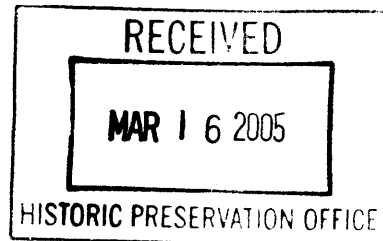


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

AUG - 9 2005



OMB No. 1024-0018  
1053

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 any 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 Tinicum Island Range Rear Light Station

other names/site number Tinicum Range Rear Light

2. Location

street & number 250 feet south of intersection of Beacon Avenue and Second Street  not for publication

city or town Billingsport, Paulsboro Borough  vicinity

state New Jersey code NJ county Gloucester code 015 zip code 08066

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

Joyce Marini, PE, CAPT, USCG 3/15/2005  
Signature of certifying official/Title Date

United States Coast Guard  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Bradley M. Campbell July 12 2005  
Signature of commenting or other official Date

Bradley M. Campbell, Commissioner DEP/SHPO  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this 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): \_\_\_\_\_

for  
Edson H. Beall Signature of the Keeper  
9.15.05 Date of Action

**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	
		buildings
		sites
1		structures
		objects
1	0	Total

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing.)

Light Stations of the United States

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

Transportation: water-related: Lighthouse

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**Current Functions**

(Enter categories from instructions)

Transportation: water-related: Lighthouse

Recreation and Culture: museum

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**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Classical Revival

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**Materials**

(Enter categories from instructions)

foundation Rubble stone masonry

roof Cast iron

walls Cast iron

other Lantern: Cast iron and Glass

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**Narrative Description**

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

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Tinicum Island Range Rear Light Station  
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**Narrative Description**

Built in 1880, the Tinicum Island Range Rear Light Station is located in Billingsport, New Jersey, just north of Paulsboro, on the east side of the Delaware River downstream from Philadelphia. The station was originally sited on 4.8 acres and consisted of multiple buildings including a wood-frame keeper's dwelling, privy, barn, brick oil house and light tower. The area containing the tower and dwelling were surrounded by a wooden fence. Today, only the light tower remains. It is enclosed by a high chain-link fence and is surrounded by a public recreational complex set in a suburban neighborhood. This terrestrial light tower structure functions as the rear beacon for the two-light range guiding vessels along a straight section of the Delaware River navigation channel near Little Tinicum Island. The cast iron cylindrical tower rises from the center of a one story Classical Revival-style entrance pavilion. The tower is topped by a watch room and lantern supported by a hexagonal skeletal iron framework. The entire structure is painted black. The Tinicum Range Rear Light is owned by the United States Coast Guard, and leased to the borough of Paulsboro, New Jersey. The structure serves as an active aid to navigation and is open periodically to the public for tours.

Exterior

A rubble stone masonry foundation pier capped with cut stone granite blocks supports the cast iron integrated entrance pavilion and light tower. Six smaller rubble stone masonry piers capped with cut stone granite blocks serve as bases for the six legs of the cast iron skeletal framework.

The single-story pavilion is entered from four wooden steps of recent construction at the foot of the north façade. Access to the interior is through a modern metal door. The pavilion is made of cast iron and is cruciform in plan with the tower rising from the center. Each of the pavilion's four arms has a pitch roof with front gable over a triangular pediment. The four pediments rest on simple entablatures which in turn rest on pilasters that wrap around the corners of each arm. The entrance door is located on the end of the pavilion's north-facing arm. The date of construction, "1880," is rendered in raised numbers painted white within the pediment above the entrance door. The pavilion's fenestration consists of seven windows, set in round arched casings. The windows are located on all three sides of the east and west arms and on the end of the south arm. One of the openings has been covered on the exterior with a metal panel.

The tower cylinder is eight feet in diameter and rises to 86 feet above the ground. It includes fifteen courses of curved cast iron plates bolted on the outside and overlapping the course below. The tower contains three window openings identical to those of the entrance pavilion. A circular watch room and lantern surmount the tower. The watch room, with only one window, extends over the walls of the tower and is supported by the skeletal framework. The lantern sits atop the watch room and is smaller in diameter, thus creating a circular gallery around the lantern. The gallery extends slightly over the walls of the watch room and is enclosed by three horizontal rails attached to twelve vertical stanchions, which are topped by round finials.

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The lantern has a circular lower section and a ten-sided upper section. The lower or parapet section is a short cast iron cylinder. Its exterior wall is solid except for a half-door providing access to the gallery from the lantern interior. This door opening is flanked by stylized columns and topped by a bracketed hood. The door is cast iron plate studded around the edges and down the center with large bolts. It is attached to the parapet wall with large strap hinges. The lantern's ten-sided upper section includes nine solid iron plates and one plate glass panel. This is because Tinicum is a range tower where the light shines in a single fixed direction. The lantern is topped by a pyramidal roof, which springs from a decorative cast-iron cornice. A ventilator ball with a copper lightning rod spindle sits at the roof's apex.

The cylindrical tower and pavilion are surrounded by a hexagonal skeletal framework approximately 34 feet wide at the base and 10 feet wide at the top. This framework is made of cast iron. It is supported by six legs constructed of paired I-beams leaning inward toward the tower, and attached to it directly under the watch room. Three evenly-spaced sets of horizontal paired I-beams connect the vertical supports to one another and to the tower cylinder. These I-beams are embossed "TRENTON NJ." The framework is further braced with diagonal adjustable tie rods.

Interior

*Pavilion and Tower*

The pavilion interior is partitioned into two spaces. There is a large room directly inside the entrance with storage closet and circular staircase. The pavilion's east arm is closed off with a wall forming a smaller room. This was enclosed in 1894 to serve as an "oil room." A doorway in the center of the partition wall provides access to the east room. The floor of the pavilion is concrete painted gray. The walls and ceiling are covered with beaded tongue-and-groove paneling painted white. These walls are capped with simple white, wooden cornice molding, and there is a baseboard at the bottom painted gray. The interior of the pavilion's entrance is surrounded by a wooden casing painted red.

The main room's four windows are surrounded by rectangular wooden casings with sills at the bottom. This woodwork is painted red. Originally, these window openings contained two-over-two, double-hung, wooden sash windows. The three windows of the "oil room" were probably identical, but during the May 2004 site visit the door to this room was padlocked preventing access and interior viewing. Today, the pavilion's uncovered window openings hold single sheets of acrylic fitted with a horizontal wooden strip at the center of the sheet giving the illusion of two separate panes.

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On the opposite side of the pavilion from the entrance is a closet, built of the same beaded tongue-and-groove paneling that lines the walls. This closet was added in 1883. Parallel to the closet is a wooden shelving unit.

At the center of the pavilion, four, ornate, cast-iron columns extend from floor to ceiling around the tower opening. The columns are marked "PHOENIX IRON CO PHILA PA." A cast-iron spiral staircase supported by a central column, begins at the floor of the pavilion and extends to the floor of the watch room. The treads of the staircase are pierced by a series of small diamond-shaped holes. There are no risers between the treads. The portion of the staircase within the pavilion has an attached iron handrail. The balusters supporting the handrail are attached to the corners of the treads. This attached handrail ends once the staircase enters the tower. It is continued by a metal pipe handrail supported by brackets attached to the tower walls. The ends of this handrail are capped by simple acorn finials. The tower's support columns, staircase and handrails are all painted red.

The spiral staircase has three landings. Each of the landings occupies approximately one-quarter of the area of the tower and is pierced in the same diamond pattern as the stair treads. There are twenty-five steps from the pavilion floor to the first landing, twenty-four steps from the first landing to the second landing, and twenty-four steps to the third. There are another twenty-four steps between the third landing and the entrance to the watch room.

The interior walls of the tower are lined with the same beaded tongue-and-groove paneling (painted white) as the entrance pavilion. The tower is lit by three windows located at each of the three landings. Rectangular in shape, the window openings consist of two parts: an upper horizontal fixed pane and a lower vertical double-hung modern metal sash window. In photographs from 1913 the openings appear to contain two-over-two, double-hung, wooden sash windows. The window casings and sills are painted red.

*Watch room*

The watch room is accessed through a four-panel door from the staircase. The door is missing its knob but retains the original hinges and key plate. It is painted white. This room is semi-circular in shape and has a wooden floor. The walls and ceiling are covered with beaded tongue-and-groove paneling painted white. The floor is painted gray. Immediately to the left of the watch room door is a narrow closet with a two-panel wood door, fitted with a pair of ornate flush hinges and a locking mechanism. This closet wraps around the tower cylinder.

A second four-panel door, narrower than the watch room door, provides access to the lantern stairs. This door retains its original hinges, doorknob, and key plates. A built-in cupboard with shelves is located between the lantern room door and the watch room's only window. The single-paneled cupboard door retains its matched hinges and locking mechanism. The window opening, smaller than those of the tower and pavilion, holds a modern louvered window.

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*Lantern*

A flight of eleven wooden stairs runs between the watch room and the lantern. A modern pipe handrail is attached to the wall. The lantern size is of the fifth-order category. It is 7 feet-2 inches in diameter. The lower section or the parapet is a cast iron cylinder lined with beaded tongue-and-groove paneling painted white. A hatch door attached to the parapet wall with hinges provides access to the gallery. Above the parapet, resting on a narrow sill, are nine iron plates and one glass plate, all of equal size. Cast iron mullions separate and support the iron and glass plates. Above these is a soffit from which the ceiling plates rise. The ceiling is composed of ten triangular iron plates that meet at a circular vent at the apex. The vent cover is missing.

A storage cabinet built of beaded tongue-and-groove boards is located on the eastern side of the lantern. The original cast iron pedestal has been replaced with a modern steel one. It is located at the center of the lantern floor. A Carlisle & Finch DCB-24 optic, with an attached sheet of red acrylic, sits on the pedestal and produces a constant fixed red light. The light source is a 1,000-watt lamp. A back-up lamp is attached to a lamp changer and rotates into place when the first lamp burns out. The light's focal plane is 112 feet above the Delaware River's mean low water level (83 feet above ground level).

Changes Over Time

One of the most noticeable changes in the character of the Tinicum Island Range Rear Light Station is the absence of auxiliary structures and buildings that existed in the past. These missing features include a keeper's dwelling built in 1880 with kitchen addition built in 1899, privy, wood frame barn, and oil house. The keeper's dwelling was a one-and-one-half story bungalow-like structure, painted white. The one-and-a-half story barn had clapboard siding painted white and an end-gable pitch roof with shingles. The oil house was built of brick in 1896. It was square in plan with a pyramidal standing seam metal roof. A white wooden picket fence surrounded the dwelling and tower, but did not enclose the oil house or storage building. Brick walkways connected the station's structures.

The light tower was originally equipped with a fixed red light using a fifth order Fresnel lens made by Sautter, Lemonnier & Cie, Paris. The light characteristic was changed to a fixed white with red sector in 1908, and back to fixed red in 1983 (U.S. Department of Commerce and Labor, Light-House Board 1908:136; U.S. Department of Transportation, United States Coast Guard 1983:280). The optic was automated in 1967. The present location of the original fifth order Fresnel lens is not known. The existing DCB-24 optic was installed in 1989. It provides a fixed red light visible on the range line only and is lighted 24 hours a day.

A prominent day mark was added to the light tower in 1882. It consisted of an iron disk with open horizontal spaces placed on top of a staff (U.S. Department of the Treasury, Light-House Board 1882:227). Its visibility was eventually hindered by tall trees, so it was raised an additional 35 feet in 1897 (U.S. Department of the Treasury, Light-House Board 1897:465). The 1901 *Light List* described this disk as well as similar markers positioned on either side of the upper end of the tower's vertical cylinder. The former was removed in 1940 and the latter in 1950, leaving the tower the appearance it had when initially established.

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)

- Criteria A, B, C, D with checkboxes and descriptions regarding property significance.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- Criteria A through G with checkboxes and descriptions regarding property characteristics.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- Documentation checkboxes for NPS records, including preliminary determinations and survey records.

Primary Location of Additional Data

- Location checkboxes for State Historic Preservation Office, Federal agency, Local government, University, and Other.

Name of repository:

National Archives; Maritime Heritage Program, NPS; USCG Headquarters Historian's Office, Washington, DC

Areas of Significance

(Enter categories from instructions)

- Areas of Significance: Maritime History, Transportation, Architecture.

Period of Significance

1880-1954

Significant Dates

1880

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

U.S. Lighthouse Board

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**Narrative Statement of Significance**

Tinicum Island Range Rear Light Station is significant for its association with the efforts of the federal government to provide an integrated system of navigational aids throughout the United States and to provide for safe maritime transport in and around the Delaware River and Bay. The Tinicum Island Range lights are part of one of the most extensive system of range lights in the world, and part of the only triangulated range on the Delaware River. From the eighteenth century to the present, the Delaware River and Bay has served as a major transportation corridor for commercial maritime traffic between the Atlantic Ocean and the city of Philadelphia and other inland ports in the states of Delaware, Pennsylvania and New Jersey. The Tinicum Island Range Lights also served vessels navigating between Delaware River ports and the Chesapeake Bay by way of the Chesapeake and Delaware Canal. The lights of the Delaware River and Bay also aided in the nation's defense by guiding U.S. Navy vessels safely to and from the Philadelphia Naval Shipyard.

This light tower embodies the distinctive characteristics and method of construction typifying range light construction on rivers and bays during the second half of the nineteenth century. Erected in 1880, Tinicum Island Range Rear Light is classified as a cast iron skeletal structure with a central cylinder. Rubble stone masonry foundations support the Classical Revival entrance pavilion and tower, as well as each leg of the hexagonal framework. Tinicum Island Range Rear Light is one of only two skeletal-frame lighthouses existing in New Jersey today. The other is Finn's Point Range Rear Light in Supawna Meadows National Wildlife Refuge. It is further distinguished as the only remaining skeletal-frame New Jersey lighthouse built of cast iron; Finn's Point was constructed of wrought iron. This property's integrated entrance pavilion at the tower's base with its enclosed pediments, corner pilasters, and wide cornice, reflects a nationwide late nineteenth century preference for Classical Revival architectural styling. At the same time, its cast iron building material signals technological progression and the succeeding period of lighthouse development.

Tinicum Island Range Rear Light Station meets the registration requirements outlined in the multiple property documentation form "Light Stations of the United States" (Clifford 2002). Though the station's original property has been compromised both in terms of design and setting through the removal of associated buildings and structures, and the development of recreational and residential facilities adjacent to the light station, the light tower retains its integrity in regard to location, materials, workmanship and feeling. The tower's existing appearance is remarkably unchanged from its period of significance, both on the exterior and interior. The Tinicum Island Range Rear Light continues to operate as a federal aid to navigation in the same manner it did during its period of significance. It is identified as number 3290 on the current Coast Guard *Light List* (U.S. Coast Guard 2004:33).



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History of Tinicum Island Range Rear Light Station

On March 3, 1879, Congress appropriated \$60,000 to establish the Tinicum Island and Fort Mifflin Bar range lights on the Delaware River. New Jersey's Attorney General approved the deeds and title papers for the purchase of these sites on February 28, 1880. After construction bid advertisements were issued, the bid of John C. Kelly of Philadelphia was accepted and approved for the construction of the frame buildings at these sites—the front beacon and rear light keeper's dwelling for the Tinicum Island Range, and the rear beacon for the Fort Mifflin Range. Insufficient funding for construction of the iron tower rear beacon moved Congress to provide an additional \$15,000 on June 16, 1880, and the tower was constructed (U.S. Department of the Treasury, Light-House Board 1880:271-273). The first keeper appointed to Tinicum Island Rear Range Light Station was Benjamin Hannold, and the light was lit on December 31, 1880. In addition to the skeletal tower, the original 4.8 acres of property contained a seven-room keeper's dwelling, oil house, barn, privy, garden and a cistern. Except for the tower, all of these are no longer extant.

Skeletal framework lighthouses were primarily cast and assembled in the latter half of the nineteenth century and the opening decade of the twentieth century. The skeletal form gained popularity with the Light-House Board because of its relatively inexpensive cost, relatively short construction timetable, and the ease with which the standardized components could be dismantled and reassembled at another site. For example, the Schooner Ledge Range Rear Light, also built in 1880 on the Delaware River, was eventually disassembled and moved to Michigan Island, Wisconsin. Unlike many other skeletal light towers, however, the Tinicum Island Range Rear Light was never moved from its original location. The skeletal design also offered less resistance to strong winds than did a brick tower.

In general, skeletal light towers consist of a lantern and watch room mounted above a central vertical cylinder encasing a stairway. Four to eight skeletal legs connected by diagonal tension braces support the lantern and cylinder. The legs usually rest on a foundation system of masonry piers. These towers were generally employed on land where soils were inadequate to support a masonry foundation. The 1908 description of the Little Tinicum Island Range Rear Light Station lists the character of the soil around the structure as "sandy loam" (U.S. Department of Commerce and Labor, Light-House Establishment 1908).

This property is part of the Delaware River range light complex which dates back to 1876. This complex is one of the most extensive systems of range lights in the world. Also known as leading lights, this type of navigational aid was already operating in Great Britain in the early 1800s. Introduced to the United States at Wolf's Island in Georgia around 1820, the use of range lights developed slowly in the U.S. until the lighting of the Delaware River began in earnest. The Deepwater Point and New Castle Ranges were the first put into operation in 1876. The Port Penn and Finn's Point Ranges were added in 1877. These were followed in 1880 with the lighting of the Cherry Island, Schooner Ledge, Tinicum Island, and Mifflin Bar Cut Ranges. The Horseshoe East Group and West Group Ranges were added to the Delaware River's guiding lights in 1881, as well as a pair of range lights called the Delaware Breakwater Range in lower Delaware Bay near Lewes (Gowdy 1990:1-3).

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Range lights typically consist of paired towers aligned to guide vessels into harbors and channels. The front light is lower than the rear light which is situated some distance behind it. Mariners seeking the course defined by the lights align the rear light on top of the front. In this particular instance, the system of range lights including the Tinicum Island Range Front and Rear Lights and the Fort Mifflin Bar Rear beacon worked together as a triangulated range, the only one on the Delaware River. Vessels navigating past Tinicum Island use the Tinicum Range Lights. When navigating through the dredged channel across Fort Mifflin Bar, they align the Tinicum Island Front Range Light with the Fort Mifflin Bar Rear Range Light.

The Light-House Board's *Annual Reports* list various changes to the Tinicum Island Range Rear Light Station, most of which did not affect the skeletal tower. The 1882 *Light List*, describes a circular day mark with horizontal slats sumounting the tower, which was removed in 1940. Day marks were added on either side of the upper end of the tower's cylinder after 1882, and were removed in 1950. Following lighthouse keeper Clyde Harrison's death in February 1965, Coast Guard personnel considered various replacements. They first suggested the immediate transfer of Mr. Laureat LeClerc, a sixty-five year old civilian keeper at Saybrook Breakwater Light Station. This transfer was postponed when the Coast Guard accepted Mr. Harrison's widow's request to remain living in the keeper's quarters until May 15, 1965. It was also during this time that the civilian post was changed to a military billet, which led to more proposals concerning the next keeper. Records are unclear as to whether or not Coast Guard personnel ever occupied the dwelling after Mrs. Harrison vacated the premises (Johnsen 1965a, 1965b, 1965c; McCabe 1965). The light station was automated around 1967, and various station buildings and structures including the oil house, keeper's dwelling, and barn were demolished.

Although the skeletal tower has remained the same throughout the years, other alterations directly affected the light. One such change in 1908 included switching the light's fixed red characteristic to fixed white with a red sector (U.S. Department of Commerce and Labor, Light-House Board 1908:136). The characteristic was switched back to fixed red in 1983 (U.S. Department of Transportation, United States Coast Guard 1983:280). The present optic is a DCB-24 with an attached sheet of red acrylic. It is illuminated twenty-four hours a day by a 1,000-watt lamp producing 500,000-candlepower. Despite the various changes, the light tower is remarkably unchanged from its original appearance. Both the interior and exterior maintain an excellent degree of historic integrity. The original interior woodwork and hardware are in very good overall condition. The well-maintained condition of the structure is a tribute to its caretakers over the years. The Tinicum Rear Range Lighthouse Society of Paulsboro, New Jersey, is dedicated to preserving and presenting the lighthouse's history and offers public tours. Today, Tinicum Island Range Rear Light remains an active U.S. Coast Guard aid to navigation.

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**10. Geographical Data****Acreege of Property** Less than one acre (approximately 0.1 acre)

UTM Reference	Zone	Easting	Northing
1	18	479465	4410645

**Verbal Boundary Description**

The boundary of the nominated property is delineated by the chain link fence surrounding the 45-foot by 45-foot square area at the center of which the light tower is located. The property is situated within a public recreational complex located south of 2nd Street and north of 3rd Street between Mantua Avenue and Billings Avenue in the community of Billingsport in Paulsboro Borough, New Jersey.

**Boundary Justification**

The chain link fence completely encompasses the light tower and represents the property currently owned by the U.S. Coast Guard. The demolished buildings and structures of the original light station stood outside the fence. As the surrounding property is presently used for recreational ball fields and no longer conveys the historic feeling of the light station, it is not included in the nomination.

**11. Form Prepared By**

name/title Karmen Bisher and Jennifer Perunko, Maritime Historians, NCSHPO Consultants,  
and Daniel Koski-Karell, Ph.D., U.S. Coast Guard Headquarters Environmental Management Division

organization Maritime Heritage Program, National Park Service date 2 March 2005

street & number 1849 C Street, NW (2280) telephone 202-354-2244

city or town Washington state DC zip code 20240-0001

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Map:** A USGS map (7.5 or 15 minute series) indicating the property's location.

**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 the SHPO or FPO.)

name U.S. Coast Guard Headquarters

street & number 2100 Second Street SW telephone 202-267-1587

city or town Washington state DC zip code 20593

**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 the 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 Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Tinicum Island Range Rear Light Station  
Gloucester County, NJ  
(Light Stations of the United States  
Multiple Property Listing)

LIST OF PHOTOGRAPHS

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These are photographs of Tinicum Island Range Rear Light Station in Gloucester County, New Jersey.

Contemporary Photographs: (negatives at Maritime Heritage Program, U.S. National Park Service, Washington, DC).

The 2004 site visit verified that there has been no change in the property since the 1997 photographs were taken.

1. View of skeletal framework and tower cylinder, looking up, towards northwest  
(Photographer: Ralph Eshelman; date: 1997).
2. Pavilion interior, support columns, spiral staircase and tower opening, looking south  
(Photographer: Ralph Eshelman; date: 1997).
3. Lighthouse, east side, looking west  
(Photographer: Jennifer Perunko; date: 10 May 2004).
4. Watch room interior, looking into tower cylinder and down staircase  
(Photographer: Jennifer Perunko; date: 10 May 2004).
5. Pavilion exterior, southeast corner, looking northwest  
(Photographer: Jennifer Perunko; date: 10 May 2004).

Historic Photographs: (photographer unknown; date: 1913; negatives at the U.S. Coast Guard Historian's Office, Washington, DC).

6. 1913 view of light tower and barn, keeper's dwelling in background.
7. 1913 view of oil house, light tower and keeper's dwelling.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Tinicum Island Range Rear Light Station  
Gloucester County, NJ  
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LOCATION MAP

This is a portion of the "Woodbury, NJ-PA" 7.5 minute quadrangle topographic map, scale 1:24,000 (United States Geological Survey 1995).

