

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

DATA SHEET

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED SEP 9 1975

DATE ENTERED SEP 12 1975

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

HISTORIC Central Railroad of New Jersey, Jersey City

AND/OR COMMON

Jersey City Central Railroad Terminal *use this***2 LOCATION**

STREET &amp; NUMBER New York Bay, northeast of Ellis Island

CITY, TOWN

Jersey City

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

14th

STATE

New Jersey

CODE

34

COUNTY

Hudson

CODE

017

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☐ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☒ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☒ OTHER: vacant**4 OWNER OF PROPERTY**

NAME

State of New Jersey, Department of Environmental Protection

STREET &amp; NUMBER

Box 1420

CITY, TOWN

Trenton

VICINITY OF

STATE

New Jersey

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

County Courthouse

STREET &amp; NUMBER

CITY, TOWN

Jersey City

STATE

New Jersey

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

New Jersey Historic Sites Inventory

DATE

1972

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

Historic Sites Section, Dept. of Environmental Protection

CITY, TOWN

Box 1420

Trenton

STATE

New Jersey

## 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

#### Basic Configuration

The existing terminal complex essentially dates from 1914, when a new train shed and ferry house were built around a remodeled 1889 station house. The 1889 complex set the basic arrangement of a symmetrical plan about a longitudinal axis that was retained in the 1914 layout. The head house served as a connecting space between train shed and ferry house. Traffic from the train platforms and ferry bridges was collected on respective train and ferry concourses, and was routed between train shed and ferry house either through the station house waiting room, or around the station house in flanking passageways for baggage and pedestrians.

In the 1889 configuration, these circulation spaces were on a single level at grade. But in the 1914 plan the new ferry house had a second level to accommodate direct access to the upper ferry boat deck. This second level also contains a concourse, exclusively for pedestrians, and its own connecting spaces to the new train shed which remained on a single level at grade.

#### The 1889 Terminal

The 1889 terminal was jointly designed by the prominent Boston architects, Peabody and Stearns, and the engineering staff of the C.R.R. of N.J. The architects were responsible for the design of the station house, while the railroad staff designed the train shed, ferry house, and wooden pile foundations for the entire complex. Peabody and Stearns also designed several other railroad stations, two of which are the Boston and Providence Railroad Terminal at Park Square, Boston (1874), long since demolished and replaced by South Station, and Union Station, Duluth, Minnesota (1891), stylistically similar to the Jersey Central Terminal and rather well preserved.

The three aisled train shed had a central aisle that clear spanned 142 feet and was flanked by two smaller shed roofed appendages for a total width of 215 feet covering 12 tracks. 17 wrought iron Pratt trusses were placed on 32-1/2 feet centers for a total length of about 550 feet. The 142 feet span was not particularly outstanding since in the same year, 1889, the Pennsylvania Railroad, at their Jersey City terminal, completed the first balloon shed of the Reading Terminal/Broad Street Station type with a clear span of 252 feet.

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The ferry house was an undistinguished single story wooden structure containing four slips for boats which ran to terminals at the foot of 23rd Street and Liberty Street in Manhattan. The slips each terminated with special ferry docks which connected the boats with the ferry concourse. This single level plan required both pedestrians and vehicles to use the same concourse and docks. The three spaces between the docks contained secondary terminal functions, one of which was an emigrants' waiting room. At this time many emigrants were routed directly from Ellis Island to the maritime terminals for immediate transport to inland settlement.

The 1914 Terminal

As previously stated, the terminal complex today essentially dates from 1914, when traffic increases through the terminal had prompted the C.R.R. of N.J. to undertake modifications to accommodate the growth of the previous 25 years.

The new train sheds are of the Bush type, first built at the Hoboken terminal of the D.L. & W.R.R. in 1906. The Bush shed was an ingenious solution to the problem of smoke venting found in the earlier clear span balloon shed, while still retaining the platform coverage not possible with the conventional butterfly and umbrella type sheds. The Bush shed consists of a low concrete and steel roof supported by cast iron columns completely enclosing two tracks per aisle, except for a narrow smoke slot directly above each track.

At the Jersey Central terminal, 9 aisles with two flanking cantilevers cover 20 tracks, making this Bush shed the largest ever built. Natural light is provided by 3 rows of skylights per aisle. This design was about half as expensive to build as the old balloon shed and far less expensive to maintain, being almost completely free from smoke and fumes. In addition, it retained the advantages of almost complete weather protection that was found in the balloon shed. At the Jersey Central Terminal, the Bush sheds, including the plate girder spanned train concourse, cover about 330,000 sq. ft. in a rough rectangle about 390 ft. by 850 ft. The bush sheds possess a high architectonic quality and timelessness in their formal simplicity and modern aesthetic. Only the paneled and pedimented train indicators and Ionic column capitals suggest an architectural place in time.

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The station house was not drastically altered by the 1914 remodeling. The exterior and upper floors of the interior remained basically unchanged. On the ground floor the main waiting room and ticket office was moved to the north side of the building, being replaced by a general circulation space connecting train shed with ferry house. The original ticket office was replaced by a stairway from ground level to the new upper ferry concourse. The restaurant areas were expanded to include the entire southern third of the main floor.

The ferry house was completely rebuilt with a second story to provide direct access to the upper boat deck. The upper ferry concourse was reached directly from the train concourses by new ramped passages which flanked the north and south sides of the station house. The ferry house was framed in steel, and its Hudson River elevation, over the four ferry slips, sheathed with soldered sheet copper in a neo-classical style. The dramatic copper facade was contrasted by the straightforward technology of the ferry dock. Pilings, called racks, line the curved slips and direct the boat to its engine reversed end docking against the bridge.

The bridge is a partially floating, partially suspended platform framed around four composite wooden and iron trusses simply supported by a pontoon at the outer end and a pivoted bearing on a movable platform at the inner end. The bridge is also suspended from the frame of the ferry house by motor operated hoisting chains to control the exact bridge elevation to fit the conditions of tide or boat design.

The movable or spring platform is a timber deck on piles which transmits the docking impact to an inner platform called the buffer platform. The buffer platform is also built of timber, but its pile framework is independent of its deck. The buffer platform is separated from the spring platform and concrete bulkhead by steel springs which absorb the rocking shock. The buffer platform slides beneath its deck which is rigidly fastened to the bulkhead.

The station, or head house, is of an eclectic Victorian style best described and Richardsonian Romanesque with French Renaissance Revival overtones, particularly in the roof massing. The building



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was probably the finest, architecturally, of all the maritime terminals. The head house is rectangular in overall plan, about 215 feet by 125 feet, but is massed in the form of a "T" with the head of the "T" forming a riverside backdrop for the ferry slips and sheds. The riverside elevation is composed of a five part Palladian facade with a dominant central pavilion linked to symmetrical end pavilions by lower elements. The pavilions are roofed with steep hips, with the central pavilion featuring a large fleche-like cupola and a large clock faced wall dormer.

The tail of the "T" house the main waiting room which rises the full height of the interior. This space is dramatically roofed by exposed wrought iron trusses of special interest. The trusses are essentially built up of stock structural shapes of the period, which are now rarely found exposed in a non-industrial building. A unique feature of the trusses is the star burst decoration applied to the connections. The iron rings joining the diagonal tension members were a structural detail occasionally found in the late 19th century. (See, for example, those in the 1883 B & O iron framed roundhouse at Mt. Clare, Baltimore, or in the railings of the 1877 Boston Water Works Aqueduct bridge across the Charles River in Newton.) The waiting room was naturally lighted through the trusses by six dormers and a ridge skylight.

The rooms flanking the waiting room housed typical terminal station functions, while those on the upper level contained various railroad offices. Some of these offices surround the waiting room on three sides from a 2nd level balcony, while others on the 3rd floor look toward lower Manhattan. Baggage and pedestrian passageways, parallel to and flanking the station house connected the train and ferry concourses to complete the rectangular main floor plan. An additional architectural feature is the buff colored English glazed brick which forms the interior wall surfaces of the waiting room and the baggage and pedestrian passageways. This is a significant early example of an extensive use of glazed brick.

Existing Condition of Terminal

Train and ferry service at the Jersey Central Terminal ceased in 1967, and title to the property passed to the State of New Jersey. This closure was a result of the implementation of the federally funded and state sponsored Aldene Plan which provided for the

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rehabilitation and improvement of the Port Authority Trans Hudson Railroad to accommodate the former ferry passengers of the Jersey Central and the Eric-Lackawanna from its Hoboken Terminal. The Jersey Central trains were rerouted to Newark where passengers transfers to either PATH or the Penn Central for the remainder of the trip to Manhattan.

The Hudson River ferry terminals in New Jersey had begun a gradual decline in patronage and profitability following WWI and subsequent increased competition from the Hudson and Manhattan Railroad (predecessor of the PATH Railroad) and the Pennsylvania Railroad Hudson River Tunnels. This decline was later intensified as a result of the completion of the Lincoln and Holland Tunnels and George Washington Bridge, and the general nationwide malaise of passenger railroads. The Jersey Central Terminal complex has been empty for eight years and has suffered from vandalism and neglect.

#### Conditions of Train Sheds

Of the three major elements, the train sheds are in the best condition. The reinforced concrete roofs are generally good with some spalling at corners. The extensive skylight glazing has been either destroyed or removed, as has much of the Monel metal of the framing and flashing around the glass. The cast-iron columns are covered with surface rust and some of the bolt-on Ionic capitals have been removed. Roof drainage is through the columns, but preliminary investigation did not reveal major column deterioration from this source. The rails and ties in the shed and of the approach trackage have been removed, as have the track fences, but the steel car bumpers at the head of the sheds remain, as do the iron track gates and train indicators. The plate girders of the shed concourse roof are surface corroded, but appear structurally sound, as do the sheds themselves.

#### Condition of Station House

The station house is in deteriorating condition caused by the removal of all sheathing on the cupola, dormer window surrounds, and cornice, and nearly all roof flashing. All of this material was copper, and its removal has caused extensive water damage resulting in localized deterioration of floors and ceilings, and

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some deterioration of wood joists. The iron trusses and timber roof sheathing of the main waiting room are, however, in relatively good condition, most of the water damage being confined to the suites of offices that surround the main waiting room on the mezzanine level. The original woodwork and plan layout of these spaces generally survives from the 1889 construction. The floors, although wet, remain generally sound. ThX glazed brick cladding on interior wall surfaces of the main waiting room and passages remains in good condition. Water damage to the exterior brick bearing walls is evidenced by localized areas of efflorescence and extensive surface spalling of brick and sandstone trim.

**Condition of Ferry House**

The ferry house is in fair condition on the interior, although, as does the rest of the complex, it shows evidence of cosmetic damage as a result of vandalism and weathering. The major deficiency of the ferry house is the removal of the copper sheathing from the harborside facade, leaving the light steel structural frame exposed. However, one of the four identical facade bays may have survived, as it was removed from the ferry house and shipped to Italy for exhibition. It was returned and is reportedly stored at Monmouth State Park. The structural condition of the four ferry docks has not been determined. The most likely area of deterioration would be the piles and pontoons at the high water line. Visual inspection of the ferry docks at floor level has not revealed major irregularities in the surface plane of the floor.

# 8 SIGNIFICANCE

| PERIOD                                        |                                                  | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW |                                                 |                                                         |  |
|-----------------------------------------------|--------------------------------------------------|--------------------------------------------------|-------------------------------------------------|---------------------------------------------------------|--|
| PREHISTORIC                                   | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC  | <input type="checkbox"/> COMMUNITY PLANNING      | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input 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 checked="" type="checkbox"/> SOCIAL/HUMANITARIAN |  |
| 1700-1799                                     | <input type="checkbox"/> ART                     | <input type="checkbox"/> ENGINEERING             | <input type="checkbox"/> MUSIC                  | <input type="checkbox"/> THEATER                        |  |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> COMMERCE                | <input type="checkbox"/> EXPLORATION/SETTLEMENT  | <input type="checkbox"/> PHILOSOPHY             | <input checked="" type="checkbox"/> TRANSPORTATION      |  |
| <input checked="" type="checkbox"/> 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 ca. 1889, 1914 BUILDER/ARCHITECT William H. Peddle, Engineer & Supt. Peabody & Stearns, Architects

## STATEMENT OF SIGNIFICANCE

### Architecture

The 1889 portion of the Jersey City Central Railroad Terminal was designed by the architectural firm of Peabody & Stearns of Boston, Massachusetts.

Robert Swain Peabody (1845-1917) was a Boston native who studied under Atelier Daumet at the Ecole des Beaux Arts in Paris after graduating from Harvard University in 1866. While in Paris Peabody formed close associations with Frank W. Chandler and Charles Follen McKim.

Returning to Boston in 1870 he formed a partnership with a John G. Stearns, an architectural engineer who excelled in industrial sub-structures and building construction. The firm lasted until Peabody's death in 1917.

Other commercial buildings done by Peabody and Stearns included: Mettthew Hall & Hemenway Cymnasium, Harvard University, Machinery Hall at the World's Columbian Exposition in Chicago, and the buildings of the Buffalo and San Franscisco Expositions.

Most of Peabody and Stearns' work is concentrated in the New England area although they did construct a number of structures in the New York and Philadelphia area. The Jersey City Terminal is the only known work of this firm in New Jersey, although others may exist. (Dictionary of American Biography, Volume 14, pp. 341-2.)

### Transportation

#### Railroad Maritime Terminals of the Port of New York

The Jersey City Terminal of the Central Railroad of New Jersey was one of seven fully developed railroad maritime passenger terminals that once existed at the Port of New York. The maritime

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

History of the Municipalities of Hudson County, New Jersey, 1630-1923  
Daniel Van Winkle, editor, Lewis Historical Publishing Co., Inc.:  
New York, 1924 (pp. 91-223)  
Dictionary of American Biography, Volume 14 (p. 341-342)  
Buildings and Structures of American Railroads; Walter G. Berg, John  
Wiley & Sons, New York, 1893 (pp. 431-436)

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 63

UTM REFERENCES

A | 18 | 581660 | 45106570 ✓  
ZONE EASTING NORTHING  
C | 18 | 581660 | 4506690

B | 18 | 581620 | 4506330  
ZONE EASTING NORTHING  
D | 18 | 581780 | 4506800

VERBAL BOUNDARY DESCRIPTION

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

(additional data - Terry Karschn

Charles Parrot, Architectural Historian Historic Sites Section, DEP)

ORGANIZATION

DATE

National Heritage Corporation

3-13-1975

STREET & NUMBER

TELEPHONE 215-436-9000

609-292-2023

CITY OR TOWN

STATE

West Chester

Pennsylvania

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL XX

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.

August 27, 1975

TITLE

Commissioner, Dept. of Environmental Protection

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

9/12/75

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

9.12.75

ATTEST:

KEEPER OF THE NATIONAL REGISTER



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terminal was a harbor side terminus of a railroad that provided direct transfer to regularly scheduled ferry boats connecting the terminal with a city center separated from the terminal by a body of water. These maritime terminals, as an architectural type and in their technological development, were unique to the New York/New Jersey Harbor and the San Francisco Bay. They were excellent solutions to one of the most complex circulation problems that had yet been encountered in railroad station design.

✓ Large terminal railroad stations have often been acknowledged as being the essential architectural type of the Victorian/Edwardian era and presented one of the most challenging circulation requirements of any building type fostered by the Industrial Revolution. These maritime terminals were further complicated by the unique intermodal nature of the train/ferry terminal. In addition to handling both train and ferry passengers (both commuter rush traffic and baggage carrying long distance travelers) and express and mail haulage, the ferry terminal also was required to accommodate local vehicular traffic (originally horse drawn, later motorized).

The seven physically unified railroad maritime passenger terminals that emerged fully developed by the latter 19th century, after evolution that began with the earliest railroad construction to the New York harbor's edge in the late 1830's were:

New York, West Shore and Buffalo Railroad, Weehawken Terminal (New York Central Railroad); last service in 1959. "Weehawken Ferry".

Delaware, Lackawanna and Western Railroad, Hoboken Terminal; last ferry service in 1968, terminal still in train service as Erie-Lackawanna Railroad. "Hoboken Ferry".

Erie Railroad, Jersey City Terminal; last service in 1958; terminal demolished. "Pavonia Ferry".

Pennsylvania Railroad, Jersey City Terminal, superceded in 1910 by Hudson River Tunnels to Pennsylvania Station in New York City; terminal demolished. "Jersey City Ferry".

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Central Railroad of New Jersey, Jersey City Terminal; last service in 1967, Jersey Central trains rerouted to Penn Central Railroad Newark Station. "Communipaw Ferry".

Staten Island Rapid Transit, Staten Island Terminal (City of New York); only working maritime terminal, historic terminal demolished. "State Island Ferry".

Long Island Railroad, Long Island City Terminal; superceded in 1908 by East River tunnels to Pennsylvania Station in New York City; terminal demolished. "Hunters Point Ferry".

Each of these terminals were developed during the Victorian Period in response to or anticipation of technological development in ferriage. The ferry boat began as a simple single ended, single decked boat that docked parallel to a pier. Next, the end docking boat was introduced, followed in the 1860's by the double ended ferry, which ran in both directions and docked from either end. Boat design then remained essentially static until the 1890's when the second deck was added to the ferry, followed after the turn of the century by cantilevered walkways from the second deck that allowed direct embarking/disembarking from that deck, as well as the lower deck.

The maritime terminals (and their corresponding nonrailroad ferry terminals on Manhattan) were physically adapted and redesigned to meet these ferry boat innovations, which were prompted by the steadily increasing ferry traffic and the subsequent need to minimize the loading, unloading and docking time.

The physical layout of the railroad maritime passenger terminal began in the 1830's and 1840's simply as a standard terminal transfer station operated by the railroad, proximity linked to an adjoining or nearby ferry terminal. At first, the ferry franchises were held by separate companies and only from the 1850's and 1860's did the railroad companies begin to acquire control of the ferry companies. With this joint ownership came the first design solutions for a physically unified railroad maritime terminal.

The railroad portion of the terminal remained a very functional structure with little aesthetic appeal until the 1880's, when the railroads began building substantial maritime terminals with

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brick head houses and iron framed train sheds. The ferry sheds, although definitely a physical part of the terminal, remained very plain wooden structures. Just after the turn of the century when the second ferry boat deck had been introduced and the obvious advantage of direct access to and from this deck had been recognized, the maritime terminals underwent their major conversion--into two-level structures. Two maritime terminals of this last period remain today, the D.L. & W.R.R. Terminal at Hoboken (now Erie-Lackawanna Railroad) and the C.R.R. of N.J. Terminal in Jersey City. Both exhibit the two-level ferry terminal configuration.

These two-level ferry houses were treated as architectural entities, as worthy of embellishment as the station head house proper. A light steel frame replaced the previously timber framed structures and they were sheathed with a copper facade of some architectonic pretention, rather than plain wooden siding. The ferry house was, of necessity, built beyond the bulkhead line, thus the weight of the structural and architectural materials had to be minimized because of pile foundations (The D.L. & W. Terminal at Hoboken was an exception to the otherwise consistent locating of head house on solid fill and ferry house on piles). At Hoboken, both head house and ferry house are copper sheathed and are built beyond the bulkhead line.

The train shed was the third element that combined with head house and ferry house to give the maritime terminals their distinct form and unique function. The train shed went through an evolution of form just as did the head house and ferry house portions of the terminals. The train shed was not unique to the maritime terminal, but enjoyed a general railroad usage. However, it was a necessary part of the maritime terminal complex.

In the late 1880's, long span iron framed train sheds were erected at most of the maritime terminals. They were extremely costly to erect and maintain and consequently lasted only about a generation when they were replaced with lower sheds of either the Bush type (at D.L. & W.R.R. Terminal and C.R.R. of N.J. Terminal) or the less substantial butterfly or balloon variety.

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The Central Railroad of New Jersey, Jersey City Terminal

Development of the Central Railroad of New Jersey to Harborside

The C.R.R. of N.J. was a comparative late comer to the west bank of the Hudson directly opposite Manhattan. The three railroad terminals further to the north in Jersey City and Hoboken occupied preferred sites because of their more centralized location Manhattan and because much less landfill was required to site them at the established pierhead line.

The ferry lines that operated to the Jersey Central Terminal were known collectively as the Communipaw Ferry. Communipaw, now a neighborhood in Jersey City, is located approximately a mile directly west of the present terminal. The site of Liberty Park was largely a marsh or tidal flat. High ground began only at Communipaw which was the original landing point of the Communipaw Ferry. Ferry service to Manhattan from Communipaw began in 1661, but it was only with the 19th century railroad development that the present ferry terminal site was created.

**Social/Humanitarian**

Ellis Island formed the hub of American immigration while Jersey City was one of the spokes from 1890 to the 1930's. Prior to the 1880's individual states generally screened and processed immigrants. These inspections were usually unorganized, corrupt, or incompetent. In the 1890's the United States Immigration Authority created a central East Coast processing center on Ellis Island, formerly a munitions stockpile, in order to adequately inspect incoming foreign populations.

After achieving processing, clearance, and cleaning the immigrants were then transported by ferryboat to mainland United States. The three major ports which received these immigrants were New York, Hoboken, and Jersey City.

In an unfamiliar environment, immigrants, especially those with no relatives or friends in America, often opted for Jersey City, being within shouting distance of Ellis Island and the Statue of Liberty, possibly making this the most important immigration city of the lot.

Consequently, the huge influx of foreigners into Jersey City in the late 19th-early 20th century was to affect the cultural and industrial development of the city for decades to follow.

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New York Times, October 22, 1889, (p. 3, col. 3)  
Ellis Island, Wilton Tifft and Thomas Dunne, W.W. Norton & Company:  
New York, 1971



Property

*Jersey City Central RR Terminal*  
Central Railroad of New Jersey, Jersey City

75001138

State

*N. J.*

Working Number

*9. 9. 75. 1677*

*Hudson Co.*

TECHNICAL

Photos

*5*

Maps

*1*

*Eastings appear incorrect*

*10 continuation sheets (# 7-9)*

CONTROL

*9. 11. 75*

HISTORIAN

*Photos are not very representative.*

ARCHITECTURAL HISTORIAN

*ACCEPT*  
*H. J. and*  
*9/12/75*

*63 is acreage acquired by the state  
according to Tenny. Tracks are no longer  
there, nothing there.*

*STATE PROJECT COMMEMORATING Immigrants/*

ARCHEOLOGIST

*ACCEPT*  
*Booth*  
*9-12-76*

OTHER

HAER

Inventory \_\_\_\_\_

Review \_\_\_\_\_

REVIEW UNIT CHIEF

*ACCEPT*  
*Cole*  
*9-12-75*

BRANCH CHIEF

KEEPER

*ACCEPT*  
*H. J. and*  
*for M. J. and*  
*9-12-75*

National Register Write-up

Send-back

Entered

*SEP 12 1975*

Federal Register Entry

*11-4-75*

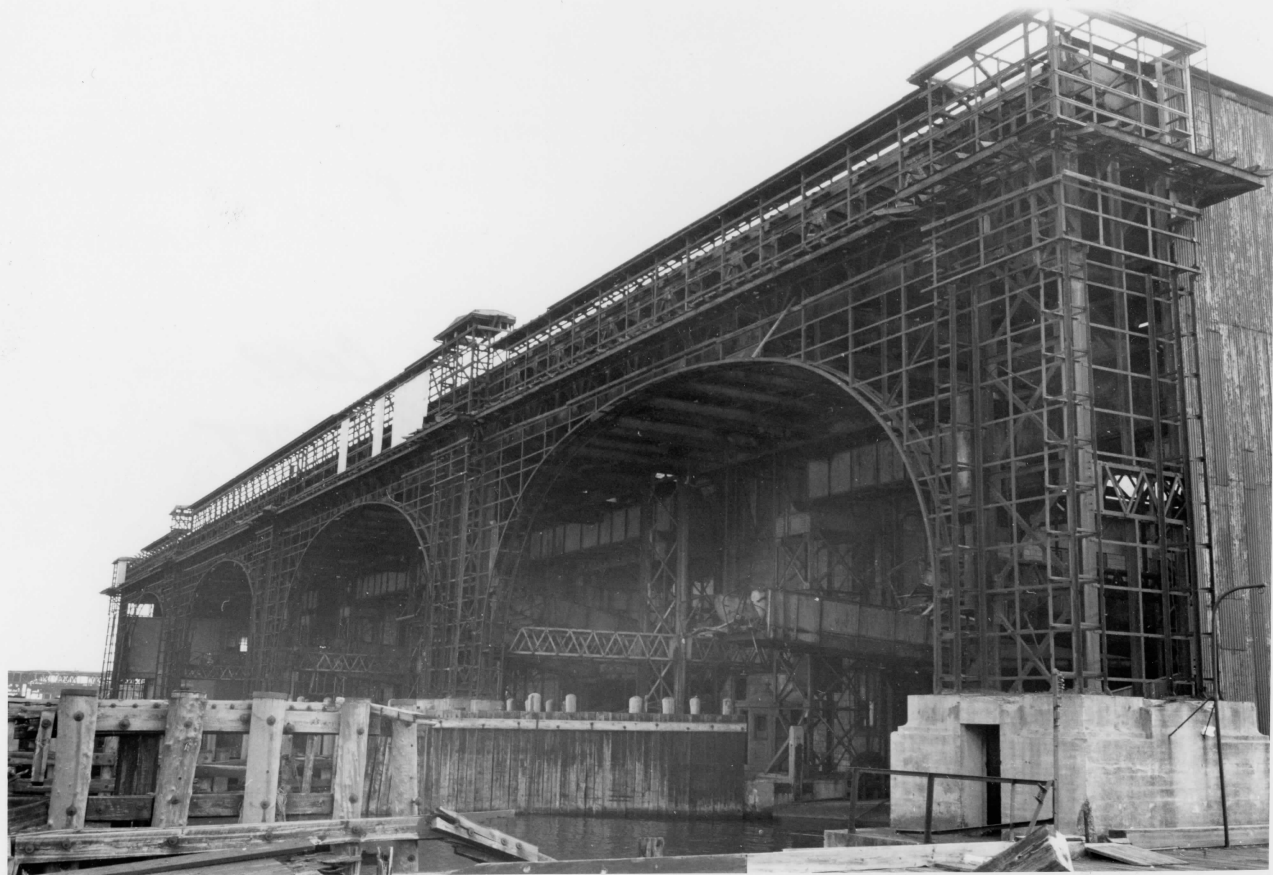
Re-submit

INT:2106-74











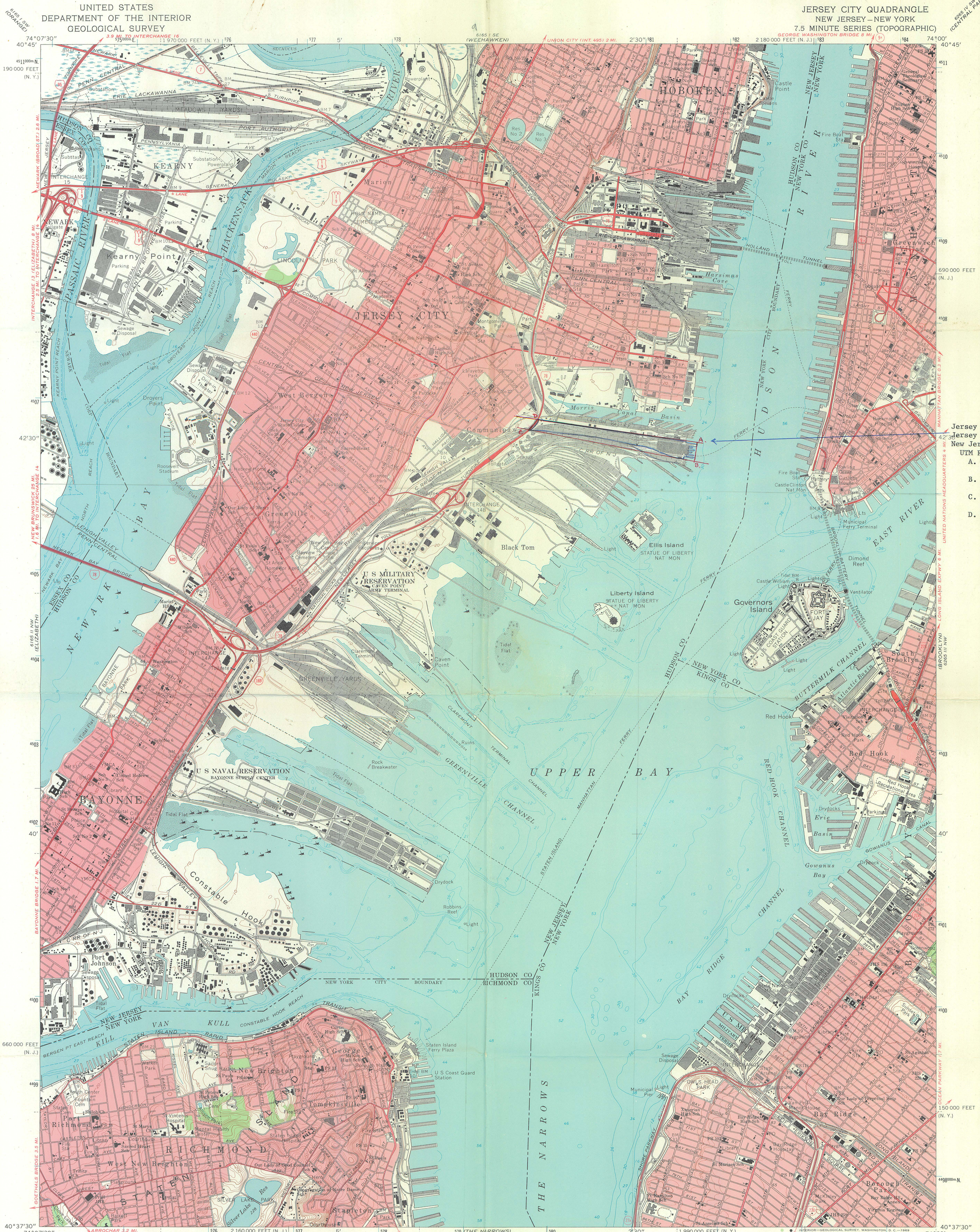




UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

JERSEY CITY QUADRANGLE  
NEW JERSEY - NEW YORK  
7.5 MINUTE SERIES (TOPOGRAPHIC)

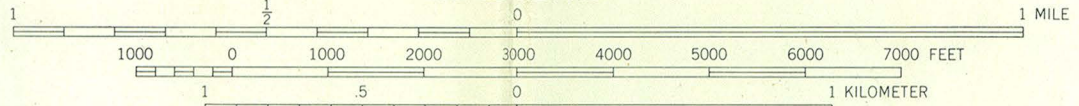
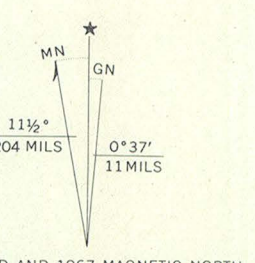
GEORGE WASHINGTON BRIDGE 6 MI.



Jersey City Central RR  
Jersey City, Hudson Co.  
New Jersey

- UTM References:
- A. 18-5-81-660  
18-45-06-570
  - B. 18-5-81-620  
18-45-06-330
  - C. 18-5-81-660  
18-45-06-690
  - D. 18-5-81-780 760  
18-45-06-800

Mapped, edited, and published by the Geological Survey  
Revised in cooperation with New York Department of Transportation  
Control by USGS, USC&GS, USCE, New Jersey Geodetic Survey,  
and City of New York Board of Estimate and Apportionment  
Planimetry by photogrammetric methods and from USC&GS  
Charts T-5111, T-5277, T-5332, T-5450, T-5453, T-5454,  
T-5460, T-5461, T-5466, T-5468, T-5469, and T-5470  
Topography by photogrammetric methods from aerial  
photographs taken 1954 and planetable surveys 1955  
Revised from aerial photographs taken 1966. Field checked 1967  
Selected hydrographic data compiled from USC&GS Charts 285, 287, 541,  
and 745 (1966). This information is not intended for navigational purposes  
Polyconic projection. 1927 North American datum. 10,000-foot grids based on  
New Jersey coordinate system, and New York coordinate system, Long Island zone  
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue  
Red tint indicates areas in which only landmark buildings are shown



CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL  
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.4 FEET IN  
UPPER BAY AND 4.8 FEET IN NEWARK BAY

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

- ROAD CLASSIFICATION
- Heavy-duty ————— Light-duty —————
  - Unimproved dirt —————
  - Interstate Route — U. S. Route — State Route



JERSEY CITY, N. J. - N. Y.  
N4037.5 - W7400/7.5

1967  
AMS 6165 II NE-SERIES V822



Ward  
6/17



STATE OF NEW JERSEY  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
DAVID J. BARDIN, COMMISSIONER  
P. O. BOX 1390  
TRENTON, N. J. 08625  
609-292-2885  
June 10, 1975

Dr. William Murtagh  
Keeper of the National Register  
Department of the Interior  
National Park Service  
18th and C Streets, N.W.  
Washington, D.C. 20240

Dear Dr. Murtagh:

The Department of Environmental Protection is currently involved in general design concepts for the development of Liberty Park in Jersey City. We have received a progress report on Phase I of that development concept from our consultant.

One facet of Liberty Park will be the preservation and use of the Central Jersey Railroad terminal located there. This terminal served as a major transportation artery for immigrants from Ellis Island. It has both architectural and social significance to the history of our state and nation. My staff is therefore preparing a nomination for the National Register of Historic Places for this building.

At the present time, the future use of this building has not been determined. I would be pleased if you could give me the benefit of your knowledge and experience in suggesting possible ways and means for preserving the building and developing it to its most practical and advantageous adaptive use. Any thoughts that you might have will be transmitted to the planning consultants for analysis and possible incorporation into the development of Liberty Park.

For your general information, I am attaching a copy of the National Register form for the property.

*not included* — This department is very enthusiastic about the development of this public recreation and park area in a major urban area of New Jersey and of the potential role that the railroad terminal and ferry slip might play in the park. Your thoughts would be most sincerely appreciated.

Faithfully,

*David J. Bardin*  
David J. Bardin  
Commissioner

Enclosures

HWJand  
6/26/75  
Cole  
6/26/75

Listed

Hudson Co.,  
N.J.

H34-PR

JUL 1 1975

Mr. David J. Bardin  
Commissioner, Department of  
Environmental Protection  
Post Office Box 1390  
Trenton, New Jersey 08625

Dear Mr. Bardin:

Thank you for your recent letter concerning possible adaptive reuse of the Central Jersey Railroad Terminal in Jersey City. We look forward to receiving a nomination for this property in the near future.

As you may know, a workshop was held in Indianapolis last year specifically on the adaptive reuse of railroad stations. From this conference, two excellent publications addressed themselves to the ways and means of preserving such structures. The first, "Reusing Railroad Stations," prepared by Hardy Holzman Pfeiffer Associates, discusses the philosophy of reuse and gives numerous case studies of stations that have been successfully rehabilitated as art schools, banks, intermodal transportation centers, and cultural centers. This book provides an excellent introduction to the special problems of reusing stations and is available for \$4 from Educational Facilities Laboratories, 477 Madison Avenue, New York, New York 10022.

The second publication is Ann Webster Smith's "Federal Programs for Assistance in the Adaptive Reuse of Railroad Stations." This paper, available from the Advisory Council on Historic Preservation, discusses possible sources of funding for restoration and reuse of America's stations.

We are enthusiastic about the possible incorporation of the Central Jersey Railroad Terminal into the development of Liberty Park. If we can be of further assistance in this project, do not hesitate to let us know.

Sincerely yours,

(Sgd.) William J. Murtagh

William J. Murtagh  
Keeper of the National Register

BNP: WJand1:dph:6/26/75  
BASIC FILE RETAINED IN PR

DG - Advisory Council w/cy inc  
Regional Director, North Atlantic Region w/cy inc  
Director's Reading File  
DI  
PR w/cy inc

bcc:



STATE OF NEW JERSEY  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
DAVID J. BARDIN, COMMISSIONER  
P. O. BOX 1390  
TRENTON, N. J. 08625  
609-292-2885

August 27, 1975

Dr. William Murtagh  
Keeper of the National Register  
Department of the Interior  
National Park Service  
18th and C Streets, N.W.  
Washington, D.C. 20240

Dear Dr. Murtagh:

I am pleased to nominate the Jersey City Central Railroad Terminal, Jersey City, Hudson County to the National Register.

This nomination has received approval of the State Review Committee for Historic Sites.

Should you want any further information concerning this application, please feel free to contact the staff of the Historic Sites Section, Box 1420, Department of Environmental Protection, Trenton, New Jersey 08625, telephone (609) 292-2023.

Faithfully,

A handwritten signature in cursive script, reading "David J. Bardin".

David J. Bardin  
Commissioner

Enclosures



STATE NEW JERSEY  
Date Entered SEP 12 1975

Date Entered **SEP 12 1975**

Location

Also Notified

## Atlantic Region

State Historic Preservation Officer  
Mr. David J. Bardin  
Commissioner, Department of  
Environmental Protection  
Post Office Box 1420  
Trenton, New Jersey 08625

9/15/75

Copy to Crecco



# Advisory Council On Historic Preservation

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1522 K Street, NW  
Washington, DC 20005

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February 26, 1981

Mr. Robert Johnson  
Chief, State Programs Division  
Heritage Conservation and Recreation Service  
600 Arch Street  
Room 9310  
Philadelphia, PA 19106

Dear Mr. Johnson:

We have received your letter of February 18, 1981, in which you determined that the proposed Liberty Park Development would have no adverse effect on the Morris Canal Basin and Jersey City Central Railroad Terminal, Jersey City, New Jersey, a property included in the National Register of Historic Places. The Executive Director will not object to your determination if the following measures recommended by the New Jersey SHPO are incorporated into the project.

- a. Concrete bulkheading should be, as much as possible, retained, repaired or replaced in matching fashion.
- b. Timber bulkheading and piling should be retained. Where repairs or replacements are necessary, the timber framework, cribbing, and fenders should be as near the original as possible.
- c. The construction of a landing ramp in the pleasure craft dock is excepted from the above two recommendations.
- d. Car-Float Transfer Bridges 1-6, immediately north of Pier 1 and just south of the entrance to the Canal's Tidewater Basin: their concrete abutments should be retained, and a commemorative marker placed.
- e. Pier 2 should be memorialized by a marker-placard.
- f. Illumination of the parking lot should be accomplished by light poles and luminaries similar to those planned for the walkway, and not sports-stadium type of floodlights on trees.

If you agree to these conditions, please sign on the concurrence line below and return this letter to us. These will then be incorporated into your determination and the Executive Director will withdraw his objection to your determination of no adverse effect.

In accordance with Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act should be included in your records as evidence of your compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,

*Jordan E. Tannenbaum*

Jordan E. Tannenbaum  
Chief, Eastern Division of  
Project Review

I concur:

*Myra L. Harrison* (date) *3/10/87*  
*Acting Regional Director*



# Advisory Council On Historic Preservation

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1522 K Street, NW  
Washington, DC 20005

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March 10, 1981

*Hudson*

Mr. Robert Johnson  
Chief, State Programs Division  
Heritage Conservation and Recreation Service  
600 Arch Street, Room 9310  
Philadelphia, PA 19106

Dear Mr. Johnson:

On March 9, 1981, we received the concurrence to the condition for your determination that the proposed Liberty Park Development would not adversely affect the Morris Canal Basin and Jersey City Central Railroad Terminal, Jersey City, New Jersey, properties included in the National Register of Historic Places. A copy of the letter is enclosed. As you agree to these conditions, the Executive Director does not object to your determination of no adverse effect.

Thank you for your cooperation.

Sincerely,

*Jordan E. Tannenbaum*

Jordan E. Tannenbaum  
Chief, Eastern Division  
of Project Review

Enclosure

U.S. DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE

12/21/81

TIME OF CALL

AM  
PM

1. CALL ☒ TO: ☐ FROM (Name)

MIRA HARRISON

2. ADDRESS (Tel. No. if needed)

MID-ATLANTIC REGIONAL OFFICE

3. SUBJECT, PROJECT NO., ETC.

JERSEY CITY RAILROAD TERMINAL DEMOLITION. (CALLED AT SALLY'S REQUEST)

4. DETAILS OF DISCUSSION

THE 1914 FERRY <sup>HOUSE</sup> ~~SHED~~ AND FERRY CON COURSE ARE TO BE DEMOLISHED. THE HEADHOUSE, TRAIN SHEDS, TRAIN CONCOURSES, WOODEN VEHICULAR BRIDGES, BUMPERING AND FERRY SLIPS ARE TO REMAIN.

SHE WANTED TO KNOW IF WE WOULD CONCUR THAT THE PROPERTY WOULD REMAIN ELIGIBLE.

I TOLD HER THAT OUR FILE HAD NO SKETCH MAP AND PHOTO'S DIDN'T REALLY SHOW THE OVERALL COMPLEX -- BUT IT MAY BE THAT THE SHEDS ARE INDIVIDUALLY ~~BE~~ SIGNIFIKANT AS ENGINEERING WORKS AND THE HEAD HOUSE AND CONCOURSE SIGNIFICANT FOR ARCHITECTURE. I SAID THAT

THERE MAY BE NEED FOR A DRASTIC BOUNDARY REDUCTION. I AM CONCERNED ABOUT ELIGIBILITY OF THE WATERFRONT RESOURCES IF THE LINK (THE FERRY <sup>HOUSE</sup> ~~SHED~~) IS GONE. SHE WILL SEND MORE INFO.

SALLY REG. WE SEND RECOMMENDATION  
BY ENCLOSING A COPY OF OUR  
TELEPHONE REPORT.

NAME OF PERSON PLACING/RECEIVING CALL

TITLE

OFFICE

Mr. Brown



TELEPHONE REPORT

|              |          |
|--------------|----------|
| DATE         | 12/21/81 |
| TIME OF CALL | AM<br>PM |

|                                                                                      |                                 |
|--------------------------------------------------------------------------------------|---------------------------------|
| 1. CALL <input type="checkbox"/> TO: <input checked="" type="checkbox"/> FROM (Name) | 2. ADDRESS (Tel. No. if needed) |
| Myra Harrison                                                                        | NERO                            |

|                                                 |
|-------------------------------------------------|
| 3. SUBJECT, PROJECT NO., ETC.                   |
| Jersey City RL Terminal      Liberty State Park |

4. DETAILS OF DISCUSSION

To be demolished - 1889 structures NO. FERRY SHED AND CONCOURSE (1919)  
1914 structures to remain ~~ARE~~ TO BE DEMOLISHED

Requested grant covenant is amended based on economic infeasibility. SOL said OK  
Jerry wrote memo saying covenant could be amended if economic infeasibility was shown & if it was the property, once demo was done & boundaries were changed, could still be listed L'th NR. She wants to know how we can expedite all this. I said Bruce should look at file & proposed action to be sure we agree property could still be listed. Otherwise, we could take no action until after the fact because of grandfathering

|                                       |       |        |
|---------------------------------------|-------|--------|
| NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE |
| S.O.                                  |       |        |

| FEDERAL ASSISTANCE                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  | 2. APPLICANT'S APPLICATION                                                                                                                                                                                                                                                                                                  | a. NUMBER<br>None | 3. SITE APPLICATION IDENTIFIER                                                                                                                                          | a. NUMBER<br>OSRC-FY78-1027                                                                                                                                                                                                                                                     |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 1. TYPE OF ACTION<br><input type="checkbox"/> PREAPPLICATION<br><input checked="" type="checkbox"/> APPLICATION<br>(Mark appropriate box)<br><input type="checkbox"/> NOTIFICATION OF INTENT (Opt.)<br><input type="checkbox"/> REPORT OF FEDERAL ACTION                                                                                                                                                                                                                                   |  |  | b. DATE<br>Year month day<br>19 78 11 15                                                                                                                                                                                                                                                                                    |                   | b. DATE<br>Year month day<br>ASSIGNED 19 78 6 2                                                                                                                         |                                                                                                                                                                                                                                                                                 |  |
| 4. LEGAL APPLICANT/RECIPIENT<br>a. Applicant Name : State of New Jersey<br>b. Organization Unit : Department of Environmental Protection<br>c. Street/P.O. Box : Box 1390<br>d. City : Trenton<br>e. County : Mercer<br>f. State : New Jersey<br>g. ZIP Code: 08625<br>h. Contact Person (Name & telephone No.) : Deputy Commissioner Betty Wilson 609-292-2885                                                                                                                            |  |  | 5. FEDERAL EMPLOYER IDENTIFICATION NO.<br>216001242                                                                                                                                                                                                                                                                         |                   | 6. PROGRAM (From Federal Catalog)<br>a. NUMBER 11519041<br>b. TITLE<br>Historic Preservation                                                                            |                                                                                                                                                                                                                                                                                 |  |
| 7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT<br>1. <u>Jersey City Central Railroad Terminal</u><br>2. Restoration/Rehabilitation<br>3. Phase I<br>4. <u>Jersey City/Hudson County</u><br>5. Built in 1881, Architects: Peabody & Stearns of Boston. This served as one of three terminal points for immigrants arriving from Ellis Island.<br>(Con't.)                                                                                                                                  |  |  | 8. TYPE OF APPLICANT/RECIPIENT<br>A-State<br>B-Interstate<br>C-Substate<br>D-County<br>E-City<br>F-School District<br>G-Special Purpose District<br>H-Community Action Agency<br>I-Higher Educational Institution<br>J-Indian Tribe<br>K-Other (Specify):<br>Enter appropriate letter <input checked="" type="checkbox"/> A |                   | 9. TYPE OF ASSISTANCE<br>A-Basic Grant<br>B-Supplemental Grant<br>C-Loan<br>D-Insurance<br>E-Other<br>Enter appropriate letter(s) <input checked="" type="checkbox"/> A |                                                                                                                                                                                                                                                                                 |  |
| 10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.)<br>Statewide                                                                                                                                                                                                                                                                                                                                                                                                          |  |  | 11. ESTIMATED NUMBER OF PERSONS BENEFITING<br>8 million                                                                                                                                                                                                                                                                     |                   | 12. TYPE OF APPLICATION<br>A-New<br>B-Renewal<br>C-Revision<br>D-Continuation<br>E-Augmentation<br>Enter appropriate letter <input checked="" type="checkbox"/> A       |                                                                                                                                                                                                                                                                                 |  |
| 13. PROPOSED FUNDING<br>a. FEDERAL \$ 100,000 .00<br>b. APPLICANT 250,320 .00<br>c. STATE .00<br>d. LOCAL .00<br>e. OTHER .00<br>f. TOTAL \$ 350,320 .00                                                                                                                                                                                                                                                                                                                                   |  |  | 14. CONGRESSIONAL DISTRICTS OF:<br>a. APPLICANT N/A<br>b. PROJECT 14th<br>16. PROJECT START DATE Year month day<br>19 78 8 2<br>17. PROJECT DURATION<br>Sept. 30, 1980<br>18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY Year month day<br>19 78 11 15                                                                |                   |                                                                                                                                                                         | 15. TYPE OF CHANGE (For 12c or 12e)<br>A-Increase Dollars<br>B-Decrease Dollars<br>C-Increase Duration<br>D-Decrease Duration<br>E-Cancellation<br>F-Other (Specify):<br>Enter appropriate letter(s) <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |  |
| 20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code)<br>Dept. of the Interior, Heritage Conservation & Recreation Service, Washington DC                                                                                                                                                                                                                                                                                                                                    |  |  | 21. REMARKS ADDED<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                                                                                                                                                                                                                                    |                   |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                 |  |
| 22. THE APPLICANT CERTIFIES THAT<br>a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.<br>b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: |  |  | (1) State Clearinghouse<br>(2) Tri-State Regional Planning Commission<br>(3) Hudson County Planning Board                                                                                                                                                                                                                   |                   |                                                                                                                                                                         | No response attached<br><input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>                                                                                                                                                        |  |
| 23. CERTIFYING REPRESENTATIVE<br>Betty Wilson, Deputy SHPO                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  | b. SIGNATURE<br><i>Betty Wilson</i>                                                                                                                                                                                                                                                                                         |                   |                                                                                                                                                                         | c. DATE SIGNED<br>Year month day<br>19 78-12-19                                                                                                                                                                                                                                 |  |
| 24. AGENCY NAME<br>Department of the Interior                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  | 25. APPLICATION RECEIVED<br>Year month day<br>19 78 12 21                                                                                                                                                                                                                                                                   |                   |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                 |  |
| 26. ORGANIZATIONAL UNIT<br>HCRS                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  | 27. ADMINISTRATIVE OFFICE<br>Grants Admin. Div.                                                                                                                                                                                                                                                                             |                   |                                                                                                                                                                         | 28. FEDERAL APPLICATION IDENTIFICATION                                                                                                                                                                                                                                          |  |
| 29. ADDRESS<br>Washington, D.C. 20243                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  | 30. FEDERAL GRANT IDENTIFICATION<br>34-09425                                                                                                                                                                                                                                                                                |                   |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                 |  |
| 31. ACTION TAKEN<br><input checked="" type="checkbox"/> a. AWARDED<br><input type="checkbox"/> b. REJECTED<br><input type="checkbox"/> c. RETURNED FOR AMENDMENT<br><input type="checkbox"/> d. DEFERRED<br><input type="checkbox"/> e. WITHDRAWN                                                                                                                                                                                                                                          |  |  | 32. FUNDING<br>a. FEDERAL \$ 118,500 .00<br>b. APPLICANT 231,820 .00<br>c. STATE .00<br>d. LOCAL .00<br>e. OTHER .00<br>f. TOTAL \$ 350,320 .00                                                                                                                                                                             |                   |                                                                                                                                                                         | 33. ACTION DATE Year month day<br>19 79 1 8                                                                                                                                                                                                                                     |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  | 34. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)<br>Stephen D. Newman<br>202-343-4941                                                                                                                                                                                                                     |                   |                                                                                                                                                                         | 35. STARTING DATE Year month day<br>19 79 01 01                                                                                                                                                                                                                                 |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |                                                                                                                                                                                                                                                                                                                             |                   |                                                                                                                                                                         | 36. ENDING DATE Year month day<br>19 80 09 30                                                                                                                                                                                                                                   |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |                                                                                                                                                                                                                                                                                                                             |                   |                                                                                                                                                                         | 37. REMARKS ADDED<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                                                                                                                                                                                        |  |
| 38. FEDERAL AGENCY A-95 ACTION                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  | a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.                                                                                                                                |                   |                                                                                                                                                                         | b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.)<br>Same as #35                                                                                                                                                                                                         |  |



**SECTION IV-REMARKS** (Please reference the proper item number from Sections I, II or III, if applicable)

Section I, #7.

6. The rehabilitation/restoration of this site will permit its use as a multiple public use facility for Liberty State Park.

APPROVED

*J. H. H. H.*

12.22.78

# NR Data Sheet

DATE: 4-20-77  
 Reviewer: [initials]  
 INITIALS: [initials]  
 NR: [initials]  
 DOE 9-12-75

NAME AS IT APPEARS IN FEDERAL REGISTER: Jersey City Central Railroad Terminal

OTHER NAMES: Central Railroad of New Jersey (see)

## LOCATION:

STREET & NUMBER: U.S. 78 N of Ellis Island

CITY/TOWN: Jersey City

CONGRESSIONAL DISTRICT: 14th

STATE: New Jersey

VICINITY OF

COUNTY: Hudson code 017

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline)

FEDERAL (AGENCY NAME):

NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST

SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

## FEATURES:

|                          |                          |                          |
|--------------------------|--------------------------|--------------------------|
| <u>INTERIOR</u>          | <u>EXTERIOR</u>          | <u>ENVIRONS</u>          |
| - Substantially intact-1 | - Substantially intact-2 | - Substantially intact-3 |
| - unknown - 4            | - unknown - 5            | - unknown - 6            |
| - not applicable - 7     | - not applicable - 8     | - Not applicable-9       |

- Interior, exterior, environs not intact-0

|             |             |                |                 |                 |
|-------------|-------------|----------------|-----------------|-----------------|
| CONDITION - | - EXCELLENT | - DETERIORATED | - UNALTERED     | - ORIGINAL SITE |
|             | - GOOD      | - RUINS        | - ALTERED       | - MOVED         |
|             | - FAIR      | - UNEXPOSED    | - Reconstructed | - Unknown       |
|             |             | - Unexcavated  | - Excavated     |                 |

ACCESS - Yes-restricted Yes-unrestricted No access Unknown

historic district? YES NO

WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES NO  
 IF YES, NAME:

WITHIN NATIONAL HISTORIC LANDMARK? YES NO  
 IF YES, NAME:

ADAPTIVE USE: YES NO Saved? YES NO

FUNCTION(S): (use vocabulary words)

then- ~~transportation~~ <sup>stations</sup> railroad ~~station~~; sheds; marine facility  
 now- beant - park <sup>not in use</sup>

## SIGNIFICANCE:

|                                                                     |                                                 |                                                 |                                                            |                                                    |
|---------------------------------------------------------------------|-------------------------------------------------|-------------------------------------------------|------------------------------------------------------------|----------------------------------------------------|
| <u>4</u> <input checked="" type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> CONSERVATION           | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION                          | <input type="checkbox"/> entertainment             |
| <input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC             | <input type="checkbox"/> ECONOMICS              | <input type="checkbox"/> LAW/Gov't/politics     | <input type="checkbox"/> SCIENCE                           | <input type="checkbox"/> health                    |
| <input checked="" type="checkbox"/> AGRICULTURE                     | <input type="checkbox"/> EDUCATION              | <input type="checkbox"/> LITERATURE             | <input checked="" type="checkbox"/> NO SOCIAL/HUMANITARIAN | <input type="checkbox"/> recreation                |
| <input checked="" type="checkbox"/> ARCHITECTURE                    | <input checked="" type="checkbox"/> ENGINEERING | <input type="checkbox"/> MILITARY               | <input type="checkbox"/> MUSIC                             | <input type="checkbox"/> settlement                |
| <input type="checkbox"/> ART                                        | <input type="checkbox"/> EXPLORATION            | <input type="checkbox"/> PHILOSOPHY             | <input checked="" type="checkbox"/> 25 TRANSPORTATION      | <input checked="" type="checkbox"/> socio/cultural |
| <input type="checkbox"/> COMMERCE                                   | <input type="checkbox"/> INDUSTRY               | <input type="checkbox"/> POLITICS/GOVERNMENT    | <input type="checkbox"/> OTHER (SPECIFY)                   | <input type="checkbox"/> urban & commun            |
| <input type="checkbox"/> COMMUNICATIONS                             | <input type="checkbox"/> INVENTION              |                                                 |                                                            | <input type="checkbox"/> planning                  |

## Claims

"first" YES NO "oldest" YES NO "only" YES NO



ARCHITECTURAL STYLE:

architect/~~m.~~ builder:

landscape/garden designer:

interior decorator:

② Chateausque (head house) ③  
Peabody and  
Stearns  
(1889 terminal)

engineer: William H. Peddle

artist/artisan:

builder/contractor:

ETHNIC GROUP: immigration (gen.)

NAMES:

(label role

&

appropriate date)

personal

events

institutional

DATES:

DATE OF CONSTRUCTION (Specific date or 1/4 of century):

1889, ~~1914~~

DATE(S) OF "MAJOR" ALTERATIONS:

1914

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE:

(OF NOMINATION)

PRIVATE

STATE

LOCAL GOV'T

MUNICIPAL

COUNTY

OTHER

FEDERAL AGENCY:

ACREAGE:

(to nearest tenth of an acre)

63

COMMENTS: (include architectural information here)

~~maritime~~  
Railroad terminal complex including the Peabody Stearns Chateausque  
designed brick ~~station~~ <sup>head</sup> house (1889) with steep hipped  
roof, clock <sup>tower</sup> ~~flanner~~, ~~modified gable~~ cupola and glazed  
brick interior; reinforced concrete 20-~~foot~~ <sup>track</sup> train shed  
with Ionic column supports and ribbon ventilator channels;  
Lead ~~at~~ steel frame ferry house with 4 broad-arched  
~~deck~~ ferry slips; ~~terminal rebuilt, and enlarged~~ (1914) ~~the~~ major  
alterations to ferry house and train shed.

SIGNIFICANCE: (maximum two sentences)

~~terminal~~ ~~Served as~~ major transportation center for  
Ellis Island immigrants, 1890-1930's; contains largest  
Bush train shed ever built; abandoned 1967  
during ~~routing~~ of railroad line through Newark.