

PH0660311

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED

DATE ENTERED

IAN 16 1978

AUG 30 1978

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Finn's Point Rear Range Light

AND/OR COMMON

Finn's Point Light

2 LOCATION

STREET & NUMBER

NW of Salem st

Intersection of Fort Mott & Lighthouse Roads

NOT FOR PUBLICATION

CITY, TOWN

Salem area

CONGRESSIONAL DISTRICT

~~Pennsville~~

VICINITY OF

1st

STATE

CODE

COUNTY

CODE

New Jersey

034

Salem

033

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

PUBLIC ACQUISITION

ACCESSIBLE

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER:

4 OWNER OF PROPERTY

(abandoned)

NAME

~~Army Corps of Engineers~~ U.S. Fish + Wildlife Service, Dept. of the Interior, see letter from FR. Corp Eng. pers.

STREET & NUMBER

2nd and Chestnut Streets

CITY, TOWN

Philadelphia

VICINITY OF

STATE

Pennsylvania

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Salem County Court House

STREET & NUMBER

92 Market Street

CITY, TOWN

Salem

STATE

New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

H.A.E.R. Survey

DATE

November 18, 1976

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

National Park Service

CITY, TOWN

Washington

STATE

D.C.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Finn's Point Rear Range Light, erected in 1876-77 by the Kellogg Bridge Company of Buffalo, New York, measures approximately 100' high from its base to the focal plane of its light. This light is a wrought iron, riveted, skeletal tower. It rests on a masonry foundation consisting of seven separate footings: a central footing under the staircase shell, and six peripheral footings, each equidistant from the tower's center.

The tower consists of a platform reached by a lengthy, spiral cast iron stair, encased in an attenuated wrought iron cylinder. This cylinder is held in place, against the wind, by six long vertical struts which rise from the peripheral footings to the floor of the lantern gallery. Each strut is a nine inch "I" beam weighing approximately 84 pounds per yard. These struts rise at a slope of one horizontal to six vertical, and consist of 4 sections. The strut members are themselves braced by a webwork of iron tie-bars and cross-braces.

Entry to the cylinder is obtained through a handsome classical galvanized iron doorway, which has a pedimented aedicule motif, molded capitals and paneled pilasters. The door, which is located at the juncture of the vestibule and cylinder, is a 1/8" thick curved sheet iron sliding door. When open the door slides into position behind the shell's wooden lining. A tongue-and-groove pine siding lines the interior of the shell.

There are three round arch windows in the tower, which light the stair at their prospective levels. Shadows of the original wooden sashes still remain.

Surmounting the cylinder and platform is a small round pavilion, which formerly housed the light apparatus. Approximately 1/2 of the wall space of the pavilion is one inch thick sheet glass; the remaining wall space is comprised of sheet iron.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

ca. 1876

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Finn's Point Rear Range Light merits nomination for the following reasons: 1) It is a rear river range light, a type virtually ignored in the Historical Literature on lighthouses; 2) It is a wrought iron structure and therefore atypical.

The Finn's Point Rear Range light differed from most other iron towers erected by the U.S. Lighthouse Establishment. The tower was made of wrought iron instead of cast. Wrought iron was chosen because of its corrosion resistance, also its resistance to cracking (which proved ideal for a tall structure exposed to both the high wind loads and the elements). This light tower is the only known extant structure of its kind in the State of New Jersey. Furthermore, the Finn's Point Rear Range Light is unique in that there were only two such towers built (the other tower being the Liston Light which has been moved from its original location and improvements made upon it) and the only one of the two which remains for the most part in its original condition.

In the early 1870's the Lighthouse Establishment proposed the erection of range lights to mark the channel of the Delaware River from Reedy Point south to Ship John Shoal. On March 3, 1875, the U.S. Congress approved the construction of two pairs of range lights (collectively known as the Liston's Tree Range Lights). In 1876 Congress appropriated \$55,000 for construction costs.

Originally the erection of all four light houses was to be on one property, but the cost of the property was thought to be too high. As a result, two of the lights were placed in New Jersey

These two lights were placed so as to mark the channel north of Stony Point, near Finn's Point, and became known as the Finn's Point Range Lights. The front light at Finn's Point was a low wooden structure painted white (believed demolished in 1930's). The Lighthouse Establishment chose

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(Attached)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1/2 acre

UTM REFERENCES

A	1 8	4 5 4 1 0 0	4 3 8 5 1 1 7 0
	ZONE	EASTING	NORTHING

B			
	ZONE	EASTING	NORTHING

C			
	ZONE	EASTING	NORTHING

D			
	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The nominated property is bounded by the walls of the building.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

George A. Chidley IV, Research Assistant

ORGANIZATION

DATE

Office of Historic Preservation

June 1977

STREET & NUMBER

TELEPHONE

109 W. State Street 08625

292-2024

CITY OR TOWN

STATE

Trenton

New Jersey

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

Deputy

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

Deputy Commissioner, Department of Environmental Protection

DATE

12-15-77

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR OF THE NATIONAL HISTORIC PRESERVATION SERVICE

DATE

8/3/78

ATTEST:

[Signature]

KEEPER OF THE NATIONAL REGISTER

DATE

8-29-78

UNITED STATES DEPARTMENT OF THE INTERIOR
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**NATIONAL REGISTER OF HISTORIC PLACES
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Finn's Point Rear Range Light
Pennsville Township
Salem County New Jersey 034

CONTINUATION SHEET

ITEM NUMBER 8

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SIGNIFICANCE

to build both the Finn's Point and Liston Rear Range Lights in the form of tall skeletal iron towers.

Since approximately 1860, iron was increasingly being used as a lighthouse construction material. Several reasons for this increased use of iron were: compared to wood, it was a stronger more durable material, better suited for a tall structure. Iron, as compared to masonry, was less expensive. Also an iron tower could be pre-fabricated, therefore enabling it to be erected more quickly than a masonry one. (If the need arose, the iron tower could be dismantled and moved to a new location.)

On April 18, 1876, W.F. Raynold's (Brigadier-General and Engineer of the Fourth Light-House District) published a request for bids on the iron towers; also detailed engineering specifications concerning their construction. These requests were sent to various iron manufacturers. On June 27, 1876, the Kellogg Bridge Company of Buffalo, New York, received a contract valued at \$16,400 to erect both the Finn's Point and Liston rear range lights. The contract terms made the above company responsible for the erection and all metal work for both towers, while the Lighthouse Establishment was to provide the woodwork, range lenses and lamps.

Prior to their final placement the Kellogg Bridge Company was required to erect both towers on company grounds where they were inspected. After passing inspection, matching parts were marked to facilitate re-erection on the proposed site, and the towers were dismantled, crated and shipped. Final erection and placement was completed early in 1877. The Finn's Point Light was abandoned circa 1930, and the lenses removed.

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CONTINUATION SHEET

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MAJOR BIBLIOGRAPHICAL REFERENCES

National Archives Record Group 26

1. Clipping file. "Reedy Island Range Light Stations, Delaware."
2. Dept. of Commerce and Labor, Light-House Establishment. "Description of Light-House Tower, Buildings and Premises at Reedy Island Range Rear Light Station, Delaware, March 10, 1908."
3. "History of Reedy Island Light Station and Reedy Island Range Lights -- Delaware." Typescript.
4. Office of the Light-House Board. "Proposed Tower -- Reedy Island Range Rear Lt. Sta., Delaware, April, 1895."
5. "Statement showing cost of Establishing Reedy Island Range Rear Light Station, Delaware, March 17, 1911." Found in "Costs," Fourth Light-House District.

Other Sources

6. Board of United States Engineers. Thirty Foot Channel from Philadelphia to the Sea. Philadelphia: Joint Committee on the Improvement of the Harbor of Philadelphia and the Delaware and Schuylkill Rivers, 1899.
7. Lankton, Larry D. H.A.E.R., Liston Rear Range Light, DE-10, Nat. Park Service, Washington, D.C., 1976.
8. Johnson, Arnold Burges. The Modern Light-House Service. Washington.