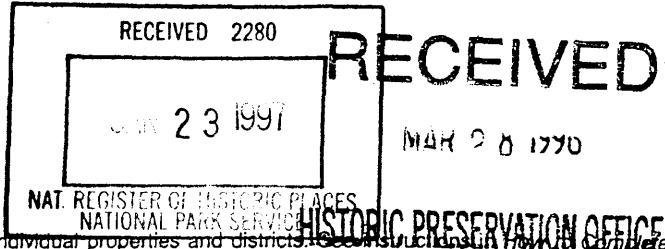


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions on 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 South Tuckahoe Historic District

other names/site number Tuckahoe, Williamsburg

2. Location

street & number Route 50 and north portion of Tuckahoe-Mt. Pleasant Road NA  not for publication

city or town Upper Township  vicinity

state New Jersey code NJ county Cape May code 009 zip code 08250

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 of certifying official/Title [Signature] Date 1/8/97  
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 of the Keeper

Date of Action

Patrick Andrew

3/7/97

South Tuckahoe Historic District  
Name of Property

Cape May, 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	
53	14	buildings
		sites
1 (bridge)		structures
		objects
54	14	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)

DOMESTIC: single dwelling  
COMMERCE: professional, speciality store,  
department store, financial institution, restaurant  
SOCIAL: meeting hall, GOVERNMENT: post  
office, RELIGION: religious facility,  
RECREATION AND CULTURE: theater,  
HEALTHCARE: medical office,  
TRANSPORTATION: road-related

**Current Functions**  
(Enter categories from instructions)

DOMESTIC: single dwelling  
COMMERCE: professional, speciality store, department  
store, financial institution, restaurant  
SOCIAL: meeting hall  
GOVERNMENT: post office  
FUNERARY: mortuary  
TRANSPORTATION: road-related

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

FEDERAL VERNACULAR  
GOTHIC REVIVAL  
ITALIANATE  
VICTORIAN VERNACULAR  
COLONIAL REVIVAL  
CLASSICAL REVIVAL

**Materials**  
(Enter categories from instructions)

foundation BRICK, STONE, STUCCO  
walls ASBESTOS, SYNTHETICS: vinyl, WOOD: weatherboard,  
METAL: Aluminum and Steel, BRICK, CONCRETE  
roof ASPHALT, WOOD: shingle, METAL  
other BRIDGE — METAL, CONCRETE

**Narrative Description**

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

(see continuation sheets)

**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)

COMMUNITY DEVELOPMENT

ARCHITECTURE

TRANSPORTATION

**Period of Significance**

c.1810-1945

**Significant Dates**

1893

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Various, 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:

Upper Cape Branch of Cape May County Library

South Tuckahoe Historic District  
Name of Property

Cape May, NJ  
County and State

## 10. Geographical Data

Acreage of Property 74.4 acres

UTM References Tuckahoe, NJ Quadrangle  
(Place additional UTM references on a continuation sheet.)

1	18	5213715	43493715
Zone	Easting	Northing	
2	18	5213810	43491910

3	18	5212910	43487155
Zone	Easting	Northing	
4	18	5214910	43482910

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; Rebecca A. Hunt, Preservation Specialist

organization Westfield Architects & Preservation Consultants date December 1995; revised March 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 (see continuation sheets)

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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 Reduction Projects (1024-0018), Washington, DC 20503.

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### NARRATIVE DESCRIPTION

The South Tuckahoe Historic District is a group of well-preserved historic structures that form the core of the village of Tuckahoe, in northern Cape May County, New Jersey. The 0.7 mile long, 74.4 acre area is composed of eighty lots fronting Route 50 from the Castaldi House (2057 Route 50) and the Time Out Diner (2050 Route 50) at the south end to the Bridge over the Tuckahoe River on the north end and eight additional properties fronting the northern end of Tuckahoe-Mt. Pleasant Road. In this District there are fifty-three contributing primary buildings and one contributing structure (the bridge) dating from circa 1810 to 1945, the town's significant period of development. There are only fourteen buildings that are non-contributing within the District because they have either lost their historical integrity or they were constructed after 1945. Of the twenty-five secondary buildings/outbuildings in the District, seventeen are contributing and eight are non-contributing.

The general character of the District is that of an old village with a combination of residential, public, and commercial buildings arranged laterally along a main road. Surrounding the District are less cohesive developments along the roads and farmland or marshland in the outlying areas. The majority of the public and commercial buildings are located in the center of town, and the residential buildings dominate the northern and southern ends of the District. The main road in the District is the two-lane State Highway Route 50. This road has a concrete road surface at the center of the district, asphalt paving along the remainder, and ten feet wide sandy shoulders. Two secondary roads in the District are the northern end of the two-lane, asphalt-paved Tuckahoe-Mt. Pleasant Road and the narrow, one-lane, asphalt-paved Kendall Lane. Several of the houses have retained almost all of their original garages or old barns which comprise the seventeen contributing outbuildings in the District. The general condition of the structures in the District is good, and many buildings have retained almost all of their original features.

The topographical appearance of Tuckahoe is very flat with a relatively dense development of buildings. The tightest cluster of buildings is located between Reading Road and Route 49. Many of the buildings in this cluster serve commercial or public building uses; thus, there are concrete sidewalks in this area. On the east side of Route 50, the concrete sidewalk extends to the intersection of Kendall Lane. The majority of the buildings have small front lawns and are located within close proximity of the street. The three types of exceptions to this characteristic are lots with parking areas in front of the building (such as the Diner at 2050 Route 50 and the Sun National Bank at 2201 Route 50), lots with fencing and/or a hedge (such as the Forry House at 2085 Route 50, the Archer House at 2267 Route 50, the Guseman House at 2335 Route 50, and the open lot north of 2177 Route 50), and lots with large street-front lawns (such as the Cordery House at 2101 Route 50, the Ott House at 2110 Route 50, the Lee House at 1771 Tuckahoe-Mt. Pleasant Road, the Wales-De Santis House at 2290, and the Andrews House at 2320 Route 50). The only bridge in the District crosses the Tuckahoe River.

Of the eighty lots in the District, eleven are undeveloped. The majority of these vacant lots are covered with grass. Exceptions to this characteristics are Lots 71.01 and 69.01 in Block 348 on the southern end of the District which are covered with undergrowth, bushes, and young trees; the northern edge of The Old Presbyterian Church-Daughters of America property (2180 Route 50, Block

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349, Lot 4) which are covered with undergrowth; Lot 55 in Block 348 that is an old paved parking lot; and, Lot 34 in Block 348 that is a crushed stone and sand parking lot. Notable large old trees in the District are the deciduous trees in front of the Old Presbyterian Church-Daughters of America Hall and the Old Grammar School (see individual building description 55) and the evergreens in front of the Castaldi House at 2057 Route 50 (see individual structure description 1) and the Marshall - Johnson House at 1836 Tuckahoe-Mt. Pleasant Road (see individual structure description 51).

The architectural styles represented in the District range from early nineteenth century Federal Vernacular houses to a variety of early twentieth century building types. Of the fifty-two contributing primary buildings in the District, the two most prominent styles are the Victorian Vernacular Style of the late nineteenth century and variants of the Colonial Revival Style in the early twentieth style. Notable examples of the different types of architectural styles represented in the District include:

### **Federal Vernacular**

Errickson House, 1811 Tuckahoe-Mt. Pleasant Road, Built in the early nineteenth century (see individual structure description 53 and photograph 1).

Young's Four-Y's Antiques & Gifts, Odds & Ends, 2371 Route 50, built in the early nineteenth century (see individual structure description 31).

### **Greek Revival**

Old Presbyterian Church - Daughters of America Hall, 2180 Route 50, built 1851 (see individual structure description 56 and photograph 2).

### **Gothic Revival**

Dr. Abott's Office - Hometown Lumber, 2286 Route 50, built circa 1850 (see individual structure description 41 and photograph 3).

Abott - Turnbull House, 2280 Route 50, built circa 1850 (see individual structure description 42 and photograph 3).

### **Italianate**

Dr. Randolph D. Marshall's Office/Pharmacy - Enchanted Florist, 2251 Route 50, built 1877 (see individual structure description 20 and photograph 4).

Beebe House, 2260 Route 50, built circa 1860 (see individual structure description 44).

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### **Victorian Vernacular**

Forry House, 2085 Route 50, built circa 1870 (see individual structure description 2 and photograph 5).

Marshall - Johnson House, 1836 Tuckahoe-Mt. Pleasant Road, built in second half of nineteenth century (see individual building description 51).

### **Second Empire**

Wade House, 2301 Route 50, built circa 1870 (see individual structure description 27 and photograph 6).

### **Queen Anne**

Old Methodist Church Parsonage - Miller House, 2322 Route 50, built circa 1890 (see individual structure description 38 and photograph 7).

### **Colonial Revival**

#### **American Foursquare**

Sack House, 2120 Route 50, built circa 1910 (see individual structure description 62).

#### **Dutch Colonial Revival**

Busby - Andrews House, 2320 Route 50, built circa 1930 (see individual structure description 39 and photograph 8).

Ott House, 2110 Route 50, built circa 1930 (see individual structure description 63).

### **Classical Revival**

First National Bank of Tuckahoe, 2331 Route 50, built circa 1910 (see individual structure description 17 and photograph 9).

Star Masonic Lodge No. 65 F. 4 A.M., 2200 Route 50, built circa 1940 (see individual structure description 52).

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### Craftsman/Bungalow

Burley - Pickford House, 2336 Route 50, built circa 1910 (see individual structure description 35 and photograph 10).

Hannon House, 2100 Route 50, built in the early twentieth century (see individual structure description 64).

The oldest surviving buildings in the District were constructed in the early nineteenth century such as the Errickson House at 1811 Tuckahoe-Mt. Pleasant Road, Young's Four-Y's Antiques & Gifts, Odds & Ends at 2371 Route 50, and the Homan House at 2091 Route 50. The only building with a construction date marked on it is the Old Presbyterian Church/Daughters of America Hall at 2180 Route 50 which has retained its 1851 date marker in the peak of the gable. The most modern building in the District is the Time Out Diner at 2050 Route 50, which was built in 1945. There are several outstanding well-preserved buildings in the District such as the Old Presbyterian Church/Daughters of America Hall, Dr. Randolph D. Marshall's Office/Pharmacy at 2251 Route 50, the Forry House at 2085 Route 50, the First National Bank of Tuckahoe at 2231 Route 50, the Andrews House at 2320 Route 50, and the Time Out Diner.

The most predominant characteristics of the buildings in the District are frame construction, 2½ stories high, three-bays wide, and gable roofs. All types of nineteenth century and early twentieth century window types exist on the buildings. Almost all of the buildings have a front porch or portico. The most common buildings materials found in the District are brick foundations, mineral board siding, and asphalt shingle roofing. Many of the buildings have molded wood cornices and carved wood brackets. Most of the buildings are painted in at least two colors, however, white is the most common body and trim color. Other prominent paint colors are blue, green, and yellow.

The appearance of the area comprising the South Tuckahoe Historic District has changed very little since 1945 — of the sixty-eight primary buildings in the District, only six were constructed after 1945. Furthermore, the most common alterations to the buildings has been in siding and roofing materials, thus, they have retained the majority of their original character-defining features. Today, the town exists as a quiet historical village predominated by residential buildings and specialty shops.



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### Description of Individual Structures:

The following list starts at the southeast corner of the District and proceeds linearly in a counter-clockwise direction.

*(Buildings are named according to the current owner or use. If the historic name is known, it precedes the current name and is separated from the current name with a dash.)*

**1. 2057 Route 50, Block 348, Lot 72 — Castaldi House**

Colonial Revival house, built circa 1910, 2 stories, 3 bay front facade, wood clapboard siding, hipped roof with asphalt shingles, original six-over-one window sash, original full-width front porch with faceted block column bases — *Contributing*.

Old frame outbuilding (set back from house) with wood clapboard siding and a gable roof with asphalt shingles — *Contributing*.

**2. 2085 Route 50, Block 348, Lot 68 — Forry House**

Victorian vernacular house, built circa 1870, 2½ stories, 3 bay front facade, wood clapboard siding, gable roof with asphalt shingles, original front door, door trim, window frames, two-over-two window sash, original porch with Victorian ornament — *Contributing*. (See photograph 5.)

**3. 2091 Route 50, Block 348, Lot 67 — Homan House**

Federal vernacular house, built in the early nineteenth century, 2½ stories, 4 bay front facade with wood clapboard siding, gable roof with asphalt shingles, original six-over-six window sash, simple wood trim detailing, later porch — *Contributing*.

**4. 2101 Route 50, Block 348, Lot 66 — Cordery House**

Modern house, 1 story, 2 bay front facade with off-set fronting gable roof — *Non-contributing*.

**5. 2117 Route 50, Block 348, Lot 65 — Grams & Layton House**

Bungalow, built in the early twentieth century, 1 story, 3 bay front facade, hipped roof with asphalt shingles, front porch enclosed with wood panel siding and one-over-one sash paired windows, original section with mineral board siding, rafter ends exposed at eaves — *Contributing*.

**6. 2119 Route 50, Block 348, Lot 64 — Blaine House**

Vernacular house, built in the early nineteenth century, 2½ stories, 3 bay front facade, aluminum siding, gable roof with asphalt shingles, all windows and doors (including sash and trim) are modern, loss of historical integrity — *Non-contributing*.

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### 7. 2121 Route 50, Block 348, Lot 63 — Grawl House

Bungalow, built in the early twentieth century, 1½ stories, 3 bay front facade, unpainted wood clapboard siding on the front facade with unpainted wood shingling above the windows and doors, faceted block foundation visible from side, aluminum siding on side elevations, hipped roof with large dormers, asphalt shingles on roof, one-over-one windows — *Contributing*.

### 8. 2131 Route 50, Block 348, Lot 61.02 — Harvest Moon gift shop

Small store building, built in the early twentieth century, 1 story, 3 bay front facade with mineral board siding, gable roof with asphalt shingles, large multi-pane windows flanking doorway, wood windows and trim, rafters exposed at eaves. This building has been used as a gas station, convenience store, and library. It is currently a gift shop.<sup>1</sup> — *Contributing*.

### 9. 2141 Route 50, Block 348, Lot 60 — Swayngim House

Construction date unknown, massing of historic building but covered with modern materials and historic details removed, 2 stories, 3 bay front facade, aluminum siding, gable roof with asphalt shingles — *Non-contributing*.

### 10. 2147 Route 50, Block 348, Lot 59 — Lashley House

Vernacular house with Victorian details, built in the early nineteenth century, 2½ stories, 3 bay front facade, wood clapboard siding, gable roof with asphalt shingles, original six-over-six wood window sash on second floor, Victorian detailing in brackets on cornices — *Contributing*.

Wood frame garage outbuilding with corrugated metal roof and rafters exposed at eaves — *Contributing*.

### 11. 2151 Route 50, Block 348, Lot 58 — Hagelgan's Hall - Porter's Store

Commercial building, built in the early twentieth century, 1½ stories, 4 bay front facade, faceted block construction with frame additions covered with wood shingles with mineral board siding over the wood shingles, gable roof with asphalt shingles behind false squared front, variety of windows (front facade under porch: twelve-light upper sash, single-light lower sash; windows at attic floor: nine-over-one), wood detailing, faceted block columns at porch with wood columns above, high historical integrity. This building was the first movie theater in town, and it is an important example of an early rural movie theater. In the early twentieth century, it was known as Hagelgan's Hall, and it also had a pool room. Today, it is still a general store, known as Porter's Store, and the movie hall remains intact but it is not active.<sup>2</sup> — *Contributing*. (See photograph 11).

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### 12. 2157 Route 50, Block 348, Lot 57 — Boyd House

Vernacular house, built in the nineteenth century, 2½ stories, 3 bay front facade, wood clapboard siding, gable roof with asbestos shingles, first floor windows have three vertical panes on the top sash and a single-pane lower sash, second floor windows are six-over-six sash, original wood detailing, later enclosed porch with Victorian-style brackets — *Contributing*.

### 13. 2167 Route 50, Block 348, Lot 54 — Fenstermacher House

Victorian vernacular house, built in the mid-nineteenth century, 2½ stories, 3 bay front facade, mineral board siding, gable roof with asphalt shingles, original two-over-two windows, wood cornice, wood window frames, original door frame and single-light transom, original wrap-around front porch roof structure with replacement lower structure and enclosure — *Contributing*.

### 14. 2171 Route 50, Block 348, Lot 53 — NJ Bell Building

Modern office building, 1 story, running bond red brick masonry construction, 3 bay front facade, flat built-up roof, six-over-six wood sash, wood door frame with classical detailing, six-panel door — *Non-contributing*.

### 15. 2177 Route 50, Block 348, Lot 52 — Carter House

Colonial Revival house, built circa 1920, 2½ stories, 2 bay front facade, wood clapboard siding, hipped roof with asphalt shingles, large dormers, original wood window trim and wood door trim, modern one-over-one window sash, original wrap-around porch with columns and curved corner — *Contributing*.

Garage with sliding paired doors, fronting gable roof with asphalt shingles, corrugated metal walls and roof — *Contributing*.

### 16. 2201 Route 50, Block 348, Lot 48.02 — Sun National Bank

Modern bank building, 1½ stories, 5 bay front facade, salmon-colored brick masonry construction, gable roof with asphalt shingles, extensive asphalt-paved parking area covering lot — *Non-contributing*.

### 17. 2231 Route 50, Block 348, Lot 36 — First National Bank of Tuckahoe

Classical Revival bank building, built circa 1910, 1 story, red brick masonry construction with brownstone base of walls and lintels, 3 bay front facade, shallow hipped roof, original large six-over-six windows with raised paneling above, iron bars at windows, denticulated bold cornice and portico, high historical integrity — *Contributing*.

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### 18. 2235 Route 50, Block 348, Lot 35 — Yesteryear Antique Shoppe

Vernacular store building, built in the third quarter of the nineteenth century, 2 stories, 3 bay front facade, vinyl siding, fronting gable roof with asphalt shingles, large storefront windows on first floor, one-over-one windows on second floor — *Contributing*.

### 19. 2245 Route 50, Block 348, Lot 33 — Yesteryear Antique Shoppe

Vernacular multipurpose building, built in the early twentieth century, 1½ stories, 2 bay front facade, mineral board siding, fronting gable roof with asphalt shingles, large single-light store window, six-panel door. In the first half of the twentieth century, this building was a barber shop, Odd Fellows Hall and newsstand.<sup>3</sup> — *Contributing*.

### 20. 2251 Route 50, Block 348, Lot 32 — Dr. Randolph D. Marshall's Office/Pharmacy - Enchanted Florist

Italianate office building, built in 1877,<sup>4</sup> 1½ stories, 3 bay front facade, wood clapboard siding, gable roof with asphalt shingles behind false front, bracketed cornices and Victorian detailing, two large storefront windows flanking doorway, two-over-two central sash window at second floor, R.D. Marshall, MD in arched glazing at door transom, high historical integrity. Randolph Marshall was the grandson of the Marshall for whom nearby Marshallville is named. — *Contributing*. (See photograph 4.)

### 21. 2261 Route 50, Block 348, Lot 31 — Tuckahoe Station Antiques

Vernacular house, built in the nineteenth century, 2½ stories, 3 bay original block plus 2-bay one-story addition on north, beaded clapboard siding on first floor north of front door, beveled wood clapboard siding south of front door, aluminum siding on second floor, gable roof with asphalt shingles, one-over-one replacement windows — *Contributing*.

Small frame outbuilding near back of house — *Contributing*.

Greenhouse to rear of house — *Non-contributing*.

### 22. 2267 Route 50, Block 348, Lot 30.01 — Archer House

Federal style house, built in the early nineteenth century, 2½ stories, 3 bay front facade, wood clapboard siding, gable roof with asphalt shingles, six-over-six wood sash windows, multi-light transom over front doorway, side-lights and panels flanking front doorway, six-panel door, front porch with Victorian details — *Contributing*.

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### 23. 2271 Route 50, Block 348, Lot 29 — Kruck House

Vernacular house, built in the late nineteenth century, 2½ stories, 3 bay front facade, mineral board siding, fronting gable roof with asphalt shingles, one-over-one wood sash windows, Victorian details, front porch, high historical integrity — *Contributing*.

Garage with mineral board siding and gable roof with asphalt shingles — *Contributing*.

### 24. 2281 Route 50, Block 348, Lot 28 — Carpino House

Bungalow, built in the early twentieth century, 1½ stories, 3 bay front facade on first floor, 2 bay front facade on second floor, mineral board siding, fronting gable roof with asphalt shingles (tabbed), one-over-one windows, wood portico on front facade. — *Contributing*.

### 25. 2289 Route 50, Block 348, Lot 27 — Turner House

Colonial Revival house, built in the early twentieth century, 2 stories, 3 bay front facade, mineral board siding, gable roof with asphalt siding, six-over-six wood windows on second floor, pent roof, large modern first floor tripartite window — *Contributing*.

### 26. 2291 Route 50, Block 348, Lot 25 — Wheaton - Wyllie House

Vernacular house, built in the nineteenth century, 2½ stories, 3 bay front facade, mineral board siding, gable roof with asphalt shingles, one-over-one replacement windows, south side porch retains wood brackets, six-panel front door. In late nineteenth century, this house was owned by Enoch Wheaton who was associated with the Wheaton glass-works.<sup>5</sup> — *Contributing*.

### 27. 2301 Route 50, Block 348, Lots 24 and 23 — Wade House

Second Empire house, built circa 1870, 3 stories, 3 bay front facade, wood clapboard siding, mansard roof with asphalt shingles, original porch, original wood brackets and trim, replacement one-over-one sash windows — *Contributing*. (See photograph 6.)

### 28. 2325 Route 50, Block 348, Lot 14 — Langley Funeral Home

Colonial Revival house, built in the early twentieth century, 2½ stories with 1-story addition to north, 2 bay front facade on original house, 6 bay front facade on first floor addition, mineral board siding on original section of house, aluminum siding on first floor addition, gable roof with asphalt shingles, slate roof on first floor, original tripartite windows at second floor, first floor greatly modernized — *Non-contributing*.

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### 29. 2335 Route 50, Block 348, Lot 19 — Guseman House

Colonial Revival house, built in the early twentieth century, 2 stories, 3 bay front facade, mineral board siding, shallow hipped roof with asphalt shingles, porch on north with paneled square columns, six-over-six wood windows, modern enclosed portico — *Contributing*.

### 30. 2351 Route 50, Block 348, Lot 18 — Swenk House

Vernacular house, built in the early twentieth century, 2½ stories, 3 bay front facade, new wood clapboard siding on front facade, gable roof with asphalt shingles, modern one-over-one windows, faceted block foundation, modern front deck, loss of historical integrity — *Non-contributing*.

Faceted block garage — *Contributing*.

### 31. 2371 Route 50, Block 348, Lot 16 — Young's Four-Y's Antiques & Gifts, Odds & Ends

Federal vernacular house, built in the early nineteenth century, 2½ story, 4 bay front facade, one-story addition with large bay window, mineral board siding, gable roof with asphalt shingles, six-over-one first floor windows, six-over-six second floor windows, original, four-light casement windows at attic. This house is one of the oldest houses in the district. — *Contributing*.

### 32. 2373 Route 50, Block 348, Lot 17 — Radl Storage Building

Molded block and frame outbuilding, built circa 1900, wood clapboard siding on frame section, gable roof with asphalt shingles, two-over-two windows, large central door on elevation facing Route 50, rafters exposed at eaves — *Contributing*.

### 33. Tuckahoe River & Route 50 — Bridge

Strauss-articulated, underneath-counterweight, single-leaf bascule design bridge, constructed in 1926, 160 feet long, 2 lanes wide, three spans, concrete substructure, steel grid deck added in 1961. This bridge is a well-preserved example of J.B. Strauss' (1869-1937) patented design which was an important development in movable span bridge technology. In the early twentieth century, Strauss was the most famous engineer of movable span bridges. This structure has already been determined eligible for the National Register of Historic Places by the New Jersey Historic Preservation Office. It was included as structure number 0510152 on a New Jersey bridge survey conducted by A.G. Lichtenstein & Associates in 1992.<sup>6</sup> — *Contributing*.

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### 34. 2350 Route 50, Block 310, Lot 18 — Wright House

Federal vernacular house, built in the early nineteenth century, 2½ stories, 5 bay front facade, wood clapboard siding, gable roof with asphalt shingles, six-over-six second floor windows, front porch with cast-iron decorative grape-vine columns, roof appears altered because of uncharacteristically large overhanging eaves — *Contributing*.

Frame garage with six-light windows at top half of double doors, poor condition — *Contributing*.

### 35. 2336 Route 50, Block 310, Lot 17 — Burley - Pickford House

Craftsman style house, built circa 1910, 2½ stories, 2 bay front facade, wood shingle siding, hipped roof with asphalt shingles, nine-over-one window sash on second floor, mix of multi-sash-over-one windows on first floor, first floor main front window is one-over-one sash, rafters exposed at eaves, high historical integrity. This house was built by Edward and "Lil" Burley as a winter home. The Burley's main house was a brick farmhouse on the Tuckahoe River above Marshallville.<sup>7</sup> — *Contributing*. (See photograph 10.)

Frame garage with gable roof with asphalt shingles, rafters exposed at eaves, wood paneling on walls — *Contributing*.

### 36. 2334 Route 50, Block 310, Lot 16 — Robinson - Phillips House

Vernacular house, built in the nineteenth century, 2½ stories, 3 bay front facade, aluminum siding, gable roof with asphalt shingles, replacement one-over-one sash windows, chimney(s) removed, loss of historical integrity.<sup>8</sup> — *Non-contributing*.

Modern garage — *Non-contributing*.

### 37. 2324 Route 50, Block 310, Lot 15 — Leps House

Vernacular house, built in the first half of the nineteenth century, 2½ stories, 5 bay front facade, aluminum siding, gable roof with asphalt shingles, replacement windows with artificial divided lights, modern door, chimney(s) removed, loss of historical integrity — *Non-contributing*.

Modern garage with gable roof to front facade and wood panel on walls — *Non-contributing*.

### 38. 2322 Route 50, Block 310, Lot 14 — Old Methodist Church Parsonage - Miller House

Queen Anne house, built circa 1890, 2½ stories, 2 bay front facade on main block, full-height bay window extension on south elevation, mineral board siding with wood shingles in peak of fronting gable roof, cross gable roof over bay window, wood shingle roofing, replacement one-over-one window sash, original porch. This house was the Pasonage for the Methodist Church.<sup>9</sup> — *Contributing*. (See photograph 7.)

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### 39. 2320 Route 50, Block 310, Lot 13.02 — Busby - Andrews House

Dutch Colonial Revival house, built circa 1930, 2 stories, 5 bay front facade, mineral board siding, gambrel roof with shed roof over second floor dormer, wood shingle roofing, six-over-one windows, wood brackets flanking pediment over front doorway, columnated south porch, high historical integrity. This house was built by Weaver Busby.<sup>10</sup> — *Contributing*. (See photograph 8.)

Gambrel roofed garage with asphalt shingles on roof and mineral board siding on walls — *Contributing*.

### 40. 2290 Route 50, Block 306, Lot 19.01 — Wales - DeSantis House

Vernacular house, built in the mid-nineteenth century, 2 stories, 5 bay front facade (fronting Route 50), aluminum siding, gable roof with asphalt shingles, one-over-one replacement windows, side-lights and transom at front doorway, porticoes on east (front) and north elevations, porte cochere on south elevation. Original shallow hipped roof with cupola survives under existing gable roof that was installed by the De Santis family in the early 1940s. This house was built by Dr. Edmund L. B. Wales (1805-1882). Dr. Wales was a medical doctor and real estate investor. At the time of his death, Dr. Wales was said to be the wealthiest man in Cape May County. In the 1930s, this building was a rooming house and tea room. The De Santis Family has owned and occupied the house since 1942.<sup>11</sup> — *Contributing*.

Numerous buildings behind the house that are associated with lumber yard — *Non-contributing*.

### 41. 2286 Route 50, Block 306, Lot 19.02 — Dr. Abott's Office - Hometown Lumber

Gothic Revival office building, built in the mid-nineteenth century, 1½ story original front building, 2-story rear office building, 3 bay front facade, wood clapboard siding, steeply pitched fronting gable roof with asphalt architectural shingles, original two-over-two wood sash on front building, pointed-head window in attic, paneled wood columns at portico, wood panels below bay window on north elevation, high historical integrity. In the nineteenth century, this building was used by Dr. Abott for his medical and law office. In the twentieth century, the building was used as the American Legion Hall, a butcher shop, and for displaying the Langley Funeral Home's caskets. The building is currently a hardware store and the office for Richard De Santis' Hometown Lumber and Public Self Storage business.<sup>12</sup> — *Contributing*. (See photograph 3.)

### 42. 2280 Route 50, Block 306, Lot 20 — Abott - Turnbull House

Gothic Revival house, built in the mid-nineteenth century, 2½ stories, 3 bay front facade, wood clapboard siding, fronting gable roof with asphalt shingles, original two-over-two wood windows, Victorian ornament and north porch, high historical integrity. In the nineteenth century, this building was the home of Dr. Abott who had his office in the building next door (2286 Route 50).<sup>13</sup> — *Contributing*.



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### 43. 2270 Route 50, Block 306, Lot 21 — Public Self-Storage Buildings

Modern, 1-story buildings with aluminum siding and shed roofs — *Non-contributing*.

### 44. 2260 Route 50, Block 306, Lot 22 — Beebe House

Italianate house, built circa 1860, 2 story, 5 bay front facade, aluminum siding, shallow-hipped roof, original projecting cornice with brackets, six-over-six windows, bay window on south elevation with original detailing, columnated porch with original balustrade (now enclosed with screening), high historical integrity — *Contributing*.

Glass-roofed greenhouse to south of house — *Contributing*.

Clapboard-sided barn with metal roof to rear of house — *Contributing*.

### 45. 2256 Route 50, Block 306, Lot 23 — Old Tuckahoe Council Junior Order of United American Mechanics Hall - Tuckahoe Baite & Tackle Shop

Mid-nineteenth century vernacular building, burned and rebuilt in the original form circa 1940, 2 stories, 2 bay front facade, large interlocking diamond-shaped shingles on walls, brick masonry piers and base of storefront windows, fronting gable roof with asphalt shingles, six-over-six windows at second floor, first floor storefront with small pent eave, wood cornice, circular panel in peak of gable inscribed with Tuckahoe Council Jr. O.J.A.M. standing for the Tuckahoe Junior Order of American Mechanics. First floor was once an A&P Market, and it is currently the Tuckahoe bait and tackle shop.<sup>14</sup> — *Contributing*.

### 46. 2250 Route 50, Block 306, Lot 25 — Tuckahoe Post Office (south half) and Tuckahoe Junction Deli (north half)

Modern commercial building, 1 story, 6 bay front facade, yellow brick masonry on first floor, off-set fronting gable roof with asphalt shingles, wood paneled second floor, former location of the Tuckahoe Hotel, which was destroyed by fire in the twentieth century — *Non-contributing*.

### 47. 2240 Route 50, Block 306, Lot 26 — Old Post Office - Cushinotto House

Italianate house, built in the mid-nineteenth century, 2½ stories, 3 bay front facade, mineral board siding, shallow hipped roof, six-over-six windows, projecting wood cornice with brackets, paneled cornerboards, original front porch with replacement turned columns, high historical integrity. The old Tuckahoe Post Office was located on the first floor of this building.<sup>15</sup> — *Contributing*.

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### 48. 2236 Route 50, Block 306, Lot 27 — Shaw Store - Del Corio Building

Victorian meeting hall, built in the second half of the twentieth century, 2 stories, 2 bay front facade, mineral board siding, wood paneling on first floor storefront, fronting gable roof with asphalt shingles, one-over-one replacement windows on second floor, multi-light storefront window on first floor, original wood brackets at cornices. In the early twentieth century, the first floor was a general store, and the second floor was used as a lodge room and for plays.<sup>16</sup> — *Contributing*.

Concrete block garage — *Non-contributing*.

### 49. 103 Reading Avenue, Block 306, Lot 28 — Stille - Guntner, Morris, & Hohman Building

Second Empire house, built circa 1870, 2½ stories, 3 bay front facade, wood clapboard siding, mansard roof with fish-scale asbestos roofing shingles, paneled cornerboards, wood brackets, replacement windows, original projecting bay window on south elevation, original porch on south elevation with Victorian details, east porch has been removed. The Stilles were a prosperous family that owned this house between the late 1870s through the early twentieth century. The first floor has been used for retail businesses and offices in the twentieth century.<sup>17</sup> — *Contributing*.

### 50. 104 Reading Avenue, Block 296, Lot 10 — McKeague - Laine House

Colonial Revival/American Foursquare style house, built in the early twentieth century, 3 stories, 2 bay facade fronting Tuckahoe-Mt. Pleasant Road, 2 bay front facade on south addition, first floor storefront with brick piers and board and batten wood siding, upper floors have wood clapboard siding, clipped gable roof with asphalt shingles, large dormers, tripartite six-over-one windows on upper floors. This house was built by Dan McKeague, the town Constable after his earlier house on this site was destroyed by fire. The first floor has been used as an office, general store, and hardware store.<sup>18</sup> — *Contributing*.

### 51. 1836 Tuckahoe-Mt. Pleasant Road, Block 296, Lot 8 — Marshall - Johnson House

Victorian house, built in the second half of the nineteenth century, 2½ stories, 5 bay front facade, vinyl siding, brick foundation and south chimney, gable roof with asphalt shingles, one-over-one replacement windows, original cornice with brackets, Victorian detailed front porch, three-light transom at front door. Benjamin Marshall owned and occupied the house in the late nineteenth century. He was Dr. Randolph Marshall's brother.<sup>19</sup> — *Contributing*.

Modern garage — *Non-contributing*.

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### **52. 2200 Route 50 & Tuckahoe-Mt. Pleasant Road, Block 349, Lot 7 — Star Masonic Lodge No. 65 F. 4 A.M.**

Classical Revival hall, built circa 1940, 2 stories, 3 bay front facade, vinyl siding, fronting gable roof with asphalt shingles, large fluted wood columns with Ionic capitols at pedimented entrance, paired eight-panel wood doors, six-over six sash windows on front facade. This building has always been used as a masonic hall.<sup>20</sup> — *Contributing*.

### **53. 1811 Tuckahoe-Mt. Pleasant Road, Block 349, Lot 5 — Errickson House**

Federal vernacular double-house, built in the early nineteenth century, 2½ stories, 3½ bay front facade, wood clapboard siding, gable roof covered with corrugated metal, six-over-six sash windows, originally had two doors on first floor (south doorway is closed with plywood), simple porch with standing seam metal roof and turned columns with simple brackets, high historical integrity. This house is one of the oldest surviving houses in the historic district. — *Contributing*. (See photograph 1.)

Old frame clapboard sided carriage house with a corrugated metal roof — *Contributing*.

### **54. 1771 Tuckahoe-Mt. Pleasant Road, Block 349, Lot 1 — Lee House**

Vernacular house, built in the nineteenth century, 2½ stories, 3 bay front facade, wood clapboard siding on all elevations except north which has asphalt shingles on wall, gable roof with asphalt shingles, replacement one-over-one windows on front facade, two-over-two windows on side elevations of front section, six-over-six windows on middle and rear section, divided-light transom over front door, original wood cornice, modern front deck. Front section may be a mid-nineteenth century addition to an older building. — *Contributing*.

Old barn with board-and-batten siding and a corrugated metal roof — *Contributing*.

### **55. 1751 Tuckahoe Mt. Pleasant Road, Block 350, Lot 11 — Old Grammar School**

Vernacular Shingle Style school building, built circa 1910, 1-story, 3 bay front facade, mineral board siding on lower ¾ of wall, shingle siding on upper quarter of wall, hipped roof with asphalt shingles, rafters exposed at eaves, projecting center bay with portico and flanking windows. A 2-story building known as the Old Academy was formerly located on this site.<sup>21</sup> — *Contributing*.

### **56. 2180 Route 50, Block 349, Lot 4 — Old Presbyterian Church - Daughters of America Hall**

Greek Revival Church, built in 1851, 1-story, 3 bay front facade, wood clapboard siding, gable roof with asphalt shingles, sixteen-over-sixteen windows with louvered shutters, denticulated pediment, paneled cornerboards, later enclosed portico with a central stained-glass window, high historical integrity — *Contributing*. (See photograph 2.)

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### 57. 2170 Route 50, Block 349, Lot 3 — Tuckahoe Fire Company

Modern red brick building — *Non-contributing*.

Modern, 1-story garage fronting Tuckahoe-Mt. Pleasant Road — *Non-contributing*.

### 58. 2160 Route 50, Block 349, Lot 2 — Young House

Vernacular house, date of construction unknown, 2 stories with 1-story addition on north, modern materials — *Non-contributing*.

### 59. 2150 Route 50, Block 350, Lot 10 — Libengood House

Victorian vernacular house, built in the second half of the nineteenth century, 2½ stories, 2 bay front facade, mineral board siding, gable roof with asphalt shingles, two-over-two sash windows, bracketed pediment entrance and cornice — *Contributing*.

### 60. 2140 Route 50, Block 350, Lot 9 — Shropshire House

Victorian vernacular house, built in the second half of the nineteenth century, 2½ stories, 2 bay front facade with recessed additional bay on north side, mineral board siding, fronting gable roof with asphalt shingles, two-over-two sash windows, central bay window on front facade, north porch with original details — *Contributing*.

Frame barn/garage — *Contributing*.

### 61. 2130 Route 50, Block 350, Lot 8 — May House

Victorian Vernacular house, built in the late nineteenth or early twentieth century, 2½ stories, 3 bay front facade, aluminum siding, gable roof with asphalt shingles, three vertical panes over one-pane windows, front porch with replacement columns — *Contributing*.

Frame outhouse — *Contributing*.

Various outbuildings — *Non-contributing*.

### 62. 2120 Route 50, Block 350, Lot 7 — Sack House

American Foursquare house, built circa 1910, 2½ stories, 3 bay front facade with recessed additional bay on south side, wood clapboard siding, hipped roof with asphalt shingles and large dormers, one-over-one windows, original front porch, high historical integrity — *Contributing*.

Frame garage with fronting gable — *Contributing*.

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### 63. 2110 Route 50, Block 350, Lot 6 — Ott House

Dutch Colonial Revival house, built circa 1930, 2½ stories, 2 bay front facade, vinyl siding, gable roof and pent roof with asphalt shingles, paired six-over-one windows, one-story extension on south — *Contributing*.

Frame garage with fronting gable — *Contributing*.

### 64. 2100 Route 50, Block 350, Lot 5 — Hannan House

Bungalow, built in the early twentieth century, 1½ stories, 3 bay front facade, wood clapboard siding, hipped roof with asphalt shingles and front dormer, paired one-over-one windows — *Contributing*.

### 65. 2090 Route 50, Block 350, Lot 4 — Mason House

Colonial Revival vernacular house, built in the early twentieth century, 2½ stories, 3 bay front facade with additional recessed bay on south, vinyl siding, gable roof with asphalt shingles, one-over-one windows, front porch with original details — *Contributing*.

### 66. 2080 Route 50, Block 350, Lot 3 — Jones House

Modern house, 1-story, 3 bay front facade, vinyl siding, gable roof with asphalt shingles, one-over-one windows — *Non-contributing*.

### 67. 2070 Route 50, Block 350, Lot 2 — Overcash House

Gothic Revival house, built in the mid-nineteenth century, 2½ stories, wood clapboard siding, fronting gable roof with projecting eaves and interlocking diamond-shaped asphalt shingles, two-over-two windows, pointed-head attic window, scar of original front porch — *Contributing*.

### 68. 2050 Route 50, Block 350, Lot 1 — Time Out Diner

Diner, built in 1945 in Paterson, New Jersey (moved to this site in 1953),<sup>22</sup> 1-story, 6 bay front facade, stainless steel siding, hipped roof with metal panels, one-light windows, projecting entranceway, high historical integrity — *Contributing*. (See photograph 12.)

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### Summary of Non-contributing Buildings:

The following buildings do not contribute to the historic district because they are either modern buildings constructed within the last fifty years or they are historic buildings that have not retained their historical integrity.

**2101 Route 50, Block 348, Lot 66 — Cordery House**

Modern (See individual structure description 4).

**2119 Route 50, Block 348, Lot 64 — Blaine House**

Loss of historical integrity (See individual structure description 6).

**2141 Route 50, Block 348, Lot 60 — Swayngim House**

Loss of historical integrity (See individual structure description 9).

**2171 Route 50, Block 348, Lot 53 — NJ Bell Building**

Modern (See individual structure description 14).

**2201 Route 50, Block 348, Lot 48.02 — Sun National Bank**

Modern (See individual structure 16).

**2325 Route 50, Block 348, Lot 14 — Langley Funeral Home**

Loss of historical integrity (See individual structure description 28).

**2351 Route 50, Block 348, Lot 18 — Swenk House**

Loss of historical integrity (See individual structure description 30).

**2334 Route 50, Block 310, Lot 16 — Robinson - Phillips House**

Loss of historical integrity (see individual structure description 36).

**2324 Route 50, Block 310, Lot 15 — Leps House**

Loss of historical integrity (See individual structure description 37).

**2270 Route 50, Block 306, Lot 21 — Public Self Storage Buildings**

Modern (See individual structure description 43).

**2250 Route 50, Block 306, Lot 25 — Tuckahoe Post Office and Tuckahoe Junction Deli**

Modern (See individual structure description 46).

**2170 Route 50, Block 349, Lot 3 — Tuckahoe Fire Company**

Modern (See individual structure description 57).

**2160 Route 50, Block 349, Lot 2 — Young House**

Loss of historical integrity (See individual structure description 58).

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### **2080 Route 50, Block 353, Lot 3 — Jones House**

Modern (See individual structure description 66).

#### **Summary of Vacant Lots:**

##### **Block 348, Lots 71.01 and 69.01**

Scrub growth, bushes, and a cluster of young trees covering lot.

##### **Block 348, Lot 55**

Open parking lot with old paving. Location of the Sharp family house (demolished).

##### **Block 348, Lots 51, 50 , and 49**

Grass lot with two-rail wood fence fronting street and a few small trees spread throughout entire area.

##### **Block 348, Lot 48.01**

Asphal-paved area at the southeast corner of the Route 50 and School House Lane intersection.

##### **Block 348, Lot 34**

Crushed stone parking lot.

##### **Block 348, Lot 26**

Open grass lot.

##### **Block 296, Lot 9**

Open grass lot

##### **Block 349, Lot 6**

Scrub growth over lot.

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### Endnotes for the Narrative Description

1. Harvest Moon Staff, Interview by Rebecca A. Hunt, 18 December 1995.
2. Edwin B. Robinson, "Tuckahoe Remembered: A Personal Recollection of the Early 1900s," unpublished manuscript, 1982, Private Collection of Patricia Link, pp.10-11.
3. Yolanda Meher, as conveyed to Richard DeSantis, Interview by Rebecca A. Hunt, 12 December 1995.
4. Alwina D. Bailey, "Tuckahoe," *A History of Upper Township and its Villages* (Township of Upper Cape May, NJ: Historical Preservation Society of Upper Township, 1989), p.58.
5. Richard DeSantis, Interview by Rebecca A. Hunt, 12 December 1995.
6. A.G. Lichtenstein Associates, Inc., "Structure Number 0510152," *New Jersey Historic Bridge Survey*, 1992.
7. Robinson, p.15.
8. Information about the history of the Robinson - Phillips House and a photograph of the house can be found in Robinson's "Tuckahoe Remembered: A Personal Recollection of the Early 1900s."
9. Robinson, p.18.
10. *Ibid.*
11. William Cassedy, "E.L.B. Wales Journal," *The Cape May County Magazine of History and Genealogy*, p.451, Copy in the Private collection of Richard DeSantis. DeSantis Interview.
12. DeSantis Interview.
13. *Ibid.*
14. Raymon Young, Interview by Rebecca A. Hunt, 20 December 1995.
15. Robinson, p.22.
16. *Ibid.*
17. T.F. Rose, H.C. Woolman, and T.T. Price, *Historical and Biographical Atlas of the New Jersey Coast* (Philadelphia: Woolman & Rose, 1878). DeSantis Interview.
18. Robinson, p.31.



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19. T.F. Rose, H.C. Woolman, and T.T. Price, *Historical and Biographical Atlas of the New Jersey Coast* (Philadelphia: Woolman & Rose, 1878). DeSantis Interview.
20. Dorsey Hostler, Interview by Rebecca A. Hunt, 20 December 1995.
21. Florence Speck, "Early History of Upper Precinct," *A History of Upper Township and its Villages* (Township of Upper Cape May County, NJ: Historical Preservation Society of Upper Township, 1989), p.8.
22. Time Out Diner Staff, Interview by Rebecca A. Hunt, 16 November 1995. Sonia Forry, Interview by Rebecca A. Hunt, 8 December 1995.

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### NARRATIVE STATEMENT OF SIGNIFICANCE

The South Tuckahoe Historic District encompasses a noteworthy historic shipbuilding and railroad village significant in the development of Cape May County. The District is comprised of a diverse grouping of historic building types and styles from circa 1810 to 1945. Furthermore, the District represents the core of a village whose evolution is directly related to the influence and evolution of transportation developments from waterway shipping, to the stage routes and railroad, to automobiles. This District meets National Register Criterion A for Community Development and Transportation and Criterion C for Architecture.

Tuckahoe is located along the Tuckahoe River, in Upper Township, at the northern edge of the present boundary of Cape May County in southern New Jersey. Cape May County was originally part of Salem County, which was established in 1681. Eleven years later, in 1692, Cape May County was formed out of the eastern portion of Salem County. Cape May County was then divided into Upper, Middle, and Lower precincts in 1723, and in 1798, these precincts were designated as townships.<sup>1</sup>

Tuckahoe is an Indian name meaning both where deer are shy and where deer are plentiful.<sup>2</sup> This village is said to be the only surviving Indian-named area in Cape May County.<sup>3</sup> In the nineteenth century, the village of Tuckahoe consisted of two settlements on either side of the Tuckahoe River, a tributary of Great Egg Harbor Bay. The area south of the river, known historically as South Tuckahoe, is where the proposed historic district is located. South Tuckahoe was also called Williamsburg after the first Post Master, John Williams (appointed in 1828); however, that name was not widely used. The nineteenth-century settlement known as North Tuckahoe, on the other side of the river, is now called Corbin City (after August Corbin, president of the Reading Railroad, who established a station there in 1893.<sup>4</sup>) For the past one hundred years, the name "Tuckahoe" has been associated with only the settlement on the south side of the river, historic "South Tuckahoe."

The earliest settlement in the vicinity of Tuckahoe occurred in the late 1600s.<sup>5</sup> This area was one of three Pre-Revolutionary War settlements in Upper Township.<sup>6</sup> The main road passing through the village of Tuckahoe, called Route 50 today, dates to 1716 when the New Jersey Assembly passed an act for the construction of a road from Cedar Swamp Bridge in Cape May County north to the Tuckahoe River, passing through the present village.<sup>7</sup> Even with this road, however, the Tuckahoe area developed later than most other early villages in the county because it was isolated by the Tuckahoe River Delta and the Great Cedar Swamp.<sup>8</sup>

South Tuckahoe was established in the early nineteenth century, in response to the development of the lumbering and shipbuilding activities at that time. Throughout most of the nineteenth century, Tuckahoe was a bustling shipbuilding village and farming community. The appointment of a postmaster in 1828 established Tuckahoe as a service village. Tuckahoe also served as a shipping center for nearby industries including glass-making (established in 1814 and located in what is now known as Marshallville, just west of Tuckahoe), and bog iron production at the Etna Furnace (established in 1816 and located in what is now called Head-of-the-River, 4 miles west of Tuckahoe<sup>9</sup>) and a cranberry business (operated between 1864 and the 1950s on two hundred acres outside of

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Tuckahoe).<sup>10</sup> In the early nineteenth century, the Tuckahoe area had a thriving economic community largely due to the important contributions of the shipbuilding business, especially in the supply of coastal schooners, for the county's efforts in the War of 1812.<sup>11</sup>

The second quarter of the nineteenth century was the first period of dramatic growth for the village. This development was influenced by the village being centrally located along the river, near the thriving iron and glass industries, and along the main road between May's Landing (the future county seat of Atlantic County) to the north and other settlements in Cape May County to the south and east. The significant growth began between 1830 and 1840 when the population of the village tripled.<sup>12</sup> A description of Tuckahoe in 1834, published in *The Gazetteer of the State of N.J.*, described the village as follows:

on both sides of the Tuckahoe river, over which there is a bridge, 10 miles above the sea, 46 miles S.E. from Woodbury and by post route 192 from Washington; contains some 20 dwellings, 3 taverns, several stores. It is a place of considerable trade in wood, lumber and shipbuilding. The land immediately on the river is good, but a short distance from it, is swampy and low.<sup>13</sup>

In 1844, Tuckahoe was described as containing an additional forty dwellings, and the Methodist Church built in 1820 is specifically mentioned.<sup>14</sup> By 1850, the village became even more well-known because of the establishment of the Tuckahoe Stage which began to run from Philadelphia to Cape May via May's Landing and Tuckahoe.<sup>15</sup> This stagecoach stop further strengthened Tuckahoe's role as a prominent service village for the surrounding area.

During the era surrounding the Civil War, Tuckahoe continued to grow as its shipbuilding business continued to flourish. The shipbuilding business reached its peak in production by the 1870s. This growth was reflective of the County-wide surge in which shipbuilding employed the most people in the County after the Civil War and this era being the most productive period of shipbuilding in the County's history. The Jonas Steelman shipyard in Tuckahoe was one of three shipyards that produced the largest ships in the county.<sup>16</sup> Unlike many New Jersey villages, the railroad did not come to Tuckahoe during this period. Instead, another transportation development occurred in 1877, when a group of local residents purchased a steamboat to provide passage between Tuckahoe and Somers Point. This boat, called the Reuben Potter, was used as an alternative method of transportation to the stage for getting to Atlantic City, an easy connection from Somers Point, as well as for local outings, such as for Sunday School.<sup>17</sup>

During the post-Civil War period, the village was well-established enough to warrant the following list of businesses on the *1872 Beers, Comstock & Cline Topographical Map of Cape May County*:

Budd, R. - Groceries and dry goods.... Busby, T. - Star Hotel.... Bailey, J.L — Farmer.... Dare, R. M. — Saddles and harness.... Godfrey, H. — Farmer.... Harris, F. — Carriagemaker.... Jarman, S.H. — School Principal.... Lee, J.C. — Shipbuilder.... Powell, C.R. — Blacksmith.... Petersen, J. — Shipbuilder.... Steelman, A. — Dry goods and groceries .... Shoemaker, J. — Farmer.... Stille, W. — Prop. stage route from Tuckahoe to Woodbine.... Taylor, E. — Seaman.... Van Gilder, F. — Farmer.... Turner, P. —

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Confectioneries, also port master.... Williams, L. S. — Stoves and tinware.... Wales, E.L.B.  
— Physician.<sup>18</sup>

The 1878 *Historical and Biographical Atlas of the New Jersey Coast* produced by T.F. Rose, H.C. Woolman, and T.T. Price illustrates seventy-one primary structures in Tuckahoe (labeled "South Tuckahoe" on the map). Many of these buildings are labeled with the names listed in the 1872 *Beers, Comstock & Cline Topographical Map of Cape May County*. These two documents from the 1870s also reveal the most dominant family names of the village inhabitants during this era — families who owned multiple properties, such as Steelman, Marshall, Abott, Shoemaker, Gandy, Wheaton, Hand, Powell, Stille, Budd, and Smith.<sup>19</sup> Another important Tuckahoe citizen during this era was Dr. Edmund L.B. Wales who was considered to be the wealthiest man in the County at the time of his death in 1882.<sup>20</sup>

The earliest known description of the settlement specifically on the south side of the river is from the 1880 register of cities, village and post-offices of New Jersey which mentions the village of Tuckahoe as

a post village on the south side of the Tuckahoe River, with a considerable hamlet across the river in Atlantic County. The village is 4 miles n.e. of Woodbine, has a large local trade, and is largely interested in cranberry culture, fishing and coastwise trade; boats and sailing vessels are built and owned here. Population, 500.<sup>21</sup>

By the last decade of the nineteenth century, the era of the shipbuilding business reached a close, and the village began its association with the railroad. The railroad first came to Tuckahoe in 1893 when the Reading Railroad extended its Camden and Atlantic City line south from Winslow Junction through Tuckahoe to Sea Isle City. The following year, the line was extended all the way to Cape May, and it became crowded with people making daily excursions to the seashore.<sup>22</sup>

The establishment of the railroad through Tuckahoe increased the village's importance as a central point of connection between Atlantic City, Camden, and Philadelphia to the north and the seashore communities to the south. Tuckahoe was a main junction for the railroad where passengers changed trains to one of the Philadelphia and Seashore Railroad lines that fanned out below Tuckahoe to extend to the various seashore communities. The engine repair station for the line was also located in Tuckahoe.

In the early twentieth century, the enterprises associated with the railroad activity continued to dominate the character of Tuckahoe. Additional businesses that prospered at this time due to the combination of the fertile surrounding farmland and the convenience of the railroad for shipping goods were the cranberry business, a tomato canning factory, and a silk factory. Transportation of goods to the Atlantic City market was also accomplished with truck boats operated by some of the local farmers.

The increasing use of the automobile in the early twentieth century necessitated road improvements, including the establishment of a new state highway system. In 1917, the main road through Tuckahoe became known as Route 14, and it was one of fifteen routes in the new highway system.<sup>23</sup> In 1926, this road was paved in concrete from Camden, through Tuckahoe, to the seashore.<sup>24</sup> This

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paving contributed to the increased popularity and efficiency of automobile and truck transportation which, in turn, led the decline of the shipping and railroad industries. In 1927, Route 14 was re-designated as Route 50, the name it holds today.<sup>25</sup>

By the mid-twentieth century, the use of the railroad as the main method of transporting goods and seashore-bound passengers decreased as the use of automobiles and trucks became the dominant means of transportation. In 1982, all trains except a daily long freight ceased operation through Tuckahoe.<sup>26</sup> In recent history Tuckahoe was also the location of the Upper Township municipal offices, which were located in the Old High School from the early 1950s through 1994.<sup>27</sup> Today, Tuckahoe is still characterized by a circa 1810 to 1945 appearance because there has been very little development in the second half of this century. Although many of the commercial buildings have changed in use from fundamental establishments such as a doctor's office, bank, and meeting hall to a florist shop, community center, and antiques store, the layout of the village still reflects its historical development with commercial buildings concentrated between Route 49 and Reading Avenue, and single-family dwellings flanking this commercial core to both the north and south.

Associatively, many structures built and utilized by individuals significant in Tuckahoe's past have survived largely intact. Although it is unclear which buildings within the district served as the shipbuilders' homes, it is known that 2290 Route 50 (see individual structure description 40) was the home of Physician E.L.B. Wales (cited in the 1872 Beers directory), 2280 Route 50 (see individual structure description 42) was the mid-nineteenth century home of Dr. Abott, 103 Reading Avenue (see individual structure description 49) was built and occupied by the prosperous Stille family from circa 1870 through the early twentieth century, and 1836 Tuckahoe-Mt. Pleasant Road (see individual structure description 51) was the late nineteenth century home of Benjamin Marshall, the grandson of the Marshall for whom nearby Marshallville was named. It is also known that 2251 Route 50 (see individual structure description 20) is significant for its association with Dr. Randolph D. Marshall (Benjamin's brother) who built it as his office and pharmacy in 1877, 2286 Route 50 (see individual structure description 41) was used by Dr. Abott for his medical and law office, and 2240 Route 50 (see individual structure description 47) served as the Tuckahoe Post Office from the mid-nineteenth century until the construction of the modern post office at 2250 Route 50.

Architecturally, the structures in the South Tuckahoe Historic District reflect the historical development of the village as an initial farming settlement, shipbuilding village, and regional service center. Some of the architectural landmarks surviving from the first half of the nineteenth century are the Federal Vernacular Style houses located at 2091 Route 50 (Homan House, see individual structure description 3), 2371 Route 50 (Young's Four Y's Antiques & Gifts, Odds & Ends, see individual structure description 31), and 1811 Tuckahoe-Mt. Pleasant Road (Errickson House, see individual structure description 53). The only surviving Greek Revival Style building is the 1851 Old Presbyterian Church - Daughters of America Hall at 2180 Route 50 (see individual structure description 56). There are many surviving mid-nineteenth century Gothic Revival Style buildings in Tuckahoe, such as Dr. Abott's Office - Hometown Lumber (see individual structure description 41) and the Abott - Turnbull House (see individual structure description 42), located at 2286 and 2280 Route 50, respectively.

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Many well-preserved buildings survive that reflect the development of the village during the years surrounding the Civil War and the peak of the shipbuilding industry. During this period, there were numerous buildings designed in the Italianate Style in Tuckahoe, such as Dr. Randolph D. Marshall's Office/Pharmacy - Enchanted Florist at 2251 Route 50 (see individual structure description 20) and the Beebe House at 2260 Route 50 (see individual structure description 44). Examples of other building constructed in this prosperous era include the Victorian Vernacular Style Forry House at 2085 Route 50 (see individual structure description 2) and the Second Empire Style Wade House at 2301 Route 50 (see individual structure description 27).

After the railroad came to Tuckahoe in 1893, many buildings were constructed in the late nineteenth and early twentieth centuries to support the additional residents and businesses that were drawn to the village. Prominent surviving examples of these styles are the Queen Anne Style Old Methodist Church Parsonage - Miller House at 2322 Route 50 (see individual structure description 38 and photograph 7), the Shingle Style Old Grammar School at 1751 Tuckahoe-Mt. Pleasant Road (see individual structure description 55), the American Foursquare Style Sack House at 2120 Route 50 (see individual structure description 62), the Dutch Colonial Revival Style Busby - Andrews House at 2320 Route 50 (see individual structure description 39), the Classical Revival Style First National Bank of Tuckahoe at 2331 Route 50 (see individual structure description 17), and the Craftsman Style Burley - Pickford House at 2336 Route 50 (see individual structure description 35).

Three additional structures that are among the most architecturally significant in the District are the Strauss-articulated, underneath-counterweight, bascule design bridge over the Tuckahoe River at the north end of the District (see individual structure description 33), Hagelgan's Hall - Porter's Store which is an example of an early rural movie theater (see individual structure description 11), and the Time Out Diner at the southern end of the District (see individual structure description 68). The existence of both the bridge and the Diner are directly related to the establishment of the state highway through Tuckahoe. The bridge was constructed in 1926 when the new highway was first paved; the Diner, built in 1945, was moved to the edge of Tuckahoe to accommodate the many motorists utilizing the automotive corridor.

The South Tuckahoe Historic District has survived as a well-preserved village, important in the history of Cape May County and southern New Jersey, representing one hundred and thirty-five years of architectural growth. It meets National Register Criterion A and C for association with the early development of the community, association with the impact of evolving transportation means, and exemplification of a cohesive group of vernacular architecturally-significant structures. This village has retained its historic character because it has been unusually shielded from modern intrusions. Now, however, the historic character is threatened by a proposed Route 50 road widening and bridge replacement project. It is hoped that listing on the New Jersey and National Register of Historic Places will bring not only recognition, but also a level of protection for the historic village of South Tuckahoe.

### Endnotes for the Narrative Statement of Significance

1. George F. Boyer and J. Pearson Cunningham, *Cape May County Story* (Egg Harbor City, NJ: The Laureate Press, 1975), p.26 (as cited in Kise, Franks & Straw, Inc., *Survey of Historic Architectural*

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*Resources: NJ Route 50 at the Tuckahoe River, Corbin City & Tuckahoe, Atlantic & Cape May Counties, New Jersey, prepared for the Department of Transportation, Draft: November 1995).*

2. Florence Speck, "Early History of Upper Precinct," *A History of Upper Township and its Villages* (Township of Upper Cape May County, NJ: Historical Preservation Society of Upper Township, 1989), p.5.
3. Speck, p.2.
4. Kise, Franks & Straw, Inc., *Survey of Historic Architectural Resources: NJ Route 50 at the Tuckahoe River, Corbin City & Tuckahoe, Atlantic & Cape May Counties, New Jersey* (prepared for the Department of Transportation, Draft: November 1995), p.38.
5. Alwina D. Bailey, "Tuckahoe," *A History of Upper Township and its Villages* (Township of Upper Cape May County, NJ: Historical Preservation Society of Upper Township, 1989), p.56.
6. Speck, p.5. The other two Pre-Revolutionary settlements were Goldin's or Stites' Point and Petersburg (formerly Littleworth).
7. Jeffery M. Dorwart, *Cape May County, New Jersey; the Making of an American Resort Community* (New Brunswick, NJ: Rutgers University Press, 1992), p.35.
8. R. Alan Mounier and Heritage Studies, Inc., *Survey of Cultural Resources of the Historic Era in the Watersheds of the Great Egg Harbor and Tuckahoe Rivers* (prepared for the Office of Green Acres, Office of Cultural and Environmental Services, New Jersey Department of Environmental Protection, January 1982), Map 6 (as cited in Kise, Franks & Straw, Inc., *Survey of Historic Architectural Resources: NJ Route 50 at the Tuckahoe River, Corbin City & Tuckahoe, Atlantic & Cape May Counties, New Jersey*, prepared for the Department of Transportation, Draft: November 1995).
9. Bailey, p.56.
10. Herbert M. Beitel and Vance C. Enck, *Cape May County; A Pictorial History* (Norfolk/Virginia Beach: The Donning Co., 1988), p.42.
11. Dorwart, p.77.
12. Mounier, p.67 (as cited in Kise, Franks & Straw, Inc., *Survey of Historic Architectural Resources: NJ Route 50 at the Tuckahoe River, Corbin City & Tuckahoe, Atlantic & Cape May Counties, New Jersey*, prepared for the Department of Transportation, Draft: November 1995).
13. Bailey, p.57.
14. John Warner Barber and Henry Howe, *Historical Collections of the State of New Jersey* (New Haven, CT: Benjamin Olds, 1844), p.132 (as cited in Kise, Franks & Straw, Inc., *Survey of Historic Architectural Resources: NJ Route 50 at the Tuckahoe River, Corbin City & Tuckahoe, Atlantic & Cape*

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*May Counties, New Jersey*, prepared for the Department of Transportation, Draft: November 1995). The construction date for the Methodist Church is from Speck, p.7.

15. Harold F. Wilson, *The Jersey Shore; A Social and Economic History of the Counties of Atlantic, Cape May, Monmouth, and Ocean* (New York: D. Lewis Historical Publishing Co., 1953), pp.406-408 (as cited in Kise, Franks & Straw, Inc., *Survey of Historic Architectural Resources: NJ Route 50 at the Tuckahoe River, Corbin City & Tuckahoe, Atlantic & Cape May Counties, New Jersey*, prepared for the Department of Transportation, Draft: November 1995). Bailey (p.58) says that the stage started circa 1770.
16. Dorwart, p.116.
17. Bailey, p.58.
18. *Ibid.*, p.57.
19. T.F. Rose, H.C. Woolman, and T.T. Price, *Historical and Biographical Atlas of the New Jersey Coast* (Philadelphia: Woolman & Rose, 1878), private collection of Patricia Link.
20. William Cassedy, "E.L.B. Wales Journal," *The Cape May County Magazine of History and Genealogy*, p.451, copy in the collection of Richard DeSantis. Dr. Wales' house still stands at the southwest corner of Route 50 and Route 49.
21. Bailey, p.58.
22. *Ibid.* The Tuckahoe Railroad Station, located outside of the proposed historic district, was listed on the New Jersey and National Registers of Historic Places in 1984 as part of the Thematic Nomination of Operating Passenger Railroad Stations.
23. John W. Herbert, "The Establishment of the New Jersey State Highway System," *New Jersey State Research 5* (June 1918): 84 (as cited in Kise, Franks & Straw, Inc., *Survey of Historic Architectural Resources: NJ Route 50 at the Tuckahoe River, Corbin City & Tuckahoe, Atlantic & Cape May Counties, New Jersey*, prepared for the Department of Transportation, Draft: November 1995).
24. Dorwart, p.193.
25. Kise, Franks & Straw, Inc., p.12.
26. Bailey, p.60.
27. The Upper Township offices were housed in the brick school building, constructed in 1908, on the Tuckahoe-Mt. Pleasant Road just beyond the boundaries of the historic district. (This building is not included in the district because of its loss of historical integrity due, primarily to alteration of the window openings.)



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- 8. 1 8 / 5 2 1 1 3 0 / 4 3 4 8 6 9 0
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### Verbal Boundary Description

Beginning at the northeast corner of the Route 50 Bridge over the Tuckahoe River, proceed south across the Tuckahoe River to the north property line of Block 348, Lot 17; proceed east along the north property lines of Block 348, lots 17 and 16; proceed south along the east property line of Block 348, Lot 16; Cross Mosquito Landing Road and proceed south along the east property lines of Block 348, Lots 18, 19, 20, and 21; proceed east along the north property line of Block 348, Lot 30; proceed south along the east property lines of Block 348, Lots 30 and 31; proceed west along the south property line of Block 348, Lot 31; cross School House Lane and proceed southeast along the northeast property lines of Block 348, Lots 48.02, 49, 51, 52, 53, 54, and 55; proceed southwest along the southeast property line of Block 348, Lot 55; proceed southeast along the northeast property lines of Block 348, Lots 57 and 58; proceed northeast along the northwest property line of Block 348, Lot 59; proceed southeast along the northeast property lines of Block 348, Lots 59, 60, 61.02, 63, 64, 65, 66, and 67; proceed northeast along the northwest property line of Block 348, Lot 69.01; proceed southeast along the northeast property lines of Block 348, Lots 69.01, 71.01, and 72;

Proceed southwest along the southeast property line of Block 348, Lot 72; proceed southwest and cross Route 50; proceed southeast along the northeast property line of Block 350, Lot 1; proceed southwest along the southeast property line of Block 350, Lot 1;

Proceed northwest along the southwest property lines of Block 350, Lots 1, 2, 3, 4, 5, 6, 7, and 8; proceed west along the south property line of Block 350, Lot 11; proceed north along the west property line of Block 350, Lot 11; continue past the intersection of Kendall Lane and Tuckahoe-Mt. Pleasant Road and proceed north along the west property lines of Block 349, Lots 1, 3, 4, and 5; proceed north approximately one hundred feet along the west property line of Block 349, Lot 7; cross Tuckahoe-Mt. Pleasant Road and proceed west along the south property line of Block 296, Lot 8; proceed north along the west property lines of Block 296, Lots 8, 9, and 10; proceed east along the north property line of Block 296, Lot 10; cross Reading Avenue and proceed north along the west property line of Block 306, Lot 28; proceed west along the south property line of Block 306, Lot 27; proceed north along the west property line of Block 306, Lot 27; proceed west along the south property line of Block 306, Lot 26; proceed north along the west property lines of Block 306, Lots 26 and 25; proceed east along the north property line of Block 306, Lot 25; proceed north along the west property line of Block 306, Lot 23; proceed west along the south property line of Block 306, Lot 22; proceed north along the west property lines of Block 306, Lots 22, 21, 20, 19.02, and 19.01; proceed east along the north property line of Block 306, Lot 19.01; cross Route 49 and proceed north along the west property lines of Block 310, Lots 13.02 and 14; proceed west along the south property line of Block 310, Lot 15; proceed north along the west property lines of Block 310, Lots 15, 16, 17, and 18; proceed east along the north property line of Block 310, Lot 18; proceed north along the west side of Route 50; cross the Tuckahoe River and proceed to the northwest corner of the Route 50 Bridge over the Tuckahoe River;

Proceed east across Route 50 to the point of beginning.

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### Boundary Justification

The District boundaries are located to include the properties fronting Route 50 and the northern portion of Tuckahoe-Mt. Pleasant Road between the Route 50 Bridge over the Tuckahoe River at the north end and the Time Out Diner (2234 Route 50, Block 350, Lot 1) at the south end which contain the core of the village's circa 1810 to 1945 contiguous historical structures. The District terminates after the Route 50 Bridge over the Tuckahoe River because that is the northern boundary of the village of Tuckahoe. The District does not include the structures on Route 49, Reading Avenue, and the west side of Tuckahoe-Mt. Pleasant Road other than those visible from Route 50 because there is not a contiguous collection of structures that have retained their historic integrity along those corridors. On the east side of the Tuckahoe-Mt. Pleasant Road, the district terminates after the Old Grammar School property (1751 Tuckahoe-Mt. Pleasant Road, Block 350, Lot 11) because the High School on the adjoining property (to the south) has lost its historical integrity. The District terminates at the southeastern property lines of the Time Out Diner (2050 Route 50, Block 350, Lot 1) and the Castaldi House (2057 Route 50, Block 348, Lot 72) because that boundary is the southernmost point of contiguous historic buildings in the village.

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## **PHOTOGRAPHS**

### **The following information pertains to all 5x7 Photographs:**

1. South Tuckahoe Historic District
2. Cape May County, New Jersey
3. Rebecca A. Hunt, photographer
4. 12 December 1995
5. Negatives held by:

Margaret Westfield, R.A.  
Westfield Architects & Preservation Consultants  
425 White Horse Pike  
Haddon Heights, New Jersey 08035  
(609) 547-0465

### **List of 5x7 Photographs:**

1. Errickson House, 1811 Tuckahoe-Mt. Pleasant Road
6. Front (west) facade, looking east
7. Photograph 1 of 12
  
1. Old Presbyterian Church - Daughters of America Hall
6. Front (east) and south elevations, looking northwest
7. Photograph 2 of 12
  
1. Abott - Turnbull House, 2280 Route 50 (left) and Dr. Abott's Office - Hometown Lumber, 2286 Route 50 (right)
6. Front (east) facade, looking west
7. Photograph 3 of 12
  
1. Dr. Randolph D. Marshall's Office/Pharmacy - Enchanted Florist, 2251 Route 50
6. Front (west) facade, looking east
7. Photograph 4 of 12
  
1. Forry House, 2085 Route 50
6. Front (west) facade, looking east
7. Photograph 5 of 12

United States Department of the Interior  
National Park Service

NJ, Cape May County  
South Tuckahoe Historic District

## National Register of Historic Places Continuation Sheet

Section number PHOTOS Page 35

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1. Wade House, 2301 Route 50
6. Front (west) facade, looking east
7. Photograph 6 of 12

1. Old Methodist Church Pasonage - Miller House, 2322 Route 50
6. Front (east) facade, looking west
7. Photograph 7 of 12

1. Busby - Andrews House, 2320 Route 50
6. Front (east) facade, looking west
7. Photograph 8 of 12

1. First National Bank of Tuckahoe, 2231 Route 50
2. Front (west) facade, looking east
7. Photograph 9 of 12

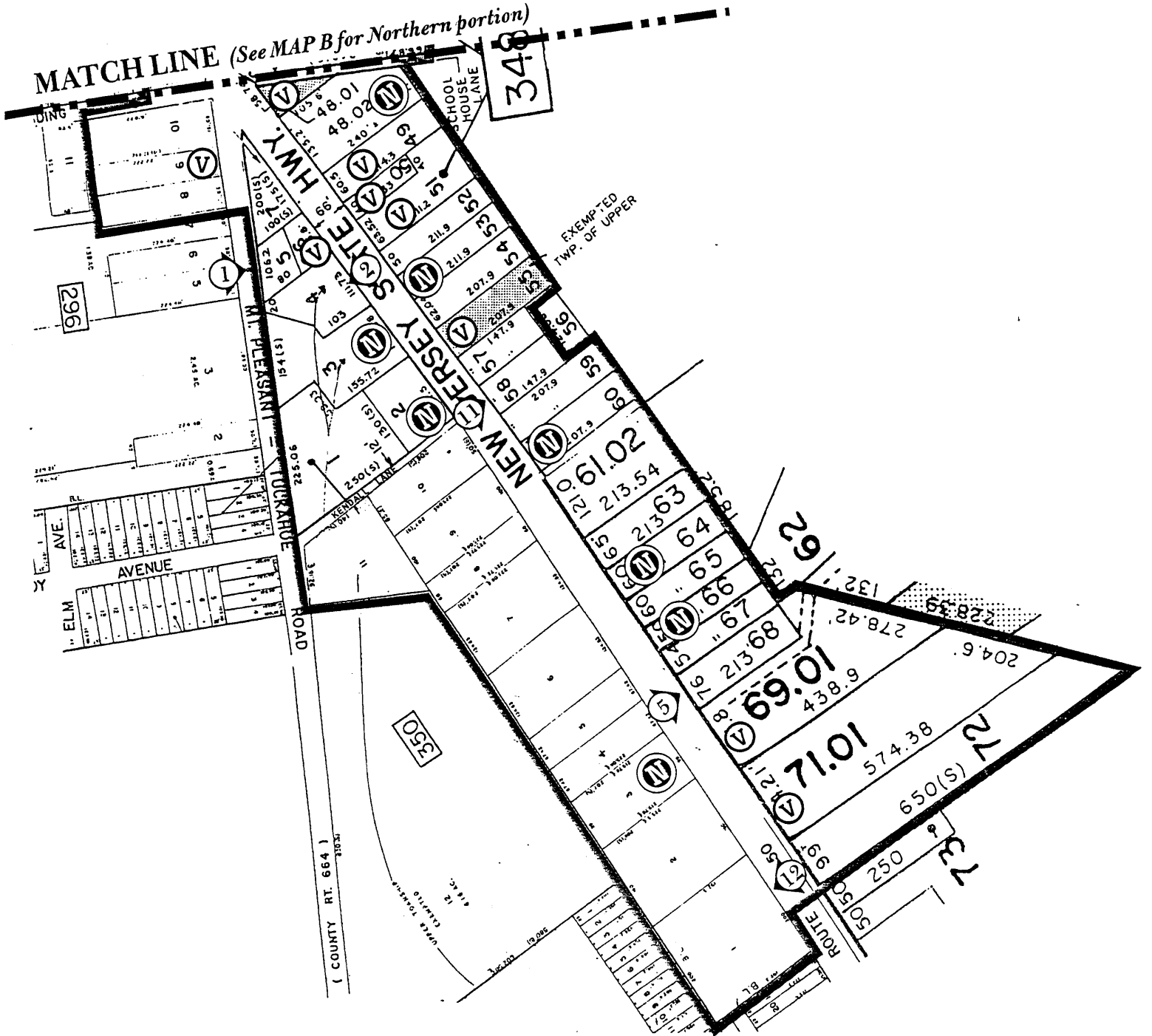
1. Burley - Pickford House, 2336 Route 50
6. Front (east) facade, looking west
7. Photograph 10 of 12

1. Hagelgan's Hall - Porter's Store, 2151 Route 50
6. Front (west) facade, looking east
7. Photograph 11 of 12

1. Time Out Diner, 2050 Route 50
6. Front (east) facade, looking west
7. Photograph 12 of 12

**MAP A** (Southern portion)

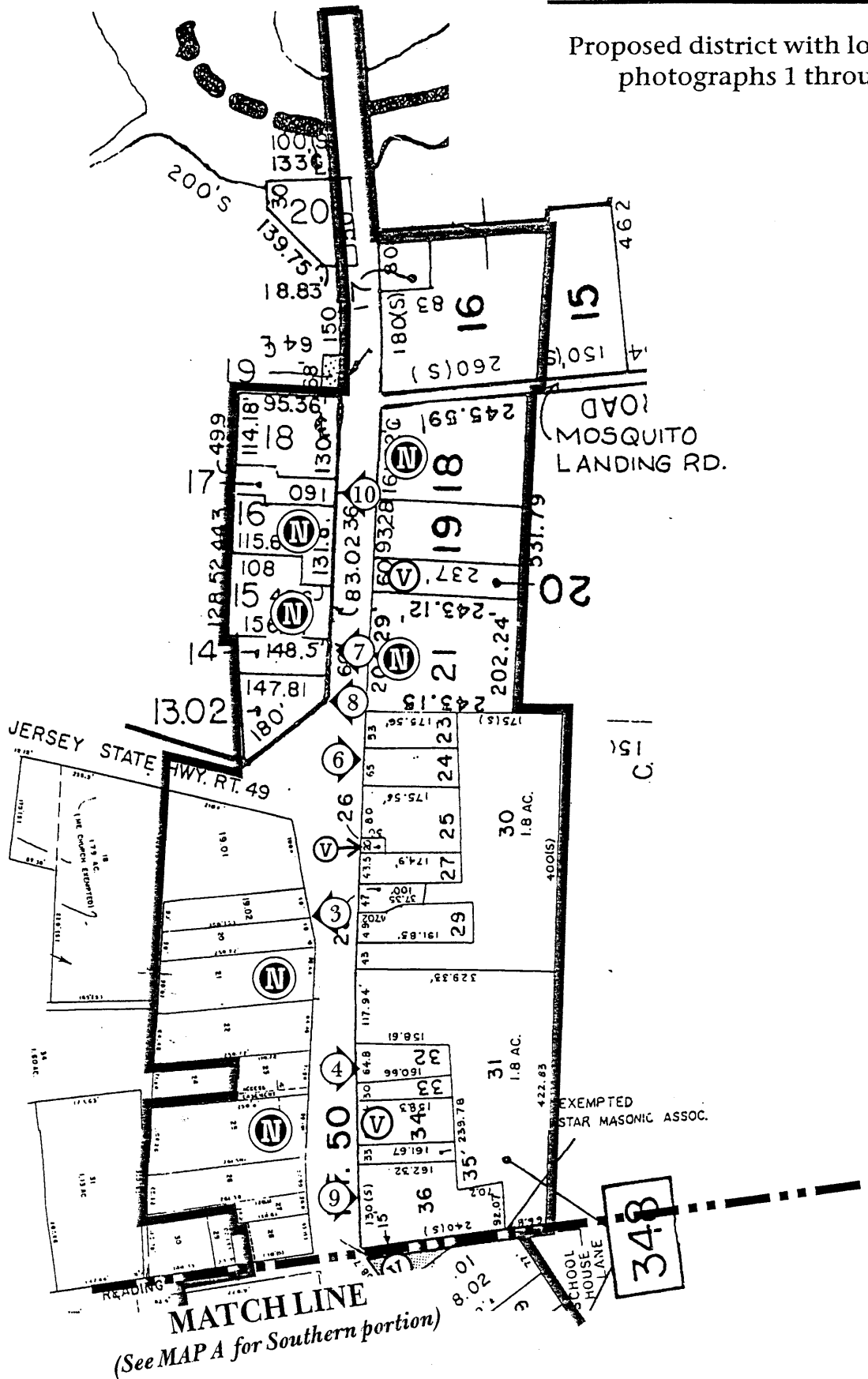
Proposed district with locations of  
photographs 1 through 12





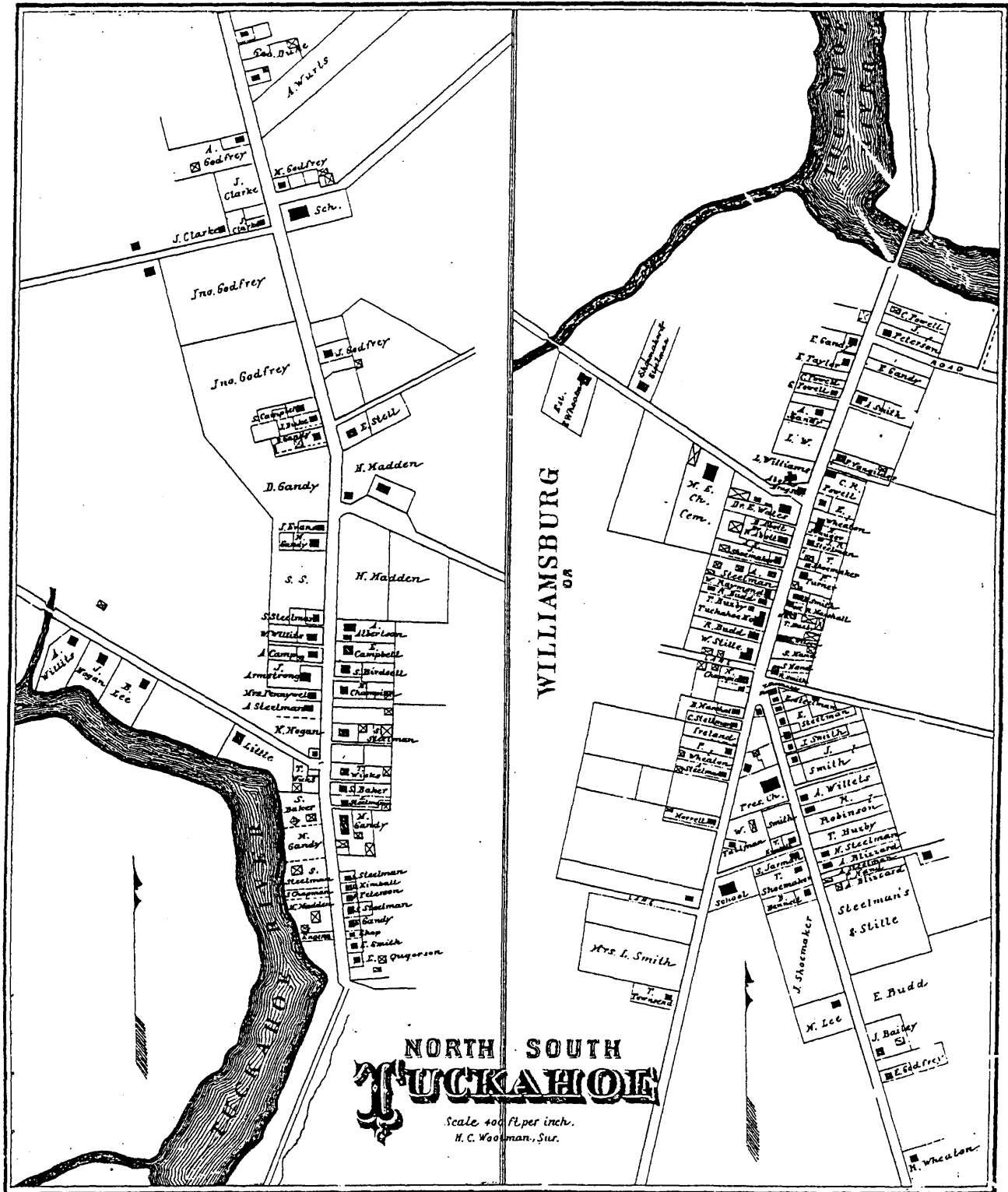
**MAP B** (Northern portion)

Proposed district with locations of photographs 1 through 12

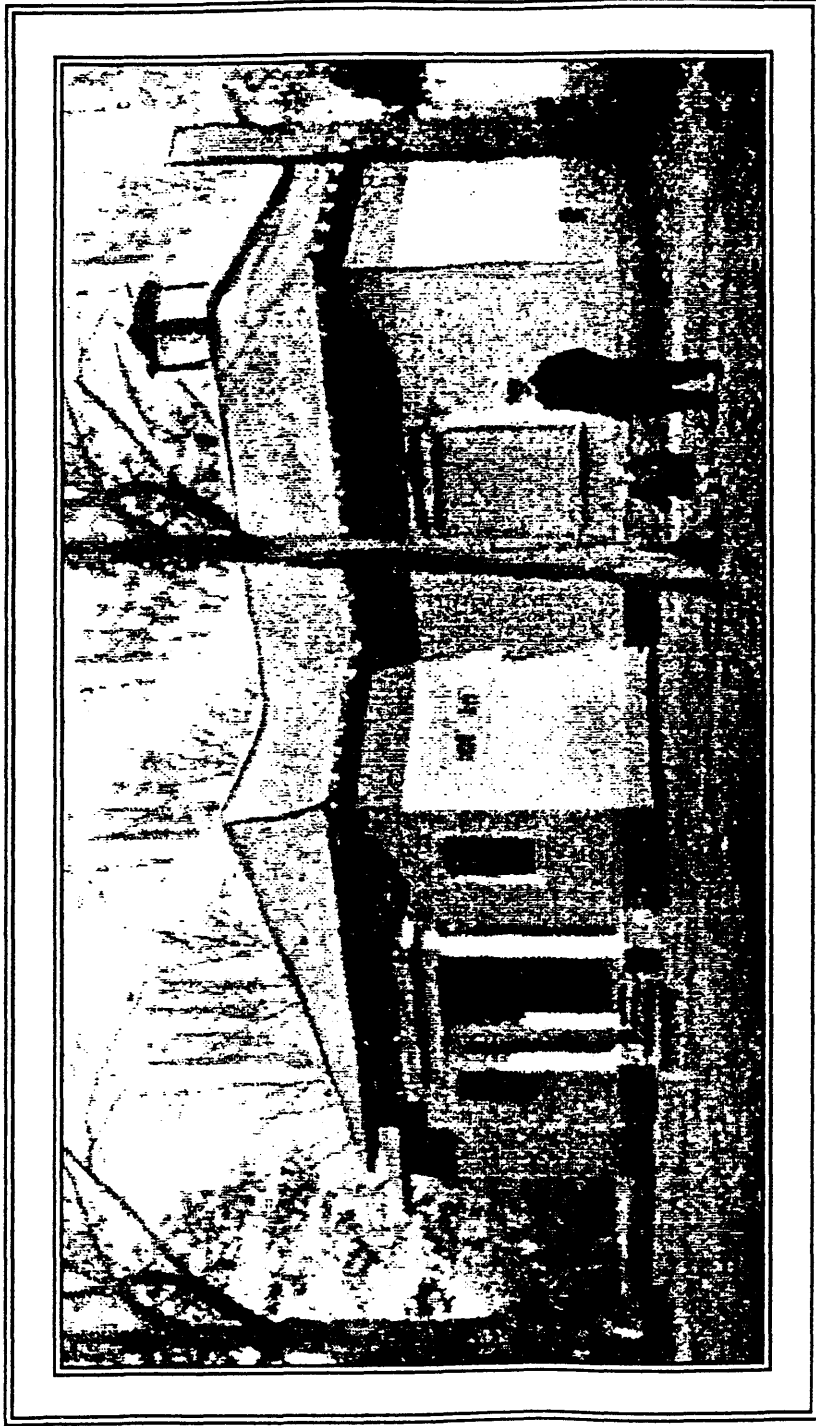


# Historic Map – Tuckahoe

South Tuckahoe Historic District, Upper Township, Cape May County, NJ



T. F. Rose, H. C. Woolman, and T. T. Price. *Historical and Biographical Atlas of the New Jersey Coast*. Philadelphia: Woolman & Rose, 1878. Private collection of Patricia Link.  
 The map on the right is the present town of Tuckahoe. The portion on the left is now known as Corbin City.



## Tuckahoe Grade School

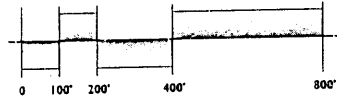
Circa 1900-1910

South Tuckahoe Historic District, Upper Township, Cape May County, New Jersey

# SKETCH MAP

Composite of  
Upper Township Tax Maps  
with boundaries of proposed  
South Tuckahoe Historic District  
Cape May County, New Jersey

GRAPHIC SCALE



## KEY

- Ⓜ designates lots containing Non-contributing primary buildings
- Ⓥ designates Vacant lots
- Unmarked lots contain Contributing primary buildings
- └ proposed district boundary

