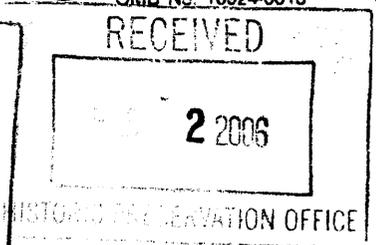
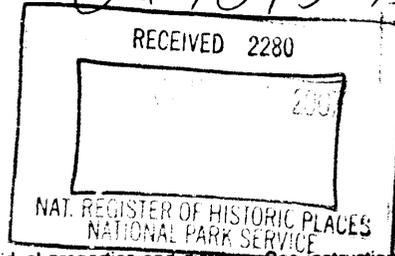


United States Department of the Interior
National Park Service

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 or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, 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 Rio Grande Station

other names/site number Historic Cold Spring Village Station

2. Location

street & number 720 Route 9 not for publication

city or town Lower Township vicinity

state New Jersey code NJ county Cape May code 009 zip code 08204

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.)

Amy Cradic
Signature of certifying official/Title

12/19/06
Date

Amy Cradic, Assistant Commissioner Natural & Historic Resources/DSHPO
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:

- 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.) _____

Edson H. Beall
Signature of the Keeper

2-13-07
Date of Action

Edson H. Beall

2-13-07

Rio Grande Station

Name of Property

Cape May 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	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	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)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN/Queen Anne

Materials
(Enter categories from instructions)

foundation CONCRETE

walls WOOD/weatherboard

roof METAL

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

see attached continuation sheets

Rio Grande Station

Name of Property

Cape May 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)

C: architecture

Period of Significance

ca. 1894

Significant Dates

ca. 1894

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

unknown

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 Record #

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

Historic Cold Spring Village, Cape May Co., NJ

Rio Grande Station

Name of Property

Cape May County, NJ

County and State

10. Geographical Data

Acreege of Property 307 sq. ft.

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid for Zone 18, Easting 507682, Northing 4313819

UTM grid for Zone, Easting, Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

see attached continuation sheet

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.) see attached continuation sheet

11. Form Prepared By

name/title Joan Berkey, Historic Preservation Consultant

organization date January 30, 2006

street & number 1003 Bartlett Avenue telephone 609/927-7950

city or town Linwood state NJ zip code 08221-1137

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 Historic Cold Spring Village Foundation, Inc.

street & number 720 Route 9 telephone 609/898-2300

city or town Cape May state NJ zip code 08204

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.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Rio Grande Station
Cape May County, NJ

Summary Description

The Rio Grande Station is a one-story wood frame building that was built for the South Jersey Railroad about 1894 for use on its newly-established line from Philadelphia to Cape May City (Cape May County) via Winslow Junction in Camden County. After the station was abandoned in the mid-20th century, it was moved to Historic Cold Spring Village, an outdoor living history museum comprised of twenty-five restored 18th and 19th century buildings in Lower Township, Cape May County. In the late 1990s, the station was then moved to its present position on the west side of the Cape May Seashore (tourist) Lines train tracks at the Historic Cold Spring Village station stop. [photo #1]

Located about 18' to the west of the railroad tracks and facing east onto those tracks, the station stands on the New Jersey Transit owned right-of-way that was formerly the South Jersey Railroad right-of-way. Approximately 50' to the east of the station and the train tracks is Route 9, a major north/south route that follows the ocean-side of the Jersey cape. [photo #2]

Exterior Description:

The one-story, vernacular Queen Anne style station is sheathed in wood clapboard. It has a hip roof that is clad in standing seam metal (in-kind replacement) and which runs parallel with the façade (east elevation). The eaves are wide and are supported by modestly curved wood brackets that appear to be original. The soffit is faced with beaded edge boards and the wood clapboard is exposed between 3.25" and 5" to the weather; about 50% of the siding appears to be original. The window on the north (side) elevation of the ticket office ell is a 1/1 double hung wood sash that appears to be original, while that on the south (side) elevation is a 4/4 double hung wood sash. The remaining windows are 2/2 double hung wood sash on all elevations and all appear to be original. The façade has a pair of windows to the south on the ticket office ell, a center door comprised of 5 panels (1/1/1/1/1) that appears to be original, and a window to the north. The north and south (side) elevations have one window each. The rear (west) elevation has no windows and a door (also original) that is identical to that on the façade. The building stands on a modern parged cinder block foundation. [photos #3 and #4]

Interior Description:

In plan, the interior has an L-shaped footprint that is approximately 22' wide by 14' deep. The interior, which is divided into a waiting room to the north and a ticket office with a small

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Section number 7 Page 2

Rio Grande Station
Cape May County, NJ
(Section 7 continued)

hallway to the south, features a ceiling and perimeter walls that are covered with narrow, beaded-edge flush boarding that appears to be original. [photo #5 and #6] Floors are of narrow oak boards that also appear to be original. The dividing wall between the ticket office, the hall, and the waiting room is of modern wallboard. A modern 1/1 wood double hung window is placed in the dividing wall at the ticket counter. Only the bottom half of this window is visible in the waiting room. Window and door trim in all areas is approximately 4" wide, unmolded, and appear to be replications of the original. The baseboard is 3.5" high and does not appear to be original because of a lack of paint build-up and wear. On the ceiling is an infilled area marking the location of the original stove pipe.

The small ticket office has the same original wood floors, the same door and window trim, the same original flush boarding on the exterior perimeter walls (east and south) and modern wallboard on the north and west walls. [photo #7 and #8]

Original Appearance and Subsequent Alterations:

An historic photograph of the building [fig. 1 in *Supplemental Images*] shows that it is little changed from its original exterior appearance and that it has the same window and door placement, brackets, hipped roof covered with standing seam metal, and the same clapboard. It also appears that the 2/2 window on the north elevation and the 1/1 window on the north elevation of the ticket office bay are original. The historic photograph of the Folsom station [fig. 2] shows that the 2/2 windows on the façade are original, and suggests that the 2/2 window on the rear elevation is also original. The present colors of a cream body with dark brown trim are close to the original colors, but as seen in the historic photographs (fig. 1 and fig. 2), the lower portion of the body of the building was also painted dark brown.

The perimeter walls on the interior, as well as the trim and flooring, appear to be original, but a ghost in the paint on the ceiling and west wall suggests that the dividing wall between the ticket office and waiting room originally spanned the entire depth of the building. This plan was likely altered when the hallway was created in the 1990s. The building also had a stove pipe (seen in historic photographs, fig. 1 and fig. 2) that would have served a potbelly stove, but neither pipe nor stove is extant today.

Original Historic Setting:

The station was originally located adjacent to the tracks in Rio Grande, which was at the time a small rural farming community at the crossroads of present day Route 47 and Seashore Road,

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Rio Grande Station

Cape May County, NJ
(Section 7 continued)

in Middle Township. Rio Grande is less than one-half mile north of Historic Cold Spring Village. Also sited nearby at the station's original location was its freight house, as well as the West Jersey & Seashore line's train station, built in the early 20th century and no longer extant. [fig. 9]

Setting:

The station faces east and stands on the west side of the railroad tracks on open ground that is part of the 36' wide railroad right-of-way. Route 9 is located approximately 45' from the station to the east. Immediately to the rear (west) of the station is a paved bike/pedestrian path that runs parallel with the tracks in a north/south direction along the former West Jersey & Seashore line right-of-way. To the west of the bike path is a large parking lot paved with crushed clamshells, and between the bike path and parking lot is a modern public restroom facility built to look like a freight building. To the west of the parking lot is Historic Cold Spring Village, which is separated from the parking lot by a split rail fence. [photo #1]

Immediately south of the station is a ca. 1900 train canopy (also moved here from the former Rio Grande station stop) which shelters the trackside waiting area, and approximately 200' south of the station is the former Woodbine Junction Interlocking Tower. In 1999, the tower was reconstructed using its original ca. 1894 middle section, a new base, a new upper floor, and a new stairway, thus restoring the tower to its original exterior appearance. Both the station and the tower are presently used by the Cape May Seashore Lines at the Historic Cold Spring Village station stop. [photo #1 and #2]

To the immediate south of the tower is a lane which provides access to Historic Cold Spring Village from Route 9 and which crosses the tracks at grade. Just south of the tower is a small watchman's shanty that was replicated in the late 1990s. There are no other buildings to the immediate north or south and the area is predominantly rural in nature.

The only landscaping around the station consists of grass, crushed clamshell walkways, and two large euonymus bushes (*Euonymus japonica*) behind the building near the walkway from the parking lot.

Integrity:

The station retains a high degree of integrity of design, materials, workmanship, setting, association, and feeling at a location that is comparable to its original location.

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Rio Grande Station
Cape May County, New Jersey

Summary Statement of Significance:

Modest in size and appearance, the Rio Grande Station was built around 1894 for the South Jersey Railroad line in Cape May County, New Jersey. It is a rare surviving example of the unsophisticated, vernacular architecture which characterized the small stations at local stops along the line's Cape May branch into Cape May City. Once a common sight at the many intermediate stops in Cape May County made by both the South Jersey line and its rival, the West Jersey & Seashore line, these simple stations have become an increasingly endangered historic property type since their lines were abandoned in the mid-20th century. As such, the Rio Grande Station is locally significant under Criterion C as it represents a type of railroad building which was once common in Cape May County but of which few survive.

Criterion B Consideration: Although this building has been moved from its original location, it derives its significance primarily from its architectural value. Even though the Rio Grande Station no longer stands on its original site and no longer retains its original setting, the station importantly retains integrity of setting because it stands at a location that is comparable to its original one, and it continues to serve not only an operating railroad line, but one that operates on the tracks laid by the original line which the station served when built.

Historical Background:

A Short History of the Rise and Fall of Railroading in Cape May County, New Jersey

The first railroad into Cape May County entered in 1863 when the Cape May-Millville Railroad built a rail line that carried freight and passengers (mostly tourists) between Camden and Cape May City via Millville in Cumberland County. Previous to this, the majority of visitors to Cape May City reached their destination by steam boat service that was instituted in the 1820s and traveled from Philadelphia or Camden down the Delaware River. The Cape May-Millville Railroad line was the second in the state, after the West Jersey Railroad line into Atlantic City (Atlantic County) was established in 1854, to serve a coastal resort community, and it played a key role in Cape May City's ante-bellum development as a premier seaside resort. That same year (1863), the Cape May-Millville Railroad also opened a line into South Seaville Junction in

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Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

Upper Township, which became the terminus for passenger, mail, and freight service to the upper portions of the county.¹

The advent of railroad service in Cape May County during the 1860s mirrored that elsewhere in New Jersey when a considerable passenger business developed to serve not only commuters from the suburbs into the large metropolitan areas, but tourists who vacationed—often only for a day—at the many resort communities being developed along the Jersey shoreline. Into the early twentieth century, various railroad companies throughout the state competed fiercely for the tourist passenger business, often assigning their best people and equipment to their seashore operations. High-speed locomotives were specially designed and built for the seashore “flyers,” which were among the fastest scheduled trains in the world around the turn of the 20th century.²

In 1879, the Cape May-Millville Railroad was taken over by the West Jersey & Seashore Railroad and service was then extended by the new line to the county’s barrier island resort communities of Sea Isle City in 1882 and Ocean City in 1884.³

In 1889, two new companies were organized to build a second line into Cape May from a connection with the Atlantic City Railroad at Winslow Junction in Gloucester County. Cape May City’s hotel owners actively encouraged the development of this second line, anticipating that the competition would keep fares low and the quality of service high as it had in Atlantic City. The first of these new enterprises was the Philadelphia & Sea Shore Railway Company, which planned to build a line to Sea Isle City by way of Richland (Atlantic County) and Tuckahoe (Upper Township, Cape May County). The other firm, the Tuckahoe & Cape May Railway, planned to extend the line from Tuckahoe south into Cape May City. Instead of taking a coastal route, the path of the county’s second line to Cape May City cut through the interior of the peninsula, traveling on a southwesterly arc through Woodbine, Dennisville, and Goshen Station, and then following a straight route from Cape May Court House into Cape May City, with stops at Wildwood Junction, Rio Grande, and Bennett’s Station along the way.⁴ [see map in *Supplemental Images*, fig. 11]

¹ W. George Cook and William J. Coxe, *Atlantic City Railroad: The Royal Route to the Sea*, (Ambler, PA: Crusader Press, 1980), p. 39.

² Herb Beitel and Vance Enck, *Cape May County: A Pictorial History* (Virginia Beach, VA: Donning Co., 1995), p. 123; Col. E. O. Howell, “The Railroad Comes to Cape May County,” *The Cape May County Magazine of History and Genealogy*, June 1961, p. 308; William J. Coxe, ed., *West Jersey Rails* (Conshohocken, PA: Crusader Publishing Co., 1983).

³ Howell, p. 309.

⁴ Don Wentzel, “The Woodbine Diamond War,” *South Jersey Magazine*, Spring 1981, p. 2.

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Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

Work on the line to Tuckahoe and Sea Isle began in November 1889 and was nearly complete by July the following year, when an agreement was made with the Atlantic City Railroad to operate the line for 25 years. In August, however, work was suddenly discontinued and both the Philadelphia & Sea Shore and the Tuckahoe & Cape May railroads went bankrupt before service was established. Through a series of often-confusing buy-outs, consolidations, and name-changes, the line from Tuckahoe to Cape May City was eventually completed in 1894 by the South Jersey Railroad Company and was operated by the Atlantic City Railroad.⁵

The Rio Grande station, probably built the year the line to Cape May City was completed (1894), originally served passengers who rode what was then the South Jersey Railroad Company line at its stop in the unincorporated village of Rio Grande, Middle Township, Cape May County, New Jersey.

The local newspapers covered the progress of construction on a weekly basis as well as the official arrival of the second line into Cape May City on Saturday, June 23, 1894. The inaugural train consisted of two sections, one pulling 11 cars the other pulling 7, both led by camelback engines. One paper noted propitiously that "the road runs through a prosperous region in lower Cape May County, parts of which have not previously enjoyed direct communication with Philadelphia."⁶

Shortly before its completion, the South Jersey line boasted that it enjoyed all the complete terminal facilities of the "Royal Reading Route to the Sea," (referring to its other line from Camden to Atlantic City), that it offered its passengers a shorter route than its competitors to the "cities by the sea," and that its "Sea Flyers" made the quickest time by from twenty minutes to half an hour.⁷

In all, the Cape May branch of the South Jersey line had five stations classified as "large" located in Winslow Junction, Tuckahoe [fig. 4], Cape May Court House [fig. 5], Wildwood Junction [fig. 12], and Cape May [fig. 7]. Of these, the Tuckahoe and the Wildwood Junction stations are extant; the Tuckahoe station has been restored while the Wildwood Junction station is in great disrepair.⁸ The South Jersey line had stations it classified as "small" located in Folsom [fig. 2], Pancoast, Richland, Milmay, Dorothy, Risley, Dennisville [fig. 6], South Dennis, Goshen, Rio

⁵ Cook and Coxey, p. 64.

⁶ "South Jersey Railroad," *The Gazette* (Cape May Court House, NJ), 6-29-1894, p. 3.

⁷ "South Jersey Railroad," *The Star of the Cape* (Cape May City, NJ), 6-15-1894.

⁸ Cook and Coxey, p. 164-165; email correspondence, Paul Schopp, staff historian, A.D. Marble, Inc., Rosemont, PA, 1-18-2006.

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Section number 8 Page 4

Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

Grande, Bennett (wiped out by a train derailment in the 1920s) and Cold Spring. Of these, the Pancoast freight station still stands in Rusksville, but it has been relocated onto a small farm, the Folsom station is thought to exist on someone's private property, and the Dennisville station is now one of the shops located at Historic Smithville in Atlantic County.⁹

Thus of the total seventeen stations along the Cape May branch of the South Jersey line, only 3 are extant along the tracks—Tuckahoe, Wildwood Junction, and Rio Grande—and of these three, only the Rio Grande station is be actively used as a station.

The Rio Grande stop of the South Jersey line also had a freight house (no longer extant), an agent in the station, a public team track (accessible to the public for the loading and unloading of cars) and a private side track.¹⁰

Around the turn of the twentieth century, real estate developers on the barrier islands' resort communities constructed independently built spurs to connect their railways with those on the mainland: in 1898 to Ocean City (from Tuckahoe), in 1912 to Wildwood, and in 1914 to Stone Harbor.¹¹ In 1905, a new line was established to Cold Spring Harbor (Lower Township) where several wharfs and storage buildings were constructed; the port soon became popular for one-day fishing trips and "fisherman's excursion" trains from Camden to the harbor were operated during the warmer months.¹²

Competition between the two railroad companies serving Cape May City grew so keen that trains frequently raced one another along their often parallel tracks to see which could arrive at the next station first. Although officially forbidden, racing was encouraged by the fact that in many areas, the two lines were only several hundred feet apart and on the five mile stretch leading into Cape May City, the tracks were sometimes less than 50' apart.¹³

From 1895 to 1926, the two railroads which served Atlantic City and Cape May City maintained the fastest everyday running speeds in the entire world, and sustained speeds of over 85 mph through open areas were called for by the timetables.¹⁴ In 1898, the Atlantic City Railroad ran

⁹ Cook and Coxey, p. 164-165; email correspondence, Paul Schopp, staff historian, A.D. Marble, Inc., Rosemont, PA, 1-18-2006.

¹⁰ Cook and Coxey, p. 165.

¹¹ Howell, p. 309-310.

¹² Cook and Coxey, p. 81.

¹³ Cook and Coxey, p. 82.

¹⁴ *Operating Passenger Railroad Stations in New Jersey*, Nomination to the State and National Registers of Historic Places, 1981, p. 103.

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Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

an 80-minute express train from Ocean City to Camden (covering about 60 miles) during the summer months that became known as the *Century Flyer*.¹⁵ Although both lines spared no expense to operate the fastest trains, neither railroad was able to gain any marked advantage over the other.

At the height of their glory, railroads were the lifeblood of Cape May County and were solely responsible for the emergence of tourism as the county's prime industry in the last four decades of the 19th century. Many of the county's seashore resorts were, if not actually created, at least made possible by the railroads which served them.

Although freight and passenger revenues continued to show healthy increases in the first decade of the 20th century, the second decade proved less kind as railroads faced increasing competition from the automobile. In 1920, a vehicular tunnel (the Holland tunnel) was constructed under the North River, connecting New Jersey with New York City, 15 major highway routes throughout the state were developed, and a suspension bridge (now called the Ben Franklin Bridge) was built for cars, trolleys, and trains over the Delaware River, connecting Philadelphia with Camden. With the opening of the Delaware Memorial Bridge in 1926, which connected southern New Jersey with Delaware, the death knell for train transportation began to toll. Travel by bus or car became preferred over trains for vacationers to the Jersey shore, and perishable freight was now carried overland (and over the Delaware River) by trucks rather than railcars.¹⁶

Railroads fought back by continuing to offer low fares, and in some cases maintained and/or improved their schedules. In Cape May County, the railroads received a short-lived upswing in freight revenues by carrying shipments of locally processed cement, sand and gravel for road building. By 1929, ridership on both lines had increased significantly, but with the onset of the Depression, both the West Jersey and the Atlantic City Railroad fell on hard times. No longer was parallel and competing railroad service profitable, and in 1933 the Pennsylvania, West Jersey & Seashore, Reading, and Atlantic City Railroad companies combined to form the Pennsylvania-Reading Seashore Lines.¹⁷

Unification brought about several significant changes to railway transportation in Cape May County. To eliminate duplication of tracks and stations, the West Jersey line from Woodbine to Cape May City was abandoned, as were several smaller lines, although the smaller lines were

¹⁵ Cook and Coxey, p. 73.

¹⁶ *Operating Passenger Railroad Stations*, p. 104-106; Cook and Coxey, p. 149.

¹⁷ Cook and Coxey, p. 153.

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Continuation Sheet
Section number 8 Page 6

Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

given connecting bus service. Similarly, passenger schedules were restructured to provide optimum, but often not as frequent, service.¹⁸

The last mail train to Cape May was in 1949, passenger service ended in 1981, and freight service south of Tuckahoe ended in 1983.¹⁹

It is not known exactly when the Rio Grande Station was abandoned. In 1974, it was donated and moved to Historic Cold Spring Village, an open-air living history museum comprised of a collection of twenty-five restored 18th and 19th century buildings (all but one of which were moved there) on a 20+-acre wooded site in Lower Township, Cape May County. At the Village, the station was first placed among other moved structures in the re-created village and was used for many things including a quilt shop, dried flower shop and as a gatehouse to enter the Village.

In 1984, Cape May Seashore Lines was established as a privately owned regional passenger railroad. In 1996, seasonal passenger service was reinstated by the line between Historic Cold Spring Village and the county 4-H fairgrounds in Middle Township using the tracks from the defunct Pennsylvania-Reading Seashore Line (originally the South Jersey line and now owned by New Jersey transit). In 1998, the Rio Grande station was moved to its present location near the railroad tracks and it currently serves as the station building for the Cape May Seashore Lines station stop at the Historic Cold Spring Village.²⁰

In 1999, service was extended south into Cape May City and in 2005 north to Richland in Atlantic County; today the line makes several trips a day during the summer season and has holiday-themed runs in December.²¹

The station is owned by Historic Cold Spring Village and it stands on land that was leased by Historic Cold Spring Village from New Jersey Transit in 1998.²² Cape May Seashore Lines currently leases the station and the former Woodbine Junction Interlocking Tower (located 200' south of the station) from Historic Cold Spring Village.

¹⁸ Cook and Coxey, p. 153-155.

¹⁹ Beitel and Enck. p. 124-125.

²⁰ interview, Anne and Joe Salvatore, 2004.

²¹ <http://www.cmslrr.com/history.htm>

²² Lease #L0509-7700-01, *Lease Agreement between New Jersey Transit Corporation and HCSV Foundation, Inc.*; this lease expires on July 31, 2027.

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Continuation Sheet
Section number 8 Page 7

Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

The Architecture of Railroad Stations

Beginning in the 1820s, the earliest buildings for the accommodation of railroad passengers were based on three familiar prototypes: the inn, the open shelter, and the house. By the late 1840s, stations in the larger cities were evolving into major structures that marked the development of a new building type. No longer domestic in scale or reference, these stations began to acquire elaborate "gateway" entrances and towers to impress arriving passengers with the city's wealth or economic stature. Station designs were typically inspired by various forms of the picturesque romantic revivals with Italianate and Gothic the most commonly used. The years between the end of the Civil War and World War I marked the great era of station building and approximately 40,000 stations served the nation during this time. By the second half of the 19th century, stations could be classified by function and size, and some railroads began adopting standard designs for their stations.²³

The simplest, smallest type of station was the flag-depot, which was often nothing more than a platform or modestly enclosed shelter where the train would stop if flagged. A step above this was the combination station, which combined the functions of a separate freight house and passenger depot into one building at local stops of minor importance. As Berg noted in 1893 in Buildings and Structures of American Railroads:

At small depots one office suffices for telegraph-office, ticket-office, and station-agent's office. At larger depots separate offices for the station-agent, telegraph-operator, train dispatcher, and other officials have to be provided. Also supply-rooms for stores, fuel, lamps, oil, etc.²⁴

Typically, the most grandiose stations were either those called "terminals" located at the end of the line, or those called a "union depot" or "union station" located where two or more lines met. The facilities for a major terminal or union station could be enormously complex, offering restaurants, hotel accommodations, offices, and various reception rooms, but their most prominent architectural feature was a central hall, or concourse, which received the richest ornamentation.²⁵

²³ *Operating Passenger Railroad Stations in New Jersey*, Nomination to the State and National Registers of Historic Places, 1981, p. 114-116; Anderson Notter Finegold, Recycling Historic Railroad Stations, as quoted in All About Old Buildings, Diane Maddex, ed. (Washington, DC: The Preservation Press, 1985), p. 151.

²⁴ Walter G. Berg, Buildings and Structures of American Railroads (New York: John Wiley & sons, 1893), p. 283.

²⁵ *Operating Passenger Railroad Stations in New Jersey* p. 117-119.

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Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

From the mid-19th century onwards, some major stations were designed by such well-known architects as Frank Furness (1832-1912) and Henry Hobson Richardson (1838-1886), or by other architects who specialized in railroad design. Furness' designs, usually executed in wood, intermingled elements derived from the Stick and Queen Anne styles and featured prominent, slate-covered roofs topped with crestings, and walls with combinations of vertical and horizontal matchboarding framed by wood strips, shingles, and richly turned elements. Richardson's buildings were usually of stone and featured broad roof planes, deeply set windows arranged in groups, and—on the train stations—wide eaves supported by heavy wood brackets.²⁶

The last two decades of the 19th century were the heyday of railroad station design and construction, with some lines using outside architects for design while others choosing to staff their own in-house architectural departments. By the turn of the last century, the picturesque qualities of the Victorian era gave way to columned and colonnaded stations inspired by classicism derived from Roman or Renaissance models. The choice of design style, however, was determined by a variety of factors. As Berg commented in 1893:

Relative to the style of the structure to be adopted for a local passenger depot, it is very difficult to make any general recommendations. The importance of the station, the surroundings, the desires of the railroad management, and sometimes the wishes of the community, the prevailing class of architecture and building materials in each particular section of the country, will all influence the final choice. In a general way, however, it can be said that frame buildings are not as objectionable for small passenger depots as for freight houses and other railroad structures, because in case of a fire the loss is practically limited to the value of the buildings...in cities and at important stations a more substantial building is desirable, and it is usually required by existing building laws.²⁷

After WWI, the number of stations built and the quality of their design declined greatly, although some notable Art Deco stations were erected in Cincinnati, Ohio and Newark, New Jersey. With the increased dependence on automobile transportation by the American public, the design and construction of train stations never again reached the scale it had in the late 1800s. Although new stations continue to be erected, they are usually no more than three-sided shelters similar to their oldest counterparts.²⁸

²⁶ *Operating Passenger Railroad Stations in New Jersey*, p. 119-120.

²⁷ Walter G. Berg, *Buildings and Structures of American Railroads* (New York: John Wiley & sons, 1893), p. 284.

²⁸ *Operating Passenger Railroad Stations in New Jersey*, p. 121-123.

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Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

The Architecture of New Jersey Railroad Stations

A National Register nomination for New Jersey's operating railroad stations, prepared in 1981, noted that most of the state's stations are "flag depot or small passenger facilities" and that

the architecture of New Jersey's stations cannot, with one major exception, be called trendsetting or overly inventive in stylistic terms. Most of the stations studied fit readily into accepted patterns of American and New Jersey architecture.²⁹

As cited in that nomination, New Jersey's earliest extant stations (dating from the late 1860s) are domestic in scale, "minimal" in design, contain simple spaces for waiting rooms and baggage, and often have a semi-hexagonal bay which housed the ticket office. Several stations that survive from the 1870s show a trend toward larger, more elaborate buildings often built to attract excursionists. Examples include Hopewell, Matawan, Red Bank, Fanwood, and Manasquan.³⁰

A large proportion of New Jersey's extant stations were constructed in the decade from 1885 to 1895 and reflect the railroads' efforts to provide stations that were similar in scale, style, and material to the homes around them. In keeping with domestic themes, some stations—e.g. Elberon and Mountain Avenue—had cobblestone chimneys, open fireplaces, and hardwood floors covered with rugs. Often, the deep eave on the track side was the only clue to the building's primary function.³¹

Some of the state's stations were built in the Richardsonian style around the turn of the last century, most notably those designed by outside rather than in-house architects. Station design during this time reflected a general trend toward an increased interest in materials and textures. The use of brick, stone, shingle, half-timbering, and clapboard were all employed for their own qualities and inherent colors, either alone or in combination. By the turn of the last century, New Jersey's stations had assumed a somewhat fixed form characterized by a domestically-scaled station located on the side of the tracks.³²

At the same time as classicism became popular in the late 1800s, a "railroad vernacular" style emerged that saw the production of stations with "simple box-like forms, broad hip roofs of

²⁹ *Operating Passenger Railroad Stations in New Jersey*, p. 124.

³⁰ *Operating Passenger Railroad Stations in New Jersey*, p. 124.

³¹ *Operating Passenger Railroad Stations in New Jersey*, p. 124-126.

³² *Operating Passenger Railroad Stations in New Jersey*, p. 127-130.

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Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

shallow pitch, and canopies supported on bracketed posts.”³³ As seen in stations at Summit, Netcong, and Millburn, these were often turned out as standard designs. Although Roman-derived designs were used, stations with Renaissance Revival references, like Morristown and Broad Street Station in Newark were more common. Other styles, such as Tudor or Collegiate gothic, Georgian, and Mission Revival, are found, but these were less typical.³⁴

In the opening decades of the 20th century, most stations in New Jersey regardless of their design were “fairly standard in plan, with baggage and waiting in two large end rooms, separated by the central projecting ticket office.”³⁵ This plan was also common throughout the country, since Berg illustrates several buildings with this simple floor plan in his Buildings and Structures of American Railroads (1893) as does John Droege in Passenger Terminals and Trains (1916).³⁶ Of the smaller stations, John Droege commented:

As regards small station architecture, some middle ground should be chosen between those exceedingly plain affairs which look as though they were measured off by the yard to fit the size of the town and those painfully elaborate affairs which run more to striking architectural beauty than to utility.³⁷

By the 1920s, the great era of station construction began to ebb as the era of the automobile began. By the time the Woodbridge station was built in 1939, it was apparent that more emphasis was placed on function and less on appearance. In many ways, station architecture had returned to its early, more humble roots as stations again became merely a place to keep dry and warm before or after a journey.

The Architecture of the Rio Grande Station in Context with Other South Jersey Stations

When the South Jersey Railroad Company completed its Cape May branch line in 1894, it was bringing a second rail line into the county with the distinction of having the lowest total population in the state.³⁸ No major metropolitan cities existed in the county, the majority of its

³³ *Operating Passenger Railroad Stations in New Jersey*, p. 130.

³⁴ *Operating Passenger Railroad Stations in New Jersey*, p. 132.

³⁵ *Operating Passenger Railroad Stations in New Jersey*, p. 131.

³⁶ John Droege, Passenger Terminals and Trains (New York: McGraw-Hill Book Company, 1916), p. 259-272.

³⁷ John Droege, Passenger Terminals and Trains (New York: McGraw-Hill Book Company, 1916), p. 259.

³⁸ <http://www.census.gov/population/cencounts/nj190090.txt>

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Rio Grande Station

Cape May County, New Jersey
(section 8, continued)

heads-of-households were farmers, and the county's largest town--the resort City of Cape May--was fully occupied for only three months of the year.

However, the importance of that resort—whose population increased eight- to ten-fold during the summer season—demanded that its railroad terminal buildings be grand and welcoming. The station built by the West Jersey & Seashore around 1863 was an elegant terminal building, having a large tower with a mansard roof and an Italianate-style 2-story main block surrounded by a lavishly-ornamented wrap-around porch. [fig. 8] The terminal erected about 1894 for its competitor, the South Jersey line, looked more like a resort hotel than a railroad station, with its boxy, 3-story wood frame Italianate style. [fig. 7] The only nod to its transportation use was a wide first story porch roof supported by heavy brackets. Neither is extant today.

The South Jersey's station in the village of Tuckahoe (still standing, Upper Township, fig. 4) was designed in 1894 by the Wilson Brothers, a nationally-significant architectural firm from Philadelphia. As such, it is the most architecturally significant station still standing in the county; while not a first-rate example of any particular style, the Tuckahoe station does contain identifiable elements of the Queen Anne, including patterned wood shingle siding, irregular massing and intersecting gable-on-hip roofs. The station was also notable for the extensive landscaping and gardens placed in the triangle between the two tracks marking the junction of the Cape May and Ocean City branches of the South Jersey line.³⁹

Also noteworthy and also no longer extant is the station built for the West Jersey line at Woodbine, Dennis Township. [fig. 13] Although its L-shaped plan was typical for smaller stations, its design was elevated by the use of roof crestings, an intersecting gable on hip roof, shed dormers, and exposed rafter ends.

As to be expected, stations at the local stops served by both county railroads were executed in the "railroad vernacular" style of the late 1800s characterized by simple box-like forms, broad hip roofs of shallow pitch, and canopies supported on bracketed posts. The same ubiquitous description characterized most other local stations in the southern New Jersey counties of Atlantic, Cumberland, Gloucester, and Salem. The residential scale, plain detailing, and simple floor plan of these stations satisfied the transportation needs of the small, mostly-rural communities they served.

³⁹ *Operating Passenger Railroad Stations in New Jersey*, Nomination to the State and National Registers of Historic Places, 1981, Tuckahoe Train Station survey form #RR-0511-11-3.

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(section 8, continued)

Between Tuckahoe and Cape May City, the South Jersey line had station stops at Woodbine (where it appears to have shared the West Jersey station), Dennisville, South Dennis, Goshen, Cape May Court House, Wildwood Junction, Rio Grande, Bennett, and Cold Spring. Although historic images have not been found for all of these stations, the Rio Grande station appears to be identical to the South Dennis (Dennis Township) station. [fig. 14] These two stations are similar to a somewhat smaller Cape May Branch line station at Folsom [fig. 2] in Atlantic County and a larger combination station at Wildwood Junction (Middle Township). [fig. 12] This commonality of design suggests that the South Jersey line used standardized plans for most of its local station stops.

The Dennisville (Dennis Township) station, with its Carpenter Gothic and Queen Anne derived details of multi-paned windows, exposed rafter ends, and board and batten siding, is atypical when compared with other stations on the same line, but does reflect the architecture of some of the Victorian era houses built in the unincorporated village it served. [fig. 6] The most noticeable feature of the smaller stations along the Cape May branch line is the similarity of floor plan: most have only a waiting room and ticket office, with freight storage being handled in a separate building.

Not surprisingly, the Cape May County stations along competitor West Jersey & Seashore's line are similar in design and scale to the South Jersey stations. Its Rio Grande station, built in 1901, is nearly identical in floor plan and exterior appearance, except it is somewhat larger than the South Jersey's station there and has deeper eaves supported by taller brackets. [fig. 9] The Bennett Station (Lower Township) is a variant of the Rio Grande Station, and the Belleplain station (Dennis Township, fig. 10) combined its freight storage with passenger facilities in one larger building that echoes the same vernacular design used in the other stations along the line.

Significance of the Rio Grande Station Within These Contexts

Within these contexts, the South Jersey's Rio Grande station is seen to be similar to the majority of the small stations in use by both Cape May County lines, reflecting the "railroad vernacular" style that emerged statewide in the late 1800s. The station also reflects the general trend in place by the turn of the last century wherein New Jersey's stations assumed a somewhat fixed form characterized by a domestically-scaled station located on the side of the tracks. As such, the station is significant under Criterion C/architecture as a well-preserved example of a standardized pattern small railroad station built for the South Jersey Railroad during the last decade of the 19th century.

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Rio Grande Station
Cape May County, NJ

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Rio Grande Station
Cape May County, New Jersey

Geographical Data

Verbal Boundary Description

The boundary comprises the dimensions of a rectangle with a footprint of approximately 13'9" x 22'4" as shown on the annotated first floor plan.

Verbal Boundary Justification

The intention of the rectangular-shaped boundary is to enclose and incorporate the building's greatest measurement of depth and its greatest measurement of width. The boundary of the nominated property represents the rectangular-shaped parcel of land on which the L-shaped station stands. This boundary is also the same boundary as the land which is leased to the owner of the building (Historic Cold Spring Village) by the owner of the land (New Jersey Transit) and which is identified as such in that long-term lease. The lease began in 1998 and expires July 31, 2027.

United States Department of the Interior
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**National Register of Historic Places
photographs**

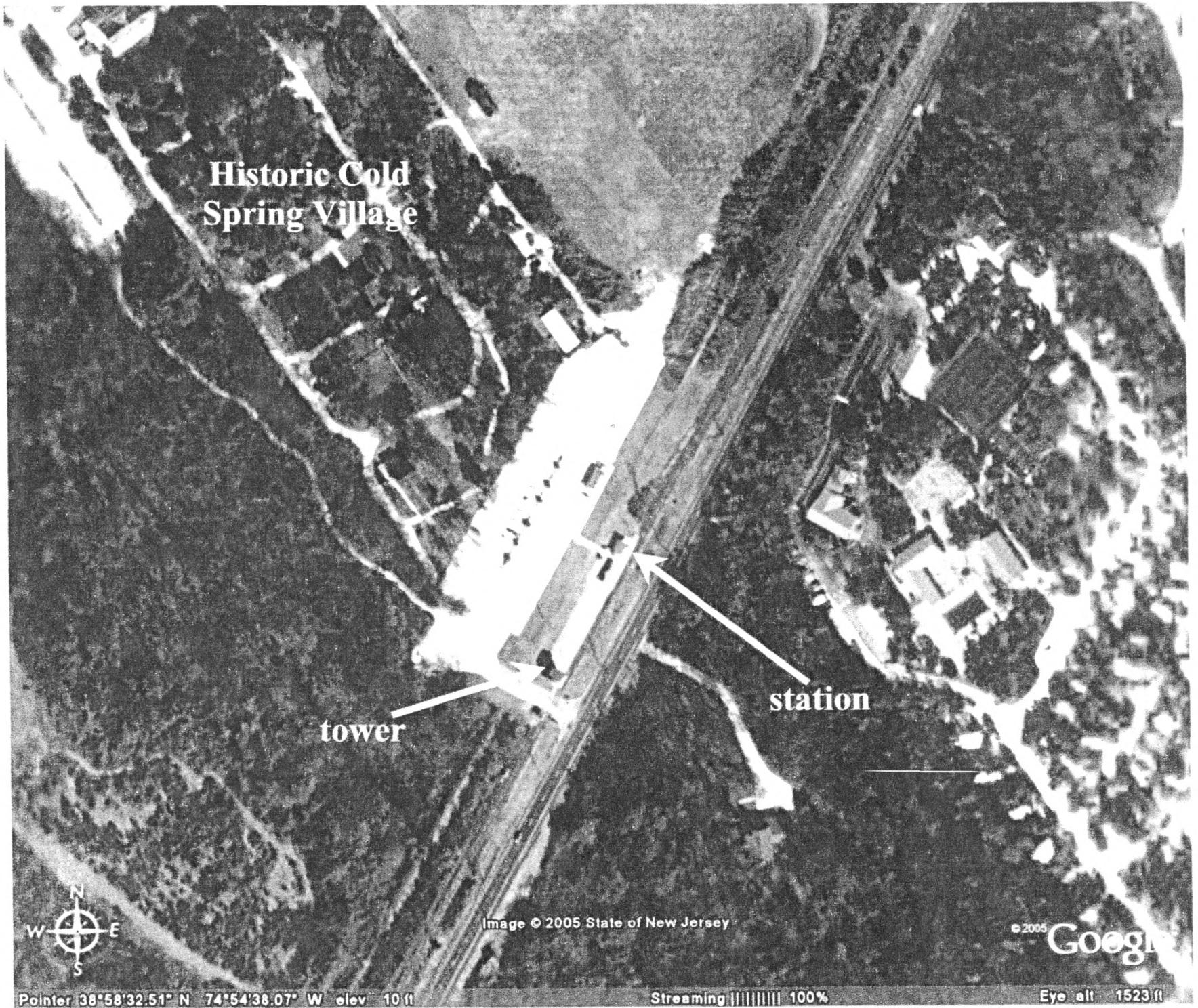
**Rio Grande Station
Cape May County, NJ**

Typical Information for All Photographs

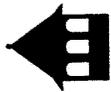
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2. County and State	Cape May County, New Jersey
3. Photographer	Joan Berkey
4. Date of Photograph	Fall 2005
5. Location of Digital Copies	Joan Berkey 1003 Bartlett Avenue Linwood, NJ 08221 and NJ State Historic Preservation Office

Photo # and Description of View

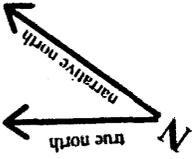
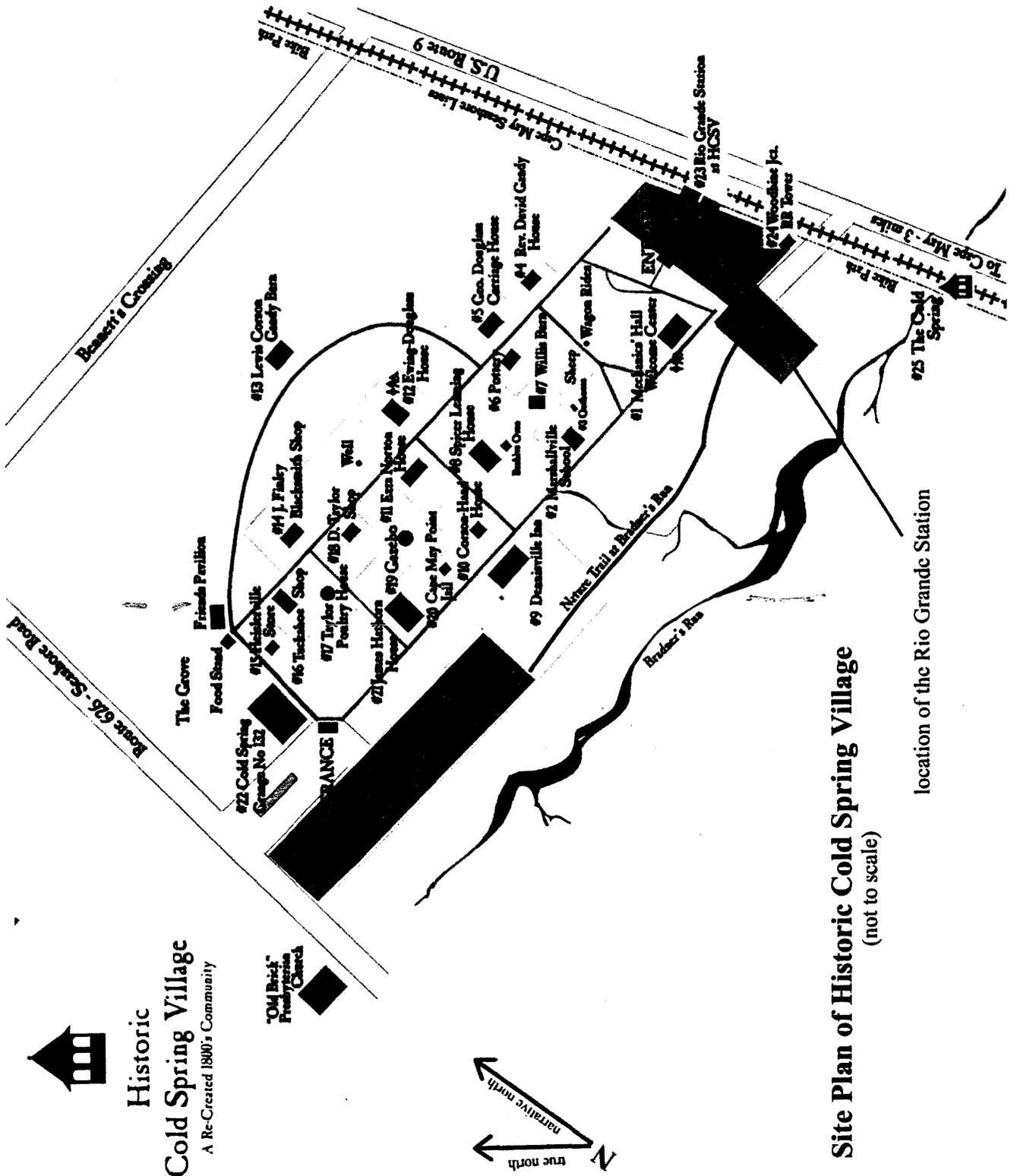
1. Exterior: view showing setting and relationship to Historic Cold Spring Village; looking northwest
2. Exterior: view showing spatial relationship of the railroad tracts, the interlocking tower and the Rio Grande Station; looking south along Route 9 (Seashore Rd.)
3. Exterior: façade (east elevation) and side (north) elevation; looking southwest
4. Exterior: rear (west) and side (south) elevations; looking northeast
5. Interior: waiting room; looking southeast
6. Interior: waiting room; looking northeast
7. Interior: ticket office; looking east
8. Interior: ticket office; looking north



Aerial Photo
showing the location of the
Rio Grande Station and its
relationship with the Woodbine Junction Interlocking Tower



**Historic
Cold Spring Village**
A Re-Created 1800's Community



Site Plan of Historic Cold Spring Village
(not to scale)

location of the Rio Grande Station

Figure 12: Wildwood Junction train station

Located in the unincorporated town of Whitesboro, Middle Township; this view shows the rear elevation. Ca. 2000.



[<http://community.webshots.com/photo/154555734/1033464344031568960AZhvze>]

Figure 13: the West Jersey & Seashore station at Woodbine in Dennis Township, undated but ca. 1900

[Sam Azeez Museum of Woodbine Heritage, Woodbine, NJ]

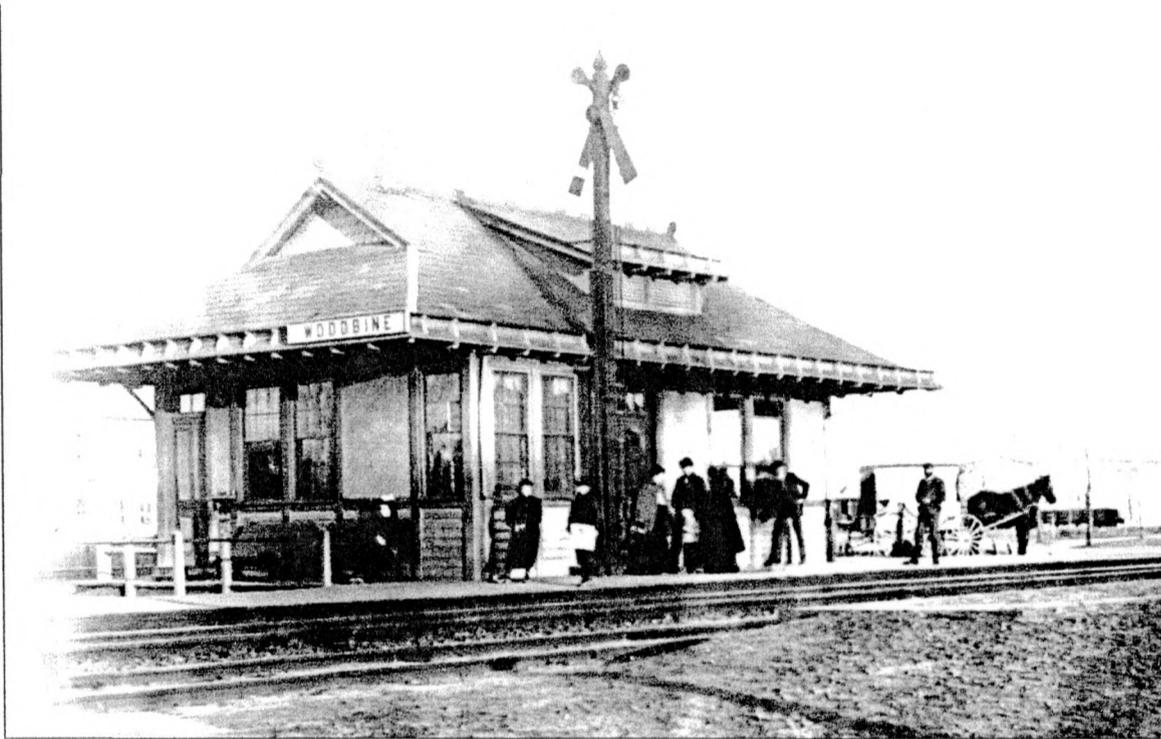
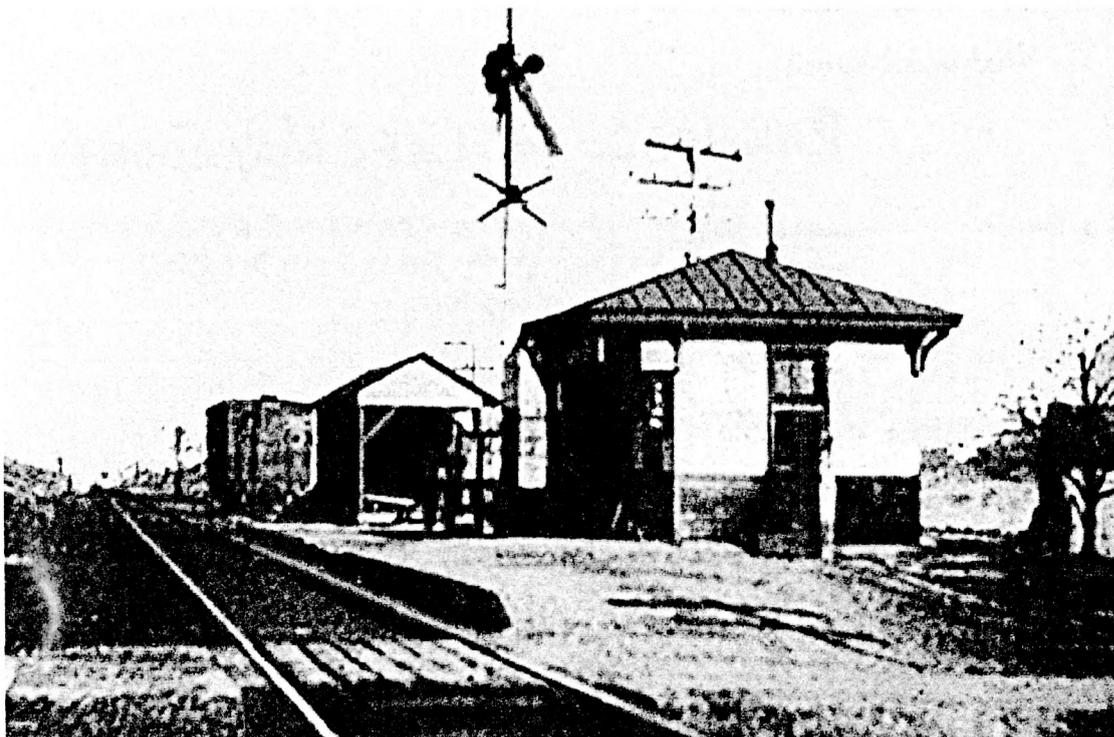


Figure 14: South Dennis station on the South Jersey line, ca. 1900

[George Brewer collection]



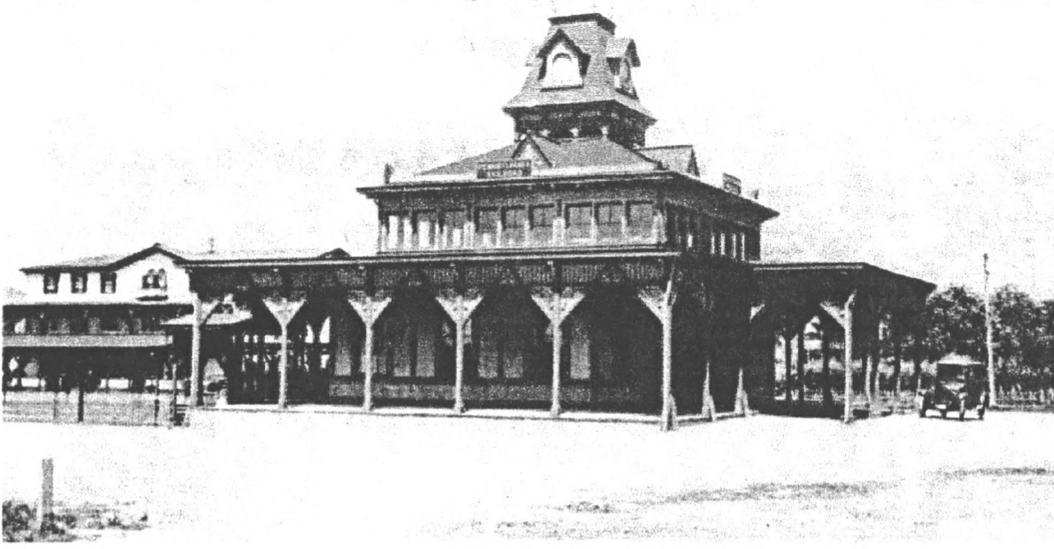


Figure 8: postcard view, ca. 1910, of the West Jersey & Seashore's ca. 1863 terminal station in Cape May City

[<http://www.tombrownarchitect.com/cape-may/cape-may-scenes.html>]

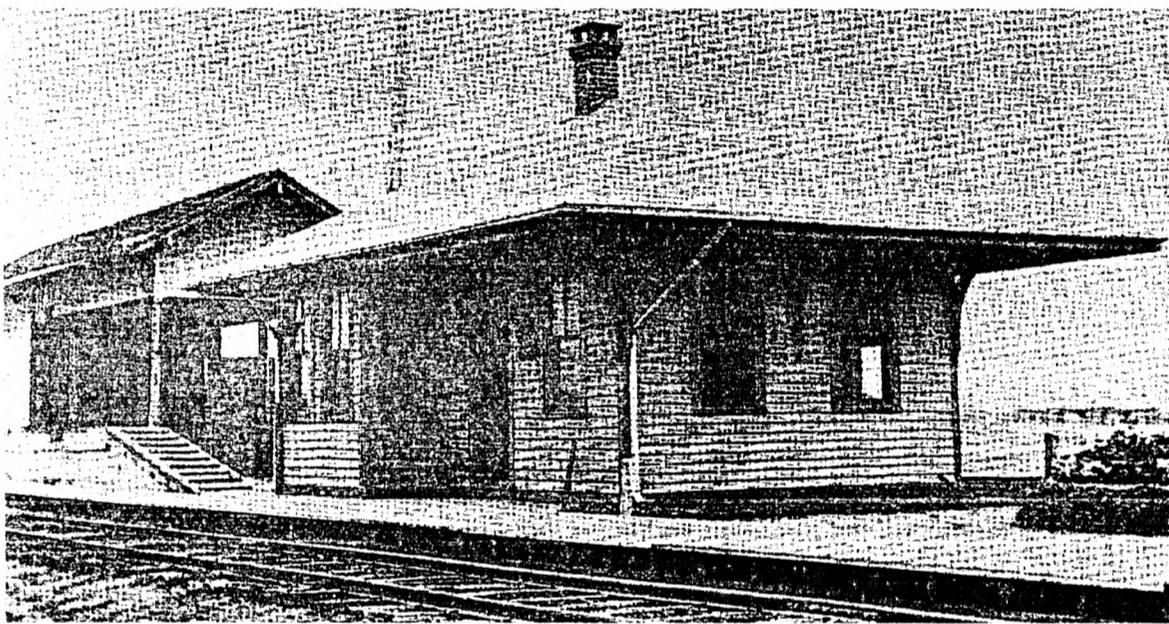


Figure 9: West Jersey & Seashore's station at Rio Grande, 1901

[H. Gerald MacDonald collection, *South Jersey Magazine*, April-May-June 1982, p. 12]

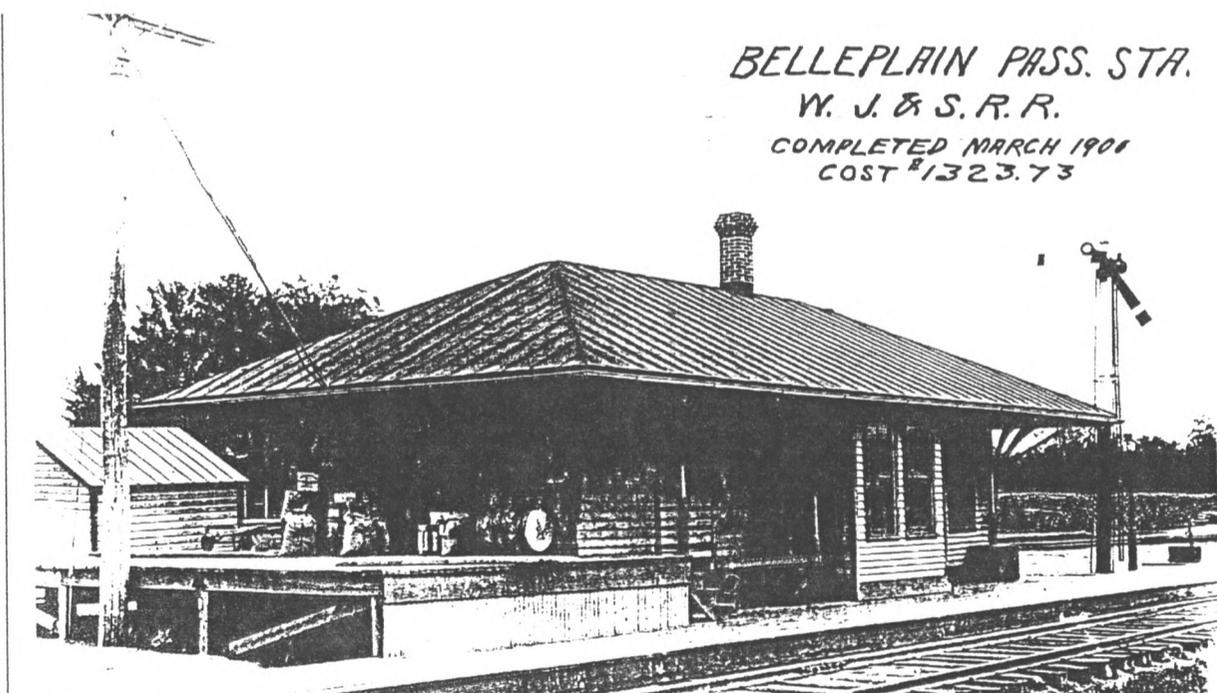


Figure 10: West Jersey & Seashore's station at Belleplain, built in 1901

[R. Long collection, photocopy in railroad vertical file, Cape May County Library, Cape May Court House, NJ]

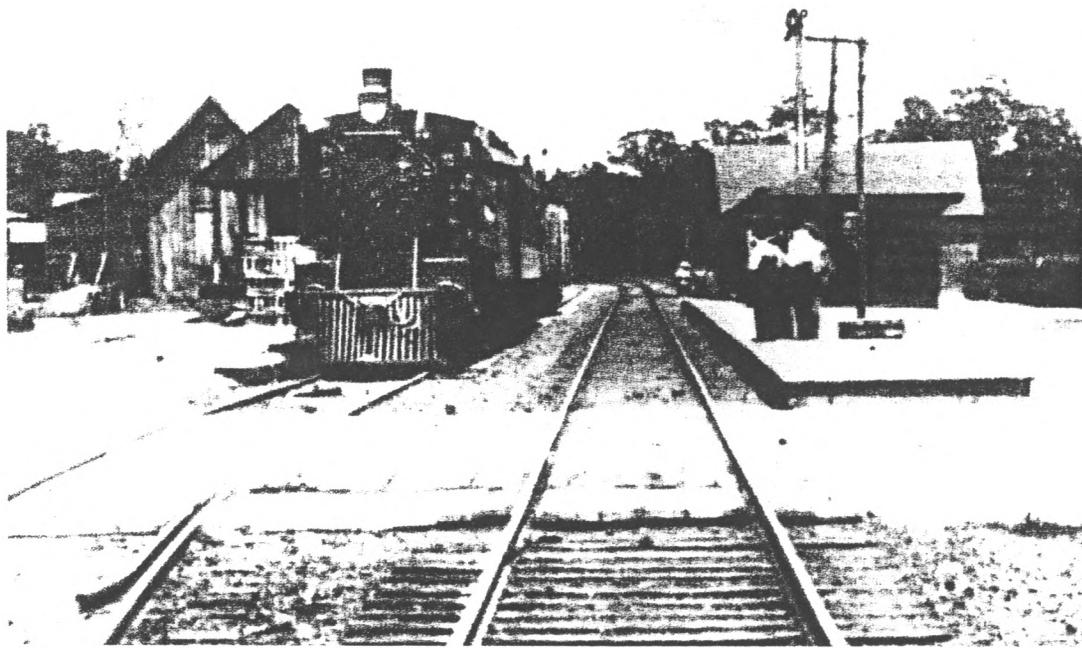


Figure 5: the South Jersey's stop at Cape May Court House, ca. 1900

The station is seen to the right.

[Cook and Coxey, Atlantic City Railroad, p. 68.]



Figure 6: the Dennisville station on the South Jersey line

Although built with the same L-shaped floor plan as the other local stations, its board and batten siding, multi-paned windows, and decorative bracketing set it apart.

[George Brewer collection]



Figure 7: South Jersey's terminal station in Cape May City, built about 1894

Photographed after 1904.

[Cook and Coxey, Atlantic City Railroad, p. 67.]

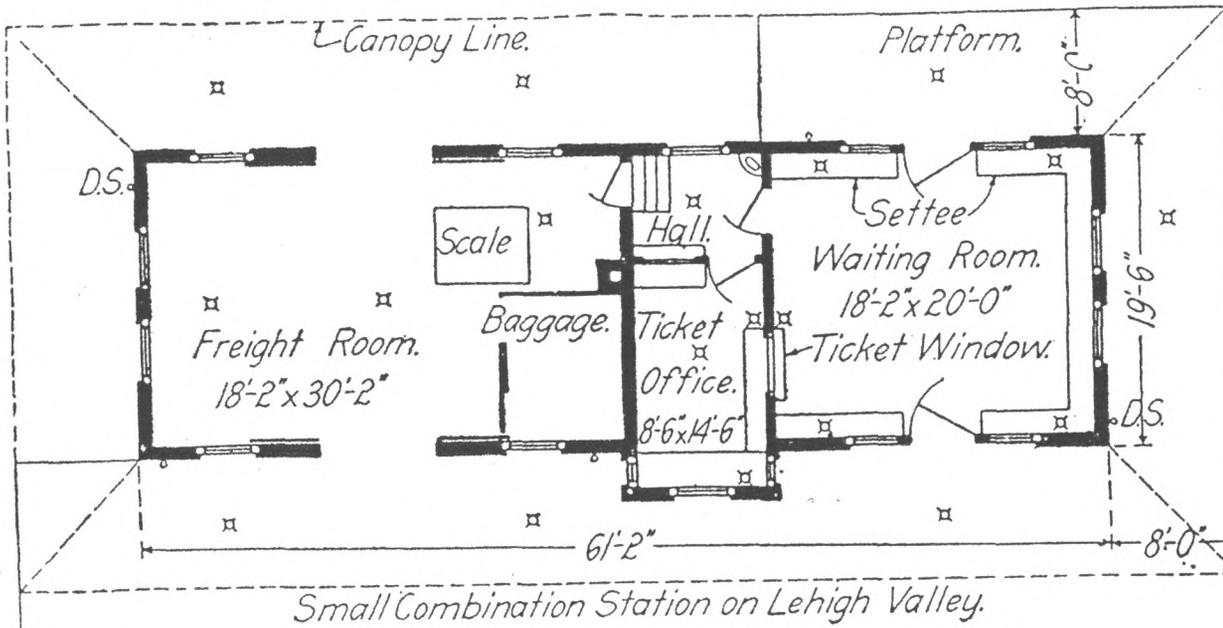


FIG. 170.—Plan of combination station, Lehigh Valley.

Figure 3: typical floor plan for a small combination station

Variations of this floor plan, with or without the attached freight room, are found across America.

[Droege, *Passenger Terminals and Trains* (1916), p. 270]

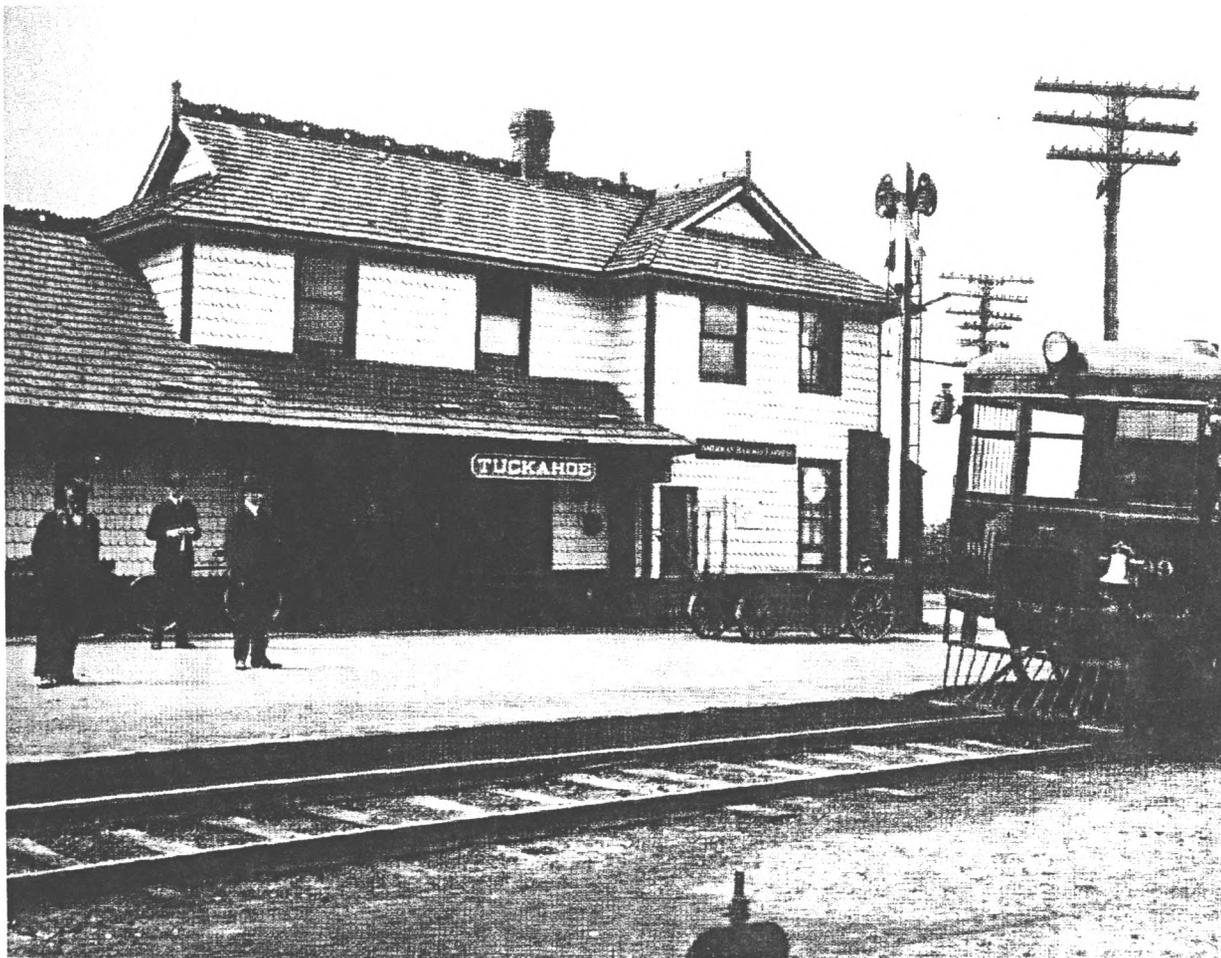


Figure 4: Tuckahoe station with 1909 addition in 1923

[Cook and Coxe, *Atlantic City Railroad*, p. 137.]

Supplemental Images

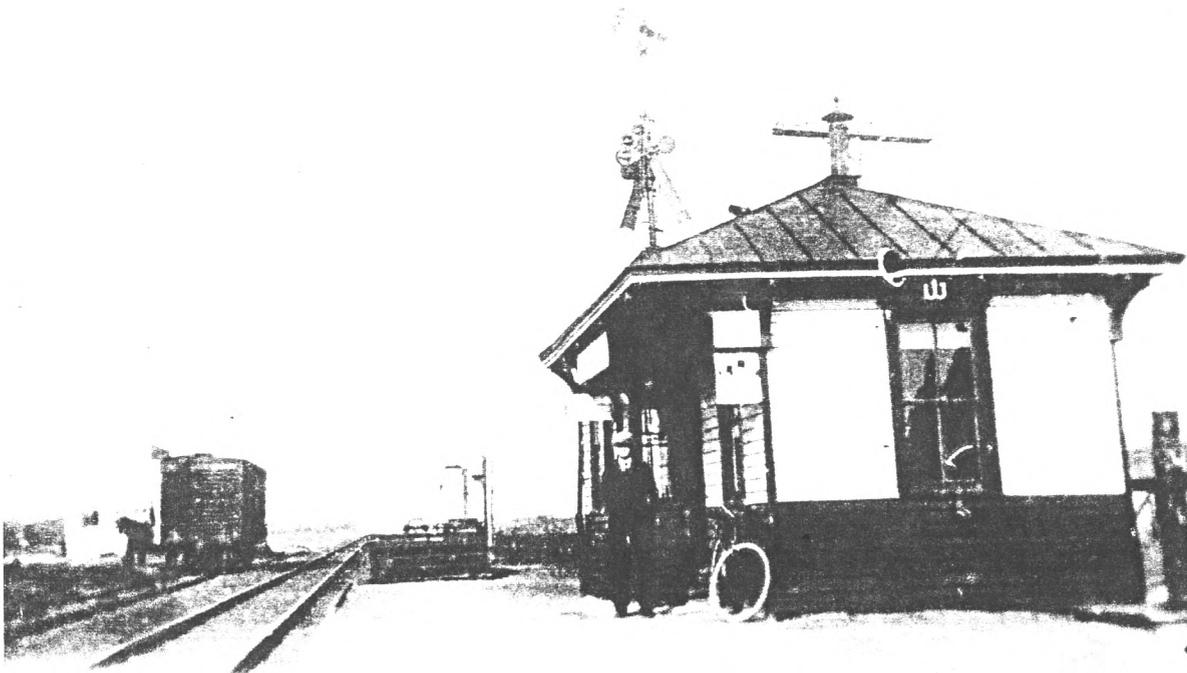


Figure 1: historic photograph, ca. 1900, of the Rio Grande Station at its original location

Note the two-tone color scheme, the standing seam metal roof, and the stove pipe emerging from the roof

[Historic Cold Spring Village collection]

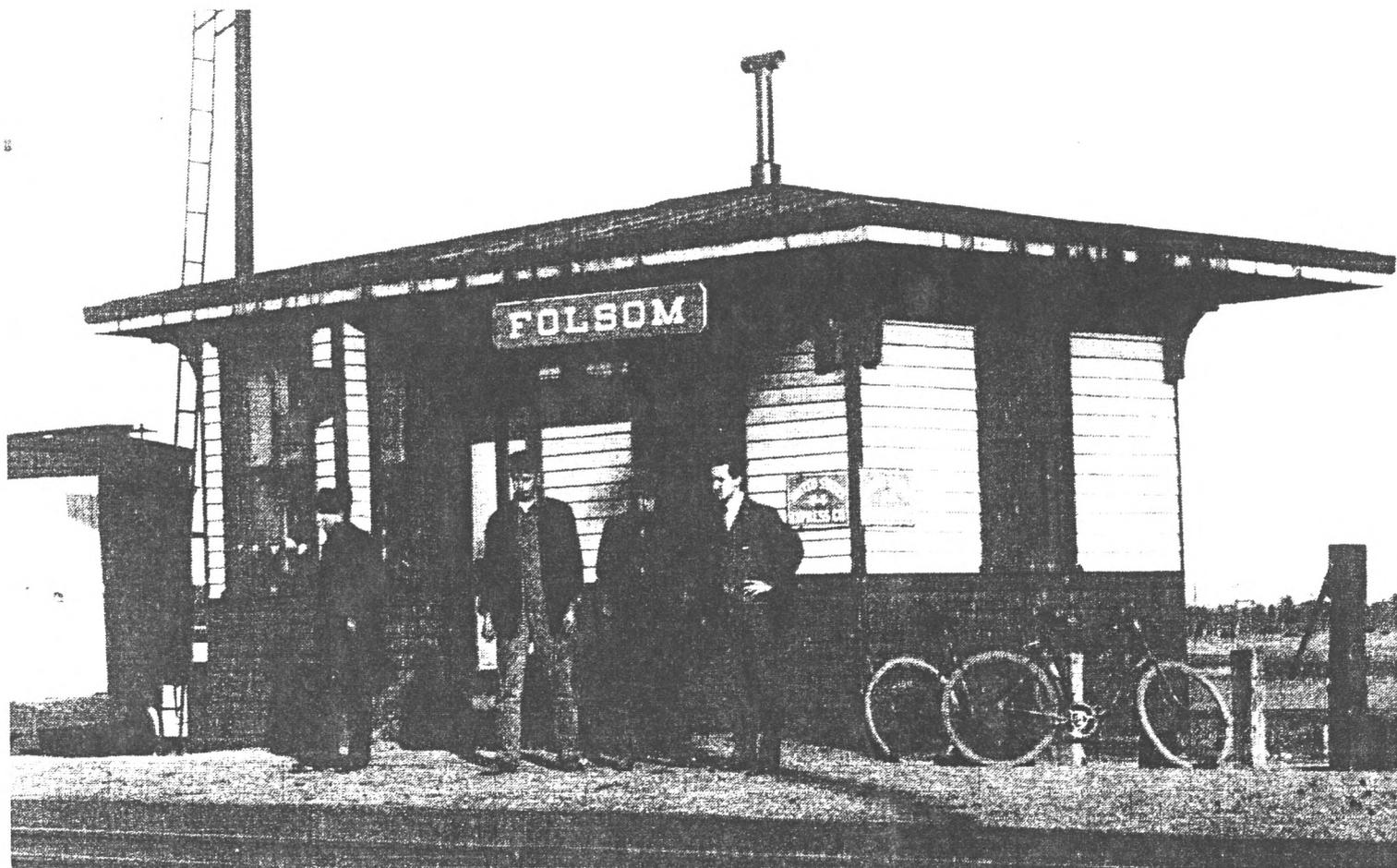
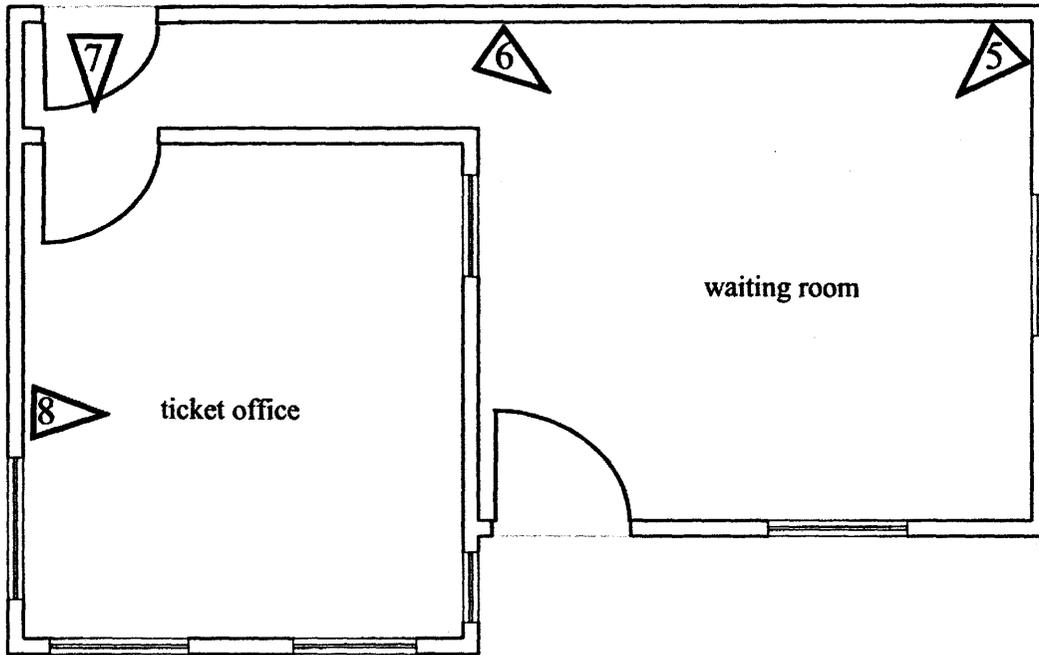
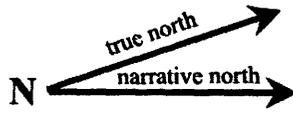


Figure 2: the South Jersey's station at Folsom, ca. 1900

Identical to the Rio Grande station, but one bay less wide in the ticket office. It is cited as the "smallest design" for an agent-operator station on the South Jersey line. [Cook and Coxey, *Atlantic City Railroad*, p. 107.]

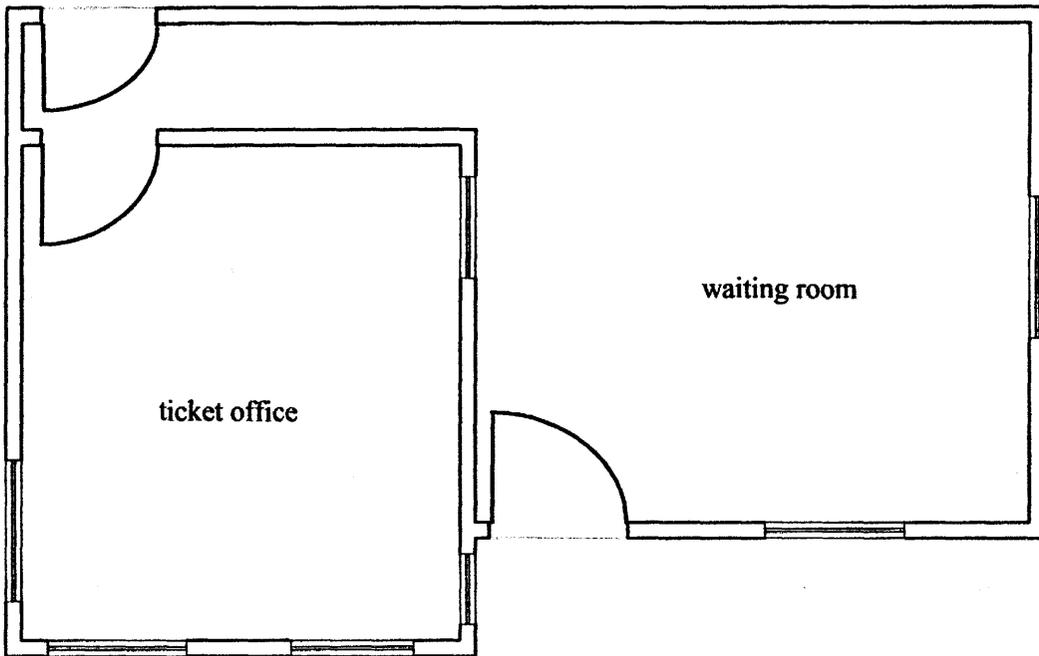
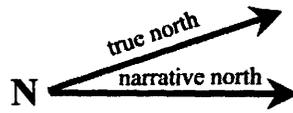


Rio Grande Station
Lower Township
Cape May County, New Jersey

FIRST FLOOR PLAN ANNOTATED FOR PHOTOGRAPHS

Scale 1/4" = 1'

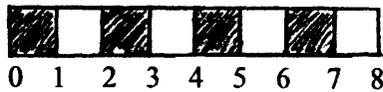


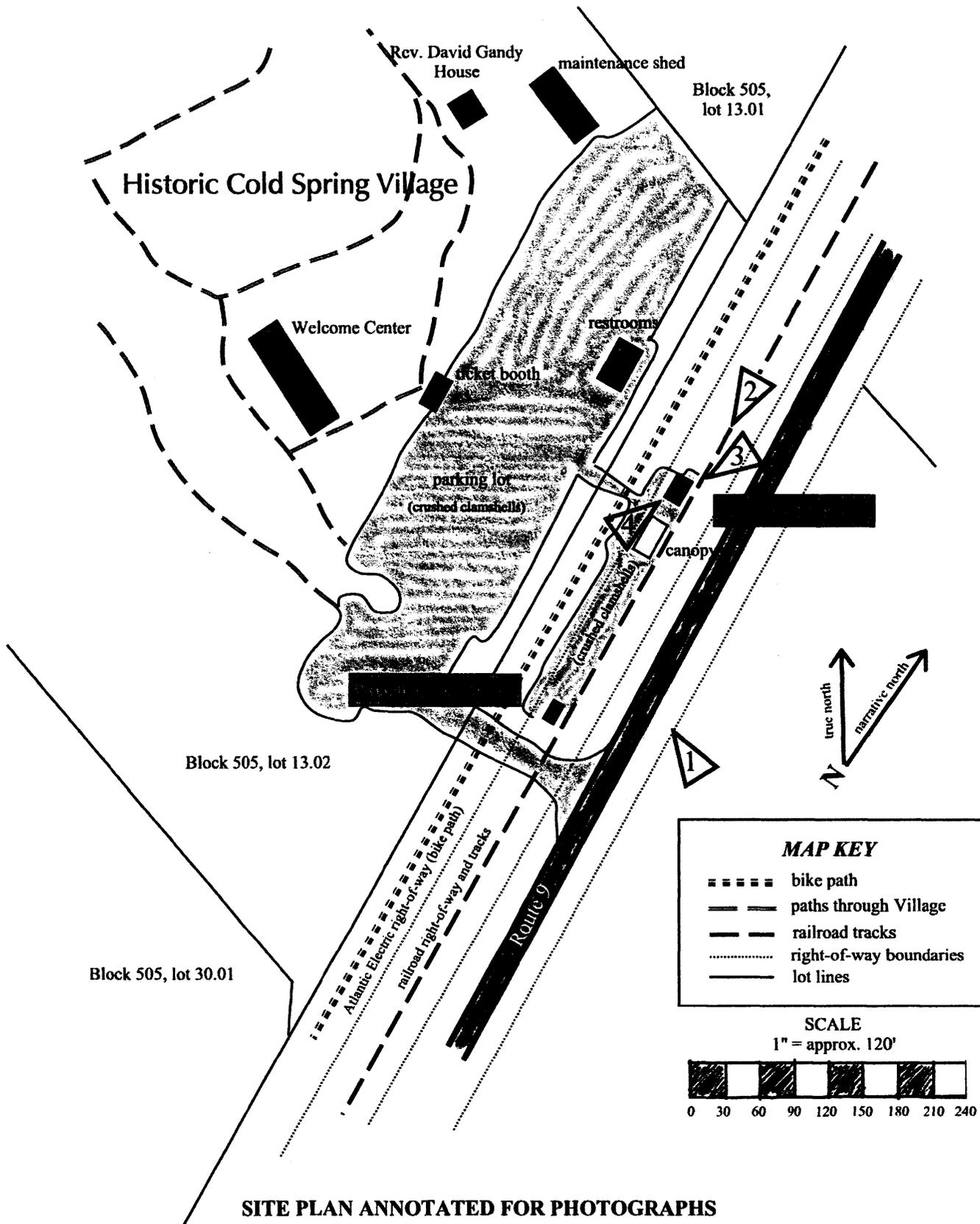


Rio Grande Station
Lower Township
Cape May County, New Jersey

FIRST FLOOR PLAN

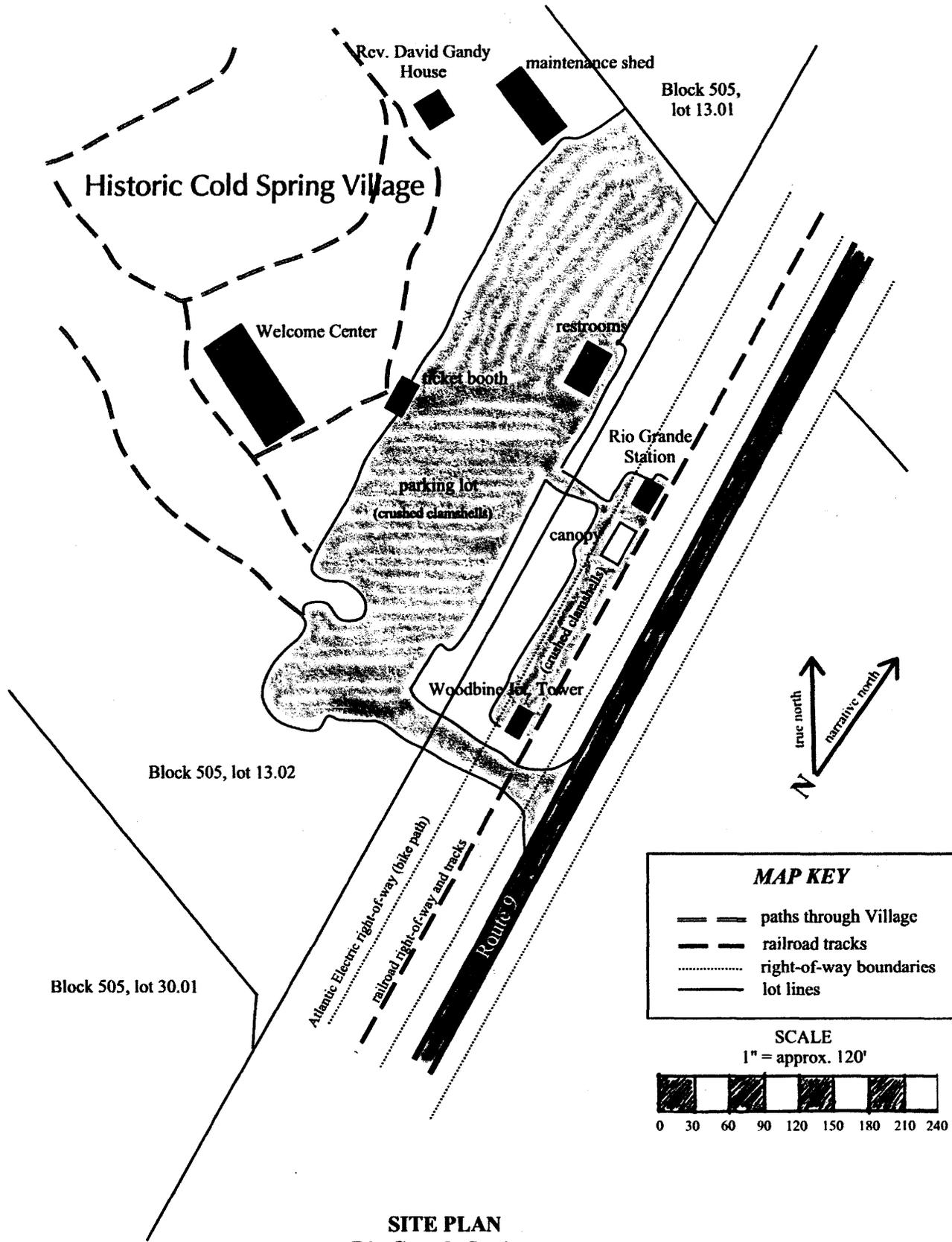
Scale 1/4" = 1'





SITE PLAN ANNOTATED FOR PHOTOGRAPHS

Rio Grande Station
 Lower Township,
 Cape May County, NJ



MAP KEY

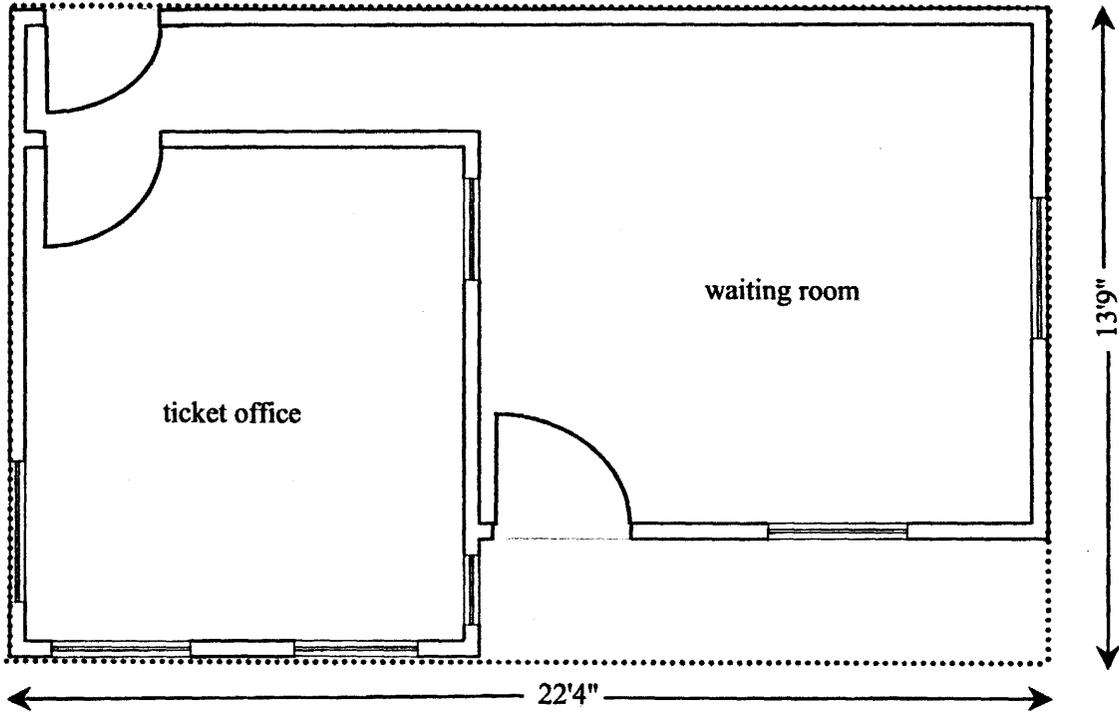
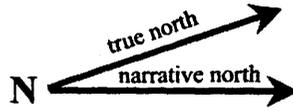
-  paths through Village
-  railroad tracks
-  right-of-way boundaries
-  lot lines

SCALE
1" = approx. 120'



0 30 60 90 120 150 180 210 240

SITE PLAN
Rio Grande Station
 Lower Township,
 Cape May County, NJ



Rio Grande Station
Lower Township
Cape May County, New Jersey

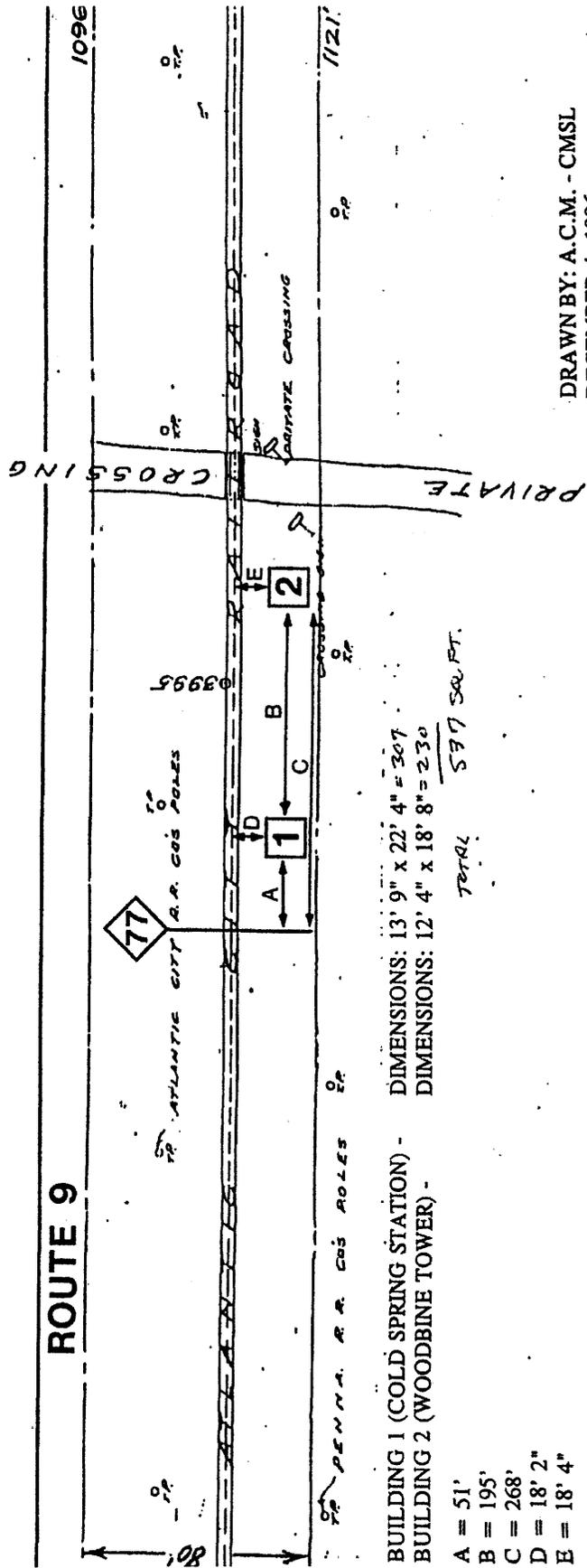
FIRST FLOOR PLAN ANNOTATED TO SHOW BOUNDARY

..... boundary

Scale 1/4" = 1'



DESCRIPTION OF BUILDINGS SITUATED ON THE NJ TRANSIT-OWNED AND CAPE MAY SEASHORE LINES-LEASED CAPE MAY BRANCH RIGHT-OF-WAY AT MILE POST 77.0, COLD SPRING, LOWER TOWNSHIP, CAPE MAY COUNTY, NEW JERSEY (LINE CODE: 9903)



BUILDING 1 (COLD SPRING STATION) - DIMENSIONS: 13' 9" x 22' 4" = 307
 BUILDING 2 (WOODBINE TOWER) - DIMENSIONS: 12' 4" x 18' 8" = 230
 TOTAL 577 SQ. FT.

- A = 51'
- B = 195'
- C = 268'
- D = 18' 2"
- E = 18' 4"

DRAWN BY: A.C.M. - CMSL
 DECEMBER 4, 1996
 NOT-TO-SCALE

Site Plan Showing Detailed Placement of the Rio Grande Station identified as #1 on the site plan with dimensions of 13'9" x 22'4"

(as filed in the lease between Historic Cold Spring Village and New Jersey Transit, 1998, lease #L0509-770-01)