Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

DATA SHEET

FOR NPS USE ONLY
RECEIVED SEP 9 1975
DATE ENTERED SEP 12 1975

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

1 NAME

HISTORIC Central Railroad of New Jersey, Jersey City

AND/OR COMMON

Jersey City Central Railroad Terminal

2 LOCATION

STREET & NUMBER New York Bay, northeast of Ellis Island
__NOT FOR PUBLICATION

CITY, TOWN Jersey City __ VICINITY OF
CONGRESSIONAL DISTRICT 14th

STATE New Jersey CODE 34 COUNTY Hudson CODE 017

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	XPUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
XBUILDING(S)	__PRIVATE	X_UNOCCUPIED	__COMMERCIAL	XPARK
__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	XOTHER: vacant

4 OWNER OF PROPERTY

NAME State of New Jersey, Department of Environmental Protection

STREET & NUMBER Box 1420

CITY, TOWN Trenton __ VICINITY OF STATE New Jersey

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. County Courthouse

STREET & NUMBER

CITY, TOWN Jersey City STATE New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE New Jersey Historic Sites Inventory

DATE 1972 __FEDERAL XXSTATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS Historic Sites Section, Dept. of Environmental Protection

CITY, TOWN Box 1420 Trenton STATE New Jersey

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	X DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Basic Configuration

The existing terminal complex essentially dates from 1914, when a new train shed and ferry house were built around a remodeled 1889 station house. The 1889 complex set the basic arrangement of a symmetrical plan about a longitudinal axis that was retained in the 1914 layout. The head house served as a connecting space between train shed and ferry house. Traffic from the train platforms and ferry bridges was collected on respective train and ferry concourses, and was routed between train shed and ferry house either through the station house waiting room, or around the station house in flanking passageways for baggage and pedestrians.

In the 1889 configuration, these circulation spaces were on a single level at grade. But in the 1914 plan the new ferry house had a second level to accommodate direct access to the upper ferry boat deck. This second level also contains a concourse, exclusively for pedestrians, and its own connecting spaces to the new train shed which remained on a single level at grade.

The 1889 Terminal

The 1889 terminal was jointly designed by the prominent Boston architects, Peabody and Stearns, and the engineering staff of the C.R.R. of N.J. The architects were responsible for the design of the station house, while the railroad staff designed the train shed, ferry house, and wooden pile foundations for the entire complex. Peabody and Stearns also designed several other railroad stations, two of which are the Boston and Providence Railroad Terminal at Park Square, Boston (1874), long since demolished and replaced by South Station, and Union Station, Duluth, Minnesota (1891), stylistically similar to the Jersey Central Terminal and rather well preserved.

The three aisled train shed had a central aisle that clear spanned 142 feet and was flanked by two smaller shed roofed appendages for a total width of 215 feet covering 12 tracks. 17 wrought iron Pratt trusses were placed on 32-1/2 feet centers for a total length of about 550 feet. The 142 feet span was not particularly outstanding since in the same year, 1889, the Pennsylvania Railroad, at their Jersey City terminal, completed the first balloon shed of the Reading Terminal/Broad Street Station type with a clear span of 252 feet.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	X SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES ca. 1889, 1914 BUILDER/ARCHITECT William H. Peddle, Engineer & Supt. Peabody & Stearns, Architects

STATEMENT OF SIGNIFICANCE

Architecture

The 1889 portion of the Jersey City Central Railroad Terminal was designed by the architectural firm of Peabody & Stearns of Boston, Massachusetts.

Robert Swain Peabody (1845-1917) was a Boston native who studied under Atelier Daumet at the Ecole des Beaux Arts in Paris after graduating from Harvard University in 1866. While in Paris Peabody formed close associations with Frank W. Chandler and Charles Follen McKim.

Returning to Boston in 1870 he formed a partnership with a John G. Stearns, an architectural engineer who excelled in industrial sub-structures and building construction. The firm lasted until Peabody's death in 1917.

Other commercial buildings done by Peabody and Stearns included: Metthew Hall & Hemenway Cymnasium, Harvard University, Machinery Hall at the World's Columbian Exposition in Chicago, and the buildings of the Buffalo and San Franscisco Expositions.

Most of Peabody and Stearns' work is concentrated in the New England area although they did construct a number of structures in the New York and Philadelphia area. The Jersey City Terminal is the only known work of this firm in New Jersey, although others may exist. (Dictionary of American Biography, Volume 14, pp. 341-2.)

Transportation

Railroad Maritime Terminals of the Port of New York

The Jersey City Terminal of the Central Railroad of New Jersey was one of seven fully developed railroad maritime passenger terminals that once existed at the Port of New York. The maritime

9 MAJOR BIBLIOGRAPHICAL REFERENCES

History of the Municipalities of Hudson County, New Jersey, 1630-1923
Daniel Van Winkle, editor, Lewis Historical Publishing Co., Inc.:
New York, 1924 (pp. 91-223)
Dictionary of American Biography, Volume 14 (p. 341-342
Buildings and Structures of American Railroads; Walter G. Berg, John
Wiley & Sons, New York, 1893 (pp. 431-436)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 63

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	18	581660	4506570
B	18	581620	450633~~0~~ 60
C	18	581610	4506690
D	18	581780	450600 ~~800~~

VERBAL BOUNDARY DESCRIPTION

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
Charles Parrot, Architectural Historian Historic Sites Section, DEP) (additional data - Terry Karschn

ORGANIZATION
National Heritage Corporation

DATE
3-13-1975

STREET & NUMBER

TELEPHONE
215-436-9000
609-292-2023

CITY OR TOWN
West Chester

STATE
Pennsylvania

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL XX 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.

August 27, 1975

TITLE Commissioner, Dept. of Environmental Protection

DATE

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE 9/12/75

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE 9.12.75

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The ferry house was an undistinguished single story wooden structure containing four slips for boats which ran to terminals at the foot of 23rd Street and Liberty Street in Manhatten. The slips each terminated with special ferry docks which connected the boats with the ferry concourse. This single level plan required both pedestrians and vehicles to use the same concourse and docks. The three spaces between the docks contained secondary terminal functions, one of which was an emigrants' waiting room. At this time many emigrants were routed directly from Ellis Island to the maritime terminals for immediate transport to inland settlement.

The 1914 Terminal

As previously stated, the terminal complex today essentially dates from 1914, when traffic increases through the terminal had prompted the C.R.R. of N.J. to undertake modifications to accommodate the growth of the previous 25 years.

The new train sheds are of the Bush type, first built at the Hoboken terminal of the D.L. & W.R.R. in 1906. The Bush shed was an ingenious solution to the problem of smoke venting found in the earlier clear span balloon shed, while still retaining the platform coverage not possible with the conventional butterfly and umbrella type sheds. The Bush shed consists of a low concrete and steel roof supported by cast iron columns completely enclosing two tracks per aisle, except for a narrow smoke slot directly above each track.

At the Jersey Central terminal, 9 aisles with two flanking cantilevers cover 20 tracks, making this Bush shed the largest ever built. Natural light is provided by 3 rows of skylights per aisle. This design was about half as expensive to build as the old balloon shed and far less expensive to maintain, being almost completely free from smoke and fumes. In addition, it retained the advantages of almost complete weather protection that was found in the balloon shed. At the Jersey Central Terminal, the Bush sheds, including the plate girder spanned train concourse, cover about 330,000 sq. ft. in a rough rectangle about 390 ft. by 850 ft. The bush sheds possess a high architectonic quality and timelessness in their formal simplicity and modern aesthetic. Only the paneled and pedimented train indicators and Ionic column capitals suggest an architectural place in time.

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The station house was not drastically altered by the 1914 remodeling. The exterior and upper floors of the interior remained basically unchanged. On the ground floor the main waiting room and ticket office was moved to the north side of the building, being replaced by a general circulation space connecting train shed with ferry house. The original ticket office was replaced by a stairway from ground level to the new upper ferry concourse. The restaurant areas were expanded to include the entire southern third of the main floor.

The ferry house was completely rebuilt with a second story to provide direct access to the upper boat deck. The upper ferry concourse was reached directly from the train concourses by new ramped passages which flanked the north and south sides of the station house. The ferry house was framed in steel, and its Hudson River elevation, over the four ferry slips, sheathed with soldered sheet copper in a neo-classical style. The dramatic copper facade was contrasted by the straightforward technology of the ferry dock. Pilings, called racks, line the curved slips and direct the boat to its engine reversed end docking against the bridge.

The bridge is a partially floating, partially suspended platform framed around four composite wooden and iron trusses simply supported by a pontoon at the outer end and a pivoted bearing on a movable platform at the inner end. The bridge is also suspended from the frame of the ferry house by motor operated hoisting chains to control the exact bridge elevation to fit the conditions of tide or boat design.

The movable or spring platform is a timber deck on piles which transmits the docking impact to an inner platform called the buffer platform. The buffer platform is also built of timber, but its pile framework is independent of its deck. The buffer platform is separated from the spring platform and concrete bulkhead by steel springs which absorb the rocking shock. The buffer platform slides beneath its deck which is rigidly fastened to the bulkhead.

The station, or head house, is of an eclectic Victorian style best described and Richardsonian Romanseque with French Renaissance Revival overtones, particularly in the roof massing. The building

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was probably the finest, architecturally, of all the maritime terminals. The head house is rectangular in overall plan, about 215 feet by 125 feet, but is massed in the form of a "T" with the head of the "T" forming a riverside backdrop for the ferry slips and sheds. The riverside elevation is composed of a five part Palladian facade with a dominant central pavilion linked to symmetrical end pavilions by lower elements. The pavilions are roofed with steep hips, with the central pavilion featuring a large fleche-like cupola and a large clock faced wall dormer.

The tail of the "T" house the main waiting room which rises the full height of the interior. This space is dramatically roofed by exposed wrought iron trusses of special interest. The trusses are essentially built up of stock structural shapes of the period, which are now rarely found exposed in a non-industrial building. A unique feature of the trusses is the star burst decoration applied to the connections. The iron rings joining the diagonal tension members were a structural detail occasionally found in the late 19th century. (See, for example, those in the 1883 B & O iron framed roundhouse at Mt. Clare, Baltimore, or in the railings of the 1877 Boston Water Works Aqueduct bridge across the Charles River in Newton.) The waiting room was naturally lighted through the trusses by six dormers and a ridge skylight.

The rooms flanking the waiting room housed typical terminal station functions, while those on the upper level contained various railroad offices. Some of these offices surround the waiting room on three sides from a 2nd level balcony, while others on the 3rd floor look toward lower Manhattan. Baggage and pedestrian passageways, parallel to and flanking the station house connected the train and ferry concourses to complete the rectangular main floor plan. An additional architectural feature is the buff colored English glazed brick which forms the interior wall surfaces of the waiting room and the baggage and pedestrian passageways. This is a significant early example of an extensive use of glazed brick.

Existing Condition of Terminal

Train and ferry service at the Jersey Central Terminal ceased in 1967, and title to the property passed to the State of New Jersey. This closure was a result of the implementation of the federally funded and state sponsored Aldene Plan which provided for the

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rehabilitation and improvement of the Port Authority Trans Hudson Railroad to accommodate the former ferry passengers of the Jersey Central and the Eric-Lackawanna from its Hoboken Terminal. The Jersey Central trains were rerouted to Newark where passengers transfers to either PATH or the Penn Central for the remainder of the trip to Manhattan.

The Hudson River ferry terminals in New Jersey had begun a gradual decline in patronage and profitability following WWI and subsequent increased competition from the Hudson and Manhattan Railroad (predecessor of the PATH Railroad) and the Pennsylvania Railroad Hudson River Tunnels. This decline was later intensified as a result of the completion of the Lincoln and Holland Tunnels and George Washington Bridge, and the general nationwide malaise of passenger railroads. The Jersey Central Terminal complex has been empty for eight years and has suffered from vandalism and neglect.

Conditions of Train Sheds

Of the three major elements, the train sheds are in the best condition. The reinforced concrete roofs are generally good with some spalling at corners. The extensive skylight glazing has been either destroyed or removed, as has much of the Monel metal of the framing and flashing around the glass. The cast-iron columns are covered with surface rust and some of the bolt-on Ionic capitals have been removed. Roof drainage is through the columns, but preliminary investigation did not reveal major column deterioration from this source. The rails and ties in the shed and of the approach trackage have been removed, as have the track fences, but the steel car bumpers at the head of the sheds remain, as do the iron track gates and train indicators. The plate girders of the shed concourse roof are surface corroded, but appear structurally sound, as do the sheds themselves.

Condition of Station House

The station house is in deteriorating condition caused by the removal of all sheathing on the cupola, dormer window surrounds, and cornice, and nearly all roof flashing. All of this material was copper, and its removal has caused extensive water damage resulting in localized deterioration of floors and ceilings, and

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some deterioration of wood joists. The iron trusses and timber roof sheathing of the main waiting room are, however, in relatively good condition, most of the water damage being confined to the suites of offices that surround the main waiting room on the mezzanine level. The original woodwork and plan layout of these spaces generally survives from the 1889 construction. The floors, although wet, remain generally sound. ThX glazed brick cladding on interior wall surfaces of the main waiting room and passages remains in good condition. Water damage to the exterior brick bearing walls is evidenced by localized areas of efflorescence and extensive surface spalling of brick and sandstone trim.

Condition of Ferry House

The ferry house is in fair condition on the interior, although, as does the rest of the complex, it shows evidence of cosmetic damage as a result of vandalism and weathering. The major deficiency of the ferry house is the removal of the copper sheathing from the harborside facade, leaving the light steel structural frame exposed. However, one of the four identical facade bays may have survived, as it was removed from the ferry house and shipped to Italy for exhibition. It was returned and is reportedly stored at Monmouth State Park. The structural condition of the four ferry docks has not been determined. The most likely area of deterioration would be the piles and pontoons at the high water line. Visual inspection of the ferry docks at floor level has not revealed major irregularities in the surface plane of the floor.

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terminal was a harbor side terminus of a railroad that provided direct transfer to regularly scheduled ferry boats connecting the terminal with a city center separated from the terminal by a body of water. These maritime terminals, as an architectural type and in their technological development, were unique to the New York/ New Jersey Harbor and the San Francisco Bay. They were excellent solutions to one of the most complex circulation problems that had yet been encountered in railroad station design.

Large terminal railroad stations have often been acknowledged as being the essential architectural type of the Victorian/Edwardian era and presented one of the most challenging circulation requirements of any building type fostered by the Industrial Revolution. These maritime terminals were further complicated by the unique intermodal nature of the train/ferry terminal. In addition to handling both train and ferry passengers (both commuter rush traffic and baggage carrying long distance travelers) and express and mail haulage, the ferry terminal also was required to accommodate local vehicular traffic (originally horse drawn, later motorized).

The seven physically unified railroad maritime passenger terminals that emerged fully developed by the latter 19th century, after evolution that began with the earliest railroad construction to the New York harbor's edge in the late 1830's were:

New York, West Shore and Buffalo Railroad, Weehawken Terminal (New York Central Railroad); last service in 1959. "Weehawken Ferry".

Delaware, Lackawanna and Western Railroad, Hoboken Terminal; last ferry service in 1968, terminal still in train service as Erie-Lackawanna Railroad. "Hoboken Ferry".

Erie Railroad, Jersey City Terminal; last service in 1958; terminal demolished. "Pavonia Ferry".

Pennsylvania Railroad, Jersey City Terminal, superceded in 1910 by Hudson River Tunnels to Pennsylvania Station in New York City; terminal demolished. "Jersey City Ferry".

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Central Railroad of New Jersey, Jersey City Terminal; last service in 1967, Jersey Central trains rerouted to Penn Central Railroad Newark Station. "Communipaw Ferry".

Staten Island Rapid Transit, Staten Island Terminal (City of New York); only working maritime terminal, historic terminal demolished. "State Island Ferry".

Long Island Railroad, Long Island City Terminal; superceded in 1908 by East River tunnels to Pennsylvania Station in New York City; terminal demolished. "Hunters Point Ferry".

Each of these terminals were developed during the Victorian Period in response to or anticipation of technological development in ferriage. The ferry boat began as a simple single ended, single decked boat that docked parallel to a pier. Next, the end docking boat was introduced, followed in the 1860's by the double ended ferry, which ran in both directions and docked from either end. Boat design then remained essentially static until the 1890's when the second deck was added to the ferry, followed after the turn of the century by cantilevered walkways from the second deck that allowed direct embarking/disembarking from that deck, as well as the lower deck.

The maritime terminals (and their corresponding nonrailroad ferry terminals on Manhattan) were physically adapted and redesigned to meet these ferry boat innovations, which were prompted by the steadily increasing ferry traffic and the subsequent need to minimize the loading, unloading and docking time.

The physical layout of the railroad maritime passenger terminal began in the 1830's and 1840's simply as a standard terminal transfer station operated by the railroad, proximity linked to an adjoining or nearby ferry terminal. At first, the ferry franchises were held by separate companies and only from the 1850's and 1860's did the railroad companies begin to acquire control of the ferry companies. With this joint ownership came the first design solutions for a physically unified railroad maritime terminal.

The railroad portion of the terminal remained a very functional structure with little aesthetic appeal until the 1880's, when the railroads began building substantial maritime terminals with

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brick head houses and iron framed train sheds. The ferry sheds, although definitely a physical part of the terminal, remained very plain wooden structures. Just after the turn of the century when the second ferry boat deck had been introduced and the obvious advantage of direct access to and from this deck had been recognized, the maritime terminals underwent their major conversion--into two-level structures. Two maritime terminals of this last period remain today, the D.L. & W.R.R. Terminal at Hoboken (now Erie-Lackawanna Railroad) and the C.R.R. of N.J. Terminal in Jersey City. Both exhibit the two-level ferry terminal configuration.

These two-level ferry houses were treated as architectural entities, as worthy of embellishment as the station head house proper. A light steel frame replaced the previously timber framed structures and they were sheathed with a copper facade of some architectonic pretention, rather than plain wooden siding. The ferry house was, of necessity, built beyond the bulkhead line, thus the weight of the structural and architectural materials had to be minimized because of pile foundations (The D.L. & W. Terminal at Hoboken was an exception to the otherwise consistent locating of head house on solid fill and ferry house on piles). At Hoboken, both head house and ferry house are copper sheathed and are built beyond the bulkhead line.

The train shed was the third element that combined with head house and ferry house to give the maritime terminals their distinct form and unique function. The train shed went through an evolution of form just as did the head house and ferry house portions of the terminals. The train shed was not unique to the maritime terminal, but enjoyed a general railroad usage. However, it was a necessary part of the maritime terminal complex.

In the late 1880's, long span iron framed train sheds were erected at most of the maritime terminals. They were extremely costly to erect and maintain and consequently lasted only about a generation when they were replaced with lower sheds of either the Bush type (at D.L. & W.R.R. Terminal and C.R.R. of N.J. Terminal) or the less substantial butterfly or balloon variety.

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The Central Railroad of New Jersey, Jersey City Terminal

Development of the Central Railroad of New Jersey to Harborside

The C.R.R. of N.J. was a comparative late comer to the west bank of the Hudson directly opposite Manhattan. The three railroad terminals further to the north in Jersey City and Hoboken occupied preferred sites because of their more centralized location Manhattan and because much less landfill was required to site them at the established pierhead line.

The ferry lines that operated to the Jersey Central Terminal were known collectively as the Communipaw Ferry. Communipaw, now a neighborhood in Jersey City, is located approximately a mile directly west of the present terminal. The site of Liberty Park was largely a marsh or tidal flat. High ground began only at Communipaw which was the original landing point of the Communipaw Ferry. Ferry service to Manhattan from Communipaw began in 1661, but it was only with the 19th century railroad development that the present ferry terminal site was created.

Social/Humanitarian

Ellis Island formed the hub of American immigration while Jersey City was one of the spokes from 1890 to the 1930's. Prior to the 1880's individual states generally screened and processed immigrants. These inspections were usually unorganized, corrupt, or incompetent. In the 1890's the United States Immigration Authority created a central East Coast processing center on Ellis Island, formerly a munitions stockpile, in order to adequately inspect incoming foreign populations.

After achieving processing, clearance, and cleaning the immigrants were then transported by ferryboat to mainland United States. The three major ports which received these immigrants were New York, Hoboken, and Jersey City.

In an unfamiliar environment, immigrants, especially those with no relatives or friends in America, often opted for Jersey City, being within shouting distance of Ellis Island and the Statue of Liberty, possibly making this the most important immigration city of the lot.

Consequently, the huge influx of foreigners into Jersey City in the late 19th-early 20th century was to affect the cultural and industrial development of the city for decades to follow.

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New York Times, October 22, 1889, (p. 3, col. 3)
Ellis Island, Wilton Tifft and Thomas Dunne, W.W. Norton & Company: New York, 1971