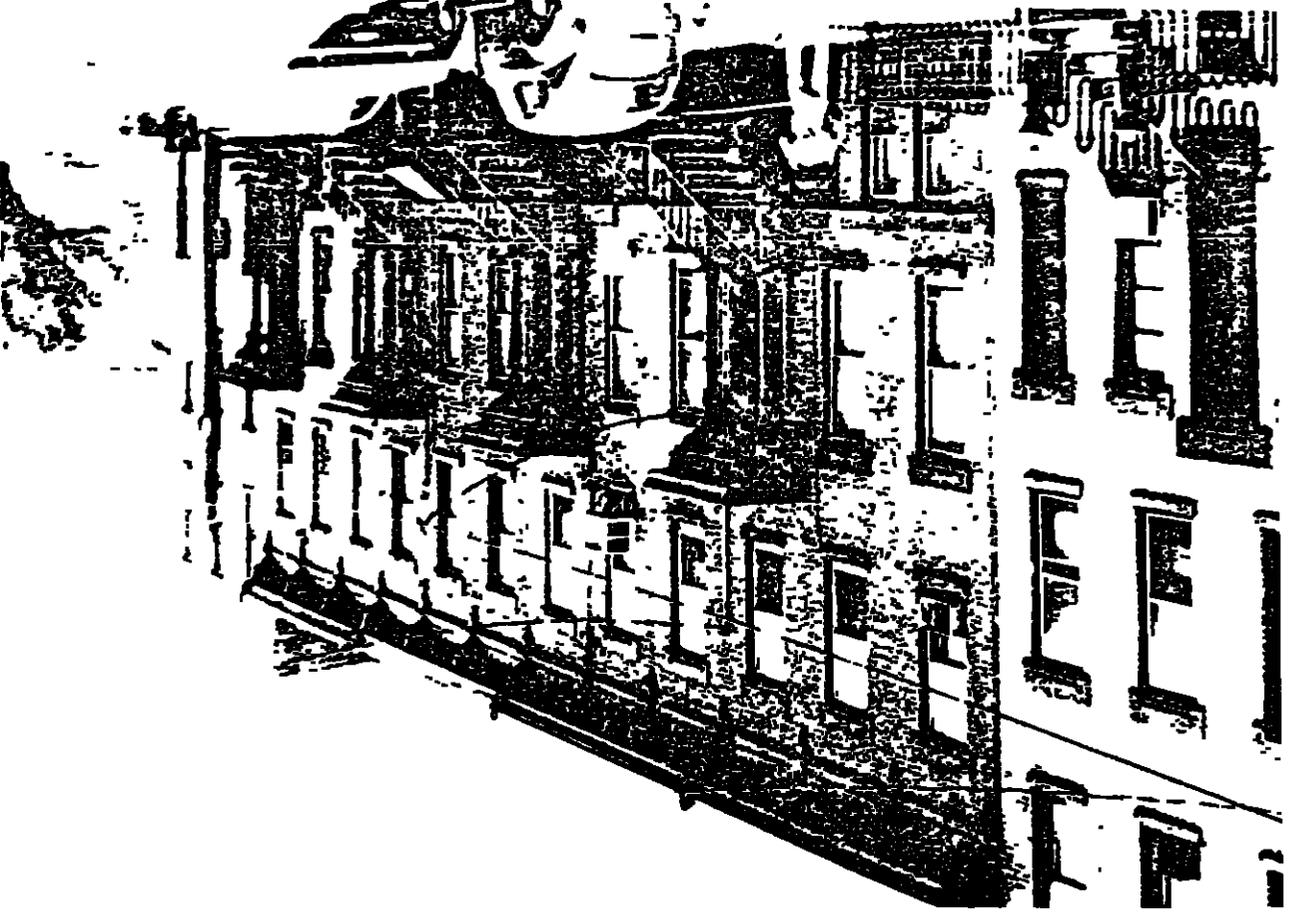
0412 - 320
Southwest corner of 8th and Coles Streets



30612 EIGHTH STREET
Southeast side of 8th Street,
between Coles and Monmouth, opposite

55'2 - 169'2
South east corner of Pavenia Avenue and Colis Street





HAMILTON PARK HISTORIC DISTRICT

General side Hudson County
New Jersey 074

(18) 357-363 8th Street

Viewage North side of 8th Street, mid-way
between Mounrath and Brunswick
Streets

253

Photographed by Oppenheimer, BRADY &
Vogelstein. Negatives with O.B.U.

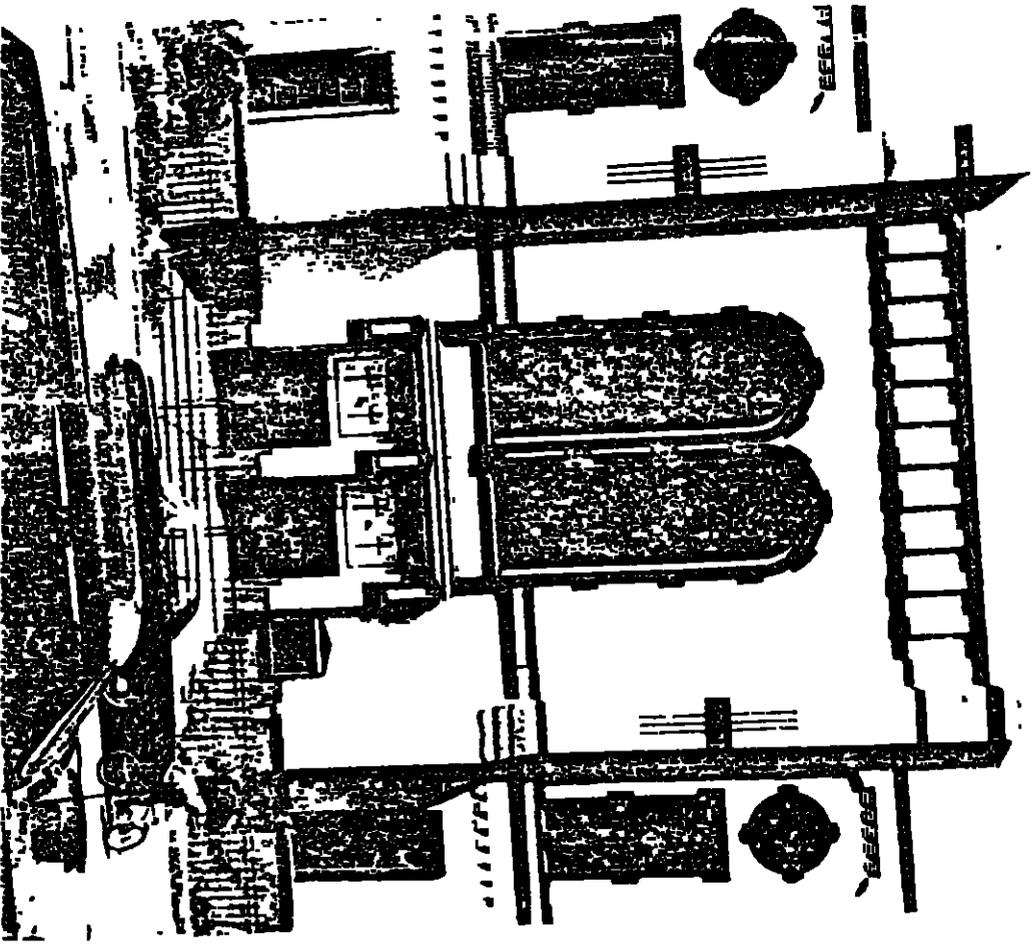
Highway Park Historic District

W. ...
...
...

1791 St. ... House

Markings South side of ... opposite
...
...

Printed ... by Oppenheimer, Brady
... Vogelstein. Negatives with O.B.U.





Five

Hamilton Park Historic District
Grand City
Hudson County
New Jersey 07034
302 1/2 Franklin Avenue

Vantage South side of Franklin Avenue,
opposite, between Coles
and Hawthorn

Photographed by Jefferson Brady
Negatives with OBU.

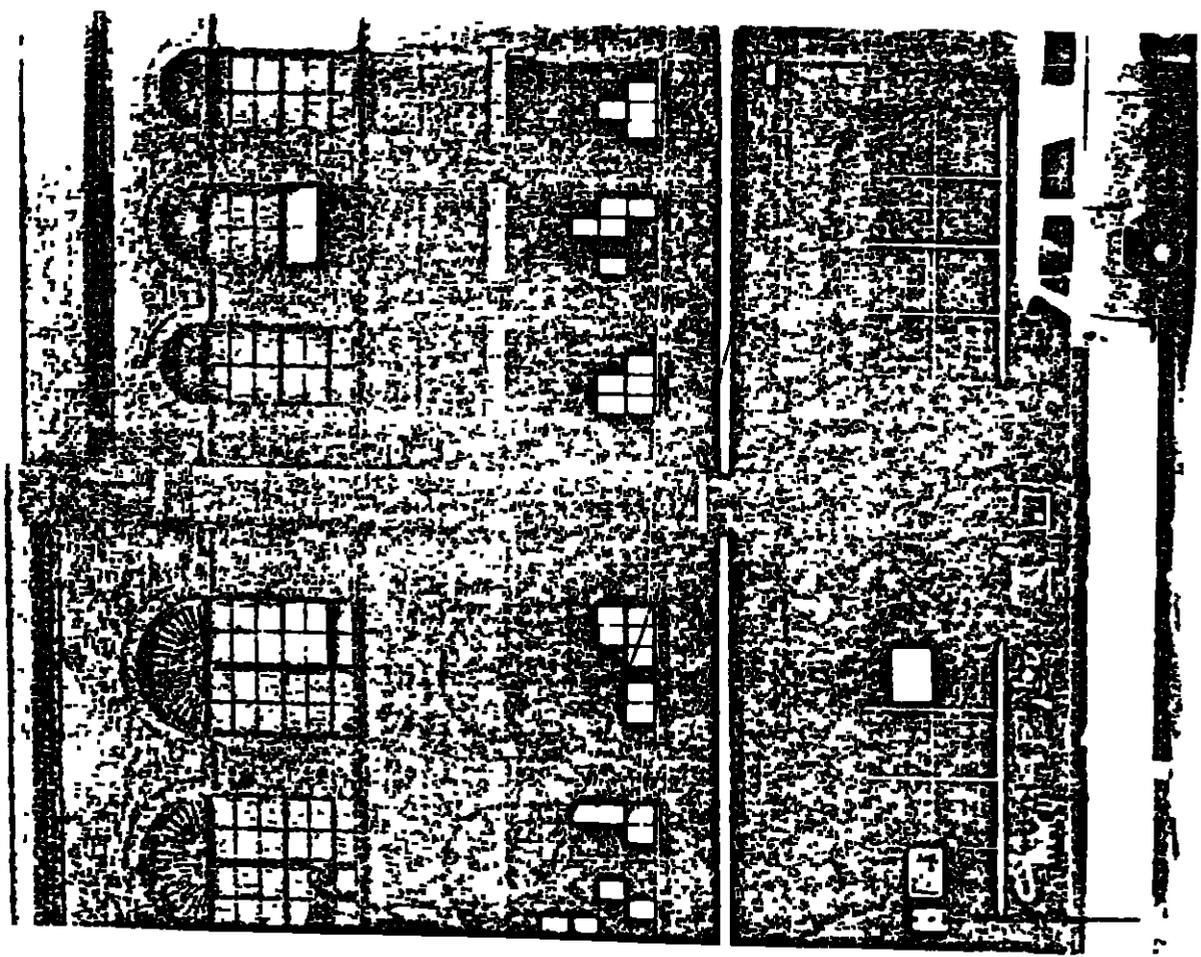
229-313 PAVONIA AVE

Vantage North Side of Pavonia Street
between Cols. and H. Street

12/1

Photographed by Oppenheim, J. ...
Uogelstein Negatives with ...

October, 1976



HAMILTON PARK HISTORIC DISTRICT

Genesee City
Madison County
New Jersey 0331

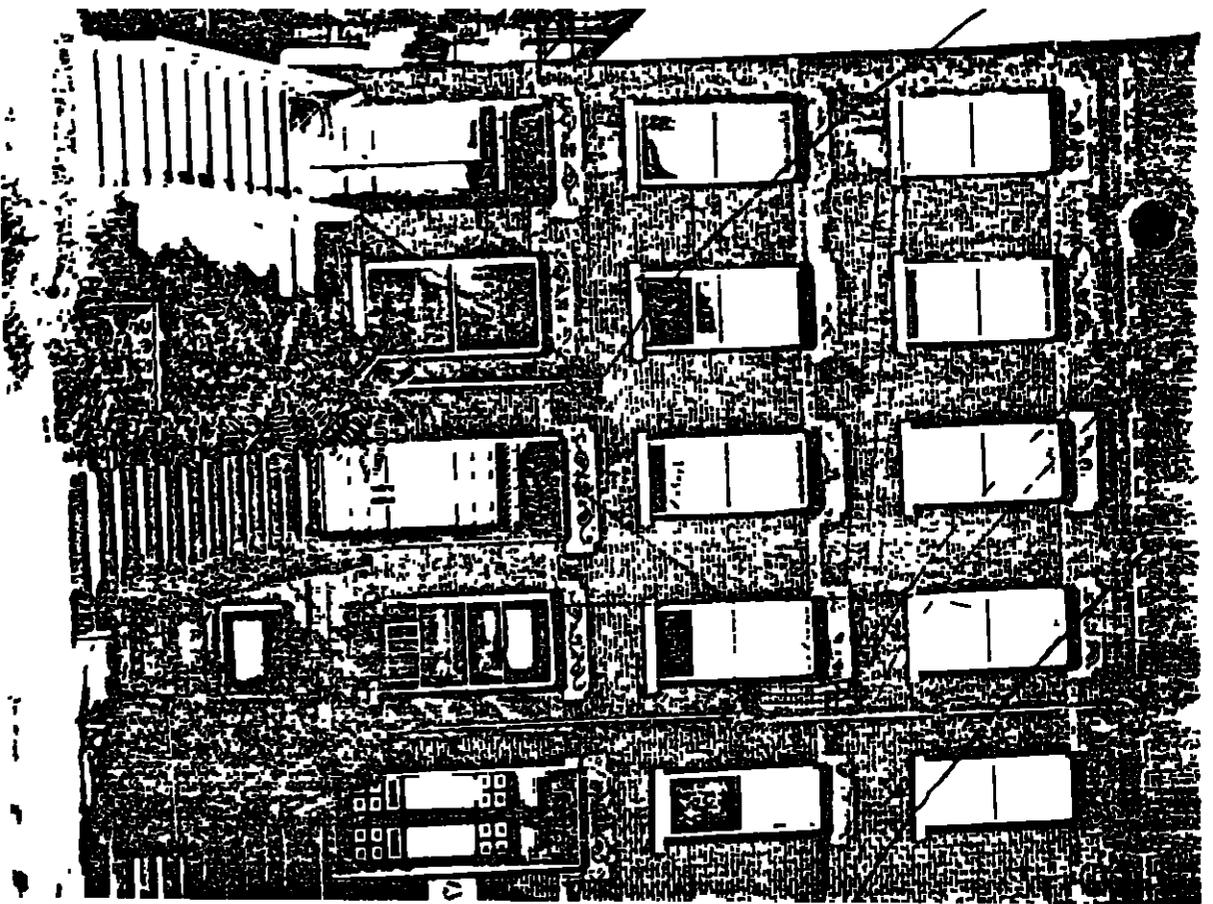
(22) 151-171 Colburn Street

View from Southeast corner of intersection
and Colburn Street



Photographed by C. P. Schenck
Ugelstein negatives with
date.

October, 1916.



Madison County

Newberry 034

(173) 152 1/2 - 116 Collier Street

Whitney - Union - 116

between Franklin St

Photographed by Cyrenus
Waggoner in 1916

October, 1976

1
the way out

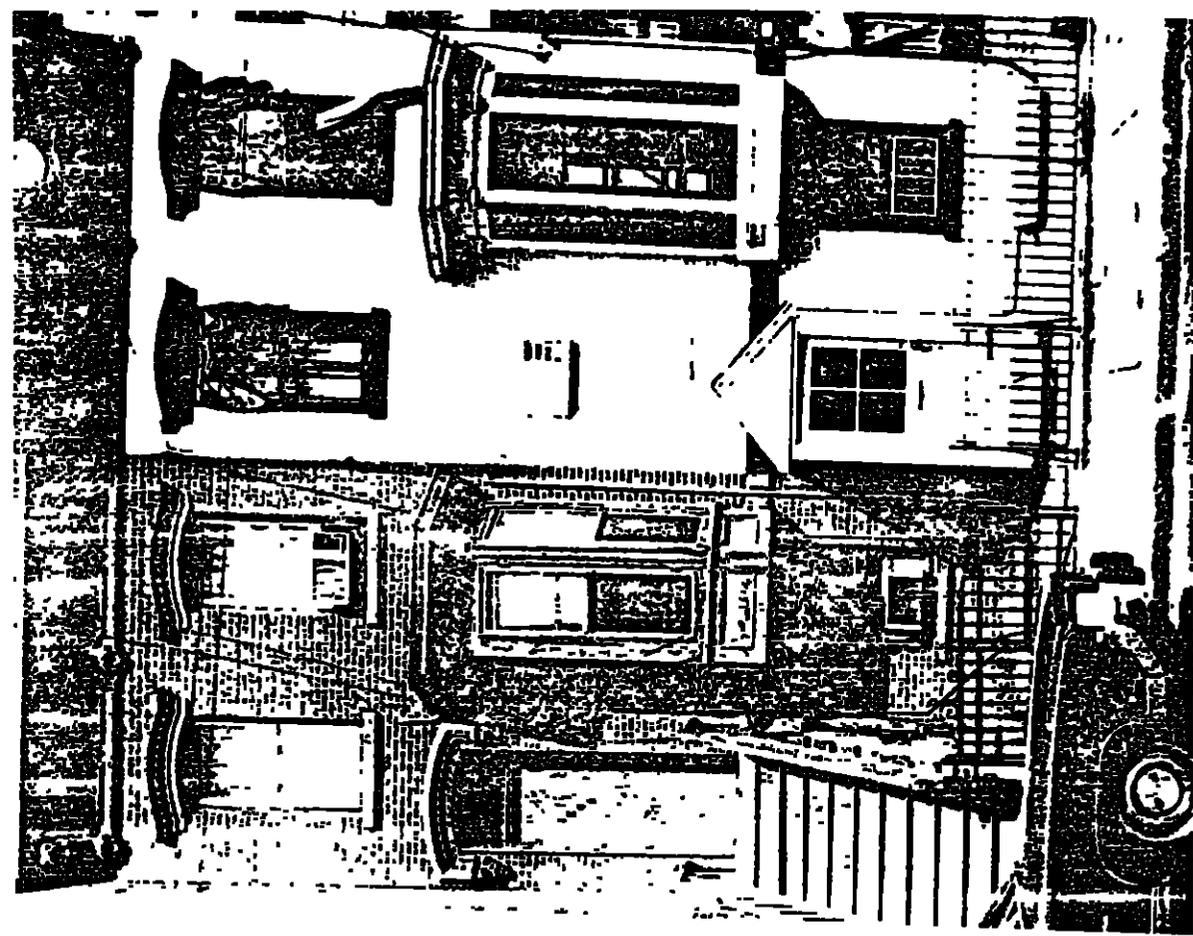
741 164 1st Street

View ... West side of Coles Street
between Pacini and 9th Street,
opposite

etc.

Photographed by Quinheim, Brady &
Partners Negatives with O.E.D.

October, '16.



New Jersey 034

658 + 656 Jersey Avenue

Vantage. West side of Jersey Avenue,
opposite, between 7th and
8th Streets.

Photographed by C. J. ...
& ...

October, 1976.



W. ...
to ...

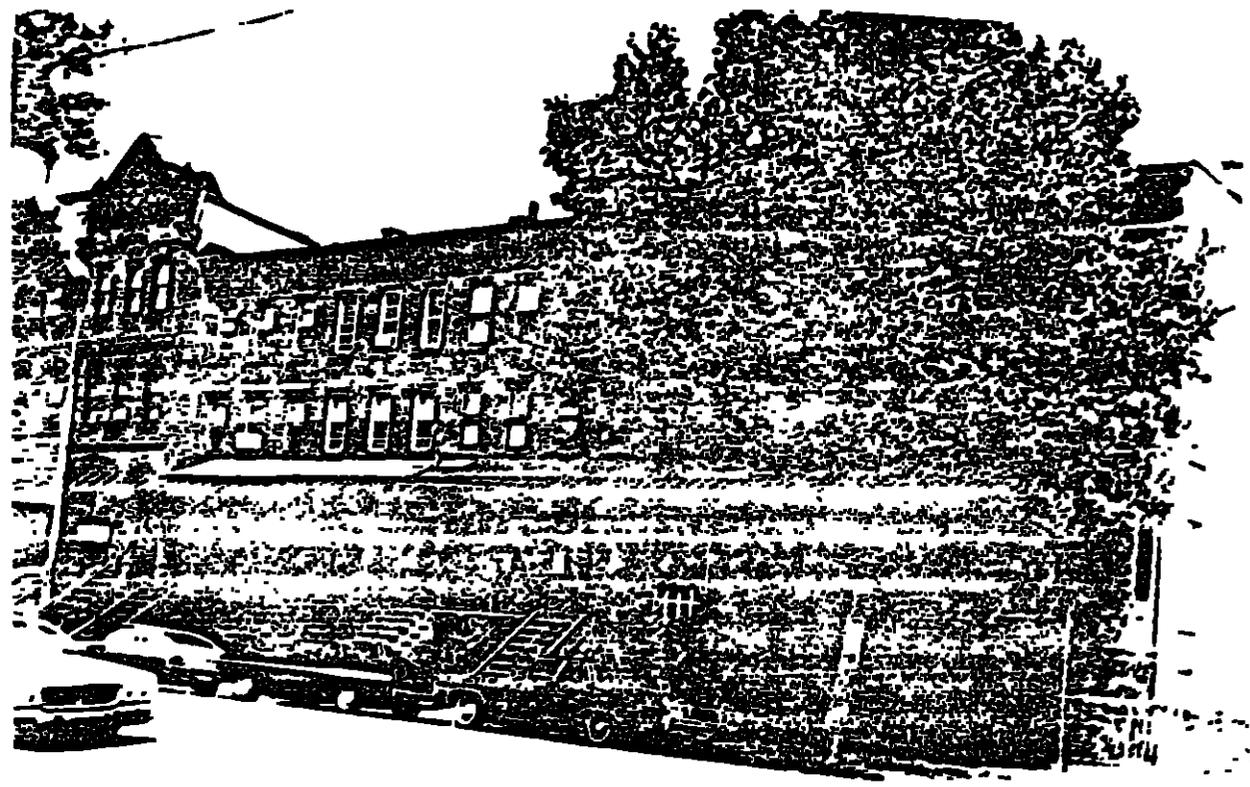
713 64. 658 ... Ave

at ... corner of ...
... 7th Streets

is

Identified by Oppenheimer, BRAY,
... with O.B. II

October, 1976



Hamilton Park Historic District



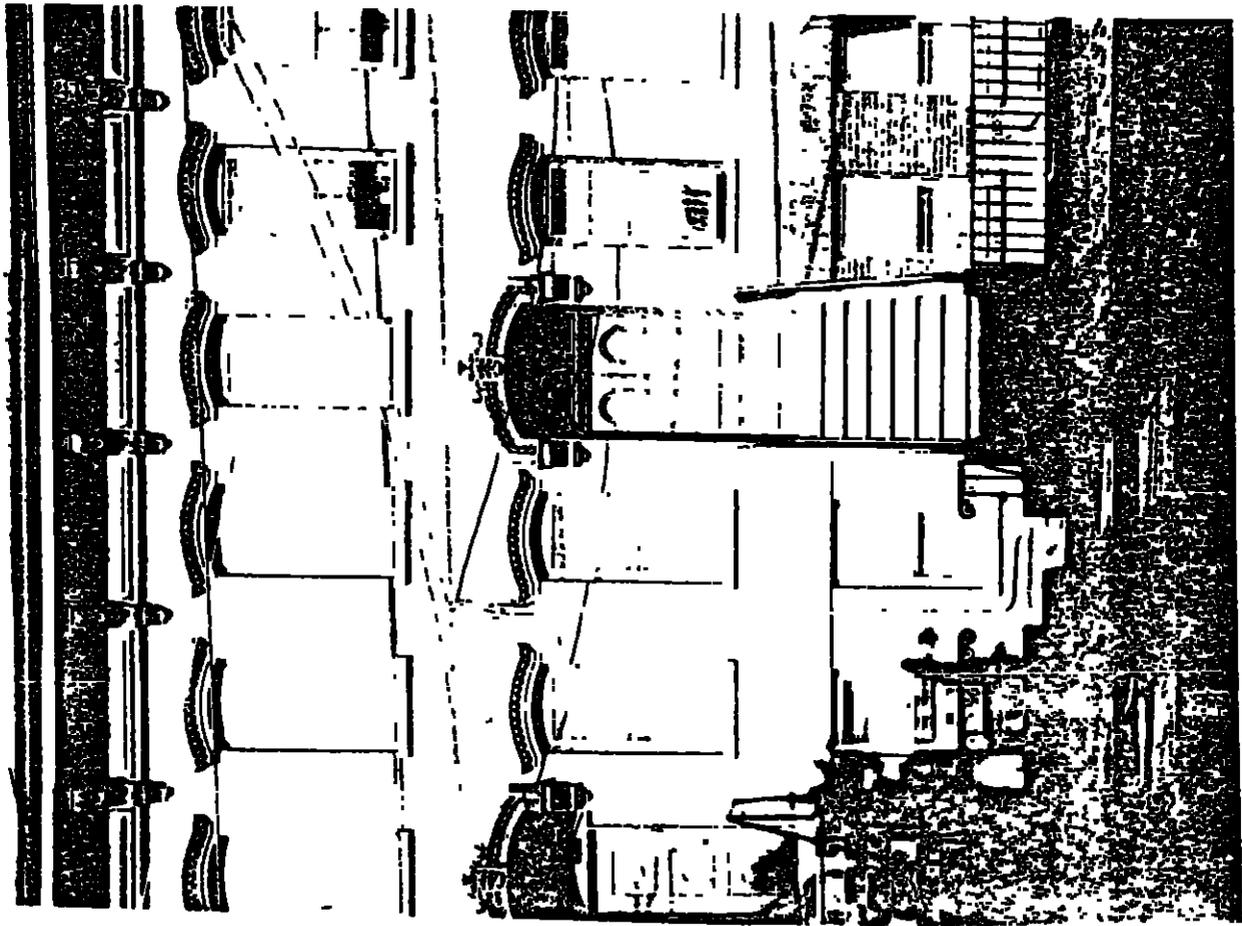
HAMILTON PARK HISTORIC DISTRICT
GENERAL COUNCIL
HUDSON COUNTY
MAY 1974

(27) 651 Jersey Avenue

Viewage. First side of building
located in front of lot

Photographed by Ophelia
Degetstein. Negatives not used

October, 1976.



HAMILTON PARK HISTORIC DISTRICT

Jersey City
Hudson County

New Jersey 0311

30 633 Jersey Avenue

VANTAGE - EAST SIDE OF JERSEY AVENUE,
OPPOSITE, BETWEEN 6TH AND
7TH STREETS

Photographed by Oppenheimer, Brady &
Vogelstein. Negatives with O.B.U.

11 - 1976

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET ITEM NUMBER 7 PAGE 31

ADDRESS DESCRIPTION PRIOR DATE AFTER

168 Coles Street 5 story brick dwelling 10 units - no heat X

705 1/2 Jersey Avenue 2 story basement brick dwelling 1 unit - heat X

705 Jersey Avenue 2 story basement brick dwelling 1 unit - heat X

703 Jersey Avenue 2 story basement brick dwelling 1 unit - heat X

701 Ninth Street 3 story basement brick dwelling 3 units - heat X

260 1/2 Ninth Street 3 story basement brick dwelling 1 unit - heat X

262 Ninth Street 3 story basement brick dwelling 1 unit - heat X

268 Ninth Street 3 story basement brick dwelling 1 unit - no heat X

268 1/2 Ninth Street 3 story basement brick dwelling 1 unit - no heat X

288 Ninth Street 2 story basement brick dwelling 1 unit - heat X

288 1/2 Ninth Street 2 story basement brick dwelling 1 unit - no heat X

290 Ninth Street 2 story brick commercial 1 unit - no heat X

176 Coles Street 2 story basement brick dwelling 1 unit - heat X

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER

PAGE

32

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
---------	-------------	---------------	----------------	------------

176 1/2 Coles Street

2 story basement brick dwelling 1 unit - no heat

X

178 Coles Street

2 story basement brick dwelling 1 unit - no heat

X

264 Ninth Street

4 story brick dwelling 8 units - no heat

X

274 Ninth Street

5 story brick dwelling 11 units - no heat

X

276 Ninth Street

5 story brick dwelling 11 units - no heat

X

278 Ninth Street

4 story brick dwelling 8 units - no heat

X

280 Ninth Street

4 story brick dwelling 8 units - no heat

X

282 Ninth Street

4 story brick dwelling 8 units - heat

X

284 Ninth Street

5 story brick dwelling 11 units - no heat

X

286 Ninth Street

5 story brick dwelling 11 units - no heat

X

121 1/2 Coles Street

3 story basement brick dwelling 4 units - no heat

X

121 Coles Street

3 story basement brick dwelling 4 units - heat

X

119 Coles Street

3 story basement brick commercial 3 units - no heat

X

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

ITEM NUMBER

PAGE 33

ADDRESS DESCRIPTION PRIOR DATE AFTER

115-115 1/2 Coles St. 2 story basement frame dwelling 2 units - heat X

111 Coles Street 3 story brick commercial 2 units - no heat X

109 1/2 Coles Street 3 story brick dwelling 3 units - no heat X

109 Coles Street 3 story brick commercial 2 units - no heat X

107 Coles Street 3 story brick commercial 2 units - no heat X

294 Sixth Street 2 story basement brick dwelling 1 unit - no heat X

296 Sixth Street 2 story basement brick dwelling 2 units - heat X

296 1/2 Sixth Street 2 story basement brick dwelling 2 units - no heat X

117 Coles Street 3 story frame commercial 1 unit - heat X

113 Coles Street 3 story brick commercial 3 units - no heat X

331 1/2 Eighth Street 3 story basement brick dwelling 1 unit - heat X

333 1/2 Eighth Street 3 story basement brick dwelling 1 unit - heat X

33 1/2 Eighth Street 3 story basement brick dwelling 2 units - no heat X

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER

7 PAGE 34

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
333 Eighth Street	3 story basement brick dwelling 1 unit - no heat	X		
331 Eighth Street	3 story basement brick dwelling 2 units - heat	X		
329 1/2 Eighth Street	3 story basement brick dwelling 2 units - no heat	X		
327 1/2 Eighth Street	3 story basement brick dwelling 1 unit - no heat	X		
27 Eighth Street	3 story basement brick dwelling 1 unit - no heat	X		
325 Eighth Street	3 story basement brick dwelling 1 unit - heat	X		
323 1/2 Eighth Street	3 story basement brick dwelling 1 unit - heat	X		
321 Eighth Street	3 story basement brick dwelling 4 units - no heat	X		
319 Eighth Street	5 story brick dwelling 11 units - heat		X	
293 1/2 Pavonia Avenue	3 story basement brick dwelling 1 unit - heat	X		
321 1/2 Pavonia Avenue	3 story brick commercial 1 unit - no heat	X		
293 Pavonia Avenue	3 story basement brick dwelling 2 units - heat	X		
321 Pavonia Avenue	3 story brick dwelling 1 unit - heat	X		



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 NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER

7 PAGE 35

ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
291 Pavonia Avenue	3 story basement brick dwelling 2 units - heat	X		
319 1/2 Pavonia Avenue	3 story brick dwelling 1 unit - heat	X		
151 Coles Street	2 story basement frame dwelling 1 unit - no heat	X		
319 Pavonia Avenue	3 story brick dwelling 1 unit - no heat	X		
149 Coles Street	2 story basement brick dwelling 1 unit - heat	X		
299-313 Pavonia Avenue	3 story brick industrial		X	
147 Coles Street	2 story basement brick 1 unit - heat	X		
304 Eighth Street	2 story basement brick dwelling 2 units - heat	X		
304 1/2 Eighth Street	2 story basement brick dwelling 1 unit - heat	X		
145 Cole Street	2 story basement brick dwelling 1 unit - heat	X		
306 Eighth Street	2 story basement brick dwelling 1 unit - heat	X		
141 Coles Street	2 story basement brick dwelling 1 unit - heat	X		
308 Eighth Street	2 story basement brick dwelling 1 unit - heat	X		

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ADDRESS	DESCRIPTION	PRIOR	DATE	AFTER
		TO 1887	1888-1908	1908
308 1/2 Eighth Street	2 story basement brick dwelling 2 units - no heat	X		
310 Eighth Street	2 story basement brick dwelling 1 unit - heat	X		
328 Eighth Street	3 story basement brick dwelling 1 unit - heat	X		
238 1/4 Eighth Street	3 story basement brick dwelling 1 unit - no heat	X		
330 Eighth Street	3 story basement brick dwelling 1 unit - heat	X		
330 1/4 Eighth Street	3 story basement brick dwelling 1 unit - no heat	X		
332 Eighth Street	3 story basement brick dwelling 1 unit - no heat	X		
332 1/2 Eighth Street	3 story basement brick dwelling 1 unit - no heat	X		
334 Eighth Street	3 story basement brick dwelling 2 units - heat	X		
334 1/2 Eighth Street	3 story basement brick dwelling 1 unit - no heat	X		
496 Monmouth Street	3 story brick dwelling 1 unit - no heat	X		
496 1/2 Monmouth St.	3 story brick dwelling 1 unit - no heat	X		
498 Monmouth Street	3 story brick dwelling 1 unit - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
498 1/2 Monmouth St.	3 story brick dwelling 1 unit - no heat	X		
297 Pavonia Avenue	4 story brick dwelling 8 units - no heat		X	
295 Pavonia Avenue	2 1/2 story frame dwelling 3 units - heat	X		
316 Eighth Street	4 story frame dwelling 4 units - heat	X		
318 Eighth Street	4 story frame dwelling 4 units - heat	X		
320 Eighth Street	4 story frame dwelling 4 units - heat	X		
492 Monmouth Street	3 story frame commercial 4 units - no heat	X		
494 Monmouth Street	1 story commercial brick	X		
317 Pavonia Avenue	4 story brick dwelling 8 units - no heat		X	
315 Pavonia Avenue	4 story brick dwelling 8 units - no heat		X	
312 Pavonia Avenue	3 story basement brick dwelling 2 units - heat	X		
298 Pavonia Avenue	4 story basement brick dwelling 1 unit - heat		X	
314 Pavonia Avenue	3 story basement brick dwelling 3 units - heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
298 1/2 Pavonia Avenue	4 story basement brick dwelling 2 units - no heat		X	
314 1/2 Pavonia Avenue	3 1/2 story basement brick dwelling 2 units - no heat	X		
300 Pavonia Avenue	4 story basement brick dwelling 2 units - heat		X	
169 1/2 Coles Street	3 story brick dwelling 1 unit - heat	X		
6 Pavonia Avenue	3 story basement brick dwelling rooming house heat	X		
300 1/2 Pavonia Avenue	4 story basement brick dwelling 1 unit - no heat		X	
169 Coles Street	3 story brick dwelling 1 unit - no heat	X		
318 Pavonia Avenue	3 story brick dwelling 1 unit - heat	X		
302 Pavonia Avenue	4 story basement brick dwelling 1 unit - heat	X		
167 1/2 Coles Street	3 story brick dwelling 1 unit - no heat	X		
318 1/2 Pavonia Avenue	3 story brick dwelling 1 unit - no heat	X		
302 1/2 Pavonia Avenue	3 story basement brick dwelling 1 unit - heat	X		
7 Coles Street	3 story brick dwelling 1 unit - no heat	X		

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ADDRESS	DESCRIPTION	PRIOR	DATE	AFTER
		TO 1887	1888-1908	1908
320 Pavonia Avenue	3 story brick dwelling 1 unit - heat	X		
165 1/2 Coles Street	3 story brick dwelling 1 unit - heat	X		
320-1/2 Pavonia Avenue	3 story brick dwelling 1 unit - heat	X		
165 Coles Street	3 story brick dwelling 1 unit - heat	X		
18 Monmouth Street	3 story brick dwelling 1 unit - no heat	X		
163 1/2 Coles Street	3 story brick dwelling 1 unit - no heat	X		
508 1/2 Monmouth Street	3 story brick dwelling 1 unit - no heat	X		
163 Coles Street	3 story brick dwelling 1 unit - no heat	X		
510 Monmouth Street	3 story brick dwelling 1 unit - no heat	X		
161 1/2 Coles Street	3 story brick dwelling 1 unit - heat	X		
161 Coles Street	3 story brick dwelling 1 unit - heat	X		
159 1/2 Coles Street	3 story brick dwelling 1 unit - heat	X		
159 Coles Street	3 story brick dwelling 1 unit - no heat	X		

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
157 1/2 Coles Street	3 story brick dwelling 1 unit - heat	X		
157 Coles Street	3 story brick dwelling 1 unit - no heat	X		
155 1/2 Coles Street	3 story brick dwelling 1 unit - no heat	X		
155 Coles Street	3 story brick commercial 1 unit - no heat	X		
292 Pavonia Avenue	4 story basement brick dwelling 3 units - no heat	X		
294 Pavonia Avenue	4 story basement brick dwelling 2 units - heat	X		
296 Pavonia Avenue	4 story basement brick dwelling 3 units - no heat	X		
310 Pavonia Avenue	3 story basement brick dwelling 3 units - heat	X		
310 1/2 Pavonia Avenue	3 story basement brick dwelling 2 units - heat	X		
341 Eighth Street	2 story frame dwelling 1 unit - heat	X		
339 1/2 Eighth Street	2 story frame dwelling 1 unit - no heat	X		
339 Eighth Street	2 story frame dwelling 1 unit - no heat	X		
337 Eighth Street	2 story frame dwelling 1 unit - no heat	X		



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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
335 1/2 Eighth Street	2 story frame dwelling 1 unit - heat	X		
335 Eighth Street	2 story frame dwelling 2 units - heat	X		
367 Eighth Street	3 story brick commercial 2 units - heat	X		
365 Eighth Street	2 story brick dwelling 2 units - heat	X		
363 Eighth Street	2 story brick dwelling 2 units - no heat	X		
361 Eighth Street	2 story brick dwelling 2 units - heat	X		
350 Eighth Street	2 story brick dwelling 2 units - no heat	X		
345 Eighth Street	2 story frame dwelling 2 units - heat	X		
343 1/2 Eighth Street	3 story brick dwelling 2 units - no heat	X		
343 Eighth Street	3 story brick dwelling 2 units - heat	X		
357 Eighth Street	2 story brick dwelling 6 units - no heat		X	
355 Eighth Street	3 story brick dwelling 6 units - no heat		X	
353 Eighth Street	3 story brick dwelling 6 units - no heat		X	

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ADDRESS	DESCRIPTION	PRIOR TO 1887	DATE 1888-1908	AFTER 1908
351 Eighth Street	3 story brick dwelling 6 units - no heat		X	
349 Eighth Street	2 story frame dwelling 2 units - no heat	X		
347 Eighth Street	4 story frame dwelling 4 units - no heat	X		
336 Eighth Street	2 story frame dwelling 1 unit - no heat	X		
336 1/2 Eighth Street	2 story frame dwelling 1 unit - no heat	X		
346 Eighth Street	2 story frame dwelling 1 unit - no heat	X		
338 Eighth Street	2 story frame dwelling 1 unit - no heat	X		
346 1/2 Eighth Street	2 story frame dwelling 1 unit - heat	X		
340 Eighth Street	2 story frame dwelling 1 unit - heat	X		
340 1/2 Eighth Street	2 story frame dwelling 2 units - no heat	X		
342 Eighth Street	2 story frame dwelling 1 unit - no heat	X		
344 Eighth Street	2 story frame dwelling 1 unit - no heat	X		
344 1/2 Eighth Street	2 story frame dwelling 2 units - no heat	X		

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		TO 1887	1888-1908	1908
352 Eighth Street	2 story frame dwelling 2 units - no heat	X		
352 1/2 Eighth Street	2 story frame dwelling 1 unit - heat	X		
354 Eighth Street	1 story masonry garage			
354 1/2 Eighth Street	2 story frame dwelling 1 unit - heat	X		
356 Eighth Street	2 story frame dwelling 1 unit - heat	X		
356 1/2 Eighth Street	2 story frame dwelling 1 unit - heat	X		
360 Eighth Street	3 story brick dwelling 6 units - no heat		X	
362 Eighth Street	3 story brick dwelling 6 units - no heat		X	
364 Eighth Street	3 story brick dwelling 6 units - no heat		X	
366 Eighth Street	3 story brick commercial 4 units - no heat			
348 Eighth Street	4 story frame dwelling 8 units - heat	X		
350 Eighth Street	3 story frame dwelling 6 units - no heat	X		
358 Eighth Street	3 story frame dwelling 3 units - heat	X		

D SIGNIFICANCE

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
1400 1499	<input type="checkbox"/> ARCHEOLOGY HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500 1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
1800 1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
1900	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Much of the analysis of the significance of the Hamilton Park District has been prepared by the architectural/historian Professor Henry Russel Hitchcock. Portions of Professor Hitchcock's Historic District Designation Report for the Hamilton Park District is presented below.

Hamilton Park District

The lower town of Jersey City grew up around three squares, Paulus Hook, Hamilton and Van Vorst, in the middle decades of the last century. The earliest of the three areas is that around Paulus Hook. The Jersey City story begins in 1804 when Anthony Dey acquired property in the district that was soon taken over by a group called the Associates of the Jersey Company. At that point the population consisted of less than twenty. For thirty years and more, development proceeded very slowly. Such edifices as the one that later became the Hudson Hotel, the house where Robert Fulton lived until his death in 1815, and the more considerable one called "Prospect Park" of Richard Varick of 1816 on what became Essex Street, must have stood in almost total isolation. A "City of Jersey" or of Jersey City within Bergen County was incorporated in 1820, provided with a new charter in 1829, and reincorporated in 1838; but the settlement had not grown much since 1804. In 1834 there were, within the then agreed boundaries, only 170 houses and when the first census was taken in 1840 there were only several thousand inhabitants. Not surprisingly, few if any houses or other buildings before that date have survived in recognizable shape.

Paulus Hook is not a square; it consists of four small open spaces at the corners of the intersection of two streets. Hamilton Park is in the former town of Van Vorst which was annexed by Jersey City in 1851. It was this big square and the somewhat smaller Van Vorst Park that were the locus of building production in the 1850's and succeeding decades.

Relevant dates in Jersey City's history for the districts west of Paulus Hook are the annexation of Hudson City and Bergen in 1869 and of Greenville in 1873 when Jersey City also obtained a new charter.

In the late eighteenth century the land east of Bergen Hill, between Communipaw and Hoboken was divided between the Van Vorst estate (which included Paulus Hook) and a large tract forming, almost half of the area known as the "Dukes Farm". The Dukes Farm had many conflicting claims of ownership. In 1809 however, they all agreed to sell to John B. Coles. Most of the claimants were part owners of the West India Company.



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The residential square, of which Hamilton Park is a good example, had long been a major feature of Anglo-American town planning. The earliest was Covent Garden in London, laid out by the great architect Inigo Jones in 1631. For the next two hundred years, squares were the finest urban elements in Great Britain. The model was early emulated in America. Fifty years after Covent Garden, the plan of Penn's town of Philadelphia proposed no less than five squares and even more were provided early in the eighteenth century in the original plan for Charleston.

In the first half of the nineteenth century most of the cities on the eastern seaboard had their squares, of which more survive than the earlier eighteenth century ones. Only part of one side of Washington Square in Manhattan, as built up with the City's finest row houses in the 1830's, is extant. From the next decade, however, Lewisburg Square in Boston survives almost intact. But the largest and best preserved were planned and largely built up in the middle century decades. These are when the squares of Jersey City were established.

Although the finest single house that still stands in Jersey City, one which has lately been restored and registered the so-called Ionic House, dated from 1834, the greater part of what survives in Hamilton Park and Van Vorst Park was carried out in overlapping waves through the next forty years. The survival of a plan showing what had been built up by 1873 indicates how much that is still standing belongs to the preceding decades.

Characteristically, the houses in both districts were built in groups, some actually extending for blocks, not only along the sides of the squares but in the related streets. Some of the finest, however, though also row houses, went up only by threes and fours. Indeed, an exceptionally fine pair, a fill-in of the 1890's of what was still a gap in the 1873 plan, consists of only two. Their fine Roman brick work and discrete Renaissance trim of limestone reflect the later urban architecture of the leading architects of Manhattan at that date, McKim, Mead, and White. But such "high style" is rare for row-houses in Jersey City as in Manhattan, and the characteristic range of identical houses throughout most of Hamilton Park District may best be described as Victorian vernacular.

The surveying map of Jersey City made in 1873 indicates precisely what lot had been built on by that date, a date when the post Civil War building boom was coming to a close with the financial panic of that year which was comparable in its effect to the situation after the crash of 1929. Earlier dates in the 1840's and 50's must be largely still a matter of estimate. Certainly of early character, but only as regards their still Greek Revival vernacular design and their placing, are



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the houses with verandahs set well back from the street along the north side of 7th Street. Presumably, many row houses of brick could be of equally early date, but the fact that their lots are not indicated as built on in the 1873 map makes clear that quite a few of the smaller ones - and some are very small indeed - are of later date.

More interesting in the Hamilton Park District are the larger houses, the greater part of them dating from 1865-73. Typical of this period are the range on the west side of Jersey Avenue between Sixth and Seventh Streets and between Seventh and Eighth Streets. With their high stoops, heavy segmental door and window lintels and richly moulded cornices of tan color paint to resemble brownstone, these are fine and, for the most part, well preserved examples of the mid-Victorian brownstone era. These relatively big houses are of three stories above high basements. Similar houses, usually narrower and only of two stories, survive in considerable number on the side streets.

A rather different type of house, with cast iron verandahs, recalling a little pre-Civil War building in southern cities, provides a less typically "brownstone" range of houses on the east side of Jersey Avenue between Seventh and Eighth Streets across from the range described above.

There are very few single or grouped houses of elaborate individual design, such as the very handsome houses fronted with beige limestone rather than brownstone, at 1-10 Paulmier Place in the Van Vorst Park District to the south, but the pair at 242-4 Seventh Street might be mentioned for their exceptionally heavy and elaborate Victorian lintels. These offer an instructive contrast to the three houses to their left. The latter, dating probably from the 90's, seem in their simple but elegant brownstone lintels and modest cornices almost like a reversion to the houses with restrained Greek Revival detailing of the forties and into the fifties that exist in some quantity in the Paulus Hook District to the southeast.

It is not necessary to assume that there was no building of houses in the Hamilton Park District before the annexation of the town of Van Vorst in 1851, though there is no plan like that of 1873 to make clear what was in existence at the mid-century. In particular the set-back row of houses on the north side of Seventh Street between Erie and Grove Streets, being of wood, may well be previous to 1851. Though they are already built in a continuous row with party walls they are designed more like free standing units though linked by a continuous cornice line at the front of their visible low pitched roofs and by the verandahs that run across the lower stories of these rather small two-storied houses. Almost none of their original wooden detail survives in original form, yet the proportion and the scale have been preserved and judicious restoration could enhance their exceptional

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character in the district. But it is the groups of houses built after the mid-century and before 1873 that offer the most characteristic detailing - all generally mid-Victorian - in the Hamilton Park District. The houses vary in size, some of them much less than the standard 25 foot width. The bigger brick houses and even some of the narrower ones, such as those on the north side of Seventh Street, are of three stories above a high basement, but many houses of almost identical design have only two stories.

Regardless of height and width, the architectural features of the facades are remarkably consistent. Only a few houses are faced with brownstone, but the treatment of these varies very little from that of the bigger brick houses. Heavy cornices link the houses horizontally and these are, throughout the 1860's and early 70's, very different from the simple Greek Revival ones seen on many of the earlier houses of the 40's in the Paulus Hook area. It is not easy to date the shift which probably began in the mid or even the early 50's, shortly after Van Vorst was annexed and the district began to be urban rather than suburban, at least in aspiration. But once scrolled brackets had been introduced as the bold three-dimensional elements of cornices, they would seem to have generally become heavier and richer as the possibilities of execution in tin painted to look like brownstone were realized.

Parallel with this came an increase in the elaboration of portals and window lintels. Here the exploitation of possibilities of the mass-production of cast-iron elements catered to the richer tastes of the decades that followed the mid-century. Where the "Greek Revival" houses of the Paulus Hook District and their inexpensive descendants, still being built after 1873, had echoed their simple cornices in the use of flat horizontal lintels, the characteristic lintels of the 60's and 70's were segmental and projected from the wall plane. Throughout the Hamilton Park District there is considerable variety in the decorative treatment of these segmental lintels.

What were probably the earliest, of which there are not many that survive, have rather delicate ornament. Later the ornament is bolder. Several of the earlier houses have rather elaborate portals similar to those of the late 60's on Manhattan's east side and in parts of Brooklyn. These doorways are round-arched and have pedimented hoods carried on carved brackets, for these portals are of stone, not iron. The later portals, characteristic of the 70's, merely have broader and larger-scaled versions of the segmental lintels over the windows.

Cast iron was not only used for lintels. It had from the mid-century been consistently used for the railings that surround the grass plots before the houses and on the stoops. The delicate scale of these gratings and the curvilinear

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ornamentation suggest that the moulds in which the members of the iron railings were cast date from the 50's. But the moulds evidently long continued in use, for identical railings are associated with houses that are certainly fifteen or twenty years later in date. This is characteristic of the stability of design which makes so difficult the dating of individual houses and explains the urban consistency of the district. Yet the Hamilton Park District is by no means all filled with row-houses. Though the public buildings, churches, schools, hospitals and factories, bring some variety into the urban texture, providing by their bulk and their scale accents in the characteristic residential texture, only a very few are of much intrinsic interest. One church of interest is on the north side of Pavonia Avenue midway between Monmouth and Coles Streets. It is of rather unusual design and ambiguous as to date. The delicacy of the very original detailing, if not the dominant pair of round-arched windows, reflect the remodelling - or rebuilding - of 1882 rather than the original of 1879, yet the general effect is rather of the 1850's.

 A grander edifice is St. Anthony's, actually beyond the western edge of the district on Monmouth between 6th and 7th Streets. This is of more conventional Victorian Gothic design, yet actually very late in date, 1890-94. The height of the tower and the exceptional rock-faced masonry of granite plentifully trimmed with brownstone - the light colored portals here are modern - make it an exceptional accent in relation to its modest neighbors. Quite different, but similarly conspicuous because of its height, is the brick factory building on Eighth Street, particularly as its neighbors are rather simple houses that are of what may be called "post-Greek Revival" character except for the brackets, here broadly spaced, that support the cornice.

The 1850's was a time when large numbers of immigrants were flooding into Jersey City. Many settled in the neighborhood near Hamilton Park. The need for a mission for the Catholic immigrants became clear to the Newark diocese. Thus in October, 1855 a small mission called St. Michaels was started on Erie Street. The oldest parish record shows a baptism on November 1, 1867. Sufficient funds to erect the church were not collected until 1872 and the church was completed the following year and still remains at its same location today.

More attractive elements in the total picture of the district are various firehouses, particularly that at 278 Sixth Street. Though not as tall as its domestic neighbors, the big door gives a more monumental scale and the facade, unlike that of any of the houses has certain architectural features - paired pilasters and a broad crowning pediment - not found on any other houses.

 Although high-grade housing of the sort characteristic of the Hamilton Park district has survived in some quantity elsewhere in the New York metropolitan area

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Jersey City's urbanistic heritage has been especially well preserved, in considerable degree by "benign neglect". But a time comes when positive measures of preservation and not mere minimal maintenance are needed. The gradual deterioration progresses more rapidly and some rising sense of the values of the district as a whole are required to balance the worthy efforts of individual owners to keep up and rehabilitate their properties.

The overall examination of such districts as those surrounding Paulus Hook and Hamilton Park is a necessary preliminary to proposing standards of repair and maintenance that will preserve and even enhance urbanistic values that are now being eroded. Fortunately Jersey City's urbanistic heritage has been especially well preserved, in considerable degree by "benign neglect". But a time comes when positive measures of preservation and not mere minimal maintenance are needed. The gradual deterioration progresses more rapidly and some rising sense of the values of the district as a whole are required to balance the worthy efforts of individual owners to keep up and rehabilitate their properties.

The overall examination of such districts as those surrounding Paulus Hook and Hamilton Park is a necessary preliminary to proposing standards of repair and maintenance that will preserve and even enhance urbanistic values that are now being eroded. Fortunately Jersey City considered both as a governmental entity and as the sum of its individual inhabitants and property owners, has come to recognize an obligation that is not, it may seem, an obligation to its past but to its future. The basic physical preservation of the nineteenth century housing of Jersey City is no longer in question. The days of area-wide bull-dozing are over. But buildings can be destroyed by kinds of neglect that are not "benign" and by ignorant proposals for the rehabilitation of individual houses whose visual and historical value lies in good-neighborly handling of their repair and maintenance.

Happily, what is covered in the broadest sense by the term "restoration" has come to be understood not alone by professionals - some of them, indeed, were rather slow to acquire an understanding of the social aspects of restoration they thought of primarily in terms of the architectural, as distinguished from the urbanistic, worthiness of individual structures - but by an increasingly interested and informed public. It is these social values, even more perhaps than the purely visual ones, that the handling of the Hamilton Park District in the near future should regard and, where possible, enhance.

In conclusion, the proposed limits of the proposed Hamilton Park District should be noted. The greater portion is the roughly square section of which the park occupies the north-central area. The southern boundary is Sixth Street, from west of Grove to Coles, including the north side of Ninth Street. But there



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is a narrow extension westward of Coles Street that included Pavonia Avenue as far as Monmouth and both sides of Eighth Street as far as Brunswick Street. It is inside these boundaries that the highest proportion of good Victorian housing survives in a fair state of preservation. It might be hoped however, that the standards of maintenance and careful restoration to be established for the district would be emulated by the owners of comparable houses outside the formal boundaries of the district.

NOTES

1. Alexander McLean, History of Jersey City, New Jersey, (Jersey City; Jersey City Printing Company, 1893) pg. 24.
2. Ibid, pg. 50.
3. Ibid, pg. 51.
4. Ibid. pg. 55.
5. Ibid, pg. 54.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheets

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approx. 42 acres

UTM REFERENCES

A	1,8	5,8,0	0,8,0	4,5,0	0,8,7,2,0	B	1,8	5,8,0	8,5,0	4,5,0	0,8,4,8,0
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING	
C	1,8	5,8,0	4,0,0	4,5,0	0,8,5,2,0	D	1,8	5,8,0	1,8,0	4,5,0	0,8,6,6,0
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING	

VERBAL BOUNDARY DESCRIPTION

The southern boundary of the Hamilton Park Historic District begins at a point at the intersection of the center line of Sixth Street with the eastern lot line of 200 Sixth Street (as if extended) and proceeds in a westerly direction for a distance of 1440 feet along Sixth Street to the intersection of the western lot line of 296 1/2 Sixth Street, as if extended. From there it proceeds north following the western property lines of 296 1/2 Sixth Street, for a distance of 250 feet to the intersection with the

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Margaret A. Sheehan/Principal Planner

3/25/77

ORGANIZATION

DATE

Jersey City Office of Planning

TELEPHONE

STREET & NUMBER

City Hall - 280 Grove Street

(201) 547-5010

CITY OR TOWN

STATE

Jersey City

New Jersey

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665) I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

[Handwritten Signature]

DATE

4-27-75

TITLE

Deputy Commissioner, Dept. of Environmental Protection

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST

DATE

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 9. PAGE 1.

MAJOR BIBLIOGRAPHICAL REFERENCES

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 9. PAGE 2.

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

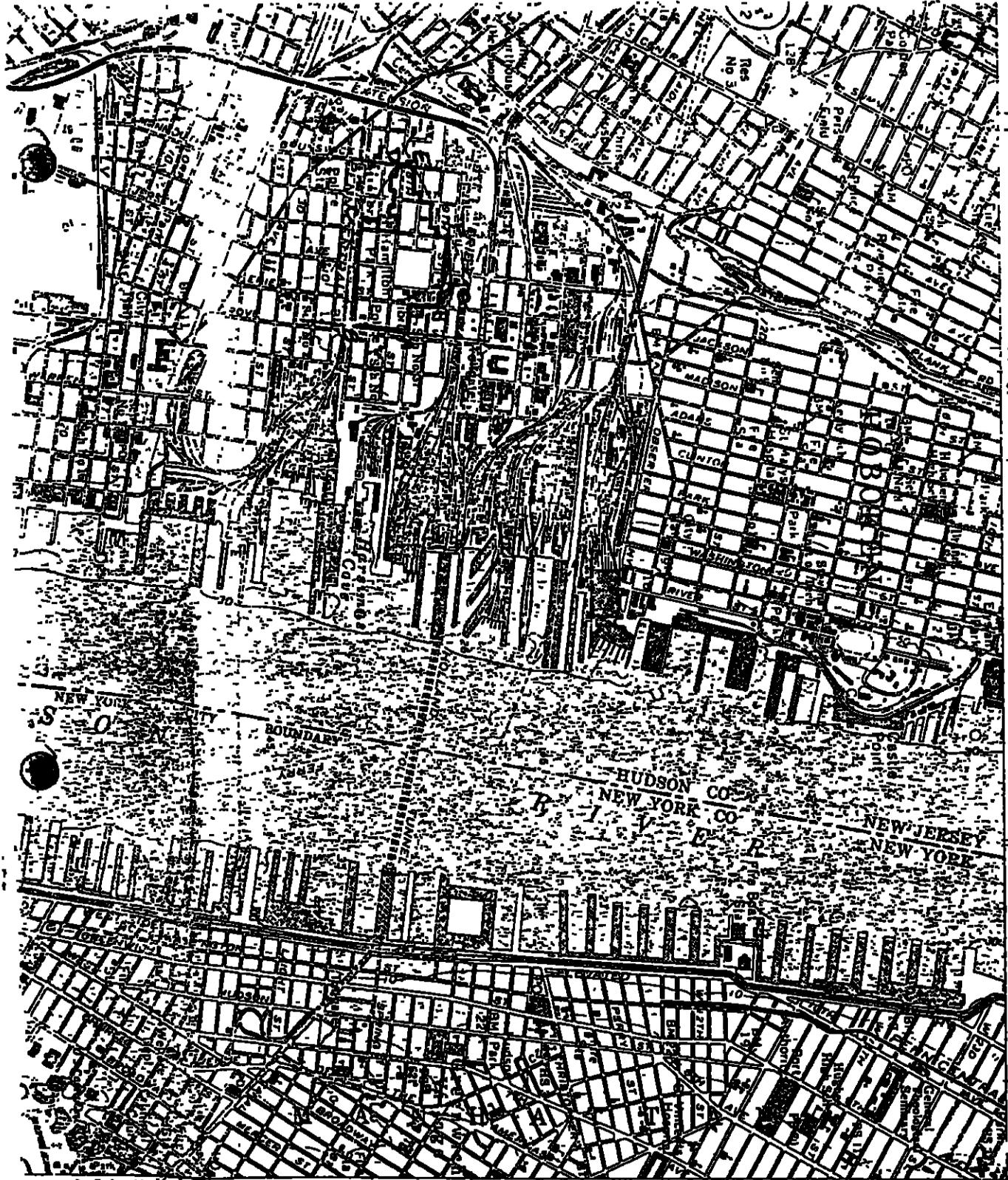
Hamilton Park Historic District
Jersey City
Hudson County
New Jersey 07310

CONTINUATION SHEET

ITEM NUMBER 10. PAGE 1.

center line of Seventh Street and proceeds easterly to the intersection of the center line of Coles Street. From there it proceeds in a northerly direction a distance of 350 feet to the intersection with the center line of Eighth Street. From there it proceeds in a westerly direction along the center line of Eighth Street for a distance of 225 feet to the intersection with the easterly property line of 319 Lightn Street. From there it proceeds in a westerly direction parallel to the rear lot lines of Eighth Street for a distance of 696 feet to its intersection with the center line of Brunswick Street. From there it proceeds in a northerly direction for a distance of 225 feet to the intersection with the northern lot lines of Eighth Street. From there it proceeds in an easterly direction for a distance of 375 feet and then northerly for a distance of 145 feet to include the western lot lines of Monmouth Street to its intersection with the center line of Pavonia Avenue. From there it proceeds northerly to the intersection of the center line of Monmouth Street. From there it proceeds northerly for a distance of 225 feet to the intersection of the northern property lines of Pavonia Avenue for a distance of 380 feet and northerly for a distance of 130 feet to include the western property lines of Coles Street to the intersection of the center line of Ninth Street. Then it proceeds easterly for a distance of 80 feet along the center line of Ninth Street to its intersection with the center line of Coles Street. Then it proceeds easterly for a distance of 145 feet to the intersection of the northern property lines of Ninth Street, including St. Matthews Church, to the intersection with the center line of Erie Street, for a distance of 945 feet. From there it proceeds in a southerly direction for a distance of 400 feet along the center line of Erie Street, to the intersection with the center line of Pavonia Avenue. From there it proceeds in an easterly direction for a distance of 345 feet along the center line of Pavonia Avenue to its intersection with eastern property line of 201 Pavonia Avenue, as if extended. From there, it proceeds in a southerly direction along the eastern property line of 201 Pavonia Avenue, 204 Lightn Street, 201 Eighth Street, 202 Seventh Street, 199 Seventh Street and 200 Sixth Street for a distance of 300 feet to the point and place of beginning.

F 18 580190 4502740
F 13 580480 4508890
C 18 580700 4508900
E 18 580770 4508850
I 18 580770 4508720



JERSEY CITY QUADRANGLE
 NEW JERSEY - NEW YORK
 7.5 MINUTE SERIES (TOPOGRAPHIC)

40°45' N
 74°10' W
 1:50,000 FEET IN 1" (1:483)

HAMILTON PARK
 CENTRAL PARK

Hamilton Park Historic District
 Jersey City
 Hudson County
 New Jersey

VTM References:

- A. 18-5-80-880
- 45-08-720
- B. 18-5-80-850
- 45-08-180
- C. 18-5-80-100
- 45-08-520
- D. 18-5-80-180
- 45-08-660
- E. 18-5-80-190
- 45-08-710
- F. 18-5-80-180
- 45-08-890
- G. 18-5-80-100
- 45-08-900
- H. 18-5-80-770
- 45-08-850
- I. 13-5-80-770
- 45-08-770

Hamden Park Historic District

Location

Address

Map

24 View from top place

View from corner of Pavilion Drive

View from Pavilion Place

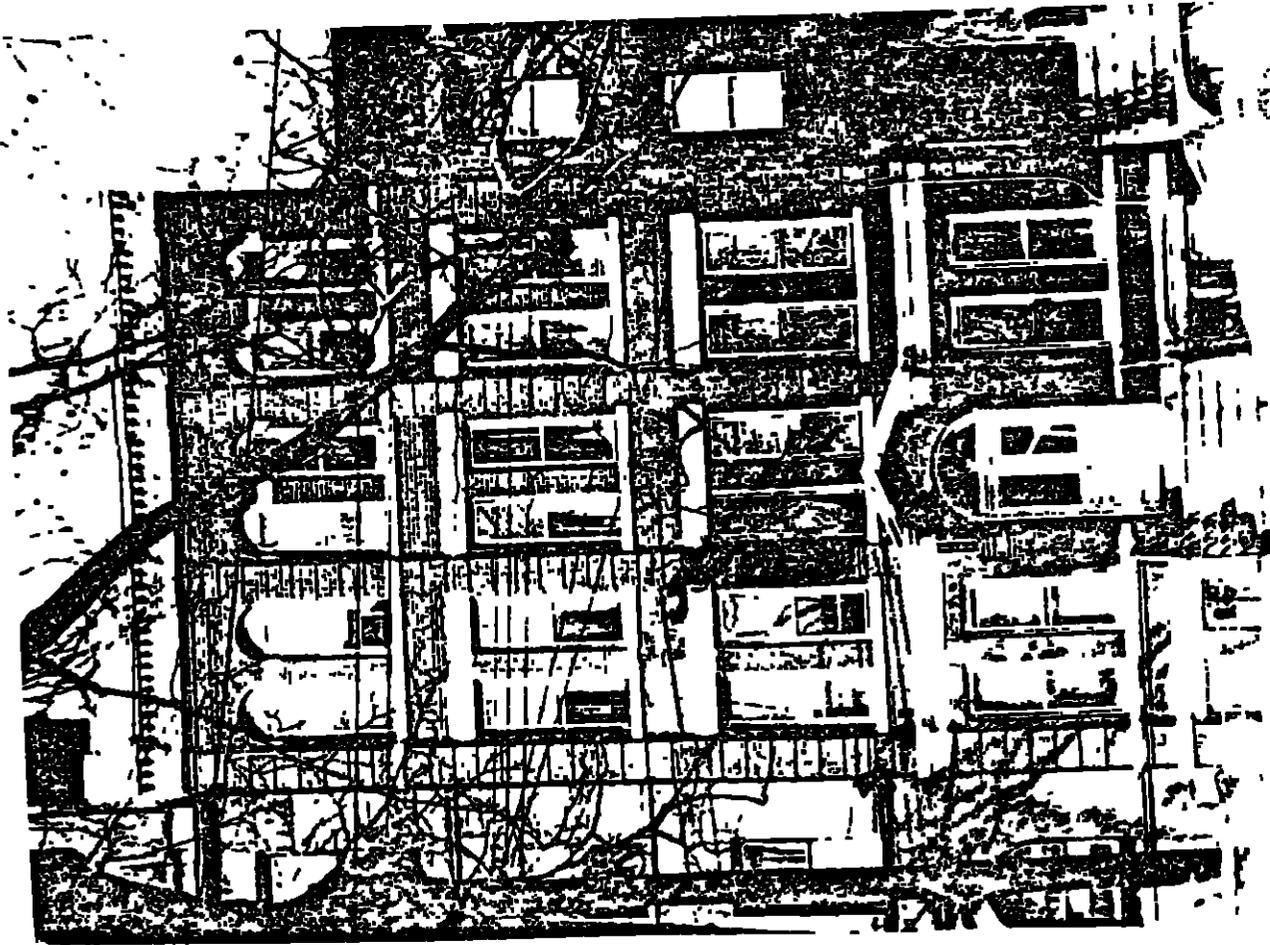


Photographed by Oppenheimer, BRADY & Vogelstein. Negatives with O.B.U.

Hamilton Park Historic District
Jersey City
Hudson County New Jersey 07314

② 264 9th Street

Viewage - South side of 9th Street, opposite,
between ... between Jersey Ave.
and West Hamilton Place.



Photographed by Oppenheimer, Brady &
Vogelstein Negatives with O.B.U.

October 1971



STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
HELEN C FENSKE, ASST COMMISSIONER
CN 402
TRENTON, N J 08646
609-292-2530 3541

October 13, 1982

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Ms. Shull:

I am pleased to nominate the Hamilton Park Historic District Extension to the National Register. This extension is being appended to the current Hamilton Park Historic District, Jersey City, Hudson County which was entered onto the National Register on January 25, 1979.

The extension has received the majority approval from the New Jersey State Review Board. All procedures were followed in accord with the interim regulations published in the Federal Register on November 16, 1981 and your November 6, 1981 letter.

Should you want further information concerning this application, please feel free to call Susanne Hand, Chief, Office of Historic Preservation at (609)292-2028.

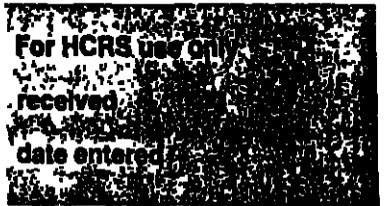
Sincerely,

Helen C. Fenske
Helen C. Fenske
Assistant Commissioner
for Natural Resources

Enclosure

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet

Item number 7

Page 1

Hamilton Park Historic District Extension
Jersey City, Hudson County, New Jersey

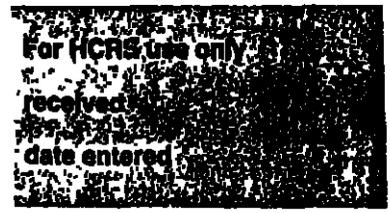
Hamilton Park Historic District is a well preserved mid-19th - early 20th century residential area surrounding an attractive 19th century urban park. This proposed extension projects the Jersey Avenue boundary to the intersection of 10th Street to include seven structures and four vacant parcels of land. Four of the buildings (including a double building on two lots) are late 19th - early 20th century apartment houses or tenements, four to five stories, four to five bays, brick with stone or terra cotta trim, similar to other tenements along Ninth Street and other areas of the original district. The fifth contributing building is an early 20th century garage, similar in style to the residences. The sixth is a five story brick warehouse with Romanesque detailing. The one non-contributing structure is a modern brick garage. Although most of the buildings are in poor condition and have missing windows and some damaged lintels and stoops, they retain a relatively high level of integrity. Original entrances, detailing, cornices and a corner storefront are extant on these buildings.

709 Jersey Avenue (Block 322, Lot 3). Five story brick tenement with eclectic brick, stone and terra cotta detailing. Taller and more elaborate than the other residential buildings, it features square headed and round arched windows, decorative spandrels and tower-like end bays, creating a distinctive roof line.

711 Jersey Avenue (Block 322, Lot T). Four story late Italianate brick tenement. Brownstone sills with incised Neo-Grecian detailing. Projecting bracketed cornice.

712-714 Jersey Avenue (Block 285, Lots 23 and 24A). Five story double brick tenement with eclectic Romanesque and Renaissance detailing in brick, metal and stone. Appears to be single building, but has two entrances and looks like a pair. Features intact corner store, colonnetted entrances, an arcade of round arched windows at the top story, and square-paneled bracketed cornice.

**United States Department of the Interior
Heritage Conservation and Recreation Service**



**National Register of Historic Places
Inventory—Nomination Form**

Continuation sheet

Item number 7

Page 2

Description (continued)

716-722 Jersey Avenue (Block 286, Lot G). New Jersey Warehouse. Late 19th century Victorian Romanesque brick warehouse. Features segmental and round arched windows, corner entrance, arcaded fifth story windows and patterned brick cornice. Windows on upper floors have been filled in.

263 Tenth Street (Block 322, Lot S). Four story, three bay late Italianate brick residence, incised stone lintels, bracketed cornice.

247 Tenth Street (Block 285, Lot 24B). Early 20th century one story brick garage with stone trim, paneled brick detailings, rosettes.

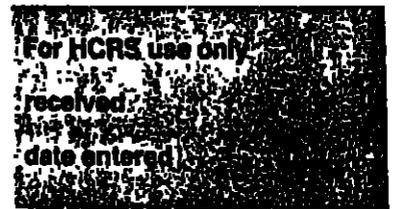
249 Tenth Street (Block 285, Lot 25). Modern one story brick garage. Non-contributing.

The vacant lots are 707, 713, 708 and 710 Jersey Avenue (Block 322, Lots 4 and U., and Block 285, Lots 21 and 22).

This extension includes good, intact examples of a significant Hamilton Park building type - the early 20th century tenement. It shows the architectural and social evolution of the district from predominantly single family rowhouses to the interspersed multiple dwelling of similar scale and good quality architectural detailing. Extending the district to Tenth Street also provides a better-defined edge to the district. Beyond these new boundaries are vacant lands on Tenth Street west of Jersey Avenue and either intrusions, vacant lands or non-residential buildings on Tenth Street east of Jersey Avenue. New Jersey Warehouse, at the corner of Tenth Street and Jersey Avenue was included as a gateway to the district. Although it differs in use from the predominantly residential character of the district, New Jersey Warehouse is a handsome imposing and intact building of the period.

United States Department of the Interior
Heritage Conservation and Recreation Service

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet

Item number 10

Page 7

Hamilton Park Historic District Extension
Continuation Sheet
Geographical Data - page 1

Verbal Boundary Description

Beginning at the Northeast corner of Block 285, Lot 25 proceed North to the Southeast corner of Block 286, Lot G. Thence, proceed to the northeast corner and the northwest corner of said property. Thence, proceed South along said property projecting a line to the northwest corner of Block 285, Lot 24A. Thence, proceed west across Jersey Avenue to the northwest corner of Block 322, Lot S. Thence, proceed south to the southwest corner of Block 322, Lot 4. Thence, proceed east along said property and across Jersey Avenue to the southeast corner of Block 285, Lot 25. Thence, proceed north along said property to the point of beginning.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only
received
date entered

Continuation sheet

Item number

4

Page

1

Hamilton Park Historic District Extension
Continuation Sheet
Property Ownership - page 1

City of Jersey City
280 Grove Street
Jersey City, New Jersey 07302

Re: B. 285, Lt. 24B

St. Michael's R. C. Church
252 Ninth Street
Jersey City, New Jersey 07302

Re: B. 285, Lt. 25

Taroco Enterprises, Inc.
14 Hampshire Road
Washington Township, New Jersey 07675

Re: B. 286, L. G-1 - Jersey City

Jersey City Redevelopment Agency
3000 Kennedy Boulevard
Jersey City, New Jersey 07306

Re: B. 285, Ls. 21, 22, 23, 24A;
B. 322, Ls. 3, 4, S, T, U

COMMISSIONERS

JOSEPH J. SWEENEY
CHAIRMAN
CURTIS A. JOHNSON
VICE-CHAIRMAN
MICHAEL J. BARRETT
REV RALPH BROWER
DOMINICK CALEO
SILVANA KAMINSKI
BERNICE SEVERINI



NR File

EXECUTIVE
THOMAS J. LEANE
EXECUTIVE DIRECTOR
FRANK V. BURKE, Esq.
GENERAL COUNSEL
GERALD McCANN
MAYOR

JERSEY CITY REDEVELOPMENT AGENCY

3000 KENNEDY BLVD. ... JERSEY CITY, N. J. 07306-3887

OLDFIELD 6-0517

February 25, 1982

RECEIVED

MAR 1 1982

OFFICE OF HISTORIC PRESERVATION

Ms. Susanne C. Hand, Chief
Department of Environmental Protection
Review and Compliance Section
109 West State Street
Trenton, New Jersey 08625

Re: Ninth Street Redevelopment Project
Hamilton Park Historic District Extension

Dear Ms. Hand:

In response to your letter of February 16, 1982, please be advised that the Jersey City Redevelopment Agency wholeheartedly supports the inclusion of its properties into the Hamilton Park Historic District Extension. The Agency is developing two separate rehab projects on the properties it owns in the extension, the rehab plans will be developed in accordance with the Secretary of Interior's Guidelines and seek Tax Act certification.

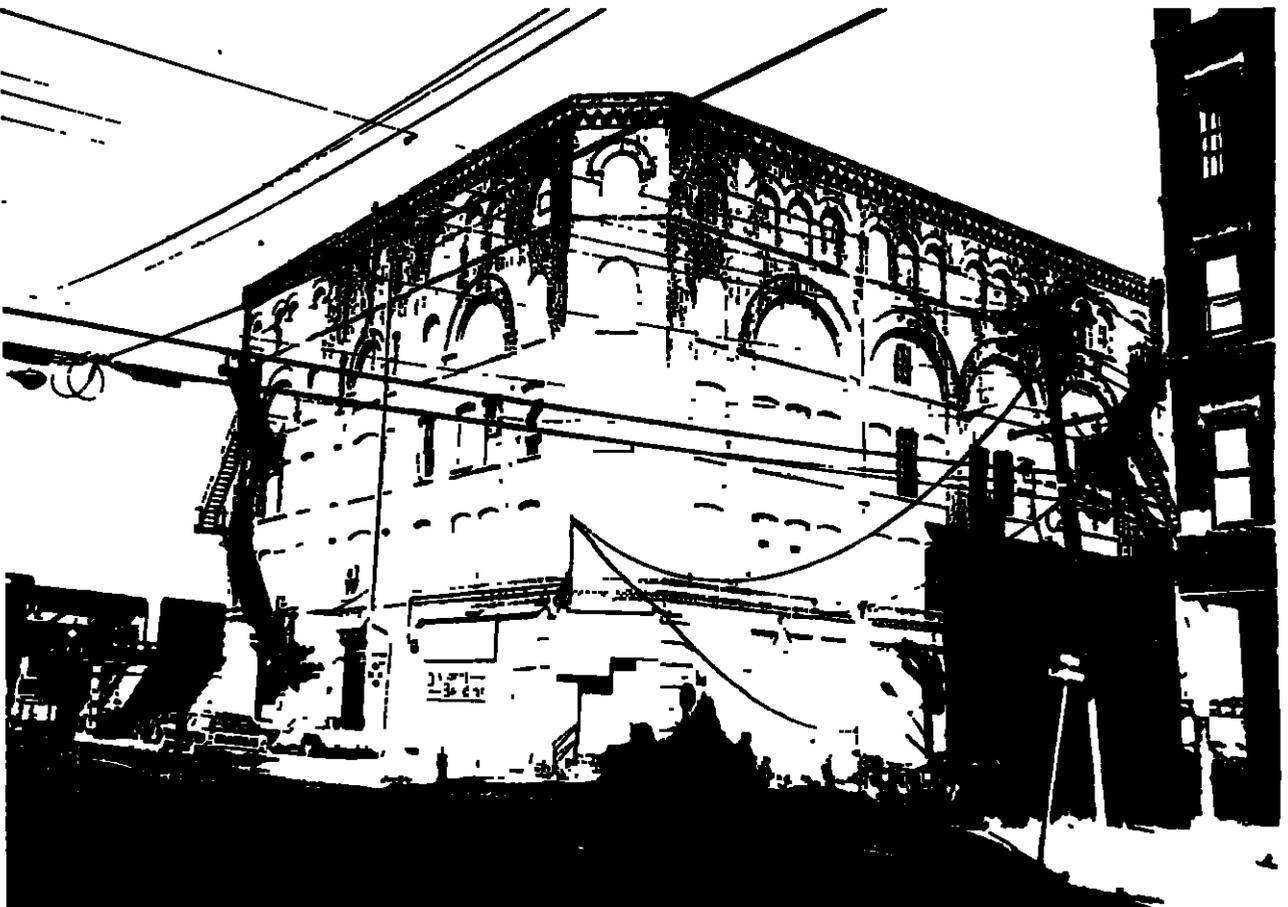
For clarification purposes, the properties owned by the Jersey City Redevelopment Agency to be included in the Hamilton Park Historic District Extension are City Block 322 Lots 3, 4, S, T and U and City Block 285 Lots 21, 22, 23, 24A and 24B. I would like to thank you for having the above included on the Agenda for your meeting of March 18, 1982. If you have any questions, please call.

Very truly yours,

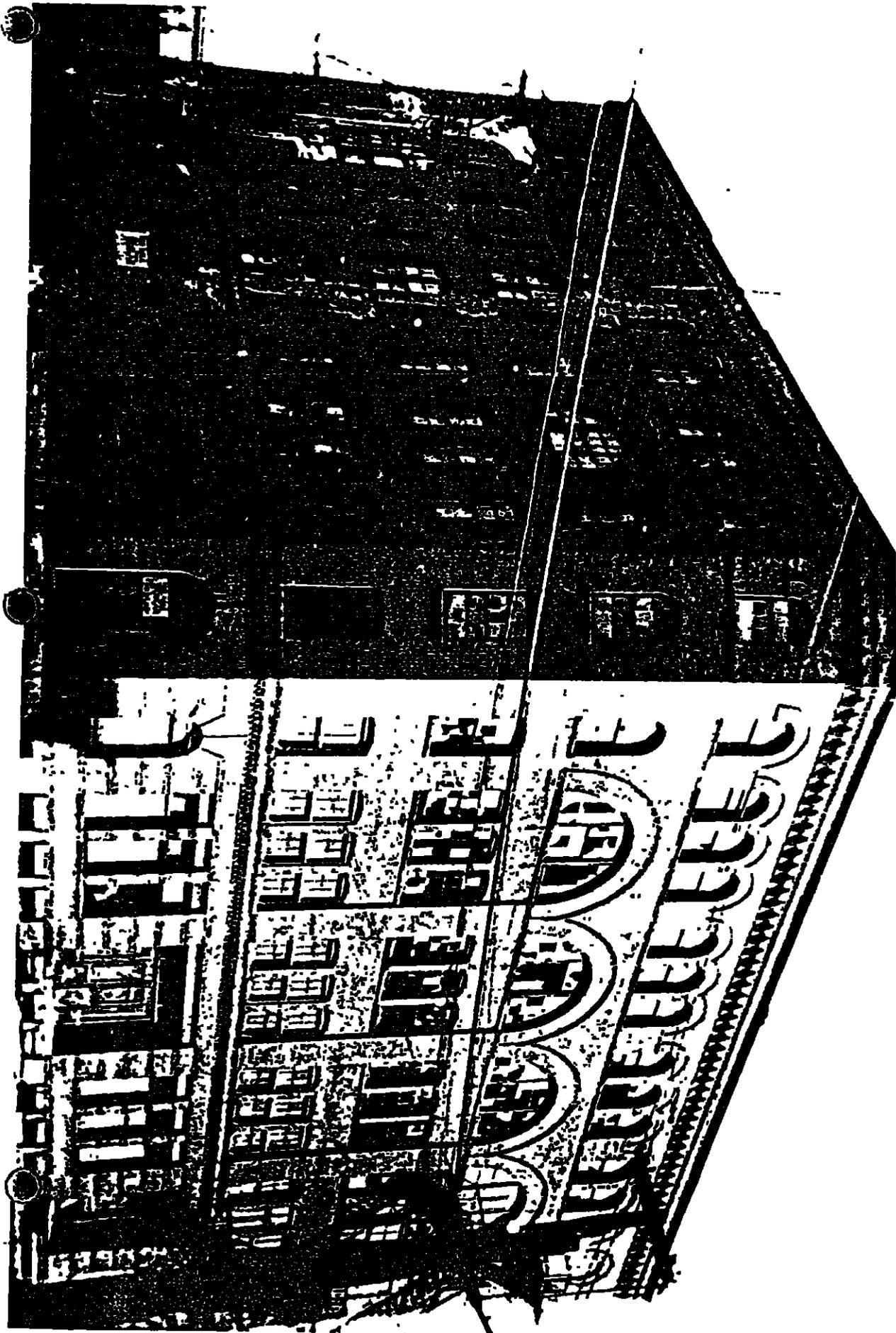
[Signature]
JEFFREY C. ...
Director of Development

Check + correct on NR
nominatin form, notification, etc.
if necessary.

J.C.S./mju

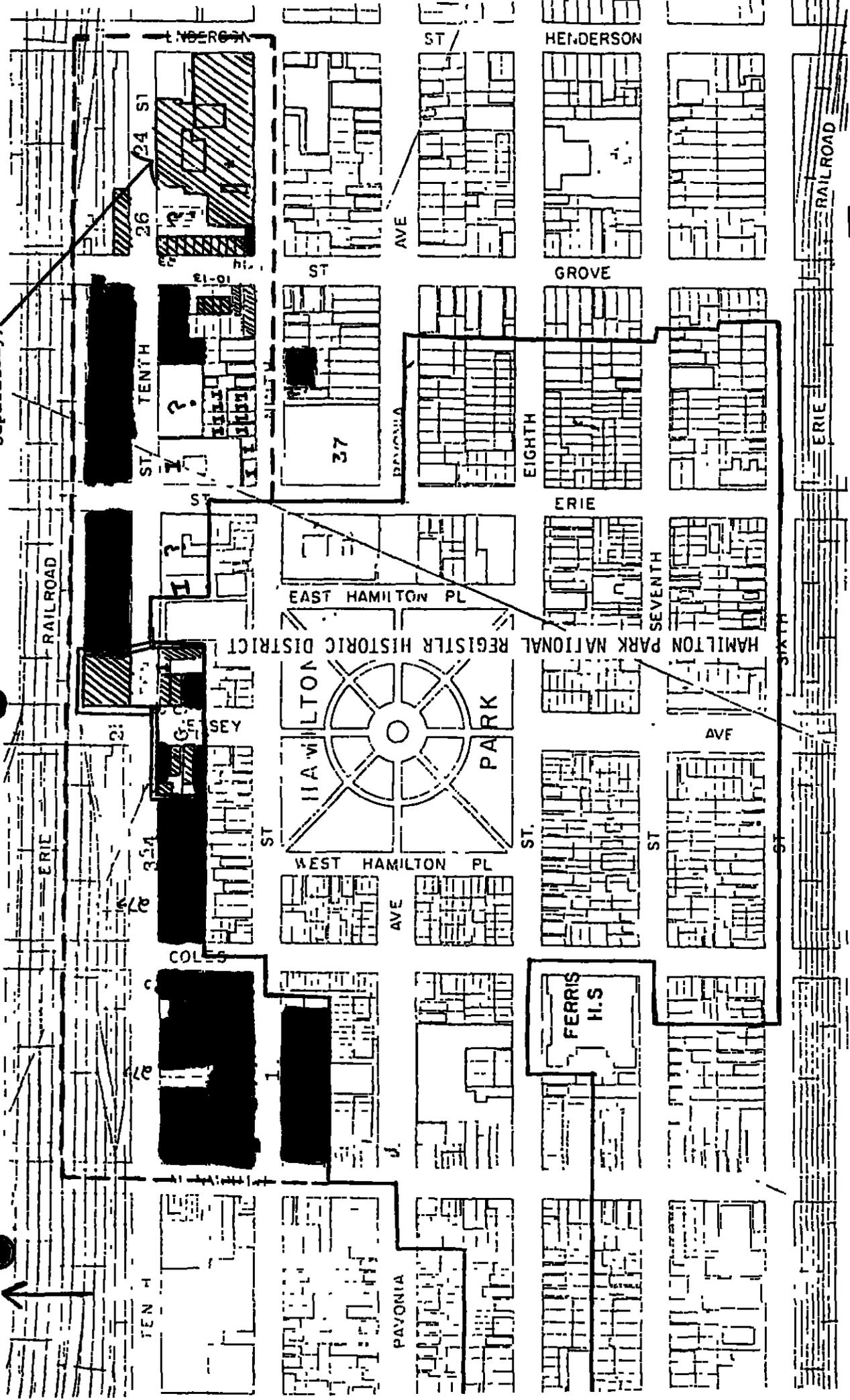








(Lembeck & Betz Brewery to be dominated separately)



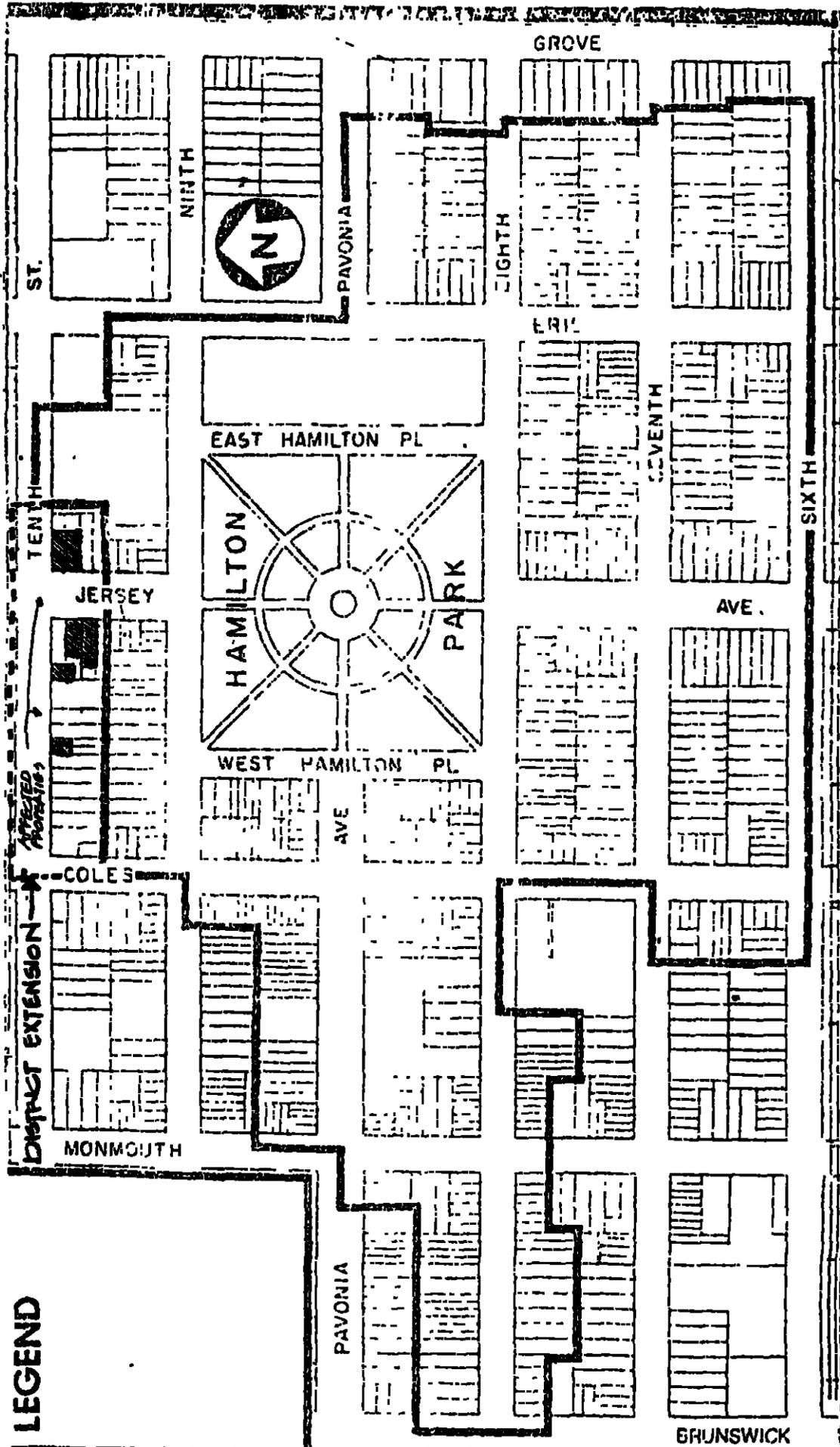
HAMILTON PARK HISTORIC DISTRICT AND EXTENSION
JERSEY CITY, HUDSON COUNTY
NEW JERSEY

Original boundaries ———
 Extension ———
 General survey area - - -

Cultural resources 
 Vacant land 
 Intrusions 

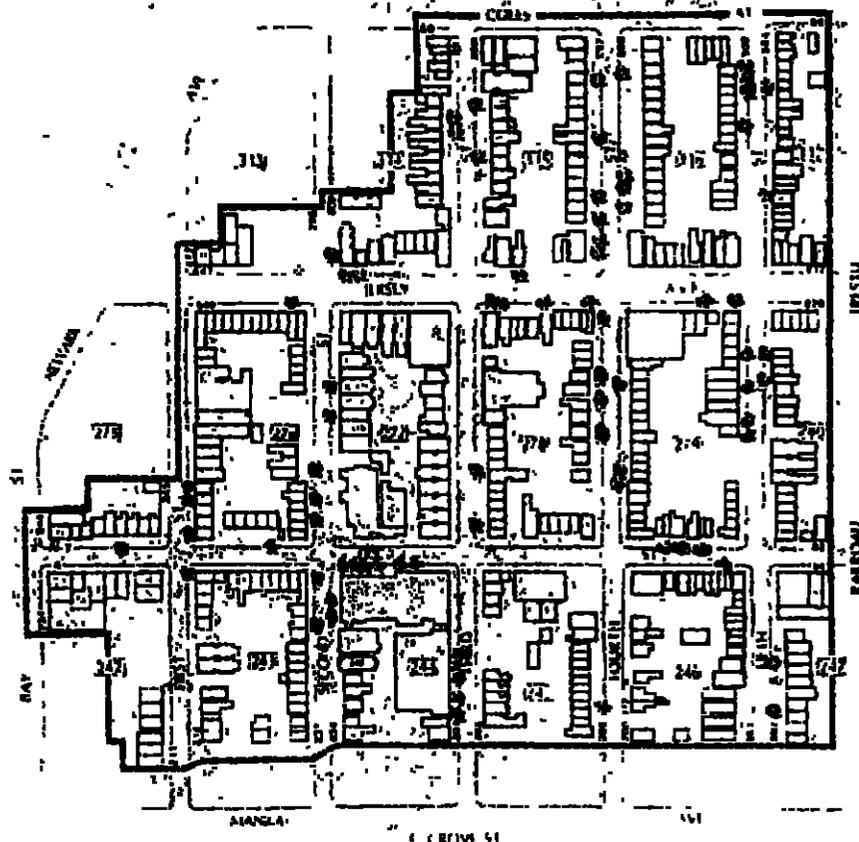
LEGEND

DISTRICT EXTENSION
PROPOSED
ALTERATIONS



CITY OF JERSEY CITY 400
HAMILTON PARK HISTORIC DISTRICT

LEGEND	
	DISTRICT BOUNDARY
	BUILDING ADDRESS NUMBERS
	BLOCK NUMBERS
	FIRE HYDRANT
	TREES





STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
HELEN C. FENSKE, ASSISTANT COMMISSIONER
CN 402
TRENTON, NJ 08625
609-292-3541

October 26, 1987

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Ms. Shull:

I am pleased to nominate the Harsimus Cove Historic District, Jersey City, Hudson County, New Jersey to the National Register.

This application has received majority approval from the New Jersey State Review Board. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please contact Ms. Nancy Zerbe, Administrator of the Office of New Jersey Heritage, CN 404, Trenton, New Jersey 08625 or call her at (609) 292-2028.

Sincerely,

A handwritten signature in cursive script that reads "Helen C. Fenske".

Helen C. Fenske
Deputy State Historic
Preservation Officer

HCF; sp

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Harsimus Cove Historic District

and or common

2. Location

street & number Multiple

NA not for publication

city, town Jersey City vicinity of

state New Jersey code 034 county Hudson code 017

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<u>NA</u>	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of the Clerk of Hudson County

street & number County Administration Building, 595 Newark Avenue

city, town Jersey City state New Jersey 07306

6. Representation in Existing Surveys

title Jersey City Historic Sites Inventory
Phases I and II has this property been determined eligible? yes no

date 1981 (Phase I) and 1985 (Phase II) federal state county local

depository for survey records Office of New Jersey Heritage, CN 404,

city, town Trenton state New Jersey 08625

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

The Harsimus Cove Historic District is a distinct urban residential neighborhood that developed during the second half of the nineteenth century largely in response to activity on the nearby waterfront related to the railroads and industry. The district is characterized by blocks of well-preserved Italianate rowhouses that have historically housed the families of workers as well as prominent businessmen. Predominantly brick, three stories high above a raised basement and two or three bays wide, they typically have bracketed wood cornices, brownstone straight or arched lintels, high stoops with decorative iron railings and double entrance doors. There are 431 properties in the district, over eighty-two percent of which retain their architectural integrity and contribute to the character of the district.

I. Introduction

The Harsimus Cove Historic District is located in downtown Jersey City, Hudson County, New Jersey. The neighborhood originally extended on the east to Harsimus Cove, which was eventually eliminated by landfill undertaken by the railroads during the second half of the nineteenth century. The present eastern boundary runs from the rear lot lines of contemporary incompatible houses on Manila Avenue (Grove Street) from Sixth to First Street, but includes one block of Manila between First and Bay Streets still retaining architectural integrity. On the north, the railroad viaduct separates Harsimus Cove from the Hamilton Park Historic District. On the west, the district is bounded by Coles Street, beyond which is an increasing ratio of buildings that have been altered unsympathetically. On the south, the boundary weaves just north of Newark Avenue to include intact portions of blocks.

II. Building Categories

Of the 431 properties within the district, 21 are vacant. There are 38 "key" buildings of outstanding architectural and historical significance. "Contributing" buildings include 317 rowhouses and tenements, which give the district its prevailing character. A contributing building is usually one built between 1850 and 1870 that retains most of its historic fabric or because of their size, massing, materials and setbacks, still harmonizes with the overall character of the district. "Intrusions" are structures that detract from the character of the district, having no relationship to it in age, physical features or historicity. There are 7 intrusions in the district.

8. Significance

Period	Areas of Significance—Check and justify below						
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion			
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science			
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" type="checkbox"/> social/			
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian			
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater			
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> transportation			
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)			

Specific dates mid-19th to c. 1926 Builder/Architect Multiple

Statement of Significance (In one paragraph)

The Harsimus Cove Historic District is an excellent example of a late nineteenth century, middle- and working-class, residential neighborhood that grew up rapidly in response to activity on the nearby waterfront related to the railroads and industry. Architecturally, the district is characterized primarily by blocks of two- and three-story Italianate rowhouses built between 1850 and 1887. However, the streetscape is further enhanced by numerous individual structures--churches, schools and public buildings--which are outstanding examples of the Greek Revival, Gothic Revival, Romanesque Revival, and Renaissance Revival styles. Most importantly, the Harsimus Cove Historic District has retained its architectural integrity and a distinct presence of its history as one of Jersey City's oldest communities.

Early History

The district was originally part of a larger area known as Harsimus or Ahasimus, probably an Indian name. Harsimus included all of present-day Jersey City lying east of the Palisades except for Paulus Hook, a sandy hill that was separated from Harsimus by a salt marsh extending from Communipaw Cove to Harsimus Cove and roughly from Warren Street to Manila Avenue (Grove Street). (1) Until the Revolution, Harsimus was marshland dotted with a few fertile hills which at high tide were almost surrounded by water. (2)

The first European claim to this land came in 1630 when Michael Pauw, Burgemeester of Amsterdam and a director of the Dutch West India Company, received a deed to the shore between Communipaw and Weehawkin. (3) Given the name Pavonia ("land of peacocks" in Latin) in honor of Pauw, by 1663 the settlement contained two Dutch homesteads, one at Communipaw and one at Harsimus. (4) A year later the Dutch West India Company purchased the land from Pauw and sent Cornelius Van Vorst as their representative to Pavonia. Although Van Vorst settled at Harsimus near the present intersection of Henderson and Fourth Streets (5), most seventeenth century settlement was in Bergen west of the Palisades where a fortified village was established in 1661.

When the English succeeded the Dutch in New Netherlands, Charles II granted to his brother the Duke of York all the land lying east of the Delaware River. From this grant came the name Duke's Farm for the Harsimus area. The Duke of York granted East Jersey to Sir George Carteret who appointed his brother Philip Governor of the colony. In 1668 Philip gave a new charter to Bergen which at that time covered nearly all of present-day Jersey City and Bayonne.

9. Major Bibliographical References

See attached.

10. Geographical Data

Acreeage of nominated property approx. 60

Quadrangle name Jersey City

Quadrangle scale 1:24000

UTM References

A

118	5810960	4508460
Zone	Easting	Northing

B

118	5810910	4501801210
Zone	Easting	Northing

C

118	580720	41501791410
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D

118	581041810	4501811010
-----	-----------	------------

E

118	581041010	41501821810
-----	-----------	-------------

F

118	581041210	4501851210
-----	-----------	------------

G

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H

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Verbal boundary description and justification

See attached.

List all states and counties for properties overlapping state or county boundaries

NA

state	code	county	code
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te	code	county	code
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11. Form Prepared By

name/title Beth Sullebarger & Meredith Arms

organization Sullebarger Associates

date 06/11/87

street & number 78 Essex Street

telephone 201-332-6536

city or town Jersey City

state New Jersey

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

Deputy

State Historic Preservation Officer signature

title Assistant Commissioner for Natural Resources

date 10/15/87

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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III. Harsimus Cove Characteristics

As in Hamilton Park and Van Vorst Park Historic Districts, the streets in Harsimus Cove were laid out in a grid plan, although without a park. The grid is intersected diagonally by Newark Avenue on the southern edge of the district, creating irregularly shaped blocks. As illustrated by the accompanying maps, most of the structures in the district were built between 1850 and 1887, although a number of tenements and larger structures were constructed during the late nineteenth century and early part of the twentieth century. Groups of pre-1850 residences, some of which might predate the earliest known structures in the Hamilton Park Historic District, can still be found throughout the neighborhood. The development of Harsimus Cove is further reflected in its churches, public institutions, and commercial structures, built in the popular styles of their time.

The streetscape, created by rows of houses, whether of brick or frame construction, of high style or vernacular, is a major element in the definition of the character of Harsimus Cove. Its importance lies in the total effect of the rowhouses--built singly, in pairs, or in groups ranging from three to twelve units--and the resulting variety of cornice heights, rhythm of the windows, rows of high stoops, and fenced-in front yards. In addition, details such as original ironwork, elaborate doorways and decorative lintels contribute to the distinct historic character of Harsimus Cove. The intact blocks of rowhouses reflect the rapid development of the area during the nineteenth century as well as the importance placed upon the streetscape at that time.

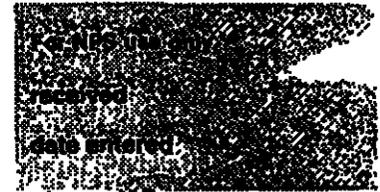
The majority of the nineteenth-century buildings and their original architectural details still remain intact. Although many have undergone alterations in recent years, their scale, massing and uniform rows give the area a distinct and cohesive sense of history and continuity, time and place. While many of the buildings are of interest for their individual architectural significance, they gain significance in relation to one another.

IV. Architectural Styles

As stated above, the overwhelming majority of buildings in the Harsimus Cove Historic District are of the Italianate style, built between 1850 and 1887. However, there are also good individual examples of other contemporary and later styles--Greek Revival, Gothic Revival, Romanesque Revival, Renaissance Revival

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and Beaux Arts.

In 1850, there were over 200 structures standing in Harsimus Cove, which was one of the older settlements in Jersey City. The first structures were simple wood-frame houses, reflecting a Greek Revival influence. Now very rare, some examples still remain, as follows:

265-269 Second Street (Photo #16A): these two-story wood-frame cottages built before 1850 were identified as the "D.S. Gregory Cottages" on the 1850 map of Jersey City and Van Vorst Township. They still have their steeply pitched roofs, simple porches and long parlor windows. 265 retains the original clapboard siding.

267-283 Third Street (Photo #30, #31): also built before 1850, these residences were labeled the Sisson Cottages on the 1850 map. Although only one of the nine cottages is still clad in wood siding, these frame structures may be some of the oldest in the area.

Because of fire and rot, most wood frame structures were replaced early on by brick rowhouses. Most of these structures were vernacular examples, built between 1850 and 1887, in the styles of the period--Greek Revival, Italianate and Gothic Revival. In many cases, Greek Revival structures were altered in the late nineteenth century with Italianate and Gothic Revival details. Good examples of early brick rowhouses are as follows:

27-33 Erie Street (Photo #78): Built prior to 1850, these brick two-story, three-bay rowhouses are set back from the street, as is typical of the older buildings. Representative of a simple, vernacular Greek Revival style, they have stone door lintels and window sills and small dentilled wood cornices. Several alterations have been made on individual buildings, such as new stoops, new doors, aluminum awnings and brickfacing. Two have double dormer windows projecting from their pitched roofs. Despite alterations, these houses remain historically important because of their age and their type.

286-298 Fourth Street (Photo #45): Built c. 1860, this row of three-story, three-bay brick houses, includes some good examples of Greek Revival. Although some of the facades have been brickfaced or stuccoed to resemble brownstone, they share dentilled wood cornices and straight, molded stone lintels and sills. 298 Fourth Street remains as an intact example.

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Italianate is the predominant style of the district and is represented in both individual key buildings and rows, as follows:

569 Jersey Avenue (Photo #66): Built c. 1870, this three-story plus basement, three-bay brownstone house is of a high Italianate style, exceptional for the district. Its monumental proportions, boldly ornamented cornice and segmentally-arched windows capped on the first story by alternating triangular and arched pedimented lintels create an effect of grandeur, which marks Jersey Avenue as the location of some of lower Jersey City's finest homes.

548-562 1/2 Jersey Avenue (Photo #63): dating from c. 1860, this block of twelve buildings, stretching between First and Second Streets, is the finest row of Italianate rowhouses in the district. The facades, practically unchanged, are characterized by the typical, attenuated proportions, bracketed wood cornices, arched lintels, arched door hoods supported by brackets, panelled double entry doors, high brownstone stoops with original cast iron railing.

Examples of Gothic Revival in Harsimus Cove are limited mainly to churches, but also include a few houses:

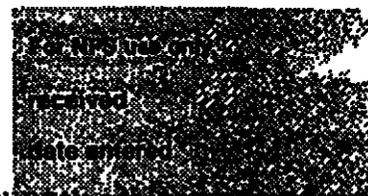
Grace Van Vorst Church, 35 Erie Street (Photo #80): listed individually in the National Register in 1979, this church was built in the 1850s. With the adjacent rectory, the church is among the few brownstone structures in the district. The pointed arches and quatrefoil window details reflect the influence of the Gothic Revival style of the early through mid-nineteenth century. Both the church and rectory were designed by architect Detlef Lienau.

St. Boniface Church, 262 First Street (Photo #12). a fine example of Victorian Gothic church design, the cornerstone of St. Boniface was laid on May 8, 1865, and the facade completed in 1869. Originally built to accommodate a large German catholic population that had immigrated to Jersey City during the 1850s and 60s, the church today supports a parish which is largely Puerto Rican. The church bells were acquired in 1897 and windows were painted in Innsbruck, Austria and installed in 1896.

North Baptist Church and Chapel, 596-602 Jersey Avenue (Photo #70): Built c. 1880, this red brick Victorian Gothic church, North Baptist Church exhibits the use of polychromy, terra cotta

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and molded brick decorative details. Stylistically, it is typical of many churches and public buildings of the late nineteenth century.

579 Jersey Avenue (Photo #67A): c. 1840. Despite the application of permastone to the facade, this one-and-a half-story, wood-frame residence still retains characteristics of the Carpenter Gothic style such as asymmetrical massing, projecting bay windows and pointed gables. The 1938 tax records record that the building originally had clapboard siding and decorative bargeboards at the gables.

The Queen Anne style was used only occasionally in the district, of which one example is the following:

605 Jersey Avenue (Photo #72): c. 1880. The rusticated brownstone first story, projecting oriel window ornamented with classical details, and round-arched window and door openings, indicate the influence of the Queen Anne style.

As in Gothic Revival, examples of Romanesque Revival are primarily churches, but also include a firehouse.

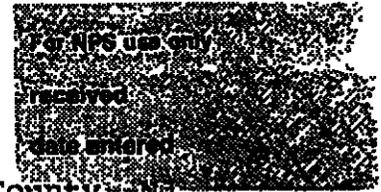
The Association of Exempt Firemen Building, 244 Bay Street (Photo #7): This Romanesque-inspired building has a rough stone first story, an arched entrance, projecting oriel, adding to the visual variety of the streetscape. Replacing an earlier 1847 structure, this structure is important to Harsimus Cove, both historically and architecturally, having served as town hall for Van Vorst Township and a police station as well as a fire station.

Iglesia Pentacostal Bethsaida (Second Presbyterian Church), 244-248 Third Street (Photo #28): originally built as the Second Presbyterian Church in 1869, this red brick structure is a simple Romanesque Revival basilica with round arched windows, an arcaded corbelled brick architrave and a wood cornice. The facade is divided in three parts by slender projecting towers. The two side entrances have stone archivolt with keystones.

St. Mary's Roman Catholic Church, 250-256 Second Street (Photo #15): A yellow brick Byzantine Romanesque basilica, St. Mary's was modeled after the Cathedral of Monreale in Palermo, Sicily (1167), Built on foundations which were laid in 1901, it replaced an earlier church which was destroyed by a tornado. The architect, Robert J. Reiley, created an impressive interior space which features a barrel vaulted nave, wide aisles, and a half

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dome in the apse decorated with glass mosaics.

In the late 1880s, more classical styles--Beaux Arts and Renaissance Revival--came into fashion. Structures began to show a new importance placed on monumental massing, the grand entrance and use of Renaissance elements such as columns, pediments and arcades. In Harsimus Cove, buildings erected at the turn of the century such as P.S. No. 2 and the Police Station, both on Erie Street, reflect this development.

Public School No. 2, 60-66 Erie Street (Photo #82): Built in 1902 by architect John Rowland, Jr., P.S. No. 2 replaced an older school and originally housed fourteen classrooms for primary and grammar school students. Like many of Rowland's public buildings throughout Jersey City, P.S. 2 was designed in a Beaux Arts style, with strong tripartite division of the facade, a heavy projecting cornice, and pronounced keystones.

Police Headquarters, 8 Erie Street (Photo #77): Formerly the New Jersey and New York Telephone Company Building, Police Headquarters was designed in the Beaux Arts style. The facade of this yellow brick, three-story building is divided in five bays with two-story arched openings at the upper floors resting on heavy multi-story pilasters. The windows within these arches are divided by terra cotta spandrels and pilasters. Colossal embellished Ionic pilasters mark the corners, supporting a dentilled cornice. The first-floor bays are infilled with large steel windows. The rectangular central entrance has been altered with ceramic veneer and new metal doors. The side and rear elevations are red brick and much simpler in design.

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V. Individual Property Listing

Photo #

BAY STREET: Blocks 241, 242

216 Bay Street: Vacant

218 Bay Street: Intrusion
Date unknown

One-story wood frame car repair shop.

220 Bay Street: Contributing
Italianate, ca. 1865

Three stories plus basement; wood frame covered with asphalt shingle; three bays wide. Door altered.

222-224 Bay Street: Contributing
Italianate, ca. 1865

Two red brick houses, three stories plus basement, bracketed wood cornices and original iron fences.

226 Bay Street: Contributing
Italianate, ca. 1850

Two stories plus basement; wood frame covered with aluminum siding; Victorian stoop.

228 Bay Street: Vacant

227-229 Bay Street: Contributing
Victorian Romanesque, ca. 1915

#4

Two connected buff brick tenements, four stories plus basement, seven bays (4 at 229 and 3 at 227) with arch-headed windows on first and fourth floors, stone lintels and string coursing, original fire escapes and iron fence at areaway.

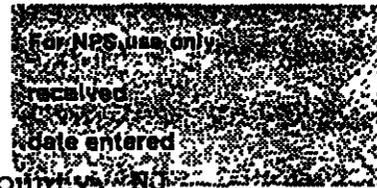
230 Bay Street: Contributing
Italianate, ca. 1860

#3

Three stories plus basement, three bays, covered with brickface, wood cornice, stone lintels and coursing; entrance altered.

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231 Bay Street: Contributing
Italianate, ca. 1900

Five-story, four-bay, grey-brick tenement with arched windows, bracketed and dentilled cornice with stepped parapet. Ornamental fire escape. Storefront on first floor is altered.

232 Bay Street: Non-contributing
Date unknown

One-story garage.

233 Bay Street: Contributing
Italianate, ca. 1890-1900

One-story remains of red-brick apartment building with decorative brick and terracotta frieze and coursing. Segmentally arched windows with projecting keystones. Stoop and ironwork removed, doorway filled in.

235 Bay Street. Contributing
Italianate, ca. 1880

Five-story, four-bay, red brick tenement with Neo-Grec lintels. Cornice removed, storefront altered, windows blocked.

BAY STREET: Blocks 274, 275

242 Bay Street: Non-contributing
Greek Revival, ca. 1850, altered

#6

Two stories with attic, wood-frame structure with permastone facing. Presently used as a bar with residential use above. Although this is one of the earliest buildings in the district, it has been substantially altered.

244 Bay Street: Key
Eclectic with Romanesque influence, 1847
Association of Exempt Fireman, a.k.a. "The Gong Club"

#7

Three-story, four-bay, buff brick structure with stone facing at first story. The ground floor has a side entrance and a garage door, which was originally arched, but enlarged and squared-off ca. 1950. Above the garage door is an metal clad oriel window. The facade also has stone lintels and band coursing, and an

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elaborate metal cornice with a pedimented gable. It is flanked by paired polished granite pilasters and arched windows with molded brick jambs. The door surround is stone, with a segmental arch with projecting keystone, resting on granite colonnettes. Originally serving as town hall for the former Van Vorst Township from 1847 to 1851, this structure subsequently served as a firehouse and became a police station in the 1930's. It is now known as the "Gong Club" and occupied by the Association of Exempt Firemen.

FIRST STREET: Blocks 242, 243

209 First Street: Non-contributing

Twentieth century, one-story, brick commercial building.

211-221 First Street: Contributing #8
Italianate, ca. 1870s

Row of six four-story, three-bay, brick buildings with stone lintels, wood cornices, original doors, and original ironwork. Number 217 is faced with stone.

226-228 First Street: Contributing
Italianate, ca. 1880

Two brick structures, both four stories plus basement, four bays. Facade has pilasters with corbelled banding, an elaborate pediment and bracketed wood cornice. Recently rehabilitated.

230 First Street: Vacant

232 First Street: Contributing
Italianate, ca. 1860

Brick building with three stories plus basement, three bays, brownstone lintels and bracketed wood cornice. Entrance altered.

234 First Street: Contributing
Italianate, ca. 1850

Two stories plus basement, three bays, brick building with brownstone lintels and bracketed wood cornice.

235 First Street: Contributing

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Italianate, ca. 1860-1870

Four stories, four bays, brick structure with arched stone lintels and bracketed wood cornice. Ground floor altered.

236-236 1/2-238 First Street: Contributing #9
Italianate, ca. 1860

Row of three brick rowhouses, three stories plus basement, three bays, with brownstone lintels and bracketed wood cornice.

FIRST STREET: Blocks 275, 276

240-246 First Street: Contributing #10
Italianate, ca. 1860

Five red brick rowhouses, three stories, three bays, with arched stone lintels and door hoods, bracketed wood cornices and some original ironwork.

245 First Street: Contributing
Italianate, ca. 1860-70

Two stories plus basement, three bay house with permastone facade. Bracketed wood cornice.

250 First Street: Key #11
Former St. Boniface Convent
Gothic Revival, 1872

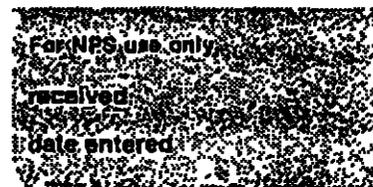
Built shortly after St. Boniface Church, the convent is a red brick Victorian Gothic structure, 3 stories with basement and mansarded attic. Originally extending across five lots, the northernmost section was altered in the 20th century, retaining only the mansard roof. The massing is broken by a projecting section containing the entrance with a pointed arched door surround. The arched windows are grouped in twos and threes with limestone at the impost. The slate mansard roof is pierced by dormers with decorative bargeboards.

258-260 First Street: Key #12
St. Boniface Church
Victorian Gothic, 1865

A red brick Victorian Gothic church, St. Boniface has a single

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portal and side towers. Decorative details include pointed arched openings with limestone surrounds, circular windows, corbelled brick arcaded coursing and wood cornice with carved frieze. Although the front stoop was recently altered, St. Boniface retains most of its original configuration.

262 First Street: Contributing
St. Boniface Rectory
1860, altered

A three-story red brick rowhouse with basement, the rectory appears to have first been built in the Greek Revival style, with flat painted stone window lintels and sills. However, Gothic details were added, probably in the 1870s, to convert it to the style of the church and convent, specifically the pointed arcaded wood cornice and a metal clad canopy over the doorway.

264-6 First Street: Contributing
Italianate, ca. 1865

Two brick rowhouses, three stories plus basement, three bays. 264 has arched stone lintels and door hoods. 266 has bracketed wood cornice.

268 First Street: Contributing
Italianate, ca. 1870

One-story plus basement brick extension of 548 Jersey Avenue.

FIRST STREET: Blocks 312, 313

272 First Street: See 547 Jersey Avenue.

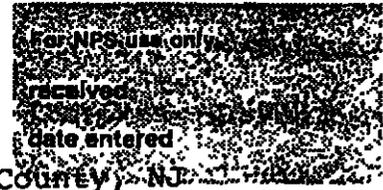
274 First Street: Non-contributing
20th-century

One-story commercial building.

276-278-280 First Street: Contributing
Italianate, ca. 1865

#13

Four-story, three-bay brick rowhouses with flat brownstone lintels. Cornices removed, storefronts altered.

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244 Second Street: Contributing
Italianate, ca. 1870

Brick tenement with four stories plus basement, four bays. Brownstone lintels and sills, bracketed wood cornice, aluminum windows. New fence and door.

246 Second Street: Contributing
Anthony House (see St. Mary's, 250-256 Second Street)

247 Second Street: Contributing
Greek Revival, ca. 1850s

Two stories plus basement, three bays. Mansard roof, wood stoop, original pedimented door surround. Transom and double doors. Siding and asphalt shingles on mansard.

249 Second Street: Contributing
Greek Revival, ca. 1850s

Two stories plus basement, three bays. Mansard roof. Siding, porch added. Original wood door surround with bracketed cornice and flat pilasters.

250-256 Second Street: Key #15
Byzantine Romanesque, 1924-26

The present St. Mary's Roman Catholic Church replaced an older structure which was destroyed by tornado around the turn of the century. While the cornerstone was laid in 1902, the upper portion of the church was not completed until 1926. Designed by Robert J. Reiley, this structure is actually the third building to house the parish of St. Mary's, which is the second oldest parish in the city. Modeled after the Cathedral of Monreale, St. Mary's is a yellow brick basilica with traditional block-like massing, an arched limestone triple portal entry, wheel windows within the gables at the south front and transepts, as well as arcaded cornices. The interior has a half-dome decorated with glass mosaics.

251 Second Street. Non-contributing
Greek Revival, ca. 1850

Rowhouse with two stories plus basement, three bays, permastone facade with added porch, new entrance and stoop.

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276 Second Street: Contributing
Italianate, ca. 1870

Four-story plus basement, four-bay red brick tenement with stone lintels, bracketed wood cornice and original decorative iron fire escape.

278 Second Street: Contributing #17
Italianate, ca. 1870

Four-story plus basement, four-bay red brick tenement with stone lintels, corbelled brick and bracketed wood cornice. Entrance altered.

280-282 Second Street: Contributing #19
Italianate, ca. 1870

Four-story, 3-bay brick tenements with stone lintels, corbelled brick and wood cornice. Entrance altered.

279-279 A-281-281 1/2, 283 Second Street: Contributing #18
Italianate, ca. 1865

Three-story plus basement, brick rowhouse with stone lintels, bracketed wood cornice, original iron fence and railings.

SECOND STREET: Blocks 313, 314

287-297 Second Street: Non-contributing
ca. 1980

Two-story plus basement brick rowhouses, set back, with brick stoops and iron railings. Security gates on doors and windows.

298 Second Street: Contributing
Italianate, ca. 1890

Five-story plus basement, three bay brick tenement building capped by a heavy bracketed cornice containing applied ornament. A central granite stoop leads to the entrance. The building features brownstone sills, lintels, and water table, as well as decorative brickwork. It has recently been rehabilitated.

300 Second Street: Non-contributing #20
Colonial Revival, ca. 1940s

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Four-story plus basement, four-bay, brick tenement. Cornice removed, entrance altered, and colonial revival doorway added. Stepped parapet, concrete coping.

302 Second Street: Non-contributing #20
ca. 1870s

Three-story plus basement, three-bay tenement. Siding, aluminum windows, and new stoop added; trim removed.

304 Second Street: Contributing #20
Italianate, ca. 1870

Three-story plus basement, three bay structure covered with asbestos shingles. Wood 1/1 windows, original iron fence and gate at areaway. Entrance door and stoop replaced.

306 Second Street: Contributing
Italianate, ca. 1880

Four stories plus basement, four-bay brick tenement with stone lintels and sills, corbelled band coursing, corbelled brick and bracketed cornice. Stoop altered and door changed. Some original iron fencing.

308 Second Street: Contributing
Italianate, ca. 1870

Three stories plus basement, three bays. Arched brownstone lintels, door hoods, stone sills, yellow and white brickface, crenellated parapet, iron railing, metal windows, brownstone watertable.

THIRD STREET: Blocks 244, 245

201 Third Street: Non-contributing
Ca. 1860s, altered

Three stories plus basement, three bays, vinyl sided. Trim removed, cornice removed, new entry.

203 Third Street: Non-contributing
Ca. 1865, altered

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wood 1/1 sash windows, brownstone water table. 236 is undergoing rehabilitation, and features 2/2 sash windows, an entrance with transom, double doors, and windows extended on the first floor. 238 retains the original stoop with iron railing and newel. 238 1/2 has been brickfaced.

239 Third Street: Non-contributing #26
ca. 1850s, altered

Two stories, three bays, siding. Two dormers, no trim except aluminum window and door awnings, new entry.

240 Third Street: Non-contributing #27
ca. 1850a, altered

Two stories & basement, three bays, siding. Aluminum windows; new porch, stoop and door.

241 Third Street: Contributing #26
Italianate, ca. 1860

Three stories & basement, three bays, brick. Pedimented brick cornice, stone lintels and sills, 1/1 sash windows. Entrance porch added.

242 Third Street. Vacant

243 Third Street. Non-contributing #26
Italianate, ca. 1860

Three stories & basement, three bays, permastone, crenellated parapet, 1/1 sash windows, new entry and stoop.

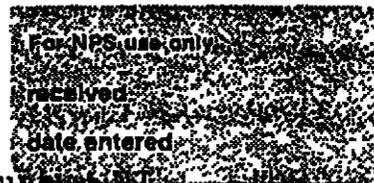
244-248 Third Street: Contributing #28, 29
Romanesque Revival
Iglesia Pentacostal Bethsaida

Originally built as the Second Presbyterian Church in 1869, this red brick structure was converted to the Iglesia Pentacostal Bethsaida circa 1964. A simple Romanesque basilica, it has round arched windows, an arcaded corbelled brick architrave and wood cornice. Its two side entrances have stone archivolts with keystones. Other stone elements include a watertable and base.

245 Third Street: Contributing #26
Italianate, ca. 1860

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windows, new door and stoop, oriel removed.

285 1/2 Third Street: Vacant

287-287 1/2-289 Third Street: Contributing #35
Gothic/Italianate, ca. 1840

Two stories & basement, two bays. Buildings are wood frame, set back and distinguished by projecting oriel windows. 287 is covered with shingles and has a gable roof, 287 1/2 has rolled asphalt siding. Stoops are new.

288 Third Street: Contributing
See 54 Coles Street.

289 1/2 - 291 Third Street: Non-contributing #36
ca. 1840, altered

Similar to 287, 287 1/2, 289 Third Street, however these two-story & basement, two-bay structures have been stripped of oriel windows and cornices, and covered with asbestos shingles (289 1/2) and aluminum siding (291). Both have new entries and stoops.

FOURTH STREET: Blocks 245, 246

205 Fourth Street: Contributing
Italianate, ca. 1865

Three-story & basement, three-bay brick tenement. Bracketed wood cornice, stone sills and water table. Original iron stoop and railings. Door altered.

206 Fourth Street: Contributing #37
Italianate, ca. 1885

Four-story & basement, three-bay brick tenement. Elaborate bracketed wood cornice, flat brownstone lintels, sills, water table and stoop. Original panelled door.

207-209-209 1/2-211-213-213 1/2-215-215 1/2-217-217 1/2 Fourth Street: Contributing #38
Italianate, ca. 1860

Row of ten brick buildings 2 stories plus basement, two bays with

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quoined pilasters. Corbelled brick cornice and pediment. Arched openings on 4th floor, arched entry with pediment above with large bracket keystone. Bluestone stoop with new railings.

222 Fourth Street: Non-contributing #37
ca. 1860, altered

Two-story plus basement, three-bay house with siding and no trim.

224-226 Fourth Street: Vacant

228 Fourth Street: See 71 Erie Street.

FOURTH STREET: Blocks 278, 279

230-230 1/2-232-232 1/2 Fourth Street: Contributing
Greek Revival, ca. 1855

Three-story, two-bay brick structures with bracketed wood cornices, brownstone lintels and sills. 232 and 232 1/2 have original iron fences; 232 1/2 also has a projecting oriel window.

234-236 Fourth Street: Contributing
Italianate, ca. 1865

Three-story & basement, three-bay rowhouses, brick with brownstone basements. Bracketed wood cornices, arched lintels and door hoods, recessed panelled doors.

237 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1860

Two stories & basement, three bays. Wood frame with vinyl siding. Recently rehabilitated. Bracketed wood cornice with attic windows in frieze.

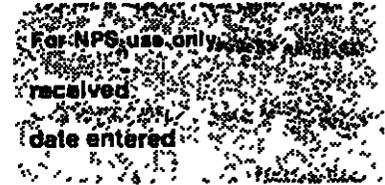
239 Fourth Street: Contributing
Italianate, ca. 1865

Three-story & basement, three-bay brick rowhouse. Bracketed wood cornice with scalloped bottom, cast iron arched windows, arched door hood with keystone. Original fence.

241 Fourth Street: Contributing
Greek Revival, ca. 1855

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Two-story & basement, three-bay, brick building. Bracketed wood cornice, stright stone lintels and door hood, brownstone water table, original railing.

243 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1860

Three stories plus basement, three bays, brick. Bracketed wood cornice with lattice decoration. Little or no alteration. Original railings.

238-240-240 1/2-242-244-244 1/2-246-248-248 1/2-250-252 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1865

Eleven building row of three-story & basement, three-bay structures with bracketed wood cornices, stone lintels, sills, and watertables. 250 has original fence. 244 has been stuccoed, 244 1/2 has been brickfaced.

245 Fourth Street: Contributing
Italianate, ca. 1860

Brick with arched brownstone lintels, sills, string courses, water table. First floor lintels have exuberant shells and swags.

247 Fourth Street: Contributing
Italianate, ca. 1880

Three stories & basement, three bays, brick. Simple bracketed wood cornice, arched stone lintels and sills, water table. Original iron railing and fence.

249 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1880

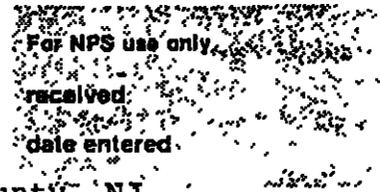
Three stories & basement, three bays, brick. Bracketed wood cornice, stone lintels, sills, and water table. Original cast iron railing and fence, original double doors.

251 Fourth Street: Contributing
Italianate, ca. 1880

Three stories & basement, three bays, painted brick with stone

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basement. Bracketed wood cornice, arched stone lintels, sills, water table. Arched entry.

253-253 1/2-255 Fourth Street: Contributing #40
Italianate, ca. 1860

Three-story & basement, three-bay brick rowhouses. Bracketed wood cornices, arched stone lintels, sills. 253 and 255 have been painted.

254 Fourth Street. Contributing #41
Italianate, ca. 1886

Three-story & basement, two-bay brick house built by English architect Edward Simon. Elaborate bracketed wood cornice, decorative brick lintels, decorative terra cotta insets under windows. One bay projects forward.

259 Fourth Street: Contributing
Italianate, ca. 1860

Three-story plus basement brick corner building with three bays on Fourth Street and two bays on Jersey Avenue. Bracketed wood cornice, flat brownstone lintels, sills and water table, brick stoop.

FOURTH STREET: Blocks 315, 316

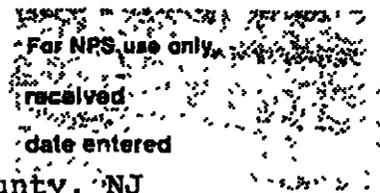
267-269-271-273-275-277 Fourth Street: Contributing #42
Greek Revival/ Italianate, ca. 1845

Row of six brick rowhouses, two stories and basement, three bays, with dentilled wood cornices (267, 269, 275, 277), brownstone lintels, sills and water tables. 267 has segmental arched lintels. All are painted except 271, 273, which have been covered with permastone.

268-270-272-274-276-278-280 Fourth Street: Contributing
Greek Revival/ Italianate, ca. 1845

Two stories & basement, three bays, brick. Dentilled wood cornice, stone lintels, sills, water table. 268 has stucco facade resembling brownstone. 278 and 280 have been surfaced with permastone.

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279-281-283-285-287-289-291-293-295-297 Fourth Street:

Contributing #43
Greek Revival, ca. 1860

Row of ten brick rowhouses, three stories plus basement, three bays, with simple dentilled wood cornices, stone lintels and sills. 281 and 285 have been covered with permastone, 295 and 297 have been covered with brickface. Brownstone stucco on 283, 289, 291, 293. 283 and 293 have original iron fences, and most have original stoop railings.

282 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1865

Three stories and basement, three bays, brick. Simple bracketed wood cornice, stone lintels and sills. Early twentieth century entry with decorative iron canopy.

284 Fourth Street: Contributing
Art Deco, ca. 1865, altered

Three-story and basement, three bay structure with two-tone brick Art Deco facade. Decorative stepped parapet and window aprons.

286-288-290-292-294-296-298 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1860 #44, 45, 45A

Row of seven brick houses, three stories & basement, three bays. Simple dentilled wood cornices, brownstone lintels, sills and water tables. 290, 292, 294 are stuccoed to resemble brownstone. 288 has been painted. 286, 288, 296 have brickface facades. All doors altered except 288. 290, 292, 294 have original fences.

FIFTH STREET: Blocks 246, 247

201-203-205-207 Fifth Street: Intrusion
Twentieth century

New construction, residential.

202-204-204 1/2-206-208 Fifth Street: Contributing
Italianate, ca. 1865

Three-story plus basement, three-bay brick rowhouses with bracketed wood cornices, arched stone lintels and door surrounds.

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Stone sills and water tables. All but 202 have brickface.
Original iron fences and railings except 204, 206.

209 Fifth Street: Contributing
Italianate, ca. 1890

Four-story & basement, four-bay brick tenement. Stone lintels,
sills and water table. Fire escape on facade.

210 Fifth Street: Contributing
Greek Revival/Italianate, ca. 1860s

Brick rowhouse with three stories plus basement, three bays wide.
Bracketed wood cornice, brownstone lintels, sills and water
table. Original fence and railings.

211 Fifth Street: Contributing
Greek Revival/ Italianate, ca. 1870s, altered

Three stories & basement, three bays, brickface. Bracketed wood
cornice, flat stone lintels and sills. Permastone on base. New
stoop and door.

212-214-216 Fifth Street: Contributing #46
Italianate, ca. 1860s, altered

Three stories plus basement, three bays, brickface. Cornices
removed and replaced with stepped parapets. Stone sills.

213 Fourth Street: Non-contributing
ca. 1870s, altered

Three-story plus basement, 3-bay house, with shingles on basement
and siding above. Cornice covered.

215-215 1/2-217-217 1/2-219 Fifth Street: Contributing
Greek Revival, ca. 1860

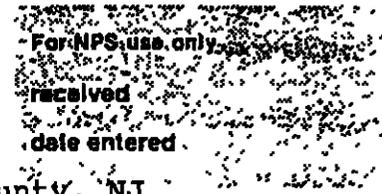
Row of five houses, two stories plus basement, two bays, covered
with rolled asphalt siding, except for 217 1/2 and 219 which have
aluminum siding. All have simple dentilled wood cornices.

218 Fifth Street: Non-contributing #46
Ca. 1860s, altered

Two-story plus basement, 3-bay house covered with permastone.

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bracketed cornices, brownstone lintels, sills and water table. Entries altered at 227, 229 and 233. Victorian oriel window with bracketed cornice added at 231.

237-243 Fifth Street: Contributing
Former Tifereth Congregation Synagogue
Originally German Lutheran Church
Italianate, ca. 1860

Originally built as a German Lutheran church, circa 1860, this one story, wood-frame building is three bays wide and has a side wing. Recently rehabilitated and converted to apartments, the exterior is wood clapboarded. The stained glass windows are noteworthy.

226-228-230-232-234-236 Fifth Street: Contributing #49
Italianate, ca. 1865

Row of six brick rowhouses, 3 stories plus basement, 3 bays, with bracketed wood cornice with panelled frieze, brownstone lintels, sills and watertable. 236 has been covered with permastone. All entries have been altered.

238-240-242 Fifth Street: Non-Contributing (see NPS notice of 06/21/88)
Italianate, ca. 1890

Row of three brick tenements, 5 stories, 5 bays. Entrances have been altered and fire escapes added to the facades.

244 Fifth Street: Vacant

245 Fifth Street: Contributing
Italianate, ca. 1860

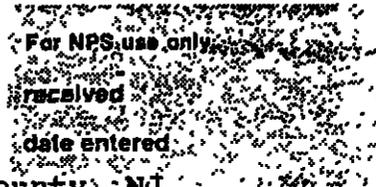
Three-story plus basement, 3-bay brick rowhouse. Cornice removed, asphalt siding, entrance altered.

246-248-250-252 Fifth Street: Contributing
Italianate, ca. 1880

Row of four brick rowhouses, 3 stories plus basement, 3 bays with bracketed wood cornices, scalloped at the bottom. Arched lintels and sills. 252 has original cast iron railing and fence. 250 and 252 are surfaced with stucco. 246 and 248 are painted.

247-249-251-253-253 1/2 Fifth Street: Contributing

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Italianate, ca. 1885

Row of five brick tenements, four stories plus basement, 3 bays (except 247, which has 4 bays). Bracketed wood cornices, straight brownstone lintels, sills and water tables. Pedimented stone lintels at ground level. Original doors on all but 243 1/2. Original iron fences and railings.

254-256-258-260 Fifth Street: Contributing #51
Greek Revival/Italianate, ca. 1860

Row of four brick rowhouses, 3 stories plus basement, 2 bays, with lintels, sills, water tables and bases of brownstone and bracketed wood cornices. 260 has permastone facade. All doorways have been altered.

255-257-259-261-263 Fifth Street: Contributing #52
Greek Revival/Italianate, ca. 1860

Row of five brick rowhouses, 2 stories plus basement, 3 bays. Bracketed wood cornices with dentils, flat, brownstone lintels, sills and water table. 255, 257 and 263 are painted.

FIFTH STREET: Blocks 316, 317

268 Fifth Street: Contributing
Italianate, ca. 1870

One-story, 1-bay brick commercial structure with bracketed wood cornice.

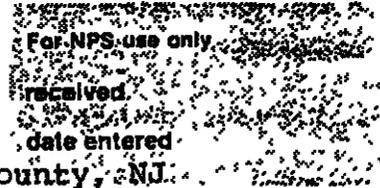
270-272-272 1/2 Fifth Street: Contributing #53
Italianate, ca. 1865

Row of 3 brick houses, 2 stories plus basement, 2 bays with bracketed wood cornice. Arched lintels and door surrounds, sills and water tables of brownstone. 272 has original cast iron fence.

273 Fifth Street: Contributing
Italianate, ca. 1870

Brick rowhouse, 3 stories plus basement, 2 bays with brownstone lintels, sills, water table, basement and stoop. Window lintels and door hood are arched. No cornice.

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Italianate, ca. 1865

Brick rowhouse with three stories plus basement, 3 bays, flat brownstone lintels and sills, bracketed wood cornice.

281 Fifth Street: Contributing #54
Greek Revival/Italianate, ca. 1865

Painted brick rowhouse with three stories plus basement, 3 bays, brownstone lintels, sills and water table. Cornice removed.

282 Fifth Street: Contributing #55
Italianate, ca. 1870

Painted brick rowhouse with four stories plus basement, 2 bays, flat brownstone lintels and sills, simple, bracketed wood cornice. First story altered.

283 Fifth Street: Contributing #54
Italianate, ca. 1865

Brick rowhouse with three stories plus basement, 3 bays, flat brownstone lintels, sills and water table, bracketed wood cornice. Original cast iron railing.

284-286-288-290-292-294-296-298-300-302-304 Fifth Street:
Contributing #57
Greek Revival/Italianate, ca. 1860

Row of 11 brick rowhouses with 2 stories plus basement, 2 bays. All have simple bracketed wood cornices, bluestone lintels and sills. 300 and 304 have been stuccoed to resemble brownstone. 288 and 294 have permastone facades. Most have simple doorways with rectangular transoms. 290 and 292 have fancy bracketed entablatures over the doorways with carved garlands in the frieze.

285-287-289-291-293-295-297-299 Fifth Street: Contributing #56
Greek Revival/Italianate, ca. 1855

Row of 8 brick rowhouses with 2 stories plus basement, 2 bays wide. All except two have original bracketed wood cornices. 285 has a cast iron porch. Six buildings have permastone facades. Most have bluestone lintels and sills.

301 Fifth Street (88 Coles): Contributing

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Italianate, ca. 1860s

Three-story rowhouse, red brick at base, covered with yellow brickface on upper floors. Brownstone lintels and sills, simple bracketed wood cornice. Extending 6 bays on Fifth and two bays on Coles, some of the windows have been removed.

MANILA DRIVE (GROVE STREET): Blocks 241, 242

354-356-358-360-362-364 Manila Drive: Contributing #1
 Italianate, ca. 1860

Row of six red brick rowhouses, 4 stories, 3 bays with arched lintels and bracketed wood cornice and stone coursing. Original wood storefront existing at 364; all others have been removed in preparation for rehabilitation.

355 Manila Drive: Contributing #2
 Art Deco, ca. 1925

Three-story, 13-bay orange brick commercial building with storefronts at ground floor, characterized by decorative brickwork.

359 Manila Drive: Non-contributing

Three-story wood-frame building surfaced with stucco. Ground floor altered.

361 Manila Drive: Vacant

363-365-367 Manila Drive: Contributing
 Italianate, ca. 1860, altered

Row of three four-story, 3-bay, red brick buildings with arched stone lintels and bracketed wood cornices. Storefronts at ground level have been altered.

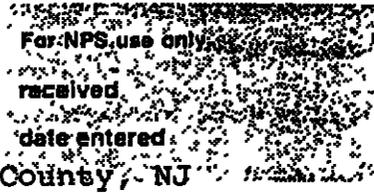
ERIE STREET: Blocks 275, 242

8-14 Erie Street: Key #77
 Beaux-Arts, 1910
 Police Headquarters

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Three-story, yellow brick Beaux-Arts building. Facade is divided into five bays with two-story arched openings at the upper floors resting on two-story pilasters. Terra cotta spandrels; corners are articulated by colossal Ionic pilasters which support a dentilled cornice. Entrance has been altered with ceramic veneer and new metal doors.

7-9-11 Erie Street: Contributing #76
Greek Revival, ca. 1850

Three, three-story brick rowhouses, 2 bays each. Wood storefronts with bracketed cornices largely intact. Floors above have stone lintels and sills.

13-15-17-17A-19-21 Erie Street: Contributing
Greek Revival, ca. 1850-1860

Row of six three-story plus basement, 3-bay rowhouses with brownstone basements and stoops. Original iron fences intact. Cornice removed. 19 has original entrance, but others altered. 13, 19 and 21 have been covered with brickfacing.

16-18 Erie Street: Contributing
Italianate, ca. 1865-70

Four-story, 3-bay red brick rowhouses with arched stone lintels, bracketed cornices. Stoops partially intact.

18 1/2 Erie Street: Intrusion
Date unknown

One-story commercial infill structure.

20 Erie Street (237 First Street): Contributing

ERIE STREET: Blocks 276, 243

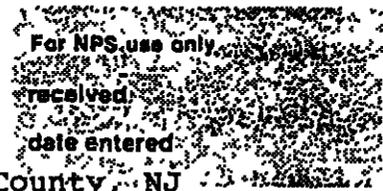
24 Erie Street: Contributing
Italianate, ca. 1865

Three-story, 3-bay brick structure, with commercial ground story. Curved stone lintels, wood cornice. Storefront partially altered.

26 Erie Street: Intrusion

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Date unknown

One-story, wood-frame commercial structure, substantially altered.

27-29-29 1/2-31-33 Erie Street: Contributing #78, 78A
Greek Revival, ca. 1850

Two-story plus basement, 3-bay brick rowhouses, set back from the street. 27 and 29 have been brickfaced. 33 has original entrance.

28-30-32-34-34 1/2-36-36 1/2-38 Erie Street: Contributing #79
Italianate, ca. 1860

Three-story plus basement, 3 bay brick rowhouses. All except 30 have arched stone lintels and arched door hoods. 28, 32 and 34 have altered cornices. All are either painted or brickfaced. Entrances are largely intact.

ERIE STREET: Blocks 277, 244

35 Erie Street: Key, Individual NR listing, 1979 #80
Grace Van Vorst Episcopal Church
Gothic Revival, 1853, 1864, 1912-1913

Designed by Detlef Lienau and completed in 1853, Grace Van Vorst Episcopal Church is a Gothic Revival structure of random coursed ashlar brownstone, quarried in Belleville, N.J. The roof is slate, pointed for ornament, with iron cresting at the ridge and stone crosses surmounting the gables. Its clerestory is punctuated by circular windows with quatrefoil tracery and stained glass windows manufactured in England, France, and the United States.

Midway on the south side, where the entrance was originally located, there is now a baptistry with a groined ceiling and from this, a circular staircase of cut stone leads to the room above. Above is a square tower with embattlement sides, terminating at four corners with finials which are surmounted by quatrefoil crosses.

The interior has an open roof, supported by twelve solid stone columns, and has a nave, aisles, and vestry room. The floors are paved with inlaid mosaic tile bedded in cement.

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40-54 Erie Street: See 250-256 Second Street
St. Mary's Church

39 Erie Street: Non-contributing

Twentieth-century, one-story gymnasium of concrete-block construction.

ERIE STREET: Blocks 278, 245

57 Erie Street: Vacant

58 Erie Street: Non-contributing
Date unknown

Two-story residential building surfaced with stucco and artificial siding.

60-66 Erie Street: Key #82
Public School No. 2
Renaissance Revival, ca. 1902

P.S. No. 2 is a monumental 3 1/2-story building of buff brick with limestone trim. Thirteen bays wide, its facade is divided in three sections, with a recessed center section of 5 bays, flanked by sections of 4 bays. The entrance is marked by a three-bay arcade with simple bracketed entablature supported by pilasters on dadoes. The first floor is stone, scored horizontally. The lintels in the side sections at the first floor and the center section upper floors are segmental with keystones. The building is capped by a bracketed cornice and parapet above articulated with recessed panels.

61 Erie Street: Contributing #81
Italianate, ca. 1870

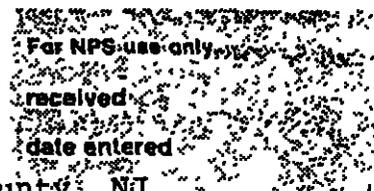
Four-story, 3-bay tenement with stone lintels and bracketed wood cornice. Storefront alteration.

63 Erie Street: Contributing #81
Italianate, ca. 1860

Three-story plus basement, 3-bay brick rowhouse with stone lintels, bracketed wood cornice. Setback from street.

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65-67-67 1/2-69 Erie Street: Contributing #81
Italianate, ca. 1850

Row of four rowhouses, two stories with basement, 3 bays, brick masonry, set back from street.

68-70 Erie Street: Vacant

ERIE STREET: Blocks 279, 246

71 Erie Street: Contributing #83
Greek Revival/Italianate, ca. 1860s

Three-story, two-bay brick rowhouse with a simple bracketed wood cornice, storefront with original shop windows.

72-72 1/2-74 Erie Street: Contributing #85
Italianate, ca. 1885

Three-story, eight-bay brick structure with heavy bracketed cornice and decorative brick string courses. Storefront on ground story with bracketed wood cornice which has been bricked in.

73 Erie Street: Contributing #83
Italianate, ca. 1895

One-story wood frame commercial structure; storefront with bracketed wood cornice, original store windows.

75-75 1/2 Erie Street: Contributing #83
Greek Revival/Italianate, ca. 1865

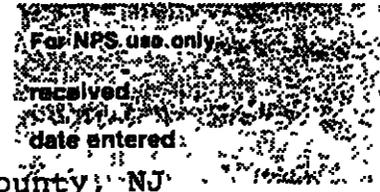
Three-story, two-bay rowhouses with brownstone lintels and sills and bracketed cornices. Entry porches added.

76 Erie Street: Contributing #85
Italianate, ca. 1860s

Two-story plus basement, three-bay residential structure, covered with permastone, cornice removed and replaced with stepped parapet. Brownstone sills.

77 Erie Street: Contributing #83

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Italianate, ca. 1860s

Three-story & basement, three-bay rowhouse with arched dentilled lintels and door hood, brownstone sills. Covered with permastone, door and stoop are new.

78 Erie Street: Non-contributing #85
Italianate, ca. 1860s

Three stories, three bays, residential, with aluminum siding. Cornice removed, parapet added, aluminum awning over first floor commercial.

79 Erie Street: Non-contributing
ca. 1860s

Two-story & basement, three-bay residential structure, covered with aluminum siding, cornice removed, stoop and basement permastoned. Aluminum awnings.

81-83 Erie Street: Contributing
Italianate, ca. 1860

Three-story & basement, two-bay brick rowhouses. Large bracketed cornices with ornate frieze. 83 has brownstone lintels and sills. 81 has been covered with brickface. New entry doors.

80, 80 1/2, 82, 82 1/2, 84, 84 1/2, 86 Erie Street: Contributing
Greek Revival/Italianate, ca. 1860s

Row of seven rowhouses, two stories with basement, two bays. 80, 80 1/2, and 86 have been covered with permastone, 82 and 84 1/2 have been covered with siding. 86 has a dentilled wood cornice, all other cornices have been covered, except 84, which has been removed. 84 has yellow brickface, a stepped parapet, and decorative brick window and door surrounds. Door has been converted to arched opening. 82 1/2, 84 1/2, and 86 have aluminum awnings.

ERIE STREET: Blocks 280, 247

88-92 Erie Street: See 220-224 Fifth Street

91 Erie Street: Contributing #84
ca. 1865

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Two-story brick structure with a shed roof, current use is as a garage.

93 Erie Street: Contributing #84
Italianate, ca. 1865

Four-story, three-bay residential structure with a bracketed cornice and arched stone lintels.

JERSEY AVENUE: Blocks 313, 276

547 Jersey Avenue: Contributing #62
Italianate, ca. 1860

Three-story, three-bay brick rowhouse with wood cornice, arched stone lintels. Storefront has been rehabilitated.

548-550-550 1/2-552-554-554 1/2-556-558-558 1/2-560-562-562 1/2
Jersey Avenue: Key #63, 64
Italianate, ca. 1860

Three-story plus basement, three-bay brick rowhouses with bracketed wood cornices, arched cast iron lintels and sills and door hoods. Brownstone water table. Some with original brownstone stoops and iron fences.

549 Jersey Avenue: Non-contributing #62

Two-story commercial building, covered with brickface, with residential above.

551 Jersey Avenue: Contributing #62
Italianate, ca. 1860s

Four-story, three-bay painted brick rowhouse with bracketed wood cornice, brownstone lintels and sills. Storefront altered.

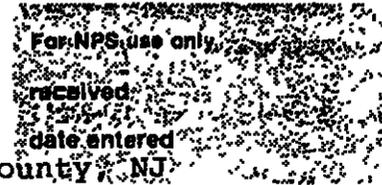
553 Jersey Avenue: Contributing #62
Italianate, ca. 1860s

Four-story, four-bay painted brickface rowhouse with bracketed wood cornice, brownstone lintels and sills. Storefront largely intact, with cornice.

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JERSEY AVENUE: Blocks 314, 277

563 Jersey Avenue: Contributing
Italianate, ca. 1890s

Five-story plus basement, four-bay brick tenement with bracketed wood cornice, brownstone lintels and sills with band coursing, brownstone water table and stoop. Lintels incised with Neo Grec design.

564-566-568 Jersey Avenue: Contributing #65
Italianate, ca. 1870-80

Four-story painted brick residential; 566 and 568 are five bays wide, 564 is three bays wide. Bracketed corbelled brick and wood cornice covers the unit. Brownstone lintels.

565 Jersey Avenue. Contributing
Italianate, ca. 1860s

Three-story plus basement, three-bay rowhouse covered with brickface. Bracketed wood cornice with elaborate decorative frieze, brownstone lintels and sills.

567 Jersey Avenue: Contributing
Italianate, ca. 1860s

Three-story plus basement, three-bay rowhouse covered with brickface. Cornice removed. Brownstone sills.

569 Jersey Avenue: Key #66
Italianate, ca. 1870s

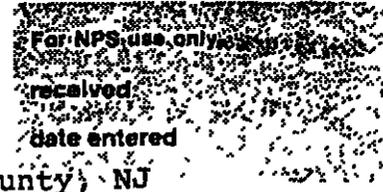
Three-story plus basement, three-bay brownstone rowhouse. Heavy bracketed wood cornice. Heavy, bracketed, pedimented door and window surrounds. Largely original, arched windows.

570-572 Jersey Avenue: Contributing #67
Italianate, ca. 1870s

Red brick four-bay, four-story tenements with heavy pedimented cornice, band and bead coursing, brownstone water table, and original fence with sunflower motif. Lintels of 572 have bracketed keystones.

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574-578 Jersey Avenue: Intrusion
ca. 1970

One-story, twentieth-century supermarket.

571-573-575-575 A Jersey Avenue: Non-contributing
1860s, altered, ca. 1960

Row of four, three-story houses, substantially altered. 571 and 573 have been covered with permastone, numbers 575 and 575 A have been covered with brickface on the first story and siding above. Little or no trim remains.

577 Jersey Avenue: Non-contributing
ca. 1880s, altered

Four-story, three-bay structure, covered with brickface, trim removed. Modern storefront.

JERSEY AVENUE: Blocks 315, 278

579 Jersey Avenue: Contributing
Gothic Revival, ca. 1860, altered

#67A

One and a half stories plus basement, with two pointed gables. One gable window has pointed drop arch window, the other has oriel window. Covered with permastone. Entry porch.

580 Jersey Avenue: Contributing
Italianate, ca. 1870

Four-story, four-bay residence; brickface on first floor, red brick above. Arched brownstone lintels, brownstone sills. Original door surround with beaded cast iron columns.

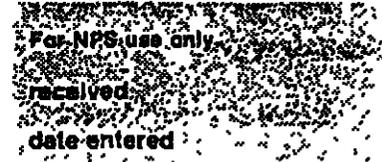
581 Jersey Avenue: Contributing
Italianate, ca. 1870

Four-story, four-bay brick rowhouse with bracketed wood cornice and elaborate bracketed lintels and sills. Wood storefront with bracketed, dentillated cornice and store windows. Recently rehabilitated.

582 Jersey Avenue: Contributing
Italianate, ca. 1870

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43

Brick rowhouse, three stories plus basement, three bays. Bracketed wood cornice, arched lintels, brownstone sills, original door surround with transom and double doors. Brownstone water table and stoop.

583 Jersey Avenue: Contributing
Greek Revival/Italianate, ca. 1860s

Two-story plus basement, two-bay painted brick rowhouse. Bracketed wood cornice; brownstone lintels, sills, water table, and stoop.

584-584 1/2 Jersey Avenue: Contributing
Italianate, ca. 1860s

Three-story plus basement, two-bay brick rowhouses. Brownstone lintels and sills, brownstone band coursing and water table. Paired arched windows on first floor, entries with transom and double doors. Original cast iron fence and railings.

585 Jersey Avenue: Vacant

586 Jersey Avenue: Contributing
Italianate, ca. 1860s

Three-story plus basement, three-bay painted brick rowhouse. Bracketed wood cornice, brownstone sills, water table and stoop. Arched cast iron lintels. Original iron fence.

587 Jersey Avenue: Vacant

588 Jersey Avenue: Contributing
Italianate, ca. 1860s

Two stories plus basement, three bays. Painted brick. Bracketed wood cornice; brownstone lintels, sills, and water table.

589 Jersey Avenue: Contributing
Greek Revival, ca. 1850s, altered

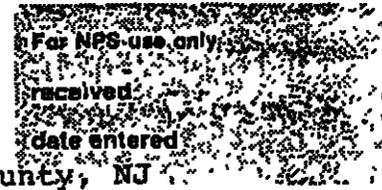
Two stories, three bays, painted brick. Stepped parapet, brownstone lintels and sills. Garage door on first floor.

590-590 1/2-592 Jersey Avenue: Contributing
Italianate, ca. 1860s

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Three stories plus basement, three bays. Bracketed wood cornices; arched, dentilled cast iron lintels and door hoods; brownstone water table and stoops.

591 Jersey Avenue: Contributing #69
Italianate/Second Empire, ca. 1860, altered

Freestanding two and a half story house, four bays across facade. White brickface, mansard roof with arch-headed dormers. Cornice covered.

594 Jersey Avenue: Contributing #68
Italianate, ca. 1860

Three stories plus basement, two bays, brick. Bracketed wood cornice, brownstone lintels, sills, and water table. Double wood doors.

JERSEY AVENUE: Blocks 316, 279

593 Jersey Avenue: Non-Contributing #71
Art Deco, ca. 1940

Three stories, two bays of paired windows. Ground story commercial, storefront clapboarded with recent colonial revival doorway. Decorative brickwork.

596-602 Jersey Avenue: Key #70
North Baptist Church
Victorian Gothic, 1885

This Victorian Gothic church of red brick, stone and terra cotta is characterized by its assymetry, polychromy and Gothic arches. The west front has a single pointed gable with a campanile rising at the southwest corner. Circa 1980, the roof and interior of the church was destroyed by fire. However, the west end and south wall were left intact and the building was enclosed with a new flat roof. At 602 is a smaller chapel of a similar style, presented February 26, 1891.

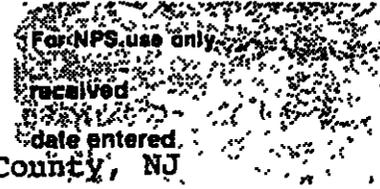
595-597-599-601 Jersey Avenue: Contributing #71
Italianate, ca. 1870

Four-story plus basement, three-bay painted brick rowhouses.

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Bracketed wood cornices, arched lintels, brownstone sills and water table. Arched doorways and first floor windows. 599 has original cast iron fence and railing.

603 Jersey Avenue: Contributing
Greek Revival, ca. 1865

Brick rowhouse, 3 1/2 stories, 3 bays, slate mansard roof with two pedimented dormers. Dentilled wood cornice.

605 Jersey Avenue: Key #72
Queen Anne, ca. 1880

An outstanding residence, three-stories plus basement, two bays wide, with rusticated ashlar stone facing at first floor and base. A metal-clad oriel stretches from the 2nd floor to the roof, crowned by a hexagonal cone-shaped roof. The spandrels of the oriel are decorated with garlands and geometric medallions. The facade is further embellished by projecting molded brick pilasters extending from the 2nd floor to the roof with brownstone band coursing and brackets. An arched window opening with stained glass transom and arched doorway add interest to the first floor.

604-606 Jersey Avenue: Contributing
Italianate, ca. 1865

Three-story plus basement, 3-bay brick rowhouses with arched brownstone lintels, stone sills, water table and stoop. Bracketed wood cornices, original cast iron railings and fences, entry with transom and double wood doors.

607 Jersey Avenue: Contributing
Italianate, ca. 1865

Four-story, 3-bay brick building with bracketed brownstone lintels with incised decoration, lintels and sills linked by corbelled brick and brownstone coursing, elaborate double bracketed wood cornice. Entry altered.

608 Jersey Avenue: Contributing
Italianate, ca. 1870

One-story brick garage with wood cornice with carved frieze. Two wood garage doors with cross bracing.

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609 Jersey Avenue: Contributing #73
 Italianate, ca. 1870

Four-story, 4-bay brick tenement with bracketed wood cornice, arched lintels, brownstone sills. Storefront at ground floor with bracketed wood cornice. Doorway, with double wood doors, is flanked by beaded cast iron columns supporting cast iron lintel with rosettes.

JERSEY AVENUE: Blocks 317, 280

611-611 1/2 Jersey Avenue: Contributing #74
 Italianate, ca. 1870

Brick tenements, 4 stories plus basement, 2 bays with arched brownstone lintels, brownstone sills, and bracketed wood cornice. 611 1/2 has brownstone facing with double arched window.

613 Jersey Avenue. Contributing
 Italianate, ca. 1865

Three-story, 3-bay rowhouse, faced with stucco resembling brownstone. Arched stone lintels and door surround, bracketed stone sills and bracketed wood cornice.

612-614-614 1/2-616-618 Jersey Avenue: Key #75
 Greek Revival/Italianate, ca. 1860

Row of five brick rowhouses with arched dentilled lintels and door surrounds, browntone sills, water table and basements, and bracketed wood cornices.

615 Jersey Avenue: Non-contributing
 Date unknown

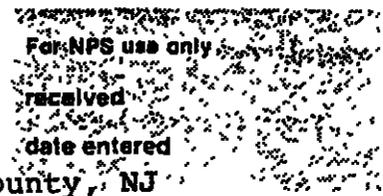
Two-story, 3-bay structure covered with permastone, cornice covered and storefront altered.

617 Jersey Avenue: Contributing
 Greek Revival/Italianate, ca. 1865

Painted brick rowhouse, three stories plus basement, 3-bays, with bracketed wood cornice, flat brownstone lintels and sills. Entry has original transom and double doors.

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COLES STREET: Block 314

50 Coles Street: Non-contributing #58

Two-story & basement extension of 290 Third Street, sided with blue vinyl.

COLES STREET: Block 315

54-56 Coles Street: Contributing #59
Italianate, ca. 1870s

Four-story, four-bay brick tenements. Cornice removed. Flat brownstone sills. First story (once commercial) bricked in but retains dentillated wood cornice of storefront.

58-60 Coles Street: Intrusion #59
Date unknown

One-story brick commercial, no trim, resurfaced with stucco.

COLES STREET: Block 316

78 Coles Street: Contributing #60
Eclectic, ca. 1860s, altered

Three stories, 2 bays with stucco at 1st floor and brickface above. Palladian window at 1st floor and half-timbered gable.

80-82 Coles Street: Contributing #60
Greek Revival/Italianate, ca. 1860s

Three stories, 2-bay rowhouses with brickface facade, flat brownstone lintels and sills, simple bracketed wood cornice.

84 Coles Street: Vacant

88 Coles (301 Fifth) Street: Contributing #60
Greek Revival/Italianate, ca. 1860s

Three-story, brick rowhouse with brownstone lintels and sills, simple bracketed wood cornice. Extends two bays on Coles and 6 bays on Fifth St.

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COLES STREET: Block 317

90 Coles (304 Fifth) Street: Contributing #61

92 Coles Street: Contributing #61

One story, 3-bay, brick structure faced with stucco resembling brownstone and simple bracketed wood cornice.

94 Coles Street: Contributing #61
Italianate, ca. 1860s

Three-story plus basement, 2-bay rowhouse with yellow brickface, bracketed wood cornice, brownstone sills and watertable.

96 Coles Street: Vacant

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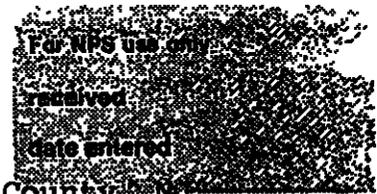
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Throughout the late the seventeenth century and into the eighteenth century, Bergen continued to be the population center and seat of government. Lower Jersey City was still chiefly marshland with settlements clustered around four locations; the causeway between Paulus Hook and Bergen (later Newark Avenue), the Van Vorst farm near the water at Henderson Street, a neighborhood north of Pavonia Avenue, and the present Van Vorst Park Historic District area.(6) In 1685, a book published in Edinburgh reported that there were "seventy families living in Bergen, four at Communipaw, five or six at Ahasimus, two or three at Hoboken."(7) Late eighteenth century development too was largely confined to Bergen except for a ferry established in 1764 at Paulus Hook, then owned by Cornelius Van Vorst.(8) In 1804 Van Vorst sold the Hook and the ferry franchise to Anthony Dey who, with a group of New York lawyers and businessmen, formed the Associates of Jersey Company and commissioned Joseph Mangin to survey the purchase.(9)

The Harsimus area was also purchased and surveyed in the early nineteenth century although title to the land had long been in dispute. At Sir George Carteret's death his property was sold to pay his debts and was purchased by William Penn and eleven associates known as the Proprietors. In 1724 this group sold the land to Archibald Kennedy, the King's Receiver General in New York.(10) Title to the land was never clear since the Dutch living in the town of Bergen had a claim that preceded that of the English. In 1753, Kennedy brought suit against the Bergen freeholders, beginning a case that was not finally resolved until 1804. Although Kennedy had died by this time, his estate was paid \$20,000 for his interest in the land by John B. Coles of New York. Coles also paid \$14,285 to Bergen Township.(11)

Development. 1850-1887

Coles, one of the Associates of the Jersey Company and a wealthy New York flour merchant, had his 500-acre purchase surveyed by Mangin and laid out in a grid containing 294 blocks. Four of these blocks were smaller in order to allow land for a central square while the remaining 290 were each intended to have 32 lots measuring 25 by 100 feet.(12) There were no street names on the original map. Most of the nineteenth century maps list the east-west streets as follows: north of Bay Street is South Eighth Street (present day First Street) with the numbers decreasing until they reach Hamilton Park and Pavonia Avenue. North of the Park the numbers increase beginning with North First Street (currently Ninth Street).

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Other street names were in use concurrently. On the 1850 Dripps Map and in some directory references, First Street is Harsimus, Second Street is Norman; Third Street is Willow; Fourth Street is Gilbert; Fifth Street is Brook, Sixth Street is Hill; Seventh Street is Minturn; and Eighth Street is listed as Garretson. Present day Coles Street appears as Ontario.

South of the area purchased by John Coles lay the Newark Turnpike (now Newark Avenue), important as the connector between Paulus Hook and Bergen. The investment opportunity of this route was recognized by the Associates of Jersey who also formed the Newark Turnpike Company. Aware of the impact that the configuration of the Turnpike would have on the surrounding area, Coles had a clause inserted in the company's charter that required the road to conform to street lines as laid out on his map. The Turnpike Company ignored this provision, however, and the road retained its original angle.(13) Thus the neighborhood departs from the grid pattern that usually dominates planned cities. The diagonal of Newark Avenue also resulted in unusually configured blocks and buildings.

Both Harsimus and Jersey City were part of Bergen County and Bergen Township until 1838 when Jersey City became a separate municipality. Two years later Hudson County was formed from part of Bergen County and in 1841 the township of Van Vorst was established. The township was bounded "on the north by a creek separating it from Hoboken, on the east and south by Mill Creek, following Mill Creek to Communipaw Cove to Grove Street (the newly established limit of Jersey City) and on the east by Grove Street and Harsimus Cove."(14) Van Vorst Township was divided into two districts: the area north of Newark Avenue was known as Pavonia and Newark Avenue and the area south of it was referred to as Harsimus.

Over half of the township was still farmland in 1843, and even five years later the population was only 3600.(15) Although most of the land was vacant in 1850, as shown on the Dripps map, the area now known as Harsimus Cove contained three industries (H & G Soule Jewelers, Jersey City Gum and Color Works, and Smith, Darron and Company Pencil Case Factory); two churches (Pavonia M.E. and Grace Episcopal), a coal yard; and Weaver's Arms, an inn on Newark Avenue; as well as 213 other structures. From the map it is evident that in 1850 more buildings were located on Newark Avenue and Grove Street than on the other streets of the district.

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This clustering of buildings on Newark and Grove was encouraged by the location of the developments sponsored by Van Vorst Township during its ten years of existence, 1841-1851. Physical improvements included a public pump at the corner of Bay Street and Newark Avenue, pavement on the west side of Grove Street from Newark to Pavonia, flag pavement sidewalks on the block bounded by Newark, Grove, Barrow, and Railroad, and the first street lamp at the corner of Grove Street and Christopher Columbus Drive (formerly Railroad Avenue).(16)

One of the biggest obstacles the township faced was establishing ownership of Newark Avenue. Still owned by the Turnpike Company in the 1840s, the road had open drainage ditches which posed a health and safety nuisance. Van Vorst citizens appealed successfully to the legislature to have the road from Grove Street to Monmouth ceded to the township.(17)

Town meetings were first held at David Bedford's inn on the south side of Newark Avenue between Grove and Barrow and subsequently in Weaver's Arms further west on Newark Avenue.(18) In 1850, the township requested two lots for a city hall site from the heirs of John Coles. Denied this donation, the town chose to refurbish a room in the fire station on Bay Street to serve as a meeting and voting place.(19) The original firehouse was destroyed by fire and replaced by the present Police Headquarters.(20)

A comparison of the 1850 and 1873 maps illustrates the tremendous building activity that took place during these years. In 1850, the first school, Harsimus Public School No. 1, was built on Third Street (South Sixth) near Grove. It was during this period, too, that Jersey City became a major transportation center with accompanying industrialization and immigration. The city also grew in area. By 1851, the physical separation between Jersey City and Van Vorst had been reduced as marshes and streams were filled in and streets extended; and the two municipalities, with a combined population of about 12,000 voted to consolidate. Van Vorst became the Third and Fourth Wards of Jersey City with polling places at the Bay Street fire station and at the corner of Grove Street and Columbus Drive.(21)

Grove and Erie Streets and Jersey Avenue supported a small number of commercial buildings as a result of their proximity to the heavily commercial Newark Avenue. J.H. Smyth, for example, advertised his Family Grocery Store at the corner of Grove and Fourth Streets, and his house was also located there.

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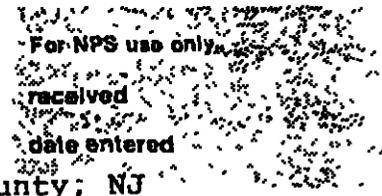
Although a predominantly residential area north of Newark Avenue, during the last quarter of the 1800s Harsimus Cove contained three industries. The Thomas J. Stewart Company, a carpet cleaning and storage business, occupied the building at Erie and Fifth Streets, which was recently converted to a senior citizen residence. In 1879, Stewart purchased the jewelry manufacturing company of the Soule Brothers and in 1888 constructed a new building on that site.(22) This business, with a main office at 46th Street and Broadway in New York, was promoted in a local publication as the "largest and most successful carpet-cleaning industry in the world."(23) Other industries were a soap manufacturing plant at First and Coles Street owned by Seth Billington (24) and a chair factory located at 208 Bay Street between Erie and Jersey.

Six churches were constructed in the district between 1849 and 1892. Pavonia M.E. (1849), and the original St. Mary's (1863) are no longer standing. Churches that do remain, however, are Grace Van Vorst (1850-1853), St. Boniface (1865), Second Presbyterian (now Iglesia Pentacostal Bethsaida) (1869), and North Baptist (1891).(25) Another church, a simple wood-frame building on Fifth Street purchased by St. Matthew's Lutheran from a Baptist congregation and enlarged in 1871, also served as a synagogue before being converted into apartments.(26)

During this period a second school, Public School No. 5 was constructed on Bay Street. St. Francis Hospital was established in 1864 at the corner of Coles and Fourth Streets, and two years later moved to Erie and Second. In 1869, because of increasing demand for services, a lot on Hamilton Park was purchased and a new building erected.(27) (None of these buildings remain.)

Prominent Citizens

The character of the Harsimus Cove Historic District was defined by the inhabitants as well as by the buildings. In the late nineteenth century, the area was the home of many locally prominent citizens. Robert C. Bacot, whose cottage at Jersey and Third appears on the 1850 map, was an engineer, architect, and city surveyor who purchased the right of way for the Harsimus Branch of the New Jersey Railroad and Canal Company and was in charge of building the Hackensack waterworks.(28) David Bedford of Grove Street was a magistrate who owned the inn that served as the first meeting place of Van Vorst Township.

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John B. Coles' son, Edward, had an office at the corner of Jersey and Fifth (South Fourth) where he managed his father's estate valued at \$688,625--the largest real estate holding in Jersey City in 1856. (29) Isaac Corriell, principal of Van Vorst's public school, lived at the corner of Grove and Second (South Seventh), and Abner Corriell, a teacher at the school, boarded there. The principal of Jersey City's public school, Dr. Albert T. Smith, lived at 5 Pavonia Place, one of a row of buildings on Fourth (Gilbert) Street.

Other prominent local citizens living in the district included Frederick Payne, owner of the largest meat and provision house in Jersey City, (30) Seth Billington, who lived at 289 First Street (South Eighth) near his soap manufacturing company at First and Coles Streets; the Soule Brothers, whose jewelry factory was located at Fifth and Erie; Oscar Kopetschny, a physician who lived in the house now used as a funeral home on the corner of Jersey Avenue and Fourth Street; and John H. Ward, president of the Fifth Ward Savings Bank. (31)

In some cases people who were not residents were responsible for the development of the district. Dudley S. Gregory, the first mayor of Jersey City and resident of Paulus Hook was among them. In 1856, Gregory was the largest individual landowner in the city, holding real estate valued at \$314,820, including a row of buildings on Second Street. (32) Indicated on the 1850 map, three of these houses still stand. Thomas J. Stewart, whose factory was established in 1879, lived on Bergen Avenue, outside the district. (33)

A large number of builders, developers, and architects apparently lived in the district between 1850 and 1890, the period of greatest development. William H. Wood appears in directories as a speculator and later as the city surveyor. Charles G. Sisson, whose buildings on Third Street appear on the 1850 map, and Alexander Arbuckle, who lived on the corner of Grove and Bay, were both contractors. Hiram Gilbert, with an office located at Erie and Fourth, advertised in 1854 that he was "proprietor of a large number of lots in the Fourth Ward..." as well as lots on Bergen Heights and in East Newark. William Keeney (Second Street) and John Halladay (Pavonia Avenue) developed the Lafayette section of Jersey City in 1856, and by 1862 both had moved to Lafayette.

Beginning in 1834, when the night ferry service to Manhattan was

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established, (34) Jersey City developed as a suburb of New York, and many residents worked across the Hudson. These ranged from Daniel McLeod, a bookbinder at 59 Ann Street, to Henry A. Booraem, a successful New York businessman whose real estate in Jersey City was worth \$66,500 in 1856.(35)

Another resident who worked in New York was Michael Lienau, a German immigrant who became wealthy as an importer of wines and liquors.(36) In Jersey City, Lienau served as President of the First National Bank of Jersey City and as a director of the Matthiessen-Weichers Sugar Refining Company, married twice into old Jersey City families, and was influential in securing a number of commissions for his brother, architect Detlef Lienau, who also lived in the district.(37) Michael's own house, a freestanding Carpenter Gothic cottage on the southeast corner of Third and Jersey Avenue(demolished), was the first building to be designed by Detlef following his immigration in 1848.

Architect Detlef Lienau

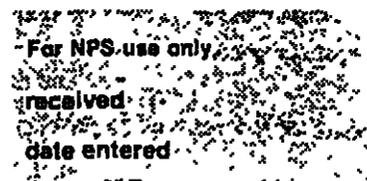
A prolific nineteenth-century architect who studied under Henri Labrouste in Paris, Lienau practiced architecture in America from 1848 to 1887, designing significant buildings in New York, Newport, and Savannah.(38) Among his better-known buildings are the Hart M. Schiff house in New York, the Lockwood-Matthews mansion, Norwalk, Connecticut, and the Delancey Kane house, Newport, Rhode Island.(39) In Jersey City, where he lived until shortly before his death, he designed Grace Church, its rectory and parish hall, the house for his brother, the J. Dickinson Miller house, the Matthiessen-Weichers Sugar Refinery, the First National Bank of Jersey City, and the Henry A. Booraem houses on Second Street between Grove and Henderson.

Grace Van Vorst Church, one of Jersey City's designated local landmarks and individually listed in the National Register, with its rectory, appears to be the only surviving example of Lienau's work in Jersey City.(40) The second structure to serve the Episcopal congregation, Grace Church was built in 1850 on Erie Street on three lots donated by Mrs. Sarah Van Vorst and three of her children.(41) Because Michael was an active member of the congregation at the time, and married to Sarah Adeline Booraem, the sister-in-law of Cornelia Van Vorst Booraem, one of the donors of the land for the church site, his brother was a logical choice to design the building.(42)

Important as one of Lienau's first large commissions that helped

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to establish his reputation, the church took three years to build and was first used in 1853 for Detlef Lienau's marriage ceremony.(43) Designed in the Gothic Revival style, it was built of random ashlar brownstone quarried at Belleville, N.J.(44) Designed only four years after the completion of James Renwick's Grace Church in New York, one of the first Gothic Revival buildings in America, Grace Van Vorst is a less archeological interpretation of the style. The church has a slate roof ornamented with iron cresting, a corbelled arcaded cornice and buttresses. Its clerestory has circular windows with quatrefoil tracery. In 1864, the expanding congregation commissioned Lienau to enlarge the building by extending the nave and aisles by two bays. The Norman Gothic tower on the south side, enclosing the baptistry, was not built until 1912-1913.

In 1867, Lienau designed the rectory, located to the west of the church. Also faced with irregular Belleville brownstone, the rectory has an L-shaped plan and is two stories high with basement and attic. Its dormer windows with bargeboards and its steep hipped roof are characteristic of the Gothic Revival as applied in residential buildings. The church and rectory form a significant example of Lienau's early work.

Housing for the Working Class

Historically the neighborhood of Harsimus Cove served working class people as well as those who were locally prominent or wealthy. In the 1850s, residents' occupations included: butcher, saloonkeeper, druggist, foundryman, barber, mason, baker, carpenter, draper and tailor, laborer, pencil case maker, and china gilder.

Following the pattern for Jersey City as a whole, the immigrant, Catholic and working-class population of the district probably increased from 1850 to 1880.(45) The availability of working class housing was one of Jersey City's major selling points. An 1875 publication boasted that businesses had been driven from New York due "to the onerous taxation and the almost insurmountable obstacle of providing suitable houses for the workingman and his family at a moderate cost; all these objections are obviated in Jersey City. She has residences within the reach of every economical workman."(46)

Characteristic of the type of housing built during this period was a row of ten, three-story houses designed in 1871 by Detlef Lienau and built on the south side of Second Street between

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Continuation sheet Significance Item number 8 Page 9

Henderson and Grove for Henry A. Booraem. Shown on the 1873 map, this row no longer exists and therefore could not now be included in the district. However, it was representative of the style of construction of many rows within the district, and may have influenced those built later. Each house, eighteen feet wide, had three bays, segmentally arched windows, a high stoop, and a double door. The architect's elevation indicates the window sills originally featured brackets, which were later erased.

The growth of the Harsimus Cove Historic District was greatly influenced by the development of the railroads. In 1867, the United Railroad and Canal Company (formerly the New Jersey Railroad and Transportation Company) purchased the waterfront at Harsimus Cove, east of the district. The company experienced financial problems and subsequently leased its roads and the cove to the Pennsylvania Railroad. The Pennsylvania continued the policy of reclaiming land from the cove begun in 1856 by the Long Dock Company, and by the 1880s the Harsimus Cove terminal was the largest installation in the harbor, and included piers, float bridges, elevators, freight houses, warehouses, a stock yard, engine terminal, and storage yard.(47) Prior to 1882, they purchased land for elevated tracks to the cove. The Harsimus Branch tracks were enlarged between 1895 and 1905 by construction of a viaduct which eliminated houses on the south side of Sixth Street. The viaduct forms the northern boundary of the proposed historic district and separates it from the Hamilton Park Historic District.

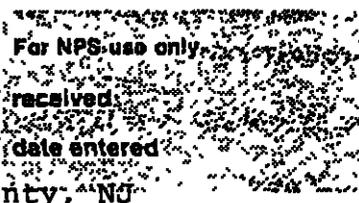
Early in the twentieth century, the area in downtown Jersey City around Newark Avenue and Grove Street lost some of its commercial importance. Because Jersey City was formed from several towns, there have historically been four major shopping centers, but Newark Avenue, from Warren Street to Jersey Avenue, was still the principal trading center with the highest property values as late as 1909.

However, shortly thereafter the chief commercial center shifted to the Journal Square area--a shift facilitated by the opening of the Hudson and Manhattan tube station at Summit Avenue in 1910. The 1927 opening of the Holland Tunnel also contributed to the transition, and by the early twentieth century the fashionable residential area was located above the Palisades.

This transition to uptown Jersey City has had the fortunate result in leaving largely intact a collection of fine late nineteenth- and early twentieth-century commercial, residential,

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Harsimus Cove HD, Jersey City, Hudson County, NJ

Continuation sheet Significance Item number 8 Page 10

and public buildings that characterize the Harsimus Cove Historic District.

1. C. H. Winfield, History of the County of Hudson, N.J. from its Earliest Settlement to the Present Time, New York, 1874, 15.
2. J.M. Kelley, R.M. Murphy, and W.F. Roehrenbeck, Jersey City Tercentenary 1660-1960, Jersey City, 1960, 23.
3. D. Van Winkle, History of the Municipalities of Hudson County, New Jersey, New York and Chicago, 1924, 7.
4. Winfield, 19.
5. Winfield, 19.
6. A. McLean, History of Jersey City, New Jersey: A Record of its Early Settlement and Corporate Progress, Jersey City, 1895, 50.
7. Kelly, 25.
8. Winfield, 242.
9. Winfield, 249.
10. Van Winkle, 40.
11. Winfield, 314.
12. J.F. Mangin, Map of that Part of the Town of Jersey Commonly Called Aharsimus; p. 22 of Map of Hudson County, Hoboken, 1880.
13. McLean, 22.
14. D. Van Winkle, "Hudson County Growth and Development," no. 12 of a 22-pamphlet compilation, Historical Society of Hudson County, 2.

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Continuation sheet Significance Item number 8 Page 12

34. D.V. Shaw, The Making of an Immigrant City: Ethnic and Cultural Conflict in Jersey City, New Jersey, 1850-1877,
Unpublished PhD Dissertation, University of Rochester, 1973, 7.

35. Official Tax List for 1856, 236.

36. E.W. Kramer, The Domestic Architecture of Detlef Lienau, A Conservative Victorian, Unpublished PhD Dissertation, New York University, 1957, 43.

37. Kramer, 42.

38. Kramer, 1.

39. Kramer, xi.

40. The house designed by Detlef Lienau for his brother Michael was still standing as late as 1938, as shown by records of the city's Department of Revenue and Taxation. Unfortunately, it has since been replaced by a supermarket.

41. McLean, 278.

42. Kramer, 54.

43. Kramer, 78.

44. McLean, 278.

45. Shaw, v.

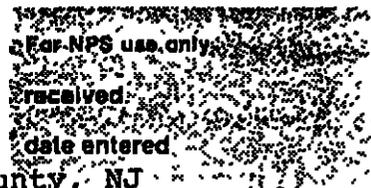
46. Jersey City, Hudson County, New Jersey: The Railroad Centre of the East, New York, 1875, 4.

47. C.W. Condit, The Port of New York; A History of The Rail and Terminal System from the Beginning to Pennsylvania Station, Chicago, 1980.

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Continuation sheet Bibliography Item number 9 Page 1

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Continuation sheet Bibliography Item number 9 Page 2

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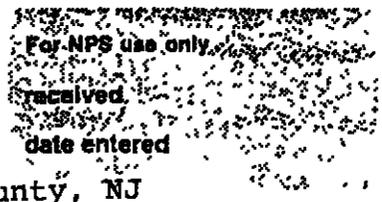
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Continuation sheet Harsimus Cove HD, Jersey City, Hudson County, NJ
Bibliography Item number 9 Page 3

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Continuation sheet Bibliography Item number 9 Page 4

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IV. Architectural Drawings and Photographs from the Lienau Collection, Avery Architectural and Fine Arts Library, Columbia University, New York, New York.

Row of ten attached single family houses for Henry A. Booream, Second Street, Jersey City, 1871. Original drawings dated 21 Aug. 1871, Portfolio XVI, No. 29.

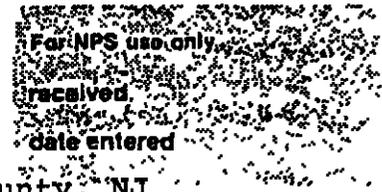
Grace Van Vorst Church, Erie and Second Streets, Jersey City, 1850-1853, enlarged 1864, rectory, 1867. Original drawings, Portfolio III, No. 4 and old photographs.

Suburban house for J. Dickinson Miller, Henderson and Second Streets, Jersey City, 1852. Photostats of original drawings, Portfolio VI, No. 4.

Suburban Cottage for Michael Lienau, Third Street, Jersey City, c. 1849. Original drawings, Portfolio I, No. 2.

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National Register of Historic Places Inventory—Nomination Form



Harsimus Cove HD, Jersey City, Hudson County, NJ

Continuation sheet Geographical Data

Item number 10

Page 1

Verbal Boundary Description

From the center of the intersection of Manila Drive (Grove Street) and Bay Street; west on the centerline of Bay Street to the east lot line of 227 Bay Street, south to the rear lot line of 227 Bay Street; west along the rear lot lines to the west lot line of 235 Bay Street, north to the centerline of Bay Street; west to the west lot line of 244 Bay Street; north to the side lot line of 13 Erie Street, west to the rear lot line of 13 Erie Street; north along the rear lot lines of 13 through 17 Erie Street and the side lot line of 245 First Street to the centerline of First Street; west to the west lot line of 308 First Street, north to the rear lot line of 279 Second Street; west to the rear lot line of 46 Coles Street, north to the rear lot line of 285 Second Street; west along the rear lot lines to the centerline of Coles Street; north to the railroad viaduct north of 96 Coles Street; east along the railroad viaduct to the west lot line of 200 Fifth Street, south along the rear lot lines of 437 to 369 Manila Drive to the centerline of First Street; east to the center of the intersection of Manila Drive and First Street, south along the center line of Manila Drive to the north lot line of 364 Manila Drive, east to the rear lot line of 354 Manila Drive, south to the centerline of Bay Street, west to the center of the intersection of Bay Street and Manila Drive.

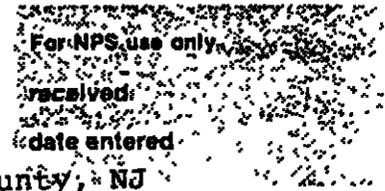
Boundary Justification

The boundaries of the Harsimus Cove Historic District were determined using the following guidelines:

1. The homogeneous residential character of the district as compared to the commercial development of Newark Avenue.
2. The historical development of the area.
3. The existence of concentrated new construction that is architecturally distinct from the pre-existing residential area.
4. The architectural significance of individual buildings including the degree of alteration to existing facades and overall relationship to the streetscape.

. The existence of manmade barriers forming physical boundaries.

United States Department of the Interior
National Park Service



National Register of Historic Places Inventory—Nomination Form

Harsimus Cove HD, Jersey City, Hudson County, NJ

Continuation sheet Geographical Data Item number 10 Page 2

6. The potential benefit to the historic character of the existing streetscapes in the district by including certain vacant properties which, if developed, would have an impact on the streetscape.

Utilizing these guidelines, the following general boundaries were established, and justified, as follows:

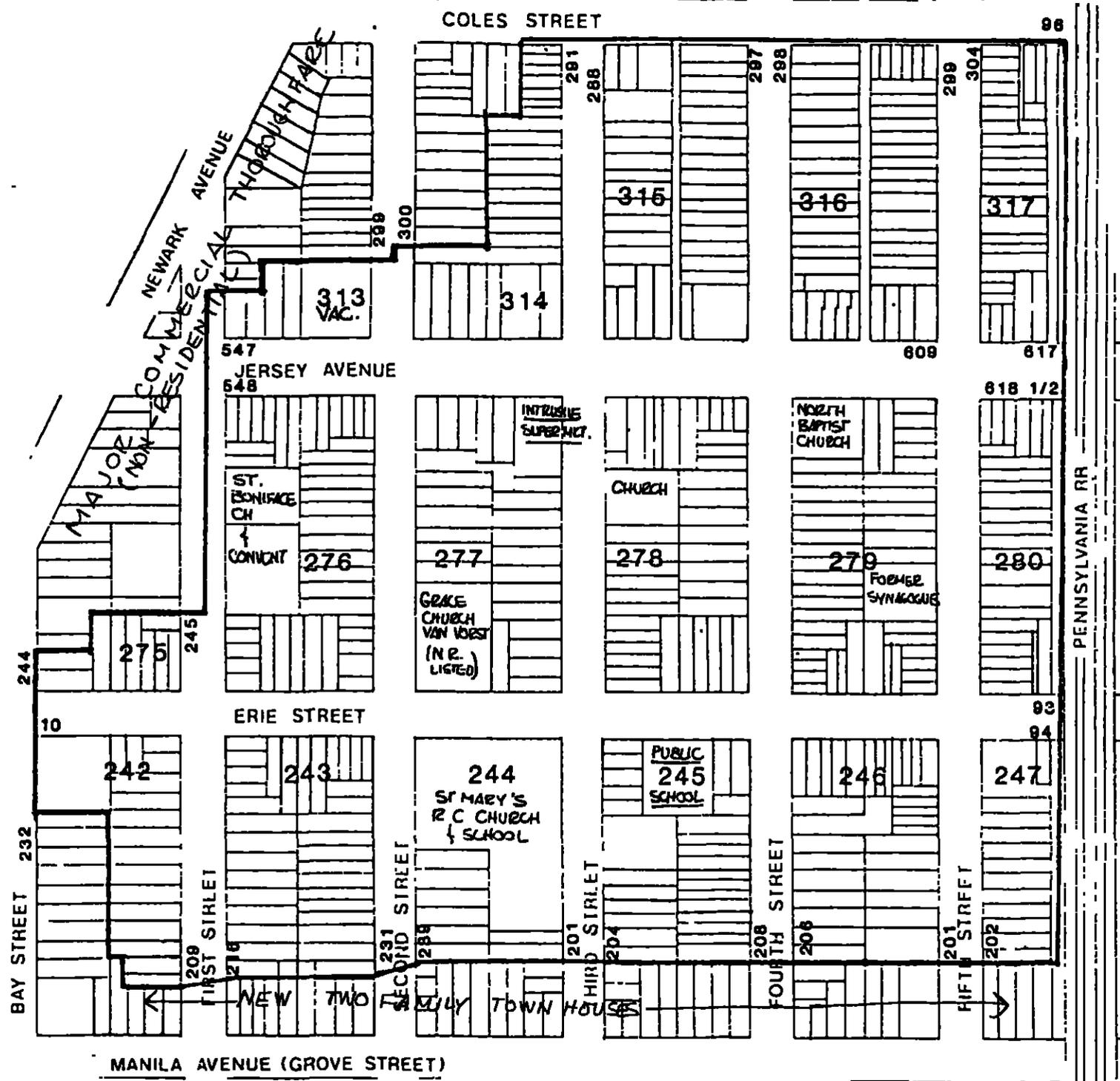
Southern Boundary: The southern boundary of the district was the most difficult to determine because Newark Avenue includes buildings similar to those in the district. However, it is felt that Newark Avenue is historically distinct in its development as an early highway and as a commercial thoroughfare serving the entire downtown, and may deserve separate historic designation. Although the proposed district does contain structures with light commercial uses, the district was built as and continues to function primarily as a residential area. In addition, the southern boundary was problematic to determine because of the number of parking lots and non-contributing structures lying adjacent to Newark Avenue. Consequently, the boundary lines omit portions of Bay Street, First Street, and Second Street from the district.

Western Boundary: The western boundary of the district is drawn partly from the distinction of Newark Avenue mentioned above and, more importantly, from the degree of alteration that has occurred to properties west of Coles Street. It extends from number 50 Coles Street to the Railroad viaduct.

Northern Boundary: The railroad viaduct between Fifth and Sixth Streets forms a manmade barrier that separates Harsimus Cove from the neighboring Hamilton Park area. The possibility of including the viaduct was considered. However, it seemed arbitrary to include only that portion between Grove and Coles Streets and not the remainder. The railroad is also as distinct in use from the district as is Newark Avenue, which was also not included.

Eastern Boundary: Manila Avenue (formerly Grove Street) has recently been redeveloped with new housing that is not architecturally compatible with the typical historic residential development of the district. The rear lot lines of this new housing were selected to be the eastern boundary of the district. One row of tenement buildings on Manila Avenue, numbers 354, 356, 358, 360, 362, and 364, and the structures facing them (numbers 355-367 Manila Avenue) have been included in the district, as they have retained their architectural integrity and the essential residential character of the district.

INTENSIVELY ALTERED VILLAGE AREA - NOT IN CONTEXT OF DISTRICT.



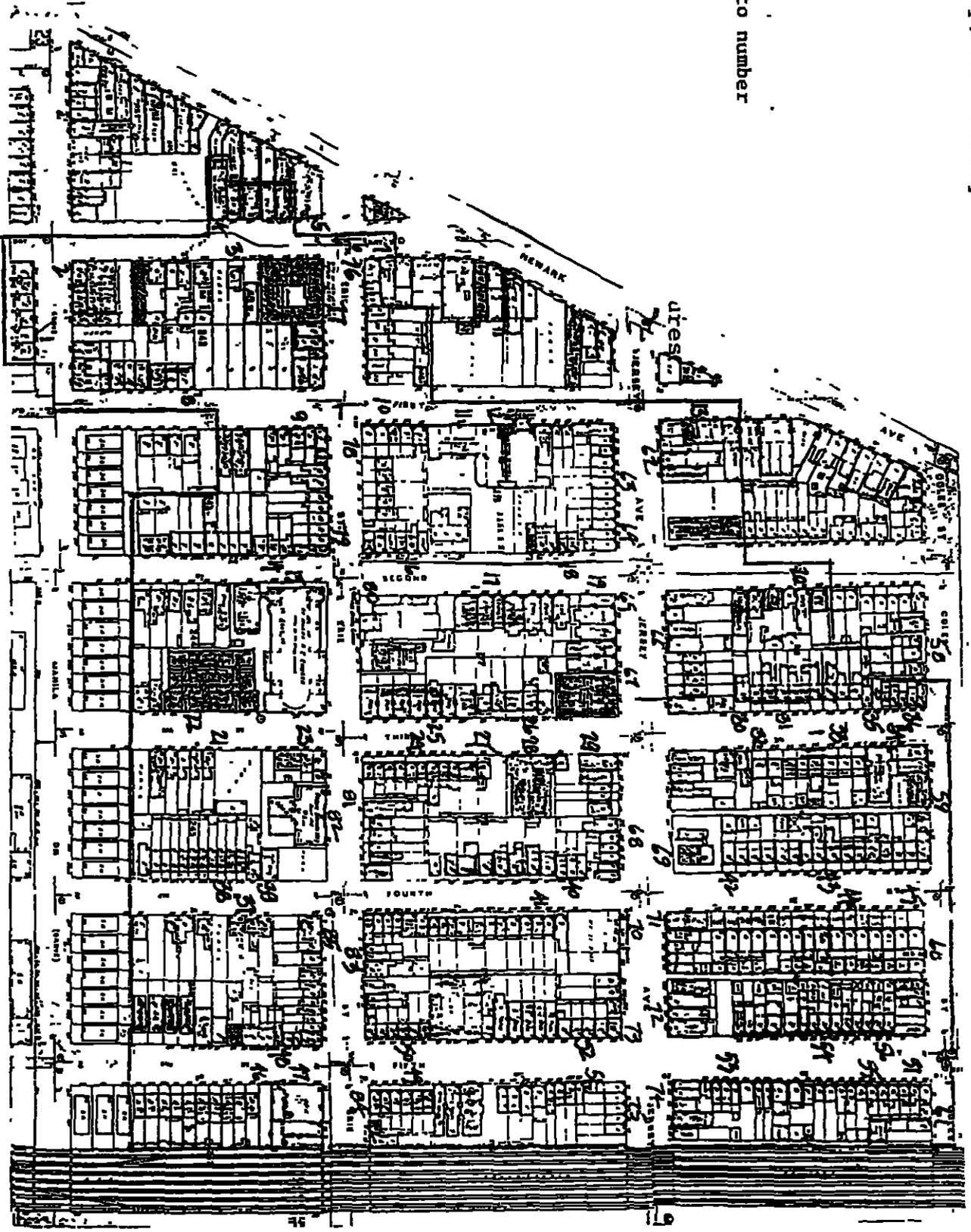
NEW TOWNHOUSES

NEW SEC 8 HIGHRISE & TOWNHOUSES

Harsimus Cove Historic District

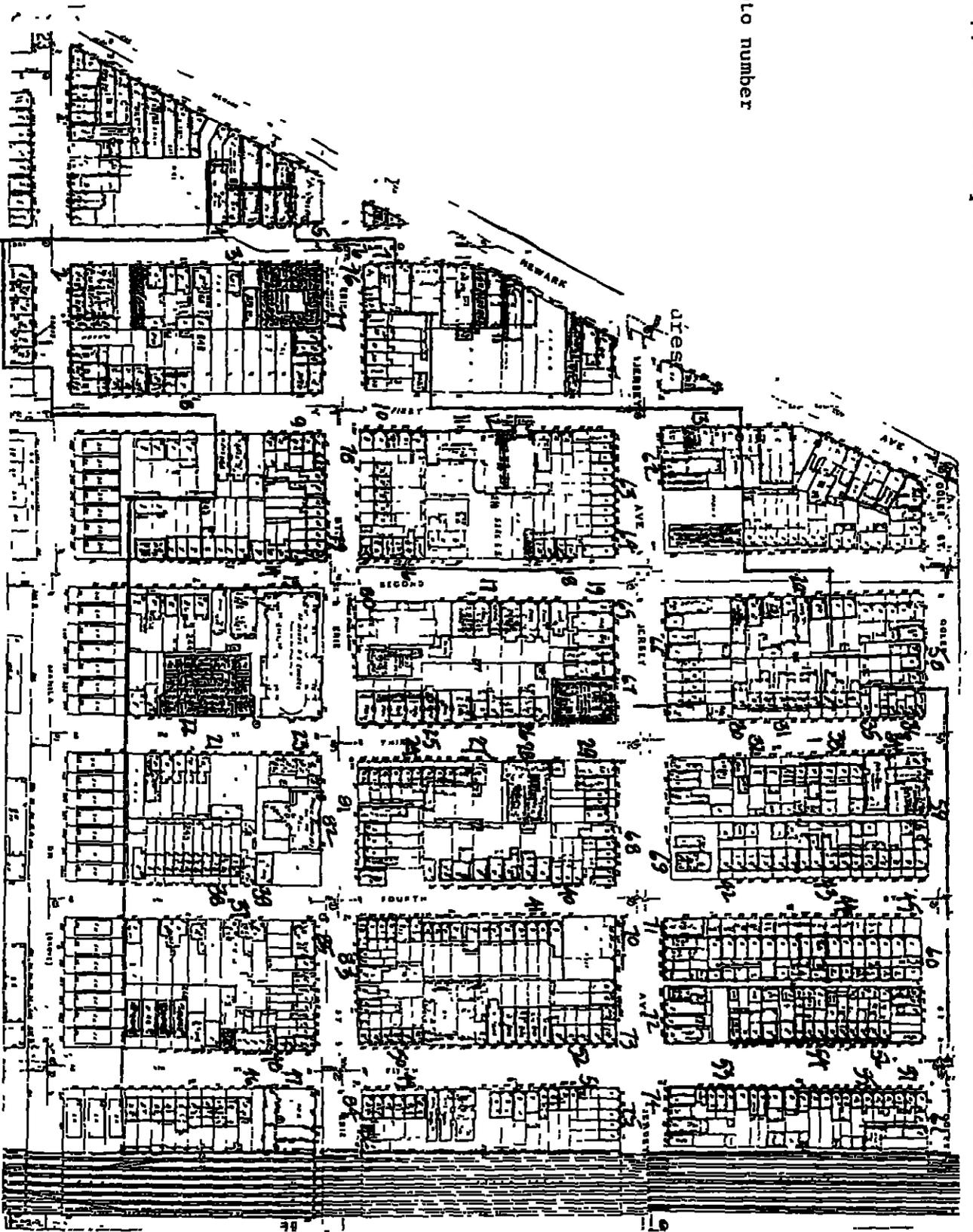
HARSIMUS COVE HISTORIC DISTRICT
Jersey City, New Jersey

23 Photo number



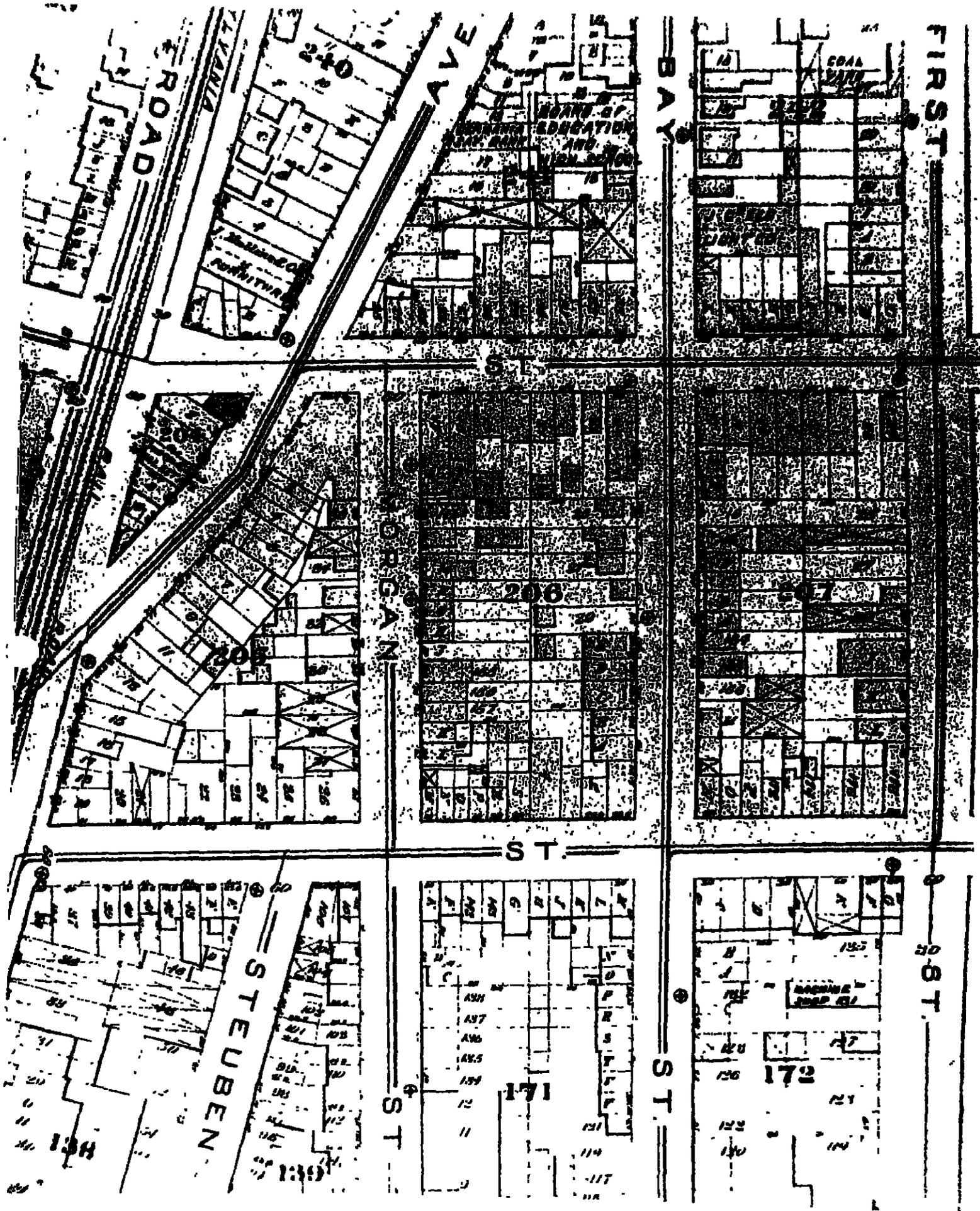
HARSIMUS COVE HISTORIC DISTRICT
Jersey City, New Jersey

23 Photo number

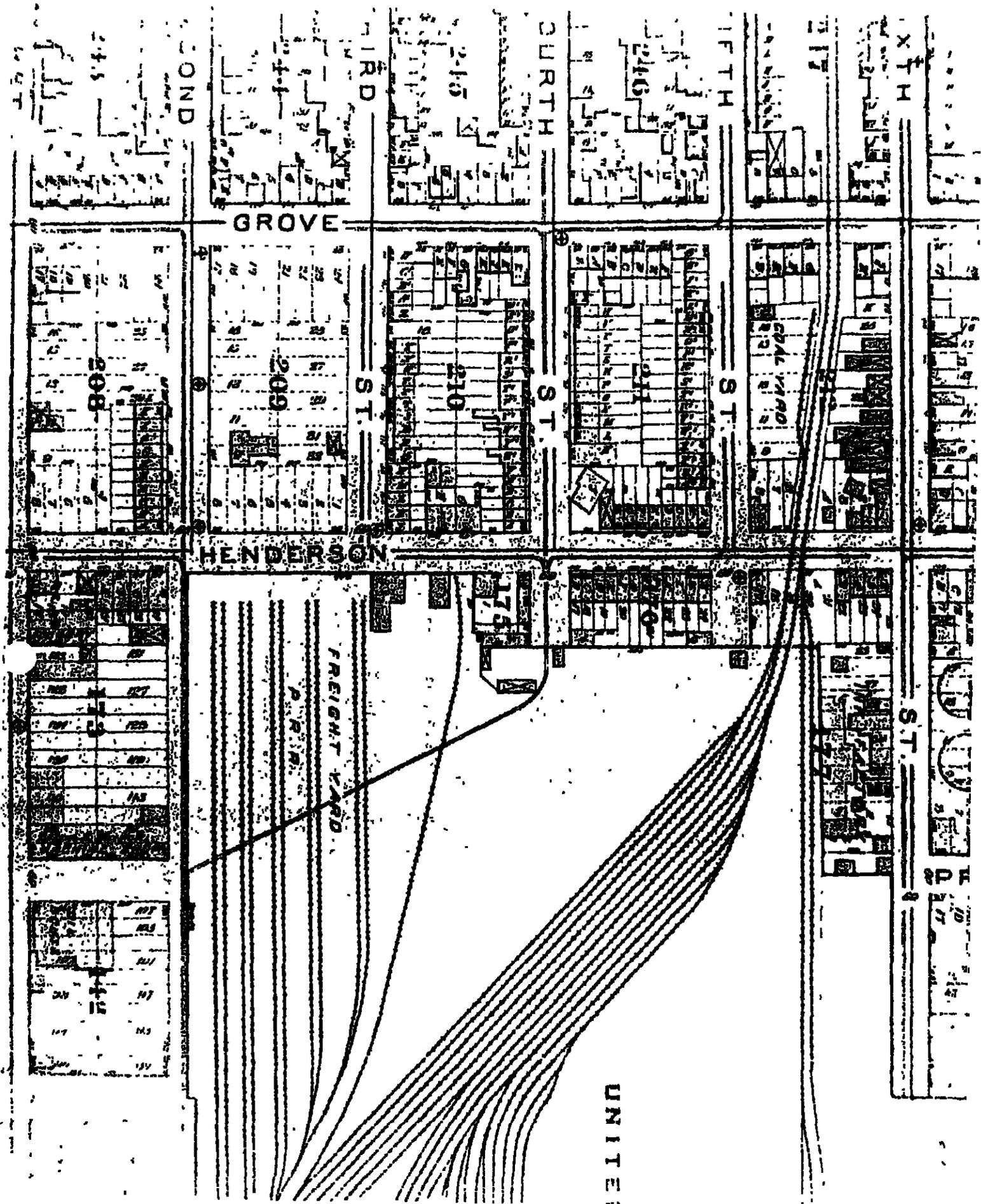




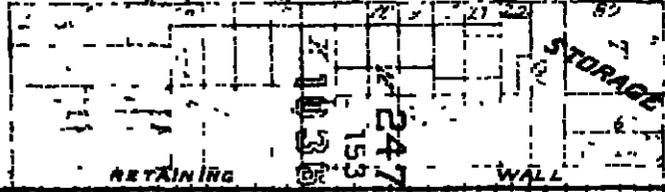
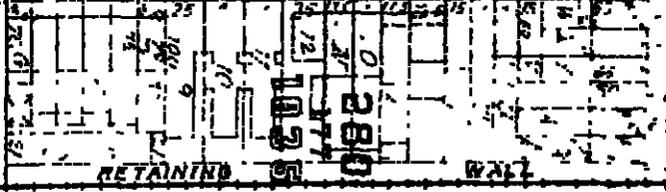
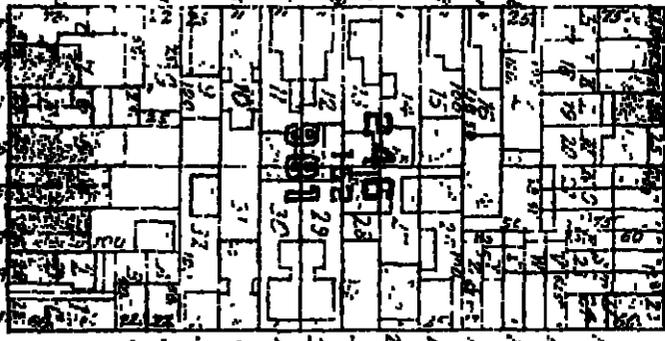
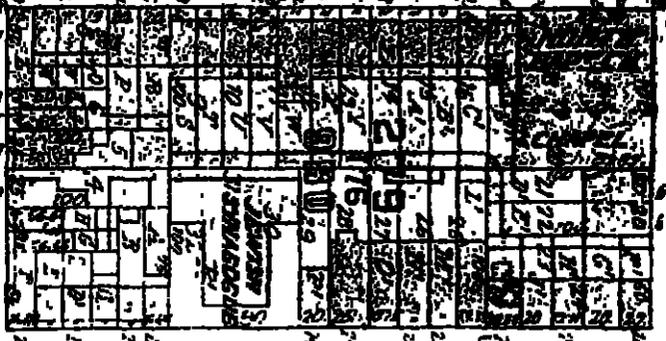
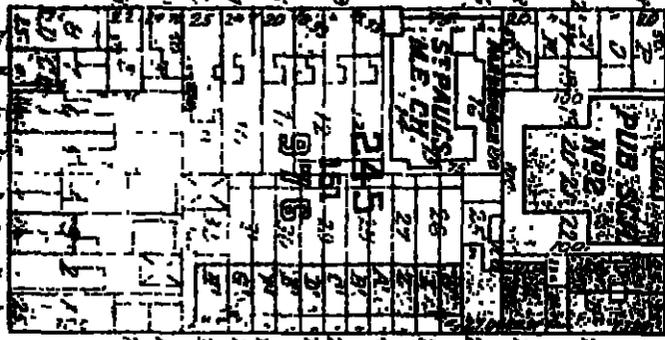
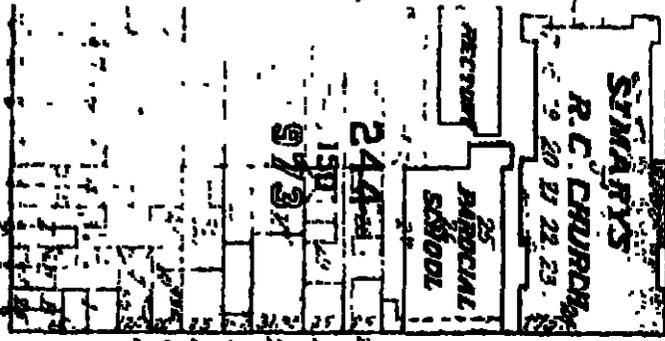
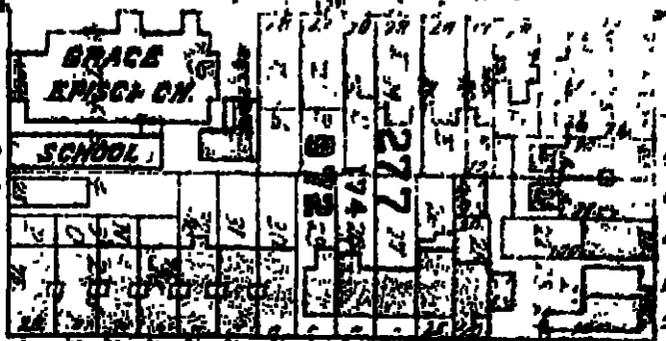
1883 Bird's Eye View
of Victoria, B.C.



1887 Fowlet, Atlas of Jersey City



1907, Fowler, - His or her so.
 City (Plate P)



PENNSYLVANIA

R. R. HARTSHORN'S BRANCH

RETAINING WALL

RETAINING WALL

RETAINING WALL

RETAINING WALL

ST.



State of New Jersey

Department of Environmental Protection
Division of Parks & Forestry, Historic Preservation Office
PO Box 404, Trenton, NJ 08625-0404
TEL. (609) 292-2023 FAX. (609) 984-0578
www.state.nj.us/dep/hpo

James E. McGreevey
Governor

Bradley M. Campbell
Commissioner

MEMORANDUM

TO: Marc A. Matsil, Assistant Commissioner
Natural and Historic Resources

FROM: Dorothy P. Guzzo, Administrator
Historic Preservation Office 

DATE: December 19, 2003

RE: St. Anthony of Padua Church

The New Jersey and National Register nomination for the St. Anthony of Padua Church, Jersey City, Hudson County is attached for your consideration.

This application was unanimously approved by the State Review Board at their meeting of September 17, 2003. There were no objections to this nomination.

If you agree that this site is eligible for the New Jersey and National Register, please sign the cover letter and nomination forms where indicated.

If you have any questions or comments about this nomination, please call me at 4-0176 or Terry Karschner at 4-0545.

Thank you

D P G



State of New Jersey

Department of Environmental Protection
Natural and Historic Resources
PO Box 404
Trenton, NJ 08625-0404
TELE (609) 292-3541 FAX (609) 984-0836

James E. McGreevey
Governor

Bradley M. Campbell
Comptroller

Ms Carol Shull
Chief of Registration
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D C 20240

Dear Ms Shull

I am pleased to submit St Anthony of Padua Roman Catholic Church, Jersey City, Hudson County, New Jersey for National Register consideration

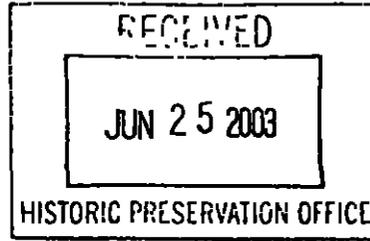
This application has received majority approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register

Should you want any further information concerning this application, please feel free to contact Dorothy P. Guzzo, Administrator, New Jersey Historic Preservation Office, P O Box 404, Trenton, New Jersey 08625 or call her at (609) 984-0176

Sincerely,

Marc A Matsil
Deputy State Historic
Preservation Officer

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking 'x' in the appropriate box by entering the information requested. If an item does not apply to the property being documented, enter 'N/A' for "not applicable." For functional architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name St. Anthony of Padua Roman Catholic Church

other names/site number _____

2. Location

street & number 457 Monmouth Street not for publication
city or town Jersey City vicinity
state New Jersey code NJ county Hudson code 017 zip code 07302

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
Signature of certifying official/Title: Marc A. Matsil, Assistant Commissioner Natural & Historic Resources/DSHPD
Date: 12/24/03
State of Federal agency and bureau: _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)
Signature of certifying official/Title: _____
Date: _____
State or Federal agency and bureau: _____

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper _____ Date of Action _____
 entered in the National Register See continuation sheet
 determined eligible for the National Register See continuation sheet
 determined not eligible for the National Register
 removed from the National Register
 other (explain) _____

St. Anthony of Padua Church

Name of Property

Hudson County, NJ

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
		sites
		structures
		objects
<u>1</u>	<u>0</u>	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

RELIGION: church

Current Functions

(Enter categories from instructions)

RELIGION: church

7. Description

Architectural Classification

(Enter categories from instructions)

Victorian Gothic

Materials

(Enter categories from instructions)

foundation Stone, granite

walls Granite, brownstone

roof Slate

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

St. Anthony of Padua Church

Name of Property

Hudson County, NJ

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history
- B** Property is associated with the lives of persons significant in our past
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded or is likely to yield, information important in prehistory or history

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is

- A** owned by a religious institution or used for religious purposes
- B** removed from its original location
- C** a birthplace or grave
- D** a cemetery
- E** a reconstructed building, object, or structure
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years

Areas of Significance

(Enter categories from instructions)

Ethnic Heritage – European

Architecture

Art

Period of Significance

1892-1940

Significant Dates

1892, 1940

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Louis H. Giele

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository
- _____

St. Anthony of Padua Church

Name of Property

Hudson County, NJ

County and State

10. Geographical Data

Acreeage of Property Approx. 25 acre

UTM References

(Place additional UTM references on a continuation sheet)

1	18	5810	2911	4508	7821
Zone	Easting	Northing			
2					

3					
Zone	Easting	Northing			
4					

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

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date June 13, 2003

street & number 30 Linden Place

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state NJ

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Additional Documentation

Submit the following items with the completed form

Continuation Sheets

Maps

A USGS map (7 5 or 15 minute series) indicating the property's location

A Sketch map for historic districts and properties having large acreage or numerous resources

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name St. Anthony of Padua Church

street & number 330 Sixth Street

telephone (201) 653-0343

city or town Jersey City

state NJ

zip code 07302

Paperwork Reduction Act Statement This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act as amended (16 U.S.C. 470 et seq.)

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St Anthony of Padua Roman Catholic Church
Jersey City, Hudson County, NJ

Description

St Anthony of Padua Roman Catholic Church, located at 457 Monmouth Street, at the corner of Sixth Street, is a two-story, hybrid basilica plan, Victorian Gothic-influenced church (photo 1). Constructed in a very densely populated residential neighborhood, the church is enclosed by residential buildings on the north (see photos 3-4), the rectory on the south and Holy Rosary Church on the west (see photo 5). One of the most unique religious edifices in the City of Jersey City, the church features a rock-faced, granite exterior trimmed with brownstone, a copper-sheathed steeple with octagonal belfry, and a richly painted interior, with sculptured altars, mosaic icons and colorful frescoes. The church is illuminated by almost thirty elaborate stained glass windows from the Munich School of stained glass design. The church represents an architectural blend of western and eastern influences, such as the modified basilica plan, repeated ogee arches, and elaborate combinations of applied interior ornament. Located in the Hamilton Park neighborhood of Jersey City, one block southwest of the designated Hamilton Park National Register Historic District, and across the street from the Pennsylvania Railroad Harsimus Stem Embankment, the church was constructed by Polish immigrants in 1892.

The plan of the church is a modified basilica with a central nave flanked by aisles. A hint of transept arms is formed by the narthex in the eastern end of the church, and transept arms forming the sacristy and rectory flank the apse at the western end. The church plan is unusual in that it lacks the traditional clerestory illuminated by windows. In its place are solid walls decorated with six frescoes depicting the life of St. Anthony of Padua. This division of spaces within the plan is reflected in the church façade (eastern elevation), which is composed of a large central steeple flanked by single bays which extend from the nave (see photo 2). The rock-faced granite bays are articulated by projecting clasping buttresses of brownstone. The symmetrically-composed entrance facade consists of a central, four-story steeple bay approached by a podium of ten steps flanked by stone sidewalls. This central staircase is matched by slightly narrower side staircases approaching the aisle doors, also with stone sidewalls. From these sidewalls extends a projecting water table that serves to unify the lower story of the church. Here is evident the only major alteration of the exterior: sometime in the 1950s, the basement of the church as well as the stairs and the entry arches were clad with a PermaStone product, most likely to stem brownstone spalling.

The lower story is arcuated with three evenly-spaced, ogee-arched entrances (see photo 2). A Gothic-arched surround with a moulded archivolt and compound piers frames each of the entrances. Within each entrance is a pair of metal and glass doors surmounted by stained glass quatrefoil transoms on the flanking doors and an inscription about the founding of the church over the central door. Above each entrance is an ogee-arched stained glass window with stone tracery and a brownstone surround. The central bay has a double window which is slightly shorter than the flanking bays due to the increased size of the central entrance surround on the ground floor. The clasping buttresses step back at each floor level culminating in miniature corner towers (pinnacles) topped by copper spires at the four corners of the narthex. The clasping buttresses delineating the steeple bay end at the top of the third tier of the tower. This tower contains four tiers topped by a copper-clad spire. The first tier is the main entrance to the church. The second tier is the double window above the entrance. The third tier is a single ogee-arched window forming the base of the projecting section of the steeple. This is surmounted by the fourth tier, the octagonal belfry which is fenestrated by ogee-arched louvers at each facet of the belfry. The slate-clad roof is steeply pitched with blind triangular dormers along both long sides of the church. A chimney projects above the sacristy roof in the northwest section of the church (see photo 4).

The side walls of the church are also ornamented with clasping buttresses between the bays (see photo 4). The south side of the church is not visible because the rectory was built against it (see photo 5).

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Interior

Vestibule

The vestibule (or narthex) provides a desirable transition space from the street to the nave of the church. At the northern end of the narthex is a small room containing a niche which projects outside the base of the exterior wall. Approached through a Gothic-arched opening, this niche contains a Pieta sculpture set on a wooden altar. At the opposite end of the narthex is a small room which contains the wooden stairs to the choir loft. A stained glass window illuminates both narthex ends. The north end has a small patterned stained glass window, and the south window depicts St. Anthony with the Child Jesus in the center. At the top of the window are the arms and cross which are symbols of the Franciscan Order, and in the lower portion, the bread for the poor symbolizing the charitable work of St. Anthony. The choir staircase, which makes three sharp turns to ascend to the loft, is finished with ogee-arched paneling topped by spindles. Below the choir stairs is a narrow staircase leading to the basement. A central multi-armed chandelier flanked by drop pendant lighting in the narthex ends illuminates the vestibule (see photos 6-7).

The vestibule leads to an internal set of triple doors opening into the nave. Each set of paired wooden doors is approached by a five-step podium of stairs which are finished in tan marble with wrought iron handrails. Each door contains a tri-lobed wired glass panel, brass hinges, doorplates and handles. The doors are stained and varnished to match the ceiling (see photo 6).

The plaster walls of the vestibule are painted to resemble ashlar masonry with contrasting blocks of stone painted on the perpendicular ogee arches separating the bays. The floor is of contrasting inlaid marble blocks and the wainscot along the vestibule is pink marble with a black marble baseboard. The ceiling is tongue and groove pine boards with boxed supporting joists, stained and varnished to look like a much richer wood (see photos 6-7).

The inside of the exterior doors is kalomined bronze. The side exterior entrance doors have stained glass transoms with quatrefoil elements. The south transom represents the Lamb of God and is a sign that the south aisle is dedicated to Jesus Christ. The north transom depicts the white lilies of Mary, indicating that the north aisle is dedicated to her.

The Nave

The center door leads into the nave of the church while the flanking doors lead into the side aisles. Upon entering the nave, the sweep of high arches carried by the scagliola columns on both sides leads the eye to the sanctuary and to the elaborate high altar (see photo 8). The wide nave is flanked by the column-supported walls decorated with murals of the life of St. Anthony of Padua. Wide wooden pews with carved trilobe end panels flank a center passageway which leads to the high altar. Halfway down the nave, a section of pews on the south side has been removed to accommodate the baptismal fountain in the south aisle and provide a mid-nave cross aisle. Vault ribs polychromed with patterned motifs cross the ceiling of the nave.

The seven compound scagliola columns on each side are topped by stylized Composite capitals decorated with fanciful acanthus leaves. From these capitals spring ogee nave arches which support the nave walls above and form the side aisles. Another series of arches, set on a perpendicular to the nave arches and ending at a decorative wall bracket, opposite the columns, form a series of rib vaults which serve as the ceiling of the aisles (see photos 10-11).

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Within the aisles, the walls are decorated by stained glass windows and bas-relief panels depicting the Stations of the Cross (see photos 10-11, 18). There are eight stained glass windows in each aisle. On the south side of the church are the following windows, listed from east to west: Flight to Egypt, Twelve-year old Jesus in the Temple, Jesus raises the son of the widow of Naim, Be fishers of men; Christ restores sight, Christ with children, Christ appears to Saint Margaret Alacoque, and Christ entrusting Peter with the keys to the kingdom of heaven.

On the north side of the church are the following windows listed from west to east: Our Lady of the Rosary (Mary imparts the Rosary devotion to Saint Simon Stock); Our Lady Queen of Poland (the Blessed Virgin Mary is depicted with saints of Polish history); the Annunciation, The Nativity, Mary and Jesus with the Mount Carmel Scapular, with the fires of purgatory; Assumption of Mary, Mary, Queen of Heaven and Earth (fifth glorious mystery of the rosary), and Saint Anne with Mary.

Each stained glass window is set into and framed with an ogee arch painted in alternating blocks of color to resemble ashlar masonry. The pictorial, stained glass window is divided into six horizontal sections by lead strips. The lowest section of the window consists of a pivoting window panel that contains a castle motif. The next three sections depict the topic of the window. The two uppermost sections contain an architectural canopy of a castle motif, one of the characteristics of the Munich School of stained glass. The canopy is a combination of arches, turrets and towers. The canopy is loosely based on Neuschwanstein, the castle of King Ludwig of Bavaria, founder of the Munich School of Stained Glass.

Between each of the windows is a panel from the Stations of the Cross. These are elaborate three-dimensional, bas-relief panels set in an ogee-arched, gilded frame surmounted by a cross set on an anthemion and supported by scrolled brackets. Each is numbered with a Roman numeral at the bottom. The Stations of the Cross begin on the south side of the church and extend from east to west. They continue in an easterly direction on the north side.

Additional aisle decoration includes painted rib vault fields trimmed in gilt banding, gilded bosses at the rib intersections and faux ashlar treatment of the rib vaults. The marble wainscoting of the outside walls is of a pinkish hue with contrasting red trim caps and flat plaster strips trimmed at the bottom with a dark green marble baseboard.

At the crossing of the nave with the transept, the ceiling is a large rib vault ornamented with decorative gilding and polychromed banding. At the downward points of the vault sides are stylized floral motifs. From this point the sanctuary proceeds to the west, and the side altars within the transept arms to the north and south (see photo 12).

The nave is lit with drop bulb chandeliers in the Gothic arches between the scagliola columns, and fluorescent light fixtures mounted to the columns. Crystal chandeliers illuminated each side altar.

The Sanctuary

Upon crossing the transept, one enters into the sanctuary (see photo 12). The sanctuary is further divided from the transept by being elevated on a two-step marble platform. It is also delineated by a white marble communion rail composed of small columns supporting a quatrefoil-pierced panel. A small, modern altar (not original but placed in the 1960s) facing the congregation is placed at the front of the sanctuary podium. The altar is set over a marble marquetry panel depicting a bleeding pelican, a symbol of Christ. At the rear of the podium, on top of another three marble steps, is the elaborate, multi-tiered, and multi-bay, high altar of St. Anthony of Padua. The semi-hexagonal apse which forms the sanctuary is elaborately decorated with polychromatic banding, murals, mosaics and stained glass windows. Entrances on either side of the altar lead to service rooms on the north and the rectory on the south.

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The high altar is an approximately three-story, three-bay, marble, plaster and mosaic structure (see photo 13). The first tier consists of a marble altar with a mosaic panel of the Last Supper on the front flanked by smaller mosaics of grape and wheat clusters. Immediately above the Last Supper panel is the centered, solid gold, Holy Tabernacle set into the base of an elaborate Gothic-influenced baldachin. The baldachin is flanked by the second tier of the altar, consisting of a series of mosaics. From south to north the mosaics are: Saint Jadwiga (Hedwig), the wedding of Joseph and Mary; Saint Wojciech (Adalbert); angels flanking the tabernacle, Saint Stanislaus, the agony in the garden, Saint Casimir. The third tier of the altar consists of a large, columned and canopied Crucifixion group flanked by statues set into roofed and columned Gothic niches ornamented with attenuated crockets. From south to north the statues are: Saint Andrew Bobola, below which is Saint Stanislaus Kostka, Saint Joseph; Saint Christopher, below which is Saint Peter; Infant of Prague below which is Saint Paul, Saint Anne with her daughter Mary, mother of Jesus; Saint Mary Magdalene, below which is May, Queen of Poland. Life-size angle candelabra flank the altar.

The wall treatment of the apse corresponds with the multi-tiers of the main altar. The bottom third of the wall is clad with marble wainscot inlaid with small mosaics. The middle tier is decorated with the faux ashlar masonry treatment. The top third of the wall is illuminated by stained glass windows set into ogee-arched openings and separated by clasping buttress strips. The three stained glass windows depict, from south to north, the Last Supper, the descent of the Holy Spirit, and the Resurrection. There are four murals in the ceiling of the apse depicting the four evangelists, from south to north: Saint Matthew, Saint John, Saint Luke and Saint Mark. Flanking the Sanctuary arch are patronal shrines: Saint Francis of Assisi on the south and Saint Anthony of Padua on the north.

An especially prominent element of the sanctuary is the elaborately-carved wooden pulpit set on a decorative compound pier (see photo 16). The pulpit is octagonal with a circular staircase leading up to the speaking platform. The walls are paneled with ogee arches. The extended canopy of the pulpit is hand-carved with scallop shells. Above the canopy is a wooden pinnacle decorated with ogee arches and a conical cap. The pulpit was designed by architect Rod Messmer of Montreal, Quebec. A plaque on the pulpit indicates that the pulpit was patented in Canada, France, Germany, Italy and Switzerland.

The Transept Arms

The transept arms contain the side altars and the side chapels. The side chapels are set parallel to the main altar and immediately flank the sanctuary. On the south side is the chapel of the Sacred Heart of Jesus (see photo 15). On the north side is the chapel of the Blessed Virgin Mary (see photo 14). Both altars within the side chapels reflect the architecture of the main altar. A ground level marble altar is surmounted by stepped tiers of marble and inlaid mosaics. A centered niche holds the Holy Tabernacle. Above this altar is a three-bay structure of an ogee-arched crocketed, larger niche flanked by smaller, similar niches. In turn, the center niche is topped by a Gothic baldachin that matches that of the main altar.

The Sacred Heart chapel contains a centered statue of Jesus manifesting his Sacred Heart. The statue is flanked by icons of angels. Immediately to the west of the chapel on the perpendicular wall is a large icon of the Assumption of Mary set into an ogee-arched gilded frame. The Blessed Virgin Mary chapel contains a statue of Mary set into a similar architectural canopy. The perpendicular mosaic depicts Christ as the Good Shepherd.

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At the end of the transept arms are side altars, set on a perpendicular to the main altar. On the south side of the church is the altar to Our Lady of Czestochowa. On the north side of the church is the miraculous crucifix that survived the original church fire.

The Choir Loft

At the rear of the nave is the choir loft (see photo 9). The loft is filled with the pipes of the original organ. At the center of the loft is a large Gothic arch enclosing most of the organ pipes flanked by smaller ogee arches containing the entrances to the choir. Wooden benches on risers flank the organ. The choir loft is framed by a paneled wooden balustrade topped by an ogee-arched railing.

Saint Maximilian Kolbe Chapel

The Saint Maximilian Kolbe Chapel is located in the northwestern corner of the church next to the sacristy (see photo 19). It was the original baptistery of the church prior to the liturgical changes that required the baptismal font to be placed within the body of the church. The chapel is approached through a door north of the Blessed Virgin Mary side chapel. Immediately above the small foyer is a stained glass window in the ceiling depicting the lily, the symbol of Mary. The chapel is dedicated to Maximilian Kolbe, a member of the Conventual Franciscan Friars (black-colored habit), who as a founder of the Immaculata Movement established communities throughout the world dedicated to Mary. During World War II, the Nazis imprisoned him in Auschwitz for the dissemination of Catholic publications. After a failed prison escape, ten prisoners were chosen to be executed as an example to the others. Kolbe offered to exchange his life for another prisoner, one Francis Gajowniczek, who had a family of young children in Poland. After three weeks of starvation and dehydration, Kolbe was injected with carbolic acid and died on August 14, 1941. Pope John Paul II canonized Maximilian Kolbe on December 10, 1982. (Catholic Community Forum www.catholic-forum.com)

In the center of the chapel behind the altar is a stained glass window depicting the Baptism of Jesus by Saint John the Baptist. To the west of the windows is a mosaic of the Nativity and to the east is a mosaic of Our Lady of Ostrobrama, a town near Vilna, Lithuania.

The Sacristy

On the north side of the apse, immediately west of the Maximilian Kolbe chapel is the sacristy. This room has been somewhat altered with a dropped ceiling and paneled walls. It is furnished with Gothic-influenced cabinets and dressers for linens and sacramental cloths (see photo 20). This room opens into a narrow corridor that runs behind the apse. At the other end of the corridor is the door to the rectory.

The Stained Glass Windows

An outstanding feature of St. Anthony's church is its stained glass windows. There are 30 windows designed according to the Munich School of stained glass design. Although it is unknown which studio produced the windows, they are typical of early twentieth-century windows imported from Germany and found in Catholic churches in the New York metropolitan area. The windows are characterized by distinct details practiced by the artists of the Munich School: the figures are highly realistic, painted in a German Baroque style on antique glass utilizing the traditional "trace and matte" technique of glass painting, and the figures are set in realistic scenes framed by elaborated white and gold columns and canopies. Sixteen full pictorial windows illuminate the aisles.

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eight on each side wall. Three pictorial windows light the apse. A single pictorial window is located in the vestibule and in the Maximilian Kolbe chapel. The remaining windows are minor, and in some cases are generally patterned stained glass windows with medallions rather than pictorials. None of the windows is signed.

Additional Ornamentation

Between 1933 and 1940, the Reverend Monsignor Szudrowicz spent \$100,000 on church improvements, including one of the first installations of fluorescent lighting in a metropolitan church. New altars of white marble were installed, including the high altar and the two side altars. A new Communion rail of white marble was also installed at this time. The marble altars were created by Felix Lorenzoni of the Ecclesiastical Marble Studio in the Bronx, New York, and sculpted in Pietrasanta, Italy.

Basement

The basement under the church contains a fellowship hall (see photo 21), kitchen, storage areas and bathrooms. Finishes in the fellowship hall include a pressed tin ceiling, paneled walls and a tile-clad floor. The stone foundation walls are visible in the storage areas.

Site

St. Anthony of Padua occupies Block 390, lot S1 in Jersey City, Hudson County, New Jersey.

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St Anthony of Padua Roman Catholic Church
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Statement of Significance

St Anthony of Padua Roman Catholic Church, the oldest Polish church and parish in New Jersey, is being nominated to the National Register of Historic Places under Criterion A for its long and historic association with the Polish immigrant community in Jersey City, and as the mother church of all Polish churches in Hudson County. Since its construction in 1892, the church has been the gathering spot and focus of the large Polish community in Jersey City, as well as the surrounding neighborhoods. St. Anthony of Padua Church is also being nominated under Criterion C, for Architecture and Art. The church is architecturally significant as one of the most unique religious edifices in Jersey City. It is a colorful mixture of western and eastern design influences, with its Victorian Gothic exterior, and Byzantine-influenced interior, and has retained its ethnic art and symbolism. In both design and workmanship, St. Anthony of Padua Church is indicative of the high quality of late nineteenth century architecture built in Jersey City. The church is characterized by significant examples of stained glass windows from the stained glass school of Munich, as well as exquisite mosaics.

Historical Background and Significance

The earliest Polish immigrants found their way to Jersey City around 1870. Most of them were poor, little educated, and spoke no English. They had fled an oppressive government at home, poverty, and forced conscription into the Austrian army, in some cases. Deeply religious, they were uncomfortable in the local Roman Catholic churches that could not provide them with the religious or ethnic traditions they so desperately sought. Nor could they provide them with Polish language services. By 1882, enough Poles had gathered to think about forming a local church. Most of them had met at St. Stanislaus Church on Stanton Street in New York, the only Polish church in the metropolitan area at the time. In need of religious services as well as catechismal education, local residents desired to form their own parish. With limited funds, a small group of Polish residents gathered \$225, enough money to purchase three building lots on Monmouth Street. In May 1884, Newark Bishop Wigger blessed the cornerstone for the first wood frame church, which was completed that autumn. Bishop Wigger was a supporter of the new parish and spearheaded a fund drive to raise funds for St. Anthony's Church. He appointed Reverend Ignatius Barszcz as the first pastor (1884-1887). The parish grew, and within less than a decade, membership expanded to 10,000. The small wood frame church could not accommodate the burgeoning population, and once again, under the leadership of the second pastor, Rev. Alexander Michnowski, money was collected to build a larger building. The original church was moved to a lot on Brunswick Street near the corner of Sixth Street, and a new granite and brownstone church began to rise on the original lot. The new church was completed in 1892. From 1892 to 1895, the pastor was Rev. Ladislaus Kukowski.

After Father Kukowski, St. Anthony was assigned a pastor, Rev. Boleslaw Kwiatkowski, who stayed with the parish for thirty-nine years. The arrival of Rev. Kwiatkowski was marred by a large fire, which destroyed the interior of the church except for a large crucifix which hung over the main altar. The survival of the crucifix imbued it with a miraculous aura that the congregation recognizes and reveres still today. Rev. Kwiatkowski led the congregation in the rebuilding of the church. Through the kind benevolence and generosity of the parishioners of Saint Anthony's, the church was completely restored and even enlarged to seat eleven hundred people.

The Polish population in Hudson County continued to grow. St. Anthony of Padua church originally served the Polish residents not only of Jersey City but also of Bayonne and Cliffside. Realizing the need to expand, in 1905, St. Anthony purchased the former St. Matthew's Protestant Episcopal Church on Sussex Street in Paulus Hook as a mission church to serve the burgeoning Polish community on the waterfront. St. Matthew's congregation agreed to

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sell the church to St. Anthony's for \$15,000, with the promise that the inexpensive real estate transaction would guarantee the building's continuing function as a church. The mission church was named after Our Lady of Czestochowa. By 1911 there were 1,000 families registered at Our Lady of Czestochowa, enough to separate as a distinct parish. On August 26, 1911, Our Lady of Czestochowa was incorporated as an independent Catholic church, no longer connected to St. Anthony's.

The Newark archdiocese continued placing pressure on St. Anthony's Church to start other mission churches throughout Jersey City. In 1911, another mission church was organized, St. Ann on St. Paul's Street, near Tonnelle Avenue. In the 1920s, pressure was put on Rev. Kwiatkowski to start yet another church, this time in the Greenville section of Jersey City. Although land was purchased and construction begun, the project fell through and the land was eventually sold.

After the completion of the renovation of St. Anthony's Church, Rev. Kwiatkowski started a major building campaign. He added the three-story rectory at 330 Sixth Street in 1896, and two years later, built the 23-classroom school at the corner of Sixth Street and Brunswick Street with an adjoining convent for the Felician Sisters who arrived from Detroit to teach (both the school and convent were sold c. 1994). The school replaced the original wood frame church, which had previously been moved to the site.

When the Rt. Rev. Msgr. Ignatius Szudrowicz became Pastor in 1934, he dedicated himself to the task of modernizing the church. Over the next six years, Rev. Szudrowicz raised \$100,000 to redecorate the interior and modernize the utilities. A large part of the money went to add fluorescent light fixtures, a feature very popular with churches in the late 1930s. More significantly, the redecoration resulted in the addition of new marble altars, marble wainscot on the walls and a new Botticino marble baptismal font (*The Catholic News*, 12/7/40). The new altars were of imported white marble. The new main altar featured a magnificent crucifixion group above the altar, and a double tabernacle, opening in the rear as well as at the front. The sanctuary was repainted with the four evangelists pictured in medallions just below the gold-leafed ceiling. Similar medallions depicting the life of St. Anthony decorate the surrounding walls. The two additional side altars were the Sacred Heart Altar and the Blessed Virgin Altar. The floor of the sanctuary was laid in marble and a new marble baptistery was added.

After the death of Rev. Szudrowicz, the Rev. Stanislaus Rosinski was appointed temporary administrator in 1948, followed by the Rev. Leo Godlewski, who died six weeks after his installation as pastor. Rev. Leo Hak was appointed the seventh Pastor of St. Anthony of Padua Church. Rev. Hak repainted the entire church on the occasion of the 60th anniversary of the laying of the cornerstone. He purchased a nearby public school building and converted it to St. Anthony High School in 1952. Rev. Hak was followed by Rev. Edward Majewski (1961-1971), Rev. Marion Walichowski (1971-?), Rev. Michael Gubernat and Rev. Joseph Urban, the current pastor.

Architectural and Artistic Significance

In both design and workmanship, St. Anthony's Church is indicative of the high quality of late nineteenth century church architecture in Jersey City. The building is a very late example of the Victorian Gothic architectural influence and is characterized by the use of polychromatic masonry, in the rock-faced brownstone walls with contrasting granite trim, ogee arches, ornamental detailing and stone carvings throughout. The polychromatic High Victorian Gothic was in style only from about 1865 to 1876, resulting in very few notable architectural monuments. St. Anthony's Church is a particularly late example of this style. The German-born architect Louis H. Giele designed the church.

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The architectural significance of the church is further enhanced by its interior ornamentation. St. Anthony's Church is decorated with murals, polychromatic banding of stylized floral and geometric motifs, colorful ceilings with gilded fields and faux ashlar masonry-painted vault ribs, elaborate bas-reliefs and altars, and exquisite stained glass from the Munich School of stained glass design. The church ornamentation is a blend of eastern and western influences. While the statues and sculptures are western, the icons and the painted decorations are Byzantine in nature. The secular and sacred are intertwined in the use of Polish symbolism, folk heroes and sacred images from the life of Jesus Christ and Saint Anthony of Padua. Traditional cultural values, as well as lessons in Polish history, meld with religious associations to provide a sanctuary for a displaced immigrant. Religion and culture become one in Saint Anthony's Church.

An outstanding feature of St. Anthony's Church is its stained glass windows. Approximately 30 windows were installed in the church after the fire of 1895. Although it is unknown which German stained glass studio manufactured the windows, they are outstanding examples of the Munich style of windows and have very distinct characteristics which qualify them as such. The figures are highly realistic, painted in a German Baroque style on antique glass utilizing the traditional "trace and matte" technique of glass painting. The figures are set in a realistic scene framed by elaborate white and gold columns and canopies. Unlike medieval windows, where the line forms by the lead is an important part of the design, the lead lines become subordinate to the highly painted glasses.

The Munich School windows had great success with German, Bohemian, Polish and other central European ethnic congregations. They had the sensitive understanding of the subject matter these congregations desired. The style was also very similar to the style of windows of the churches in the old country. The windows of Saint Anthony's Church are not signed and extensive searching through the church archives has not revealed the manufacturer of the windows.

Architect: Louis H. Giele

Architect Louis H. Giele was responsible for the design of St. Anthony of Padua Roman Catholic Church. Born in Hanover, Germany, Giele immigrated to the United States in his early twenties and immediately began practicing his profession. He designed many Catholic churches and institutional buildings, the most notable being St. Charles Borromeo in Brooklyn, New York, St. Adalbert's Church in Philadelphia, Pennsylvania; Assisium Institute in New York, and Sacred Heart Hospital in Allentown, Pennsylvania. Locally, Giele designed St. Anne's Church on Kennedy Boulevard and the school and convent for St. Anthony's. Giele died on October 4, 1932 (*American Art Annual* 1932).

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Verbal Boundary Description

St Anthony of Padua Church occupies Block 390, Lot S1, of the City of Jersey City tax map. The church is situated at 457 Monmouth Street near the corner of Sixth Street.

Boundary Justification

The nominated property consists of the entire parcel that has been historically associated with the church.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section Number Photos Page 11

St Anthony of Padua Roman Catholic Church
Jersey City, Hudson County, NJ

Photographs

The following information is the same for all the photographs listed:

- 1) Name of property St. Anthony of Padua Church
- 2) City and state Jersey City, New Jersey
- 3) Photo by Gerry Weinstein
- 4) Photo taken. May 8, 2003
- 5) Location of negative Zakalak Associates
30 Linden Place
Red Bank, NJ 07701

6) & 7) Descriptions of views indicating direction of camera:

- Photo 1 of 21 Monmouth Street elevation. View looking northwest.
- Photo 2 of 21 Monmouth Street elevation. View looking west.
- Photo 3 of 21 Monmouth Street elevation. View looking south
- Photo 4 of 21 North elevation. View looking southeast
- Photo 5 of 21 St. Anthony of Padua rectory at 330 Sixth Street Holy Rosary Church is on the left and the steeple of St Anthony is visible beyond the rectory. View looking northeast
- Photo 6 of 21 Narthex (vestibule) View looking north
- Photo 7 of 21. Narthex (vestibule). View looking south..
- Photo 8 of 21 Nave View looking west
- Photo 9 of 21 Nave and choir loft View looking east
- Photo 10 of 21 North aisle View looking northwest
- Photo 11 of 21 South aisle View looking southwest
- Photo 12 of 21 Sanctuary View looking west
- Photo 13 of 21 High altar View looking southwest
- Photo 14 of 21 Blessed Virgin Mary side altar View looking west
- Photo 15 of 21 Sacred Heart of Jesus altar View looking west.
- Photo 16 of 21 Pulpit View looking southwest
- Photo 17 of 21. Ceiling at crossing. View looking south.
- Photo 18 of 21: "Be Fishers of Men" window View looking south.
- Photo 19 of 21 St. Maximilian Kolbe chapel. View looking north.
- Photo 20 of 21 Sacristy. View looking north
- Photo 21 of 21 Basement fellowship hall. View looking west

JERSEY CITY QUADRANGLE
NEW JERSEY - NEW YORK

75 MINUTE SERIES (TOPOGRAPHIC)

GEOGRAPHIC WASHINGTON B.M.P. 11-2 E. 111 11-9-1

UNION CITY (INT 49° 12' 2 MI 2' 30" '81)

582

2 180 000 FEET (N J) 1:583

584

74°



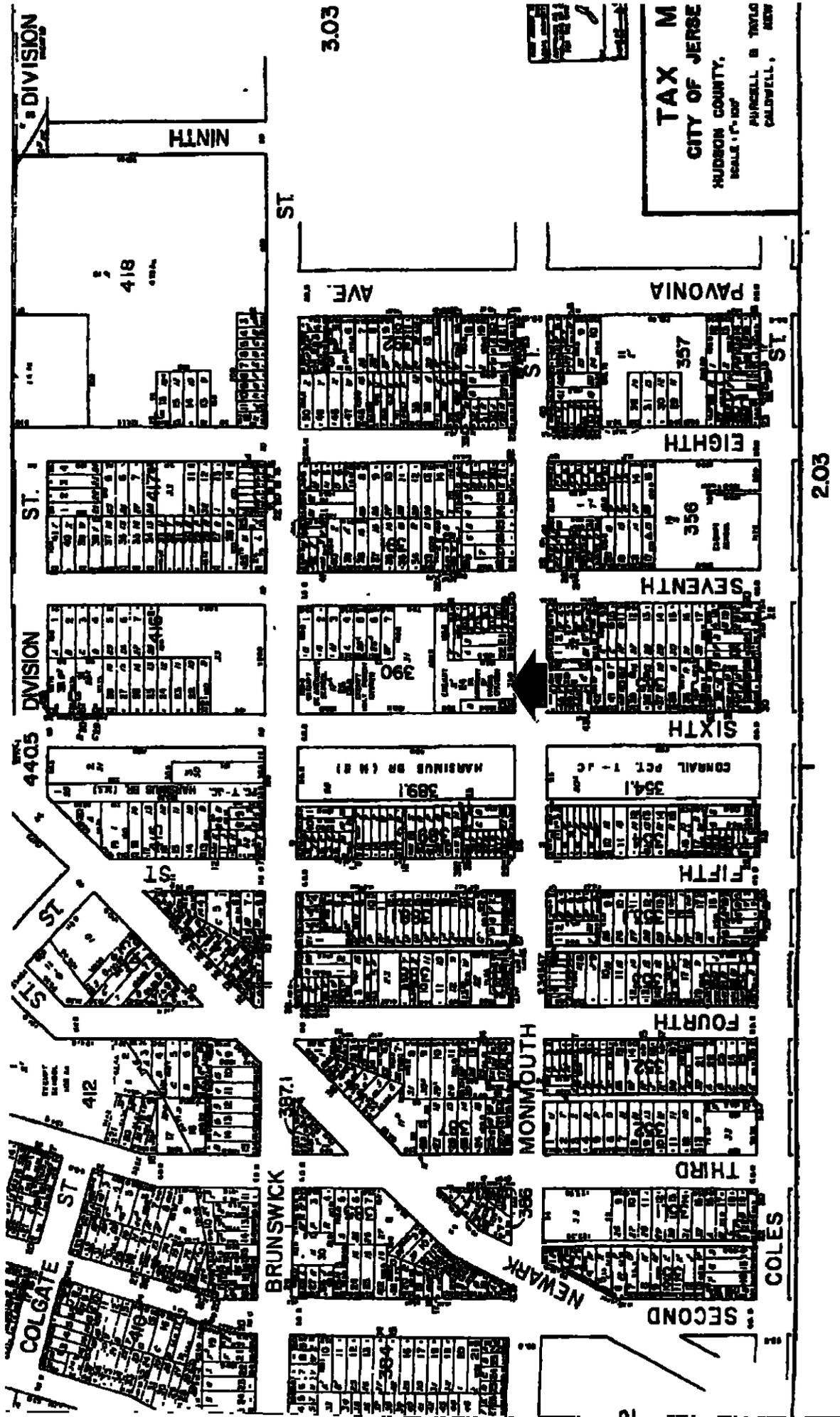


Fig. 1. St. Anthony of Padua Church, Jersey City, N.J. Jersey City Tax Map, Block 390 Lot St.

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389.1
HARSIMUS BR. (M.S.)

1000 EXEMPT ST ANTHONY'S SCHOOL

26 EXEMPT HOLY ROSEMARY CHURCH

390

EXEMPT ST ANTHONY OF PADUA CHURCH

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354.1
CONRAIL P.C.T. T - J.C.

SIXTH

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MONMOUTH

SEVENTH

356
EXEMPT SCHOOL

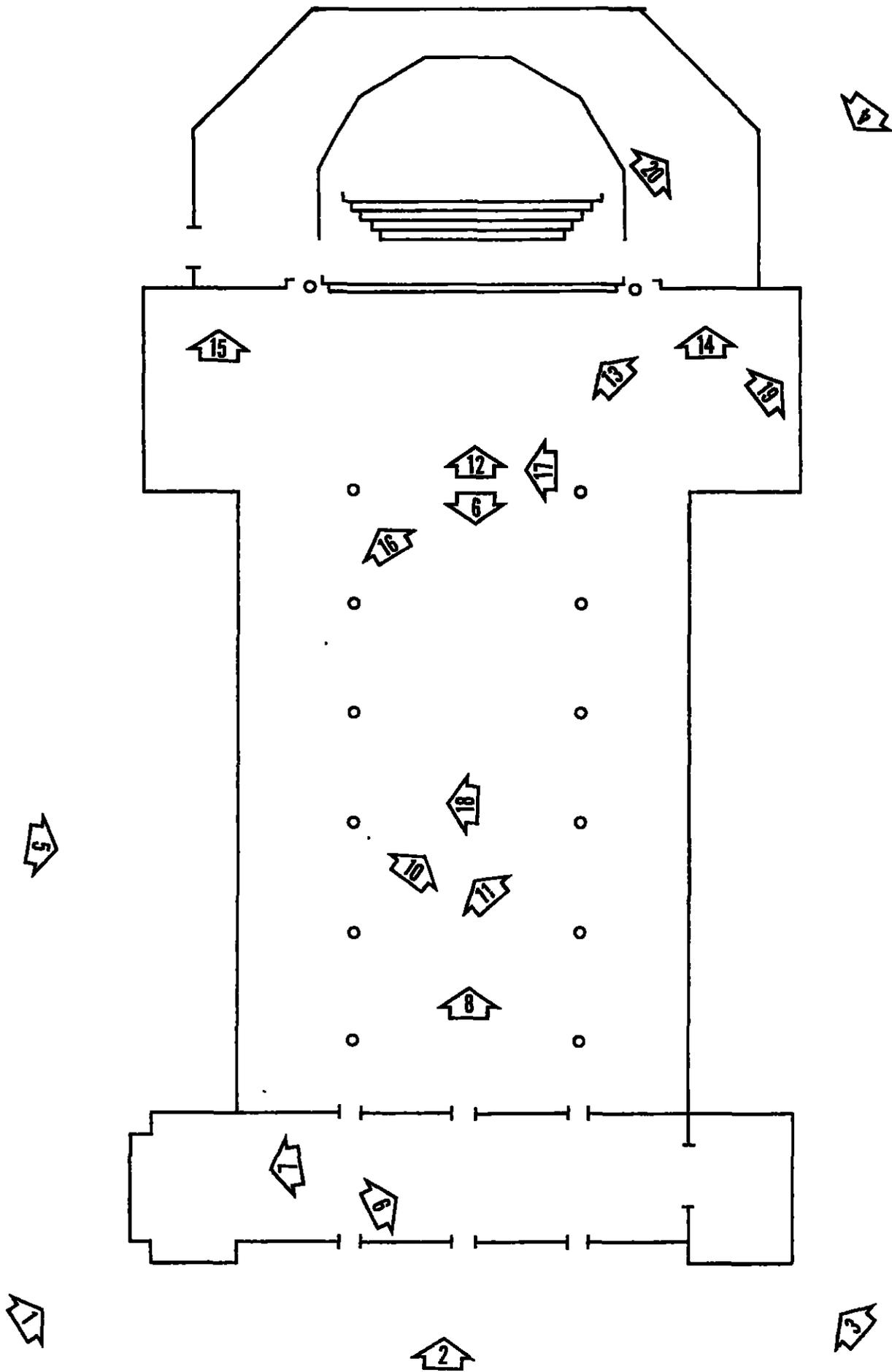


Fig. 3. St. Anthony of Padua Church, Jersey City, NJ. Schematic Floor Plan. Photo Locator Map.

Exhibit 1



State of New Jersey

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, NJ 08625-0404
TEL. (609)292-2023
FAX (609)984-0578

Christine Todd Whitman
Governor

Robert C. Shinn, Jr
Commissioner

May 21, 1999
HPO-E99-121

Steve Hochman
E-Team Leader
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
P O Box 600
Trenton, NJ 08625-0600

Dear Mr Hochman.

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on September 2, 1986 (51, FR 31115-31125) I am providing Additional Consultation Comments for the following project

**Hudson County, City of Jersey City
US Route 1&9T (25)
Replacement of 1&9T over St. Paul's Avenue and Conrail
NJDOT Proj. # 0904505
Federal Project # BRM-0046(111)**

These comments were prepared in response to your April 22, 1999 transmittal of a revised architectural survey report.

SUMMARY: *One additional architectural property has been evaluated as National Register eligible (new SHPO Opinion). The project will have no effect on this property. However, as previously stated the project will have an adverse effect on other historic properties.*

The reviewed report is:

"Reconnaissance-/Intensive-Level Historic Architectural Survey, U.S. Route 1 & 9 Truck Improvements Project, City of Jersey City, Hudson County, New Jersey" volumes 1 and 2 by the RBA Group (April 1999).

800.4 Identifying Historic Properties

Twelve resources in the Area of Potential Effect (APE) have previous opinions of eligibility:

- (1) *St. Peter's Roman Catholic Cemetery* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 6/18/96. This property is eligible as both an above-ground and a below-ground resource.
- (2) *Old Main Delaware Lackawanna and Western Railroad Historic District* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 9/24/96.
- (3) *US Route 1 & 9 Historic District* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/8/96.
- (3a) *St. Paul's Avenue Viaduct (Str # 0906156)* is a contributing resource within the US Route 1 & 9 Historic District.
- (4) *People's Gas Light Company/PSE&G Manon Office Historic District (444 and 460-468 St. Paul's Avenue)* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.
- (5) *P. Lorillard Company/American Can Company Historic District (888 Newark Avenue and 315-362 St. Paul's Avenue)* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.
- (6) *261-267 Van Wagenen Avenue* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.
- (7) *St. Ann's Polish Roman Catholic Church Historic District (southeast corner of St. Paul's Avenue and Tonnele Avenue)* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99. Please note that in my opinion the boundaries of the eligible district are smaller than those recommended in the reviewed report. Only the Church and Rectory are included in this opinion of eligibility. The former convent and former Parish Hall/School (located on the southwest corner of St. Paul's Avenue and Tonnele Avenue) have been omitted. The 1988 alterations resulted in a loss of integrity for these buildings.
- (8) *New Jersey Art Foundry (433-435 Tonnele Avenue)* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.
- (9) *Erie Railroad Marion Main Line Historic District* (the right-of-way of the Erie Railroad from approximately Coles Street east of the eastern end of the Bergen Archways through the area of potential effect continuing westward to an undetermined location including all adjacent features and appurtenances – n b although the boundaries of the eligible resource extend beyond the APE no further identification work is required as part of this project, however additional work may be required for future projects) was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.
- (10) *Covert/Larch Historic District* (18 contributing buildings: 26, 34, & 36 Covert Street; 73, 75, 76-78, 77, 79, 80, 81, 83, 85, 87, 88, 90, 91, 93 & 96 Larch Street) was found eligible to be listed in the National Register of

- Historic Places by a SHPO Opinion dated 3/10/99 A SHPO Opinion dated 5/7/99 stated that archaeological deposits on six lots contribute to the significance of this historic district
- (11) *Brunswick Laundry Powerhouse (68-72 Liberty Avenue) was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99*
 - (12) *Jersey City Water Works Pipeline was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 5/7/99.*

It is my opinion as Deputy State Historic Preservation Officer for New Jersey, in concurrence with the reviewed report, that the New Jersey Railroad Bergen Cut Historic District (all of the original right-of-way within the APE and the Bergen Cut, with eastern and western boundaries outside of the APE undetermined) is individually eligible to be listed in the National Register of Historic Places under Criteria A and C for the reasons stated in the reviewed report. The period of significance of this historic district is 1832-1937. In 1937, the extension of the Hudson and Manhattan Railroad tracks was completed which marked the completion of the electrified system now operated by PATH.

800.5 Assessing Effects

Additional information is necessary to assess effects on the following properties:

- (1) Old Main DL&W Historic District
- (2) Erie Railroad Marion Mainline Historic District
- (3) New Jersey Railroad Bergen Cut Historic District.

Current plans show new crossings over these historic railroad corridors. A final effect finding is dependent on the character and configuration of the new crossing. If the new crossing is compatible in design, materials, and configuration with the character and integrity of the historic district it crosses, then a no adverse effect finding would be possible.

The project will have no effect on the following properties

- (1) People's Gas Light Company/PSE&G Marion Office Historic District
- (2) P Lorillard Company/American Can Company Historic District
- (3) 261-267 Van Wagenen
- (4) St Ann's Polish Roman Church Historic District
- (5) New Jersey Art Foundry
- (6) Brunswick Laundry Powerhouse

The project will have no adverse effect on the following property

- (1) St. Peter's Roman Catholic Cemetery

The project will have an adverse effect on the following properties:

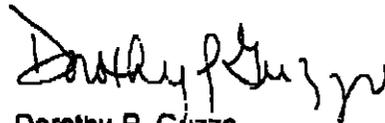
- (1) The US Route 1 & 9 Historic District The project involves the demolition of the St. Paul's Avenue Viaduct, a contributing resource in the historic district
- (2) The Covert/Larch Historic District The project involves the demolition of all of the contributing and non-contributing resources in this historic district

Additional Comments

As currently designed, the proposed US Route 1 & 9 Truck Improvements Project is a substantial threat to the integrity of the US Route 1 & 9 Historic District and contrary to the very thoughtful conclusions and recommendations contained in the US Route 1 & 9 Historic Corridor Preservation Plan. The Preservation Plan established very positive goals and objectives for both transportation and historic preservation and recognized that the attainment of these goals and objectives might require the compilation and analysis of detailed traffic flow, traffic safety, and physical conditions data as input to both project need statements and project design and as part of the consultation among NJDOT, FHWA, and HPO. As part of the continuing consultation, the HPO would very much appreciate an opportunity to discuss with NJDOT and FHWA the connections between the Preservation Plan's recommendations and the design of the proposed US Route 1 & 9 Truck Improvements Project

If you have any questions regarding this letter, please contact Andrea Tingey regarding architecture at (609-984-0539) or Mike Gregg regarding archaeology at (609-633-2395). Thank you

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

C David Hawk, FHWA
Robin Schroeder, FHWA
Victoria Martinez, FHWA
Andras Fekete, NJDOT-BES
Borivoj Jasek, Hudson County Engineer
Windell Jones, Jersey City Historic Preservation Officer
Rick James

C:\oculus\99-1351 addtl 106

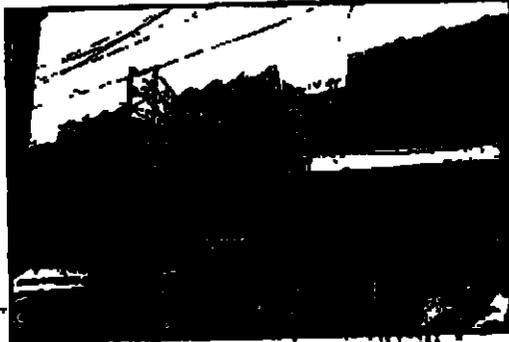
Reconnaissance-/Intensive-Level Historic Architectural Survey

U.S. Route 1 & 9 Truck Improvements Project

City of Jersey City, Hudson County, NJ

VOLUME 1

HUD
F 483
vol 1



prepared for

New Jersey

Department of Transportation

1035 Parkway Avenue, CN 600

Trenton, New Jersey 08625

prepared by

Richard L. Porter & Meredith Arms Bzdak

Cultural Resource Unit

RBA ENGINEERS • ARCHITECTS • PLANNERS

April 1999

MANAGEMENT SUMMARY

This report is the end result of a reconnaissance-/intensive-level historic architectural survey conducted as part of the proposed U.S. Route 1 & 9 Truck Improvements Project in the City of Jersey City, Hudson County, New Jersey. This work was completed for Parsons Brinckerhoff, Hardesty & Hanover, and the New Jersey Department of Transportation by the Cultural Resource Unit of The RBA Group, and has involved documentary research, in-field survey, analysis, and report preparation. The purpose of the survey was to identify and evaluate historic architectural resources relative to their potential eligibility for inclusion on the National Register of Historic Places.

Three resources sited within the Area of Potential Effect – St. Peter's Roman Catholic Cemetery, the Old Main Delaware, Lackawanna and Western Railroad Historic District, and the U S Route 1 & 9 Corridor Historic District – have previously received SHPO Opinions of Eligibility. This study has identified nine additional historic architectural resources within the Area of Potential Effect – the New Jersey Railroad Bergen Cut Historic District; the People's Gas Light Company/PSE&G Marion Office Historic District; the P Lorillard Company/American Can Company Historic District, 261-267 Van Wagenen Avenue, the St Ann's Polish Roman Catholic Church Historic District; the Brunswick Laundry Power House, the New Jersey Art Foundry; the Erie Railroad Marion Main Line Historic District, and the Covert/Larch Historic District – that are eligible for inclusion on the National Register of Historic Places

It is concluded that the proposed project will have no effect on the People's Gas Light Company/PSE&G Marion Office Historic District, the P Lorillard Company/American Can Company Historic District, 261-267 Van Wagenen Avenue, the St Ann's Polish Roman Catholic Church Historic District, the Brunswick Laundry Power House, and the New Jersey Art Foundry. It is concluded that the proposed project will have no adverse effect on St Peter's Roman Catholic Cemetery, the Old Main Delaware, Lackawanna and Western Railroad Historic District, the New Jersey Railroad Bergen Cut Historic District, and the Erie Railroad Marion Main Line Historic District if appropriate design considerations are implemented. It is concluded that the proposed project will have an adverse effect on both the U S Route 1 & 9 Corridor Historic District and the Covert/Larch Historic District. Recommendations for the mitigation of these adverse effects include, for the U S Route 1 & 9 Corridor Historic District, the completion of an appropriate program of recordation and the implementation of appropriate design considerations and, for the Covert/Larch Historic District, a program of limited recordation and historic documentation be conducted in conjunction with anticipated archaeological data recovery activities.

Copies of this report are on file at The RBA Group, Parsons Brinckerhoff, Hardesty & Hanover, the New Jersey Department of Transportation, and the New Jersey Historic Preservation Office.

been covered; the cornice at 206 has been removed. Each of these four buildings has 1/1 sash windows. Entrances, located in the right bay, are enclosed at 200 and 202, those at 206 and 208 have a metal overdoor. The dwelling at 208 Dey Street is three bays in width and is capped by a flat roof with a denticulated wood cornice. The building has been clad with asbestos shingle siding. Windows are 1/1 sash. The entrance, located in the right bay, has a transom and is fronted by a brick and concrete stoop. The dwelling at 210 Dey Street has witnessed the most alteration. A large addition has been applied to the front of the building, and the entire structure covered with synthetic siding. The addition is enclosed at the second story and features a bowed window. At the first story, it is partially enclosed, leaving a cutaway entrance in the left corner that is set on a tall base of concrete blocks.

Evaluation of Significance

This streetscape is neither architecturally nor historically distinguished. Its survival as a grouping of attached rowhouses may be unusual within the scope of the project area, but is not atypical for Jersey City or Hudson County as a whole. The streetscape is not eligible for listing on the National Register of Historic Places.

New Jersey Railroad Bergen Cut Historic District

History

The New Jersey Railroad and Transportation Company was incorporated in 1832 to construct a rail line to connect New Brunswick and Jersey City. Construction began later that same year, and the new rail line was completed to the west side of the Bergen Ridge in 1834. The new line ran northeast from New Brunswick to Newark, and then continued eastward across the Passaic and the Hackensack Rivers. It then continued east along the south side of the Newark Turnpike to run through the wetlands on the east side of the Hackensack and across the upland to the east of the wetlands to reach the Bergen Ridge. The New Jersey Railroad also completed its first Hudson River terminal facility at Paulus Hook in 1834, and later that same year a temporary line was built over the Ridge to allow access to the new facility. The noted Bergen Cut was completed to allow for passage through the Ridge in 1838. The Cut, which was viewed as one of the more noteworthy engineering feats of the time, was about one mile in length, 28 feet in width (it was later widened), and an average of 40 feet in depth. It provided the only route through the Ridge until the completion of the Erie Tunnel in 1861, and it was, therefore, also utilized by several other rail lines, including the Paterson and Hudson River Railroad (later the Erie) and the Morris and Essex Railroad (later the Delaware, Lackawanna and Western). In 1839 the New Jersey Railroad was connected with the Camden and Amboy Railroad at New Brunswick, thereby establishing the first rail line to cross New Jersey and connect New York City and Philadelphia.

In 1858 the New Jersey Railroad redeveloped its Hudson terminal, and it was this second terminal that came to be known as Exchange Place. In 1867 the New Jersey line was consolidated with the Camden and Amboy and with the Delaware and Raritan Canal to form the United Canal and Railroad Company of New Jersey. This new entity was then leased by the Pennsylvania Railroad in 1871. The Pennsylvania significantly expanded the former New Jersey Railroad waterfront facilities during the next two decades, with a new terminal being completed in 1876. This third terminal was replaced by the fourth and final terminal at Exchange Place in 1892. The Pennsylvania's Jersey City terminal was bypassed with the completion of the railroad's Hudson River tunnel in 1910 and the opening of the noted Pennsylvania Station in New York City in 1911.

The Pennsylvania Railroad was also involved in the incorporation of the Hudson and Manhattan Railroad in 1906, and it was this concern that completed the first Hudson River tunnels during the first decade of the present century. The Hudson and Manhattan's line ran west from its tunnels on the waterfront to pass through the Bergen Cut and was completed to Newark in 1911. The Hudson and Manhattan went into receivership in 1954 (it was also during this period that the Pennsylvania's Exchange Place terminal was demolished), with a reorganization resulting. In 1962 the Hudson and Manhattan Railroad, along with the former New Jersey Railroad trackage along Newark Avenue and through the Bergen Cut, was purchased by the Port Authority of New York and New Jersey. The line was reorganized as the Port Authority Trans-Hudson Corporation (PATH), and it remains in operation today.

Architectural Description

The New Jersey Railroad Bergen Cut Historic District, as it passes through the vicinity of the project area, incorporates two primary components: the now elevated original right-of-way of the New Jersey Railroad line and the Bergen Cut. This right-of-way was built as part of the New Jersey Railroad's main line between New Brunswick and Jersey City between 1832 and 1838. The most significant physical component of this district is the Bergen Cut, a mile-long open excavation that, when completed, provided the first route through the massive traprock formation known as the Bergen Ridge. The Cut was, in fact, the only passage through the Ridge until the completion of the Erie Tunnel some twenty-five years later, and it remains in use today as the corridor of operations for the Port Authority Trans-Hudson Corporation (PATH). A second important physical component of this line is the elevated right-of-way extending from the Hackensack River to the area to the west of Tonnele Avenue (Plate 4.4). This section of the former New Jersey Railroad was elevated above the streets of Jersey City by the Pennsylvania Railroad during the decades that followed the Pennsylvania's lease of the United Canal and Railroad Company of New Jersey. This improvement was accomplished through the construction of massive masonry walls which retained the fill on which the tracks connecting the Hackensack and the Bergen Cut were laid. Steel bridge spans provide for the crossing of city streets where necessary. This elevated right-of-way is also presently utilized by PATH trains, and there are also some freight operations along this portion of the line.

X



Plate 4.4. View looking north at a portion of the New Jersey Railroad Bergen Cut Historic District (now PATH and Conrail). Photographer: Meredith Arms Bzdak, April 1998.

Evaluation of Significance

The historic and engineering significance of the New Jersey Railroad Bergen Cut Historic District and the physical integrity of the portion of the district in the vicinity of the project APE lead to the conclusion that the said district is eligible for listing on the National Register of Historic Places under Criteria A and C. The Bergen Cut section of the district was constructed during the 1830s, and the successful excavation of tons of overburden and trap bedrock to create the mile-long passage through the Bergen Ridge was a significant engineering accomplishment for the time. The New Jersey Railroad was among the first to be completed in the State of New Jersey and was associated from its inception with the powerful Camden and Amboy Railroad, which was, in fact, the first rail line to be completed in the State and a dominant force in New Jersey governmental affairs during the middle decades of the 19th century. With the passing of the Camden and Amboy monopoly this rail line came to be controlled by the massive Pennsylvania Railroad, and it played a key role in the Pennsylvania's successful effort to reach the Hudson River and the harbor of New York.

Only one component of this district – the PATH and Conrail/U.S Route 1 & 9 Truck Bridge – has been previously evaluated. This bridge, which was built by the Pennsylvania Railroad over Wallis Avenue (which was later incorporated as part of Route 1 & 9 Truck) in 1931, was found to be not eligible for the National Register in the NJDOT New Jersey Historic Bridge Survey (A.G Lichtenstein & Associates 1994) – this finding was concurred with by NJHPO. As a result of the definition of the New Jersey Railroad Bergen Cut Historic District, this bridge is now viewed to be a contributing resource to the said district.

District boundaries have been defined for the New Jersey Railroad Bergen Cut Historic District as follows: within the immediate vicinity of the project area (extending from the Hackensack River to West Side Avenue) – the Conrail Pennsylvania Railroad Trenton – Jersey City Main Line property (Block 1603 1, Lots 1, 2, and 3); and to the east of West Side Avenue – the Conrail Pennsylvania Railroad Trenton – Jersey City Main Line property through the Bergen Cut. The boundaries for this resource have been defined only in association with the Area of Potential Effect for the present project – no attempt has been made to define this resource to the west and east of the limits described.

P. Lorillard Company/American Can Company Historic District (Newark Avenue, Senate Place, Dey Street, and St. Paul's Avenue)

History

The portion of land that ultimately became developed as the industrial core of the Marion section of Jersey City remained nearly completely open until the second decade of the 20th century, when P. Lorillard Tobacco Company erected a large office/manufacturing plant, power house, and warehouse on the site between 1911 and 1919. The Lorillard Company was



W. W. W.
HPO-E2002-67 PROD
Log #02-1526

State of New Jersey

Department of Environmental Protection

Division of Parks & Forestry, Historic Preservation Office

PO Box 404, Trenton, NJ 08625

TEL: (609) 292-2023 FAX: (609) 984-0578

www.state.nj.us/dep/hpo

James E. McGreevey
Governor

Bradley M. Campbell
Commissioner

May 3, 2002

Mr. Brian Mulcahy, E-Team Leader
Division of Project Management
New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, NJ 08625-0600

Dear Mr. Mulcahy:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77725-77739), I am providing Consultation Comments for the following project:

**Hudson County, Jersey City and Kearny Town
Replacement of Route 7 (2) Wittpenn Bridge over Hackensack River
Str. # 0909150.**

These comments were prepared in response to your request for Historic Preservation Office (HPO) review and comment on the following report:

"Cultural Resources Survey, Route 7 Section 2, (Wittpenn Bridge) over Hackensack River, City of Jersey City and Kearny Town, Hudson County, New Jersey" by Richard Grubb and Associates, Inc. (February 2002).

SUMMARY: Four (4) new historic properties have been identified. There are seven (7) previously identified historic properties in the project area. The project as proposed will have an Adverse Effect on historic properties.

800.4 Identifying Historic Properties

The following properties have previously been identified as National Register eligible:

- Lower Hack Bridge (SHPO Opinion 9-18-90), it is also a key-contributing resource in the Old Main Delaware, Lackawanna & Western Railroad Historic District
- Wittpenn Bridge (SHPO Opinion 2-7-01), it is also a key-contributing resource in the New Jersey Railroad Bergen Cut Historic District.
- New Jersey Railroad Bergen Cut Historic District (SHPO Opinion 5-21-99)
- Old Main Delaware, Lackawanna and Western Railroad Historic District (SHPO Opinion 9-24-96)
- Pulaski Skyway (SHPO Opinion 8-4-83)
- US Route 1 & 9 Corridor Historic District (SHPO Opinion 3-8-96)
- Jersey City Water Works Pipeline (SHPO Opinion 5-7-99)

It is my opinion as Deputy State Historic Preservation Officer for New Jersey that the following properties are eligible to be listed in the National Register of Historic Places:

- **The Hackensack River Lift Bridges Historic District has a state level of significance and is eligible under Criteria A and C. The four bridges included (Lower Hack Bridge, Wittpenn Bridge, Pennsylvania Harsimus Branch Bridge, and Pennsylvania Railroad Bridge) were all built as part of a post WWI regional effort, led by the War Department, to provide a steady and uninterrupted flow of railroad, vehicular, and marine traffic through and over the navigable waterways within the Port of New York. All four bridges are individually distinguished examples of vertical lift bridge design. Three of the bridges are associated with master designer John Alexander Low Waddell. The Hackensack River Lift Bridges Historic District is a unique collection of largely unaltered, operable, and increasingly rare examples of historically and technologically significant bridges. The period of significance for the district is 1928-1930. It is located in both Jersey City and Kearny Town.**
- **The Pennsylvania Railroad Harsimus Branch (now Conrail/CSX) Bridge over the Hackensack River has a state level of significance and is individually eligible to be listed in the National Register of Historic Places under Criteria A and C. It was built as part of a post WWI regional effort, led by the War Department, to provide a steady and uninterrupted flow of railroad, vehicular, and marine traffic through and over the navigable waterways within the Port of New York. It is an individually distinguished example of vertical lift bridge design. It is associated with master designer John Alexander Low Waddell. The period of significance for the bridge is 1930. In addition to being individually eligible, this structure is also a key-contributing resource within both the Hackensack River Lift Bridges Historic District and the New Jersey Railroad Bergen Cut Historic District.**
- **The Pennsylvania Railroad (now PATH) Bridge over the Hackensack River has state level significance and is individually eligible to be listed in the**



National Register of Historic Places under Criteria A and C. It was built as part of a post WWI regional effort, led by the War Department, to provide a steady and uninterrupted flow of railroad, vehicular, and marine traffic through and over the navigable waterways within the Port of New York. It is an individually distinguished example of vertical lift bridge design. It is associated with master designer John Alexander Low Waddell. The period of significance for the bridge is 1930. It is located in both Jersey City and Kearny Town. In addition to being individually eligible, this structure is also a key-contributing resource within both the Hackensack River Lift Bridges Historic District and the New Jersey Railroad Bergen Cut Historic District.

- **The PSE&G Kearny Generating Station (located at Block 298, Lot 19A in Kearny Town) has state level significance and is individually eligible to be listed in the National Register of Historic Places under Criteria A and C. The eligible resource includes the Powerhouse, Switch House, Services Building, and North Gate House – the only survivors of the 12 buildings associated with the original construction in 1926. PSE&G, throughout its corporate history, has been at the vanguard of developing new power sources and technologies. At the time of its construction, company engineers saw the new Kearny Station as an opportunity “to develop an installation outstanding at the time in its use of new and modern design practices.” The turbo generators embodied all the latest improvements. By the 1920s over 90% of New Jersey’s energy came from its four most efficient stations at Essex, Marion, Kearny and Burlington. In 1933, a 20,000 kilowatt mercury boiler-turbine (the largest such unit in the world) was installed in Kearny Station. However, it was abandoned 20 years later because the mercury began dissolving the steel in the tubes of the boiler. In the 1960s, PSE&G pioneered the use of airplane-type jet engines to drive electric generators, which were installed in Kearny.**

It is my opinion as Deputy State Historic Preservation Officer for New Jersey, in concurrence with the reviewed report, that the following properties are not eligible to be listed in the National Register of Historic Places:

- Eastern Oil Terminal, 205 Howell Street, Jersey City
- 35 Duffield Avenue, Jersey City
- 228 Broadway, a.k.a. Nabisco Warehouse, Jersey City
- 275 Broadway, Jersey City
- 301 Broadway, Jersey City
- Charlotte Circle, Jersey City

800.5 Assessing Adverse Effects

The project as proposed, demolition and replacement of the Wittpenn Bridge, will have an Adverse Effect on historic properties.

- There will be an adverse effect to the Wittpenn Bridge because it will be demolished.

- There will be an adverse effect to the Pennsylvania Railroad Harsimus Branch (now Conrail/CSX) Bridge over the Hackensack River because it shares common piers with the adjacent Wittpenn Bridge. The demolition of the Wittpenn Bridge will irreversibly alter the integrity of setting, design, workmanship, materials, feeling, and association for this resource.
- There will be an adverse effect on the New Jersey Railroad Bergen Cut Historic District because the project will have an adverse effect on a key-contributing resource within the district – the Pennsylvania Railroad Harsimus Branch (now Conrail/CSX) Bridge over the Hackensack River.
- There will be an adverse effect to the Hackensack River Lift Bridges Historic District because a key contributing resource, the Wittpenn Bridge, will be demolished
- There will be an adverse effect to the New Jersey Railroad Bergen Cut Historic District because a key contributing resource, the Wittpenn Bridge, will be demolished.
- Adverse effects to the two historic districts could be compounded if the replacement bridge is not compatible with their character in terms of size, scale, design, and materials.

The project as proposed will have (conditionally) no adverse effect on the following resources, provided that the new construction is compatible in terms of size, scale, design, and materials:

- Pulaski Skyway
- US Route 1 & 9 Historic District
- Lower Hack Bridge
- Pennsylvania Railroad (now PATH) Bridge over Hackensack River
- Old Main Delaware, Lackawanna and Western Railroad Historic District
- The PSE&G Kearny Generating Station

Effects on the Jersey City Water Works Pipeline have not yet been assessed.

800.6 Resolution of Adverse Effects

I look forward to proceeding with the effects assessment for the Jersey City Water Works Pipeline and continuing consultation in accordance with 36 CFR Part 800.6, Resolution of Adverse Effects, on ways to avoid or minimize harm to identified historic properties.

If the avoidance of adverse effects is found not feasible after the appropriate level of study and analysis of alternatives, then I concur that the following mitigation measures outlined in the reviewed report should be part of the mitigation strategy and among the final inventory of mitigation measures:

- Recordation of the Wittpenn Bridge to standards similar to the Historic American Engineering Record (HAER). Recordation should focus on both the individual character of the bridge as well as its setting within and relationship to the Hackensack River Lift Bridges Historic District. Copies of the recordation

should be offered to the Historic Preservation Office as well as appropriate state and local repositories.

- A popular document that illustrates the historical and technological significance of the Hackensack River Lift Bridges Historic District which should be distributed to local and selected state historical societies, libraries, schools, preservation organizations, and railroad organizations. Copies of the publication may also be posted on the NJDOT and HPO web sites for wider distribution at a reasonable cost.
- New construction should be designed to be compatible with the character of identified historic properties in terms of size, scale, design, and materials. HPO staff should be integrally involved in the design process.
- If mitigation considerations become necessary for the Jersey City Water Works Pipeline, the consultation should include Ms. Jean Howson, the foremost authority on the history and archaeology of this 19th century urban utility.

If you have any questions regarding this letter, please contact Charles Scott or Andrea Tingey regarding architecture at (609-633-3496 or 609-984-0539, respectively) or Mike Gregg regarding archaeology at (609-633-2395).

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

cc Andras Fekete, NJDOT-BES
 Lauralee Rappleye-Marsett, NJDOT-BES
 Amy Fox, FHWA
 Yanina Eyfa, FHWA
 Harold Carstens, Friends of the NJ Railroad and Transportation Museum
 William La Rosa, Hudson County Division of Cultural and Heritage Affairs
 Claire Davis, Jersey City Historic Preservation Commission
 Doreen Cali, Clerk, Kearny Historic Preservation Commission
 Alan Mounier, Archaeological Society of New Jersey
 Chair, Jersey City Landmarks Conservancy
 Rick James

AT/CS C:/E2002-67Wittpenn

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HISTORIC PRESERVATION OFFICE

CULTURAL RESOURCES SURVEY
ROUTE 7 SECTION 2 (WITTPENN BRIDGE) OVER
HACKENSACK RIVER
CITY OF JERSEY CITY AND KEARNY TOWN
HUDSON COUNTY, NEW JERSEY
MAY 2002

RICHARD GRUBB AND ASSOCIATES, INC.
Cultural Resource Consultants

boundary for this historic resource is suggested to be limited to the bridge itself, which is 2950 feet long and includes the movable span, approach spans and substructure. The period of significance is recommended as 1930-1952.

The Pennsylvania Railroad (PATH) Bridge is further recommended as a contributing resource to the New Jersey Railroad Bergen Cut Historic District, which received a SHPO Opinion of Eligibility in 1999. The opinion for this historic district did not include the bridge, and preliminary boundaries assigned to the district extended east from the eastern end of the subject bridge up to and including the eastern boundary of the Bergen Cut. The period of significance assigned to the district is 1832-1937. The Pennsylvania Railroad (PATH) Bridge, built 1930, falls within the period of significance for the district and is a key contributing resource to the rail line.

The planned replacement of the Wittpenn Bridge will have an indirect visual effect on the Pennsylvania Railroad (PATH) Bridge. This effect will not be adverse because it will not detract from those character-defining features that make it individually eligible for the National Register or eligible as a contributing resource to the Hackensack River Lift Bridges Historic District and the New Jersey Railroad Bergen Cut Historic District.

8.2 New Jersey Railroad Bergen Cut Historic District

For historical background on the New Jersey Railroad, the reader is referred to Sections 6.3, 8.1.3 and 8.1.4. The Bergen Cut Historic District was surveyed at the intensive-level in 1999 by the RBA Group in advance of proposed improvements to U.S. Route 1&9 Truck and recommended eligible for the National Register of Historic Places (RBA Group 1999b). On May 21, 1999 the New Jersey Railroad Bergen Cut Historic District received a SHPO Opinion of Eligibility. The period of significance for the district is 1832-1937.

The New Jersey Railroad (Bergen Cut) Historic District is historically significant (Criterion A) for its association with the New Jersey Railroad, the third railroad incorporated in New Jersey (1832), as the first railroad connection between New York and Philadelphia, and under the auspices of the Pennsylvania Railroad, as the first railroad company to construct a tunnel under the Hudson River. The Bergen Cut Historic District is also technologically significant (Criterion C) for two integral components: the Bergen Cut and the elevated right-of-way, both constructed between 1832-1838. The Bergen Cut is noteworthy as a mile-long, 28-foot wide and 40-foot deep cut through a massive

ridge of traprock. Until the completion of the Erie Tunnel in 1861, the Bergen Cut provided the only access through Bergen Ridge to the Jersey City waterfront. The elevated right-of-way is supported on masonry walls enclosing railroad tracks and carried over the city streets via steel bridges.

Preliminary boundaries for the district were confined to the original right-of-way within the U.S. Route 1&9 Truck project's APE, specifically, extending from the Hackensack River on the west to east of West Side Avenue through the Bergen Cut. The district's eastern and western boundaries outside the APE were undetermined (Appendix K). In 2000, an Addendum to the U.S. Route 1&9 Truck Improvements project prepared by the RBA Group recommended that the Wittpenn Bridge and Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge should receive consideration as contributing resources to the New Jersey Railroad Bergen Cut Historic District (RBA Group 2000). Subsequent SHPO Consultation Comments affirmed this recommendation, concluding that the structural connections between the Pennsylvania Railroad Harsimus Branch (Conrail) Bridge and the Wittpenn Bridge, "justify inclusion of the Wittpenn Bridge as a contributing resource to the New Jersey Railroad (Pennsylvania Railroad) Bergen Cut Historic District" (Appendix D). It is the conclusion of the current survey that the proposed replacement of a contributing resource- the Wittpenn Bridge- constitutes an adverse effect on the New Jersey Railroad Bergen Cut Historic District. Since the Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge, Pennsylvania Railroad (PATH) Bridge, and Wittpenn Bridge are contributing resources to the Bergen Cut Historic District, it is recommended that the historic district's boundaries should be extended to the west to encompass the bridges in their entirety.

8.3 Old Main Line Delaware Lackawanna & Western Railroad Historic District

The Old Main Line Delaware, Lackawanna & Western Railroad (D.L.&W.) received a SHPO Opinion of Eligibility on September 24, 1996 for its significant association with suburbanization, commuter and passenger traffic, and freight traffic (Criterion A) and for its engineering and architecture (Criterion C). The most comprehensive treatment of the D.L.&W. history is Thomas Taber's *The Delaware, Lackawanna & Western Railroad In the Nineteenth Century* (1977) and *The Delaware, Lackawanna and Western Railroad in the Twentieth Century* (1980). The significant features of the railroad can be found with the 1996 SHPO Opinion (Appendix I). A brief history of the railroad follows below

New Jersey Department of Environmental Protection
Historic Preservation Office

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BASE SURVEY FORM

Property Name: Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge over Hackensack River

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

Prefix: _____ Street Name: _____ Suffix: _____ Type: _____

County(s): Hudson Zip Code: 07306

Municipality(s): City of Jersey City/Kearny Town

Local Place Name(s): _____ Block(s): _____ Lot(s): _____

Ownership: Conrail USGS Quad: Jersey City

Description:

The Pennsylvania Railroad Harsimus Branch Bridge is a Waddell-type vertical lift structure completed in 1930 that carries 2 tracks of Conrail and CSX freight lines over the Hackensack River between the City of Jersey City and Kearny Town, Hudson County. The Harsimus Branch Bridge, built for the Pennsylvania Railroad's freight line, replaced an earlier swing span built between 1880-1887. The bridge shares its eastern piers with the adjacent Wittmann Bridge, a vertical lift bridge also completed in 1930. South of the Harsimus Branch Bridge lies a second Pennsylvania Railroad bridge built for its passenger line and currently operated by PATH; due to its skew, the Harsimus Branch Bridge is 140 feet north of the passenger bridge on the east side of the Hackensack River and 300 feet to the north on the west side of the river.

Registration and Status Dates:

National Historic Landmark: _____
National Register: / /
New Jersey Register: / /
Determination of Eligibility: / /

CONTINUED ON BRIDGE ATTACHMENT

SHPO Opinion: / /
Local Designation: / /
Other Designation: _____
Other Designation Date: / /

Photograph:



New Jersey Department of Environmental Protection
Historic Preservation Office

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BRIDGE ATTACHMENT

Common Name: Conrail/CSX Bridge over Hackensack River

Historic Name: Pennsylvania Railroad Harsimus Branch Bridge over Hackensack River

Feature Carried: Conrail/CSX

Feature Crossed: Hackensack River **Milepost:** _____

Owner/Operator: Conrail/CSX **SI&A Structure Number:**

--	--	--	--	--	--

Construction Date: 1930 **Source:** Engineering News-Record (Nov. 13, 1930)

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

Engineer: A.C. Watson (Pennsylvania Railroad) **Physical Condition:** Good

Builder: Phoenix Bridge Company (superstructure) **Remaining Historic**

Type: Movable, vertical lift **Fabric:** High

Design: Waddell **Spans:** 15

Material: Steel **Length:** 1188'

Patent Holder: _____ **Width:** _____

Patent Date: _____

Description:

This Harsimus Branch Bridge is comprised of the following spans, one through girder and four deck plate steel girder western approach spans, two Pratt truss tower spans, a Parker truss lift span and one deck plate steel girder and a six span concrete viaduct eastern approach spans. The bridge measures 1188 feet long and rests on reinforced concrete piers. The lift span is 206-feet long with a 13-foot vertical clearance over high water in the closed position and 135 feet when opened. The towers consist of front vertical columns and rear inclined columns. Mounted atop the towers are sheaves over which pass steel wire ropes that are attached to counterweights. The wire ropes are retracted by gears that move the span upward while simultaneously allowing the counterweights to move downward. Since its opening, the lift span has been controlled by a bridge operator in the Pennsylvania Railroad (PATH) Bridge to the south.

Setting:

This two track bridge spans the Hackensack River between Jersey City and Kearny Town, Hudson County. Low density, light industrial properties and an extensive road network, including the Pulaski Skyway (Route 1&9), Route 1&9 Truck and Route 7 occupy the east side of the river. The west side is infilled Meadowlands consisting of a large freight yard, a power generating station and post World War II industrial buildings. The bridge shares its eastern piers with an adjacent road bridge (NJ Route 7-Wittpenn Bridge), a vertical lift bridge also completed in 1930. About 250 feet south of the bridge is another vertical lift bridge currently operated by PATH and built for the Pennsylvania Railroad's passenger line.

Survey Name: NJ Route 7-Wittpenn Bridge over Hackensack River

Surveyor: Glenn R. Modica

Organization: Richard Grubb & Associates

Date: October 2001

New Jersey Department of Environmental Protection
Historic Preservation Office

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ELIGIBILITY WORKSHEET

History:

In 1926, the War Department issued a directive requiring vertical clearance above the Hackensack and Passaic Rivers be a uniform 35 feet over high water with a maximum vertical clearance of 135 feet. Plans were subsequently drawn up by the Pennsylvania Railroad to replace the old swing bridges on trestle approaches. The new Harsimus Branch bridge was built north of the existing bridge and concurrently with the Wittpenn Bridge, which shares adjacent piers at its eastern approach.

The Harsimus Branch Bridge went into service on November 4, 1930. Pennsylvania Railroad personnel responsible for its construction included A C Watson, chief engineer of the New York District, T.W. Pinard, Engineer of Bridges and Buildings and J J. Vail, Construction Engineer. The Phoenix Bridge Co. built the superstructure, and the firm of Waddell and Hardesty acted as consulting engineers on the lift span.

After World War II, the focus on highway construction and increased use of the automobile diverted passengers away from all railroads. By the 1960's, mergers between ailing railroads were believed to be the only means of survival. The Pennsylvania Railroad merged with the New York Central in 1968 but went bankrupt in 1970, the largest bankruptcy in American history. Its freight operations were subsequently taken over by Conrail and the CSX Corporation.

Statement of Significance:

The Pennsylvania Railroad Harsimus Branch Bridge is significant for its association with John Alexander Low Waddell, the preeminent engineer of vertical lift bridges who is credited with designing the first vertical lift bridge in this country- the South Halstead Street Bridge and as an intact, operable and increasingly rare example of a significant movable bridge type (Criterion C). The bridge was built as part of a regional effort, led by the War Department, to provide adequate vertical clearance over navigable waterways within the Port of New York (Criterion A). The Harsimus Branch Bridge is also considered a contributing resource to the Hackensack River Lift Bridges Historic District and the New Jersey Railroad Bergen Cut Historic District.

Eligibility for New Jersey
and National Registers:

Yes No

National

Register Criteria: A B C D

Level of Significance: Local State National

Justification of Eligibility/Ineligibility:

The Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge is historically and technologically significant, and it retains its integrity of location, setting, design, materials, workmanship, feeling and association.



Narrative Boundary Description:

The boundary is limited to the bridge itself, which is 1188 feet long and includes the movable span, approach spans and substructure.

Survey Name: NI Route 7-Wittpenn Bridge over Hackensack River

Date: October 2001

Surveyor: Glenn R. Modica

Organization: Richard Grubb & Associates



State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
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www.state.nj.us/dep/hpo

JON S. CORZINE
Governor

LISA P. JACKSON
Commissioner

Fax

To: Charles Montange **From:** Charles Scott

Fax: 206 546-3739 **Date:** March 28, 2008

Phone: 208 546-1936 **Pages:** 22

Re: NJ Railroad Bergen Cut Historic District **CC:**

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