

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED JUL 22 1980

DATE ENTERED

SEP 17 1980

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC

Allenhurst Railroad Station

AND/OR COMMON

LOCATION

STREET & NUMBER

Main Street

—NOT FOR PUBLICATION

CITY, TOWN

Allenhurst

CONGRESSIONAL DISTRICT

— VICINITY OF

3rd

STATE

New Jersey

CODE

034

COUNTY

Monmouth

CODE

025

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:**OWNER OF PROPERTY**

NAME

Allenhurst Plaza, Inc.

STREET & NUMBER

P.O. Box 69

CITY, TOWN

Deal

STATE

New Jersey 07723

— VICINITY OF

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Hall of Records - Monmouth County

STREET & NUMBER

Main Street

CITY, TOWN

Freehold

STATE

New Jersey 07728

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

New Jersey Historic Sites Inventory

DATE

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

109 West State Street

CITY, TOWN

Trenton

STATE

New Jersey

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Allenhurst Railroad Station is an 1897 Queen Anne/Neo-Classical structure with a height of 1 1/2 stories.

The cream enameled brick building is surmounted by a large hip bell-shaped roof with the original slate. The roof projects beyond the brick construction portion on all 4 sides with curved Flemish eaves. It projects an especially long way on the track side where it also spreads laterally along the track. A long (43') open veranda on Tuscan Colonades is to the north. The columns continue at regular intervals along the track side for the 137' length of the structure.

The lateral extension to the north has a similar roof of its own but of a slightly lower profile than the main roof. The roof to the south of the ticket agent's bay has a small double hip roof with a double peak.

The garret of the main portion is lit by a triple sash window dormer on the track side and by two windows in the rear. Both dormers have small hip roofs which play at right angles against the main roof.

At all corners of the station is quoining of rough red brick dentated horizontal pattern. Similarly, vertical rough red brick decoration is featured over the window hoods with a large stone keystone.

The track side features one 3 sided bay which serves as the ticket agent's booth. Doors are simple with small raised panels. All windows except one on the first floor are of a single sash with one pane above and one below.

The interiors are essentially original with vertical wainscoting from the baseboard to the ceiling. The ceiling is wainscoted but has intersecting decorative beams which span the length and width of the ceiling. The waiting room also features two center standing radial shaped steam radiators and plain wooden benches.

One unusual aspect of this station is the southern addition construction. A sketch dated 1898 and a photograph of approximately the same date shows a double canopy building. Records indicate that additional construction occurred in 1900. This evidence suggests that the southern addition was constructed at

8 SIGNIFICANCE

| PERIOD | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | | |
|---|--|---|---|--|--|
| <input type="checkbox"/> PREHISTORIC | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION | |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LAW | <input type="checkbox"/> SCIENCE | |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SCULPTURE | |
| <input type="checkbox"/> 1600-1699 | <input checked="" type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN | |
| <input type="checkbox"/> 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 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 1897, 1900

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Allenhurst Railroad Station is an example of a tasteful yet most basic form of the Queen Anne-Neo-Classical period stations along the New Jersey Central Railroad Line. Allenhurst was a resort development with a transient population. The Railroad Station played an unusually large part in the life and growth of the town as it presented to the arriving and departing vacationer the first and last impression of the town.

The Station was designed as the central point in the Allenhurst parkscape plan and has functioned nobly as a gateway to a predominantly turn-of-the-century town whose well-planned streets, lined now with stately trees, lovely lawns and gardens and well kept spacious homes, serve as a viable reminder of a past era and of sound community planning.

The Station was built in response to the seashore development scheme of the Coast Land Improvement Company who in 1895 purchased the Allen farm and immediately began the layout of lots and streets. The additional purchase of two other large farms quickly followed and by April 26, 1897, the land area was incorporated as a Boro which has not changed in size for the last 82 years. During the years 1895 to 1898, 158 new buildings were erected. Today, there are approximately 300 homes in Allenhurst yet the Railroad Station has remained unchanged as an exit and entry symbol and is easily identified as "Allenhurst".

9 MAJOR BIBLIOGRAPHICAL REFERENCES

The Seaside Torch, Vol. X, #8, dated Midsummer Number 1898, p. 155-184, W. & C. Pennacker, Editors and Publishers, Asbury Park, NJ.

Allenhurst Inn & Cottages & Allenhurst, NJ 1899, A Coast Land Company Prospectus, Asbury Park, NJ.

State of New Jersey, Department of Public Utilities, Docket #661-51, July 3, 1966.

ACREAGE NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .372

UTM NOT VERIFIED

QUADRANGLE NAME Asbury Park

QUADRANGLE SCALE 1:24,000

UTM REFERENCES
 A 18 584470 4454360
 ZONE EASTING NORTHING
 C _____
 E _____
 G _____

B _____
 ZONE EASTING NORTHING
 D _____
 F _____
 H _____

VERBAL BOUNDARY DESCRIPTION

The nominated property occupies city Block 23, Lot 2, and is rectangular in shape, approximately 315' by 52' in dimensions. (See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
| STATE | CODE | COUNTY | CODE |

11 FORM PREPARED BY

Edited by the Office of Historic Preservation

NAME / TITLE

Wayne T. Bell, Jr., President

ORGANIZATION

Humanetrics, Inc.

DATE

October 26, 1979

STREET & NUMBER

Suite 501, 601 Grand Avenue

TELEPHONE

(201) 774-3315

CITY OR TOWN

Asbury Park

STATE

New Jersey 07712

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL XX

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

Deputy

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Stephen Wilson

6-25-80

TITLE

Deputy Commissioner, Dept. of Environmental Protection

DATE

FOR NPS USE ONLY

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

W. Ray Luce
 KEEPER OF THE NATIONAL REGISTER

DATE

9/17/80

ATTEST: *Quinn*
 CHIEF OF REGISTRATION

DATE

9-17-80

FHR-8-300A
(11/78)

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CONTINUATION SHEET

ITEM NUMBER

PAGE

Description cont'd

this time. This consists of four additional rooms probably for the purpose of baggage handling as the result of the successful rapid development of the community into a summer resort. Except for minor elements such as door hardware and the roof design, it is very difficult to realize that about 50% of the first floor was added at this later date.

The present owner of the Allenhurst Railroad Station bought the property from New York and Long Branch Railroad in 1966. In a deteriorated state, the station is presently threatened with demolition. The property is zoned for office buildings and a site plan has been prepared for the owner.

FHR-8-300A
(11/78)

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CONTINUATION SHEET Geographical Data ITEM NUMBER 10 PAGE 1

Verbal Boundary Description Continued

The area is within the street areas bounded to the west by the railroad tracks, to the east by Main Street and town park, to the south by Corlies Avenue and to the north by Speir Avenue and Lake Drive.