

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

HISTORIC PRESERVATION OFFICE

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 Long-A-Coming Depot

other names/site number Berlin Railroad Station

2. Location

street & number Railroad tracks, between Washington and East Taunton Avenues NA not for publication

city or town Berlin Borough vicinity

state New Jersey code NJ county Camden code 007 zip code 08009

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 12/30/91
Signature of certifying official/Title Date
Assistant Commissioner for 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:)

[Signature] 2.14.97
Signature of the Keeper Date of Action
Edson H. Beall

Long-A-Coming Depot
Name of Property

Camden 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		buildings
		sites
		structures
		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)

SOCIAL: Meeting hall
RECREATION AND CULTURE: museum

7. Description

Architectural Classification
(Enter categories from instructions)

VICTORIAN: Italianate

Materials
(Enter categories from instructions)

foundation BRICK, CONCRETE
walls WOOD: weatherboard, shingle
ASPHALT
roof
other

Narrative Description

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

(See continuation sheets.)

Long-A-Coming Depot
Name of Property

Camden 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 N/A
(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)

TRANSPORTATION

Period of Significance

1856-1946

Significant Dates

1856

Significant Person

(Complete if Criterion B is marked above)

N/A

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): N/A

- 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:

Long-A-Coming Historical Society

Long-A-Coming Depot
Name of Property

Camden County, NJ
County and State

10. Geographical Data

Acreage of Property 4.62 acres

Clementon NJ Quad

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 8	5 0 6 3 3 5	4 4 0 4 6 8 5
	Zone	Easting	Northing

2			
---	--	--	--

3			
	Zone	Easting	Northing

4			
---	--	--	--

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Margaret Westfield, Registered Architect and Rebecca A. Hunt, Preservation Specialist

organization Westfield Architects & Preservation Consultants date July 1996

street & number 425 White Horse Pike telephone 609/547-0465

city or town Haddon Heights state NJ zip code 08035-1706

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 Amtrak A/P 2672

street & number P.O. Box 8290 telephone 215/349-2152

city or town Philadelphia state PA zip code 19101

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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Long-A-Coming Depot
Berlin, Camden County, NJ

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

NARRATIVE DESCRIPTION

The Long-A-Coming Depot is located alongside the railroad tracks between Washington and East Taunton Avenues, in Berlin Borough, Camden County, New Jersey (Photograph 1). This one-story frame railroad station was constructed in 1856 in the Italianate Vernacular style. The station is approximately fifty feet long adjacent to the tracks and approximately twenty-five feet wide. On the north elevation, facing the tracks, an eight and a half-foot wide bay window projects five feet out towards the tracks (Photographs 1 and 2). Extending the footprint of the building is an eight-foot wide platform on the east elevation, a seven-foot wide platform on the east three-quarters of the south elevation, and a narrow platform on the east half of the north elevation. The station is surrounded by asphalt paving on the east side, a stone gravel drive on the south side, low-growth wild vegetation on the west side, and a combination of paving and sandy soil on the north side up to a concrete retaining wall that is adjacent to the tracks.

The exterior of the building is distinguished by vertical battened board walls with wood shingles on the gable ends and large wood brackets under the projecting eaves (Photographs 1-4). The west half of the building was constructed on a crawlspace while the east half is on piers. Both the crawlspace and the piers are brick masonry with areas of concrete infill and patching. All of the original two-over-two wood windows survive. There are two small modern windows on the south elevation that have been added for an internal restroom. The original four-panel door on the north elevation leading into the waiting room on the west end of the building remains intact (Photograph 2). Two of the three original sliding doors for the freight room on the east half of the building have also survived. In the second half of the twentieth century, the freight door on the north elevation was removed and replaced with the standard-sized beaded-board door that remains today. The gable roof was previously covered with a standing seam metal roof; however, it is now covered with modern asphalt shingles. Open wood stairs are located on the north elevation at the waiting room doorway and platform, and on the south elevation at the west end of the platform.

The interior of the station retains its original three-room floor plan with the exception of a fourth room which was added along the south wall to serve as a restroom. The largest room is the freight room on the eastern half of the building (Photographs 8 and 9). This room is twenty-seven feet long and twenty-five feet wide, spanning the entire width of the building. The freight room has original thick board flooring and an open ceiling exposing the vertically sawn, bolted wood truss structure. Some of the early beaded board paneling survives on the west wall, and similar beaded-board paneling has been installed on the other walls. The eight and a half-foot wide by three-foot deep handicapped-accessible restroom in the middle of the building on the south end contains a modern sink and toilet. The west half of the building is divided into a middle room that corresponds with the exterior bay window and another large room to the west. The middle room, which was used as the office, is eight and a half feet wide and extends twenty-two feet to the south (Photograph 7). This office had a desk in the projecting bay which served as an ideal vantage point for viewing and controlling the train traffic. The original ticket window on the west wall and safe on the east wall have been well-preserved. The east and west walls of this middle room are also each pierced with two doorways. The west room served as the waiting room (Photographs 5 and 6). This room is fourteen and a half feet wide and, similar to the freight room, it occupies the entire depth of the building.

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Both of the original rooms in the west half of the building were finished with similar details including original woodwork (held with machine-headed, horizontal-fiber cut nails), new wood flooring over the original wood flooring, and new beaded board paneling on the walls and ceiling over the matching earlier paneling which covers the original plaster.

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NARRATIVE STATEMENT OF SIGNIFICANCE

The Long-A-Coming Depot, constructed in 1856, is historically significant for being the oldest railroad station known to survive in the State of New Jersey.¹ This small frame building is located between East Taunton and Washington Avenues, along the railroad tracks in Berlin Borough, Camden County, New Jersey. It was constructed to provide a passenger waiting room, office, and freight room along the Camden and Atlantic Railroad tracks. The Long-A-Coming Depot meets National Register Criterion A for its association with the early history of railroad transportation. The structure dates to the first period of development of railroad stations as a building type.

Long-A-Coming, the original name of the area now known as Berlin Borough, began as a small, eighteenth century village fronting the White Horse Pike before the railroad era. The village's name has been attributed to the Indian name, Lonaconing (meaning "where many paths or waters meet") as well as to the village's distance from Philadelphia, which made it "long-a-coming."² The early village was not unknown to travelers, as its location halfway between Philadelphia, Pennsylvania and Absecon Island, New Jersey, made it a popular rest stop for those taking the stage or their own means of transportation between the two destinations. The popularity of travel to Atlantic City, envisioned as a health resort by Dr. Jonathan Pitney in 1845, had a direct influence on the development of railroads in southern New Jersey.³ On March 19, 1852, the Camden and Atlantic Railroad company was chartered by the New Jersey Legislature.⁴ In October, the sixteen and a half-mile single track laid by that company from Cooper's Point in Camden, through Haddonfield, to Long-A-Coming was formally opened. The line was completed to the Absecon Island, along the Atlantic Ocean, on July 4, 1854, and on that same day, the first trains ran from Camden to Absecon.⁵ This event made the Camden and Atlantic Railroad line the first to be constructed in New Jersey that traversed the State and connected to the ocean.⁶

Two years after the completion and opening of the line, the railroad depot was constructed in Long-A-Coming. A railroad timetable from November 10, 1856 reveals that only one train ran each day along this line, taking three and three-quarter hours to travel one way from Cooper's Point to Absecon Island.⁷ The first agent for the station was Joseph L. Thackara.⁸ Some believe that he was also responsible for building the station.⁹ With the adjoining development that was laid out by the Camden & Atlantic Land Company in 1853, the station soon became a very busy location for both travelers and farmers shipping goods on the trains.

With the changing names of the village, the name of the station was changed on two occasions. The first name change was from Long-A-Coming to Magnolia, which occurred on February 5, 1867.¹⁰ On May 7 of the same year, the name was changed to Berlin, which it retains today.¹¹

In the last two decades of the nineteenth century, the railroad had become increasingly busy, and it played a dominant role in the economy of the village. In order to accommodate more traffic, a double-track line was completed to Berlin in 1892. A year later, the line was taken over by the Reading Company.¹² The double-track line was completed to the shore by 1898.¹³ With the increased amount of trains, more and more people came to Berlin and built houses in the area.

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In the 1920s, the popularity of the railroad began to wain as it received competition from the automobile, the newly developed means of transportation. To improve business, on June 25, 1933, the Pennsylvania and Reading companies merged as the Pennsylvania-Reading Seashore Lines.¹⁴ This line enjoyed a period of popularity as it accommodated visitors traveling to the popular seashore resorts.

The second half of the twentieth century marked the end of the railroad era, and the line was reduced to a single track.¹⁵ Numerous stations throughout the country were closed or demolished. The Long-A-Coming Depot had stood vacant since the 1960s. Then on July 20, 1992, the Borough of Berlin leased the building with the intent to preserve it as a meeting place and museum of local history. Members of the Long-A-Coming Historical Society, under the project leadership of Roy Schmidt and Daniel Pomponio, began their restoration and rehabilitation efforts in the Spring of 1994.

The railroad played a primary role in the development of Berlin. Not only did it draw people to settle in the area, but numerous residents worked for the railroad. Several residents who were station agents include Joseph. L. Thackara, Howard C. Sharp, Mr. Brace, Henry N. Gill(i)on, David R. Lee, Herbert R. Snyder, John W. Green, Charles Layer, Rewlen Westcoat, Joseph Vaughn, John Layer, Leonard Heath, John Curtiss, Lester Wooster, Seth Pierce, George Franckle, Arthur Eaton, George Heath, Walter Vaughn, Howard Townsend, and Henry Branin.¹⁶

Architecturally, the railroad station has retained the majority of its original features including its distinguishing wooden brackets, two sliding wood freight doors, four-paneled waiting room door, two-over-two windows, structural framing, floor plan, and massing. The interior contains some modern finishes, such as wood flooring and beaded-board paneling; however, these elements closely resemble the earlier finishes, which survive underneath.

The Long-A-Coming Depot is significant as a rare surviving example of New Jersey's earliest railroad-related structures. Its association with the development of railroad transportation and the significant impact the railroad had on New Jersey's broad patterns of historical development warrants its recognition on the National Register of Historic Places.

Endnotes

1. According to Robert Craig of the New Jersey Historic Preservation Office, the oldest railroad station dated in the National Register Information System (through 1994) is the Park Ridge Station that dates to 1872. (Telephone conversation, 13 February 1996)
2. Carol Benenson Perloff, "Berlin Historic District National Register Inventory Nomination Form," (July 29, 1994), sec. 8, p.1
3. Constance M. Greiff, et. al., "Operating Railroad Stations in New Jersey National Register Inventory Form," (September 1981), sec. 8, p.108

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4. George R. Prowell, *The History of Camden Co., NJ* (Philadelphia: L.J. Richards & Co., 1886), p.353
5. *Ibid.*
6. *Ibid.*
7. Charles Wright, *The History of Berlin (Long-A-Coming)* (Published privately, 1979), Marie Fleche Memorial Library, Borough of Berlin, NJ, p.159
8. *Ibid.*, p.160.
9. Milton L. Bodine, "Berlin Station and More," unpublished essay, Roy Schmidt Collection, Private, Borough of Berlin, NJ
10. Wright, p.160
11. *Ibid.*
12. *Ibid.*
13. *Ibid.*
14. Wright, p.161.
15. Wright, p.162
16. Wright, p.161 for Mr. Brace and middle initials, all other names included on Bodine. Also, Wright lists a Henry Gillon, while Bodine lists a Gillion.

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MAJOR BIBLIOGRAPHICAL REFERENCES

Published Books

- Coxey, William J., ed. *West Jersey Rails*. West Jersey Chapter, National Railway Historical Society, 1983.
- Dorwart, Jeffery M. and Philip English Mackey. *Camden County, New Jersey 1616-1976: A Narrative History*. Camden, NJ: Camden County Cultural & Heritage Commission, 1976.
- Gladulich, Richard M. *By Rail to the Boardwalk*. Glendale, CA: Trans-Anglo Books, 1986.
- Kramer, Frederick A. *Pennsylvania-Reading Seashore Lines*. Ambler, PA: Crusader Press, 1980.
- Prowell, George R. *The History of Camden Co., NJ*. Philadelphia: L.J. Richards & Co., 1886.
- Wright, Charles. *The History of Berlin (Long-A-Coming)*. Published privately, 1979. Marie Fleche Memorial Library, Berlin, NJ.

Unpublished Material

- Arms, Meredith of Sullenbarger Associates. "Borough of Berlin Cultural Resource Survey." September 1991. Borough of Berlin Municipal Building, Borough of Berlin, NJ.
- Berlin (Camden Co.) Pamphlet File. Gloucester County Historical Society. Woodbury, NJ.
- Greiff, Constance M., et. al., Heritage Studies, Inc. "Operating Railroad Stations in New Jersey National Register Inventory Nomination Form." September 1981.
- Kozempel, Frank Collection (Historian and member of West Jersey Chapter of the National Railway Historical Society). Private. Cinnaminson, NJ.
- Perloff, Carol Benenson, Carol A. Benenson & Associates. "Berlin Historic District National Register Inventory Nomination Form." July 29, 1994.
- Photograph Collection. Long-A-Coming Historical Society. Borough of Berlin, NJ.
- Schmidt, Roy Collection. (Member of Long-A-Coming Historical Society). Private. Borough of Berlin, NJ.
- Wright, Charles Collection. Marie Fleche Library. Borough of Berlin, NJ.

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Maps and Atlases

Camden & Atlantic Land Company. *Map of Building Lots, Village of Long-A-Coming, Camden Co., NJ.*
J.L. Rowland & Sons, Surveyors, 1855. Borough of Berlin Municipal Building, Berlin, NJ.

Lake, D.J. and S.N. Beers. *Map of the Vicinity of Philadelphia and Camden.* Philadelphia: C.K. Stone and
A. Pomeroy, 1860. Berlin Pamphlet file. Camden County Historical Society. Camden, NJ.

Map of Berlin, Waterford, Twp. 1877. Berlin (Camden County) Pamphlet File. Gloucester County
Historical Society. Woodbury, NJ.

Map of Camden County, New Jersey. Philadelphia: R.L. Barnes, 1856. Gloucester County Historical
Society. Woodbury, NJ.

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Section number 10 Page 8

GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated property encompasses all of Block 99 of the Tax Map of Berlin Borough (attached). This is a flag-shaped lot extending approximately 1,600 feet along the 60-foot right-of-way of the railroad tracks, and an additional 164 feet in width at the railroad station over a distance of 687 feet. The property encompasses 4.62 acres.

Boundary Justification

The nominated property includes all of historic parcel that remains associated with the railroad station. The inclusion of a section of the railroad tracks provides context for the remainder of the parcel that includes the actual station.

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PHOTOGRAPHS

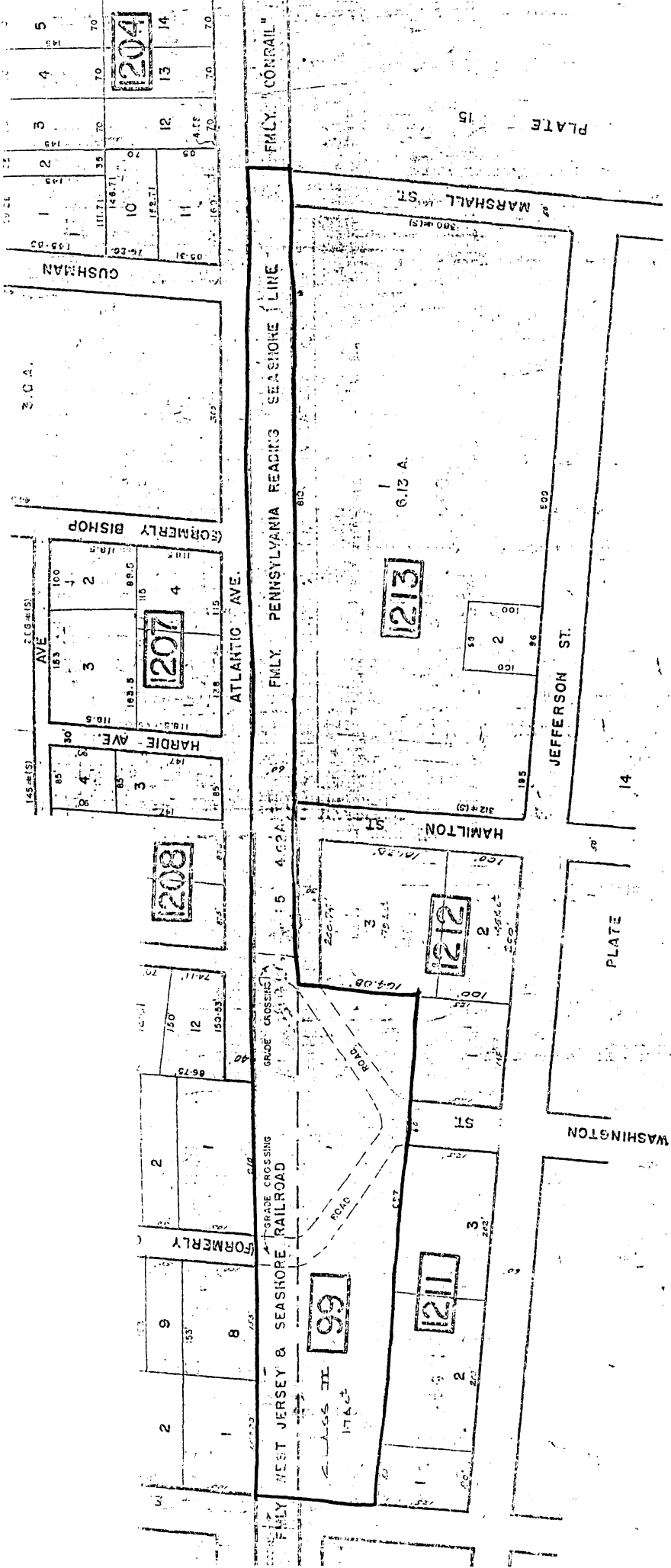
The following is the same for all photographs:

1. Long-A-Coming Depot
2. Camden County, New Jersey
3. Rebecca A. Hunt, Photographer
4. January 30, 1996 (all photographs except number 7 which was taken on July 12, 1995)
5. Negatives held by Margaret Westfield, R.A.
Westfield Architects & Preservation Consultants
425 White Horse Pike, Haddon Heights, NJ 08035-1706
(609) 547-0465

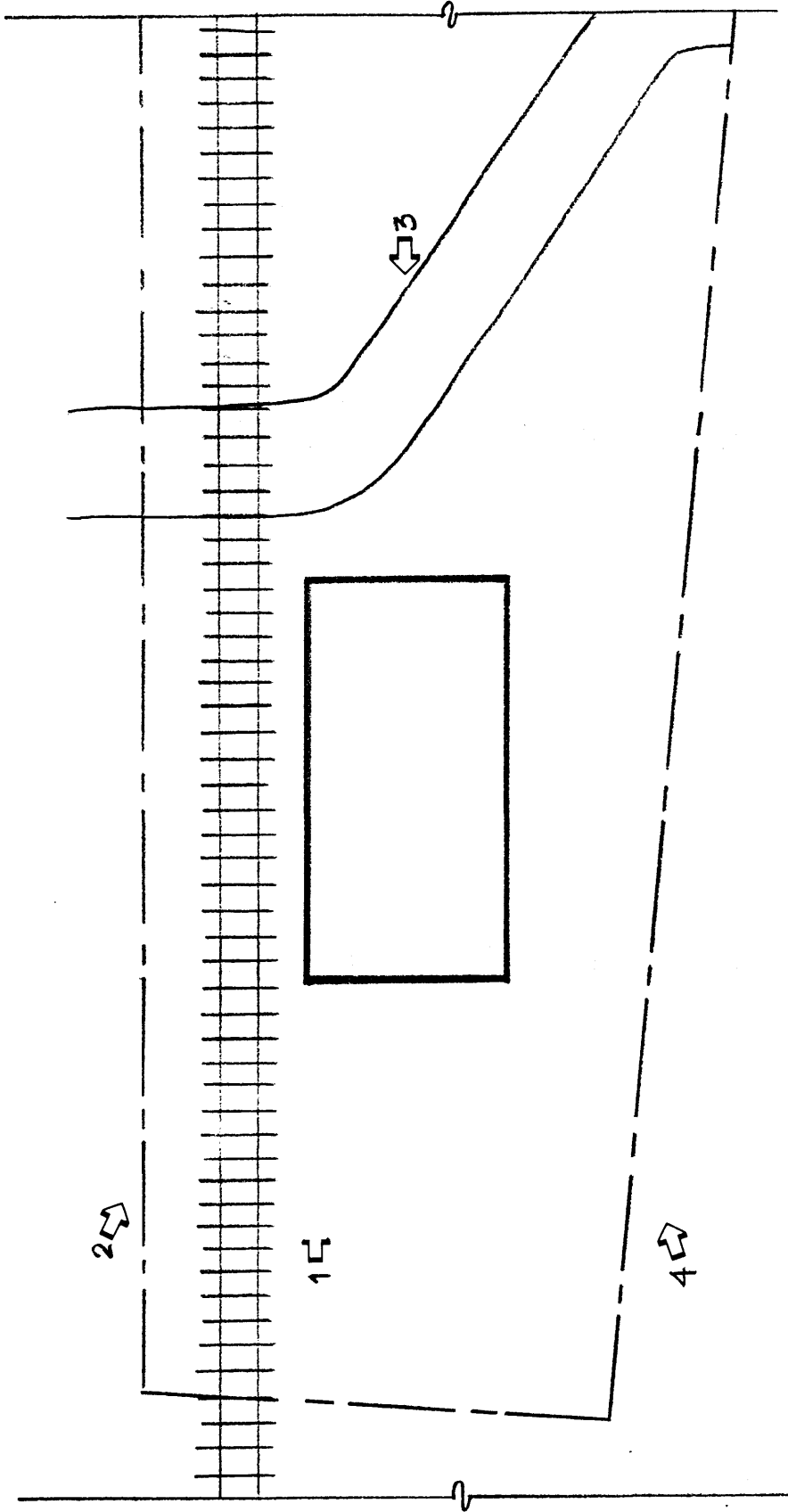
List of Photographs:

6. View of property and West Elevation, looking east.
7. Photograph 1 of 9
6. North Elevation, looking southeast.
7. Photograph 2 of 9
6. East Elevation, looking west.
7. Photograph 3 of 9
6. South Elevation, looking northeast.
7. Photograph 4 of 9
6. Waiting room, looking north.
7. Photograph 5 of 9
6. Waiting room, looking south.
7. Photograph 6 of 9
6. Office, looking north.
7. Photograph 7 of 9
6. Freight room, looking northwest.
7. Photograph 8 of 9
6. Freight room, looking east.
7. Photograph 9 of 9

Long-A-Coming Depot, Berlin Borough, Camden County, New Jersey



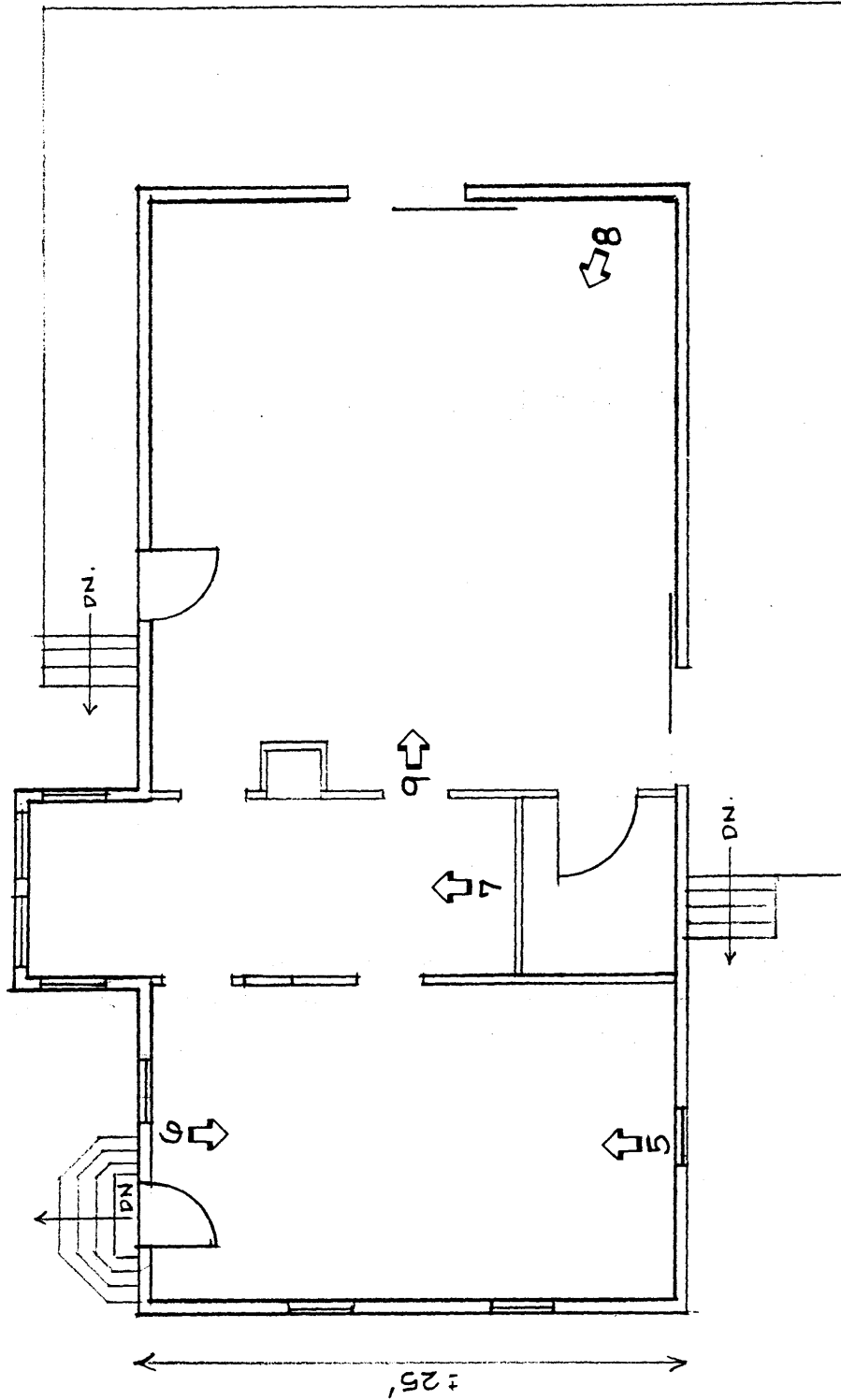
BOROUGH OF BERLIN TAX MAP



LONG-A-COMING RAILROAD STATION (Berlin Borough, Camden County, NJ)



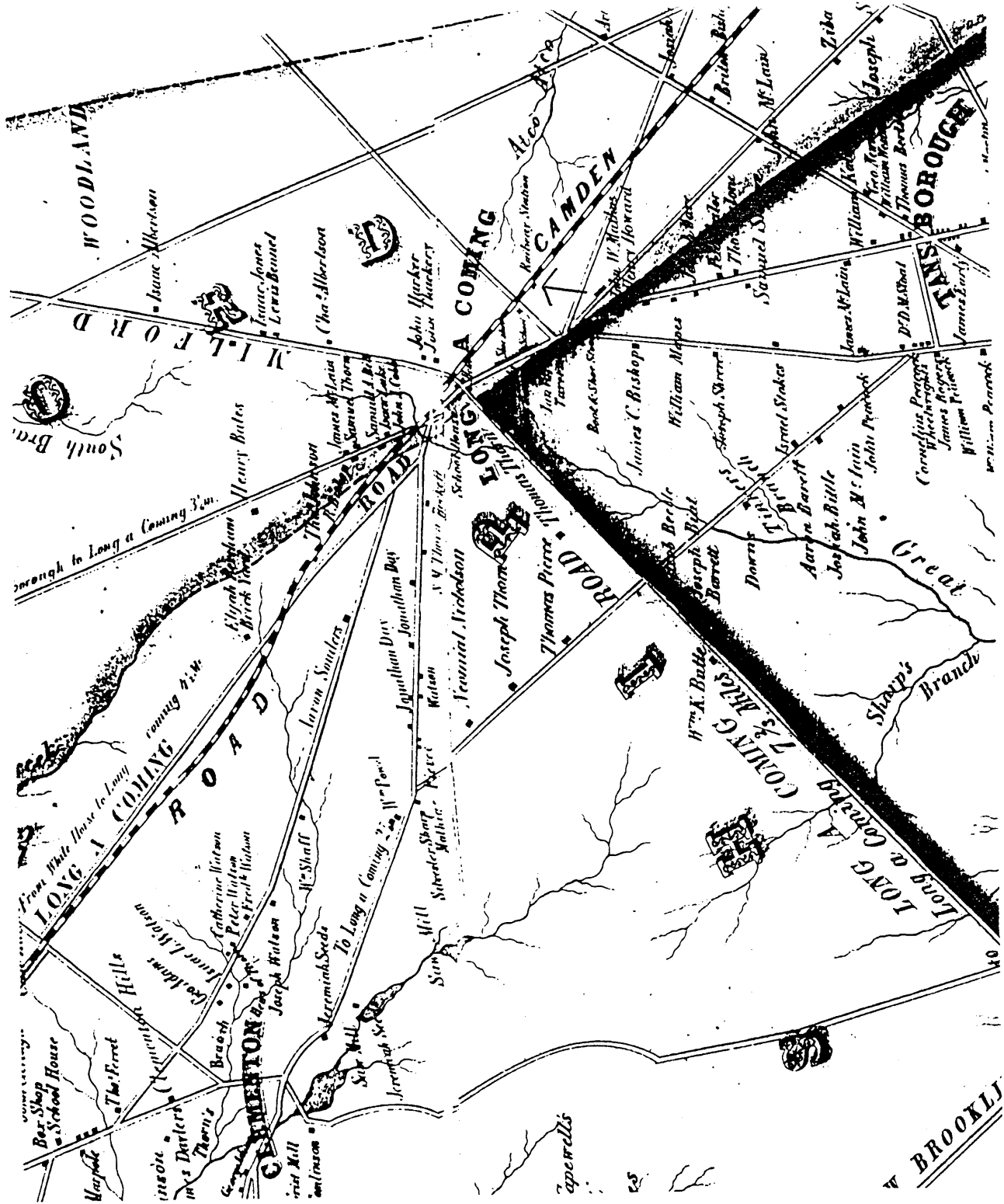
SITE PLAN (NOT TO SCALE)



LONG-A-COMING RAILROAD STATION (Berlin Borough, Camden County, NJ)



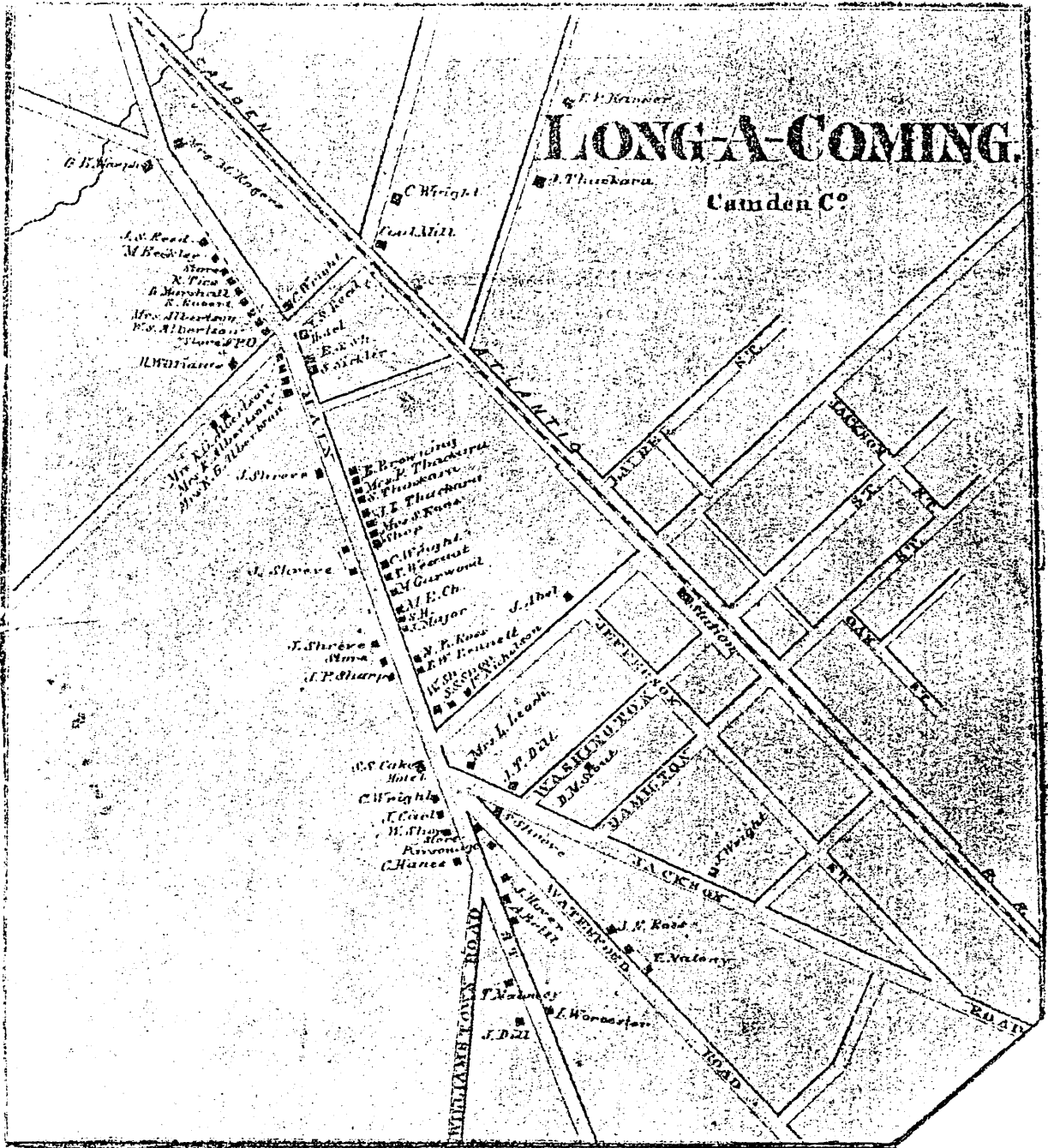
FIRST FLOOR PLAN (NOT TO SCALE)



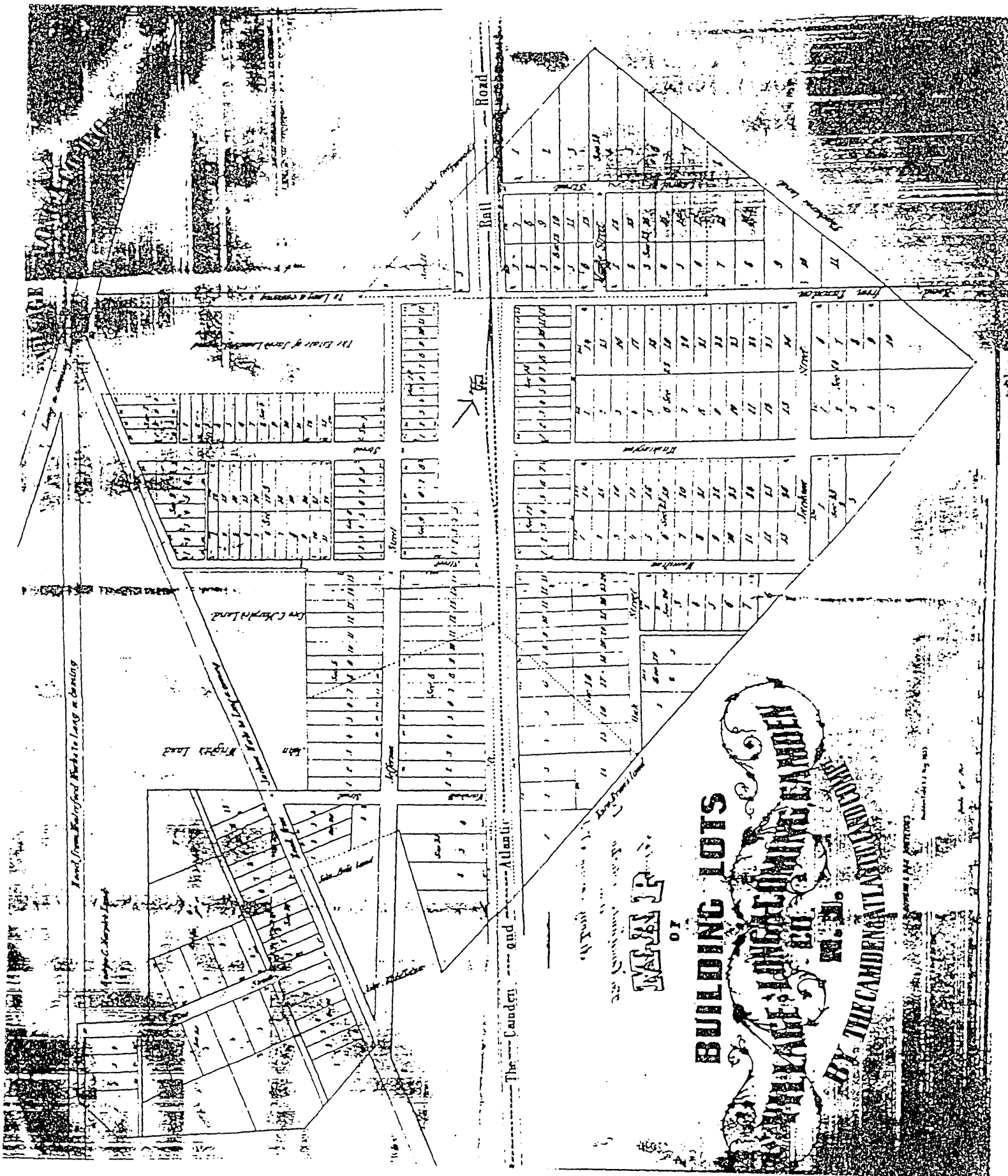
Map of Camden County, New Jersey. Philadelphia: R.L. Barnes, 1856. Gloucester County Historical Society.

Long-A-Coming Depot, Berlin Borough, Camden County, NJ

Long-A-Coming Depot, Berlin Borough, Camden County, NJ

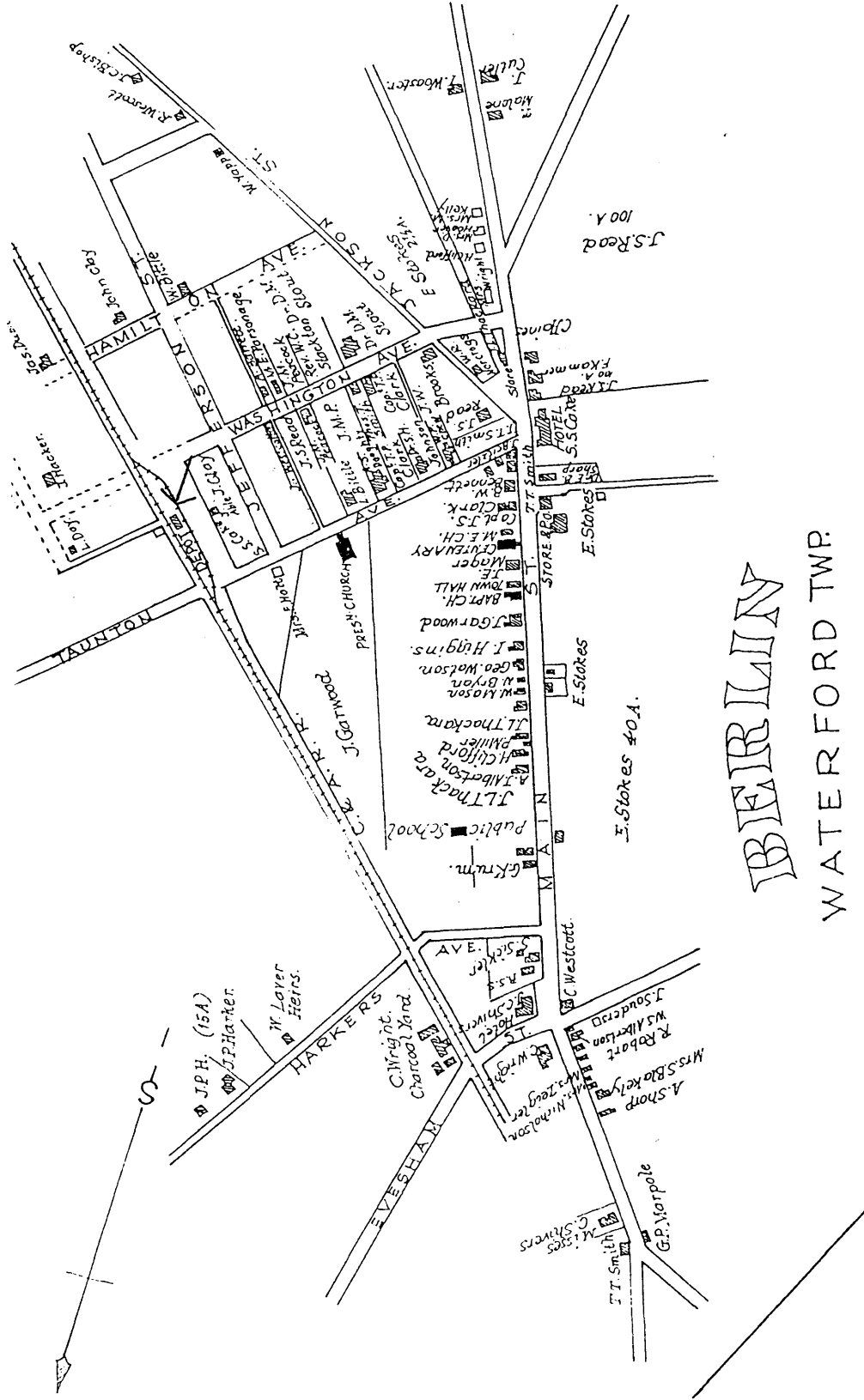


D.J. Lake and S.N. Beers. *Map of the Vicinity of Philadelphia and Camden*. Philadelphia: C.K. Stone and A. Pomeroy, 1860. Berlin Pamphlet File. Camden County Historical Society.



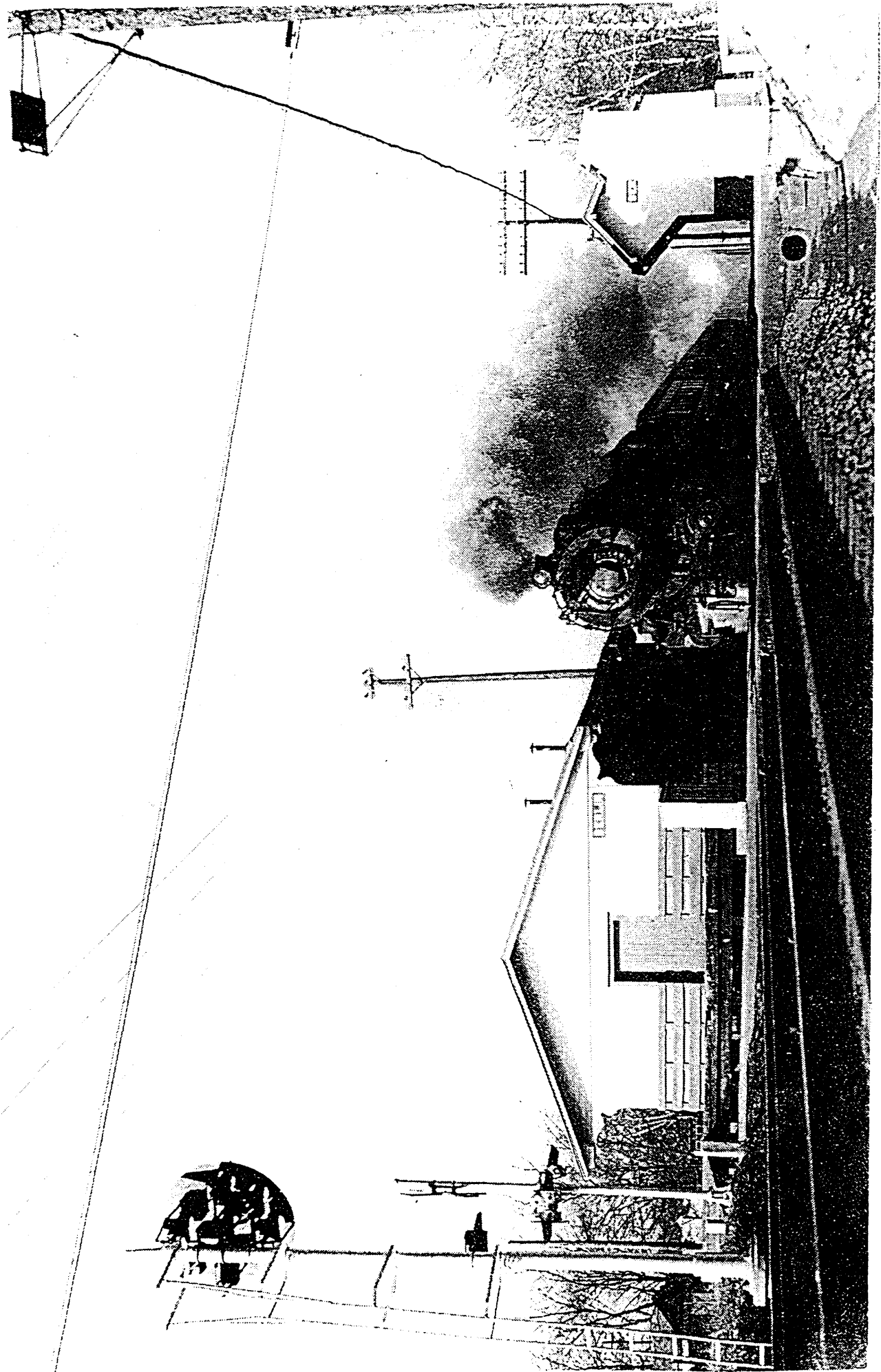
Camden & Atlantic Land Company. Map of Building Lots, Village of Long-A-Coming, Camden County, NJ. Borough of Berlin Municipal Building.

Long-A-Coming Depot, Berlin Borough, Camden County, NJ

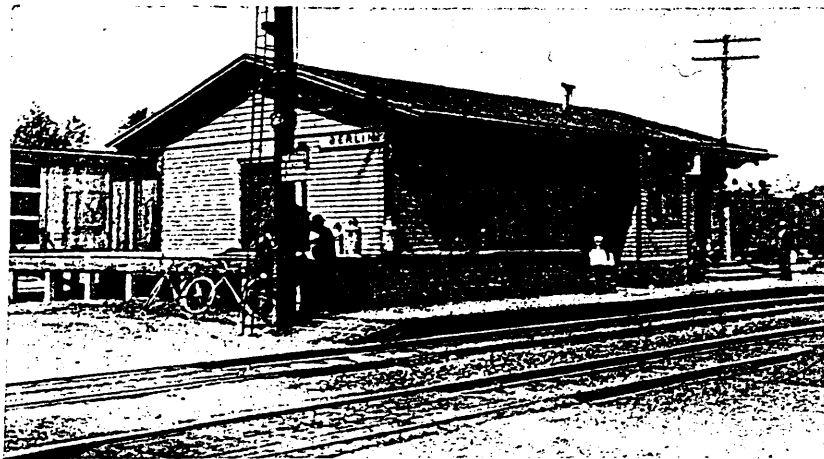


Map of Berlin, Waterford Twp. 1877. Berlin (Camden County) Pamphlet File. Gloucester County Historical Society.

Long-A-Coming Depot, Berlin Borough, Camden County, NJ



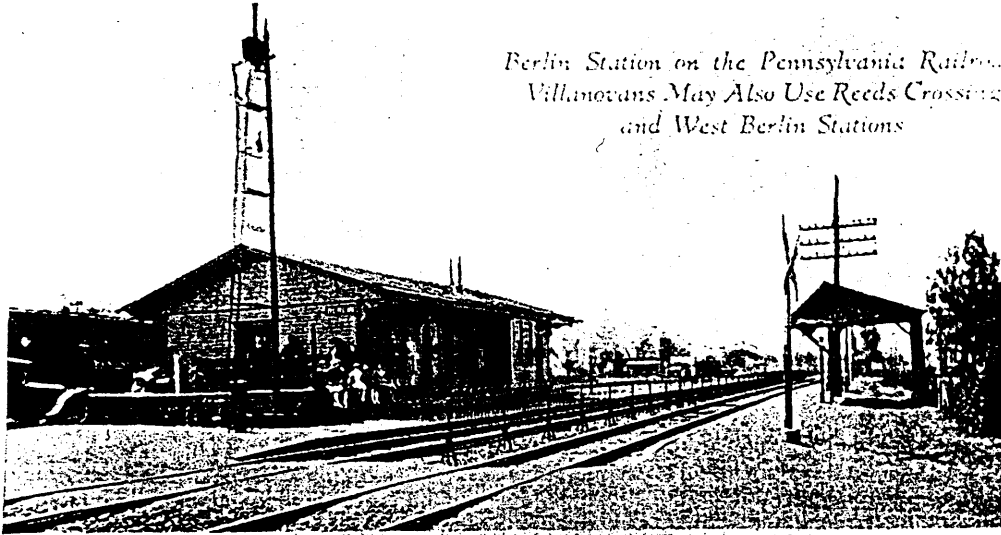
Long-A-Coming Depot, Berlin Borough, Camden County, NJ



P. R. R. Station, Berlin, N. J.



*Berlin Station on the Pennsylvania Railroad.
Villanovans May Also Use Reeds Crossing
and West Berlin Stations*



BERLIN STATION, W. J. & S. R. R., BERLIN, N. J.

Long-A-Coming Depot, Berlin Borough, Camden County, NJ