

United States Department of the Interior
National Park Service

DEC 24 2015

Nat. Register of Historic Places
National Park Service

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Neshanic Station Historic District

other names/site number _____

2. Location

street & number Maple Ave. Fairview Dr; Elm, Olive, Pearl, Main, Marshall St.; Woodfern Rd. not for publication

city or town Branchburg & Hillsborough Townships vicinity

state New Jersey code NJ county Somerset code 035 zip code 08853

3. State/Federal Agency Certification

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

Rich Boony Ass't Commissioner 12/17/15
Signature of certifying official/Title Date
NJ DEP

State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Edson De Beall 2-8-16
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
94	32	buildings
1	1	sites
5	0	structures
0	0	objects
100	33	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

2

6. Function or Use

Historic Functions

(Enter categories from instructions)

- DOMESTIC/ single dwelling
- TRANSPORTATION/ rail-related
- TRANSPORTATION/road-related
- DOMESTIC/ hotel
- COMMERCE/ specialty & department stores
- COMMERCE/ warehouse
- RELIGION/ religious facility
- DOMESTIC/ secondary structure
- FUNERARY/ cemetery

Current Functions

(Enter categories from instructions)

- DOMESTIC/ single dwelling
- TRANSPORTATION/ rail-related
- TRANSPORTATION/ road-related
- RELIGION/ religious facility
- COMMERCE/ restaurant and specialty store
- DOMESTIC/ secondary structure
- FUNERARY/ cemetery

7. Description

Architectural Classification

(Enter categories from instructions)

- Italian villa
- Italianate
- Gothic Revival
- Queen Anne

Materials

(Enter categories from instructions)

- foundation STONE
- walls WOOD
- VINYL
- roof ASPHALT
- other

Narrative Description

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

Neshanic Station Historic District
Name of Property

Somerset Co., NJ
County and State

8 Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria considerations

(mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- 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

Areas of Significance

(Enter categories from instructions)

COMMUNITY DEVELOPMENT

Period of Significance

c. 1857 - 1940

Significant Dates

1864

Significant Person

(Complete if Criterion B is marked above)

John G. Schenck

Cultural Affiliation

N/A

Architect/Builder

Herter Quick (builder)

Primary location of additional data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

recorded by Historic American Engineering
Record # _____

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Name of Property

County and State

10. Geographical Data

Acreage of property Approximately 112 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 Zone Easting Northing
2

3 Zone Easting Northing
4

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Ann Parsekian, Janice Armstrong, Dennis Bertland

organization Dennis Bertland Associates date February 2015

street & number P.O. Box 315 telephone 609-397-3380

city or town Stockton state NJ zip code 08559

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden

estimate or any aspect of this from to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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Architectural Classification (continued)

Shingle Style

Colonial Revival

Craftsman

NARRATIVE DESCRIPTION

Summary Paragraph

The Neshanic Station Historic District encompasses most of the village of that name, located at the southern end of Branchburg Township in western Somerset County at a “goose neck” bend in the South Branch of the Raritan River, one of the major rivers draining New Jersey’s Piedmont geographical province. The village occupies a generally level site above the river’s flood plain between the two railroad lines whose construction during the third quarter of the 19th century provided the impetus for its founding and subsequent development. The community encompasses, for the most part, several rectilinearly platted blocks located north and south of Maple Avenue/Elm Street, an early road leading to a bridge crossing the South Branch and a mill hamlet on the opposite bank (the New Jersey and National Registers listed Neshanic Mills Historic District) as well as somewhat more irregular development to the south along Main Street around the former station of the abandoned New Jersey Central (South Branch) Railroad and to the north along Fairview Drive adjoining the station site of the still active Lehigh Valley line, now Norfolk Southern Railroad. Neshanic Station is mostly in single-family and two-family residential use but it also includes a number of commercial and institutional uses, along with several railroad related features. Open space and agricultural lands border the village along the river and to its north, while the area to the west and south presents a mix of mid/late 20th century residential development with scattered open space and industrial properties. The Neshanic Station Historic District includes the northern and eastern portions of the village, the area developed in the late 19th and early 20th centuries, along with open space along the river, and the Lehigh Valley Railroad Bridge over the South Branch, a small railroad bridge over Pleasant Run Road and the embankment between them, along with the Somerset County Route 667 bridge over the South Branch and the abandoned New Jersey Central Railroad bridge over the South Branch (both of which were previously listed on the New Jersey and National Registers as part of the Neshanic Mills Historic District) but excludes the modern residential and industrial development to the south and west.

General Description

An inventory of the district’s resources forms part of this section, and all resources have been categorized as contributing or non-contributing to the district’s significance in accordance with National Register guidelines. The district contains 99 contributing resources and 34 non-contributing resources. Of the contributing resources, all are buildings, except for five structures (four railroad bridges, one road

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bridge and the district's road network) and one site, a small graveyard, which surrounded by modern industrial development on the south side of the district, constitutes a discontinuous resource. The contributing buildings are mostly modest single-family and two-family dwellings dating to the late 19th and early 20th centuries and exhibiting stylistic influences typical of that era, but also include a church, firehouse, train station and small hotel and several commercial buildings and warehouses, along with a number of modest outbuildings such as wagon houses, stables and garages. The non-contributing resources include 33 buildings and one site, that of the demolished Lehigh Valley Railroad station. Non-contributing buildings are late 19th- or early 20th-century houses that have been so altered that they have lost their integrity of design and materials or dwellings and garages post-dating the district's period of significance. Buildings are in generally good condition.

Streetscape

The district's street network as developed in the late 19th century was shaped by the neighborhood's early road pattern and the two railroad lines, as well as natural conditions. The Y-angled intersection of Pearl and Olive Streets and the associated irregularly shaped blocks platted about 1872 (figure 8) resulted from the routes of the east/west road leading to the South Branch crossing (Elm Street/Maple Avenue, figures 1 & 3) and the Easton and Amboy (Lehigh Valley) Railroad, as well as the limitations of the South Branch flood plain, while in the less constrained area south of Maple Avenue, platted in the early 20th century, a rectilinear pattern was obtained (figures 11 & 12). The rectilinear blocks south of Maple Avenue also incorporated alleys (still unpaved) running along rear lot lines, but these have been abandoned as public rights-of way. Main Street was opened in the 1860s to give access to the South Branch Railroad Station (figure 5), but, constrained by the river's flood plain, turns sharply westward along the rail line to provide road frontage (Woodfern Road) for the rail-related commercial and industrial development that occurred there. Fairview Drive between Pleasant Run and Blackpoint Roads similarly was opened by 1888 (figure 6) to facilitate development in the vicinity of the Lehigh Valley Railroad Station.

All district roads are asphalt-paved, and feature one travel lane in each direction with painted centerlines on Elm and Main Streets, Maple Avenue and Pleasant Run Road. Concrete sidewalks are present on the east side of Pearl Street and the north side of Olive Street, and concrete curbing is found along those streets and in scattered locations elsewhere. Street signage in the district consists of standard road identification and traffic control signs. In many places, lawns extend to the edge of the pavement or unpaved shoulder. Street trees are irregularly planted throughout the district.

With few exceptions district buildings occupy lots of a half acre or less in size, planted in grass and landscaped with a variety of trees and shrubs; smaller, narrower lots predominate on Pearl and the north side of Olive and Elm Streets, and along those streets houses are more closely spaced and have shorter setbacks. Lots are larger on Maple Avenue, and houses there are more widely spaced and have longer setbacks. One notable exception is the Schenck House (inventory #56), which is set well back from the street on a 4.5-acre lot with park-like grounds. The street frontages of several properties are delineated with fences or hedges or other plantings; street trees exhibit a scattered distribution pattern.

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Resource Types and Architectural Styles

Neshanic Station's architecture encompasses a number of the building types and architectural styles that were popular in the region's growing towns and villages during the late 19th and early 20th centuries. A number of examples of the two-story, gable-roofed house type with single-pile or double-pile plans, regular facades of three to five bays and interior gable-end chimneys are present. Ubiquitous in western New Jersey's 18th and early 19th-century housing stock, such dwellings (at least the simpler forms) remained fairly common in the late 1800s, but disappeared from the local building vocabulary after 1900. Examples with single-pile, two-room-plans (the traditional I-type) include #s 8, 12, 14, 18, 19, 20, 63 & 71, photo #s 7, 8, 9, 30 & 36); and there is one example with a double-pile plan located at inventory #68. The gable-fronted two-story house type also is well represented in Neshanic Station including examples with three-bays facades and presumably side-hall (inventory #s 1, 4, 9, 34, 37, 40 and 71; photo #s 3, 4, 6 & 18) and gable-fronted houses with either L-shaped (#s 7, 16, 17, 22, 32 & 70; photo #s 10 & 14) or T-shaped plans; photo #s 12 & 13, figure 4). The earlier examples exhibit Italianate or Gothic Revival style detailing, and the latter ones Queen Anne or Colonial Revival style influences (figure 24). The district includes one notable example of an Italianate cubic villa (inventory #56, photo #27, figure 25), and one three-bay, side-hall plan house with a mansard roof of Second Empire style derivation (inventory #2, photo #4). The boxy, hip-roofed type known as the "four square" entered the regional building vocabulary around 1900, and the district contains a few early 20th-century examples (inventory #s 27, 28, 46 & 47, the first two of which are duplexes; photo #s 11 & 12). Somewhat more common are a number of larger more elaborately detailed hip-roofed dwellings with Queen Anne and Colonial Revival style embellishment (inventory #s 35, 36, 39, 42, 43, 53 & 55, photo #s 16, 17, 19, 23, 25 & 26; figure 24). Dutch Colonial Revival style influences can be seen in a few dwellings with gambrel roofs (inventory #s 3, 41, 50 & 52; photo #25); a number of other dwellings exhibit Craftsman style influences (inventory #s 24 & 44, photo #21).

The district also contains a number of commercial, industrial and institutional resources, along with resources related to railroad transportation. The commercial resources include three farm equipment, automobile and/or truck dealership/repair shops dating to the early 20th century, one a substantial masonry building (inventory #5, photo #5) and two more modest frame buildings (inventory #s 25 & 48, photo #11), as well as a small trucking garage from the same era (inventory #65, photo #30). Several frame warehouses of early 20th century date are present (inventory #s 61, 62 and 72, photo #31), as well as a cheese factory (inventory #72, photo #37, figure 20), and an icehouse (inventory #68, photo #33). The district has an early 20th-century frame hotel, (inventory #62, photo #31), a modest hip-roofed block with Colonial Revival detailing, and also contains several combination store/dwellings, three dating to the 19th century (inventory #s 8, 13 & 63, photo #s 6 & 36, figures 17 & 18) and one to the early 20th century (inventory #15, photo #7). Of the district's two institutional buildings, the Neshanic Methodist Church (inventory #33, photo #15, figure 23), an L-shaped building with open belfry erected in 1907/08 that exhibits an amalgam of Shingle and Gothic Revival influences and occupies a prominently corner location in the heart of the district. The former Neshanic firehouse (inventory #26, photo #11) is a more modest frame building erected in the 1930s and exhibiting Colonial Revival style influences. One railroad station survives, the South Branch passenger station, a frame 2-story Italianate-style building with low-pitched hip roof, bracketed cornice, and a wide wrap-around pent roof (inventory #60, photo #32). The district also

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contains three railroad bridges, two on the Lehigh Valley line and the third, an abandoned bridge on the New Jersey Central line. The largest and most impressive of the three is the three-span, riveted-deck-plate-girder steel bridge spanning the South Branch, which is supported by random ashlar stone abutments and two piers and dates to 1901/1902 (inventory #75, photo #34). The abandoned Central Railroad bridge is a two-span, single-track high-through metal truss bridge with rock-faced stone abutments and central pier dating to 1916 (inventory #77). The third is a small steel deck bridge with stone abutments that carries the railroad over Pleasant Run Road (inventory #75, photo #20). The district's one vehicular bridge, which carries Somerset County Route 667 (Elm Street) over the South Branch, is two-span, lenticular-truss bridge supported by random ashlar stone abutments and central stone pier (inventory #76). Purportedly the only example of its type in New Jersey, the bridge was fabricated by the Berlin Iron Bridge Company of East Berlin, Connecticut, and erected in 1896.

Outbuildings associated with district houses include a number of frame carriage/house stables and small garages; good examples of the first are found at inventory #s 37 and 56 (photo #s 18 & 27).

Inventory

In the following inventory, each principal building, structure or site is identified by a number that locates it on the accompanying district map. All primary entries are categorized as either "contributing" or "non-contributing" to the significance of the district as evidenced by the integrity of the property's main resource. All outbuildings and other resources are listed with their associated primary resource and identified as either contributing or non-contributing with the designation (C) or (NC). Small sheds, fencing and other minor features are identified, but not included in the resource count. Physical descriptions are based on what could be observed from an exterior survey, and dating is based on either cited documentary sources and/or physical evidence of style and/or construction, as observed from the street. The acronym NSHS is used for the Neshanic Station Historic Society, and SC for Somerset County.

1 101 Elm Street.

Contributing

Block 99/Lot 7

Photo # 2 & 4; figure 22

Frame, 2-story, gable-roofed **dwelling** consisting of 3-bay, gable-fronted main block with cross gables on both side elevations, double-pile side-hall plan, and interior chimney (brick stack with water table and corbelled drip cap) and a 2-story rear ell with 1-story appendages.

Style: Italianate influences; Craftsman embellishment

Date/history: 1870-1873. Peter Q. Brokaw purchased the lot from John Schenck in 1870 and presumably built the house shortly thereafter; the 1873 county atlas depicts the "P. Q. Brokaw" house on the site [Somerset County Deeds, Book D4, page 409; F.W. Beers, *Atlas of Somerset Co. New Jersey*, 1873; figures 7 & 22].

Additional description: Now covered with asbestos shingle siding, the exterior features boxed overhanging eaves, round-arched 2/2-sash gable windows with hoodmolds, 1/1-sash replacement windows with cornices, end-bay front entry with transom and double glass-and-panel doors (round-arched glass lights). The flat-roofed front porch has a box cornice; the shingled end piers, enclosed railing and arched spandrel are early 20th-century Craftsmen-style replacements. The front

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gable bargeboard is a late 20th-century replacement. The rear ell has an enclosed, Craftsman-style side porch with large tapered posts on a cobblestone base. A c.1910 photograph indicates that the dwelling originally had a bracketed box cornice at the roof eaves, 2/2 sashes and louvered shutters; and the porch featured squared porch posts on paneled pedestals, bracketed cornice and spandrel brackets [*Neshanic and Neshanic Station*, page 24].

Outbuildings: None

2 103 Elm Street.

Contributing

Block 99/Lot 8

Photo # 4; figure 22

Frame, 2-story, 3-bay, mansard-roofed dwelling with double-pile side-hall plan, shallow mansard-roofed ell on the east side and interior chimney (brick stack).

Style: Second Empire

Date/history: 1869-73. William Shepard acquired the lot from John Schenck in 1870 (described in the purchase deed as "Lot No. 2 of Building lots at the Neshanic Station") and evidently built the house shortly thereafter; the 1873 county atlas depicts the "W. Shepard" house on the site [SC Deeds, Book A4, p. 106; Beers, 1873; figures 7 & 22].

Additional description: The exterior features gable dormers, bracketed box cornice, and a full-width, hip-roofed, glass-enclosed front porch with square posts and paneled railing, whose detailing reveals Colonial Revival influences and may be an early 20th-century replacement. Modern alterations include vinyl siding, 1/1-sash replacement windows, vinyl shutters and dormers' gable hoods.

Outbuildings: None

3 105 Elm Street.

Contributing

Block 99/Lot 9

Photo # 2

Frame, 1 and 1/2-story, 2-over-3-bay, gambrel-roofed dwelling

Style: Dutch Colonial

Date/history: Circa 1910-40. This house evidently supplanted the wheelwright shop of William Shepard, identified by the initials "w. s." on the lot just east of his house (inventory #2) on the 1873 county atlas [Beers, 1873; figure 7]. According to local tradition, the house incorporates the wheelwright shop, which as moved forward on the lot [information supplied by Neshanic Station Historical Society (NSHS)].

Additional description: The exterior features overhanging eaves, an almost full-width shed dormer, 6/6 sash windows, central entry, and a 3-bay, shed-roofed porch with central gable and square posts and railing with may be a modern replacement, as are the vinyl siding and shutters and the oriel window on the east side.

Outbuildings: None

4 100 Elm Street.

Contributing

Block 101/Lot 1

Photo # 3

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Frame, 2-story, gable-roofed dwelling on a stone foundation consisting of a 3-bay gable-fronted main block with double-pile side-hall plan and interior chimney (brick stack with corbelled drip cap); a lower 2-over-3-bay, single-pile, east wing with bank cellar fully above grade on the east-gable end, low-pitched gable roof and east-gable-end interior chimney (brick stack with corbelled drip cap); and a 2-story, 1-bay, east-gable appendage whose gable-roof may be a modern alteration.

Style: Italianate

Date/history: 1871-73. Richard G. Ludlow purchased a 3.22-acre lot from John Schenck in 1871 and presumably built the house shortly thereafter; the 1873 county atlas depicts the “R. G. Ludlow” house on the site [SC Deeds, Book G4, page 357; Beers, 1873].

Additional description: The well-preserved exterior features clapboard siding and on the main block: a box cornice with crown and bed moldings, paired scroll brackets and returns that is carried on the raking eaves, 2/2 sash windows with architrave trim, cornices, bracketed sills (on front) and louvered shutters, round-arched front gable window with similar detailing, end-bay front entry with transom and double doors and a flat-roofed porch with entablature, square posts with molded capitals and pedestals and foliated cut-work railing (double “lyre” pattern); the porch extends across the front of the east wing. The east wing has a small cornice with wide frieze ornament with single brackets and “lyre” pattern elements, 2/2-sash window, some with cornices and/or louvered shutters and a front entry with glass-and-panel door.

Outbuildings: Stuccoed masonry 1-story “work shop” (c.1915-40; visible in 1952/53 aerial photograph; *Neshanic and Neshanic Station*, page 23) with jerkin-head roof, frame gables with novelty siding, overhanging eaves with exposed rafter ends, double 1/1 sash windows (some covered) with plain trim, 4-light gable window, side-wall entry and interior chimney (C).

5 **205 Pearl Street (J. S. Covert & Sons).**

Contributing **Block 99/Lot 6** **Photo # 5**

Masonry, 2-story commercial building (farm equipment/auto dealership & garage) consisting of a 7-over-8-bay, gable-roofed main block with a 2-bay rear extension (tile-block first story; concrete-block second), and a masonry east wing with segmentally arched roof.

Style: None

Date/history: 1928; enlarged mid 20th century. The building was erected in 1928 to replace J. S. Covert’s original 1923 garage, which was destroyed by fire. The firm of J. S. Covert & Sons operated a farm equipment dealership and garage, which was expanded to include an auto dealership in 1937; the firm remained in business until 1987 [*Branchburg and the River Towns...*, page 90; *Neshanic and Neshanic Station*, pp. 23, 98 & 99].

Additional description: The front of the main block has a stepped gable parapet capped with split terra cotta piping. Vehicular entries occupy the four western bays on the first story; the four eastern bays are comprised of three large plate glass windows and a transomed entry. The large second-story windows also are plate glass; the side and rear windows are metal-framed and multi-paned. The overhead garage doors are late 20th century replacements, as is the glass-and-metal door of the transomed entry and the brick-face stucco of the east wing.

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Outbuildings: (1) concrete-block, 1-story, hip-roofed, shed (mid 20th century) (NC); (2) frame, 3-bay garage/equipment shed (late 20th century) (NC), along with a small frame garden shed.

6 207 Pearl Street.

Contributing **Block 99/Lot 5**

Frame, 2-story, gable-fronted, T-plan dwelling with 2-bay gable-end facing the street and 2-story flat-roofed north side addition.

Style: Italianate influences

Date/history: c.1873-1880. A c.1912 photograph (distant view) documents that this house, the one time residence of Harry Huff, was extant by that year, and that house was detailed in the Italianate style [*Neshanic and Neshanic Station*, page 34].

Additional description: While the dwelling retains its basic form and fenestration, much of the exterior fabric appears to date to mid/late 20th-century renovations including vinyl siding, 1/1 sash replacement windows, oval front gable window and the turn posts and shed-roof of the entry porch; the bay window on the south gable end is an original feature, and appears in the above-referenced photograph.

A c.1912 photograph indicates that the house once featured Italianate-style detailing such as round-arched gable windows, bracketed cornices at the roof eaves and on the 1-bay entry porch and possibly 2/2 sash windows with shutters [*Neshanic and Neshanic Station*, page 34].

Outbuildings: Frame, 2-bay, gable-fronted garage (mid 20th century) with appendage blocking one of the entry bays (NC).

7 209 Pearl Street.

Contributing **Block 99/Lot 4**

Frame, 2-story, 2-bay, gable-fronted, L-plan dwelling with interior chimney (brick stack).

Date: c.1873-1880; perhaps c.1876 [owner information, supplied by NSHS].

Style: Italianate

Additional description: Early exterior features include a built-up box cornice with crown molding that is carried on the raking eaves, semi-octagonal bay window on the front gable-end façade with concave roof, bracketed box cornice and 1/1 sash windows flanked by plain pilasters, and a 2-bay entry porch whose cornice retained a trefoil ornamented frieze, but whose turned posts are later replacements, Modern fabric includes aluminum siding, and 1/1 sash window replacements and vinyl shutters.

Outbuildings: none

8 211 Pearl Street.

Contributing **Block 99/Lot 3** **Photo # 6, second from left**

Frame, 2-story, gable-roofed, L-shaped dwelling/store consisting of two sections: 2-over-3-bay gable-fronted, double-pile south block (originally a store/post office and now in residential use) and a 3-bay, single-pile north block with central cross gable, exterior north gable-end chimney (brick stack) and rear addition.

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Style: Italianate/Gothic Revival influences

Date/history: c.1873-1900; the south section, possibly added to the north section, housed a general store to which the Neshanic Station Post office moved in 1914. The post office subsequently relocated but returned to the building in the 1950s after the general store closed; several early and mid 20th century photographs document the building's evolution (figure 17) [*Branchburg and the River Towns...*, page 86; *Neshanic and Neshanic Station*, pp. 27 & 28].

Additional description: The "store front" of the south section has a wide central entry with replacement door flanked by large multi-pane (replacement) windows. Other features include vinyl siding, overhanging eaves, 1/1 sash (replacement) windows, round-headed gable windows, central entry on the northern section with glass-and-panel door, and an enclosed exterior staircase on the north side of the southern section. The metal entry hoods replace the front porches.

The earliest (c.1914) of the above referenced photographs records that the south section had a central entry with glass-and-panel doors flanked by projecting plate-glass display windows and a shed-roofed 3-bay porch with square posts on pedestals. The porch extended around the north side to provide access to the enclosed staircase. A second porch on the front of the north section was detailed in the Italianate style with an entablature, spandrel brackets and pendants creating an arcaded effect within each bay, square posts on pedestals, and sawn cut railing with foliated motif. c.1914 & 1923 photographs document that the store's porch front had been reworked by that time and a small small appendage added at the north corner, subsequently removed.

Outbuildings: Frame, 1-bay garage (mid 20th) (NC).

9 215 Pearl Street.

Contributing **Block 99/Lot 2.01** **Photo # 6, left**

Frame, 2-story, 3-bay, gable-fronted dwelling with double-pile side-hall plan, interior chimney (brick with corbelled drip cap) and shed-roofed, 2-story north addition fronted by a 2-story, semi-hexagonal bay window.

Style: Gothic Revival/Italianate influences

Date: c.1873-1880; perhaps c.1877 [owner information, supplied by NSHS]; addition possibly somewhat later.

Additional description: Exterior features include clapboard siding, boxed overhanging eaves with crown and bed moldings and frieze, 2/2 sash windows with louvered shutters, raked-headed front gable window with similar detailing, 1/1 sashes in bay window, side-bay front entry with double doors and segmentally arched surround, 3-bay porch with entablature, square posts with molded capitals and pedestals and low pitched roof, and 2-story bay window on the south side.

Outbuildings: Frame, 1 and ½-story, gable-fronted, 1-bay wagon house with shed-roofed, 1-bay appendage on the north (late 19th century), and with clapboard siding, overhanging eaves and batten double door on the appendage entry. The main entry has a modern overhead garage door, and the gable window is a modern replacement (C).

10 217 Pearl Street.

Non-contributing **Block 99/Lot 2**

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Frame, one and ½-story, gambrel-roofed, 3-bay **dwelling** with central chimney (brick stack) and attached, 2-bay, corss-gable-roofed garage wing.

Style: Colonial Revival influences

Date: c.2000

Additional description: The exterior features vertical siding, shed-dormers, box cornice and multi-pane sash windows.

Outbuildings: none

11 401 Olive Street.

Contributing **Block 98/Lot 12**

Frame, 2-story, 2-bay, gable-fronted **dwelling** with double-pile plan & 1-story rear appendage.

Style: none

Date: c.1873-1890

Additional description: The exterior features overhanging eaves, 6/6 sash windows and an L-shaped porch with turned posts and railing spindles. The posts and railing may be replacements, as are the vinyl siding and shutters.

Outbuildings: To the rear is a frame, 1-bay, gable-fronted **garage** with vertical siding (mid 20th century); the entry has been closed and small windows installed (NC).

12 403 Olive Street.

Contributing **Block 98/Lot 11** **Photo # 7, 4th from left**

Frame, 2-story, 3-bay, single-pile-plan, gable-roofed **dwelling** with interior east-gable-end chimney (brick stack) and shed-roofed rear addition.

Style: none

Date: c.1873-1890

Additional description: Exterior features overhanging eaves, synthetic shingle siding, 1/1 sash windows with vinyl shutters, and a 3-bay porch (possibly an early 20th-century replacement of Craftsman style derivation) with shingle-clad piers and railing.

Outbuildings: 2-story, gable-roofed **barn/garage** constructed of frame above the rock-faced cement block first story (early 20th century) and featuring metal roof, overhanging eaves, vertical and corrugated metal siding, multi-pane, metal frame windows on the first story, a horizontal band of second-story windows on the south gable end, and on the first-story south elevation and entry with glass-and-panel-door and a 2-bay vehicular entry with modern overhead garage door (C).

13 405 Olive Street.

Non-contributing **Block 98/Lot 10** **Photo # 7, third from left**

Frame, 2-story, 4-bay, gable-roofed **dwelling/store** (now a duplex residence) built in two parts comprised of a 2-bay, gable-fronted east section and 2-bay west section with roof ridge parallel to the street.

Style: none

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Date/history: c.1873-1890; west section possibly slightly later. An undated photograph (c.1900) indicates that the building was erected in two parts and that the west section housed the butcher shop of "R. V. Gulick;" in the 1940s it housed the local post office [*Neshanic and Neshanic Station*, page 84].

Additional description: The exterior features overhanging eaves, vinyl siding, 1/1 sash replacement windows with plain trim, two front entries with replacement glass-and-panel doors and a 4-bay porch with box cornice, square posts and turned-spindle railing.

The historic photograph referenced above indicates that the double window to the west of the west entry (the former shop entry) replaced a semi-octagonal bay window and that the porch had spandrel brackets and cut-work railing.

Outbuildings: Frame, 2-story, gable-roofed wagon house (late 19th/early 20th century) with two wagon entries (modern overhead garage doors) and vinyl siding (C)

14 407 Olive Street.

Contributing

Block 98/Lot 9

Photo # 7, 2nd from left

Frame, 2-story, 3-bay, gable-roofed dwelling with single-pile plan, interior gable-end chimneys (brick stacks with corbelled drip caps) and shed-roofed rear appendage.

Style: Colonial Revival embellishment

Date: c.1873-1890

Additional description: It has boxed overhanging eaves with scalloped bargeboards, clapboard siding, 2/2 sash windows with plain trim and louvered (modern) shutters, central entry with panel door and a gabled, 1-bay entry porch with "broken" pediment and square posts; the later is presumably an early/mid 20th-century replacement of an earlier porch.

Outbuildings: The front yard is enclosed by a picket fence (late 20th century).

15 409 Olive Street.

Contributing

Block 98/Lot 8

Photo # 7, 1st on left

Frame, 1 and 1/2-story, 4-bay, gable-fronted dwelling/store with jerkin-head front gable and interior chimney.

Style: Colonial Revival influences

Date/history: c.1910-30. Historic photographs (one dated c.1934) reveal that the western half of the building served as an ice cream and stationery store operated by Varian V. C. Quick and later as a luncheonette operated for seventeen years by Winfield and Lillie Case [*Neshanic and Neshanic Station*, page 104].

Additional description: It has boxed overhanging eaves, vinyl siding (presumably covering wood shingles visible in above referenced photos), 1/1 sash windows with plain trim, a flat-headed Palladian window in the front gable, inner-bay entry (the original shop entry) with paneled replacement door, and 3-bay front porch with box cornice, Tuscan columns and square-spindle railing.

The historic photographs referenced above document that the west-end bay on the front originally featured a semi-hexagonal bay window with paneled apron, which served as a display window for

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the shop; a second entry, now removed, for the residential quarters was located at the west end of the front. Both entries had glass-and-panel doors.

Outbuildings: none

16 411 Olive Street.

Contributing Block 98/Lot 7

Frame, 2-story, gable-roofed, L-shaped **dwelling** (converted into a duplex) comprised of a 2-bay, gable-fronted west section with interior chimney (brick stack) and a 2-bay east section with interior east gable-end chimney (brick stack).

Style: Gothic Revival influences

Date: c.1873-1890, possibly 1885 [owner information supplied by NSHS].

Additional description: It has boxed overhanging eaves, vinyl siding and 1/1 sash (east section) and 6/6 sash (west section) windows with plain trim. The east section has an inner-bay entry with glass-and-panel door and shed-roofed porch with metal replacement posts. The west section has a point-arched gable window and small double first-story window (the first-story wall is otherwise blank); the west-section entry opens to the east porch. A c.1940 photograph indicates that the west section's double first-story window and east-wall entry were extant by that time (figure 19) [NSHS collection]. The small west porch with metal awning and concrete stoop is a more modern alteration.

Outbuildings: none

17 413 Olive Street.

Contributing Block 98/Lot 6

Frame, 2-story, gable-roofed, L-shaped **dwelling** comprised of a 2-bay, gable-fronted west section with interior chimney (brick stack) and a 1-bay east section.

Style: none

Date: c.1873-1890, possibly c.1885 [owner information supplied by NSHS].

Additional description: The exterior features include boxed overhanging eaves, vinyl siding and 1/1 sash (replacement) windows with plain trim and modern panel shutters, and hip-roofed enclosed porch.

Outbuildings: Frame, gable-fronted, 1-bay **garage** (c.1920-40) with clapboard siding, double batten doors (upper glass lights) and a batten gable "loft" door (C).

18 415 Olive Street.

Contributing Block 98/Lot 5 Photo # 8, 1st on right

Frame, 2-story, gable-roofed **dwelling** comprised of a 3-bay, single-pile-plan main block with interior chimney (brick stack with corbelled drip cap) and a 2-story rear wing with shed-roofed west appendage.

Style: none

Date: c.1873-1890; possibly c.1910 [owner information supplied by NSHS].

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Additional description: It has boxed overhanging eaves, vinyl siding, 2/2 sash windows with plain trim and paneled (modern) shutters, central entry with panel door and 3-bay, hip-roofed porch with box cornice, turned posts and square-spindle railing; the porch railing appears to be a late 20th-century replacement.

Outbuildings: Concrete-block, gable-fronted, 1-bay garage (mid 20th) with frame gable and overhead garage door (NC).

19 417 Olive Street.

Contributing

Block 98/Lot 4

Photo # 8, 2nd from right

Frame, 2-story, gable-roofed dwelling comprised of a 3-bay, single-pile-plan main block with interior east-gable-end chimney (brick stack with corbelled drip cap) and a 2-story rear wing with interior north-gable-end chimney (brick stack with corbelled drip cap) and shed-roofed east appendage (possibly an enclosed porch).

Style: none

Date: c.1873-1890; possibly somewhat later

Additional description: It has boxed overhanging eaves, clapboard siding, 2/2 sash windows with plain trim and louvered (modern) shutters, central entry with panel door and 3-bay, hip-roofed porch with box cornice, turned posts and square-spindle railing.

Outbuildings: none

20 419 Olive Street.

Non-contributing

Block 98/Lot 3

Photo #s 8, 3rd from right, & 9

Frame, 2-story, gable-roofed dwelling comprised of a 3-bay, single-pile-plan main block with a 2-story rear wing with shed-roofed east appendage (possibly an enclosed porch); chimney stacks evidently have been removed; attached to the east side is a 1-story, stuccoed masonry appendage that houses a use (currently a restaurant/pizzeria).

Style: none

Date: c.1873-1890; commercial appendage, late 20th century

Additional description: It has boxed (rebuilt) overhanging eaves, vinyl siding, 1/1 sash (replacement) windows, central entry with modern door and 1-bay entry porch with square posts and square-spindle railing; the exterior appears to have been extensively reworked in the late 20th century.

Outbuildings: none

21 421 Olive Street.

Non-contributing

Block 98/Lot 2

Photo # 9, on left

Frame and stuccoed masonry, gable-roofed commercial building/dwelling comprised of three sections: a 2-story main block of frame construction above the masonry first story and with an interior chimney (brick stack); a 1-story, front block with masonry first story and frame gables; and a masonry hyphen connecting the two blocks.

Style: none

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Date: late 20th century

Additional description: The front block is in commercial use and features a central entry flanked by large plate-glass display windows. The second-story of the rear block appears to accommodate residential use and the first story has a wide garage entrance. The frame portion has board-and-batten siding.

Outbuildings: none

22 426 Olive Street.

Non-contributing **Block 97/Lot 1**

Frame, 2-story, gable-roofed, L-shaped **dwelling** with interior chimney (brick stack) and shed-roofed, 2-story front appendage that presumably replaces the original front porch.

Style: none

Date: c.1905-1915; a 1905 map depicts no building on the site [New Jersey Raritan Quadrangle. U.S. Geological Survey. 1905]; late 20th century, shed appendage.

Additional description: While the dwelling retains its form and fenestration pattern, its exterior fabric is almost entirely of modern provenance, including boxed overhanging eaves, vinyl siding, 1/1 sash (replacement) windows with plain trim and entry with small stoop.

Outbuildings: To the rear is a small frame shed.

23 422 Olive Street.

Contributing **Block 97/Lot 2** **Photo # 10**

Frame, 2-story, gable-roofed **dwelling** with asymmetrical T plan and that consists of a single-pile main block and a wide front wing whose overhanging front gable is supported by a 2-story, semi-hexagonal bay window and with interior chimney (brick stack); a 2-story wing with exterior chimney extends from the rear.

Style: Queen Ann influences

Date/history: c.1904-1910; rear wing, late 20th century. According to a local history, the house was built by Mary Lavinia Shurts after her husband Garret Stryker Shurts died suddenly in 1910 and she sold their farm; she moved to Neshanic Station to be near her son Lester Shurts who had established a feed business in the old creamery in 1898 *Neshanic and Neshanic Station*, page 35]. The present owner, however, dates the house c.1904 [owner information supplied by NSHS].

Additional description: Now covered with vinyl siding, the exterior features a slate roof with metal ridge cresting (scroll ends), boxed overhanging eaves (reworked), 1/1 sash windows with plain trim, a large multi-pane second-story front window, front entry with glass-and-panel door and a 2-bay front porch with turned posts and square-spindle railing. A horizontal break in the vinyl siding at the attic floor level suggests that the concealed original treatment is shingle-clad gables and clapboarding elsewhere.

Outbuildings: Frame, gable-fronted, 2-bay **garage** (c.1915-30) with cross-gabled-east extension, vertical siding and batten sliding doors (C). A picket fence delineates the yard.

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24 **420 Olive Street.**

Contributing **Block 97/Lot 3**

Frame, 1 and 1/2-story, 6-bay, **dwelling** with jerkin-head gable roof.

Style: Craftsmen/Colonial Revival influences

Date/history: c.1913 [owner information supplied by NSHS]. This dwelling was the residence of D. C. R. Hoff, and its basement, as depicted in a historic photograph, housed incubation facilities for his poultry business, which raised chicks for mail-order delivery. The two basement incubators purportedly had a 30,000-egg capacity. [*Neshanic and Neshanic Station*, page 94]. Huff also was a sales agent for manufacturers of chicken breeding equipment, and the rear outbuilding was fitted with brooders and incubators and also provided storage (grain and other supplies) and office space [owner information supplied by NSHS]. The building next door at 416 Olive Street (inventory #25) purportedly also was used in the business at some time [*Neshanic and Neshanic Station*, page 94].

Additional description: It has wood shingle siding, overhanging eaves with exposed rafter ends, shed-roofed dormer with 4-unit band of 6/6 sash windows, triple and single 1/1 sash windows with plain trim, inner bay entry whose door has an oval glass light and 2-bay, shed-roofed front porch with overhanging eaves (exposed rafter ends), square tapered posts on brick pedestals and baluster railing. A 1-bay porch with similar detailing serves a secondary entry on the east elevation.

Outbuildings: Frame, 1-story, gable-roofed **barn/hatchery** (c.1913; owner information supplied by NSHS) with 3-bay shed appendage (used originally for horses and horse-drawn vehicles, and subsequently as a garage), overhanging eaves, vertical siding and batten doors (C).

25 **416 Olive Street.**

Contributing **Block 98/Lot 4** **Photo # 11, on right**

Frame, 1-story, gable-fronted, 4-bay **commercial building/dwelling** with an interior chimney.

Style: none

Date/history: c.1908-14; remodeled c.1940. The building housed an automobile dealership/garage operated by George Quick, agent for the Metz Company (which manufactured automobiles c.1908-1922); a c.1914 photograph identifies it as the "Metz Agency Garage." It subsequently was used in conjunction with the D. C. R. Hoff poultry business (see inventory # 24), and later housed a fire truck, electrical company, radio and television repair shop, bakery and residence. Currently it is occupied as a barbershop and residence [*Neshanic and Neshanic Station*, pp. 94 and 111; information on renovation date & other uses supplied by NSHS].

Additional description: The exterior features include asbestos shingle siding, overhanging eaves, double and single 1/1 sash windows, three front entries with glass-and-panel doors, and a plate-glass display window.

The above-referenced c.1914 photograph reveals that garage bays with batten sliding doors occupied the entire front elevation; other features included vertical siding and 4/4 sash windows (two in the front gable and six on the west side wall).

Outbuildings: none

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26 412 Olive Street (Station House and Library; former firehouse).

Contributing **Block 97/Lot 5** **Photo # 11, 2nd from right**

Frame, 1-story, 8-bay **institutional building** comprised of a 1-bay, hip-roofed block with gabled central projecting entry bay, interior chimney and 1-bay flat-roofed west extension.

Style: Colonial Revival/Craftsman influences

Date/history: 1928; enlarged & remodeled in 1933, 1949-51 & late 20th century. The building began as a 1-bay, gable-fronted garage of tile-block construction erected to house a fire truck in 1928. The garage was enlarged in 1933 with a frame east addition with hip roof and projecting entry bay; the addition accommodated an assembly room and kitchen. The west extension, built in 1949-51, replaced the single garage with two truck bays whose front wall was brought forward to align with the entry bay. Sometime after the construction of a new firehouse, dedicated in 1977, the building was converted into a community library, work that included removal of the two garage entries [*Neshanic and Neshanic Station*, pp. 67, 68 and 74].

Additional description: The exterior features wood shingle siding, box cornice with frieze, pedimented front gable with pent roof, central entry with transom, replacement door that is flanked 1/1 sash windows, and 1/1 sash windows with plain trim in the two east bays. An entry with hollow-core door and flanking windows replaced the garage doors removed in the late 20th-century remodeling.

Historic photographs reveal that the original firehouse had double doors (eight lights over three vertical panels) that appear to have been recycled and replicated in the 1949-51 expansion.

Outbuildings: A small frame storage shed placed on blocks stands to the southeast.

27 408 Olive Street.

Contributing **Block 97/Lot 6** **Photo # 11, 1st on left**

Frame, 2 and 1/2-story, 4-bay, hip-roofed, **duplex dwelling** with paired interior chimneys (brick stacks with corbelled drip caps) and shallow, 2-story projecting bays on both sides, semi-hexagonal on the first story.

Style: Craftsmen/Colonial Revival influences

Date: c.1905-1912; a 1905 map depicts no building on the site [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905, figure 10]; a local informant has stated that it was built before 1912 [information supplied by NSHS].

Additional description: Now covered with vinyl siding, the exterior features include wide overhanging enclosed eaves, a hip-roofed dormer with triple 6/6 sash windows, 1/1 sash windows (vinyl shutters), paired inner-bay entries with glass-and-panel doors, flanking triple windows and a 4-bay front porch with square posts and turned-spindle railing (probably replaced).

Outbuildings: Frame, gable-fronted, 1-bay **garage**, serving the west unit, (mid 20th century), with overhead garage door and replacement siding (NC). There are two small frame sheds serving the east unit (c.2000).

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28 404 Olive Street.

Contributing **Block 97/Lot 7** **Photo # 12, on right**

Frame, 2 and 1/2-story, 4-bay, hip-roofed, **duplex dwelling** with paired interior chimneys (rebuilt brick stacks) and shallow, 2-story projecting bays on both sides, semi-hexagonal on the first story.

Style: Craftsmen/Colonial Revival influences

Date: c.1905-1912; a 1905 map depicts no building on the site [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905, figure 10]; a local informant has stated that it was built before 1912 [information supplied by NSHS].

Additional description: Now covered with vinyl siding, the exterior features include wide overhanging enclosed eaves, a hip-roofed dormer with triple 6/6 sash windows, 1/1 sash windows (vinyl shutters), paired inner-bay entries with glass-and-panel doors, flanking triple windows and a 4-bay front porch with square posts and closed railing.

Outbuildings: Small frame **privy** (early 20th century, perhaps c.1905-12) (C).

29 402 Olive Street.

Contributing **Block 97/Lot 8** **Photo # 12, on left**

Frame, 2-story, gable-roofed, T-shaped **dwelling** comprised of a 2-over-3-bay gable-fronted main block with interior chimney (brick stack with corbelled drip cap) and 1-bay east wing.

Style: Colonial Revival

Date: c.1905-1915; a 1905 map depicts no building on the site [New Jersey Raritan Quadrangle. U.S. Geological Survey. 1905].

Additional description: The exterior has clapboard and wood shingle (gables) siding, box cornices with crown and bed moldings and frieze that are carried on the clipped gables to form pented pediments, 2/2 sash windows with plain trim and modern louvered shutters, 9-light front gable window, inner-bay front entry, and an L-shaped porch featuring Tuscan columns and box cornice with crown and bed moldings and frieze; the porch's east ell is enclosed, and its detailing suggests that this an early alteration.

Outbuildings: Frame, gable-fronted, 2-bay **garage** (mid 20th century) with overhead garage doors (NC). Vertical board fencing on both side of the house demarcates the rear yard, and incorporates gates.

30 400 Olive Street.

Contributing **Block 97/Lot 9** **Photo # 13, to right of trees**

Frame, 2-story, gable-roofed, L-shaped **dwelling** comprised of a 2-over-3-bay gable-fronted main block with interior chimney (brick stack with corbelled drip cap) and 1-bay west section with later rear addition.

Style: Queen Anne influences

Date: c.1890-1905; a 1905 map depicts a building on the site [New Jersey Raritan Quadrangle. U.S. Geological Survey. 1905].

Additional description: Now covered with vinyl siding, the exterior features boxed overhanging eaves, 6/6 sash (replacement) windows, window cornices, inner-bay front entry and an L-shaped

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porch with turned posts, spandrel brackets and square-spindle railing; the porch's west ell is enclosed.

Outbuildings: Frame, gable-fronted, 2-bay garage (mid 20th century) with overhead garage doors (NC).

31 210 Pearl Street.

Non-contributing **Block 97/Lot 10**

Frame, 1-story, gable-roofed dwelling with a 1-bay west addition.

Style: none

Date: c.1965. Owner states that it was built in 1965 [information supplied by NSHS].

Additional description: Exterior features include vinyl siding, flush eaves, single-pane casement windows with shutters and a 3-bay, shed-roofed front porch with scalloped frieze and square posts.

Outbuildings: Frame, gable-fronted, 2-bay garage (mid 20th century) with overhead garage doors (NC).

32 208 Pearl Street.

Contributing **Block 97/Lot 11** **Photo # 14**

Frame, 2-story, gable-roofed, L-shaped dwelling with interior chimney (brick stack) and a rear appendage.

Style: Queen Anne influences

Date/history: c.1880-1905. A c.1912 photograph (distant view) documents that this house, the one-time residence of Frederic Hall, was extant by that year, and that the windows had shutters [*Neshanic and Neshanic Station*, page 34].

Additional description: Now covered with vinyl siding, the exterior features overhanging eaves with plain bargeboards, 1/1 sash windows with plain trim and modern vinyl shutters, a overhanging east gable supported by a 2-story, semi-hexagonal bay window, and a 2-bay shed-roofed front porch with turned posts and turned-spindle railing.

Outbuildings: Frame, gable-fronted, 1-bay garage (c.1925-40) with batten double doors (C).

33 301 Maple Avenue. Neshanic United Methodist Church.

Contributing **Block 97/Lot 12** **Photo # 15; figure 23**

Frame, 1-story, gable-roofed, L-shaped, church with stone foundation and 3-story tower incorporating an entry vestibule and open belfry set at 45 degree angle within the right angle of the two sections of the building; on the west or rear elevation is a cross gable and secondary entry vestibule.

Style: Shingle/Gothic Revival

Date/history: 1907/08. Construction of the church began in 1907, and it was dedicated in the following year. The lot was acquired in 1906 for \$350, and the cost of the building was about \$6,800. The first minister, John May, charged with raising the building funds, obtained a pledge for \$3,500 James Buchanan Duke, the tobacco millionaire, contingent on matching funds, which

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May matched with \$500 raised from the "Methodist denomination" and a pledge from John Wanamaker [*Neshanic and Neshanic Station*, pp. 41-46; *Branchburg and the River Towns*, page 82].

Additional description: Exterior features include overhanging eaves with exposed rafter ends and plain bargeboards, wood shingle siding articulately within a semi-elliptical break on each gable, and point-arched stained-glass 1/1 sash windows with plain trim (arranged in 6-windows bands on the gable ends). The semi-hexagonal entry vestibule forming the first story of the tower has three entries with glass-and-panel doors (the entry being double leaf) and is sheltered by curved porch featuring overhanging eaves with exposed rafter ends and wide semielliptical frieze and large square posts. The open belfry has shingle-clad corner piers extending as pinnacles above the roof line; trefoil spandrel brackets framing a point-arched opening on each side, pyramid-roof with ball finial and overhanging eaves (exposed rafter ends), and a square-spindle railing added sometime after the church was erected. Early photographs (see reference above) reveal that the belfry pinnacles originally had ball-capped pyramid finials, probably of copper or pressed metal; an elaborate weathervane similarly capped the belfry roof.

Outbuildings: A black-painted metal fence of recent date encloses the playground to the west of the church.

34 303 Maple Avenue.

Contributing Block 97/Lot 13

Frame, 2-story, gable-fronted **dwelling** with interior chimney (brick stack) and overhanging cross gable supported by a semi-hexagonal bay window on the east side.

Style: Colonial Revival

Date/history: c.1905-1915; the site is vacant on the 1905 map [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905]

Additional description: Now covered with vinyl siding, the exterior has wide overhanging eaves that are continued across the gables as pent roofs, 1/1 sash windows with plain trim, tripartite front gable window, semi-hexagonal bay window on the second-story front, an end-bay front entry, and an L-shaped porch featuring Tuscan columns, box cornice with crown and bed moldings and frieze and turned-spindle railing.

Outbuildings: Frame, gable-fronted, 2-bay **garage** (mid 20th century) with overhead garage doors (NC).

35 305 Maple Avenue.

Contributing Block 97/Lot 14 Photo # 16 (right) & 17

Frame, 2 and 1/2-story, hip-roofed, 3-bay **dwelling** with interior chimney (brick stack) and overhanging gables supported by a semi-hexagonal bay window on both sides.

Style: Colonial Revival

Date: c.1905-1915; the site is vacant on the 1905 map [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905]

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Additional description: Exterior features include wood shingle siding above the clapboard-clad first story, wide overhanging eaves with frieze that are continued across the gables as pent roofs, 1/1 sash windows with plain trim and louvered shutters, hip-roofed dormer with double 6/1 sash window and central front entry with glass-panel door and sidelights. The L-shaped porch incorporates an octagonal pavilion at its southeast corner and features an eaves entablature, pediment over the steps, Tuscan columns on rock-faced stone pedestals (clustered columns on pavilion) and railing with vase-turned balusters. A small, screened second-story porch centered on the front has an eaves entablature, paired Tuscan columns and closed shingle-clad railing.

Outbuildings: Frame, hip-roofed, 2-bay garage (c.1920-40) whose batten sliding doors have “crisscross” battens (C).

36 307 Maple Avenue.

Contributing **Block 97/Lot 15** **Photo # 16, 2nd from right**

Frame, 2 and 1/2-story, hip-roofed, 3-bay dwelling with interior chimney (brick stack with corbelled drip cap) and gable projecting bays on both sides.

Style: Colonial Revival

Date/history: c.1905-1912; the site is vacant on the 1905 map and a c.1912 photograph documents that the house and carriage house were extant by that time, as well as the presence of a windmill to the east of the latter [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905; [*Neshanic and Neshanic Station*, page 34].

Additional description: Exterior features include “fish-scale” wood shingle siding above the vinyl-clad first story, wide overhanging eaves with frieze that are continued across the gables as a pent roofs, 2/1 sash windows with plain trim and modern louvered shutters, gabled dormer with bracketed pediment and double 8/1 sash window, an end-bay front entry with glass-and-panel door, and a 3-bay porch with box cornice, pediment over the steps, Tuscan columns on brick pedestals and square-spindle railing.

Outbuildings: Frame, 2-story, gable-roofed carriage house/stable (c.1905-12) with overhanging eaves, clapboard siding, sash windows and loft entries with batten doors and vehicular entries with batten sliding doors (C).

37 309 Maple Avenue.

Contributing **Block 97/Lot 16** **Photo #s 16 (3rd from right); 18**

Frame, 2-story, gable-roofed dwelling consisting of a 3-bay, gable-fronted, side-hall-plan main block with interior chimney (brick stack with corbelled drip cap) and cross gables on both sides and a slightly lower rear addition.

Style: Italianate

Date: c.1873-85; the 1905 map depicts a building on the site and a c.1912 photograph documents that the carriage house was extant by that time [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905; [*Neshanic and Neshanic Station*, page 34].

Additional description: The exterior, features clapboard siding, a box cornice with crown and bed moldings, frieze and returns that are carried on the raking eaves, rounded-arched 2/2 sash

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gable windows with louvered shutters, 2/2 sash windows with cornices and modern shutters, end-bay entry with round-arched glass-and-panel double doors and rectangular surround with paneled spandrels, and a 3-bay front porch with box cornice, square posts on paneled pedestals and square-spindle railing.

Outbuildings: Frame, 2-story, gable-roofed carriage house/stable (c.1880-1912) with overhanging eaves, clapboard siding, sash windows and two loft entries with batten doors; overhead garage doors have been installed in the three vehicular entries (C).

38 311 Maple Avenue.

Contributing Block 97/Lot 17

Frame, 2 and 1/2-story, hip-roofed, 4-bay dwelling with interior chimney (brick stack with corbelled drip cap), gabled projecting bay on the west side and rear addition.

Style: Colonial Revival influences

Date: c.1905-1915; the site is vacant on the 1905 map [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905]

Additional description: Now covered with aluminum siding, the exterior features wide overhanging eaves, pented gables on the front and sides, 1/1 sash windows with plain trim and modern louvered shutters, and an enclosed front porch with square posts and enclosed railing. An exterior staircase on the east side provides access to the second story, presumably converted into an apartment.

Outbuildings: Frame, 2-story, gable-roofed carriage house/stable (c.1905-15) with overhanging eaves, clapboard siding, sash windows and loft entries with batten doors; overhead garage doors have been installed in the vehicular entries (C).

39 313 Maple Avenue.

Contributing Block 97/Lot 18 Figure 24

Frame, 2 and 1/2-story, hip-roofed, 2-over-3-bay dwelling with flattened roof peak, interior chimney (brick stack with corbelled drip cap).

Style: Colonial Revival

Date: c.1905-1915; the site is vacant on the 1905 map [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905]

Additional description: Now covered with aluminum siding, the exterior features wide overhanging eaves, pedimented dormers (paired front dormers connected by continuation of their cornices), semi-hexagonal bay windows on the front and east side, 1/1 sash windows with plain trim and modern louvered shutters, entry with glass-and-panel door and side-lights and a 2-bay front porch with box cornice, clustered columns (Ionic capitals and plain shafts) on rock-faced cement block pedestals and turned-spindle railing. A break in the siding at the second-floor level is evidence that the exterior was covered with wood shingles above the clapboard first story.

Outbuildings: Frame, 2-bay, gable-roofed garage (c.1920-40) with novelty siding and crisscross batten doors (C).

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- 40 315 Maple Avenue. Neshanic United Methodist Church Parsonage.**
Contributing Block 97/Lot 19
Frame, 2 and 1/2-story, gable-roofed **dwelling** with a 2-over-4-bay gable-end front and rear addition addition.
Style: Colonial Revival embellishment
Date/history: Constructed by William Housel in 1910, this house served as a parsonage for the local Methodist church [Edwin W. Huff, Jr., *History of the Neshanic Methodist Church*, np.; *Neshanic and Neshanic Station*, page 43].
Additional description: The exterior, now covered with vinyl siding, features overhanging eaves, 1/1 sash windows, a gabled dormer on the west side, inner-bay entry and a 4-bay front porch with box cornice and Tuscan columns.
Outbuildings: Frame, 1-bay, gable-roofed **garage** (mid 20th) (NC).
- 41 317 Maple Avenue.**
Non-Contributing Block 97/Lot 20
Frame, 1 and 1/2-story, gambrel-roofed **dwelling** comprised of a 2-over-5-bay original section with interior chimney (brick stack) and a 2-bay west extension.
Style: Colonial Revival
Date: c.1915-30, east portion; extensively remodeled c.2005; west extension added c.2012 [information supplied by NSHS].
Additional description: The exterior, now covered with vinyl siding, features overhanging eaves, 6/6 sash windows, shed dormer on east section, paired gable dormers on west section, central entry with sidelights (which replaced an earlier entry treatment), and a 5-bay front porch with box cornice and Tuscan columns. Much of the exterior fabric dates to recent renovations [information supplied by NSHS].
Outbuildings: Frame, 2-bay, gable-roofed **garage** (mid 20th) (NC). A small 1-bay, gable-fronted shed in located to the rear.
- 42 321 Maple Avenue.**
Contributing Block 97/Lot 21 Photo # 19
Frame, 2 and 1/2-story, hip-roofed, 2-bay **dwelling** with flattened roof peak, interior chimney (brick stack with corbelled drip cap) and gabled projecting bay on the east side that is semi-hexagonal on the first story, along with gables on the front and west sides (the projecting front gable supported by a semi-hexagonal second-story bay window).
Style: Colonial Revival/Queen Anne
Date: c.1905-1915; the site is vacant on the 1905 map [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905]
Additional description: The house retains an elaborate metal railing with corner finials around the edge of its flattened roof peak, as well as metal cresting with scrolled ends along the gable roof ridge. Other exterior features include “fish-scale” wood shingle siding above the clapboard-clad first story, wide overhanging eaves with frieze and pented returns that are carried on the raking

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eaves, 1/1 sash windows with plain trim, point-arched front gable window, an end-bay front entry with glass-and-panel door, and an L-shaped porch with box cornice, Tuscan columns and turned spindle railing.

Outbuildings: Frame, 2-story, gable-roofed carriage house/garage (c.1905-15) with overhanging eaves, clapboard siding, sash windows and loft entries with batten doors and vehicular entries whose batten sliding doors have crisscross battens (C). A split rail fence delineated the front yard.

43 323 Maple Avenue.

Contributing

Block 97/Lot 22

Photo # 23

Frame, 2 and 1/2-story, hip-roofed, 2-bay dwelling with rock-faced concrete block foundation, flattened roof peak, interior chimney (brick stack with corbelled drip cap), gabled projecting bay on the west side that is semi-hexagonal on the first story and projecting front gable supported by a semi-hexagonal second-story bay window.

Style: Colonial Revival

Date/history: c.1905-1915; the site is vacant on the 1905 map [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905]. Two historic photographs document that this house, which was built by local carpenter Herter Quick and occupied by him as his residence, remains little altered. [*Branchburg and the River Towns*, pp. 80 & 81; information supplied by NSHS].

Additional description: The house retains an elaborate metal railing with corner finials around the edge of its flattened roof peak, as well as metal cresting with scrolled ends along the gable roof ridge. Other exterior features include wood shingle siding above the clapboard-clad first story (decorative shingling on gables), wide overhanging eaves with frieze and pented returns that are carried on the raking eaves, 6/1 and 1/1 sash windows with plain trim, round-headed front gable window with multi-pane upper sash, pedimented gable dormer, and 3-bay porch with box cornice, paired columns on rock-faced concrete block pedestals and turned-spindle railing. The original front entry has been replaced by two doors, presumably to accommodate access to an upper-story apartment. The above referenced historic photograph indicates that the porch columns originally had Ionic capitals.

Outbuildings: (1) Frame, 2-story, gable-roofed carriage house/garage (c.1905-15) with overhanging eaves, clapboard siding, sash windows and loft entries with batten doors and two vehicular entries (one retaining a batten sliding doors; the other an overhead door replacement); a shed-roofed, 2-bay west appendage also has batten sliding doors (C). (2) Rock-faced concrete block shed (c.1905-15) (C).

44 332 Maple Avenue.

Contributing

Block 92/Lot 4

Photo # 21, middle

Frame, 2-story, gable-roofed, 2-bay dwelling with interior chimney (brick stack) and 1-story side appendage.

Style: Craftsman influences

Date: c.1915-30

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Additional description: The break in the siding at the second-floor level suggests that the house, now clad with vinyl, originally had wood shingle siding above the clapboard-clad first story. Other features include overhanging eaves, large front cross gable, 1/1 sash windows with plain trim and an enclosed front porch.

Outbuildings: Frame, 2-bay, gable-fronted **garage** (c.1915-30) with wide overhanging eaves, shingle-clad gable with loft entry, an overhead replacement door (C).

45 **330 Chester Avenue.**

Contributing

Block 92/Lot 3

Photo # 22, building on right

Frame, 2-story, gable-roofed **barn** with what appears to be a poured concrete foundation.

Style: none

Date: c.1915-40

Additional description: Exterior features include clapboard siding and overhanging eaves; the windows, covered with plywood, have plain trim.

Outbuildings: none

46 **328 Maple Avenue.**

Contributing

Block 92/Lot 2

Photo # 21, left

Frame, 2-story, hip-roofed, 3-bay **dwelling** with interior chimney (brick stack).

Style: Craftsman influences

Date: c.1915-30

Additional description: The exterior features wood shingle siding above the clapboard-clad first story, boxed overhanging eaves, hip-roofed dormer, 1/1 sash windows with plain trim and an enclosed front porch.

Outbuildings: Frame, 1-bay, hip-roofed **garage** (c.1915-30) with boxed overhanging eaves, vehicular entry with overhead garage door and entry with glass-and-panel door (both doors are replacements) (C).

47 **326 Maple Avenue.**

Contributing

Block 92/Lot 1

Photo # 22, outbuilding on left

Frame, 2-story, hip-roofed, 2-over-3-bay **dwelling** with interior chimney (brick stack).

Style: Colonial Revival influences

Date: c.1905-20

Additional description: The break in the siding at the second-floor level suggest that the house, now clad with vinyl, originally had wood shingle siding above the clapboard-clad first story. Other features include wide overhanging eaves, hip dormer, 1/1 sash windows with plain trim, semi-hexagonal 2-story front bay window, front entry with glass-and-panel door, and an L-shaped porch with Tuscan columns on pedestals (now covered with vinyl siding).

Outbuildings: Frame, 2-story, gable-roofed **carriage house/stable** (c.1905-15) with overhanging eaves, vertical siding, 6/6 sash windows with plain trim, side entry with batten sliding door and a gable-end vehicular entry with overhead garage door (C).

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48 606 Marshall Street.

Contributing **Block 94/Lot 13**

Frame, 2-story, gable-roofed, L-shaped **dwelling** with exterior rear brick chimney.

Style: Craftsman influences

Date/history: c.1905-1930. This was the residence and business of A. Schenck Bergen who sold (and presumably repaired) farm equipment (Allis Chalmers tractors and machinery and Surge milking machines). [*Neshanic and Neshanic Station*, page 100].

Additional description: It has asbestos shingle siding, overhanging eaves, 1/1 sash window with plain trim and a two-level front porch (lower level open; upper level enclosed). A c.1930 photograph (see reference above) documents that it had a vehicular entry on the gable-end front with batten sliding door and wood shingle siding (presumably intact under the asbestos shingles).

Outbuildings: Frame, 3-bay, 1-story, gable-fronted **commercial building/garage** (c.1910-30) with 1-bay cross-gabled, garage appendage, overhanging eaves and modern replacement doors and windows (C). A c.1930 photograph (see reference above) documents that the garage had a vehicular entry on the north side with batten sliding doors, as well as large multi-pane windows flanking the front entry. A small shed is located adjoining the northeast corner.

49 324 Maple Avenue.

Non-contributing **Block 94/Lot 1** **Photo # 24, house on right**

Frame, 2-story, hip-roofed, U-shaped **duplex dwelling** with exterior rear brick chimney.

Style: Colonial Revival influences

Date: c.1950-60

Additional description: It has overhanging eaves, clapboard siding (butt-jointed at the corners), 1/1 sash window with louvered shutters, semi-hexagonal bay window on sides and a 2-story, 3-bay entry porch with arched frieze and square posts set with within the court created by the two projecting wings, as well as an enclosed rear porch.

Outbuildings: (1) Frame, 3-bay hip-roofed **garage** (c.1950-60) with overhanging eaves, clapboard siding (butt-jointed at the corners) and overhead garage doors (NC).

50 322 Maple Avenue.

Contributing **Block 94/Lot 2** **Photo # 24, 2nd from right**

Frame, 1 and 1/2-story, gambrel-roofed, 2-bay **dwelling**.

Style: Colonial Revival influences

Date: c.1915-30; owner believes it dates to 1933 [information supplied by NSHS].

Additional description: The two-tone vinyl siding now covering the house has a slight break at the upper-floor level, evidence of the original treatment of wood shingle siding above the clapboarded first story. The full-width shed-roofed front dormer is broken by an asymmetrical gable, which extends to form the shed roofed of the enclosed east-side porch. Other features include overhanging eaves, 6/1 sash windows with plain trim, central entry with multi-light door and stick-bracketed gable hood, and a west-side bay window.

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Outbuildings: Frame, 2-bay hip-roofed garage (c.1915-30) featuring double-leaf doors, each leaf having 6-light sash over crisscross batten panels (C).

51 320 Maple Avenue.

Non-contributing **Block 94/Lot 3**

Frame, 1-story, gable-roofed, dwelling with shallow cross-gabled projection at the west end of the front

Style: none

Date: c.1950-60

Additional description: The exterior has overhanging eaves, tripartite “picture” window, 1/1 sash window and front entry with hollow core door featuring three “stepped” glass lights.

Outbuildings: Frame, 2-story, gable-roofed outbuilding with 1-story 2-bay gable-fronted garage appendage (c.1950-50) featuring an overhead garage door (NC).

52 318 Maple Avenue.

Contributing **Block 94/Lot 4** **Photo # 25, house on right**

Frame, 1 and 1/2-story, gambrel-roofed, duplex dwelling with 2-over-4-bay gable-end front and gable-roofed 3-bay projections on both sides, west one with internal chimney (brick stack).

Style: Colonial Revival/Craftsman

Date: c.1905-20

Additional description: The two-tone vinyl siding now covering the house has a slight break at the upper-floor level, evidence of the covered original treatment of wood shingle siding above the clapboarded first story. Other features include boxed overhanging eaves, 1/1 sash windows with plain trim, a small round front gable window, paired inner-bay front entries with multi-light doors flanked by semi-hexagonal bay windows and 3-bay front porch with box cornice and heavy square posts on pedestals. The iron porch railing is a modern replacement.

Outbuildings: Frame, 2-story gable-roofed wagon house/garage (c.1905-20) with vertical siding, overhanging eaves and batten sliding doors (C).

53 316 Maple Avenue.

Contributing **Block 94/Lot 5** **Photo # 25, house on left**

Frame, 2 and 1/2-story, hip-roofed, 2-bay dwelling with flattened roof peak, interior chimney (brick stack with corbelled drip cap), octagonal tower at the northeast corner and a hipped oriel window on the west side, which straddling the second-floor level probably serves the staircase landing.

Style: Queen Anne/Colonial Revival

Date/history: c.1905-1915; the site is vacant on the 1905 map [New Jersey Raritan Quadrangle. U.S. Geological Survey, 1905]. A local informant states that it was built by Herter Quick [information supplied by NSHS].

Additional description: The house retains an elaborate metal railing with corner finials around the edge of its flattened roof peak, and the pedimented dormers have metal cresting with scrolled

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ends along their roof ridge. Other exterior features include a slate roof, wide overhanging eaves with frieze, 1/1 sash windows with plain trim, front entry with glass-and-panel door and sidelights and a wrap-around porch with box cornice, paired columns (Ionic capitals and plain shafts) on shingled pedestals and turned-spindle railing. The vinyl siding presumably covers wood shingling above the clapboarded first story.

Outbuildings: Frame, 2-bay, gable-fronted garage (c.1920-40) with vertical siding and batten sliding doors (C).

54 314 Maple Avenue.

Non-contributing

Block 94/Lot 6

Photo # 26, house on right

Frame, 1-and-1/2 story, gable-roofed, dwelling.

Style: none

Date: c.1950-60

Additional description: Exterior features include box cornices, flush raking eaves and central entry.

Outbuildings: Small frame shed is located to the rear of the house.

55 312 Maple Avenue.

Contributing

Block 94/Lot 7

Photo # 26, house on left

Frame, 2 and 1/2-story, hip-roofed, 2-over-3-bay dwelling with 1-story rear appendage.

Style: Colonial Revival

Date: c.1915-25

Additional description: Now covered with vinyl siding, the exterior features a slate roof, hip-roofed dormers, wide overhanging eaves with frieze, multi-pane/1 sash windows with plain trim, semi-hexagonal bay window on west side, central front entry with glass-and-panel door and sidelights, a 1-bay, gable-roofed entry porch with pented pediment and paired Tuscan columns and a sun porch on the east side with 6/1 sash window bands

Outbuildings: Frame, 1-bay, hip-roofed garage (c.1915-30) with boxed overhanging eaves, vehicular entry with batten double doors hung on strap hinges, each leaf with 8-light window over vertical panels, and secondary entry with crisscross batten door (C).

56 304 Maple Avenue "Shadow Lawn" John G. Schenck House

Contributing

Block 95/Lot 3

Photo # 27; figure 25

Frame, 2 and 1/2-story, hip-roofed, 3-bay dwelling with double-pile center-hall plan, cupola, interior side-wall chimneys (brick stacks with water tables and corbelled drip caps) and a 2-story, 2-bay rear wing with interior end-wall chimney (brick stack with water table and corbelled drip cap).

Style: Italianate

Date/history: c.1858-65. According to local accounts, John G. Schenck began construction of this house in 1858 on the farm, although it would not be completed until the end of the Civil War. The house stands on the farm inherited by Schenck's wife Sarah from her father. Schenck began the development of Neshanic Station on a portion of the property in the late 1860s and occupied the

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house until his death [*Neshanic and Neshanic Station*, pp. 4, 20, 22 & 23; *Branchburg and the River Towns*, pp. 2, 4 & 79].

Additional description: The wide over hanging roof eaves incorporate segmental-arched, bottom-broken pediments on all four elevations; they are detailed as denticulated entablatures and supported by pairs of large scroll brackets. The central cupola exhibits a similar eaves treatment, as well as bands of round-arched windows. Other exterior features include horizontal flush siding on the half story and pediments, clapboard siding on the lower two stories, a Palladian window with architrave surround and bracketed cornice centered on the second-story front, flanking pairs of round-arched 1/1sash windows with similar surrounds and bracketed cornices; similarly detailed segmental-arched 2/2 sash window on the side elevations, segmental-arched and round-arched third-story windows, central front entry with segmental-arched architrave surround and transom and double panel doors, a full-width front porch with box cornice, segmental-arched pediment above the steps, clustered square posts on pedestals and step handrails with heavy turned balusters, an east side porch with box cornice and square posts and a rear porch with enclosed end walls. Historic photographs (see reference above) indicate the house originally had louvered shutters.

Outbuildings: (1) Frame, 2-story, gable-roofed carriage house/stable (late 19th century) with overhanging eaves, cupola, clapboard siding, 6/6 sash windows with plain trim and vehicular entries with batten sliding doors (C); (2) frame, 1-story, gable-roofed shed with overhanging eaves and clapboard siding (late 19th) (C). A concrete birdbath with winged cupid is a late 20th-century addition.

- 57 **1 Main St Neshanic Station Post Office**
Non-contributing Block 95/Lot 4 Photo # 28, on right
Brick-faced, 1-story, gable-roofed institutional building with frame gables.
Style: none
Date/history: late 20th century. It was erected on the site of the South Branch (Central) Railroad freight station; the 1873 atlas depicts the South Branch railroad “depot” on the site, while the site of the extant station (inventory #61) is vacant [*Neshanic and Neshanic Station*, pp. 29 & 58; Beers, 1873].
Additional description: none
Outbuildings: none

- 58 **101 Woodfern Rd.**
Non-contributing Block 13.01/Lot 4.02 Photo # 29, 2nd from left
Frame, 2-story, 5-bay, gable-roofed dwelling with attached 2-bay garage.
Style: Colonial Revival influences
Date: c.2000

Additional description: It has vinyl siding, central cross gable, boxed eaves, multi-pane sash windows, central front entry and 5-bay porch with turned posts.
Outbuildings: none

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- 59 103 Woodfern Rd.**
Non-contributing **Block 13.01/Lot 4.03** **Photo # 29, on left**
Frame, 2-story, hip-roofed, 5-bay **dwelling** with a large gabled wall dormer centered on the front and semi-hexagonal, 2-story projecting bays at both ends of the front.
Style: Colonial Revival influences
Date: c.2000
Additional description: It has vinyl siding, boxed eaves, multi-pane sash windows, central front entry, 3-bay front porch with gable above the steps and square posts and a large port cochere on the west end.
Outbuildings: none
- 60 2 Main Street. New Jersey Central Railroad Passenger Station**
Contributing **Block 13.01/Lot 5.01** **Photo # 32; figure 16**
Frame, 2-story, 4-bay, hipped-roofed **passenger station** with interior chimney (brick stack).
Style: Italianate
Date/history: c.1864/65, or possibly post 1873. According to one local railroad historian, the Neshanic Station on the South Branch Railroad dates to 1864; an identical station was erected on the South Branch in Flemington in 1865 [Brock Haussman, *The Iron Horse in Somerset County*, page 121; *CRRNJ 19th Annual Report* (dated January 1, 1865), page 13]. Nevertheless, the 1873 county atlas map of Neshanic Station locates the South Branch “depot” across the road from the present depot (the site of inventory #57) and depicts the present depot site as vacant. If the atlas is not in error, the extant station would have been erected sometime thereafter, possibly in conjunction with the incorporation of the South Branch Railroad into the Central Railroad New Jersey [Beers, 1873; *Neshanic and Neshanic Station*, pp. 29 & 58].
Additional description: Exterior features include bracketed overhanging eaves, 8/8 and 2/2 sash windows with bracketed cornices, entries with horizontal-panel doors, and a wide, stick-bracketed pent roof that encircles the building. Historic photographs (see references above) indicate that the windows originally had louvered shutters
Outbuildings: none
- 61 Woodfern Rd. (no street number given in tax assessor’s records)**
Contributing **Block 13.01/Lot 5.02** **Photo # 31, on left**
Frame, 2-story, gable-roofed **warehouse** with 2-bay gable-end facing the street, 6-bays on the south side, embanked ground story that is fully above grade on the south side and small shed appendage on the south side.
Style: none
Date/history: c.1910-15. It presumably was erected by J. S. Amerman in conjunction with the rebuilding of his lumberyard after fire destroyed his business, along with the adjoining creamery and hotel on September 28, 1910 [*Neshanic and Neshanic Station*, pp. 65, 66, 102 & 103].

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Additional description: The windowless north side features a mix of vertical and clapboard siding; the other elevations have been covered with vertical aluminum siding, except for the first-story front which is clapboarded. Early features include overhanging eaves, 6/6 sash windows and several entries with batten sliding doors on the south side. The two front entries, which open to a loading platform, and the three north side entries have modern replacement doors and/or windows, which along with the shingled pent roof above the front entries are alterations presumably dating to the mid/late 20th century.

Outbuildings: Frame, 2-story gable-roofed shed (c.1910-1015) with overhanging eaves, vertical siding, 6/6 sash gable window and gable-end entry with modern glass-and-panel door; an exterior staircase leads to second-story gable-end entry (C).

62 100 Woodfern Rd.

Contributing Block 90/Lot 6 Photo # 31, middle

Frame, 2-story, gable-roofed warehouse with a concrete-block, 1-story sales/office appendage on the north gable end.

Style: none

Date/history: c.1910-15, warehouse; mid 20th century, sales/office appendage. The warehouse presumably was erected by J. S. Amerman in conjunction with the rebuilding of his lumberyard after fire destroyed his business, along with the adjoining creamery and hotel on September 28, 1910. A c.1956 photograph documents the construction of the north appendage [*Neshanic and Neshanic Station*, pp. 22, 23, 65, 66, 102 & 103].

Additional description: Exterior features include overhanging eaves, vertical siding, 6/6 sash window and batten sliding doors. A c.1956 photograph (see reference above) documents that the sales office originally had large plate-glass windows flanking the central entry. The extant treatment of this façade with brick veneer, smaller flanking windows, glass-and-panel door, and 3-bay porch with shingle-clad hip roof, box cornice and square porch probably dates c.1970-80 and reveals Colonial Revival detailing typical of that era.

Outbuildings: Frame, 1-story, gable-roofed, U-shaped lumber shed (c.1910-1015) with overhanging eaves, vertical siding and open access bays, (C)

63 102 Woodfern Rd. Holcombe's Hotel

Contributing Block 90/Lot 5 Photo # 31, on right

Frame hotel consisting of a 4-over-6-bay, 2 and ½ story, double-pile-plan, hip-roofed main block with flat roof deck at the peak, interior chimney (brick stack with corbelled drip cap) and wide pented gables on the front and west sides; a 2-story, gable-roofed rear ell at the southwest corner; and a shed-roofed rear appendage.

Style: Colonial Revival

Date/history: c.1910-15. The hotel was erected after fire destroyed its predecessor, along with the adjoining creamery and lumberyard on September 28, 1910 [*Neshanic and Neshanic Station*, pp. 65 & 96].

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Additional description: The front is covered with clapboard siding, possibly a replacement; the rest of the building is sheathed with vinyl siding. Exterior features include boxed overhanging eaves, gable and shed dormers, 1/1 and 6/6 windows with plain trim, two front entries with glass-and-panel doors, and a full-width porch with Tuscan columns. Historic photographs (see reference above) document a railing around the roof-top deck, wood shingling on gables and dormers, and an east-inner-bay front entry that has been replaced by a window

Outbuildings: Frame, 2-story gable-roofed carriage house/stable (c.1910-1015) with clapboard siding, flush eaves, loft entry with batten door hung on strap hinges and gable-end vehicular entry with replacement door; a gable-roofed garage appendage on the south side (mid/late 20th century) half covers one of the vehicular entries on that side, which has been in-filled and a glass-and-panel door installed (C).

64 116 Woodfern Rd. Brokaw/Opie Store

Contributing

Block 90/Lot 3

Photo # 30, on left; figure 18

Frame, gable-roofed dwelling/store consisting of two sections: a 3-bay, 2 and ½-story, single-pile-plan west block (dwelling) with interior gable-end chimneys (brick stacks with corbelled drip caps) and shed-roofed rear addition; and a 2-over-3-bay, gable-fronted, 2-story south block (originally a storehouse/post office and now in residential use).

Style: Italianate/Gothic Revival influences

Date/history: 1870-1873, west section; east section possibly earlier. Peter Q. Brokaw purchased the lot from John Schenck in 1870 and presumably built the store (east section) shortly thereafter; the 1873 county atlas (figure 7) depicts the “P. Q. Brokaw grain store” on the site, as well as a “hay press” to its east, probably on the same lot. Physical evidence indicates that the west section predates the store, and it is possible that the west section was erected sometime before Brokaw purchased the lot, although the site is vacant on both the 1850 and 1860 maps (figures 1 & 3). By the late 1800s, the property housed the store and residence of J. Bradford Opie, who was appointed postmaster in 1899; his store hosted the post office until 1914. The general store remained in operation for several decades thereafter [SC Deeds, Book D4, page 409; Otley, Vanderveer & Keily, 1850; Beers & Lake, 1860; Beers, 1873; *Branchburg and the River Towns...*, page 87; *Neshanic and Neshanic Station*, pp. 26, 87 & 88; information on construction supplied by NSHS].

Additional description: The “store front” of the east section has a wide central entry with transom and double doors flanked by large multi-pane replacement windows. The entry is sheltered by shed porch with square posts and accessed by a small modern concrete stoop, the original wooden porch deck having been removed. Other features include vinyl siding, overhanging eaves (with scalloped bargeboard on the west section), 3-light attic story and 6/6 sash windows on the west section, 1/1 sash (replacement) windows on the east section, modern louvered shutters, off-center front entry on the west section, a modern tripartite window to the east of the west section entry and a large modern display window on the east side of the east section.

Historic photographs (see references above) document features that have not survived: first and second-story entrances on the west side of the east section, 2/2 sashes in the east section’s win-

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dows, louvered shutters, square posts on pedestals on the east section's porch, and a 1-bay west entry porch with scalloped bargeboard, tracery spandrel brackets and square posts.

Outbuildings: none

65 **116 Woodfern Rd.** (street number given in tax assessor's records)

Contributing **Block 90/Lot 2** **Photo # 30, on right**

Stuccoed-masonry, 3-bay, 1-story, gable-fronted commercial building with clipped front gable, brick interior rear-wall chimney and shed-roofed rear appendage.

Style: Craftsman influences

Date/history: c.1910-30. This building purportedly was used as the Gerola Brothers Bakery and subsequently by Francis Hultz as his trucking garage; his trade sign, painted on his truck parked in front of the building (as depicted in a 1930s photograph), indicates that he dealt in hay and straw. He and his brother Lewis purportedly hauled hay and straw to Long Island [*Neshanic and Neshanic Station*, pp. 88 & 101].

Additional description: Exterior features include overhanging eaves, 2/2 sash windows and central vehicular entry with modern replacement door.

Outbuildings: none

66 **Woodfern Rd.** (no street number given in tax assessor's records)

Contributing **Block 90/Lot 3** **Photo # 29, on right; figure 18**

Frame, 2-story, gable-roofed social hall/commercial building with 2-bay gable-end front, 4-bay side walls and shed-roofed rear appendage.

Style: none

Date/history: late 19th century. This building appears to stand on the lot purchased by Peter Q. Brokaw in 1870, and by c.1900 it housed the lodge room used by fraternal orders (Knights of Pythias and Junior Order of United American Mechanics), presumably located on the second story as historic photographs document that a vehicular entry occupied the east bay on the front façade [SC Deeds, Book D4, page 409; Beers, 1873; *Branchburg and the River Towns...*, page 87; *Neshanic and Neshanic Station*, page 88]. Meetings, dances and other social events were held in the hall, including meetings for the organization of the Methodist church and fire department [information supplied by NSHS].

Additional description: Now covered with asbestos shingle siding, the exterior features overhanging eaves, 6/1 sash windows with plain trim, front entry with replacement door and double-doored entry on the east side with glass-and-panel doors.

Outbuildings: none

67 **Woodfern Rd. Neshanic Station Waste Treatment Pump Station** (no street number given)

Non-contributing **Block 90/Lot 7.01**

Stuccoed-masonry, 1-story, gable-roofed pump house.

Style: none

Date: late 20th century

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Additional description: none

Outbuildings: It is surrounded by a concrete block wall and metal fencing.

68 110 Woodfern Rd.

Contributing

Block 90.01/Lots 1 & 2 (condo)

Photo # 33, ice house

Frame, 2-story, gable-roofed, **dwelling** (now used as offices) comprised of a 4-bay, double-pile-plan main block with interior west gable-end chimney (brick stack); 2-bay, double-pile-plan east extension with interior west gable-end chimney (brick stack); 2-bay, single-pile-plan west wing with interior west gable-end chimney (brick stack) and shed-roofed north appendage (probably an enclosed porch; 1-story, shed-roofed west appendage that wraps around the south side of the house; cross-gabled, 3-bay 2-story east wing with basement story that is above grade on the east side.

Style: Colonial Revival embellishment

Date/history: 18th /early 19th century; east addition and west appendage, c.1960s. This dwelling was the farmhouse on the farm acquired by John Schenck in 1857. Schenck's wife Sarah inherited the property from her father Teunis Huff who had purchased it in 1854 from Dumont Van Doren. The farm had been owned by three generations of the Van Doren family since the late 18th century. The dwelling was enlarged and converted into offices in conjunction with the development of a portion of the farm immediately to its west as an industrial park in the 1960s [SC Deeds, SC Deeds, Book O2, p. 484 and Book A3, pp. 265 & 267; *Neshanic and Neshanic Station*, pp. 22 & 26].

Additional description: It has vinyl siding, flush eaves, mostly 6/6 sash windows with plain trim and louvered shutters, and several entries with glass-and-panel doors.

Outbuildings: Stone and frame, 2-bay, gable-roofed **icehouse** (19th century) with vertical siding, overhanging eaves, multi-pane windows, gable-end with batten double doors (C).

69 107 Fairview Drive

Contributing

Block 81/Lot 18

Photo # 36, 2nd from left

Frame, 2-story, gable-roofed **dwelling** with asymmetrical T plan and that consists of a single-pile main block and a wide front wing whose overhanging front gable is supported by a 2-story, semi-hexagonal bay window and with interior chimney (brick stack).

Style: Queen Ann influences

Date: c.1900-15

Additional description: Now covered with aluminum siding, the exterior features a slate roof, overhanging eaves, a shallow 2-bay projection bay on the east side, 1/1 sash windows with plain trim, shed-roofed front porch with turned posts (and one square replacement post) that provides access to the cant-cornered front entry; the small double window above the porch is a modern replacement. A horizontal break in the aluminum siding at the attic floor level suggests that the concealed original treatment is shingle-clad gables and clapboards elsewhere.

Outbuildings: none

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- 70** **105 Fairview Drive**
Contributing **Block 81/Lot 19** **Photo # 36, 3rd from left**
Frame, 2-story, gable-roofed, single-pile-plan, 3-bay **dwelling** with interior west-gable-end chimney (stuccoed brick stack) and rear appendage.
Style: Colonial Revival embellishment
Date: late 19th or early 20th century
Additional description: Now covered with asbestos shingle siding, the exterior features a box cornice with returns that is carried on the raking eaves, 1/1 sash windows with plain trim, off-center front entry and a 3-bay front porch with box cornice, Tuscan columns on rock-faced cement-block pedestals and modern railing.
Outbuildings: Frame, gable-roofed, 2-bay **garage** (mid 20th century) (NC).
- 71** **103 Fairview Drive**
Contributing **Block 81/Lot 20**
Frame, 2-story, gable-fronted, 3-bay **dwelling** with interior chimney (brick stack) and rear appendage.
Style: Craftsman influences
Date: early 20th century
Additional description: Now covered with vinyl siding, the exterior features a clipped front gable with exposed rafter ends, overhanging eaves (originally open, now boxed), gable dormer, 1/1 sash windows with plain trim and modern louvered shutters, rectangular bay window on the west side and a 3-bay enclosed front porch with overhanging boxed eaves, square posts on a closed railing and multi-pane windows. A horizontal break in the vinyl siding at the attic floor level suggests that the concealed original treatment is shingle-clad gables and clapboards elsewhere.
Outbuildings: Frame, gable-roofed, 2-bay **garage** (mid 20th century) with overhead garage doors (NC).
- 72** **101 Fairview Drive**
Contributing **Block 81/Lot 21** **Photo # 35 & 37 (cheese factory); fig. 20**
Frame, 2-story, **industrial building** (set perpendicular to the road) with flat or low pitched roof, irregular 5-bay west or front elevation, 2-bay south elevation and shed appendages on the north and east sides.
Style: none
Date/history: c.1900-1910; perhaps somewhat earlier. This building purportedly was erected to serve as a “cheese factory” and incorporated residential quarters on the upper story. Brothers Lester and Andrew Shurts conducted a feed supply business on the premises for many years followed by Lester’s son Orville (figure 20). A siding from the Lehigh Valley Station provided rail access to the property [*Neshanic and Neshanic Station*, pp. 8 & 89; undated photograph of Lehigh Valley Railroad station, NSHS collection].
Additional description: Now covered with flush-nailed siding (which presumably covers vertical wooden siding), the exterior features include wide overhanging eaves, 6/6 sash window with plain

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trim, a second-story entry with batten double doors on the west front, and vehicular first-story entries with batten sliding doors on the west front and east side (one of the two west entries concealing a modern double glass-and-panel doors with sidelights). The small square cupola with low-pitched roof, box cornice and a 4-light window on each side is a recently constructed of the cupola depicted in an undated, presumably early 20th-century photograph of the property (figure 20); the original cupola was removed sometime before 1988 [*Neshanic and Neshanic Station*, page 89; information & photograph supplied by NSHS].

Outbuildings: (1) frame, 1-story, gable-roofed, sales office/scale house (c.1900-1915) with interior chimney (brick stack), overhanging eaves, 2/2 sash window with plain trim, gable-end entry with glass-and-panel door and vinyl siding (C); (2) frame, 2-story, gable-roofed warehouse (c.1900-1910; subsequently enlarged) comprised of three sections (south section slightly higher than the middle and north sections, and the north unit slightly wider than the other two) with brick foundation, flush-nailed siding (which presumably covers vertical wooden siding), overhanging eaves, 6/6 sash window with plain trim, and vehicular entries with batten sliding doors on the east side; another entry on the south side has been closed. The two north sections were extant when the above referenced undated, but presumably early 20th century photograph was taken (figure 20); the south section probably was added shortly thereafter (C); (3) frame, 1-story, shed-roofed chicken coop (c.1910-40) with overhanging eaves, shed-hood across the front, vertical siding, 6/6 sash window with plain trim, and batten-doored entry (C); (4) frame, 1-and-1/2-story wagon house (c.1910-15) with shed appendage, overhanging eaves, vertical siding and batten sliding doors (C); (5) frame, 2-bay, gable-fronted, 1-story equipment shed (mid/late 20th century) with vertical siding, overhanging eaves and batten sliding doors (NC). A small frame outbuilding with cupola and shed appendage stood just northwest of the cheese factory, as documented by the above referenced photograph (figure 20). Outbuilding #4 exhibits roughly the same proportions as the outbuilding depicted in the photograph and may be that building moved.

73 Lehigh Valley Railroad & Station site

Non-contributing Block 84/Lot 3; lots 3.03 & 4 (partial) Figure 21

As depicted in historic photographs, the station was a frame, 1-story, gable-roofed building with wide overhanging eaves (figure 21; see reference below).

Style: none

Date/history: c.1870s. The station presumably was erected in conjunction the construction of the Lehigh Railroad in the 1870s [*Neshanic and Neshanic Station*, page 59; *Branchburg and the River Towns*, page 92; *Neshanic and Neshanic Station*, page 59; photograph of station and flanking buildings, NSHS collection]. Exactly when these buildings were removed is unknown, but presumably removal occurred sometime during the first decades of the second half of the 20th century.

Additional description: While no above ground remains are extant, sub-surface archaeological features relating to the station and other buildings may be present may be present.

Outbuildings/site features: A small metal shed with conical roof, presumably housing railroad equipment s located on lot 3.03 or lot 3 near the station site. The working rail line passes over lots

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3 & 4. Historical photographs (figure 6) indicate that the station was flanked closely on the west by a creamery and on the east by a freight house; a siding, no longer extant, provided access to the nearby Shurts property (inventory #72) [see references above].

74 Lehigh Valley Railroad Bridge over Pleasant Run Road

Contributing Block 84/Lot 3 & 4 (partial) Photo # 20

Single-span, riveted-deck-plate-girder steel **bridge** supported by random ashlar stone abutments.

Style: none

Date/history: c.1901/1902. This probably was one of the steel bridges erected by the Lehigh Valley Railroad to replace its earlier iron bridges. According to a contemporary railroad periodical: "The Lehigh Valley has completed the work of replacing all iron bridge on the road with steel arch structures, and in many cases, of erecting new abutments. The more important structures, included in the work of the past two years, are bridges at Bound Brook, South Plainfield and Neshanic, N. J., and the long bridge across the Delaware at Easton, Pa." [*The Railroad Age*, October 3, 1902, page 352].

Additional description: none

Outbuildings: none

75 Lehigh Valley Railroad Bridge over South Branch of Raritan River

Contributing Photo # 34

Block 84/Lot 4, 40.1 & 4.02, partial (Branchburg Township)

Block 9/Lot 2 & Block 10/Lot 7, partial (Hillsborough Township)

Three-span, riveted-deck-plate-girder steel **bridge** supported by random ashlar stone abutments and two piers.

Style: none

Date/history: c.1901/1902; piers possibly earlier in part. According to a contemporary railroad periodical: "The Lehigh Valley has completed the work of replacing all iron bridges on the road with steel arch structures, and in many cases, of erecting new abutments. The more important structures, included in the work of the past two years, are bridges at Bound Brook, South Plainfield and Neshanic, N. J., and the long bridge across the Delaware at Easton, Pa." [*The Railroad Age*, October 3, 1902, page 352]. The railroad company's 1901 annual report noted that \$50,560.24 had been spent on bridge #44 at Neshanic [*Fourth-Seventh Annual Report of the Board of Directors of the Lehigh Valley Railroad Company to the Stockholders for the Fiscal Year Ending November 30th 1901*, page 11]. An earlier photograph depicting the iron bridge at Neshanic that was replaced suggests that the original stone piers were reused for the new steel bridge, although they may have been partially rebuilt or enlarged [*Neshanic and Neshanic Station*, page 58].

Additional description: none

Outbuildings: none.

76 County Route 667 (Elm Street) Bridge over South Branch of Raritan River

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(Included in Neshanic Mills Historic District, listed on NJ Register 1978, NR, 1979)

Contributing

Two-span, lenticular-truss **bridge** supported by random ashlar stone abutments and central stone pier.

Style: none

Date/history: 1896; fabricated by the Berlin Iron Bridge Company of East Berlin, Connecticut; purportedly the only example of its type in New Jersey. According the Neshanic Mills Historic National Register nomination: "The Berlin Iron Bridge Company was one of the giant bridge builders in America in the late 19th-early 20th century. Their exclusive specialty, the 'parabolic truss' was first designed and patented in 1878 by William O. Douglas of New York. Several crude examples of this type truss were built under the name Corrugated Metal Company, but Charles M. Jarvis in joining the company and changing the name made the company successful. Jarvis and Douglas modified their bridge design in 1885. While introduced this form of

bridges of this type were built by the Berlin Iron Bridge Company. Unlike most bridge fabricators, Berlin Company built mostly vehicular highway bridges. Between 1880 and 1895 they erected some 300 "parabolic" or lenticular trusses, mostly in New England and New York." [Wayne McCabe, *Neshanic Mills Historic District National Register Nomination Form*, pp. 7-2 & 8-2; Mary McCahon, *Metal Truss Bridges of Somerset County, New Jersey 1885-1927 National Register Multiple Property Documentation Form*, p. F5; see also *Branchburg and the River Towns*, page 93].

Additional description: Each span measures approximately 140 feet in length, and the roadway width is 17.5 feet. There is a pedestrian walkway on each side. The bridge remains basically intact as originally constructed except for minor alterations including reinforcement plates welded onto the original chords in the 1930 's [*Neshanic Mills Historic District National Register*, page 7-2]

Outbuildings: none

77 New Jersey Central Railroad Bridge over South Branch of Raritan River
(Included in Neshanic Mills Historic District, listed on NJ Register 1978, NR, 1979)

Contributing **Block 13.01/Lot 5, partial (Branchburg Township) and**
Block 8/Lot 2, (Hillsborough Township)

Two-span, single-track through-truss **bridge** with rock-faced stone abutments and central pier.

Style: none

Date/history: 1896 [*Metal Truss Bridges of Somerset County, New Jersey 1885-1927 National Register Multiple Property Documentation Form*, p. F5; see also *Branchburg and the River Towns*, page 93].

Additional description: none

Outbuildings: none

78 Hall Family Graveyard

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100 Woodfern Rd. (street address given in tax assessor's records)

Contributing **Block 90.01/Lot 900 (common element, partial)** **Photo # 1**

Rectangular plot of approximately .25-acre in extent, enclosed by a black metal fence, that contains several hundred grave markers, mostly of tablet type and arranged in several irregular rows.

Style: none

Date/history: Late 18th, 19th and early 20th centuries (grave makers); mid/late 20th century (fence). One gravestone from the 18th century survives. Members of the Huff and Hall families and other presumably inter-related neighborhood families are buried there.

Additional description: none

Outbuildings: none

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STATEMENT OF SIGNIFICANCE

Summary Paragraph

Neshanic Station Historic District possesses significance under Register Criteria A, B and C in the area of Community Development as a carefully planned railroad village that developed during the late 19th and early 20th centuries. It is a clearly distinguishable entity (Criterion C), whose development and growth was motivated and spurred by the construction of two new rail lines across Somerset County, New Jersey, during the 1860s and early 1870s (Criterion A), and was planned by State Assemblyman John G. Schenck (1823-1905), an influential and enterprising farmer who owned its site and oversaw its development (Criterion B).¹ The period of significance begins in 1857, when John G. Schenck and his wife, Sarah H. Huff Schenck, acquired two farms as a result of a division of lands upon the death of Sarah's father. The Schencks were already tenants on one of the farms (Inventory #68) when the deed was conveyed in 1857; Schenck then began construction of a large house (Inventory #56) that would become the focal point around which, beginning about 1869, he would develop the village of Neshanic Station. Both the South Branch Rail Road, which opened in 1864, and the Easton and Amboy Rail Road, completed in 1875, crossed Schenck's land and had depots in the village. The period of significance ends c.1940, by which time the railroads were in decline and after which the character of the village's residential architecture and development changed.²

Criterion A: Railroad Village

Chartered in 1861 to serve the farmers of New Jersey's Raritan Valley with better transportation to market their products, the South Branch Railroad (SBRR) provided the impetus for an enterprising landowner to establish a new village on the west bank of the South Branch of the Raritan River. John G. Schenck was serving in the State Assembly when the SBRR was chartered, and he became a director of the railroad in 1862.³ Having sold land in 1862 to the railroad company for its roadbed and depot (and building himself a mansion that overlooked the depot site), John Schenck proceeded to subdivide and sell lots to individuals attracted by the new business opportunities triggered by the railroad.⁴ He also surveyed a portion of his land for several dozen "villa" lots and two new streets. By 1873, the new community comprised about a dozen dwellings and small businesses, including a hay press, grain store and "evaporating factory" that had been erected in a compact node around the SBRR depot. Schenck also sold land to the Easton and Amboy Railroad (EARR), later the Lehigh Valley Railroad, which began ser-

¹ Neshanic Station Historic District Certification of Eligibility, NJ Historic Preservation Office, July 22, 2013.

² An April 1869 deed between John and Sarah Schenck and William Shepherd is for "Lot No. 2 of Building lots at Neshanic Station." [Somerset County (SC) Deeds, Book A4, p.106]

³ "John G. Schenck," *Somerset Messenger*, June 14, 1905.

⁴ Somerset County Deeds, Book L3, p.270. It is not clear that Schenck had a direct role in choosing the route for the railroad. John and Sarah Schenck received their land from Sarah's father, Tunis Huff, a prosperous farmer who was a founder of the Somerset County Bank in Somerville in 1848. Huff had purchased the land from Dumont Frelinghuysen in 1852 [Somerset County Deeds, Book O2, p.484]. Frelinghuysen, a prominent Somerville lawyer, resided on a farm just south of Somerville that bordered the railroad. It is possible that Huff, Frelinghuysen and possibly Schenck had some influence in the planning of the railroad.

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vice to the village in 1875, and a small secondary node of development formed around the new depot. By 1895, thirty lots had been sold in the village. Additional subdivision of Schenck lands (three small blocks south of Maple Avenue, two of which were eventually developed) took place in the early 20th century, during which time the community continued to experience limited growth including dwellings, several businesses and a church.

During the mid-19th century, establishing a new railroad in New Jersey was difficult to accomplish in large part as a result of the monopoly granted in 1831 by the state legislature to the Camden and Amboy Railroad, which gave the railroad a thirty-year monopoly over through rail service between New York City and Philadelphia.⁵ Farmers in interior Hunterdon and Somerset Counties had to haul their produce many miles by wagon to the nearest depot.⁶ Hunterdon farmers were especially burdened, having to ship their produce first south on the Flemington Railroad, then onto the Belvidere and Delaware Railroad and south along the Delaware River to Trenton where shipments were transferred to the Camden & Amboy Rail Road for the trip back north to Amboy and port connections for the New York City market.⁷ The circuitous route was time-consuming, a serious detriment for agricultural products that became more problematic during the 1850s and 1860s as Hunterdon County became a major peach growing area.⁸ Somerset and Hunterdon county residents pressed for a new railroad, arguing the economic benefits in an 1860 petition:

A considerable extent of our soil and location is favorable for fruit growing, particularly peaches, pears and berries; we have rich grass and grain-growing lands, producing large crops; our forests are being cleared for cultivation, and had we Railroad facilities, the wood and timber would be enhanced in value. Some sections have large and desirable water power, available for milling and manufacturing.⁹

⁵ The Camden and Amboy maintained its control over the railroad system in New Jersey for four decades, operating the only through-road between New York and Philadelphia markets and hindering construction of new railroads except short lines, especially connecting roads. For example, in 1837, the legislature authorized construction of a short line from Millstone to New Brunswick, where connections were made with the Camden and Amboy. And in 1854, the Flemington Railroad, a branch of the Belvidere Delaware Railroad, opened as a short line between Flemington and the Delaware River, where it connected to the Camden and Amboy via the Belvidere Delaware Railroad. [John P. Jackson, *A General Railroad System For New Jersey by Free Legislation for Local Roads for Every Part of the State*, Newark, NJ: A. Stephen Holbrook, 1860, p.37]

⁶ Interior Hunterdon and western Somerset counties were also bypassed by the Delaware and Raritan Canal, which was owned by the Camden and Amboy Railroad. The two transportation entities were known collectively as the Joint Companies.

⁷ As a result of the monopoly granted by the state legislature in 1831, railroad development in New Jersey over the next forty years was limited to short lines. [Mary McCahon, *Metal Truss Bridges of Somerset County, New Jersey 1885-1927* National Register Multiple Property Nomination Form, p.E14] Construction of the Flemington Railroad dates to around 1854. [Edward A. Lewis, *American Shortline Railway Guide*, Waukesha, WI: Kalmbach Publishing Co., 1996, p.46]

⁸ Hubert G. Schmidt. *Rural Hunterdon*, New Brunswick, New Jersey: Rutgers University Press, 1946, p.131.

⁹ Quoted in Jackson, pp.3-4.

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A bill for what was called the Hunterdon, Somerset and Farmers' Railroad was introduced in the New Jersey Assembly in January 1861.¹⁰ Its proposed route was to be from some point in Hunterdon, north of Prallsville on the Delaware River, extending to East Millstone in eastern Somerset County, where it would connect to the Millstone and New Brunswick Railroad. The *New York Times* termed the bill "The contest of the great monopoly against the principle of free Railroad."¹¹ Although the Farmers' Railroad never materialized, finally, on March 14, 1861, a law was passed creating the South Branch Railroad Company as a short line between Flemington and Somerville.¹² Traveling north from Flemington, trains could connect directly in Somerville with the main line of the Central Railroad of New Jersey, (CRR) which would dramatically reduce shipment time to New York markets.¹³ It would now be possible to make connections from Flemington south all the way to Philadelphia.

In 1864, the CRR published an illustrated guidebook that served two purposes. The book was clearly intended to encourage railroad tourism but it was also a marketing tool to stimulate development along its route. The prospective tourist (who perhaps was also a businessman) could read about commercial facilities and manufactories as well as descriptions of views and natural features. Importantly, Somerville was described as:

...[T]he shire town of Somerset County, thirty-eight miles from New York. The town is situated on the north bank of the Raritan River along the banks of which are beautiful drives for many miles, which form a great attraction during the summer. It is a tastefully-built town, laid out in a highly-cultivated country... From Somerville... a railroad has been constructed to Flemington, which will give a short route to Philadelphia... Thus will Somerville, apart from its natural attractions, become a prominent centre of interest on account of its important position as respects commercial intercourse.¹⁴

The guidebook marketed the CRR with promises of prosperity and contentment aimed especially at the interior sections:

Inland towns and villages already existing have opened up to them a thousand avenues of prosperity from which they must else have been excluded; and, besides this, numbers are tempted into existence, until the country is densely populated with happy communities...All speed – moral intellectual, physical – takes its gradation from that which is possible in locomotion...Establish an intimate system of commercial communication between the East and the West, and between the North

¹⁰ "The New-Jersey Legislature," *New York Times*, January 30, 1861.

¹¹ "The Camden and Amboy Railroad," *New York Times*, February 14, 1861.

¹² *Acts of the Eighty-Fifth Legislature of the State of New Jersey*, Freehold, NJ: James S. Yard, 1861, p.370; *Charter of the South-Branch Railroad Company: Agreement between the South-Branch Railroad Company and the Central Railroad Co. of New Jersey*, New York: N. Lane, 1862. The Farmers Railroad was considered by the legislature again in 1864. ["The Camden and Amboy Railroad Monopoly," *New York Times*, February 4, 1864]

¹³ In 1862, an interim agreement between Hunterdon County orchardists and railroad representatives expedited shipment via a special peach train that would leave Flemington at 4:45 a.m. and traveling via the roundabout route arrive nearly twenty-three hours later at the New York docks. [Schmidt, p.131]

¹⁴ *Guide-Book of the Central Railroad of New Jersey, and its Connections Through the Coal-Fields of Pennsylvania*, New York: Harper & Brothers, 1864, p.25.

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and the South, and it is inevitable that the whole country must rise to a level with whatever portion of it is most highly civilized and enlightened.¹⁵

The potential for development along railroads was also noted in the local press. According to historian Brock Haussamen in his study of Somerset County railroads:

The construction of the South Branch Railroad towards Trenton and Philadelphia, with connections west, stimulated predictions about purchasers from the east. New York bankers and merchants, 'far-seeing men,' were investing in and residing around Somerville, said the *Unionist* (Mar. 5, 1863). The town was 'about to realize a great change in the price of real estate – the best evidence of our prosperity.' Two years later, (Feb. 16, 1865), the paper pointed to a sudden shortage of houses for rent.¹⁶

Locating a new depot outside of an existing town – such as in the case of Neshanic Station – posed an interesting question for the railroads (as well as for Neshanic Station landowners). Would the depot create sufficient impetus for development where none existed before?¹⁷ For example, in the early 1850s the route of the CRR bypassed several existing villages west of Somerville. In several instances, new hamlets quickly grew up around the station sites that were within a mile or so of established villages. In western Hunterdon County, the village of Annandale "took its rise simultaneously" with the completion of the railroad in 1852, and a station, tavern and general store were built at what was originally called Clinton Station less than two miles from Clinton.¹⁸ Over the next several decades, a thriving village grew around this nucleus, eventually achieving a grid pattern of streets.¹⁹ Also on the same line, Whitehouse Station in central Hunterdon County soon overshadowed Whitehouse, the original village that was barely a mile away. Whitehouse Station followed the development example of the original village and developed in a primarily linear pattern along the main road. The CRR's guidebook commented glowingly on development west of Somerville:

It is impossible to give an idea of the change which has passed over this whole district since the construction of the Central Railroad. Beautiful houses have been erected, tasteful grounds laid out, and to such an extent have the agricultural resources of the region been developed, that land has within a few years risen from \$50 per acres to \$150.²⁰

East of Somerville, the CRR tracks had been laid through existing towns, such as Westfield and Plainfield (which was set off from Westfield in 1847), whose proximity to New York had already made them attractive destinations for wealthy New York businessmen who wanted to get away from urban congestion.

Construction of the SBRR commenced more than ten years after the completion of the CRR, during a period of major expansion of railroads across America. It was completed in July 1864, just a year

¹⁵ *Guide-Book*, p.7.

¹⁶ Brock Haussamen, *The Iron Horse in Somerset County*, North Branch, NJ: Somerset County College, 1984, p.133.

¹⁷ Haussamen, p.129.

¹⁸ James P. Snell, *History of Hunterdon and Somerset Counties, New Jersey*, Phila., PA: Everts & Peck, 1881, p.538.

¹⁹ Dennis Bertland, *Annandale Historic District National Register Nomination*, 1993, p.8-1.

²⁰ *Guide-Book*, p.26.

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after construction began on the first transcontinental railroad. Before the end of the decade, four major railroad-related developments would be launched in the Somerville vicinity. In contrast to the less-structured earlier railroad villages that developed along the CRR, these would be formally planned entities. Llewellyn Park in Essex County, which began in 1853 and also targeted wealthy New Yorkers, was the first comprehensively planned residential development. Located about a dozen miles from New York City and two miles from the Morris and Essex Railroad station, the picturesquely designed enclave, termed a “villa park,” was exclusively residential.²¹ Llewellyn Park did not pursue or need commercial development to sustain the community.

There were, however, several schemes during the late 1860s that were intended as complete towns with business and residential sections. The CRR promoted its own suburbs, such as Dunellen, through a subsidiary land company. At Neshanic Station, Schenck seems to have been the substitute. The development of Dunellen, which began in 1866, was representative of the optimism that existed during the wave of post-war prosperity; its subsequent real estate boom validated the plans to create a new railroad village. A little west of Plainfield was the minor CRR station of New Market, which was described in the 1864 guidebook as “a small station, of little importance except that it is situated in the midst of a country rich in agricultural products.”²² At twenty-nine miles from New York, it was considered within commuting distance of the city.²³ Although the CRR had reached New Market in 1843, it was not until the spring of 1866 that the railroad started to buy properties there with the goal of transforming the farmland along the railroad between Somerville and Elizabeth into residential communities.²⁴ In 1867, the Central New Jersey Land Improvement Company was incorporated as the development arm of the CRR; shortly thereafter the improvement company acquired 300 acres from the railroad and named its new village Dunellen.²⁵ In January 1869, a development plat for the new town was filed in Somerville, helpfully titled “Map of Dunellen Situated on the Line of the Central Rail Road of New Jersey Lying Partly in Union, Somerset and Middlesex Counties, One hour and Fifteen Minutes from New York City.”²⁶ The map depicted a grid pattern of about fifty-two blocks, each with fifty-five lots measuring 25’x150’. In 1872, a subdivision of 112 villa lots south of the depot was marketed to buyers from New York, who were transported by special train and grandly feted.²⁷ The town also advertised itself as a summer resort with natural springs and healthful air. Real estate values escalated dramatically: A prime lot that cost \$560 in 1872 was valued at \$100,000 not many years later.²⁸ The village thrived and by 1877, the population reached 800.²⁹

²¹ Witold Rybczynski, *City Life*, New York: Scribner, 1995, p.180.

²² *Guide-Book*, p.25.

²³ Caruso, p.17.

²⁴ Federal Writers Project, *The Story of Dunellen*, p.17.

²⁵ *The Story of Dunellen*, 1937, p.19.

²⁶ J. W. Soper, 1868. SC Maps, #45, Filed January 13, 1869.

²⁷ *Story of Dunellen*, p.23.

²⁸ *Story of Dunellen*, p.20.

²⁹ *Story of Dunellen*, p.23.

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In May 1868 – around the same time that Dunellen was established – plans were filed for Washington Park in Warren Township at the extreme eastern edge of Somerset County; this was followed in September with plans for an adjoining development called Plainfield Park, on lands bought two years earlier by New York City businessman George G. Pride; and a third plat for villa sites and building plots in what was by then called North Plainfield was filed in June 1869.³⁰ The proposed developments are shown on a detail from the 1873 county atlas: Washington Park is depicted with an irregular pattern of curving roads and to the east is Plainfield Park’s grid of more modest blocks (Fig. 9).³¹ The atlas also shows the grid plan of Dunellen just west of North Plainfield.³²

The CRR was not the only railroad in central New Jersey that was acting to stimulate land development on empty tracts.³³ Fifteen miles northeast of Somerville, 500 acres of farmland on the new Passaic Valley and Peapack Railroad (chartered in 1865) was acquired in 1869 on behalf of the Mutual Life Insurance Co. of New York. The railroad, a short line between Summit and Peapack, was leased in 1869 by the Delaware, Lackawanna and Western Railroad with plans to extend the line to the Delaware River at which point coal shipments would become a major business; Stirling was to be an industrial village.³⁴ Service began in 1871. The first plat, filed in Morristown in 1873, depicted a grid of blocks north of the railroad containing lots measuring 50’x140’ and 50’x170’.³⁵ The spur never became a through line and only one major factory, a button company, was established.³⁶

Development along the route of the SBRR was not as dramatic. Approximately five miles west of Neshanic Station and not far from Flemington, the small settlement of Three Bridges also experienced development related to the arrival of the railroad. On an 1851 map, the unnamed settlement comprised three farmhouses situated along Old York Road at a crossing over the South Branch of the Raritan River.³⁷ With the arrival of the railroad, several farmers subdivided lots off their land and the linear village that developed along Old York Road became a shipping point for agricultural products.³⁸ In 1872, Three

³⁰ Mario Caruso, Bruce Ryno, and Joann Kohler, *Images of America: North Plainfield*, Charleston, SC: Arcadia Publishing, 1999, p.7; “Plainfield Park,” SC Maps, #57, “Map of Villa Sites & Building Plots, North of Plainfield, N.J., J. W. Soper,” SC Maps, #67. Filed June 24, 1869.

³¹ F. W. Beers, *Atlas of Somerset County, New Jersey*. New York: Beers, Comstock, and Cline, 1873.

³² Beers, *Atlas of Somerset County*.

³³ The CRR also purchased undeveloped properties within existing towns and villages such as Somerville and Raritan in Somerset County.

³⁴ Mary Predergast, “Stirling an Industrial Village,” *The County Circular*, Winter 2000, Vol. 22, no. 1.

³⁵ Morris County (MC) Maps, #050. The Stirling section of what was then Passaic Township is not depicted on an 1873 Morris County Atlas.

³⁶ The factory, which in 1880 reportedly employed seventy-five men and fifty women from the local area, closed in 1884. The entire tract was then purchased by the Stirling Silk Manufacturing Co., which expanded the development scheme. [Schumacher, “Map of Property Belonging to Stirling Silk Mfg Co.,” 1897; filed August 1907, MC Maps #307]

³⁷ Samuel C. Cornell, *Map of Hunterdon County, New Jersey Entirely From Original Surveys*, Philadelphia: Lloyd Van Derveer & S.C. Cornell, 1851. Old York Road was long an important route between New York and Philadelphia and the route used by the Philadelphia and New York Telegraph Line.

³⁸ Readington Township Historic Preservation Commission and Readington Township Museum Commission, *Images of America: Readington Township*, Charleston, SC: Arcadia Publishing, 2008, p.81

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Bridges had about twenty-three dwellings and businesses versus about eight in Neshanic Station.³⁹ Development in Three Bridges occurred along Old York Road and had been accomplished without the aid of an overall development plan. But the arrival of the SBRR did not always assure successful development. East of Neshanic Station, depots at Flagtown and Roycefield failed to generate or sustain substantial growth, nor did the Woodfern depot immediately west of Neshanic Station.

In his history of the post Civil War social order, historian Robert H. Wiebe described this small-town life, which was both self-sufficient and highly dependent:

Depending upon the lines of transportation, groups of these towns fell into satellite patterns about a larger center, to which they looked for markets and supplies, credit and news. But however much they actually relied upon an outside world, they still managed to retain the sense of living largely to themselves.... Even when new towns were established in fresh farm country, the gathering families brought the same familiar habits and ways so that continuity was scarcely disturbed....⁴⁰

John Schenck's idea for a railroad village resulted in a small, orderly town of aspiring people, many if not most of whom were descendants of farmers who settled the area generations earlier, as did his own ancestors.

Neshanic Station was not the only village in the region that sprang into existence with the arrival of the railroad, nor was it the only scheme driven by land speculation. But an importance difference in the development of Neshanic Station was that the formal plan was conceived of and executed by a native, not by an outsider. And, in contrast to some other railroad villages, at least initially most residents and businessmen of the new village came from families who had roots in the surrounding countryside.⁴¹

Criterion B: Senator John G. Schenck

The Neshanic Station Historic District is eligible in the area of Community Development under Criterion B for its ties to John G. Schenck (1823-1905), a local farmer whose association with Neshanic Station was instrumental to its development as a village. Elected to the New Jersey legislature in 1860, Schenck was a state assemblyman when legislation was passed to incorporate the SBRR. It is not known if Schenck had a role in the initial planning of the SBRR, but it is likely that he influenced its route across his land and the location of the depot. He became a director of the SBRR in 1862, after which he presumably performed some role in overseeing the company.⁴² Schenck had a mansion constructed on his property and, in 1862, sold land to the railroad for its depot and its roadbed, which his new villa overlooked.⁴³ He then sold nearby lots to individuals who established new facilities and businesses spurred by the railroad, creating a compact, well-organized depot area. Next, around 1869, he prepared a formal develop-

³⁹ F. W. Beers, *Atlas of Hunterdon County, New Jersey*, New York: Beers, Comstock and Cline, 1873.

⁴⁰ Robert H. Wiebe, *The Search For Order: 1877-1920*. New York: Hill and Wang, 1967, p.2.

⁴¹ 1850 map.

⁴² "John G. Schenck." Unfortunately, the SBRR is barely mentioned in standard New Jersey political and railroad histories such as William Edgar Sackett's 1895 *Modern Battles of Trenton* or John T. Cunningham's 1997 *Railroads in New Jersey: the Formative Years*.

⁴³ SC Deeds, Book L3, p.270.

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ment plan for a neighborhood of lots around his mansion. Schenck was again a state assemblyman in 1872 when the legislature chartered the EARR, whose route would also pass through Neshanic Station. He then proceeded to gradually develop commercial, industrial and residential lots, which were often sold to younger generations of the area's early settlers. Continuing his close association with the village, Schenck raised his family there and continued to live in his mansion until his death in 1905.

As a young man, John G. Schenck lived and worked on the Hillsborough Township farm of his maternal grandfather, Dennis Van Liew, where his mother, Rachel Schenck, had moved with her children after the apparent disintegration of her marriage to Gilbert Schenck.⁴⁴ In 1853, at the age of thirty, he married Sarah M. Huff, daughter of Anthony (Tunis) Huff and Maria Quick, who owned a neighboring farm. Tunis was a founder of the first bank in Somerville, the county seat.⁴⁵ In 1852 and 1853 Tunis Huff acquired two adjoining farms in Branchburg Township that totaled about 218 acre s.⁴⁶ By 1856, John and Sarah Schenck were living in Branchburg and presumably operating Huff's farms there.⁴⁷ Huff died intestate in 1857 and his land was subsequently divided between his two children.⁴⁸ His daughter Sarah received the two farms in Branchburg where she and her husband were already living.⁴⁹

No doubt aided by his father-in-law's bank connections, Schenck quickly attained prominence and stature of his own, and was elected in 1861 to represent his Somerset County district in the New Jersey Assembly. That same year, the SBRR was chartered by the New Jersey legislature, to the benefit of the bankers and businessmen of Somerville as well as to Schenck himself, who became a director of the new company.⁵⁰ The new railroad's charter set the general course between Flemington and Somerville – a distance of just over fifteen miles. Schenck owned two of the farms the route would cross, and not only did geography favor the route across his land, his land also offered a level location for a station that was convenient to the existing mill:

[The SBRR] by-passed the town of Neshanic because it was on a mountain and probably because the larger mill site [at Bellis Mills] promised better business. It is always possible that a railroad's route was influenced by resistance or inducements from landowners, but the geography in this area was such a commanding influence that the Easton and Amboy followed almost the identical route ten years later.⁵¹

In September of 1862 the railroad purchased a strip of land from Schenck for a depot and for its roadbed. The selection of the Neshanic Station site turned out to be a good business decision: "The formation of

⁴⁴ U.S. Census, Population Schedule for Hillsborough Township, 1850. Gilbert Schenck continued to live near Ringoes in Hunterdon County.

⁴⁵ Arthur Craig Quick, *A Genealogy of the Quick Family in America (1625-1942), 317 Years*, South Haven MI: A.C. Quick, 1942, p.142.

⁴⁶ SC Deeds, Book O2, p.484; Book Q2, p.405.

⁴⁷ An 1856 deed for a lot in Branchburg mentions "Schenck's tenant house." [SC Deeds, Book Q3, p.458]

⁴⁸ SC Deeds, Book A3, pp.265 & 267.

⁴⁹ Tunis Huff's son, Abraham, received the large homestead farm in Hillsborough.

⁵⁰ *Fitzgerald's Legislative Manual, State of New Jersey*, Morristown, NJ: F.L. Lundy, 1874, p.89.

⁵¹ Haussamen, p.139.

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Neshanic Station was a demonstration of the railroad's power," according to Haussamen.⁵² The railroad's arrival provided an opportunity to plan the development around a new depot, which had been to that time essentially a blank canvas, and Schenck seized the chance to impose his plan on the land:

In the villages that were still small and completely rural during and after the Civil War, some of the new depots included a variety of facilities compactly arranged in a small area. At Neshanic Station, for example, the Central put up its standard two-story [depot] design in 1864. ... On the other side of the main track from the station was a building for hay baling and milk processing; beyond that, near a siding, was a coal bin, later a lumberyard. Just east was a warehouse for heavy farm machinery, and two for lighter freight. Up near one of them was another siding for the private car of a local state senator. Village depots such as these were productive and were organized carefully over the years...⁵³

Perhaps as early as 1858, Schenck began construction of his elegant mansion prominently sited at the curve in the main road (inventory #56; photo #27; figure 25). The tracks of the SBRR would pass just south of the fashionable Cubical Italianate house, which was apparently not completed until the end of the Civil War.⁵⁴ Schenck could watch from his porch as his village took shape around him, beginning with the erection of the railroad depot less than 200 yards away. The Schenck mansion, also known as Shadow Lawn, would remain the grandest house in the village.

In 1864, Schenck helped found the First National Bank of Somerville, the second in the county seat, and a harbinger of the post-war economic expansion.⁵⁵ Then, in 1866, Schenck sold the first lot in his new village.⁵⁶ He sold several additional business lots on the south side of the railroad depot (along what is now Main Street and Woodfern Road), and, in 1872, he had a formal map drawn of fifty-three "Villa Sites" north of the railroad and his own mansion lot. The new lots were to be located along the existing public road, which he named Maple Avenue, and two new streets, Olive and Pearl Streets (Fig. 8).⁵⁷ Between 1866 and 1873 Schenck sold eight business and residential lots near the depot.⁵⁸ A county atlas from 1873 depicts several businesses that were in existence by then as well as the proposed "villa" lots and the proposed route of the EARR (Figs. 7 & 8).⁵⁹ Unlike suburban railroad towns closer to New York, such as North Plainfield or Dunellen, at nearly fifty miles from New York, Neshanic Station was

⁵² Haussamen, p.139. At the same time, Haussamen points out, "for the original Neshanic itself, time just about stopped when the railroad came through a mile away."

⁵³ Haussamen, p.121. Stations of a similar design were built at Three Bridges (demolished 1955) and Flemington. The 1873 county atlas depicts the Neshanic Station depot slightly west of its present location. Either the atlas is inaccurate or the present station (as well as those at Three Bridges and Flemington) was constructed after 1873.

⁵⁴ NSHS, p.4.

⁵⁵ Snell, p.680.

⁵⁶ SC Deeds, Book S3, p.287.

⁵⁷ S. Ganao, "Map of Villa Sites, belonging to J.G. Schenck, situate at Neshanic N.J." 1872. Filed Aug. 7, 1889, Somerset County Maps, No. 81.

⁵⁸ SC Deeds, Book S3, p.257; Book A4, p.16; Book D4, p.409; Book G4, p.357; Book N4, p.699; Book O4, p.329; Book O4, p.612; Book Q4, p.585.

⁵⁹ F. W. Beers, *Atlas of Somerset County, New Jersey*, New York: Beers, Comstock, and Cline, 1873. A map of the villa sites prepared in 1872 was not filed with the County Clerk until 1889. [Somerset County Maps, #81]

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too far to attract the emerging class of businessmen who wanted to commute to their city jobs.⁶⁰ Instead, Schenck's villa sites were intended to appeal to people who lived and worked locally; the two railroads would stimulate the growth of local business and industry while serving the needs of the local farmers. The largest lots were along Maple Avenue, opposite Schenck's own large mansion lot. North of Maple, lots decreased in size, with the smallest near the proposed route of the EARR. In 1874, Schenck sold a strip of land along the northern edge of his land to the EARR, and service on the line began in 1875.⁶¹ With these actions, the long-term development pattern and boundaries of the village were established.

Schenck had uneven success as a candidate for public office, although whenever he was in office railroad interests benefited. He was a Republican in a county that was strongly Democratic in those days and was not reelected to the Assembly when his first term ended in 1863. He regained his seat in 1871.⁶² During his second term, when he chaired the committee on Corporations, Rail Roads and Canals, legislation was passed to charter the new EARR, whose tracks would cross Schenck's land. In 1875, Schenck was the Republican candidate for State Senator and "his personal popularity made him a formidable opponent," according to a later account in the *New York Times* of what was described as a bitter campaign.⁶³ Ironically, the campaign of the opposition Democrat was headquartered in the Somerset County Bank, which Schenck's father-in-law had helped found several decades earlier. Reports later emerged that the bank provided money that was "lavishly expended" by the Democrats, leading to Schenck's defeat.⁶⁴ In 1878, Schenck subsequently won election to the New Jersey Senate, where he served as chairman of the committee on Railroads and Canals.⁶⁵

Schenck was also personally involved in developing commerce in the village. In addition to continuing to farm his land in Neshanic Station, he also established a fruit-drying business.⁶⁶ His new evaporating factory, located close to the SBRR freight depot, was in place by 1873, when it was depicted on the county atlas (Fig. 7).⁶⁷ Several articles in agricultural publications described Schenck's factory, noting that the relatively small operation consumed 300 bushels of apples and produced 2,000 pounds of evaporated fruit a week.⁶⁸ The factory employed one male and eight female workers; the product was shipped

⁶⁰ The population of North Plainfield, located about twenty-five miles east of New York City, grew from seventy-five in 1832 to over 4,000 by 1885. [Caruso, back cover.]

⁶¹ SC Deeds, Book U4, p.287.

⁶² "John G. Schenck," *Somerset Messenger*, June 14, 1905. F.L. Lundy, *Fitzgerald's Legislative Manual, State of New Jersey*, Morristown, NJ: F.L. Lundy, 1874, p.89

⁶³ "The Somerset County Bank: Approaching Trial of its Cashier for Embezzlement – Politics in Banking," *New York Times*, May 19, 1880.

⁶⁴ "The Somerset County Bank." The bank cashier, who may have been a scapegoat, was later indicted for embezzlement.

⁶⁵ *Manual of the 104th Session of the Legislature of New Jersey*, Trenton: Fitzgerald & Gosson, 1880, p.79.

⁶⁶ *The Alden Process of Preserving and Perfecting Fruits, Vegetables, Meats, Fish, Etc., by Pneumatic Evaporation and Super-Maturation*, New York: Alden Fruit Preserving Co., c1870, unpagged. The circular states: "To owners of farm lands, the Alden Evaporator is better than a railroad and equal to a city neighborhood. In any secluded locality, this provision for realizing on the more lucrative but perishable crops, could hardly fail to raise the value of tillable lands by twenty-five percent."

⁶⁷ Beers, *Atlas of Somerset County*.

⁶⁸ "Alden Fruit-Drying Process," *Pacific Rural Press*, December 20, 1873, p.389.

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via railroad. Schenck's scheme provided a valuable service to area fruit growers; jobs for people to populate his villa sites; product to generate revenue for the railroad; and some profit for himself.⁶⁹

Schenck occasionally found himself – together with various business partners – in financial straits as a result of real estate deals that went bad. Substantial portions of his original Neshanic Station holdings were eventually sold off to satisfy creditors. But evidence of the community's enduring esteem for Schenck can be seen in his reelection to the state assembly in 1871 and his election to the state senate in 1878.⁷⁰ As a senator he chaired the committee on railroads and canals and served on the committee on education. He had a lasting interest in local agriculture and was elected director of the Somerset County Board of Agriculture in 1891.⁷¹ At the time of John G. Schenck's death in 1905, at least twenty-three residences and commercial or industrial buildings had been constructed on the lots he created.⁷² In his obituary in the *New York Times*, John G. Schenck was described as “one of the most prominent citizens of Somerset County.”⁷³

Criterion C: Planned Community

As a planned railroad village that developed during the late 19th and early 20th centuries, the Neshanic Station Historic District constitutes a distinguishable entity that conveys a visual sense of its historic character and development. The Neshanic Station Historic District has retained the original development pattern that was an essential feature of its character during the period of significance. The district is defined by the grid pattern of streets and small lots with short setbacks; the mostly modest single family dwellings overlooked by the village proprietor's mansion; the concentration of business activity around the two depots; and the scattering of institutional and small commercial buildings within the residential neighborhood (Fig. 17 & 19). The resulting mixed-use pattern of development, which blended a variety of functions that are physically and functionally integrated and continue to persist, occurred during a period in America that began to favor separation of business and residential neighborhoods into single-use zones. The railroad set the stage for Neshanic Station and its character changed very little when highways and interstates arrived decades later, fostering in much of New Jersey a car-dependent culture of huge shopping malls and massive residential subdivisions. Buildings, structures, and the neighborhood remain linked historically and aesthetically by plan and design, and the district's setting is intact.

Nearly all of the original residential lots were eventually developed; the dwellings on those developed during the second half of the 20th century are of a compatible scale and have maintained the original setback distance, thus preserving the streetscape character. Small businesses are still scattered among the residential neighborhood, and are a reminder of the original village character. Although materials and

⁶⁹ Agricultural Schedule for Branchburg Township, 1880. It is not clear if John Schenck had any orchards himself. The 1880 census indicates that Schenck had 60 acres of “permanent meadows, permanent pastures, orchards, or vineyards.” However, his agricultural products reported that year did not include any apples or peaches.

⁷⁰ Schenck served a three-year term from 1879 to 1881.

⁷¹ *State of NJ 19th Annual Report of the State Board of Agriculture 1891-1892*, Trenton: John L. Murphy, 1892, p.522.

⁷² *New Jersey Raritan Quadrangle*, U.S. Geological Survey, 1905.

⁷³ *NY Times*, June 9, 1905. An obituary in the *Somerset Messenger* reported that Schenck died after a long illness and also noted his prominence. [“John G. Schenck”]

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workmanship of some buildings have been lost to renovations over time, good examples remain and the original forms of buildings are generally easily distinguishable. The feeling of a late 19th-/ early 20th-century railroad village is strongly conveyed by the original location and setting, spatial organization, streetscape pattern, and physical forms. While individual resources, with some exceptions, lack architectural distinction and some scattered infill development has occurred, the district retains sufficient integrity to convey its historic character and significance as a planned railroad village. The most significant buildings in the district – the John G. Schenck mansion (also called Shadow Lawn, inventory #56; photo #27; Fig. 25), the South Branch Railroad passenger station (inventory #60; photo #32; Fig.16), the Neshanic Methodist Church (inventory #33; photo #15; Fig. 23), and the original Neshanic Station firehouse (inventory #26; photo #11) – have been preserved and still express the historic feeling of village during the late 19th and early 20th century.

Historical Narrative

The gently rolling terrain of Branchburg Township where Neshanic Station would be established had been settled originally by agriculturalists. The site of the village occupies part of a large tract of land surveyed for the East Jersey Proprietors in 1685 that was known as Tract No. 13 or the Dobie plantation, after its owner, John Dobie, who purchased a tract surveyed for the East Jersey Proprietors.⁷⁴ By 1785, the land was in the possession of Christianus I. Van Doren (1752-1828) of Millstone, New Jersey.⁷⁵ At his death in 1828, his two sons, John C. and Abraham Christian, inherited his estate. One hundred acres were bequeathed to John while the remainder of the estate went to Abraham (1787-1848).⁷⁶ Before his father's death, Abraham C. Van Doren evidently had separately purchased 130 acres of land in the vicinity of the South Branch of the Raritan, although he may not have lived on that land.⁷⁷ At his death in 1848, his lands were bequeathed to his two sons, Christianus Abraham and John. The will directed that the farm where Christianus lived (i.e., part of his grandfather's land) was to be sold while the farm where John lived was to be given to Christianus "for payment of legacies and \$4,000."⁷⁸ A map from 1850 depicts the location of Christianus A. Van Doren's two farms. Christianus died in 1850 and two years later, Tunis Huff acquired the farm (Fig. 1).⁷⁹

Other than a small handful of dispersed farmsteads such as the Van Doren farm, there was no development on the west bank of the South Branch in that locale although there was an important bridge

⁷⁴ Snell, pp.756-757. Little is known about John Dobie other than he owned Tract No. 13. In 1676 the province of New Jersey was divided into East and West New Jersey, each with a group of proprietors who oversaw land distribution among the proprietors, themselves, and among settlers.

⁷⁵ Snell, p.757.

⁷⁶ A. Van Doren Honeyman, *The Van Doorn Family in Holland and America*, Plainfield, NJ: 1909, p.203.

⁷⁷ Honeyman, p.106; reference in 1852 deed from Dumont Frelinghuysen to Tunis Huff, SC Deeds, Book O2, p.484.

⁷⁸ SC Wills, Book F, p.313, quoted in Honeyman, p.106.

⁷⁹ J. W. Otley, L. Vanderveer, and J. Keily, *Map of Somerset County, New Jersey*, Camden, NJ: Lloyd Vanderveer, 1850; SC Deeds, Book O2, p.484.

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that was the only river crossing for several miles in either direction (Fig. 3).⁸⁰ Around 1770, a mill was constructed on the east bank of the river by Bergen Huff, one of the earliest settlers in Hillsborough Township and an ancestor of Tunis Huff (1794-1853).⁸¹ After that mill was abandoned around 1810, a new one was built slightly downstream, and was known variously as Beekman Mills, Bellis Mills, and Corle's Mills.⁸² The small hamlet that developed at the east end of the bridge, hugging the narrow piece of land between the river and the base of Sourland Mountain, contained two mills, a carpenter shop, a wagon shop, a blacksmith shop, and about a half dozen residences (Fig. 3).⁸³

Transportation for local agricultural products was essential for area farmers to prosper. The first completed railroad project in New Jersey was the Camden and Amboy in 1833, which linked the New York and Philadelphia markets.⁸⁴ But, with a route through Monmouth and Mercer Counties, the Camden and Amboy had little utility for passengers or freight in Hunterdon and Somerset Counties. The Delaware and Raritan Canal, completed in 1834, followed the Millstone at the eastern border of Somerset County, offering improved transportation to farmers in central and southern Somerset County. The Elizabethtown and Easton Rail Road, completed to Somerville in 1842 and later merged into the CRR, offered faster service to New York markets, but it too failed to address the needs of the farmers in interior Somerset and Hunterdon.⁸⁵ One early railroad project did offer some hope to these farmers. In 1837, the Millstone and New Brunswick Rail Road had been chartered as a short line to connect New Brunswick and Flemington, but the charter lay dormant until 1853. The following year a seven-mile line was constructed from New Brunswick to East Millstone in central Somerset County.⁸⁶ Although authorization existed to continue the line west to Flemington, the line was not extended. Looking at the topography, an obvious route from East Millstone would have been to skirt the northern flank of the Sourland Mountain and cross the South Branch near the mill, where the SBRR would be constructed a decade later (Fig. 4).⁸⁷ It was perhaps then no coincidence then when, in 1852, Tunis Huff, who was a director of the Somerset County Bank as well

⁸⁰ The distance to the nearest bridge upstream was two miles, while the next bridge downstream was six miles away. Otley et al; S. N. Beers and D. J. Lake, *Map of the Vicinity of Philadelphia and Trenton*. Philadelphia: C. K. Stone and A. Pomeroy, 1860. There was a bridge at the crossing as early as 1797 known then as New Shannick. [Neshanic Station Historical Society (NSHS), *Images of America: Neshanic and Neshanic Station*, Charleston, SC: Arcadia Publishing, 1999, p.7.]

⁸¹ Snell, p.785.

⁸² Snell, p.785.

⁸³ Beers and Lake. The first mill there was built around 1770. [NSHS, p.7] The mill hamlet is listed on the New Jersey and National Registers. [Wayne T. McCabe, *Neshanic Mills Historic District National Register Nomination*, 1977] Not far south of Bellis Mills where a small tributary of the South Branch crossed Amwell Road – an important early east-west route that skirted along the northern flank of the Sourland Mountain – was the clearly larger hamlet of Neshanic, also in Hillsborough Township. Clustered near the intersection was a Dutch Reformed church, a hotel and post office, a tannery, several artisans, and more than a dozen residences. Further development in Neshanic would halt in 1864 when it was bypassed by the new South Branch Rail Road.

⁸⁴ Lane, p.288.

⁸⁵ In 1849, merged into Central RR of NJ. [*Journal of the 10th Senate of the state of New Jersey*, Freehold, NJ: James S. Yard, 1854, p.510]

⁸⁶ Lane, p.392. East Millstone was already an important point of trans-shipment for farm produce.

⁸⁷ J.A. Anderson, *Map of the Rail Roads of New Jersey and parts of Adjoining States*, Philadelphia: J. McGuihan, 1869; George Cook, *Geological Survey of New Jersey*, New York: Julius Bien, 1888.

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as a prosperous farmer, purchased C. A. Van Doren's farm in Branchburg.⁸⁸ The following year, in March 1853, Huff purchased the 82-acre farm west of the old Van Doren farm.⁸⁹ That same year, Huff's daughter, Sarah, married John G. Schenck, the grandson of Huff's neighbor, Dennis Van Liew.

John G. Schenck descended from Martin Schenck, who emigrated from Holland to New Netherland in 1650.⁹⁰ By 1750, Schenck's great grandfather, Garret Schenck, had settled near Ringoes in Hunterdon County. His grandfather, Captain John Schenck (1750-1823), served during the Revolutionary War.⁹¹ Captain Schenck and his wife, Ida Sutphen, had ten children, including Gilbert, born in 1790. In 1816, Gilbert married Rachel Van Liew, daughter of Dennis Van Liew, a prosperous farmer of Hillsborough Township in Somerset County.⁹² Gilbert and Rachel moved in 1794 to Clover Hill near the border of Hunterdon and Somerset counties (Fig. 1).⁹³ The couple had six children, the fifth of whom was John G. Schenck who was born in 1823, the same year his grandfather, Captain John Schenck, died. The elder Schenck's will divided his estate into equal portions for his children; however, Gilbert's share was placed into a trust with a provision for interest to be paid annually.⁹⁴ This is the first indication of possible discord within the family. The will of Gilbert's father-in-law, Dennis Van Liew, which was drafted in 1847, includes a similar restriction on the share of his estate to be bequeathed to his daughter, Rachel, with interest to be paid to her "and not to her husband." By 1850 at the latest, Rachel and her children were living in Hillsborough with her father. In the census that year, twenty-seven-year-old John G. Schenck was listed in the household as a farmer; Gilbert was not a member of the household. The Van Liew farm adjoined the farm owned by Tunis Huff. Both farms fronted on the South Branch just downstream from the site of Bergen Huff's mill.⁹⁵

John and Sarah moved to Branchburg by 1856 and took over operation of Huff's farms there, which suggests that Huff had purchased the farms for their benefit.⁹⁶ In July 1857, Huff died intestate at age sixty. A month later, in August 1857, Sarah and her brother, Abraham, signed releases giving Sarah the land in Branchburg and Abraham his father's large homestead farm in Hillsborough.⁹⁷ At the time of the release, John and Sarah Schenck were already living on the former Van Doren farm.⁹⁸ John Schenck's development of Neshanic Station followed this acquisition. John and Sarah Schenck would have eight children between 1853 and 1868. Their eldest child, Louis Huff Schenck, was born November 5, 1853,

⁸⁸ SC Deeds, Book O2, p.484. A small burial ground (inventory #78) was excluded from the conveyance.

⁸⁹ SC Deeds, Book Q2, p.405.

⁹⁰ David Cole, *History of the Reformed Church of Old Tappan*, Tappan, NY: Stettiner, Lambert & Co., 1894, p.117.

⁹¹ Cole, p.117.

⁹² Ibid., p.118.

⁹³ Ibid., p.118.

⁹⁴ Charles E. Green, "Gilbert Schenck and others vs. John G. Schenck and Liscomb R. Titus, executors of Garret J. Schenck, deceased," *New Jersey Equity Reports, Vol. XVI*, Trenton: Hough & Gillespy, 1867, p.178.

⁹⁵ SC Wills, Book G, p.493; Matthew Hughes, *Farm Map of Hillsboro' Somerset Co. N.J.*, 1860.

⁹⁶ A deed from April 1856 refers to "Schenks tenant house," which suggests that John Schenck was at least operating the farm at that time. SC Deeds, Book Q3, p.458.

⁹⁷ SC Deeds, Book A3, pp.265 & 267.

⁹⁸ SC Deeds, Book A3, pp.265 & 267.

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ten months after his parent's wedding.⁹⁹ According to local accounts, John and Sarah began construction of a new house in 1858, although it would not be completed until the end of the Civil War.¹⁰⁰ According to the 1860 census, the Schencks were flourishing. Thirty-seven-year-old John was a farmer who owned \$20,000 of real estate and the same value in personal property. Sarah, age twenty-nine, was the mother of two sons, Lewis age six and the John L., an infant. Living with them was Sarah's mother, Maria Huff, who declared \$16,000 in personal property; Herman Hoagland, a farm laborer, age forty; a twenty-five-year-old female domestic; and Maria Vanderveer, a black, three-year-old who was listed as a servant.¹⁰¹ A map published in 1860 depicts the Schencks' land as vacant; which suggests that their new house was not yet constructed (Fig. 3 & 25).¹⁰²

The portentous year of 1861, which brought the outbreak of the Civil War, was also momentous for Schenck for other reasons. On a personal level, Schenck, a Republican, began his first term in the New Jersey State Assembly. The new Assemblyman was appointed to receive President-elect Abraham Lincoln in February 1861, and escort him across the State on his way to his inauguration in Washington, D.C.¹⁰³ Of no less importance to Schenck was the fact that incorporation of the SBRR was approved by the state legislature later that year. Schenck became a director of the railroad in 1862.¹⁰⁴ Hunterdon and Somerset farmers who did not have good access to New York markets had been agitating for a railroad that would serve their needs, and more than one proposal had been introduced in the State Legislature.¹⁰⁵ In 1862, while the new railroad was under construction, temporary arrangements were made for a special train to start at Flemington each day at 4:45 a.m. Its roundabout route to deliver the fragile peach crop to New York markets illustrates the transportation disadvantage that the area farmers had suffered. From Flemington, the train would head south toward the Delaware River, picking up loaded cars along the way:

At Lambertville cars from Stockton would be attached, and [after heading still farther south,] at Bordentown the train would be rerouted [north] to South Amboy, where special boats would carry the fruit to the market ... in New York. Peaches leaving Flemington at 4:45 a.m. one day were at the market by 3:30 a.m. the next.¹⁰⁶

The charter for a new railroad between Flemington and Somerville promised a much more direct and faster route for the highly perishable fruit. In September 1862, Schenck began capitalizing on the propitious location of his farm when he sold a narrow strip across his land for \$2,500 to the railroad.¹⁰⁷ In 1864, an-

⁹⁹ The next child who would survive infancy was John Ludlow Schenck, born May 31, 1860.

¹⁰⁰ Schleicher et al, p.4; NSHS, p.4.

¹⁰¹ United States Census, Branchburg Township, 1860. The category of "servant" for a three-year-old girl in the household is hard to explain.

¹⁰² Beers and Lake. The 1860 map also omits the two existing farm dwellings that appeared on the 1850 map (Fig. 1), one of which, the Van Doren dwelling, still exists.

¹⁰³ "John G. Schenck."

¹⁰⁴ "John G. Schenck."

¹⁰⁵ The Somerset and Hunterdon Farmers' Railroad was introduced in January 1861. ["The New-Jersey Legislature," *New York Times*, January 30, 1861]

¹⁰⁶ Schmidt, p.131.

¹⁰⁷ SC Deeds, Book L3, p.270.

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other important year for Schenck, the SBRR, which would be operated by the CRR, opened for business.¹⁰⁸ That same year, Schenck bought another eighteen acres along the main road from the mill, and he became one of the founding directors of the new First National Bank of Somerville, signaling his increased wealth and stature in the community.¹⁰⁹

Other than one lot on the north side of what is now Elm Street that was sold in 1866 for a private school, based on an analysis of deeds with Schenck as grantor, there is no evidence of development around the new depot until April 1869 when Schenck sold a lot to William Shepherd for a wagon shop.¹¹⁰ In the deed the lot is referred to as “Lot No. 2 of Building Lots,” evidence that Schenck already had a plan in mind for development around the depot.¹¹¹ Between 1869 and 1873, Schenck sold a total of seven lots and the development resulting there from (including Shepherd’s wagon shop) is visible on an 1873 county atlas detail of Neshanic Station (Fig. 9). Only a small handful of buildings – including Schenck’s mansion – are shown on the map; but the depot area with its spurs and attendant buildings was nearly as fully developed as it was to become (inventory #s 1, 2, 4, 56, 60 & 64; photos # 2, 3, 4, 27, 30 & 32).

In 1871, the SBRR depot (inventory #60; photo #32; Fig. #16) reportedly saw forty passengers a day come and go, and must have included travelers from many surrounding farms, as well as perhaps students at the new Neshanic Institute visible on the map on the east side of the river.¹¹² The year 1871 also saw the end of the long monopoly of the Camden and Amboy Railroad. This event stimulated numerous new railroad projects, such as the EARR, a cross-state road that was created to furnish a connection between the rich Lehigh Valley coalfields in eastern Pennsylvania to port access at Perth Amboy, New Jersey. As depicted on the 1873 county atlas, the proposed route of the new railroad (to be operated by the powerful Lehigh Valley Railroad) crossed the South Branch of the Raritan a short distance north of the SBRR tracks. In 1874, Schenck sold property at the northern edge of his land to the EARR, which quickly constructed two depots: one on the east bank of the river in Hillsborough Township, and another one half a mile to the west at the west end of Neshanic Station.¹¹³ The new EARR depot in Neshanic Station (inventory #73; Fig.21) was located just far enough west of the businesses that grew up around the SBRR depot to spur a small secondary node of development along Fairview Drive. In addition to passenger and freight depots, over time there would be a sizable creamery, a cheese factory (inventory #72; photo #s 35

¹⁰⁸ *Annual Reports of the State Directors of the Joint Companies and the Several Rail Road and Canal Companies of the State of NJ for the Year 1868*, Trenton: True American Office, 1869, p.55.

¹⁰⁹ SC Deeds, Book O3, p.477; Snell, p.680.

¹¹⁰ SC Deeds, Book S3, p.287 & Book A4, p.106.

¹¹¹ SC Deeds, Book A4, p.106.

¹¹² Haussamen, p.139. Little is known about the Neshanic Institute. An advertisement inserted several times during 1873 in *Our Home Monthly Magazine*, a Somerville publication, describes the school as “an English and Classical School for Boys.” [*Our Home Monthly Magazine*, Vol. 1, Somerville, NJ] A brief reference from an 1877 history states: “The Neshanic Institute, at Neshanic, Somerset County, was established in 1869, and is therefore yet in its infancy. The school is designed to be rather a private and select one, hence but a small number of students are admitted. Rev. P.D. Oakey, the Principal, employs two competent teachers as assistants, who devote their whole time and energies to the school.” [John O. Raum, *The History of New Jersey from its Earliest Settlement to the Present*, Philadelphia: John E. Potter and Co., 1877, p.318.]

¹¹³ SC Deeds, Book U4, p.287. Somewhat confusingly, the Hillsborough Township depot, which serviced the old mill hamlet, was called Neshanic while the Neshanic Station depot was called West Neshanic.

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& 37; Fig. 20 & 21), and a handful of residences. Although now linked to the original section of the village only via the railroad underpass at Pleasant Run Road, originally there was a grade crossing near the EARR station that linked Fairview Drive and Maple Avenue.¹¹⁴ The public school's existing location on Fairview assured a close link between the neighborhoods (Fig.5).¹¹⁵

Perhaps the most notable feature of the nascent village as depicted on the 1873 county atlas is the planned subdivision of lots along two new roads north of the depot. Schenck had a "Map of Villa Sites Belonging to J. G. Schenck Situate at Neshanic" prepared in 1872 (Fig. 8).¹¹⁶ Including the several lots along Elm Street that were already sold, altogether fifty-three lots of various sizes were planned as part of Schenck's overall vision for developing and populating his village. Visible south of the SBRR tracks on is a building belonging to another innovative business venture launched by the enterprising Schenck: a fruit evaporating or drying factory.¹¹⁷ Schenck constructed a three-story factory to dry fruit using the recently developed Alden System to process 300 bushels of apples into 2000 pounds of "evaporated, marketable fruit."¹¹⁸ Schenck's operation, which was featured in several agricultural publications over the next two or three years, employed one male and eight female workers. When Schenck returned to the New Jersey Assembly in 1872, his brief entry in the Legislative Manual that year noted he "is a farmer by occupation and carries on the preserving of fruit by the Alden process on a very large scale."¹¹⁹

Unfortunately, Schenck's real estate ventures did not always go smoothly. He and various business partners were involved in numerous lawsuits with buyers, sellers and mortgagors.¹²⁰ The year 1874 brought the first of several suits, foreclosures and sheriff sales related to lots previously sold by Schenck. In this first instance, Peter Brokaw, who operated the hay press and grain store depicted on the 1873 county atlas, was unable to pay his mortgage on four lots and Schenck foreclosed to recover \$1,607.18 secured by a mortgage dated June 11, 1873.¹²¹ These financial problems should probably be viewed in the context of a general economic downturn in the country that followed a financial panic after several bank failures in 1873.

¹¹⁴ Schleicher et al, pp.92, 108 & 110.

¹¹⁵ Beers, *Atlas of Somerset County*.

¹¹⁶ SC Maps, No. 81. The 1872 map evidently was a formal representation of the development scheme Schenck embarked on in 1869 when he sold "Lot 2" to William Shepherd [Somerset County Deeds, Book A4, p.106]. The map was not filed with the county clerk until August 7, 1889.

¹¹⁷ The factory building no longer survives.

¹¹⁸ "The Alden System of Fruit Drying," *The Rural [Charleston SC] Carolinian*, Vol. IV, No. 10 July 1873, p.541.

¹¹⁹ *Manual of the Legislature of New Jersey*, 1872. Very little has been discovered about Schenck's fruit drying business; no record has been found indicating that it was incorporated. According to local tradition, Schenck's venture later failed, perhaps as a result of the peach blight that appeared in New Jersey around 1895, but that as a matter of family honor all the investors were paid in full. [Schmidt, p.187; NSHS, p.8]

¹²⁰ SC Deeds, Grantors Book.

¹²¹ SC Deeds, Book U4, p.541. In 1870, the Hillsborough census listed Peter Q. Brokaw as a 37-year-old hay dealer, who owned no real property but lived in the vicinity of the mill. Schenck's son, Louis, was also involved in a number of sheriff sales for properties in Branchburg Township during the late 1890s and into the first decades of the 20th century. [SC Deeds, Grantor Book]

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In 1875, Schenck ran for the New Jersey State Senate on the Republican ticket. The race was close and the Somerset County Democratic organization, headquartered at the Somerset County Bank, orchestrated a bitter campaign against him. The Democrat, Charles B. Moore, won the election. Schenck then won election to the state senate in 1878, succeeding Moore. Shortly after Schenck's election, the men who had been cashier and president of the Somerset County Bank in 1875 were both indicted for embezzlement, and their legal travails at the nexus of politics and money were covered by the *New York Times*, which reported that the cashier had in his possession "some papers procured from the bank while he was Cashier, which unpleasantly implicate various persons."¹²² Calvin Corle, a Democrat and former state senator, was president of the Somerset County Bank at the time of the embezzlement trial.¹²³ Corle owned a farm near John Schenck and was his political nemesis. In November 1881, Schenck lost reelection, losing to the Democratic candidate by fewer than fifty votes.¹²⁴

Sales of Schenck's lots continued during his term in the state senate. Five transactions, including one lot sold to his eldest son, Louis H. Schenck, a lawyer who was living in Newark at the time, took place during these three years. Louis gradually became more involved with his father's real estate schemes, and apparently they partnered in financing at least one transaction, which would give them trouble.¹²⁵ In 1885, John and Louis signed a note that was sold several years later to Calvin Corle, John Schenck's old political foe.¹²⁶ It is likely that Corle bought the note and hung onto it with the idea that he might find it useful against his political adversary. Seven years later, in March 1892, Louis Schenck purchased a property from Jane Sheppard and signed a mortgage for \$2,500 – but he did not register the mortgage until August. Evidently, the transaction was "something of an event in the neighborhood," and it was generally assumed by "those who knew his circumstances" that Louis Schenck bought the property on credit.¹²⁷ Corle learned of the sale and pending mortgage from a conversation with Mrs. Sheppard's son-in-law. After confirming that the mortgage was not yet recorded, Corle quickly filed suit to recover the judgment from the earlier note on the basis that his judgment would have priority over the unrecorded mortgage. In July 1892, Corle recovered a judgment against the Schencks in the amount of \$2,121.¹²⁸ Corle's action, which publicized Louis Schenck's apparent weak financial situation, was undoubtedly embarrassing to both Schencks. The impact of Corle's legal maneuver lingered. In 1896, after John G. Schenck and his wife Sarah conveyed to Louis the remaining portions of lands that Sarah had inherited in 1857 from her father, Louis had to get Corle to sign a release to assure clear title.¹²⁹

¹²² "The Somerset County Bank."

¹²³ Snell, p.767.

¹²⁴ *Manual of the Legislature of New Jersey*, Trenton: Fitzgerald and Gossen, 1881, p.82.

¹²⁵ "Kline v. Grannis et al.," *The Atlantic Reporter*, Vol. 48, Feb. 20-May 22, 1901, p.566.

¹²⁶ Kline v. Grannis.

¹²⁷ Kline v. Grannis. The nature of Louis Schenck's "circumstances" is unclear.

¹²⁸ SC Deeds, Book H8, p.18. In 1901, a state court decided against Corle, on the grounds that Corle's personal knowledge of the existence of the unrecorded mortgage was equivalent to recorded notice. [Kline v. Grannis]

¹²⁹ SC Deeds Book H8, p.14.

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Between 1875 and 1895, John G. Schenck sold twenty-three lots in Branchburg.¹³⁰ Schenck landscaped his own property and had street trees planted along Maple, Elm, Pearl and Olive that are visible in photos from the early decades of the 20th century and can be seen in an aerial photograph from the 1930s and postcard images from the early 20th century (Fig. 13, 22 & 24).¹³¹ The resulting development is documented on a map from 1905 (Fig. 9).¹³² According to the 1900 United States Census, residents of Neshanic Station included several grocers, a hotelkeeper, a cattle dealer; a real estate agent; lumberyard and coal yard employees; railroad employees; creamery workers; painters, masons and carpenters, dress-makers, numerous farm and day laborers, and several housekeepers and servants, and a physician. The village was a heterogeneous mixture of proprietors and workers. Nearly all had been born in New Jersey and the majority of residents were white, but there were at least six black families. Households were divided fairly evenly between owners and renters.¹³³ Widowed before 1900, Schenck continued to live in the mansion with his son, Louis, and Louis' family until his death in June 1905.¹³⁴

The decades around the turn of the century brought several significant infrastructure improvements to Neshanic Station. In 1896, an impressive lenticular truss road bridge was constructed to replace the old bridge over the South Branch (inventory #76).¹³⁵ About that same year, railroad improvements to accommodate much heavier rolling stock included a new metal truss bridge for the Central Railroad (the former SBRR; inventory #77).¹³⁶ The Lehigh Valley Railroad (EARR) replaced its iron bridge over the South Branch with the extant steel riveted-deck-plate girder bridge in 1901/1902 (inventory #75).¹³⁷ Elm Street and Maple Avenue were improved with "water-bound macadam" in 1912, with the county road commissioner commenting: "It is hoped that in time this road may be connected with an improved road in Hunterdon county. At present it is simply a feeder to Neshanic Station, its chief value lying in the fact that it gives a good, smooth outlet for the farmers along its line to the railroad station."¹³⁸

¹³⁰ SC Deeds, Grantor Book.

¹³¹ NSHS, pp.20, 34, 40, 44 & 98.

¹³² *New Jersey Raritan Quadrangle*. U.S. Geological Survey, 1905.

¹³³ The census does not provide street addresses, so it is not possible to determine population figures for the Neshanic Station village portion of Branchburg Township.

¹³⁴ U.S. Census Population Schedule, Branchburg Township, 1900; "Obituary Notes." *New York Times*, June 9, 1905. Schenck was survived by two sons, Louis Huff Schenck (10/25/1853-11/5/1933) and John Ludlow Schenck (5/31/1860-4/12/1951). All three are buried at the Neshanic Cemetery.

¹³⁵ *Neshanic Station Lenticular Truss Bridge Historic American Engineering Record*, HAER No. NJ-31. The bridge is a contributing resource within the Neshanic Mills Historic District, which is listed on the New Jersey and National Registers.

¹³⁶ Mary McCahon, *Metal Truss Bridges of Somerset County, New Jersey 1885-1927 National Register Multiple Property Documentation Form*, 1992, p.F5.

¹³⁷ "Equipment & Supplies, Bridges & Buildings," *The Railroad Age*, XXXIV, October 3, 1902, page 352. The railroad company's 1901 annual report noted that \$50,560.24 had been spent on bridge #44 at Neshanic [*Fourth-Seventh Annual Report of the Board of Directors of the Lehigh Valley Railroad Company to the Stockholders for the Fiscal Year Ending November 30th 1901*, page 11].

¹³⁸ *19th Annual Report of the Commissioner of Public Roads for the year ending October 31st, 1912*, Trenton: State Gazette Publ. Co., 1913, p.47.

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The first decades of the new century were a period of limited growth in the village. By the time of his death in 1905, John Schenck had been able to sell quite a few of his lots, and a map from that year depicts the density of commercial and residential buildings that had been constructed.¹³⁹ The Neshanic Methodist-Episcopal Church was organized in 1906 and its new shingle church – the first in the village – was constructed in 1907/8 by J. Herder Quick on the corner of Maple Avenue opposite the Schenck mansion (inventory #33; photo #15; Fig. #23). A capable builder, thirty-year-old Quick also constructed several houses on Maple Avenue around this time, including one for his own family (inventory #s 43, 47 & 53; photos #23 & 25; Fig. #24).¹⁴⁰ A parsonage, built in 1910 on a lot down the street from the church, was constructed by William Housel (inventory #40).¹⁴¹ The year 1910 was also significant for a major fire that was the largest disaster in village history. Starting in the creamery near the SBRR depot the fire spread south and west from there, also destroying the hay press, the lumberyard, and Holcombe's hotel. The depot survived, and the lumberyard and hotel were soon rebuilt (inventory #s 60 – 63; photos #31 & 32).¹⁴²

After John Schenck's death, his son Louis continued efforts to develop the land west of the mansion property. However, Louis and his wife had mortgaged the property in 1896 and, in 1911, foreclosure proceedings were commenced by the lender to recover more than \$17,000.¹⁴³ Nevertheless, in 1912, Louis gained township committee approval for a small neighborhood on the south side of Maple Avenue just west of the mansion lot, and some land was sold (Fig. 11). Altogether, four new streets, twenty-six lots and a school lot were planned. A new two-story school was built in 1914 at the corner of Marshall Street and Chester Avenue (Fig. 12).¹⁴⁴ However, in October 1915, the remaining property was auctioned to Samuel C. Schenck and John E. Schenck, cousins of Louis Schenck, who then proceeded to gradually sell off lots.¹⁴⁵ The new neighborhood proceeded slowly, with new construction retarded by the Great War and the Great Depression. Louis Schenck died in November 1933; by 1943, ten years later, only five new dwellings were in place (Fig.14).¹⁴⁶

¹³⁹ *New Jersey Raritan Quadrangle*. U.S. Geological Survey, 1905.

¹⁴⁰ Schleicher et al, p.81.

¹⁴¹ Edwin W. Huff, Jr., *History of the Neshanic Methodist Church*, Neshanic, NJ: Neshanic United Methodist Church, 1957, unpagged. One of the original church members was a Housel.

¹⁴² NSHS, pp.8 & 65.

¹⁴³ SC Deeds, Book V14, p.171.

¹⁴⁴ NSHS, p.30.

¹⁴⁵ "Map No. 1 of property of Louis H. Schenck at Neshanic Station N.J., 1912, Approved Nov. 1912," SC Maps #81B; "Amended Map No. 1 of Property of Louis H. Schenck at Neshanic Station, Somerset Co., N.J., 1915, Approved May 2, 1922," SC Maps, #81C; SC Deeds Grantor Book. In October 1915 the Schenck house was sold by sheriff's sale to satisfy \$11,500 outstanding on a \$17,000 mortgage given to John G. Schenck's son, Louis H. Schenck. John S. Amerman, a resident of the village, is noted in the deed as the sole and winning bidder, paying \$6,225.00. [SC Deeds, Book S14, p.321] Many years later, Amerman's grandson, Bill Amerman, related to the Neshanic Station Historical Society his grandfather's description of the proceeding: "There was then an auction of the Schenck property which included the house. There was an obnoxious man with money at the auction. The retired farmers who had established homes on Maple Ave. asked the auctioneer for a 20-minute break. They returned with money, told Bill Amerman's grandfather that he should buy the house and they would hold the mortgage and, after the auction, the house was his for the sum of \$12,000 [sic]." [NSHS communication]

¹⁴⁶ *New Jersey Raritan Quadrangle*. U.S. Geological Survey, 1943.

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Neshanic Station's economy relied on agriculture during the first half of the 20th century. Somerset County had a reported 1,947 farms in a directory published in 1914 and the majority of individuals listed in Neshanic Station were farmers.¹⁴⁷ The directory reported a population of 250 for Neshanic Station and included local business advertisements for a hotel (inventory #63; photo #31), a dealer in building materials and fertilizer, a dealer in incubators, and a poultry breeder (inventory #24).¹⁴⁸ These were successful shopkeepers and business owners who also lived in the village, typically in homes they owned that were built by carpenters, plumbers, electricians and other tradesmen who also lived in the village.¹⁴⁹

During the second decade of the 20th century, industrial manufacturing began to play an increasingly important role in the larger region. In 1914, the Johns-Manville Company opened a large asbestos manufacturing plant several miles east of the village that was conveniently accessible by train. The 1920 census includes several Neshanic Station residents who listed their occupations as workers at the asbestos factory. An industrial directory published in 1918 by the state department of labor included an entry for the village that indicated a desire for industry: "The railroad service is good, and a light manufacturing industry of almost any kind would be welcomed. Plenty of land for manufacturing purposes, which will be sold for almost any price that may be offered. A plentiful supply of unskilled labor at very moderate wages."¹⁵⁰

Neshanic Station continued to serve as the commercial focus of the surrounding agricultural area. Until the mid-twentieth century the village's industries continued to be directly related to agriculture, such as the two creameries, a cheese factory, and a day-old-chick company whose products needed access to fast, reliable transportation.¹⁵¹ During the first decades of the 20th century, new businesses were established to keep pace with modernization trends in agriculture. J.S. Covert opened a garage on Pearl Street and for several decades was the largest John Deere equipment dealer in New Jersey (inventory #5; photo #5).¹⁵² After 1937, it became a car and truck dealership. A. Schenck Bergen had a business on Marshall Street (inventory #48) that sold tractors and milking equipment.¹⁵³ Electricity, produced by a local company, finally arrived in the village in 1922.¹⁵⁴ A volunteer fire company was eventually established in 1928 (inventory #26; photo #11).

Following World War II, the Schenck property west of Marshall Street was further subdivided and gradually developed (Fig. 15).¹⁵⁵ Subsequent post war development (outside the district) was character-

¹⁴⁷ *Farm and Business Directory of Hunterdon and Somerset Counties*, Philadelphia: Wilmer Atkinson Co., 1914, p.6.

¹⁴⁸ *Farm and Business*, 1914, pp.163-165, 198, 208, & 215.

¹⁴⁹ U.S. Population Census for Branchburg Township, 1930.

¹⁵⁰ *Bureau of Industrial Statistics, Department of Labor. The Industrial Directory of New Jersey*, Paterson: News Printing Co., 1918, p.386.

¹⁵¹ D.C.R. Hoff established his day-old-chick business in 1888, initially using the basement of his dwelling on Olive Street to house his incubators until his barn was built (see Inventory #24). [NSHS, pp.93-94]

¹⁵² NSHS, p.99.

¹⁵³ NSHS, p.100.

¹⁵⁴ NSHS, pp.8 & 90.

¹⁵⁵ C.B. Carman, "Map of Property Schenck Estate Neshanic Station Branchburg Twp. Somerset County N.J.," Approved February 1949, SC Maps, #194; Tectonic Associates, *Road Map, Township of Branchburg*, Revised 1972.

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ized by new architectural styles and land development patterns. Passenger service on the SBRR halted in 1953, and freight service ceased before 1960. The railroad finally went bankrupt during the 1970s, resulting in the sale of its properties and rights of ways; the tracks were eventually removed.¹⁵⁶ Ownership of the EARR changed several times; it became the Lehigh Valley Railroad, then Conrail, and is now part of Norfolk Southern; however, no trains currently stop in Neshanic Station. The village continued as a local service center, and later in the century new residential subdivisions (outside the district) filled in undeveloped portions of John and Sarah Schenck's farmland.

Larger-scale industry arrived in Neshanic Station after World War II. In 1950, Melville Wilson purchased property in the village that was formerly owned by John and Sarah Schenck. There, next to the old Van Doren homestead, he started Wilson Products Corp., which eventually grew to 120 employees and later expanded to a plant on Maple Avenue; both sites are outside the district.¹⁵⁷ The original plant complex, which surrounds the Hall family cemetery (inventory #78; photo #1), is now vacant and the Maple Avenue plant has been demolished.

In 1989, the significance of Neshanic Station as "one of the best examples in the county of a town that grew up around and because of the railroad" was noted and the general boundaries for Neshanic Station Historic District were delineated in the Somerset County Cultural Resources Survey.¹⁵⁸ The 1999 Branchburg Township Historic Preservation Plan Element called Neshanic Station "a significant example of an early 20th century town which developed as a result of the railroad."¹⁵⁹

¹⁵⁶ NSHS, pp.8, 62 & 63.

¹⁵⁷ NSHS, p.36.

¹⁵⁸ *Somerset County Cultural Resources Survey*, Highland Park, NJ: Research & Archaeological Management, Inc., 1989, Form No. 18-05-153.

¹⁵⁹ Heyer, Gruel & Associates, PA, *Branchburg Township Historic Preservation Plan Element*, 1999, p.4.

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VERBAL BOUNDARY DESCRIPTION

The boundary of the Neshanic Station Historic District is delineated on the attached map entitled "Neshanic Station District Site Location and Boundary Map," and is verbally described in the following paragraph. The site and boundary map was created from current municipal tax maps from the Townships of Branchburg and Hillsborough.

The boundary of the district begins in Branchburg Township on the south side of Woodfern Road at a northeast corner of block 90, lot 7.02, also the northwest corner of block 90, lot 3, and proceeds south and east along east and north sides of lot 7.02 to another northeast corner of lot 7.02, which point is on the west side of block 90, lot 5. The boundary proceeds south from that point along the west side of block 90, lot 5 to the southwest corner of lot 5, from which point it continues south across block 90.01, lot 900 (common element) to a south corner of the latter lot, also a north corner of block 90, lot 7, and still south along the same line across lot 7 to the municipal boundary between Branchburg and Hillsborough Townships, which runs along the middle of the South Branch of the Raritan River.

From the last mentioned point, the district boundary proceeds north along the municipal boundary between Branchburg and Hillsborough Townships down the South Branch of the Raritan River to the south side of the former New Jersey Central Railroad bridge, then turn east along the south side of the bridge to the southeast corner of the bridge's east abutment, which point is located within Hillsborough Township block 8/lot 2 (the former Central Railroad property), then turns north across block 8/lot 2 to the northeast corner of the bridge's east abutment, and then turns west along the north side of the bridge to the aforementioned municipal boundary in the river. It proceeds north along the municipal boundary to the south side of the Somerset County Route 667/Elm Street bridge, then turns east along the south side of the bridge to the southeast corner of the bridge's east abutment in Hillsborough Township, then turns north across Somerset County Route 667/Elm Street to the northeast corner of the bridge's east abutment, and then turns west along the north side of the bridge to the aforementioned municipal boundary in the river. From there the boundary proceeds north along the aforesaid municipal boundary to the south side of the Lehigh Valley Railroad (Conrail) bridge, then turns east along the south side of the bridge passing into Hillsborough Township across Hillsborough Township Block 9, lot 2 and over River Road to the southeast corner of the Leigh Valley bridge's east abutment, which point is located within Hillsborough Township block 10/lot 7, then turns north across block 10/lot 7 to the northeast corner of the bridge's east abutment, and then turns west along the north side of the bridge across River Road and the South Branch to the aforesaid municipal boundary.

From the last mentioned point on the municipal boundary between Branchburg and Hillsborough Townships in the South Branch of the Raritan River, the district boundary proceeds west into Branchburg Township to the northeast corner of block 84, lot 4.01. The boundary continues west along the north sides of block 84, lots 4.01 and 4 to the northwest corner of lot 4 on the east side of Pleasant

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Run Rd., from which point it runs north along the east side of the road to its intersection with a straight-line continuation of the north side of block 81, lot 21 across Pleasant Run Rd. From that point, the boundary crosses Pleasant Run Rd. along that straight-line continuation of the north side of block 81, lot 21 to the northeast corner of lot 21 on the west side of the road. It proceeds west along the north sides of block 81, lots 21, 20, 19 & 18 to the northwest corner of lot 18, from which point it turns south along the west side of lot 18 to the southwest corner of lot 18 on the north side of Fairview Dr. and continues south across Fairview Dr. along a straight line continuation of the west side of lot 18 to its intersection with the south side of the road and the north side of block 84, lot 3.01. From that point the boundary runs west along the north sides of Fairview Dr. and lot 3.01 to the northwest corner of that lot and the intersection of Blackpoint Rd. From there it proceeds south along the east side of Blackpoint Rd. and west sides of block 84, lots 3.01, 3.02 & 3 across the Conrail tracks to the southwest corner of block 84, lot 3 and the intersection of Blackpoint Rd. and Maple Ave. (Somerset County Route 667).

From the last mentioned point the district boundary proceeds east along the north side of Maple Ave. and the south sides of block 84, lots 3 & 3.03 to the southeast corner of lot 3.03, then north along east side of lot 3.03 to that lot's northeast corner on the south side of block 84, lot 3, and then east along the south side of lot 3 to that lot's southeast corner on the west side of Pleasant Run Rd. From there the boundary runs south along the west side of Pleasant Run Rd to the intersection of Maple Ave., then west along the south side of Maple Ave. to the point where a straight-line continuation of the west side of block 92, lot 4 across Maple Ave. intersects the north side of Maple Ave. From that point, it proceeds south across Maple Ave. along the straight-line continuation of the west side of block 92, lot 4 to the south side of the street and the northwest corner of block 92, lot 4. It proceeds south along the west side of block 92, lot 4 to that lot's southwest corner, then east along the south sides of block 92, lots 4, 3 & 1 to the latter lot's southeast corner on the west side of Marshall St. and then south along the west side of Marshall St. to the point where a straight-line continuation of the south side of block 94, lot 13 across Marshall St. intersects the west side of Marshall St. From that point, the boundary proceeds east across Marshall St. along the straight-line continuation of the west side of block 94, lot 13 to the east side of the street and the southwest corner of block 94, lot 13.

From the last mentioned point the district boundary proceeds east and north along the south and east sides of block 94, lot 13 to the northeast corner of that lot, which is on the south side of block 94, lot 2, and then runs east along the south sides of block 94, lots 2, 3, 4, 5, 6 & 7 to the southeast corner of the latter lot on the west side of Clinton St. From that point it crosses Clinton St. in a straight line to the southwest corner of block 95, lot 1.02 on the east side of the street. It proceeds north along the east side of Clinton St. and the west sides of block 94, lots 1.02 & 1.01 to the northwest corner of the latter lot and the intersection of Clinton with Maple Ave., then east along the south side of Maple Ave. to the northeast corner of block 94, lot 1.01, which point is the northwest corner of block 94, lot 3, and then south long the west side of lot 3 to that lot's southwest corner. From there the boundary proceeds east along the south side of lot 3 to that lot's southeast corner and along a straight-line continuation of the south side of lot 3 across block 13.01, lot 4.03 and Woodfern Rd. to the intersection of that straight-line

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National Park Service

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Neshanic Station Historic District
Somerset County, NJ

Section number 10 Page 3

continuation with the south side of Woodfern Rd. and the north side of block 90.01, lot 900 (common element). From there the boundary proceeds east along the south side of Woodfern Rd. and the north side of block 90.01, lot 900 (common element) to a northeast corner of that lot, also the northwest corner of block 90, lot 3, and the place of beginning.

The boundary of the district's one discontinuous resource (a small rectangular graveyard) follows the metal fence enclosing the graveyard as depicted on the site map.

BOUNDARY JUSTIFICATION

The boundary of the Neshanic Station Historic District is delineated to include to the greatest extent possible the historical resources of the village, with the fewest non-contributing resources. The high embankment of the Lehigh Valley Railroad east of Pleasant Run Road constrained the northern growth of the village, and the Lehigh embankment and bridge over provide a distinctive physical boundary. West of Pleasant Run Road, however, the district boundary extends north of the Lehigh Railroad to include a small area along Fairview Drive that developed around the Lehigh Valley Railroad station, comprising of a cluster of buildings and the station site. At the district's northeast corner its boundary extends across the South Branch of the Raritan River into Hillsborough Township to include the eastern end of the Lehigh Railroad bridge, as well as the eastern ends of the Somerset County Route 667 (Elm Street) bridge and the former Central Railroad bridge, iconic elements of the Neshanic Station's community identity, which are also included in of the Neshanic Mill New Jersey/National Registers Historic District (located primarily on the east side of the South Branch in Hillsborough Township). Except for the three "jogs" necessitated by the three bridges, the district's east boundary follows the municipal boundary between Branchburg and Hillsborough Township along the middle of the South Branch, and thus encompasses meadow lands along the river, largely publicly open space in the river's flood zone, that formed part of the farm acquired by John G. Schenck, the village's founder, in the 1850s. On the district's south and west sides the boundary follows an irregular course along property lines to avoid late 20th century development, largely industrial and residential in nature, in those areas. However, a small graveyard located in the middle of the industrial park adjoining the district's south side once part of the Schenk property has been included as a discontinuous resource. A metal fence delineating the rectangular graveyard provides a clear physical boundary for the resource.

Latitude & Longitude Coordinates:

40.511848, -74.737099

40.509642, -74.730571

40.506656, -74.731490

40.508633, -74.733856

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Neshanic Station Historic District
Somerset County, NJ

Section number Photos Page 1

PHOTOGRAPHIC IDENTIFICATION

The following information is the same for all photographs submitted with the nomination:

Name: Neshanic Station Historic District
Location: Branchburg & Hillsborough, NJ
Photographer: Janice Armstrong
Date: Spring 2014
Negative and Electronic file Repository: Dennis Bertland Associates, Stockton, NJ.

PHOTO# VIEW

Photo #	Inventory #	Description
01	78	SW view
02		Elm @ Pearl, NE
03	4	SE
04	2, 3 & 33	NW
05	5	NE
06		Pearl, SE from #9
07	14 – 11	NE
08	18 – 20	NW
09	20 & 21	NW
10	23	SW
11	25 – 27	SE
12	29 – 28	SW
13		Olive, SW from #30
14	32	SW
15	33	NW
16		Maple, NW from #35
17	35	NW
18	38	NE
19	42	NE
20	74	NE
21		Pleasant Run @ Maple, SW to #44
22	47 & 45	SW (47, barn)
23		Maple @ Clinton, NW to #43

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Neshanic Station Historic District
Somerset County, NJ

Section number Photos Page 2

24		Maple @ Clinton, SE from #49
25	52 & 53	SE
26	54 & 55	SE
27	56	SE
28		Maple @ Main, SE to 57 & 60
29		Woodfern, SE from #66
30	64 & 65	SE
31		Woodfern @ Main, SE to #s 61, 62 & 63
32	60	NE
33	68	Icehouse, SE
34	75	NE
35		Fairview @ Pleasant Run, NW
36		Fairview, NE from #69
37	72	NE

40.511848,-74.737099

40.509642,-74.730571

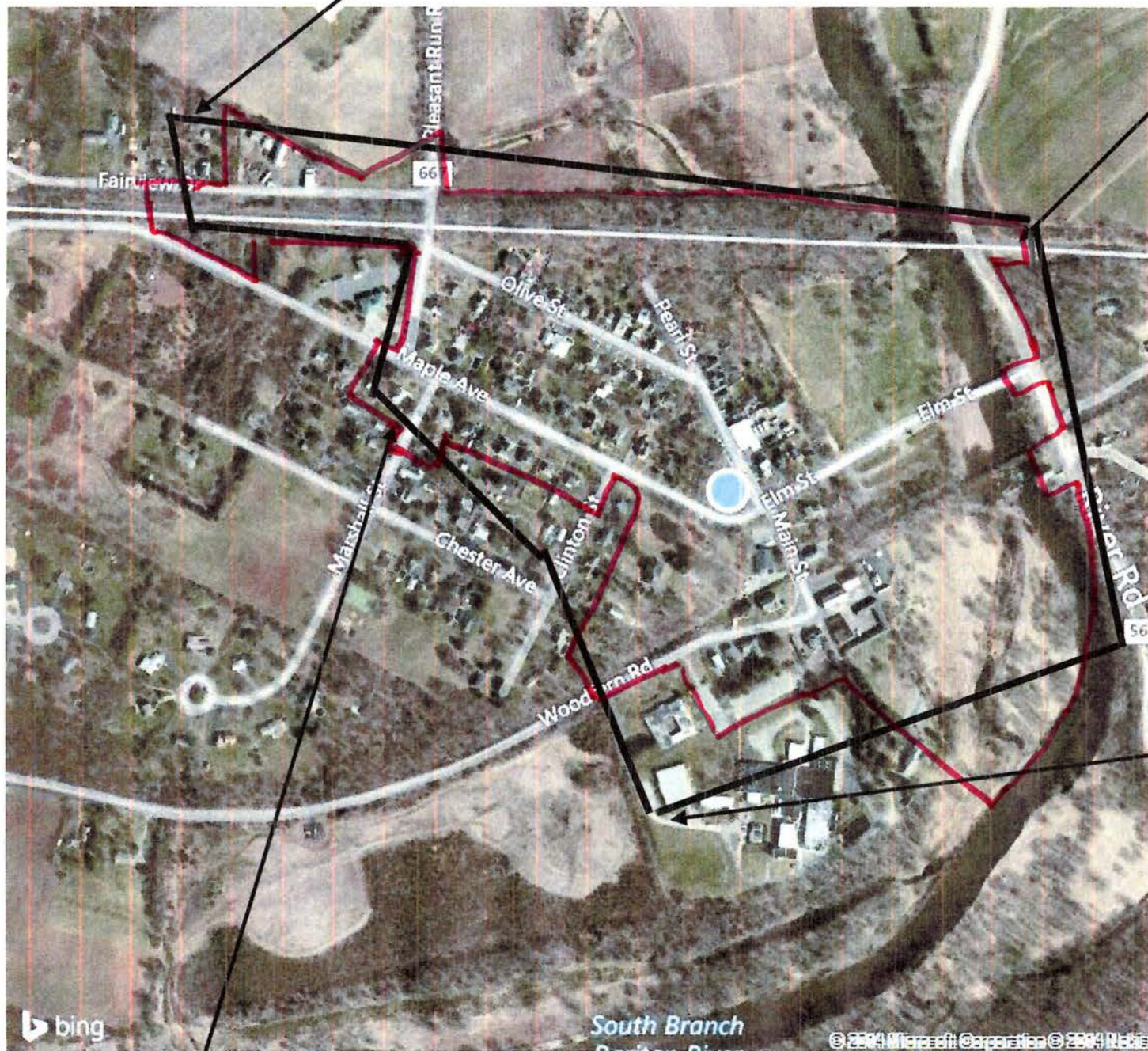
Neshanic Station Historic District
Somerset County, NJ
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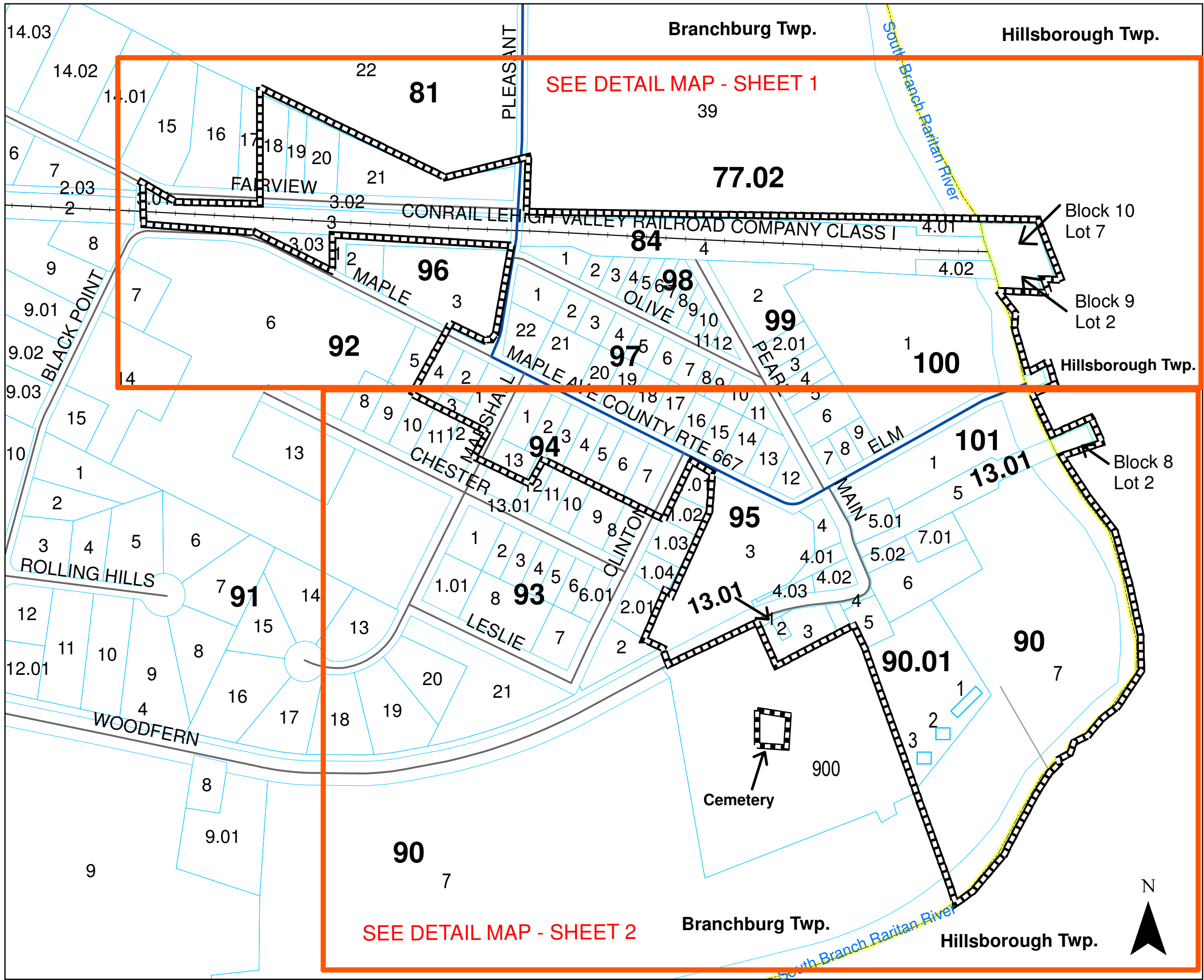
500 feet

40.506656656,-74.731490



40.508633,-74.733856








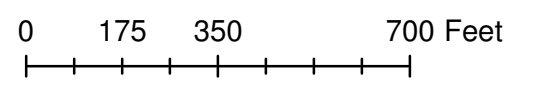
**NESHANIC STATION
HISTORIC DISTRICT
BRANCHBURG TOWNSHIP
SOMERSET COUNTY, NJ**

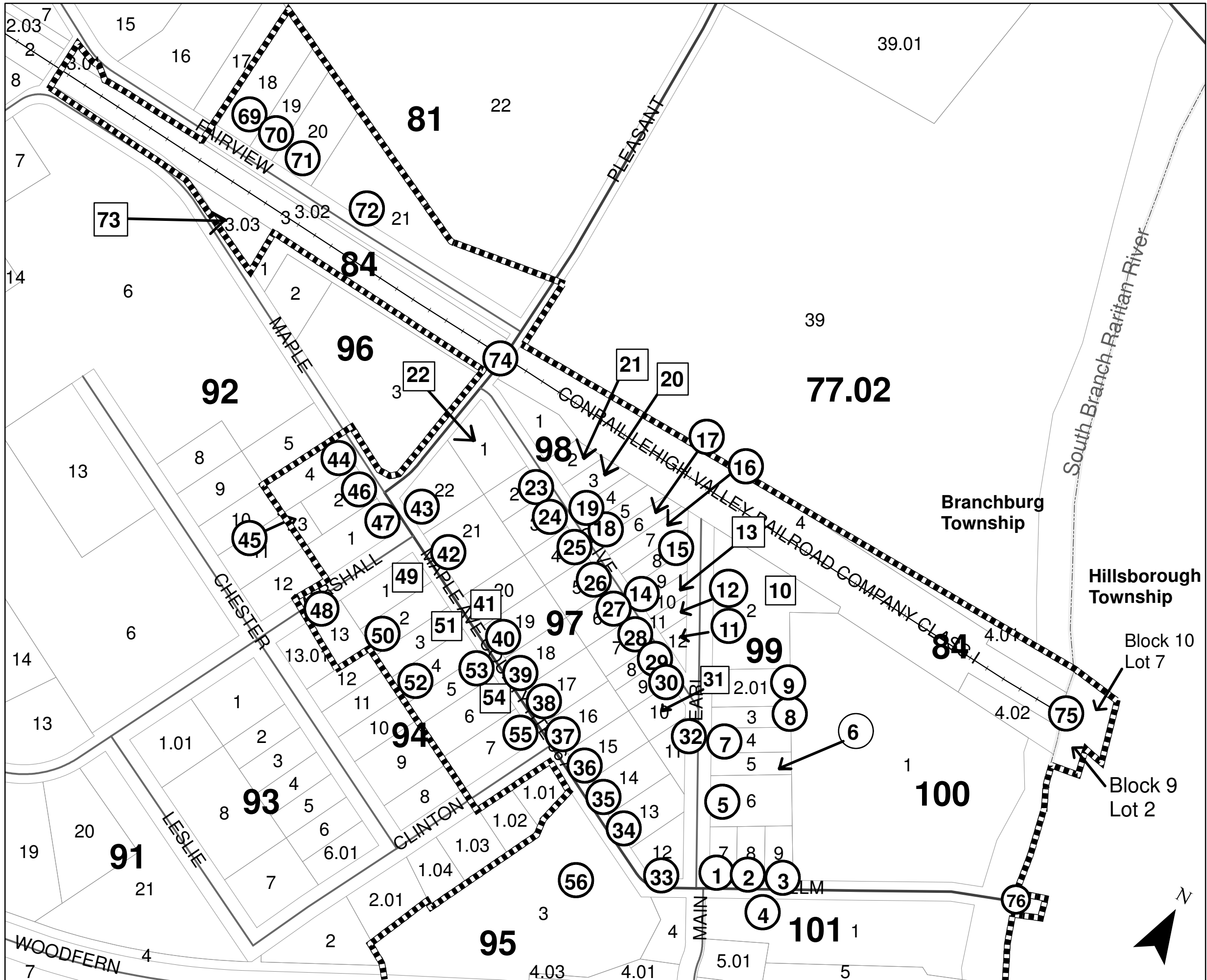
SITE LOCATION & BOUNDARY MAP

INVENTORY SITE #'s

-  = DISTRICT BOUNDARY
-  = CONTRIBUTING
-  = NON-CONTRIBUTING

4.01 / 22 = BLOCK / LOT





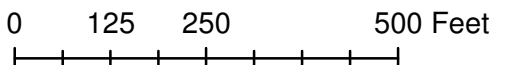
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HISTORIC DISTRICT
BRANCHBURG TOWNSHIP
SOMERSET COUNTY, NJ**

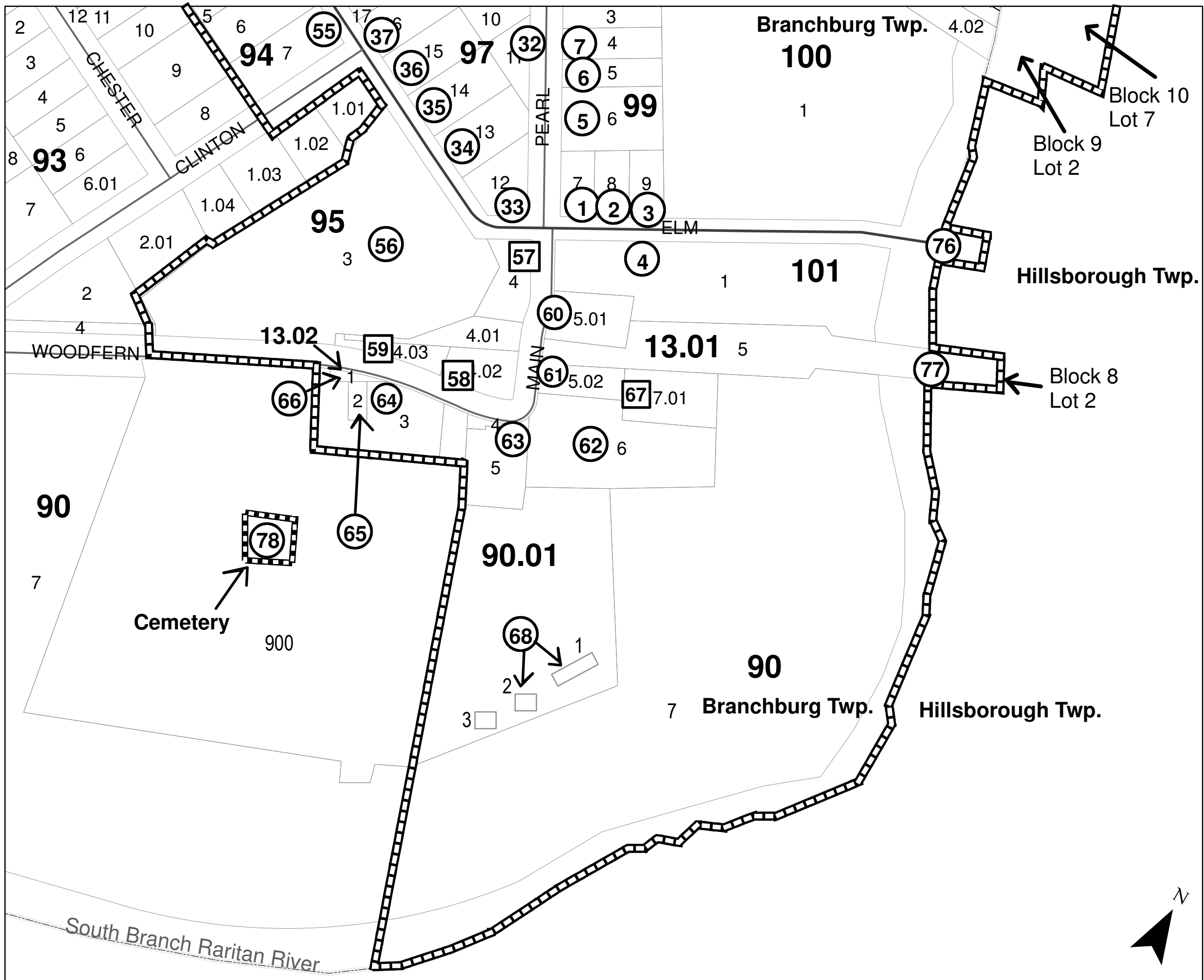
**SITE LOCATION & BOUNDARY
DETAIL MAP - SHEET 1**

INVENTORY SITE #'s

- = DISTRICT BOUNDARY
- = CONTRIBUTING
- = NON-CONTRIBUTING
- = PHOTO #

4.01 / 22 = BLOCK / LOT









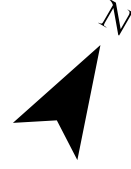
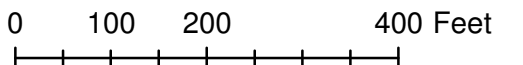
**NESHANIC STATION
HISTORIC DISTRICT
BRANCHBURG TOWNSHIP
SOMERSET COUNTY, NJ**

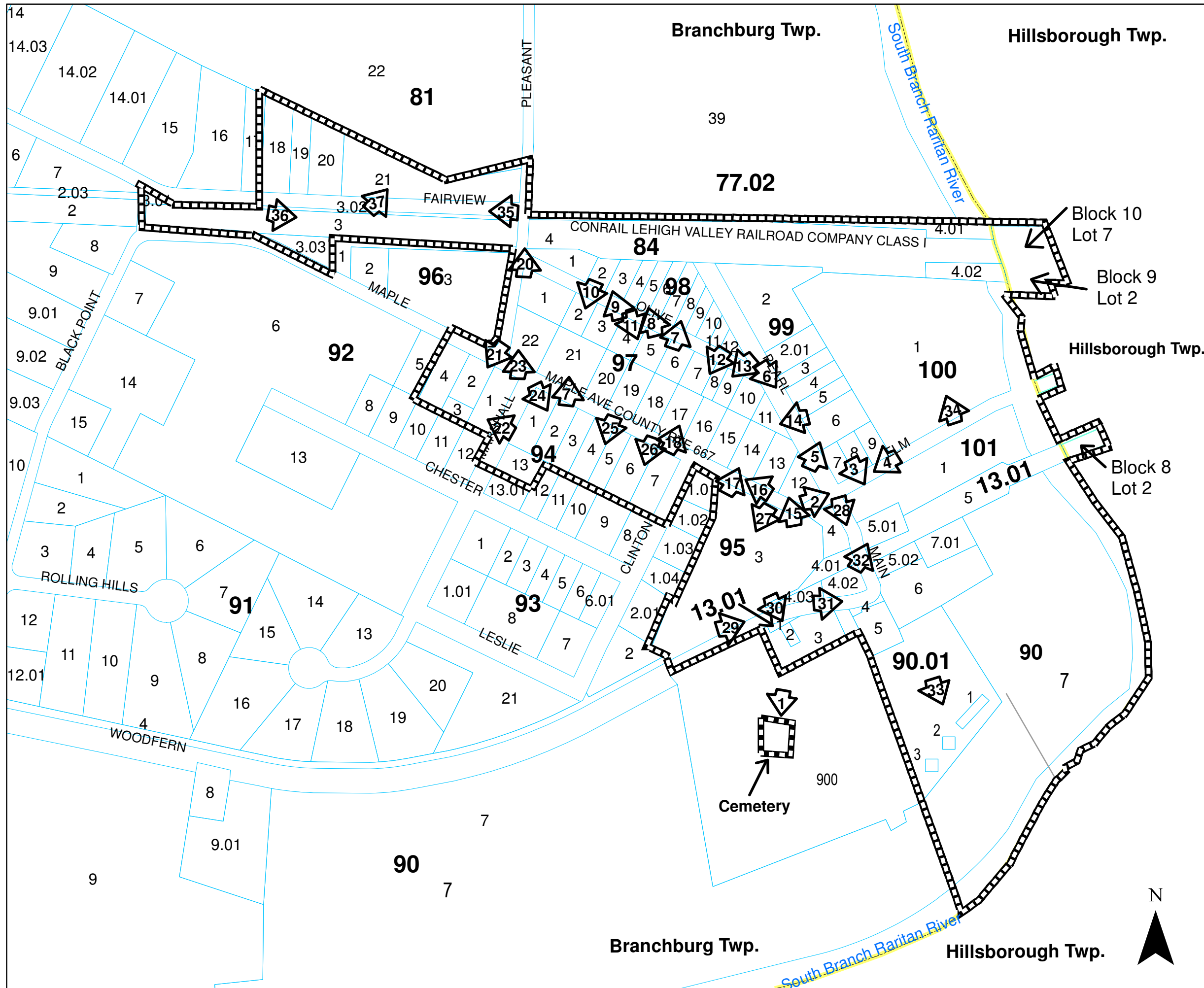
**SITE LOCATION & BOUNDARY
DETAIL MAP - SHEET 2**

INVENTORY SITE #'s

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-  = CONTRIBUTING
-  = NON-CONTRIBUTING
-  = PHOTO #

4.01 / 22 = BLOCK / LOT







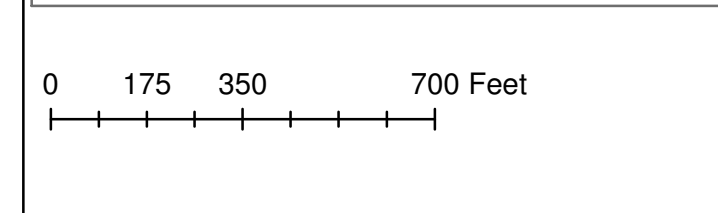


**NESHANIC STATION
HISTORIC DISTRICT
BRANCHBURG TOWNSHIP
SOMERSET COUNTY, NJ**

SITE LOCATION & BOUNDARY MAP

INVENTORY SITE #'s

-  = DISTRICT BOUNDARY
-  = CONTRIBUTING
-  = NON-CONTRIBUTING
-  = PHOTO #
- 4.01 / 22** = BLOCK / LOT



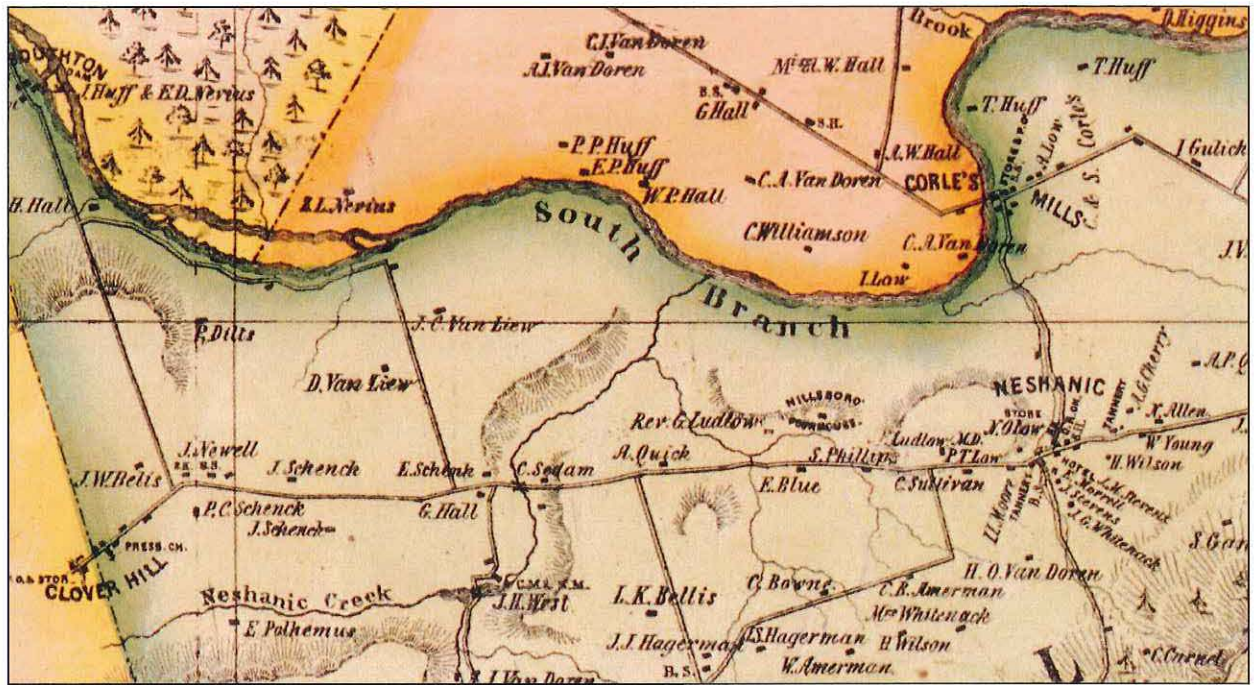


Fig. 1: Detail from J. Otley, L. Vanderveer, & J. Keily, *Map of Somerset County, New Jersey*, 1850.

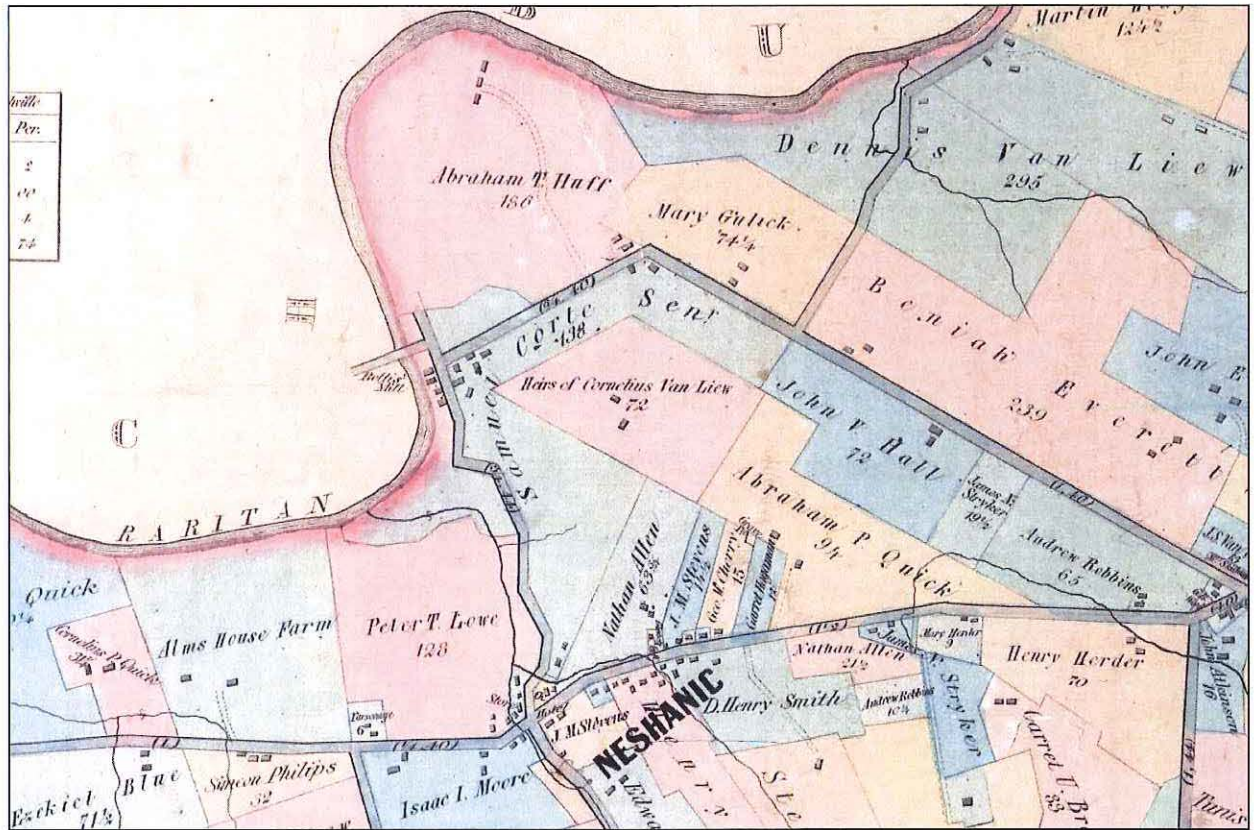


Fig. 2: Detail from Matthew Hughes, *Farm Map of Hillsboro' Somerset Co. N.J.*, 1860.



Fig. 3: Detail from S. N. Beers & D. J. Lake, *Map of the Vicinity of Philadelphia and Trenton*, 1860.

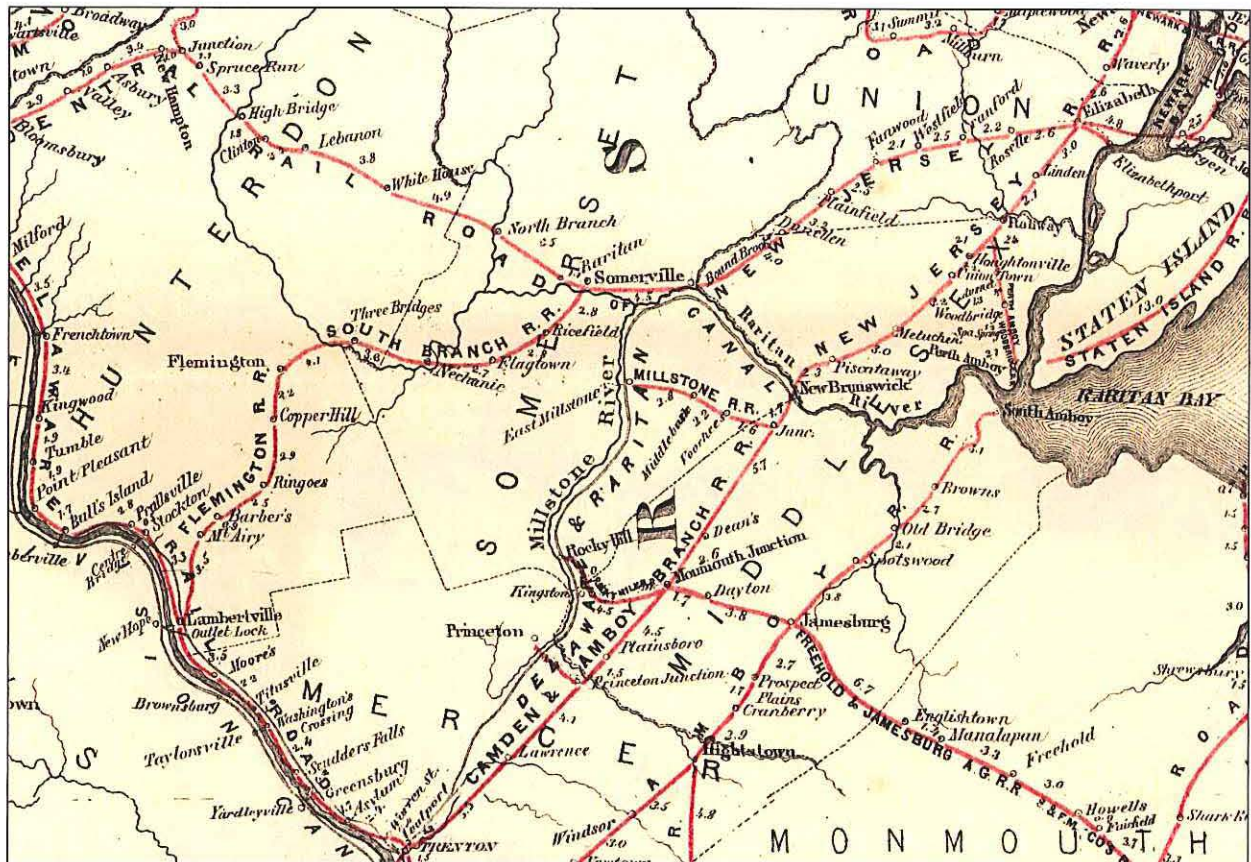


Fig. 4: Detail from J.A. Anderson, *Map of the Rail Roads of New Jersey ...*, 1869.



Fig. 5: Detail from F. W. Beers, *Atlas of Somerset County, New Jersey*, 1873.

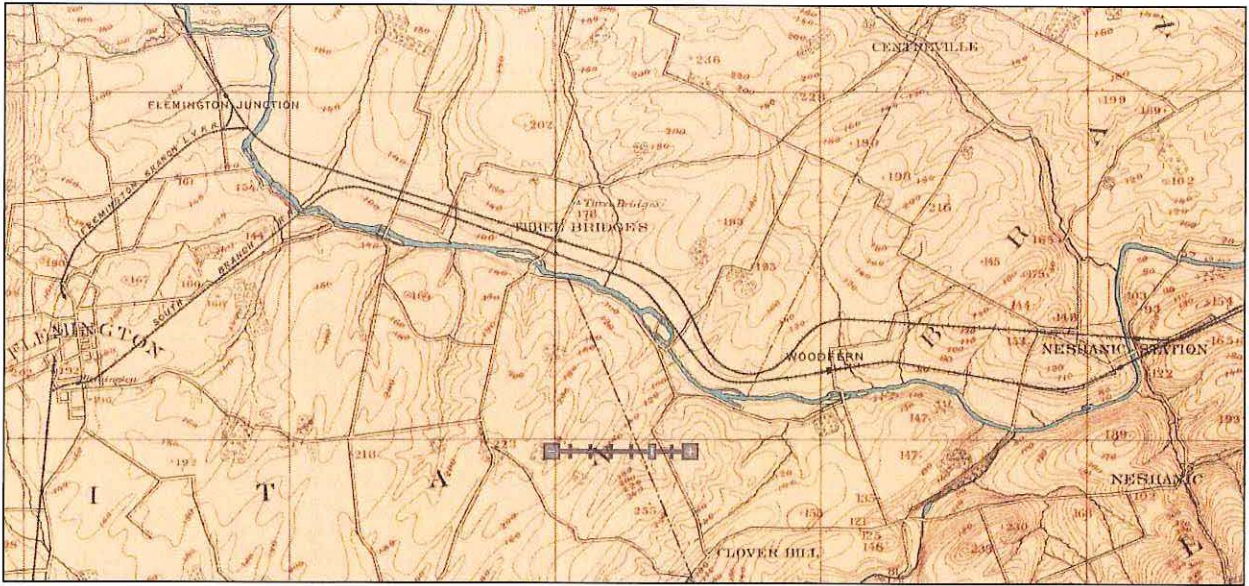


Fig. 6: Detail from George Cook, *Geological Survey of New Jersey*, 1888.

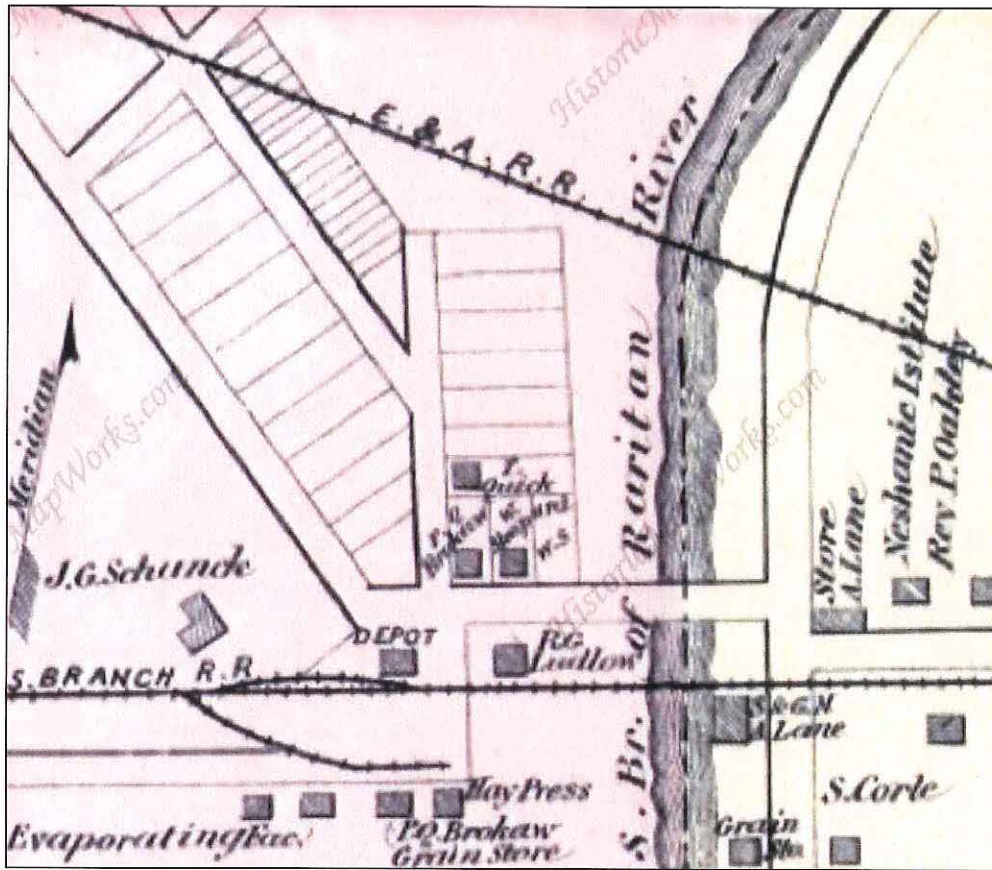


Fig. 7: Neshanic Station detail from F. W. Beers, *Atlas of Somerset County, New Jersey*, 1873.

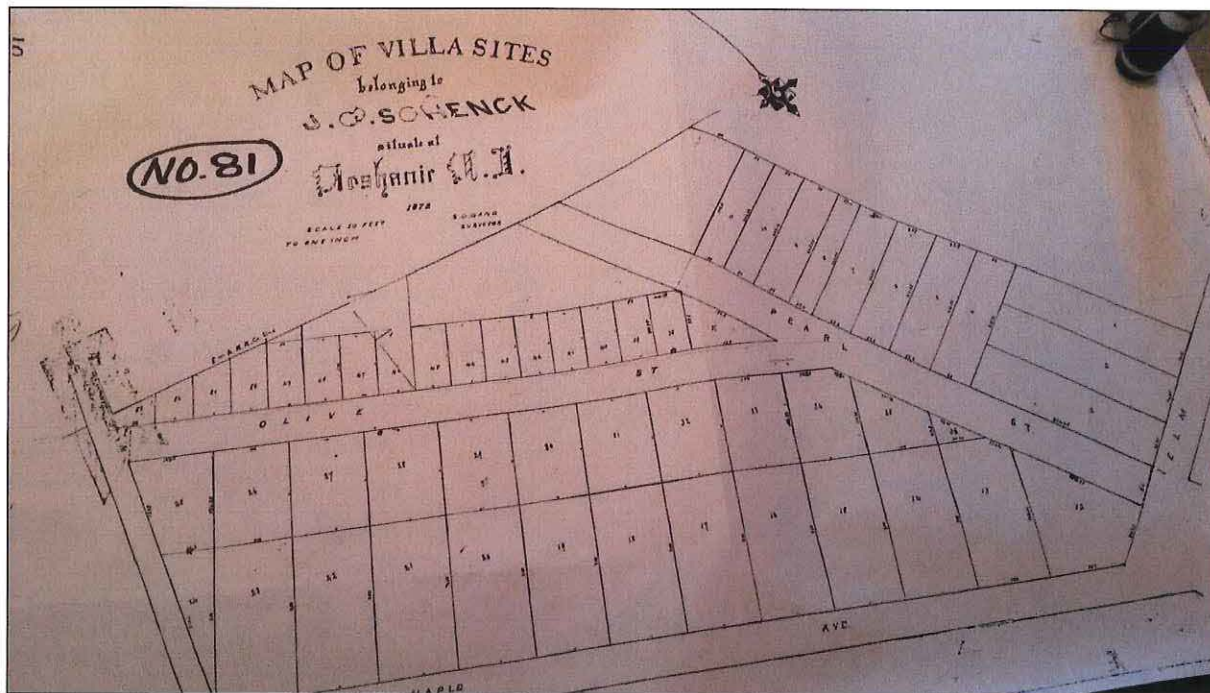


Fig. 8: S. Ganao, "Map of Villa Sites, belonging to J.G. Schenck, situate at Neshanic N.J.," 1872; Filed 1889.

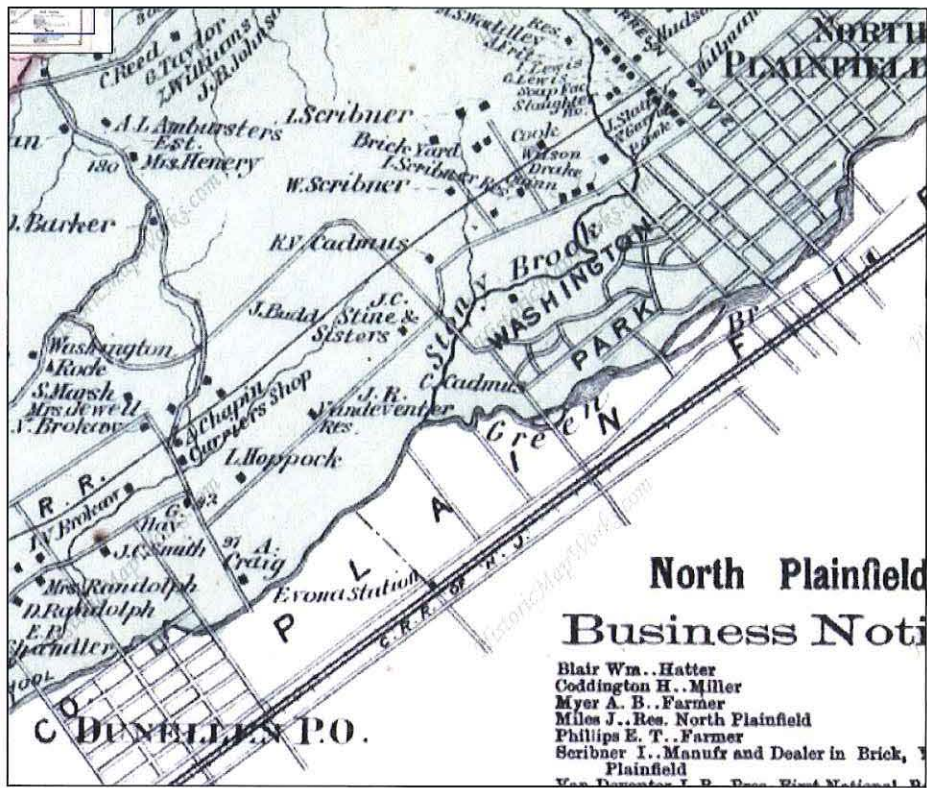


Fig. 9: North Plainfield & Dunellen detail from F. W. Beers, *Atlas of Somerset County, NJ*, 1873.

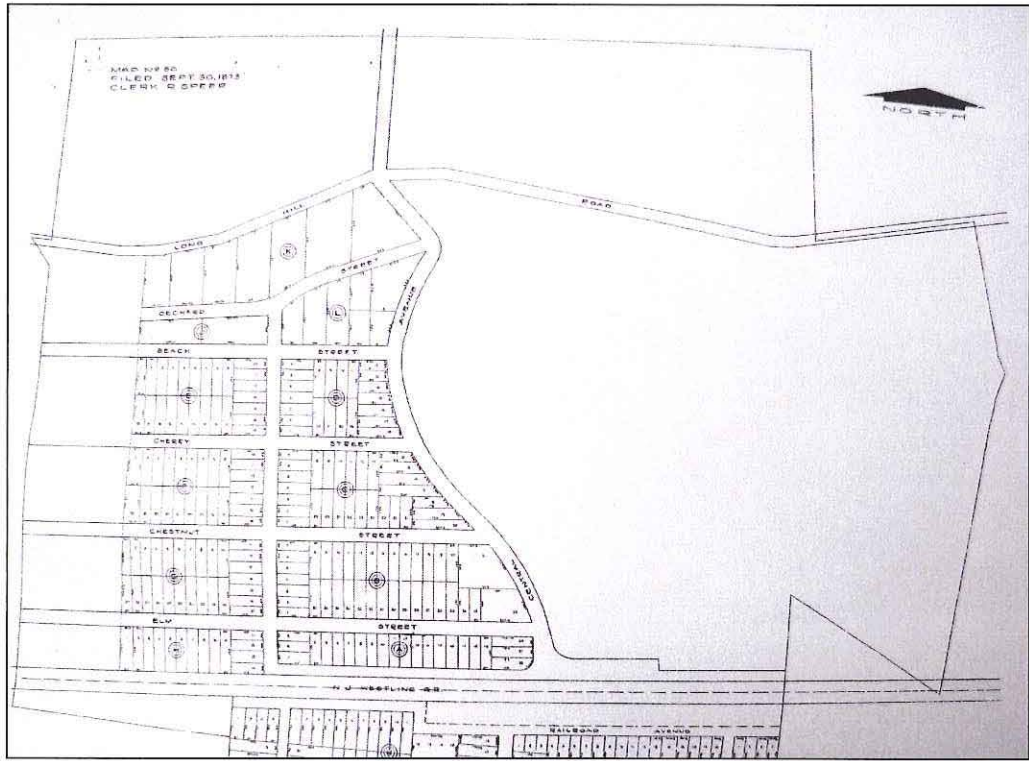


Fig. 19: Detail from [Stirling] Map No. 50, Filed 1873.

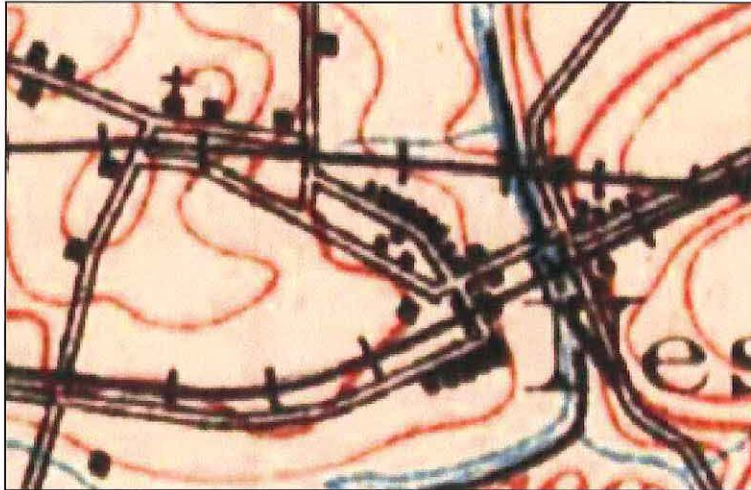


Fig. 10: Detail from *New Jersey Raritan Quadrangle*. U.S. Geological Survey. 1905.

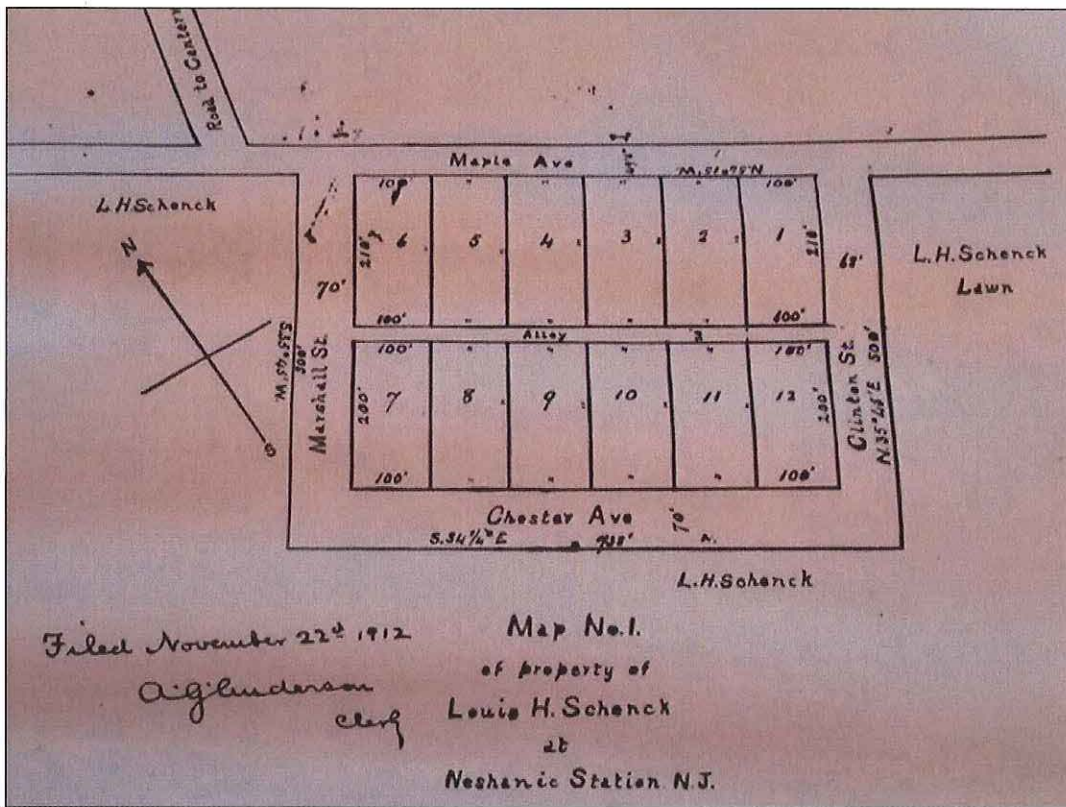


Fig. 11: "Map No. 1 of property of Louis H. Schenck at Neshanic Station N.J." 1912.

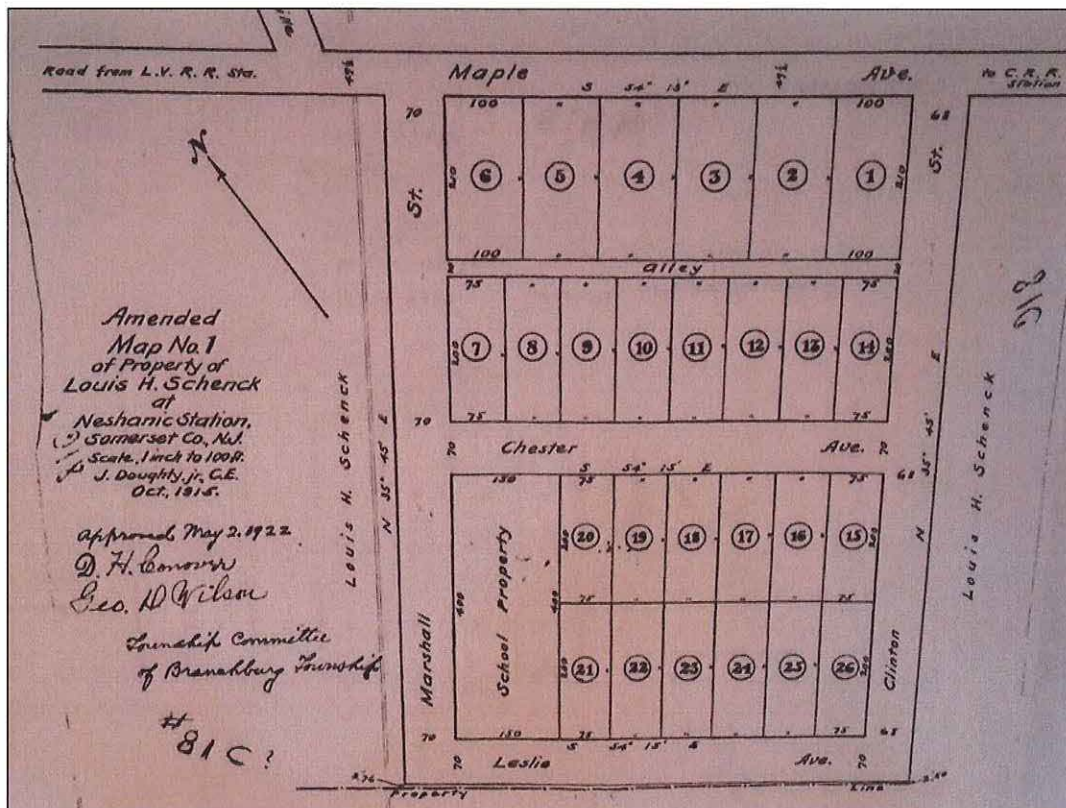


Fig. 12: J. Doughty, Jr., "Amended Map No. 1 of Property of Louis H. Schenck ...," 1915; Filed 1922.

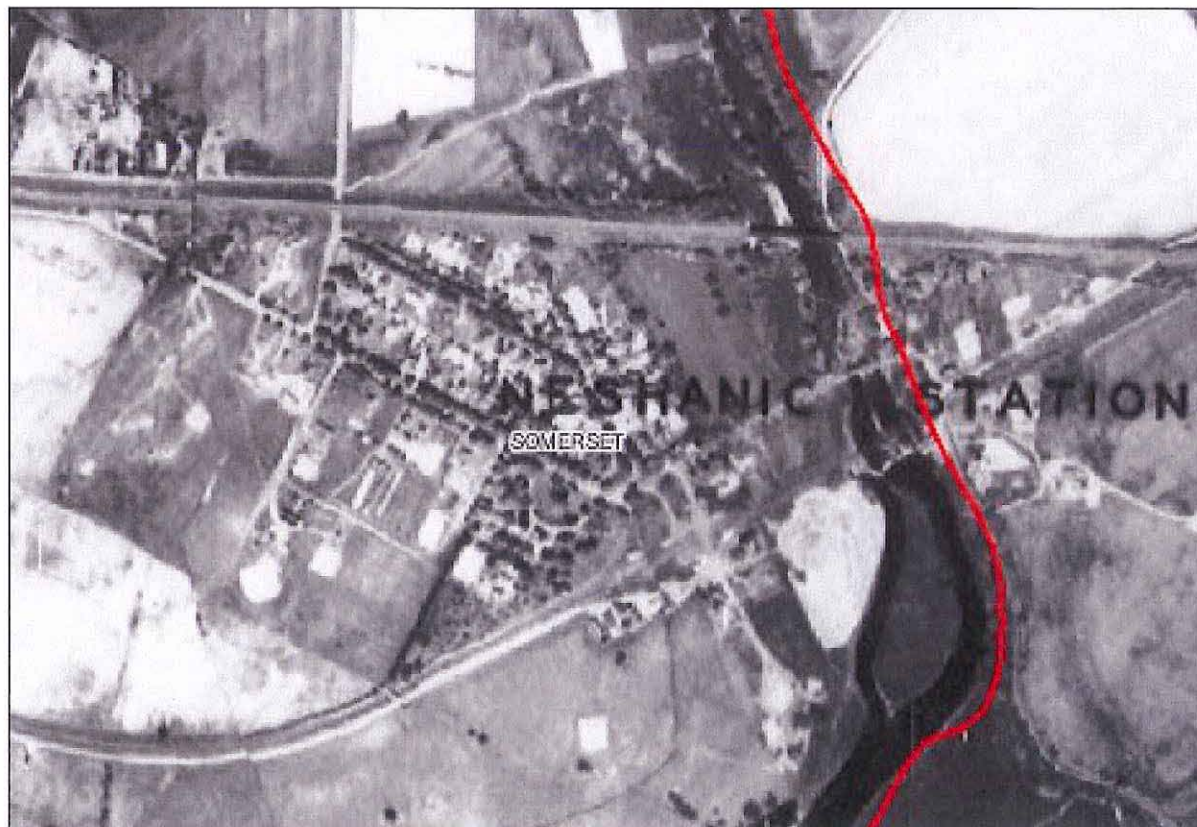


Fig. 13: Detail from 1930s Aerial Photo Mosaic, NJDEP.

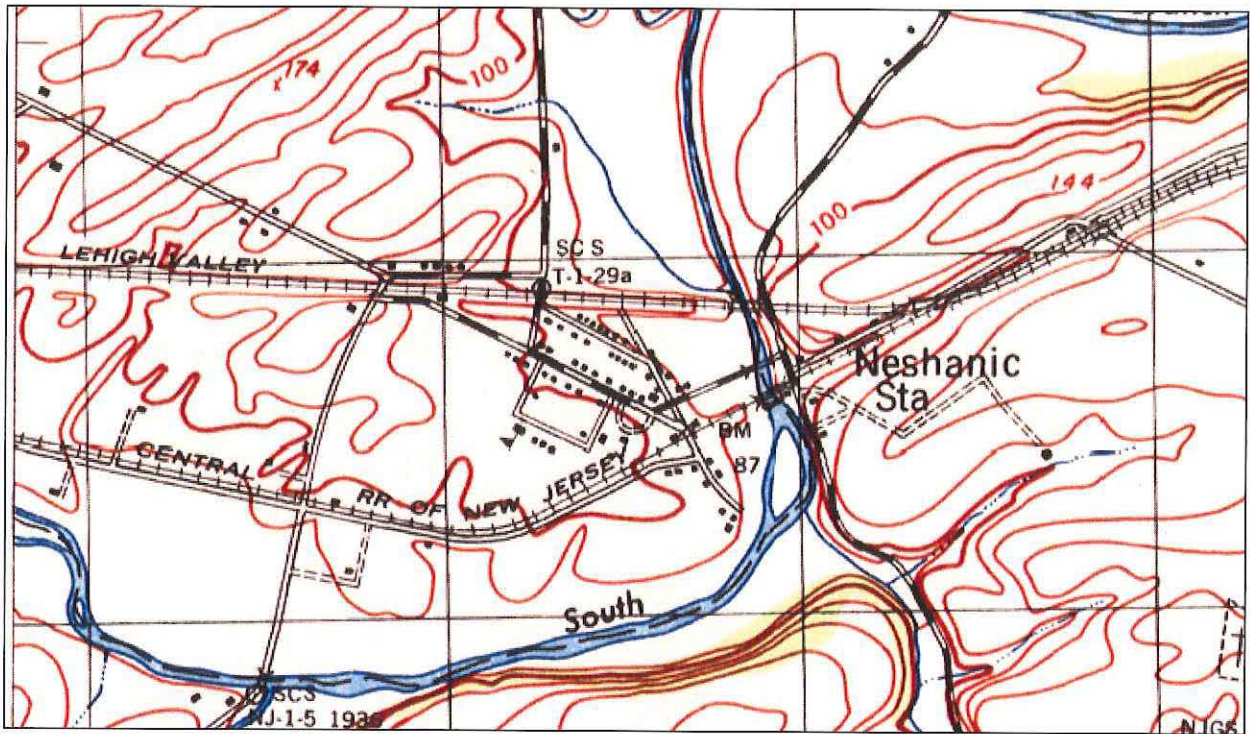


Fig. 14: Detail from *New Jersey Raritan Quadrangle*. U.S. Geological Survey. 1943.

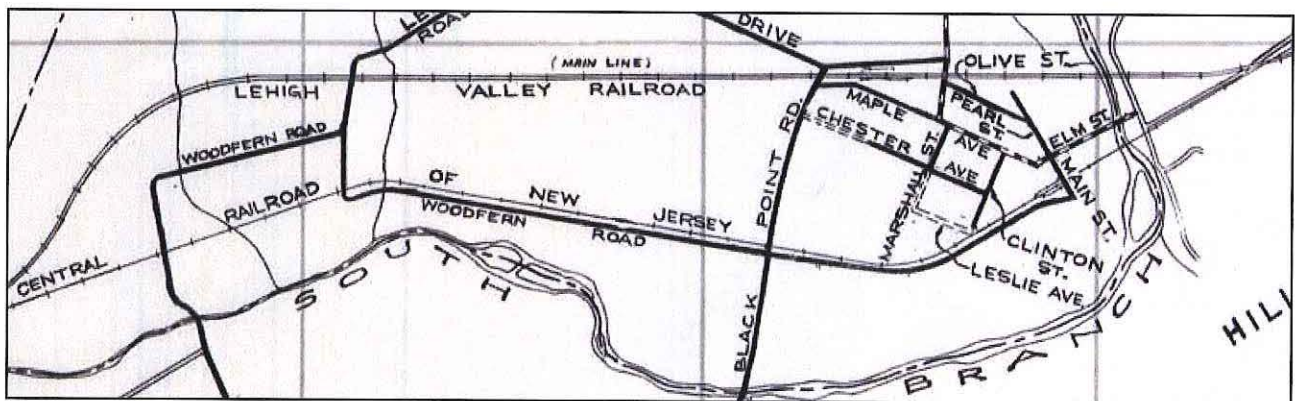


Fig. 15: Detail from Tectonic Associates, *Road Map, Township of Branchburg*, Revised 1972.











BUICK



CLASS

SPEED
LIMIT
25





















Neshanic
United Methodist
Church

WORSHIP
10-11 a.m.
COME AND GROW
WITH US

Rev. Ralph H. Smith, Pastor



25











STOP





METROPOLITAN
INSURANCE CO.

RTE 101

























FAIRVIEW





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Neshanic Station Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW JERSEY, Somerset

DATE RECEIVED: 12/24/15 DATE OF PENDING LIST: 1/21/16
DATE OF 16TH DAY: 2/05/16 DATE OF 45TH DAY: 2/08/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15001051

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 2-8-16 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Project # 13-1464
HPO-L2015-132

State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

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Nat. Register of Historic Places
National Park Service

BOB MARTIN
Commissioner

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

December 18, 2015

Paul Loether, Chief
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the Neshanic Station Historic District, Branchburg and Hillsborough Townships, Somerset County, New Jersey.

This nomination has received unanimous approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Daniel D. Saunders, Administrator, New Jersey Historic Preservation Office, Mail code 501-04B, P.O. Box 420, Trenton, New Jersey 08625-0420, or call him at (609) 633-2397.

Sincerely,

Rich Boornazian
Deputy State Historic
Preservation Officer