

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 89002163

Date Listed: 1/11/90

Kingston Village Historic District
Property Name

Middlesex
County

NJ
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Beth J. Savage
Signature of the Keeper

1-12-90
Date of Action

Amended Items in Nomination:

Criteria Consideration A should be checked since religion is listed as an area of significance. The nomination is hereby officially amended to reflect this addition.

Verified by telephone with Sue Pringle of the New Jersey SHPO, 1/12/90.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

NOV 29 1989

2163

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Kingston Village Historic District
other names/site number Kingstown

2. Location

street & number see continuation sheet not for publication
city, town Franklin Township, South Brunswick Township vicinity
state New Jersey code NJ 034 county Middlesex, Somerset code 023,035 zip code 08528

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>90</u>	<u>17</u> buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	<u>2</u>	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>92</u>	<u>17</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

John C. Schuch 11/20/89
Signature of certifying official Date
Assistant Commissioner for Natural & Historic Resources/DSHPO
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. *Carol D. Skell* 1-11-90
 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

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic - Single DwellingDomestic - HotelCommerce/Trade - Specialty StoreCommerce/Trade - Restaurant

Current Functions (enter categories from instructions)

Domestic - Single DwellingsCommerce - Specialty Store**7. Description**

Architectural Classification

(enter categories from instructions)

Colonial - GeorgianMid-19th Century - Greek RevivalLate Victorian - Queen Anne Italianate

Materials (enter categories from instructions)

foundation Brickwalls Wood-Weatherboardroof Asphaltother Wooden porches

Describe present and historic physical appearance.

Physical Description:

(Note: buildings, structures and sites discussed below are identified by historic name and/or block and lot number. References will also be made to inventory forms already on file with the Office of New Jersey Heritage for many of the structures on the South Brunswick side of Kingston. Individual, brief descriptions are being submitted for those structures for which there are no inventory forms.)

Kingston, an unincorporated village, is located in central New Jersey, on a rise to the east of the Millstone River and the Delaware and Raritan Canal. The Kingston Village Historic District is located within two townships, Franklin and South Brunswick, in Somerset and Middlesex Counties, respectively, and extends the north and south of State Route #27. Kingston's most evident physical characteristic is the confluence of the various transportation routes which pass through the area. The development pattern of the village was determined generally in the 18th and 19th centuries by the location of both the "Kings Highway" (currently State Route #27) and the Delaware and Raritan Canal. As the main route through Kingston evolved from an Indian path to a stagecoach route and to an automobile route, it created an organized main street serving as a core for the village. Water transportation on the Delaware and Raritan Canal, and railroad transportation, both located at the west of the village also served as important catalysts for development.

The topography of the Kingston Village Historic District is fairly level, while the surrounding areas to the north, west and south are characterized by gently rolling hills. Kingston and its immediate surrounding areas have retained a rural residential and commercial character, while several contiguous townships have experienced rapid development and accompanying changes to their historic appearance.

The Kingston Village Historic District takes in virtually all of the

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Exploration/Settlement
Transportation
Commerce
Religion
Architecture

Period of Significance

1730-1930

Significant Dates

1807
1834
1913

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Summary of Significance:

The village of Kingston, New Jersey serves as a graphic illustration of how a strategic location can direct the development of an area. The village's central position between New York and Philadelphia determined the critical role transportation would play in the evolution of Kingston from the beginning of the 18th century through the early 20th century. From the time the first Kingston settler, Jediah Higgins, arrived during the first decade of the 18th century by way of a roadway cleared from the old Assunpink Indian trail, the significant architectural and commercial developments in Kingston can be traced to corresponding transportation-related improvements. Throughout the 18th century, the King's Highway, now State Highway 27, which runs through the center of Kingston, was the state's most popular road for travel across New Jersey between the port cities of Philadelphia and New York, and was the route for the colonial post riders and the New York-Philadelphia stage coach lines. Although only a few 18th century structures survive today, this period was significant because Kingston's location on an important transportation route was the catalyst for its initial settlement, and its development during the 18th century. During this period, the uses of the early structures also revolved around transportation, with several inns and hotels locating in Kingston. According to local tradition, the earliest of these establishments was the Bee Hive Inn, which survives today as part of the residence on Lot 8 of Block 97 in South Brunswick Township. The construction of the Straight Turnpike, now U.S. Route 1, in 1804 diverted much of the village's traffic. However, in 1807, the Princeton and Kingston Branch Turnpike was established to improve the old Kings Highway for overland travel. The better road conditions helped to reestablish Kingston's key position in road travel. In the 1830s, with the opening of the Delaware and Raritan Canal, and the extension of the Camden and Amboy Railroad line through the town, Kingston gained even more significance as a transportation crossroads. It was during the period between 1830

See continuation sheet

9. Major Bibliographical References

- Barber, John, and Henry Howe. Historical Collections of the State of New Jersey. New York: S. Tuttle, 1845.
- Clayton, W. Woodford. History of Union and Middlesex Counties, New Jersey. Everts and Peck, Philadelphia, Pa., 1882.
- Curran, Doris. "Development of Education in South Brunswick Township to 1878."

- 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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Princeton University Library

10. Geographical Data

Acreage of property approximately 56 acres Hightstown & Monmouth Junction, NJ Quads

UTM References

A	18	532920	4469360	B	18	532842	4469270
	Zone	Easting	Northing		Zone	Easting	Northing
C	18	532942	4469320	D	18	532938	4469025

See continuation sheet

Verbal Boundary Description

(Block and lot numbers are those as shown on tax maps for the portions of the Kingston historic district in the townships of Franklin and South Brunswick.)

See continuation sheet

Boundary Justification

Portions of the Kingston Village Historic District lie in two townships: Franklin and South Brunswick. Because the township is unincorporated, it has no official political boundaries of its own.

See continuation sheet

11. Form Prepared By

name/title Deborah M. Kelly

organization Heritage Studies, Inc. date February 1, 1989

street & number 20 Seminary Road telephone 609-466-9606

city or town Hopewell state NJ zip code 08525

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Location -- Street and number

State Route #27, roughly between Academy Road and Heathcote Brook Road to the south,
and between Church Street and Raymond Road to the north; Church Street; Laurel Avenue;
Union Street; Kingston-Rocky Hill Road; Sycamore Place; Shaw Drive; Euclid Avenue;
Academy Street; and Heathcote Brook Road.

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Function or Use

- Education - School
- Religion - Religious Structure
- Funerary - Cemetery
- Agriculture/Subsistence - Agricultural field
- Transportation - Rail Related
- Transportation - Water Related
- Transportation - Road Related

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Architectural Classification

Late 19th and Early 20th Century Revivals
Late 19th and Early 20th Century American Movements - Bungalow & Craftsman
Late 19th and Early 20th Century American Movements - Prairie School

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historic core of the village, and extends along significant transportation routes to the east, north and south of the core. To the west, a modern bridge carries State Route #27 over the Delaware and Raritan Canal into the Kingston Village Historic District from a portion of the village that lies in Princeton Township. This area of Kingston within Princeton Township is already listed on the National Register as the Kingston Mill Historic District. The southwestern boundary of the Kingston Village Historic District runs along the eastern boundary of the Kingston Mill Historic District and the Delaware and Raritan Canal State Park, which is also listed on the National Register.

Within the Kingston Village Historic District are 107 major buildings, 2 sites, and several outbuildings. Included among the 90 contributing buildings are two churches, two schools, a cemetery, a former tavern, the former site of the Camden and Amboy Railroad line, two former automobile service stations, and several commercial structures. Of the 107 buildings in the district, 17 are non-contributing; 1 building has been significantly altered (Block 3, Lot 5.01), and the remainder were constructed outside the period of significance for the district.

The physical character of the district is determined by several factors, including narrow tree-lined roads, uniform setbacks from the road, and pedestrian sidewalks on most streets. The most important feature, however, is the architectural uniformity of the buildings. Nearly all of the buildings within the proposed Kingston Village Historic District are of a vernacular nature, although there are a few examples of buildings with influences of formal styles. Typically, buildings are of wood frame construction, 2 1/2 stories in height, two or three bays wide (the early to mid-19th century houses are generally three bays wide, and the late 19th century to early 20th century houses are generally two bays wide), with gabled roofs. Many of the buildings also have one-story full-width front porches.

There are few examples of high style architecture in the Kingston Village Historic District, but there are several buildings that are influenced by various formal styles.

Georgian -- Three houses on the southeast side of Main Street (Lots 6, 7 and 8 of Block 97 -- photo #1) illustrate Georgian influence and are among the earliest buildings in Kingston. All

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are wood frame buildings, two-and-one-half stories in height with a side-gabled roof. The building on Lot 6 is a symmetrical, five bay house to which a later Colonial Revival porch has been added. The houses on Lots 7 and 8 have side-hall entrances, instead of the more usual central entrance of Georgian-style houses. The cornice of the house on Lot 7 is embellished with paired brackets.

Greek Revival -- The house in Kingston which is an example of Greek Revival architecture is located on Lot 131 of Block 5. Although it has been covered with aluminum siding, the house retains all the significant features which identifies its style as Greek Revival. It is a five-bay, side-gabled building with a wide band of trim at the cornice line. A prominent row of brackets has been set into the wide frieze. Two interior chimneys are located in each gable end. The front entrance and the entry porch are typical of the Greek Revival style: the recessed entrance has a transom and sidelights which are incorporated into the elaborate surround with Doric pilasters; the entry porch has a wide frieze with brackets similar to that on the cornice, and is supported by prominent squared Doric piers. A later addition of a one-story bay window is evident on the west side of the facade.

Italianate -- The house on Lot 129 of Block 5 is an especially good example of a formal style Italianate house (Photo #19). This house is of a typical Italianate gable-front-and-wing form. The low-pitched roof has overhanging eaves with an elaborate cornice line composed of heavy brackets and applied paneling details. Windows are 2/2, with arched windows beneath framed crowns in the gables, and tall windows topped with bracketed crowns on the first and second floors. First floor windows on the facade are floor to ceiling, and the double-leafed front door is topped with a transom. The wrap-around porch has squared, bevelled supports framed with lattice, and an octagonal pavilion is attached to the west rear of the house.

The Presbyterian Church (Block 4, Lot 4 -- photo #18) also exhibits Italianate influences. The church has a three bay arrangement, with a gabled central projecting entrance. The front gabled roof has overhanging eaves with brackets. A gabled central tower with paired arched windows provides a base for a louvered belfry with fluted columns, and an octagonal steeple. This

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stucco-covered church was built in 1852. Additional buildings exhibiting Italianate detailing include houses located on: Lots 6.01 and 20 of Block 107 -- photo #6); Lot 8 of Block 104 -- photo #5); and Lot 5.01 of Block 3.

Queen Anne -- There are several examples in the district of buildings that show influences of the Queen Anne style: Lots 2, 3, 4, and 5 of Block 107 -- photo #3); and Lots 120 and 121 of Block 5. All are wood frame, gable-roofed, and 2 and 1/2 stories in height and L-shaped in plan. These buildings share similar elements, including: prominent front gables; one-story front or wrap-around porches; and spindle detailing. Four of the Queen Anne-influenced houses are located in a row on the south side of Main Street, and all appear to date from the 1890s.

Colonial Revival - The early 20th century Colonial Revival influence can also be seen in several houses within the district, particularly in the Franklin Township section: Lots 1, 4 and 20 of Block 4; and Lots 142, 148 and 150 of Block 5. These buildings all appear to have been built circa 1910 - 1930. Of these houses, two have Dutch Colonial gambrel roofs (Lot 142 of Block 5 and Lot 1 of Block 4). The house on Lot 4 of Block 4 has a hipped roof; a wrap-around porch with paired columns on stone pedestals; a second floor Palladian window; a two story bay window; pedimented gables and brackets at the cornice line.

Also included in the group of houses with Colonial Revival influences are those which appear to be mail-order houses, including: two Sears "Crescent" houses (Lot 18 of Block 4 -- photo #14 -- and Lot 124 of Block 5), and one possible Sears "The Whitehall" model.

Prairie Style -- The school house located on Lot 141 of Block 5 (photo #13) is a good example of a Prairie style building. The one-story stucco building has a high basement, and a projecting pedimented two-story entry pavilion. The low-pitched, hipped roof has widely overhanging eaves. The first floor windows are in a horizontal band on either side of the projecting center pavilion. A one-story addition lies to the south of the building.

Two houses in the Kingston district that exhibit Prairie style

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influences are those on Lot 20 of Block 4 and Lot 122 of Block 5.

Bungalows -- There are several examples of fairly typical bungalows in Kingston, primarily in the Franklin Township section of the district. Houses which could be classified as bungalows are: Lots 147.01, 152.02 and 153 of Block 5; and Lot 3 of Block 2. All of these one-story bungalows have low-pitched front-gable roofs, with overhanging eaves; and either full-width or partial-width porches, some of which have been enclosed, with tapered square columns.

Integrity, Change in Function:

Within the boundaries of the Kingston Village Historic District, the core of the historic community is relatively intact. In its configuration of streets and density of development, the village has retained the character of a rural commercial and residential village as it developed until the early 20th century. Many of the historic buildings have side or rear additions, many of which were built during the district's period of significance and are sympathetic to the appearance of the original buildings.

Although artificial siding has been added to many of the houses in the district, in the large majority of cases the historic wooden elements, such as door and window surrounds, have been retained. In a few instances where the historic wooden features were not retained, these simple vernacular houses were still able to maintain a fairly high degree of integrity because their massing, scale and fenestration remained similar to others of the same period.

Kingston's function as a religious and commercial center has continued to the present time. Both the Presbyterian and Methodist churches still have active congregations. The use of many buildings on Main Street has shifted over the years from a mixed residential/commercial nature to nearly all commercial. Many of the former residences along Main Street are now used as antique shops or other small businesses. Much of the district to the north and south of Main Street has retained its residential use.

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Franklin Township, Somerset County:

Block 1, Lot 21 — 50 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-story, three bay vernacular frame house; side-gabled slate roof; asbestos siding; one-story, front-gabled entry porch with square supports; 2/2 windows with louvered shutters; chimney in east gable end.

Block 1, Lot 22 — 44 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-story, three-bay vernacular frame house, with a second story, front-gabled projecting bay to form entry porch with wrought iron posts; asbestos siding; side gabled, with asphalt roof; 8/8 windows on first story, and 6/6 on second story; paneled shutters on front elevation; shed addition on west side; exterior west end chimney; shown on 1876 Atlas as house of "[?] Pilver".

Block 1, Lot 23 — 42 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-story, three-bay vernacular frame house; pedimented entry porch; form-stone siding; side-gabled, boxed cornice with partial returns; 1/1 windows; back addition; shown on 1876 Atlas as house of "J. Masso."

Block 1, Lot 24 — 40 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-and-one-half-story vernacular frame house, with three-bay arrangement; side-gabled roof; aluminum siding and shutters; 6/1 windows; two-bay, one-story side addition to west; entrance at center covered by portico with gabled roof and curved underside; asphalt roofing material; shown on 1876 Atlas as the house of "T. Leonard".

Block 1, Lot 26 — 36 Church Street; Date: c. early 20th century. Contributing.

Two-story vernacular bungalow; two-bay consisting of two front doors; clapboard siding; steep front-gabled roof with a window centered in the front gable; one-story front porch with hipped roof and squared supports; overhanging eaves with exposed rafters; asphalt roofing material; two-bay shed dormer on west elevation; 2/2 windows; new addition to the rear; presently being made into a two-family dwelling; a structure belonging to "J. Bastedo" is shown on this

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property on 1876 Atlas , but the present house appears to be a replacement.

Block 1, Lot 27 — 24 Church Street; Date: c. 1830-1850. Contributing.

Two-and-one-half-story, three-bay vernacular frame house covered with stucco; side-gabled roof at a normal pitch, overhanging eaves with boxed cornice and partial returns; 4/4 windows; symmetrical facade, with front door centered; center chimney; one-story front porch with a hipped roof, wide frieze, and squared supports; structure is very low to ground with little or no foundation; appears on 1876 Atlas as the house of "J. Conover."

Block 1, Lot 30 — Kingston Presbyterian Church Cemetery; Date: 1750.
Contributing. Site.

Contains graves dating back to the 1750s, many from notable Kingston families: Higgins, Withington, Gulick and Colby. It is surrounded by a c. 1930 fieldstone wall with an ornate wrought-iron entrance. The first Presbyterian Church structure and an early schoolhouse were located here. It was also the site of George Washington's "conference on horseback", which is commemorated by a D.A.R marker.

Block 1, Lot 31 — 4615 State Highway Route 27; Date: pre-1850. Contributing.

Two-and-one-half story vernacular frame house apparently built in two phases. Asymmetrical western half has: irregular fenestration, with a center entrance and a contiguous 6/6 double sash window on the first floor, and two 6/6 windows on the second floor; side-gabled roof with the front section raised; stuccoed chimney in eastern gable end. Symmetrical eastern half is two-bay, with entrance to the east and a 6/6 window to the west; side-gabled at a slightly higher pitch than western side. It appears that a full-width front porch has been removed. Identified on 1876 Atlas as belonging to "J. Brady."

Block 2, Lot 1 — 34 Laurel Avenue; Date: Early 20th century. Contributing.

Two-story, three bay vernacular frame house; clapboard siding steeply pitched front-gabled roof; boxed cornice; centered front door, with 1/1 window on each side; one-story front porch with stuccoed piers and square wooden posts; double 6/6 window in gable. Structure belonging to "S. Walker" was located on this property on 1876 Atlas , but it is likely that the present house is a later one.

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Block 2, Lot 2 -- 32 Laurel Avenue; Date: 1850-1876. Contributing.

Two-story, two-bay L-shaped vernacular frame house, with a one-story addition in the "L"; clapboard siding; gable faces front with overhanging eaves and boxed cornices; roofing material is asphalt; 2/2 windows; one-story front porch with hipped roof, squared supports; small louvered vent in the top of gable; listed on 1876 Atlas as belonging to "J. Gulick."

Block 2, Lot 3 -- 30 Laurel Avenue; Date: c. 1920. Contributing.

One-and-one-half story, three-bay cottage with front-gabled low pitched, asphalt siding and roofing material; overhanging eaves and boxed cornice; enclosed front porch with hipped roof.

Block 2, Lot 4 -- 12 Union Street; Date: Indeterminate. Contributing.

Two-and-one-half-story, two-bay vernacular frame structure, with many additions and alterations; aluminum and brick siding; main block is to the east, and one-and-one-half story garage to the west, joined by a three-bay, one-story room. Two-bay extension with an entrance is at the front of the main block; side-gabled roof with overhanging eaves, boxed cornice and partial returns; center chimney; windows 1/1; portion of the house may be that which appears on the 1876 Atlas belonging to "A. High".

Block 2, Lot 5 -- 10 Union Street; Date: c. 1850-1876. Contributing.

Two-and-one-half-story, three-bay vernacular frame house; asbestos siding; side-gabled slate roof, with boxed cornice and overhanging eaves; center chimney; entry porch with hipped roof and turned posts; 2/2 windows; rear addition. An unidentified structure is located on this property in the 1876 Atlas.

Block 2, Lot 6 - 6,8 Union Street; Date: 1850-1876. Contributing.

Two-and-one-half-story, three-bay vernacular house with enclosed one-story front porch; asbestos siding; side-gabled roof, with overhanging eaves and exposed rafters; 6/6 windows; asphalt roof; the house is set back at the rear of the lot; an outbuilding is set near the front of the lot. On the 1876 Atlas, a house in

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this location appears to be part of an adjoining lot (Block 2, Lot 2), and also under the ownership of "J. Gulick"

Block 2, Lot 7 - 2 Union Street; Date: c. 1900. Contributing.

Two-and-one-half-story, two-bay vernacular Gothic; aluminum siding; side-gabled asphalt roof with boxed cornice and partial return; 2/2 windows; entrance to east on facade, with transom, hipped roof entry porch and simple square posts; large rear and east side additions; brick chimney to rear of main block.

Block 3, Lot 1 - 1 Union Street; Date: c. 1850-1876. Contributing.

Two-story, three-bay vernacular frame house; enclosed front entrance porch; side-gabled asphalt roof, with overhanging eaves and partial returns; asbestos siding; 2/2 windows; central chimney; arched attic window; foundation appears to be stone covered with cement; appears on 1876 Atlas as "McKeever" house.

Block 3, Lot 2 - 3 Union Street; Date: c. 1850-1876. Contributing.

Two-story, one-bay vernacular frame house; front-gabled, boxed cornice with partial returns; one-story, one-bay addition to the east, with a flat roof and a parapet; simple front entry porch, with shed roof and square posts; asbestos siding; 6/6 windows; rear chimney; appears on 1876 Atlas as house of "M. Confort."

Block 3, Lot 3 - 5 Union Street; Date: c. 1880. Contributing.

Two-story, two-bay vernacular frame house; front-gabled roof; asbestos shingle siding; 2/2 and 1/1 windows; enclosed front porch with continuous fenestration; interior chimney at front of house.

Block 3, Lot 4 -- 7 Union Street; Date: c. . Contributing.

Two-story, three-bay symmetrical cottage; painted shingle siding; front-gabled roof; 6/1, 2/2 and 1/1 windows; door with hood; center brick chimney.

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Block 3, Lot 5.01

A. 4591 State Highway Route 27; Date: c. 1860. Noncontributing.

Two-and-one-half-story, five-bay vernacular Civil War Italianate; stucco siding; side-gabled roof with partial returns, molded soffit and central cross-gable; Italianate brackets; four central corbelled brick chimneys; paired arched windows in the front gable; two-story rear extension. Significantly altered c. 1970, including an overpowering one-story vertical board extension on front and both sides, for commercial purposes. Now a restaurant. Identified on 1876 Atlas as house of "C. Van Duyne", and known as "Brooks Manor" during the 20th century.

B. 9 Union Street; Date: c. 1870. Contributing.

Two-story, three-bay considerably altered carriage house; vertical board and stucco siding; side entrance; hipped asphalt roof; 2/2, 1/1 windows; many additions; this was formerly the carriage house for the Van Duyne property described above. An unidentified structure appears on this location on the 1876 Atlas.

Block 3, Lot 6 -- 11 Union Street; Date: c. 1870. Contributing.

Two-story, two-bay vernacular frame house; front-gabled; painted wood shingle siding; 1/1 windows; front entry hood with hipped roof; back shed addition; center chimney; asphalt roof. A structure appears on this location on the 1876 Atlas.

Block 3, Lot 7 -- 13 Laurel Avenue; Date: c. 1850-1860. Contributing.

Two-and-one-half-story, four-bay vernacular double house; side-gabled roof, with paired brackets and partial returns; aluminum siding; 6/1 windows; front entry porch with hipped roof and square posts; two entrances; two center chimneys; rear one-story addition. A structure appears on this location on the 1876 Atlas.

Block 3, Lot 8 -- 20 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-story, three-bay vernacular house; unusual roofline, with low-pitched front-gabled roof over two-bay east side of facade, and inverted shed-roof over one-bay west side addition; 2/2 windows; aluminum siding; rear chimney.

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Block 3, Lot 9 -- 18 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-story, three-bay vernacular frame house; aluminum siding; side-gabled roof with very low pitch; rear shed addition; 6/6 windows; front hipped-roof entry porch with turned posts, and square rails. Identified on 1876 Atlas as house of "J. Johnson".

Block 3, Lot 10 -- 16 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-story, three-bay, symmetrical vernacular frame house; painted wood shingle siding; side-gabled, clay tile roof; paired brackets; front entry porch with hipped-roof and turned posts; center chimney; rear one-story addition; identified on 1876 Atlas as house of "S. Longstreet".

Block 3, Lot 11 -- 14 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-story, three-bay symmetrical vernacular house; side-gabled asphalt roof; vinyl siding; exterior chimney on east side; front hipped-roof entry porch with wrought-iron supports; 1/1 windows; stone foundation covered with cement; gabled rear addition; a structure is located on this property on the 1876 Atlas as house of "J.H. Johnson".

Block 3, Lot 12,13 -- 10 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-and-one-half-story, L-shaped vernacular Gothic structure; clapboard siding with scalloped vergeboard; 2/2 windows; cross-gabled roof; open partial porch with wrought-iron supports; floor to ceiling window faces porch on extension; a two-story bay on the west side; vent in front gable; identified on 1876 Atlas as house of "T. Neary".

Block 3, Lot 14 -- 6 Laurel Avenue; Date: 1850-1876. Contributing.

Two-story, five bay multi-family structure; faces the west side of the lot; three entrances, center entrance is enclosed -- remaining two have shed roof entry porches with square supports; aluminum siding; side-gabled with asphalt roof; four gabled dormers and center eyebrow window; 6/6 windows; identified on 1876 Atlas as house of "R. Shan".

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Block 3, Lot 15-1 -- 54 Main Street; Date: c. 1960-1970. Noncontributing.

Two-story, two-bay neo-Colonial commercial structure; brick and aluminum siding; hipped roof; 6/6 windows; recessed archway entrance and projecting shop window. This is currently a liquor store.

Block 3, Lot 15-2 -- 54 Main Street; Date: c. 1880; 1920. Contributing.

Two-and-one-half-story L-shaped structure, with a double-bay storefront arrangement on the east side, and a two-bay extension with an entrance on the west side; gables for both sections of the structure face street, and the roof over the western section is considerably higher than that over the eastern section; clapboard siding; storefront entrance has recessed doorway, and pent-eave; section on west side has pediment over doorway, with surrounding fluted pilasters; 2/2 windows.

Block 3, Lot 16 -- 4585 State Highway 27; Date: c. 1880. Contributing.

Two-story, two-bay vernacular frame structure; front-gabled asphalt roof with partial returns; aluminum siding; 6/6 replacement windows; presently being rehabilitated.

Block 3, Lot 17 -- 4587 State Highway 27; Date: c. 1920. Contributing.

One-and-one-half story, three-bay commercial structure; stucco and vertical board; front-gabled roof; projecting enclosed porch with two entrance doors and shop windows. Approximate former location of Van Tilburg's Tavern.

Block 3, Lot 20 -- 4595 State Highway 27; Date: c. 1830. Contributing.

Two-story, three-bay vernacular frame structure; clapboard siding; side-gabled asphalt roof with a full return, and patterned shingles in the gable; rear saltbox extension; 6/6 windows; irregular fenestration; decorative painting on the facade; shown on 1876 Atlas as a structure on the Van Duyne property.

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Block 3, Lot 21 — 4597 State Highway 27; Date: c. 1880. Contributing.

Two-story, two-bay vernacular Victorian structure; front-gabled with boxed cornice, and vent in gable; clapboard siding; 2/2 windows; open shed-roofed porch with turned posts and sawn brackets.

Block 3, Lot 22 — 4599 State Highway 27; Date: c. 1960-1970. Noncontributing.

Two-story, eight-bay commercial structure; brick and natural wood shingles; asphalt hipped roof; two large commercial windows on first floor.

Block 3, Lot 23.01 — 1 Church Street; Date: 1878. Contributing.

Kingston Methodist Church. Meetinghouse plan, 3x3 bay with three-bay ell addition; aluminum siding; central entrance tower with louvered belfry, tripartite window and jointed steeple; double leaf doors; stained glass windows.

Block 3, Lot 23.02 — Church Street; Date: c. 1920. Contributing.

Methodist Manse. Two-and-one-half-story, three bay — possibly Sears catalogue house, "The Whitehall" model; clapboard and painted shingle siding; hipped roof with center cross-gable; 1/1 windows; two-story projecting bay; full width open porch with wooden Doric columns. Adjoining is a two-story, two-bay vernacular structure with wood shingle siding; front-gabled; 2/2 windows; pedimented doorway.

Block 4, Lot 1 — 19 Laurel Avenue; Date: c. 1920. Contributing.

Two-story, three-bay Colonial Revival house with an asphalt gambrel roof; clapboard siding; 6/6 windows; small one-bay shed roof extension on east side, and two-bay flat roof extension on west side; exterior chimney at west end, and interior chimney in east end.

Block 4, Lot 4 — 4561 State Highway 27; Date: 1852; Contributing.

A. Kingston Presbyterian Church. 3x4 bay Meetinghouse plan; Italianate details; stucco wall covering; central entrance tower with louvered belfry; octagonal steeple with paired fluted columns; multi-paned stained glass windows; date plaque over door; the churchyard is surrounded by a cast-iron Greek-Revival design fence.

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B. Date: c. 1910. Contributing.

Two-and-one-half story, asymmetrical two-bay Colonial Revival with Craftsman details; clapboard siding; side-hall entrance with side-lights, and two story bay window; second story Palladian window with tracery above door; shed roof dormer with two 1/1 windows and small pedimented gables above each window; side-gabled, slate roof with boxed cornice and brackets; large wrap-around porch, with ashlar piers, paired Corinthian columns and square wooden balusters.

Block 4, Lot 9 — 6 Shaw Drive; Date: c. 1875. Contributing.

Two-and-one-half-story, three-bay vernacular house; stucco siding; side-gabled asbestos roof with boxed cornice; 6/1 windows; pedimented doorway with fluted pilasters; center chimney; Federal style window moldings; additional entrance on west side, with hipped open porch and square posts; rear addition.

Block 4, Lot 10 — 4553 State Highway 27; Date: c. post Second World War.
Noncontributing due to date.

Two-story, vernacular contemporary stucco building.

Block 4, Lot 11 — 4557 State Highway 27; Date: c. 1920-1930. Contributing.

Two-story, three-bay Craftsman type bungalow; side-gabled sloping asphalt roof with overhanging eaves and complete return; stucco siding; recessed porch with brick piers, tapered porch supports and wrought iron balusters; gabled dormer; 1/1 windows.

Block 4, Lot 12,13 — 4571 State Highway 27; Date: c. 1930. Contributing.

Two-and-one-half-story, three-bay vernacular structure, possibly a catalogue house; front-gabled; pedimented front porch with Doric columns on stucco piers; 6/1 windows; asymmetrical front entrance; interior chimney at rear.

Block 4, Lot 14 — 4573 State Highway 27; Date: c. 1930. Contributing.

Two-story, two-bay L-plan cottage; brick construction; large sloping front-gable

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roof; triple 6/6 window on the first floor, and centered tall casement window with fanlight on second story; recessed entrance on east side of front with vertical board paneling; projecting greenhouse on east side; interior chimney.

Block 4, Lot 15 — 4577 State Highway 27; Date: c. 1850. Contributing.

Two-story, five-bay vernacular frame structure with numerous extensions and alterations; aluminum siding; main block is part commercial and part residential; side-gabled tin roof with partial return; 4/4 windows, and one store front window; two front entrances; and two interior chimneys. Side addition is to the east, and is one-story in front, and two stories to the rear; front section is a commercial, four-bay structure with a shed roof on the west section, and a gable roof on the east section; three large storefront windows; rear section is residential. A structure on this location appears on the 1850 Otley and Keily Map of Somerset County.

Block 4, Lot 16 — 5 Laurel Avenue; Date: c. 1850-1876. Contributing.

Two-story, symmetrical three-bay vernacular frame house; side-gabled tin roof; aluminum siding; 6/6 windows; open, hipped-roof front porch with doric columns and and square rails; possibly the same structure identified on the 1876 Atlas as the house of "J.S. Wolfe".

Block 4, Lot 17 — 9 Laurel Avenue; Date: 1950s; Noncontributing.

One-story, vernacular ranch-style house.

Block 4, Lot 18 — 13 Laurel Avenue; Date: c. 1920. Contributing.

One-story, three-bay Sears "Crescent" bungalow; aluminum siding; side-gabled asphalt roof with partial returns; front entrance with sidelights; tripartite windows; "Colonial Revival" style gabled entrance porch with returns and a roof that intersects main roof, paired round support columns, a concrete base and wrought iron railings; one exterior brick chimney in east end and one brick chimney to the rear.

Block 4, Lot 19 — 15 Laurel Avenue; Date: c. 1930. Contributing.

Two-story, three-bay vernacular house; side-gabled asphalt roof with a wide

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frieze; 6/1 windows; stucco siding; enclosed hipped-roof front porch; asymmetrical entrance.

Block 4, Lot 20 — 17 Laurel Avenue; Date: c. 1915. Contributing.

Two-and-one-half story, two-bay foursquare; aluminum siding; hipped asphalt roof, with hipped dormers; 1/1 windows; full width front porch with short squared posts on top of brick piers; triple window on first story, double windows on second story; asymmetrical entrance; rear chimney.

Block 5, Lot 119.01 — U.S. Highway 27; Date: pre-1766. Contributing.

Two-and-one-half story, three-bay vernacular side-hall structure with a four bay wing and shed addition (the wing is likely the original section of the house); clapboard siding; side-gabled roof with overhanging eaves, boxed cornice, partial returns and paired brackets; 1/1 replacement windows; 6/6 windows in west gable and shed addition; hipped-roof full width porch with exposed rafters, wrought iron porch supports; interior gable end chimneys in main section. According to local tradition, a portion of the structure was the house which Jediah Higgins constructed during the first decade of the 18th century as the first settler of Kingston. A house belonging to Jedediah Higgins is located in what appears to be this location on the 1766 "Map of the Division Line between the Counties of Middlesex and Somerset" by Azariah Dunham.

Block 5, Lot 120, 121 — Main Street; Date: c.1880-1900. Contributing.

Two-and-one-half story, L-plan vernacular Queen Anne with a rear addition; intersecting gable asphalt roof with gingerbread trim in eaves; 2/2 windows, two-story bay and one-story bay; glass enclosed entrance. Now used as a bank.

Block 5, Lot 122 — 128 Main Street; Date: 1920s. Contributing.

One-and-one-half story, two-bay bungalow; hipped roof with wide overhanging eaves; stained wood shingle siding; three-bay hipped roof center dormer; integrated front porch with tapering columns on ashlar stone piers; off-center door with sidelights; tripartite window. Garage to the rear — front-gabled, wood shingle siding; wooden garage doors. Possibly a mail order house, similar to Sears "The Princeville" model.

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Block 5, Lot 123 — Vacant Lot.

Block 5, Lot 124 — 124 Main Street; Date: c. 1920. Contributing.

One-story, three-bay Sears mail order house, "Crescent" model; aluminum siding; side-gabled asphalt roof with partial returns; front entrance with sidelights; Colonial Revival style gabled entrance porch with returns and a roof that intersects main roof, paired round supports columns and concrete bases.

Block 5, Lot 125 — 122 Main Street; Date: c. 1950. Noncontributing.

One story vernacular modern house.

Block 5, Lot 126 — 120 Main Street; Date: c. 1950. Noncontributing.

One story vernacular modern house now used as commercial building.

Block 5, Lot 127 — 114 Main Street; Date: c. 1950. Noncontributing.

One story vernacular modern house now used as commercial building.

Block 5, Lot 129 — 4523 State Highway Route 27; Date; c. 1880. Contributing.

Two-and-one-half-story, two-bay, L-shaped Italianate house; clapboard siding; cross-gabled, with overhanging eaves, and cornice with numerous, elaborate brackets; 2/2 windows, with bracketed crowns; arched attic windows in gables; projecting bay on first floor of western ell; louvered shutters; wrap-around open porch, with squared, bevelled supports framed with lattice; double front door; interior chimney; attached octagonal pavilion at west rear of house.

Block 5, Lot 130 — Main Street; Date: c. 1950. Noncontributing.

One story vernacular modern house.

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Block 5, Lot 131 — 102 Main Street; Date: c. 1850. Contributing.

Two-and-one-half story, five-bay Greek Revival house; aluminum siding; asphalt side-gabled roof with gable end chimneys, wide frieze and brackets; 6/6 and bay windows; hipped roof entry porch with bracketed cornice and squared columns; recessed doorway with three-paned transom and sidelights.

Block 5, Lot 132 — Main Street; Date: c. 1950. Noncontributing.

One story vernacular ranch house.

Block 5, Lot 133.01 — Main Street; Date: c. 1950. Noncontributing.

One story vernacular ranch house.

Block 5, Lot 133.02 — vacant lot.

Block 5, Lot 134 — 96 Main Street; Date: c. 1950. Noncontributing.

One story vernacular ranch house.

Block 5, Lot 135 — 4537 State Highway Route 7; Date: c. 1850-1876. Contributing.

Two-and-one-half-story, three-bay vernacular frame house, with two contiguous side extensions to the east (middle section possibly oldest part of house); front full width open porch with shed roof, and gable roof over entrance; bracketed cornice; 6/6 windows; appears on 1876 Atlas as house of "L.C. Withington".

Block 5, Lot 141 — 21 Laurel Avenue; Date: 1920; Contributing.

One-story Prairie style school, with a high basement and a one story wing addition; stucco siding; hipped asphalt roof with overhanging eaves; projecting pedimented two-story entry pavilion, with entrance and bracketed hood on first floor and a three part on second floor; running band of large 1/1 windows on either side of center pavilion.

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Block 5, Lot 142 — 35 Laurel Avenue; Date: c. 1920s; Contributing.

Two-story, three-bay Colonial Revival, with two-bay wing to west and small one-bay shed addition to the east; asphalt gambrel roof; full-width shed dormer; 6/6 windows; clapboard siding; two gable end brick chimneys.

Block 5, Lot 147.01 — Sycamore Place; Date: c. 1910-1920. Contributing.

One-story, three-bay bungalow; clapboard siding; front-gabled asphalt roof with front-gabled projecting section to front on the west side, and shed roof extension to east side; band of four windows in projecting section, and door and window on shed roof section; small window in front gable; brick chimney at rear.

Block 5, Lot 148 — 39 Laurel Avenue; Date: c. 1920s. Contributing.

Two-story, three-bay, symmetrical Colonial Revival house; clapboard siding; gambrel roof, full-width shed dormer with three windows; hipped roof entry porch with wooden columns and benches; east side extension with a set of paired windows, hipped roof on second floor level, and skirt-roof at first floor level; single story shed roof west extension with paired windows.

Block 5, Lot 149.01 — 41 Laurel Avenue; Date: c. 1920. Contributing.

Two-and-one-half story, three-bay L-plan Colonial Revival house; clapboard siding and wood shingles; front-gabled slate roof with overhanging eaves, boxed cornice and partial returns; full-width, hipped roof porch with square columns; 6/6 windows; gable window.

Block 5, Lot 150 — 43 Laurel Avenue; Date: c. 1920. Contributing.

Two-and-one-half story, two-bay vernacular L-plan house; steeply pitched, front-gabled asphalt roof with overhanging eaves and returns; one-story hipped roof open front porch with tapered supports; clapboard siding on first floor and wood shingle siding on second floor.

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Block 5, Lot 151 — 45 Laurel Avenue; Date: c. 1920. Contributing.

Two-and-one-half story, three bay vernacular frame house; side-gabled slate roof; entry porch with turned posts; two-bay arrangement; clapboard siding; chimneys in gable ends.

Block 5, Lot 152.01 — Vacant Lot

Block 5, Lot 152.02 — Sycamore Place; Date: 1920s. Contributing.

One-story, three-bay bungalow; cement foundation; front-gabled asphalt roof with partial returns and overhanging eaves; wrap around porch to west side with gabled roof with returns, squared, tapered columns and simple balusters; recessed entrance; paired windows to east side of facade.

Block 5, Lot 153 — 49 Laurel Avenue; Date: c. 1920. Contributing.

One-story, three-bay vernacular bungalow; cement foundation; front gabled asphalt roof with overhanging eaves; clapboard siding; hipped roof open front porch with square supports; 6/1 windows.

Block 5, Lot 154 — 51 Laurel Avenue; Date: c. 1920. Contributing.

One-story, three-bay vernacular bungalow; cement foundation; front gabled asbestos roof; one-story, full width open front porch with a hipped roof and support columns; aluminum siding.

Block 5, Lot 155 — 53 Laurel Avenue; Date c.1830-1850. Contributing.

Two-story, three bay vernacular frame house; side gabled wood shingle roof; wood shingle siding; exterior gable end chimneys; pedimented entry; 6/6 windows; one-and-one-half story rear addition with clapboard siding and a side shed roofed porch.

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South Brunswick Township, Middlesex County:

(Survey form inventory numbers cross-referenced in parentheses.)

Block 97, Lot 10.2 — 18 Heathcote Road; Date: c. 1950-1960. Noncontributing.
Two-story, vernacular modern house.

Block 97, Lot 10.3 — 20 Heathcote Road; Date: c. 1950-1960. Noncontributing.
One-story, vernacular ranch house.

Block 97, Lot 1.05 — 16 Heathcote Road; Date: c. 1880. Contributing.

Two-story, one-bay vernacular structure with one-story rear addition; front-gabled roof; clapboard siding; 6/6 windows; shed roof entry porch; louvered vent in gable.

Block 97, Lot 2 — 14 Heathcote Road; Date: c. 1880. Contributing.

Two-and-one-half story, three-bay vernacular Gothic structure with one-story wing; asbestos siding; side-gabled roof with center cross gable; 1/1 windows; arched attic windows; enclosed hipped-roof front entrance porch.

Block 97, Lot 3 — # Heathcote Road; Date: post World War II. Noncontributing.

One story brick firehouse.

Block 97, Lot 4 — 61 Main Street; Date: c. 1780. Contributing.
(Inventory No. 1221-40)

Two-and-one-half story, three-bay vernacular house with rear addition; clapboard siding; side-gabled roof with paired brackets; 6/6 and 2/2 windows; open shed porch with turned posts and sawn brackets; identified on 1876 Atlas as belonging to "D. Meisner".

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Block 97, Lot 5 — 65 Main Street; Date: c. 1750-1810. Contributing.
(Inventory No. 1221-39)

Two story, four-bay saltbox; aluminum siding; side-gabled roof; 6/6 windows; enclosed front porch with continuous 1/1 fenestration; frame outbuilding to rear. Identified on 1876 Atlas as house of "J. Shann".

Block 97, Lot 6 — 71 Main Street; Date: c. 1780. Contributing.
(Inventory No. 1221-38)

Two-and-one-half story, five-bay vernacular Georgian with rear ell; aluminum siding; side-gabled roof; 2/2 windows; three-bay open front porch with Doric columns on cast cement piers; central entrance with transom and sidelights; shares a party wall with house on Lot 7, and is identified on the 1876 Atlas as belonging to "A. Colby".

Block 97, Lot 7 — 73 Main Street; Date: c. 1780. Contributing.
(Inventory No. 1221-37)

Two-and-one-half story, three-bay vernacular side-hall Georgian style with rear addition; clapboard siding; side-gabled roof; 6/6 windows; paired cornice brackets; entrance with pediment and transom. Structure shares a party wall with house on Lot 6, and is identified on the 1876 Atlas as the house of "D.C. Johnson". Frame outbuildings converted to commercial use.

Block 97, Lot 8 — 77 Main Street; Date: c. 1730. Contributing.
(Inventory No. 1221-36)

Two-and-one-half story, three-bay vernacular side-hall Georgian style with rear ell; clapboard siding; side-gabled roof with exposed rafters; 6/6 windows; entrance with leaded transom and side lights; two-bay open front porch (attributed to Charles Steadman, c. 1830); rear ell thought to be original "Beehive Inn", c. 1730; two frame outbuildings to north. House and outbuildings now used for commercial purposes. Identified on 1876 Atlas as belonging to "W.A. Pierce".

Block 97, Lot 9 — 81 Main Street; Date: c. 1900. Contributing.
(Inventory No. 1221-35)

Two-and-one-half story, three-bay structure with one-bay side addition; aluminum

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siding; side-gabled; pedimented entrance with pilasters. Originally an outbuilding of the nearby Withington Estate.

Block 97, Lot 10.02 — 22 Heathcote Road; Date: c. 1830. Contributing.

Two-and-one-half story, four-bay vernacular Federal style house; clapboard siding; side-gabled roof; 8/8 and 6/6 windows; full length windows to west of entrance; front door with fanlight and sidelights; Federal style window moldings. Identified on 1876 Atlas as house of "L.C. Withington".

Block 107, Lot 1.01 — Main Street; Date: 1920s. Contributing.
(Inventory No. 1221-48)

One-and-one-half story commercial garage; shed construction; 3x6 bay; cast cement block; gable roof; 6/6 windows; set back from road. This structure is significant in its relationship to Kingston's development as related to automobile transportation.

Block 107, Lot 2 — 31 Main Street; Date: 1890. Contributing.
(Inventory No. 1221-47)

Two-and-one-half story, L-plan vernacular Queen Anne; clapboard and scalloped shingle siding; pressed metal roof with intersecting gables; 1/1 windows; glass-enclosed front porch. Frame outbuilding to rear.

Block 107, Lot 3 — 33 Main Street; Date: 1890. Contributing.
(Inventory No. 1221-46)

Two-and-one-half story, L-plan vernacular Queen Anne; asbestos shingle siding; gable roof with partial return; paired 2/2 windows; one-story bay and side porch with turned posts and spinwheel brackets.

Block 107, Lot 4 — 37-39 Main Street; Date: 1890. Contributing.
(Inventory No. 1221-45)

Two-and-one-half story, four-bay, L-plan vernacular Queen Anne double house; clapboard and patterned shingle siding; slate roof with cross gable; open front porch with turned posts and rails; dentil moldings and brackets; 1/1 windows;

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arched attic window.

Block 107, Lot 5 — 43 Main Street; Date: 1890. Contributing.
(Inventory No.1221-44)

Two-and-one-half story, three-bay L-plan vernacular Queen Anne; clapboard siding; cross-gabled; hipped roof of pressed metal; corner entrance porch with turned posts and curved vergeboard; 2/2 and 1/1 windows. Two frame outbuilding to rear — presently being used as antique shops.

Block 107, Lot 6.01 — 45 Main Street; Date: c. 1865. Contributing.
(Inventory No.1221-43)

Two-and-one-half story, three-bay vernacular Italianate; asphalt siding; side-gabled roof with partial return and paired brackets; 4/4 windows and recent storefront window; molded window surrounds and arched attic windows; well-detailed two-bay porch with jigsaw brackets; transom over door.

Block 107, Lot 7.01 — 51 Main Street; Date: c. 1920. Contributing.

Two story, three-bay vernacular cottage with gabled roof; set at rear of lot; enclosed entrance porch; 6/1 windows. Located at front of lot is a one-and-one-half story, concrete block garage structure with stepped gable roof; center garage door opening with sliding wooden door; 6/1 windows. This garage dates from the era in which Kingston's development was significantly affected by automobile transportation.

Block 107, Lot 8 — 55 Main Street; Date: 1879. Contributing.
(Inventory No.1221-41)

Two-and-one-half story, seven-bay vernacular Gothic structure; clapboard siding; side-gabled roof with center cross gable, overhanging eaves and boxed cornice; 2/2 and 8/8 windows; double leaf entrance with transom, arched attic windows; two partial open porches, of which one wraps around to east side. A hotel was built on this location in the late 18th century by Phineas Withington as a stage stop; it was rebuilt following a fire in 1879.

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Block 107, Lot 19 — 14 Academy Street; Date: c. 1840-1850. Contributing.
(Inventory No. 1221-51)

Two-and-one-half story, three-bay vernacular with rear extensions; Italianate detailing; clapboard siding; side-gabled roof with exposed rafters and scalloped vergeboards; 4/4 windows; projecting entrance portico with sawn porch supports. This house is identified on the 1876 Atlas as belonging to "W.P. Bastedo".

Block 107, Lot 20 — 10 Academy Street; Date: c. 1840-1850. Contributing.
(Inventory No. 1221-50)

Two-and-one-half story, three-bay vernacular with Italianate details; clapboard siding; side-gabled roof with paired brackets, frieze; 4/4 windows; open porch with paneled frieze and square Italianate columns; interior end chimneys. Identified on 1876 Atlas as house of "J.F. Moore".

Block 107, Lot 21.01 — 4 Academy Street; Date: c. 1870. Contributing.
(Inventory No. 1221-49)

Two story, five-bay extended double house; painted shingle siding; side-gabled roof with three gabled dormers, one at the center and the two on either side of facade; 1/1 windows; enclosed projecting front porch with square posts and continuous fenestration. Structure said to be converted from the old hay press identified on this site on the 1876 Atlas.

Block 105, Lot 1 — 16 Euclid Avenue; Date: c. 1900. Contributing.

Two-story, three-bay vernacular structure with rear extension; wood shingle siding; side-gabled slate roof with partial returns, boxed cornice and fretwork; chimney in east gable end.

Block 105, Lot 16 — 20 Academy Street; Date: 1840-1850. Contributing.
(Inventory No. 1221-52)

Two-and-one-half story, three-bay vernacular with rear extension; Italianate details; asbestos shingle siding; side-gabled roof; 2/2 windows; shed roof front porch with square posts; two-light transom over door.

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Block 104, Lot 1,2 — Main Street; Date: 1880-1900. Contributing.
(Inventory No. 62)

Two-story, L-plan vernacular structure; clapboard and cornerboard; side-gabled roof with central brick chimney; 2/2 windows with molded window hoods; projecting square front porch with continuous fenestration. Located up a private drive on an elevation overlooking Main Street.

Block 104, Lot 3 — 7 Main Street; Date: 1900. Contributing.
(Inventory No. 1221-61)

Two-story, three-bay front-gabled commercial structure; stucco; projecting, remodelled arcuated entrance porch; 6/6 windows. This structure is now a restaurant.

Block 104, Lot 4 — Main Street.
(Inventory No. 60)

a. Date: late 19th century. Contributing. Two-story, three-bay vernacular structure; side-gabled roof; stucco siding. Structure on this location on 1876 Atlas.

b. Date: 1960-1970. Noncontributing. Commercial structure. Two-story, L-plan, corrugated metal and vertical board; shed roof; paired casement windows; cantilevered porte-cochere.

Block 104, Lot 5 — 19 Main Street; Date: c. 1850-1970. Contributing.
(Inventory No. 59)

Three-and-one-half story, three-bay vernacular Italianate over high basement; aluminum siding; side-gabled roof with partial return and center cross gable; roofline brackets; 2/2 and 4/4 windows; entry porch with wrought ironwork. Identified on 1876 Atlas as belonging to "E. Burke".

Block 104, Lot 6.25 — Main Street.

Vacant Lot.

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Block 104, Lot 7 -- Main Street; Date: 1871. Contributing.
(Inventory No.1221-57)

Kingston School. Two-story, L-plan institutional structure; stucco; pedimented gable roof with full return and some stickwork; 6/6, 4/4 and 12-light windows in multiple groups; date stone. This structure has been in continuous use for educational purposes since its construction. Identified on 1876 Atlas.

Block 104, Lot 8 -- 7 Academy Street; Date: c. 1880. Contributing.
(Inventory No.1221-56)

Two-and-one-half story, three-bay vernacular converted double house with rear extension; Italianate details; clapboard siding; side-gabled roof with brackets and paneled frieze; 2/2 windows; open shed front porch; double leaf entrance door and French doors.

Block 104, Lot 9 -- 9 Academy Street; Date: c. 1900. Contributing.
(Inventory No.1221-55)

Two-and-one-half story, three-bay vernacular structure; clapboard siding; high, hipped slate roof with gabled dormer; 1/1 and 2/2 windows; open porch with wrought iron posts.

Block 104, Lot 10 -- 11 Academy Street; Date: c. 1900. Contributing.
(Inventory No.1221-54)

Two-and-one-half story, two-bay vernacular; clapboard siding; asphalt front-gabled roof with partial returns, overhanging eaves and boxed cornice; paired, single and triple 1/1 windows; open porch with Doric columns and turned rails extending into a porte-cochere.

Block 104, Lot 11 -- 13 Academy Street; Date: c. 1900-1920. Contributing.
(Inventory No.1221-53)

Two-and-one-half story, two-bay Colonial Revival; painted shingle and german siding; tin hipped roof with overhanging eaves, and hipped dormer at center; 1/1 windows and two story bay; open porch with paired columns on stucco piers; leaded sidelights.

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Block 104, Lot 19.01 — Main Street; Date: c. 1970. Noncontributing.
(Inventory No. 63)

Two-story, three bay commercial shed; vertical board with cement block addition;
stepped gable roof; central entrance with garage opening; 6/6 windows.

Block 261, Lot 2.011

Rocky Hill Branch Railroad right of way. Contributing.

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Criteria Consideration:

One of the two contributing sites in the Kingston Village Historic District is the Kingston Presbyterian Church Cemetery (Block 1, Lot 30). Even though cemeteries are not generally eligible for inclusion on the National Register, the Kingston Presbyterian Church Cemetery should be considered eligible as an integral part of the district.

The cemetery also qualifies under Criteria Consideration D, which allows cemeteries which derive their primary significance from "graves of persons of transcendent importance, from distinctive design features, or from association with historic events." The Kingston Presbyterian Church Cemetery was the location of the first Presbyterian Church building in the 1720s. The role of the Presbyterian Church in Kingston was a significant factor in Kingston's early development as a community. The church also served to nurture the growth of Presbyterianism in nearby Princeton.

The cemetery contains the graves of many members of prominent Kingston families, including the Higgins, Withington, Gulick and Colby families. The earliest legible gravestone in the Kingston Cemetery is that of Deborah Leonard and dates from 1756. In addition, during the Revolutionary War, George Washington is said to have gathered his troops for a "conference on horseback" in the Presbyterian Cemetery. A DAR marker commemorates this significant event.

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and 1850 that Kingston's first building boom took place. Several new inns sprung up, as well many small businesses such as blacksmiths and wheelwrights, to serve the canal traffic. Many structures from this period were of a vernacular type, and exist today in very good condition. The second building boom in Kingston took place late in the 19th century, and was once again linked to the prosperity enjoyed by the village as a result of the success of business on the canal and railroad, as well as a stone quarry located in nearby Rocky Hill. Most of these buildings also remain in very good condition, and are of a vernacular "Victorian" nature. With the advent of the 20th century, and the use of the automobile, Kingston saw its last burst of new development. The main route through Kingston was designated as part of the Lincoln Highway in 1913, and was to become part of the first transcontinental highway for automobiles. It was during the first three decades of the 20th century that two commercial garages were built on the Lincoln Highway, and that a large number of Colonial Revival houses were constructed. Several of these structures appear to be Sears catalog houses, or those available from the several other mail-order house companies in existence at the time. The distinctive village character of Kingston is due in large part to the abundance of vernacular architecture from various periods, which retains a high degree of integrity today. Of the 107 major buildings in the Kingston Village Historic District, 90 contribute to its significance; the overwhelming majority of them are well-preserved and relatively unaltered.

A final area of significance in Kingston's development is the town's relationship to religion. According to local tradition, church activities relating to the Presbyterian Church first began as early as 1723 and continue to the present day. The Presbyterian Church presently standing was built in 1852. The Presbyterian Church in Kingston served as a landmark of the religion's "Enlightenment" period, and the Kingston church served to nurture the later growth of Presbyterianism in Princeton. The Kingston Methodist Church was organized in the late 19th century, with the church building itself dating to 1879.

Historic Context:

The Kingston Village Historic District has been examined in the context of rural transportation-related commercial and residential

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communities in central New Jersey in the period from the 18th century through the early 20th century. Significant examples of these communities would satisfy several criteria: they were established in the 18th century as the result of their important location in relation to early transportation routes; they continued to develop throughout the 19th and early 20th century along with transportation related advancements; they provided basic services for the travelers and residents of the surrounding area, and contain building types that embody those historic functions, in particular taverns, inns, and blacksmith shops; and often their architecture is predominantly vernacular in character, but contains some examples showing the influence of formal styles.

The Kingston Village Historic District meets all of these requirements. The first settler arrived in Kingston during the first decade of the 18th century by way of a roadway cleared from an old Indian Trail. This trail was a well-travelled route and was widened to become the King's Highway in the early 18th century. By 1734 this had become a post road and by the 1740s was a popular route for stage travel and commerce. The opening of the Delaware and Raritan Canal and the Camden and Amboy Railroad line in the mid-19th century strengthened Kingston's relationship with transportation related developments. During this period, the uses of many of the structures along the main street reflected Kingston's significant role providing services for travellers and residents, with inns, taverns, a harness and tin shop, shoe shop, several structures labelled "store", and blacksmiths all locating in the town during the 19th century. Examples of both 18th and 19th century inns remain in good condition on Kingston's main street, as well as buildings in which a general store and a harness and tin shop were located. The arrival of the 20th century and the importance of automobile transportation again enhanced Kingston's relationship to transportation as the main route through Kingston's was renamed Lincoln Highway, and was to become part of a transcontinental highway. Two good examples of early 20th century automobile service garages survive on Kingston's main street today. Many early 20th century residences were constructed throughout the village, many of which appear to have been kit houses ordered from catalogs. The construction of many new residences during this period also shows the town's continued relationship with railroad transportation, as many of Kingston's "catalog" houses were most likely transported by rail.

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The character of Kingston's buildings is overwhelmingly vernacular in fenestration, scale, material and massing. The majority of houses in the Kingston Historic District were built during the 19th century, and were constructed of wood framing and clapboard siding. The typical vernacular structure is a three-bay arrangement, two-and-one-half stories high with a one-story front porch. There are many structures, however, which show the influence of particular styles, most notably Georgian, Queen Anne and Italianate. Several good examples of 20th century architecture, including Colonial Revival houses and Prairie Style bungalows and a school, are also present.

A look at other early central New Jersey towns located along the road between Trenton and New Brunswick serves to reinforce the significance of Kingston in its historic context. While other communities, such as New Brunswick, Trenton and Princeton, also began as stops along this important transportation route, they experienced very different development pressures and other influencing factors than Kingston, and no longer reflect to the same degree as Kingston their early links to transportation-related developments. The fact that Princeton, which is located only a few miles south of Kingston, evolved at a much faster pace and on a larger scale, served to impede similar large scale growth in Kingston. Consequently, the commercial village character of the present day Kingston is quite similar to the Kingston of the 19th century.

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Summary of Historic Data:

Kingston is an unincorporated village in central New Jersey. The land which made up the village of Kingston is located in three separate counties, Somerset, Middlesex and Mercer counties. The Mercer county lands consisted primarily of the Kingston Mill and the Greenland-Brinson-Gulick house, both of which are now included in the Kingston Mill Historic District and are considered part of Princeton Township. The Kingston Village Historic District lies in two townships, Franklin and South Brunswick, located respectively in Somerset and Middlesex Counties. The village lies on either side of State Route #27 and to the east of the Delaware and Raritan Canal, both features that played an important role in the development of Kingston.

References to Kingston can be found in travellers' accounts dating back to 1675. Among the earliest chroniclers of the area were William Edmundson, a Quaker, and Jasper Danckaerts, who arrived in the area with hopes of establishing a colony of Dutch Labadists. The town's central position between Philadelphia and New York made it a natural stopping place for travellers along the Assunpink Indian Trail. The area's first settler was probably Dr. Henry Greenland, who took advantage of the location and established a tavern just west of the Millstone River in the 1680s (the Greenland-Brinson-Gulick House, see Form # 1110-16-15), which is now in Princeton Township. Another early settler, Jediah Higgins, was probably the first to live in what is now known as Kingston. Higgins was a squatter who arrived during the first decade of the 18th century. According to local legend, he did not obtain title to his land through the East Jersey Board of Proprietors, but instead arranged the purchase with the Lenape Indians. It is believed that Higgins' house still stands as part of the structure on Lot 119.01 of Block 5 in the Franklin Township section of the Kingston Village Historic District. This house was mentioned in several early road surveys, including Azariah Dunham's 1766 survey of the boundary between Somerset and Middlesex Counties.

Other families who arrived in Kingston during the early 18th century by way of the Assunpink Trail included the Bayles, Lake and Gulick families. The settlement of these early families signaled the beginning of Kingston as a community. According to local tradition, the Presbyterian Church began activities in 1723, and its first church building was constructed of logs and was

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located on the present site of the Presbyterian Cemetery. The earliest legible headstone in the cemetery is that of Deborah Leonard and is dated 1756. The Presbyterian Church was visited by notable clergy of the time, including David Brainerd and William Tennant, and played a significant role in the growth of Presbyterianism in nearby Princeton. In fact, the Kingston and Princeton Presbyterian churches shared ministers for many years through the early 19th century. Over the years, the Kingston Presbyterian Church seems to have played a significant role in the establishment of the region's Presbyterian Synod and helped to make the Princeton-Kingston area a major center for Presbyterian theology.

By the mid-18th century, Kingston had a sawmill on the Millstone River, a blacksmith shop, and at least two inns for travellers along "King's Highway". Van Tilburgh's Inn was located on the north side of the main road (most likely on the southeast corner of the present Lot 5.01 of Block 3 in Franklin Township), and the smaller Beehive Inn, dating to 1730, was located on the opposite side of the road (See Form 1221-36, Lot 8 of Block 97 in South Brunswick Township). The road through Kingston was improved in 1765-66, shortening the trip between Philadelphia and New York to only two days, so that Kingston and Princeton became centrally-located overnight stops. During this period, two stage coach lines had offices located in Kingston to serve their many customers. In the mid-18th century, Kingston also became the most popular route for the colonial postal riders. Only a handful of 18th century structures survive today, and they include the c.1709 Jediah Higgins house, which stands on Lot 119.01 of Block 5 in Franklin Township. Other 18th century houses are located on the south side of Main Street to the east of Heathcote Road.

Both American and British troops marched through Kingston during the Revolutionary War. George Washington is said to have gathered his troops for a "conference on horseback" in the Presbyterian Cemetery (Form #1808-L.4, Lot 31 of Block 1 in Franklin Township). Washington appreciated Kingston's strategic location, and he used the roads leading through town to mislead the enemy, faking an advance to New Brunswick, and then proceeding instead to Rocky Hill.

In 1797, a journalist named Julian Ursin Niemcewicz stayed in Kingston and wrote an account of the village. Niemcewicz reported that there were approximately twenty houses in the area at that

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time, and described his stay at one of the local inns: "Breakfast consisting of coffee, tea, and beefsteak, 4. shil., dinner 5 & 6, and supper one dollar. You have to sleep in a room where there are 5 or 6 beds. You pay often the women's share."

In 1807, the Princeton and Kingston Branch Turnpike was established to improve the old road for overland travel. This was a project undertaken by the local Gulick and Bayles families, who had a major interest in local stage lines. While the improved travelling conditions on what is now State Route #27 helped to maintain Kingston's important position in road travel, two new developments during the 1830s dramatically elevated Kingston to a key transportation crossroads of central New Jersey. The Delaware and Raritan Canal, linking Trenton to New Brunswick, opened for commerce in 1834, and the Camden and Amboy Railroad was extended through town in 1839.

The Delaware and Raritan Canal was built to provide more direct access by water between Philadelphia and New York. Before the canal was opened to barge traffic, the trip between Philadelphia and New York by water took approximately two weeks; the D & R Canal shortened the trip to only one or two days. Kingston benefitted from the canal more than many other villages along its route because of its location at the canal's mid-point. The 8th lock, located in Kingston, marked the beginning of the descent to New Brunswick, and Kingston's telegraph office, therefore, provided a convenient place from which to send news of a barge's progress. Kingston's central location also meant that it was a convenient overnight stopping place for canal boat captains, and the town's economy prospered as it supplied services and accommodations for its many overnight visitors.

In 1815, the Camden and Amboy Railroad became the first railroad chartered in the United States. This railroad line was built in stages, and by 1834 connected Camden with South Amboy. The extension of the Camden and Amboy Railroad along the Delaware and Raritan Canal (Block 261, Lot 2.011) through Kingston in 1839 served to reinforce the important role of transportation in the development of the community. In 1867, this line merged with the New Jersey Railroad to become the United Jersey Railways and Canal Company. In 1871, the United Jersey Railway merged with the Pennsylvania Railroad Company, which continued to use this line until the mid-20th century when the track was abandoned.

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The impact of these developments upon the area took the form of impressive growth during the first half of the 19th century, including the birth of several cultural enterprises. A library was established in Kingston in 1812; a missionary society was begun in 1822; a private school or "academy" appeared in 1835; and a Sunday School in 1837. The new Presbyterian Church was built in the center of the village in 1852 (Form # 1808-L.16, Lot 4 of Block 4). Most of today's commercial structures located on the south side of State Route #27 and to the east of Heathcote Brook Road appear to date from this period. In some cases, the early nineteenth century street facades, sited close to the road, seem to have been added to earlier structures located further back on the property.

Two general inventories of Kingston's businesses are available from this time. Gordon's Gazeteer of 1834 lists four stores, three taverns, two mills, a woolen factory, an academy and approximately forty houses in the general area of Kingston. In 1845, John Barber and Henry Howe counted four stores, two taverns, a saw mill, a grist mill, a church, an academy and approximately 35 dwellings. Two of the taverns listed on these inventories were most likely those of Withington and Van Tilburgh; the third listed in the earlier inventory may have been the Beehive Inn.

Another glimpse of village life in Kingston can be found in the 1876 Middlesex County Atlas. A detailed inset map (attached) showing property owners both north and south of Route #27 documents local settlement at that time. Several buildings are clearly marked: the Presbyterian Church; a parsonage; a schoolhouse; various railroad buildings, including an engine house and a station; a saw mill; a shoe shop; three blacksmith shops; a meat shop; a post office; a Hall of Building Loan Association; a hay press; a harness and tin shop; and a hotel. Of these buildings, several remain standing today, including the church (Block 4, Lot 4), the schoolhouse (Block 104, Lot 7), the hay press (Block 107, Lot 21.01), and the harness and tin shop (Block 3, Lot 20). There are also many residences shown on this map which exist today in excellent condition (See descriptions of structures).

The Kingston Methodist Church was built in 1878, and remains today (Block 3, Lot 23.01). During the same year, the boundary line of Somerset county was redefined and clarified. Some landmarks mentioned in the boundary document, which were also visible on the

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1876 Atlas , included: the Cornelius Van Duyn store (approximately on Block 104, Lot 19.01); W.J. Bastedo's dwelling (Form #1221-51, Block 107, Lot 19); the Mrs. David C. Johnson House (Form #1221-37, Block 97, Lot 7); the Schoolhouse; and the cemetery fence. A few years later, Snell's History of Somerset County (1881) included the following passage about Kingston:

Indeed the greater part of the village is in Middlesex County. It contains a Presbyterian Church, about a dozen dwellings on the Somerset side of the line, and about as many on the Middlesex side. There are others on the south side of the river.

The following year, Woodford Clayton wrote in the History of Union and Middlesex Counties, New Jersey:

That portion of Kingston within the borders of South Brunswick contains the stores of Cornelius Van Duyn, postmaster, and C.B. Moore, the Kingston House, the schoolhouse belonging to District #55 and a few dwellings."

Clayton notes a population of around 600 persons, and other sources add that there was a 19th century blind factory in town.

Employment with the canal, the railroad and the stone quarry in nearby Rocky Hill served to attract many newcomers, including many Italian immigrants, into Kingston during the last quarter of the 19th century. A second building boom took place in the last decades of the 19th century, with many of the vernacular Queen Anne and vernacular Italianate houses being built then. It was at this time that two local land companies, the Kingston Land Association and the Heathcote Homestead Association of Kingston, began to sell their land in Kingston. The former group had been formed upon the death of Samuel Van Tilburgh to administer his large estate and the famous Van Tilburgh Tavern (approximate location: Block 3, Lot 16 or 17). The Van Tilburgh Tavern, long a Kingston landmark, seems simply to have gone out of business after Samuel Van Tilburgh's death. A narrative by Laura Withington Montieth describes the tavern around 1880, a year or two before its demolition:

When I saw the Van Tilburgh Inn it was in rather dilapidated condition. Miss Eveline was alone and poor. Neighbors gave

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her food. My mother sent some almost daily and I was frequently the errand [sic] girl. Autumn came and I was sent away to boarding school. When I returned the owner, Miss Eveline, had passed on, and the historical Inn was being changed into a country store and dwelling on the same foundation....The second floor of the Inn had four rooms, each with a corner chimney and window bench, with numerous bedsteads, around 2' high, in each. There were no bedslats or springs, pillows, mattresses, bedclothes or blankets.

It was around the time of this transformation that the Withington Tavern burned, to be replaced by the Union Line Hotel structure (Form # 1221-41, Block 107, Lot 8). Although Kingston continued to prosper because of its easy access to transportation routes, its importance as a central New Jersey transportation crossroads waned during the final decades of the 19th century and the early 20th century. In 1871, the Pennsylvania Railroad took a 999-year lease on the D & R Canal, its main competition. Slowly, maintenance and promotion of the canal were discontinued and its profits generally declined until none were realized after 1900. The canal was abandoned for transportation purposes in 1934.

The town's absence from the State Industrial Directories between 1903-1915 illustrates its evolution into a rural village. The businesses which served the transportation-related clientele during much of the 19th century gradually disappeared, to be replaced by businesses serving the more general needs of a typical rural community. The 1916 Rural Directory lists the following businesses for Kingston: blacksmith; carpenter; coal/lumber dealer; post-office and confectionary; dry-goods merchant; fruit and produce merchant; poultry dealer; painter; two general stores; hotel; and a combination wheelwright/undertaker.

With the advent of the 20th century, and the use of the automobile, Kingston experienced its last burst of transportation-related development. The main route through Kingston was renamed Lincoln Highway in 1913, and was to become part of a transcontinental highway for automobiles. It was during this period that two commercial automobile garages were built on the south side of Main Street (Block 107, Lots 7.01 and 1.01). Both garage structures remain standing today in very good condition, although neither is used as a service garage currently.

The residential building boom of the early 20th century resulted

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in several significant structures which remain in good condition today. Included in the houses built during this period are several bungalows which appear to be from one of the many catalogs available at the time, including the Sears Catalog. Good examples of these bungalows are located on Laurel Avenue (Block 4, Lot 18; Block 5, Lots 152.01, 153); on Route 27 (Block 5, Lots 122 and 124); and on Church Street (Block 3, Lot 23.02) in the Franklin Township section of Kingston. The fact that several of these homes appear to be "catalog houses" reinforces the role of railroad transportation in the development of Kingston during these early years of the 20th century because the materials were generally shipped by railroad from the catalog company. Several vernacular Colonial Revival homes were also built during this period (Block 5, Lots 142 and 148; Block 4, Lot 4), and also remain in good condition in the Franklin Township section of Kingston.

In the mid to later years of the 20th century, most Kingston residents have found employment outside of town. The railroad line through Kingston was abandoned in the mid-20th century, and transportation ceased to play any significant role in the lives of village residents. Without a continuation of its longstanding transportation-related impetus, development virtually ceased in Kingston during the years from the mid-20th century to recent times. Consequently, Kingston offers the unique opportunity to experience a central New Jersey town that has remained relatively unchanged in appearance since its days as a bustling late 19th and early 20th century transportation crossroads. Many of the historic structures along Route 27 have been sympathetically converted to antique shops, and other businesses in town include two restaurants and some craft shops.

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Photographs

Kingston Village Historic District
Franklin and South Brunswick Townships

Photographers: Deborah Kelly

Constance Greiff

Date: June, July and October 1988

Negatives filed at Heritage Studies, Inc., Hopewell, New Jersey

1. View facing east along south side of Route 27, east of Heathcote Brook Road. Block 97, Lots 6, 7 & 8.
2. View of south side of Route 27, taken from the northeast corner of Laurel Avenue and Route 27 looking southwest. Block 107, Lot 8.
3. View of south side of Route 27 between Heathcote Brook Road and Academy Road, looking southwest from north side of Route 27. Block 107, Lot 5.
4. Southeast corner of Route 27 and Academy Road, view from northwest corner. Block 107, Lot 1.01.
5. West side of Academy Street, view facing southwest from east side of Academy Street. Block 104, Lots 8, 9 & 10.
6. East side of Academy Street, view facing southeast from west side of Academy Street. Block 107, Lot 20.
7. View of northwest corner of Route 27 and Church Street, looking from the southwest corner. Block 1, Lot 30.
8. View of north side of Route 27, at west end of block between Church Street and Laurel Avenue, taken from sidewalk south of building. Block 3, Lot 22.
9. Kingston Methodist Church on the east side of Church Street, view from west side of Church Street. Block 3, Lot 23.01.
10. View of south side of Union Street, facing south from north side of Union Street. Block 3, Lots 2, 3 & 4.

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11. Northeast corner of Church Street and Union Street, taken from the southeast corner of Church and Union Streets. Block 2, Lot 7.
12. East side of Laurel Avenue north of Sycamore Street, view northeast from the intersection of Church Street and Laurel Avenue. Block 5, Lots 151, 152.01, 153 & 154.
13. View of Kingston School on east side of Laurel Avenue between Union Street and Sycamore Street, looking east from west side of Laurel Avenue. Block 5, Lot 141.
14. View of Sears mail-order "Crescent" house on east side of Laurel Avenue between Route 27 and Union Street, looking east from west side of Laurel Avenue. Block 4, Lot 18.
15. West side of Laurel Avenue between Route 27 and Union Street, facing northwest from west sidewalk of Laurel Avenue. Block 3, Lots 12, 11, 10, 9, 8 & 7.
16. View of north side of Route 27, approximately halfway between Laurel Avenue and Church Street, facing north from south side of Route 27. Block 3, Lot 20.
17. View of northwest corner of Route 27 and Laurel Avenue, looking north from the south side of Route 27. Block 3, Lot 15-2.
18. View of Kingston Presbyterian Church on north side of Route 27 between Laurel Avenue and Shaw Drive, looking north from south side of Route 27. Block 4, Lot 4.
19. North side of Route 27, view facing north on Route 27 east of Shaw Drive. Block 5, Lot 131.
20. View of north side of Route 27, looking northwest from the northeast corner of Route 27 and Raymond Road. Block 5, 119.01.

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E	18	-	532885	-	4469010
F	18	-	532850	-	4469030
G	18	-	532870	-	4469090
H	18	-	532820	-	4469220
I	18	-	532675	-	4469180
J	18	-	532720	-	4469080
K	18	-	532720	-	4469045
L	18	-	532655	-	4469040
v M	18	-	532600	-	4469075
N	18	-	532600	-	4469145
O	18	-	532478	-	4469110
P	18	-	532450	-	4468920
Q	18	-	532370	-	4468940
R	18	-	532418	-	4479180
S	18	-	532525	-	4469220
T	18	-	532460	-	4469320
U	18	-	532550	-	4469690
V	18	-	532660	-	4469740
W	18	-	532800	-	4469490
X	18	-	533000	-	4469470
Y	18	-	533710	-	4469920
Z	18	-	533760	-	4469860

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Beginning in the South Brunswick portion of Kingston at the intersection of the south curb of State Route # 27 (Main Street) and the northeast property line of Lot 9 on Block 97; then, along the east and south property lines of Lot 9 on Block 97; west along the south property lines of Lots 8, 7, and 6 on Block 97 to the east line of Lot 2 on Block 97; then, south along the east property lines of Lots 1.05, 1.02, and 1.03 on Block 97 to the north line of Lot 10.02 on Block 97; east along the north line of Lot 10.02 on Block 97, and along the east and south property lines of said lot to the intersection of the east curb of Heathcote Brook Road; then, north along the east curb of Heathcote Brook Road for approximately 250 feet to the intersection with an extension of the south property line of Lot 5 of Block 106; directly west along said extension to the intersection of the west curb of Heathcote Brook Road and the south property line of Lot 5 of Block 106; west along the south line of Lot 5 of Block 106, north along the west line of Lot 5 of Block 106, and east along the north line of Lot 5 of Block 106 to the intersection of the north property line and the west curb of Heathcote Brook Road; then, directly east along an extension of the said north property line to the intersection of the east curb of Heathcote Brook Road; north along the east curb of Heathcote Brook Road to the intersection of an extension of the south property line of Lot 8 of Block 107; west along the south line of Lot 8 of Block 107 to its intersection with the east property line of Lot 5 of Block 107; then south along the east line of Lot 5 of Block 107, and west along the south property lines of Lots 5, 4, and 3 of Block 107 to the northeast corner of Lot 20 of Block 107; south along the east line of Lot 20 of Block 107 to a point of intersection with an extension of the north line of Lot 18 of Block 107; then west along the north line of said Lot 18 to the northeast corner of Lot 19 of Block 107; then south along the east line of Lot 19 of Block 107 to a point of intersection with the north curb of Euclid Avenue; continue south following an extension of the east line of Lot 19 of Block 107 to the south curb of Euclid Avenue; then east along the south curb of Euclid Avenue to its intersection with Prospect Street; then south along the east curb of Prospect Street to the southeast corner of Lot 1 of Block 105; west along the south property lines of Lots 1 and 16 of Block 105 to the southwest corner of Lot 16 of Block 105; then, north along the east curb of Academy Street to the northeast corner of Academy Street and Euclid Avenue;

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then, west to the northwest curb of Academy Street and Euclid Avenue; continue west along the north curb of Euclid Avenue to the southwest corner of Lot 11 of Block 104; then north along the west lines of Lots 11, 10, 9 and 8 to the intersection with the south property line of Lot 6.25 of Block 104; then, west along the south lines of Lots 6.25, 5 and 4 of Block 104 to the southwest corner of Lot 4 of Block 104; southwest along the east property lines of Lots 3, 2, and 1 to the southeast corner of Lot 1 of Block 104; then northwest along the south line of Lot 1 of Block 104 to its intersection with the northeast corner of Lot 1 of Block 101.01; southwest along the east and south line of Lot 1 of Block 101.01 to its intersection with the east line of Lot 2.01 of Block 261; then along a line of convenience drawn southwest to the intersection of the west property line of Lot 2.011 and the east property line of the Delaware and Raritan Canal State Park; north along the west line of Lot 2.011 to its intersection with the south curb of State Route #27; then east along State Route #27 to a point of intersection with an extension of the west property line of Lot 31 of Block 1 in the Township of Franklin; north along the west property line and east along the north line of Lot 31 of Block 1 to its intersection with the west line of Lot 30 of Block 1; then north along said west line and east along the north property line to its intersection with the west curb of Church Street; northeast along the western curb of Church Street to the intersection with the southwest property line of Lot 27 of Block 1; then north and east along the southwest and northeast lines of Lot 27 of Block 1 to the intersection of the southwest property line of Lot 26 of Block 1; along the north, east and south lines of Lot 26 of Block 1 to the west curb of Church Street; then north along the west curb of Church Street, as it merges with and becomes Laurel Avenue, to the southeast corner of Lot 24 of Block 1; west along the south line and north along the west line of said lot; then north along the west property lines of Lots 24, 23, 22 and 21 of Block 1 to the northwest corner of Lot 21 of Block 1; east along the north line of Lot 21 of Block 1 to the west curb of Laurel Avenue and east along an extension of said north property line to the east curb of Laurel Avenue; then north along the east curb of Laurel Avenue to the north property line of Lot 155 of Block 5; east along the north property line and south along the east line of Lot 155 of Block 5; continue south along the rear property lines of Lots 154 and 153 of Block 5 to the southeast corner of Lot 153 of Block 5; then south along a line of convenience drawn from the rear property line of Lot 153, across Lot 152.01 to the intersection of the south property line of Lot 152.01 and the north property line of Lot 151, all of Block 5; east along the south

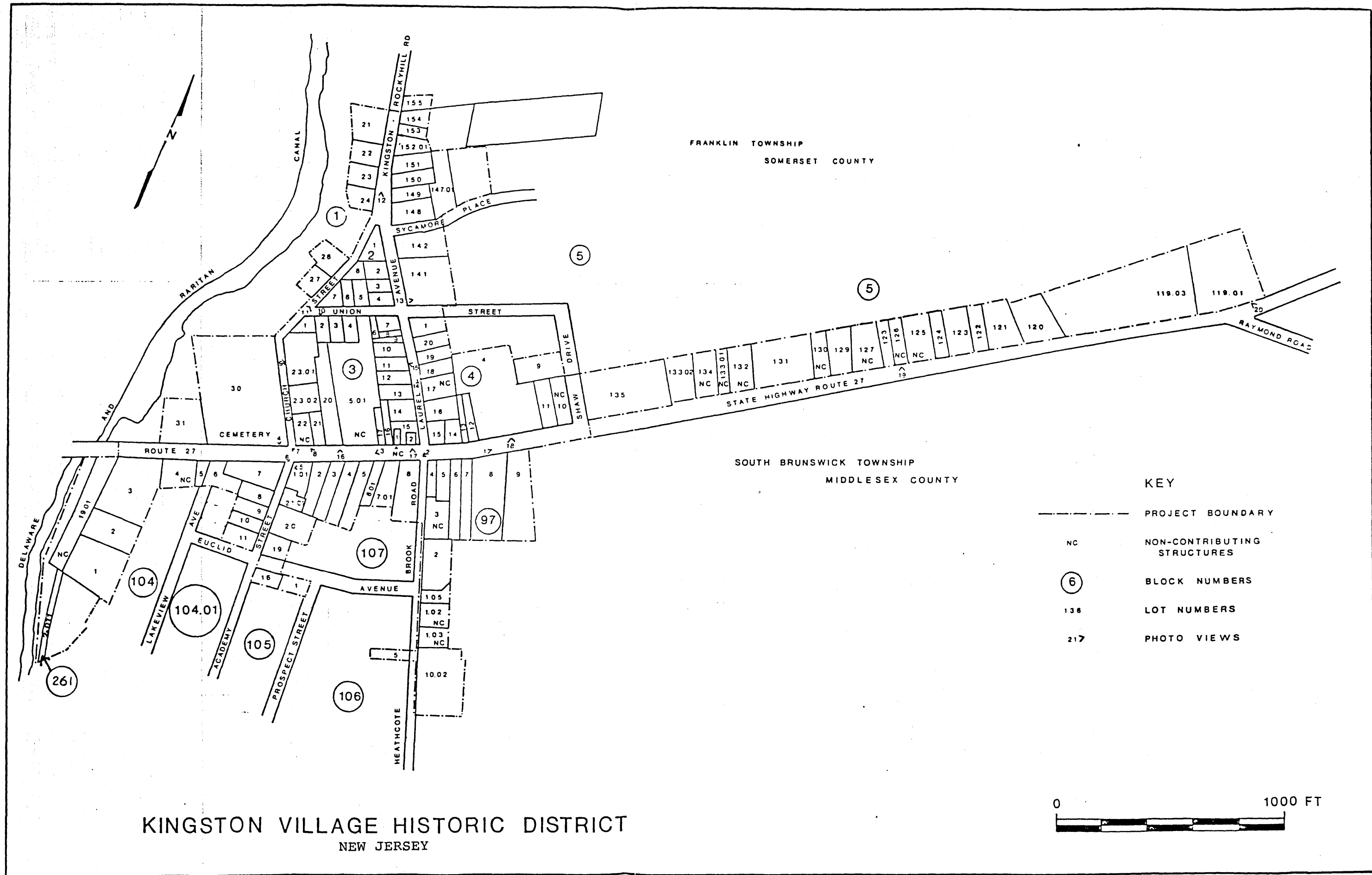
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line of of Lot 152.01 of Block 5, and continue east along an extension of the south property line to its intersection with the northwest corner of Lot 143.01 of Block 5; then south along the west property line of Lot 143.01 of Block 5 to the northern curb of Sycamore Place; then west along the north curb of Sycamore Place to a northern extension of the east property line of Lot 142 of Block 5; south along said extension and the east property line of of Lot 142 of Block 5, and continue south along a southern extension of the east property line of Lot 142 of Block 5 to the north curb of Union Street; west along the north curb of Union Street to the intersection of an extension of the east property line of Lot 1 of Block 4; then, south along said extension and along the east property lines of Lots 1, 20 and 19 of Block 4 to the intersection of the north line of Lot 4 of Block 4; east along the north property line of Lot 4 of Block 4 to its intersection with the west line of Lot 8 of Block 4; then south along the west property line and east along the south line of Lot 8 of Block 4 to the west curb of Shaw Drive; south along the west curb of Shaw Drive to the southeast corner of Lot 9 of Block 4; then east along an extension of the north property line of Lot 135 of Block 5, and continue east along the north line of Lot 135 of Block 5; then east across a small brook along an extension of the north line of said Lot 135; east along the north property lines of Lots 133.02 and 134 of Block 5, and continue east across an extension of the rear property line of Lot 134 of Block 5 to the northwest corner of the north line of Lot 132 of Block 5; then, east along the north line of Lot 132 of Block 5 to the east line of Lot 131 of Block 5; continue east along an extension of the north line of Lot 132 of Block 5 to the northwest corner of Lot 130 of Block 5; continue east across the rear lot lines of Lots 129 and 127 of Block 5 to the northeast corner of Lot 127; then east across an extension of the rear line of Lot 127 of Block 5 to the northwest corner of Lot 126; continue east across the rear line of Lots 126, 125 and 124 of Block 5 to the northeast corner of Lot 124; then east across an extension of the rear line of Lot 124 of Block 5 to the northwest corner of Lot 122; continue east along the rear lines of Lots 122, 121 and 120 of Block 5 to the northeast corner of Lot 120; then east along an extension of the rear line of Lot 120 of Block 5 to the northwest corner of Lot 119.01; then south along the east lot line of Lot 119.01 of Block 5 to a point of intersection with the north curb of State Route #27; then west along the north curb of State Route #27 to a point of intersection with an extension of the east line of Lot 9 of Block 97 in South Brunswick Township; and back to the beginning.

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Generally, the boundaries of the Kingston Village Historic District National Register nomination have been drawn to include the historic core of the village. These boundaries were extended to the east to include the house of the first Kingston settler and several contributing structures on the north side of State Route #27. The boundaries were extended to include areas north of the village along Laurel Avenue, south of the village along Heathcote Brook Road and Academy Street, and west of the main village core near the canal, because their development is related to historic transportation routes. Whenever possible, non-contributing buildings in the village have been excluded from the Kingston Village Historic District, as have surrounding open spaces and more modern subdivisions at the outskirts of the village.

For the most part, the National Register Boundaries follow existing property lines. Exceptions are: Lot 20 of Block 107 and Block 261 in South Brunswick Township, and Lots 152.01, 152.02, 141, 133.01, 131, 123 and 119.03 of Block 5 in Franklin Township where extensions of adjacent lot lines were drawn to exclude open land in a portion of the lots.



FRANKLIN TOWNSHIP
SOMERSET COUNTY

SOUTH BRUNSWICK TOWNSHIP
MIDDLESEX COUNTY

KEY

- PROJECT BOUNDARY
- NC NON-CONTRIBUTING STRUCTURES
- ⑥ BLOCK NUMBERS
- 136 LOT NUMBERS
- 217 PHOTO VIEWS

KINGSTON VILLAGE HISTORIC DISTRICT
NEW JERSEY

