N.J. Office of Cultural and Environmental Services, 109 W. State Street,
Trenton, N.J. 08625 609-292-2023
Prepared by Heritage Studies, Inc. Princeton, N.J. 08540 609-452-1754

RR-0511-
Survey # 11-3

NEW JERSEY TRANSIT
RAILROAD STATION SURVEY

1. IDENTIFICATION

A. Name: Common Tuckahoe Station
Historic

Line: Seashore Line
(Atlantic Coast RR)

B. Address or location:
~~W. Side of~~ Railroad Ave.
Tuckahoe, N.J. 08250

County: Cape May
Municipality: Upper Township
Block & lot a part of 594.01/3

C. Owner's name: NJ Transit
Address: Newark, N.J.

D. Location of legal description: Office of the County Clerk, Cape May Co. CH, Cape May, NJ

E. Representation in existing surveys: (give number, category, etc., as appropriate)

HABS _____ HAER _____ ELRR Improvement _____ NY&LB Improvement _____

Plainfield Corridor _____ NR(name, if HD) _____

NJSR (name, if HD) _____

NJHSI (#) _____

Northeast Corridor _____

Local _____ (date _____)

Modernization Study: site plan X floor plan X aerial photo _____

other views X photos of NR quality? X

2. EVALUATION

A. Determination of eligibility: SHPO comment? _____ (date _____)
NR det.? _____ (date _____)

B. Potentially eligible for NR: yes X possible ___ no ___

individual _____ thematic X

C. Survey Evaluation: 110/120 points

FACILITY NAME: Tuckahoe

Survey # RR-0511-11-3

3. DESCRIPTION--COMPLEX IN GENERAL

Describe the entire railroad complex at this site; mention all buildings and structures, with notation of which are not historic. Check items which apply and discuss in narrative:

___Moved buildings (original location, date of and reason for move)
___Any non-railroad uses in complex (military recruiting, etc.)
___Any unusual railroad building types, such as crew quarters, etc. (specify)
___Known threats to complex or individual structures

Surroundings: ___urban ___suburban _X_ scattered buildings ___open space
_X_ residential _X_ woodland ___agricultural ___industrial
___downtown commercial ___highway commercial ___other (specify)

Relationship of station grade to track grade:
_X_ Station and track grade at same level ___Station at street grade, track depress
___Station spans track ___Track elevated above street grade, multi-level station

# of tracks: 2 plus 1 and a siding (junction)
Pedestrian access across tracks:
___Pedestrian bridge: ___at street grade ___elevated
___Pedestrian/vehicular bridge: ___at street grade ___elevated
___Tunnel
_X_ None provided

Discuss character of vehicular and pedestrian approaches to complex; landscaping; relationship to parking. Refer to, and key with, site plan.

The Tuckahoe complex, consisting of a two-story Queen Anne derivative station, a one-story wood frame freight house, and platforms on either side, is located on the west edge of the community on a triangular site defined by the junction of two rail branches. There is a parking lot south of the Freight House, while additional spaces are available along neighboring streets. Pedestrian access is unrestricted. There is no landscaping.

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FACILITY NAME: Tuckahoe

Survey # 11-3

3. DESCRIPTION--PLATFORMS AND CANOPIES

__X__ Inbound 378' cinder platform. No canopy or lighting

__X__ Outbound 33' cinder and asphalt platform. No canopy or lighting

___ Between tracks

Nature and extent of existing original material and alterations: roof type, material, supports; freestanding or attached to building; seating; lighting; signage; other.

FACILITY NAME Tuckahoe Survey # RR-0511-11-3

4. DESCRIPTION - BUILDINGS (EXTERIOR)

Fill out separate sheet for each building at facility. Refer to, and key with, site plan.
Account for original materials and finishes where different from existing.

Station _X_ Shelter _____ Freight House _____ Other _____(specify)

General architectural description, including style, shape, roof type, # stories, # bays, orientation to track, location of entrances, etc.

The Tuckahoe station, located south of the junction, consists of a wood frame, two-story, "T"-shaped block with a transverse gable on hip roof. At the top of the "T" (N facade) on the first floor level, the ends of the block are cut away to a depth of circa two feet. Adjoining the south facade is a one-story rectangular block with its own gable on hip roof (probably a 1906 addition; plans) which continues around the base of the "T" to form a cantilevered canopy along the east and west facades. Windows are 1/1 sash and doors, 4/2 panel with transom. The north facade contains two windows on each floor, and a door under the east overhang, while the south facade contains a window and a door with a single pane window in the gable end. There are four windows on the second floor of the east facade with five windows and a door below, while the west facade contains four windows above and two doors and two windows below. A small corbeled brick chimney rises near the crossing. It replaces the original which was slightly more elaborate. Walls are sheathed in wood shingles, the base in German siding, and the roof in asphalt. Originally all of the surfaces were wood shingle. Other materials appear original.

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FACILITY NAME Tuckahoe Survey # 11-3

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station X Shelter _____ Freight House _____ Other _____ (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	Original	Existing, if different
Structural system:	wood frame	
Foundation:	unknown	
Base course:	wood shingle	German siding
Walls:	imbricated, fish-scale wood shingle	(yellow paint)
Trim:	plain board	
Doors:	4/2 panel	(brown paint)
Roofing:	probably wood shingle, wood cutout ridge cresting	asphalt shingle, cresting missing
Soffit:	matched board, coved	(yellow paint)
Windows:	1/1	
Lighting:	probably incandescent	recent incandescent
Signage:	probably Reading standard	DOT standard
Drainage:	metal gutters and downspouts	most missing
Other:	slat board bench small rectangular corbeled brick chimney (C) tall metal stove pipe (SE)	chimney replaced

FACILITY NAME Tuckahoe Survey # 11-3

4. DESCRIPTION - BUILDINGS (EXTERIOR)

Fill out separate sheet for each building at facility. Refer to, and key with, site plan.
Account for original materials and finishes where different from existing.

Station _____Shelter __x__ Freight House _____ Other _____(specify)

General architectural description, including style, shape, roof type, # stories, # bays, orientation to track, location of entrances, etc.

The Freight House at Tuckahoe, located ca. 20' southeast of the station, consists of a wood frame, one-story rectangular block with a hipped roof. Adjoining the east wall is an elevated wood platform. The north and south facades each contain a window (that on the south has been converted to a garage door), and the east and west facades, a freight door. Walls are sheathed in German siding and the roof in tar paper (may have been replaced). Otherwise, most materials appear original.

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RR-0511-

FACILITY NAME Tuckahoe Survey # 11-3

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station_____Shelter_____Freight House__X__Other_____(specify)

EXTERIOR MATERIALS AND SYSTEMS:

	Original	Existing, if different
Structural system:	wood frame	
Foundation:	wood piers, partially enclosed with vertical boards	
Base course:	board	(brown paint)
Walls:	German siding	(yellow paint)
Trim:	shaped rafter ends plain board surrounds	
Doors:	none	
Roofing:	tar paper	probably replaced
Soffit:	none	
Windows:	possibly 2/2	(boarded)
Lighting:	probably incandescent fixtures	some recent incan. fixs.
Signage:	unknown	none
Drainage:	none	
Other:	board platform and steps (E)	

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FACILITY NAME Tuckahoe Survey # 11-3

4. DESCRIPTION - BUILDINGS (INTERIOR)

Fill out separate sheets for each building at facility. Refer to, and key with, floor plan.

Station__X__Shelter_____Freight House_____Other_____(specify)

General architectural description of all spaces, including original materials and finishes, if known, any remodeling, etc.

The spaces of the Tuckahoe station are on two levels. Only two rooms, the trainmaster office (original Waiting Room) and Toilet Room (later addition) were accessible for inspection. Almost all the original funishes have been covered over (see schedules).

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FACILITY NAME: Tuckahoe Survey # 11-3

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 7

NAME Trainmaster office (original Waiting Room) NUMBER ON FLOOR PLAN

	Original	Existing, if different
Floors:	board	
Base:	molded board	
Wainscot:	unknown	plywood (gray paint)
Walls:	unknown	beaver board
Ceiling:	unknown	beaver board
Trim:	wood molded surrounds, windows	(burgundy paint)
Doors:	plain board surrounds - doors, prob. varn. 4/2 panel with single pane transom prob. varn.	
Seating:	probably board benches	none
Lighting:	probably incandescent fixtures	hanging fluorescent fixtures
Other:	probably cast iron stove	kerosene stove

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FACILITY NAME: Tuckahoe Survey # 11-3

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 7

NAME Toilet Room NUMBER ON FLOOR PLAN

	Original	Existing, if different
Floors:	board	
Base:	molded board, proabably varnished	(burgundy paint)
Wainscot:	unknown	plywood (gray paint)
Walls:	plaster (S&E)	beaver board (N&W)
Ceiling:	unknown	beaver board
Trim:	wood molded surrounds - windows wood plain surrounds - doors	
Doors:	4/2 panel (boarded)	(burgundy paint)
Seating:	none	
Lighting:	ceiling attached incandescent fixtures	
Other:		recent plumbing

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FACILITY NAME: Tuckahoe Survey # 11-3

5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect Wilson Brothers, Philadelphia Source (plans, Oaklyn)
Date 1894-95 Source Tino Alteration dates 1906 addition, Source plans, CONRAIL Freight House
Style
passenger trains/day (present) 2 (winter) 4 (summer) Peak (#, Yr.) 6 (winter) 22 (summer) in 1915 (ACRR) 4 (winter) 18 (summer) in 1940 (PRSL
Original station on site in 1980

The Tuckahoe station complex marks the junction of the Cape May and Ocean City branches of the former Atlantic City Railroad, and its siting dictated its form to a certain extent. Located within the wishbone created by the junction, its waiting room has doors facing both tracks. The building was designed by the Wilson Bros., a prominent and prolific Philadelphia architectural and engineering firm. Their other railroad works in New Jersey included passenger stations for the New Jersey Railroad Company at Jersey City and Rahway, and a station which formerly stood in Cape May. The principals had accumulated years of experience with the Pennsylvania Railroad prior to the formation of the firm.

The former importance of the station is demonstrated by the facilities it once included, such as a formal garden, several water towers and tanks, a shelter, motor car shed, two engine houses, and a machine shop. The freight house and southern block of the station were built in 1906 when the Ocean City tracks were realigned. The station itself, besides the usual passenger faccilities, also has crew quarters on the second floor.

In a region of New Jersey notable architecturally for its preponderance of vernacular building, the Tuckahoe station stands out as one of the few structures designed by an architect. While it is not a first-rate example of any particular style, it does contain identifiable elements of the Queen Anne, including patterned wood shingle siding, irregular massing (restrained, however, by axial symmetry) and intersecting gable-on-hip roofs.

Until 1961 Tuckahoe saw a great deal of train activity, and until 1933 (when the PSRL was formed), WJ&SS was permitted to use ACRR tracks during the summer, although none of their trains were permitted to stop between Winslow Junction and Woodbine Junction. In return, the WJ&SS paid 40% of costs for expanding both the station and a control tower (Cook and Coxey, 81-82).

FACILITY NAME: Tuckahoe

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are shown on site plan.

Acreage: c. 2 acres
UTM coordinates: Zone: 18 /Easting: 520620/Northing: 4348900
USGS Quad Tuckahoe Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Plans, Tuckahoe station, West Jersey chapter, NRHS, Oaklyn, N.J. (partial set)
Plan, Tuckahoe Station, CONRAIL, Philadelphia, Pa. (alterations and Freight House)
Wilson Brothers & Co., Catalogue of Work Executed, Philadelphia; J.B. Lippincott, 1885.

ICONOGRAPHIC:

Plans, Ibid.
Photos: postcards T.J. McMahon Collection, Fair Haven, N.J.
(1911, 1912, 1923) Cook, W. George and William J. Coxey, Atlantic City Railroad, Ambler, Pa., Crusader Press, 1981. pp. 86, 136, 137.
(1940 - 2 views; ca. 1965 Kramer, Frederick A., Pennsylvania-Reading Seashore Lines, Ambler, Pa., 1980, pp. 56, 91, 93.

8. PHOTO

Negative index # 1029 or NJT photo # _____ slide # 11-3
Date 1978 Photographer Richard Browns Assocs.
Loc. of negative NJ Transit Direction of view: Station from West

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Survey # RR-0511-11-3

FACILITY NAME: Tuckahoe

9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

i. Associated with important events or broad movements in history

nationally	____(30)
state-wide	____(25)
locally	____(20)

ii. Representative of significant changes in railroad history and/or technology

rare	____(30)
unusual	____(25)
common	____(10)

iii. Original station on site ___X(15)

iv. Representative of a line's standard design ____(10)

v. Constructed prior to 1900 ___X (15)

vi. Junction station ___X (10)

vii. Former long-distance service ____(10)

viii. Other ____(10)

ix. Less than 50 years old ____(-30)

40

B. ARCHITECTURAL SIGNIFICANCE

i. STYLE Queen Anne derivative

a. Example of a particular architectural style (check one)

Outstanding	____(50)
Excellent	____(40)
Very good	____(30)
Good	____(20)
Fair	___X (10)

b. Rare survivor of style

nationally	____(20)
state-wide	____(15)
locally	____(10)

c. As example of railroad architecture

rare	____(30)
unusual or early	___X (15) unusual for extent of site development, esp. landscaping

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FACILITY NAME: Tuckahoe

Survey # 11-3

CRITERIA CONT.

ii. ARCHITECT (check one) Wilson Bros.

a. building by architect important

nationally X (25)
state-wide ____(20)
locally ____(15)

b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer ____(20)

c. building designed by railroad and is known or appears to be the work of the staff ____(5)

d. architect identified but not considered to be of special importance ____(5)

iii. OVERALL ARCHITECTURAL QUALITY (check one)

a. Outstanding composition, siting, or craftsmanship ____(40)

b. Notable composition, siting, or crafts-manship, or possessing especially picturesque or unusual exterior detailing ____(25)

c. Possessing some detail(s) of particular interest and/or quality ____(15)

d. Average quality or interest X (5)

iv. SPECIAL QUALITIES

a. Noteworthy overall interior design or detailing ____(15)

b. Some noteworthy interior detailing ____(5)

(____interior not accessible)

c. Part of cohesive complex

1) station and ~~shelter~~ freight house X (5)
2) more than two buildings ____(10)

v. CONSTRUCTION

a. Noteworthy example of particular construction method ____(30)

b. Rare or early survivor of particular method ____(20)

c. Interesting example of method ____(5)

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Survey # 11-3

FACILITY NAME: Tuckahoe

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

a. Original condition	____	(40)
b. Alterations and/or additions, beneficial	____	(30)
c. Alterations and/or additions, not detrimental	____	(20)
d. Minor detrimental alterations and/or additions, not affecting overall integrity	X	(10) addition, int. surfaces covered over, new roofing,
e. Detrimental alterations and/or additions, reversible at considerable expense	____	(-25) cresting missing
f. Detrimental alterations and/or additions, essentially irreversible	____	(-75)

ii. PHYSICAL CONDITION

a. Excellent	____	(10)
b. Good	____	(5)
c. Fair	X	(0)
d. Poor	____	(-10)
e. Severely deteriorated	____	(-25)

iii. RELATIONSHIP TO COMMUNITY

a. Pivotal building	____	(40)
b. Integral part of townscape	____	(30)
c. Compatible with townscape	____	(20)
d. Unrelated to townscape	X	(0)
e. Incompatible	____	-30)

iv. SUITABILITY FOR ADAPTIVE USE

a. Excellent	____	(30)
b. Very Good	____	(25)
c. Good	____	(20)
d. Average	____	(15)
e. Possible, with difficulty	X	(10)

20

TOTAL 120

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Survey #11-3 -11

FACILITY NAME: Tuckahoe

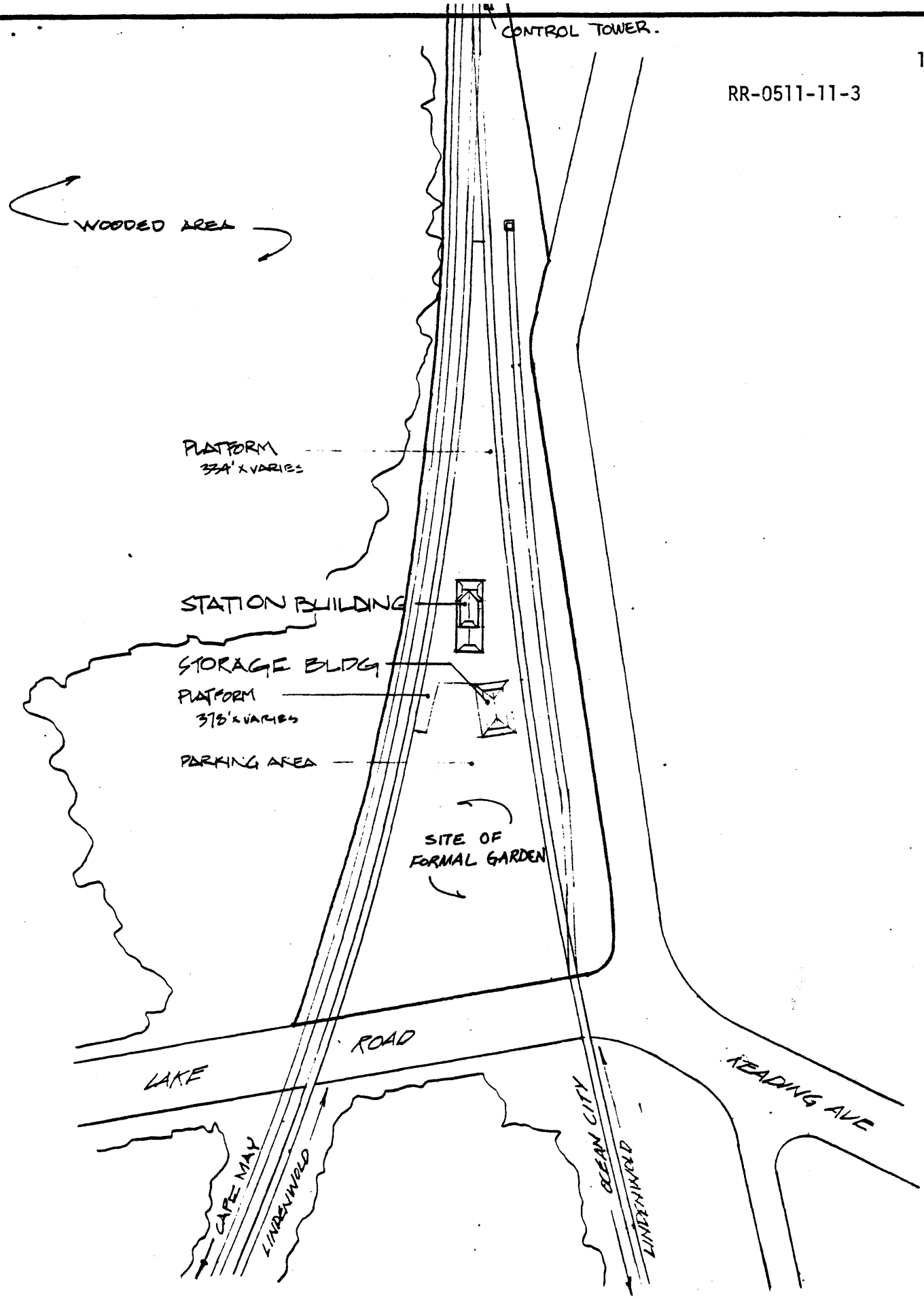
Attach copy of site plan

____continuation sheets attached

FORM PREPARED BY: Richard Meyer Date: August 1981

HERITAGE STUDIES, INC.
RD 4 Box 864, Mapleton Road
Princeton, N.J. 08540
609-452-1754

RR-0511-11-3



rba

TUCKAHOE

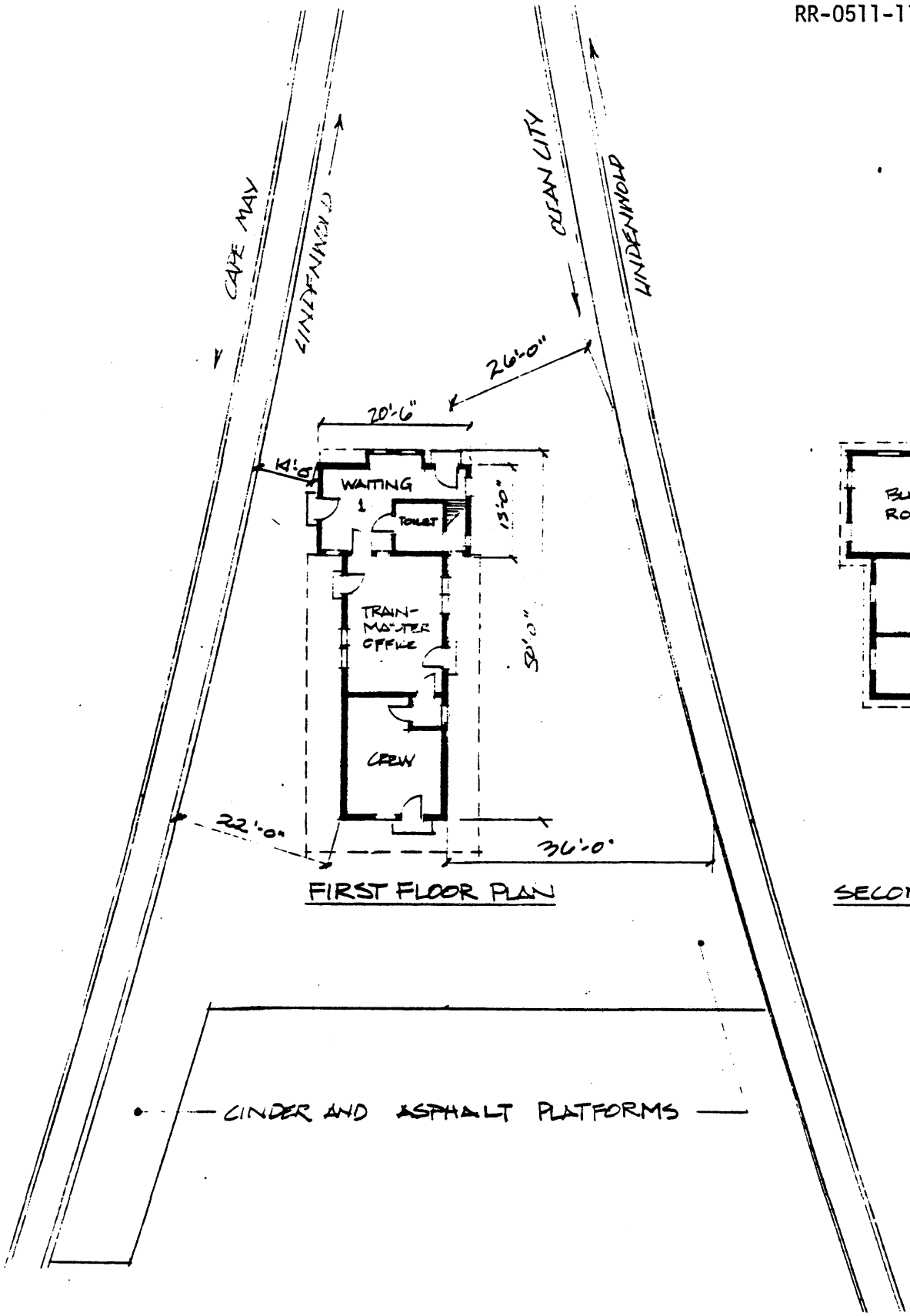
PHILADELPHIA DIVISION

SCALE: 1"=100'-0"

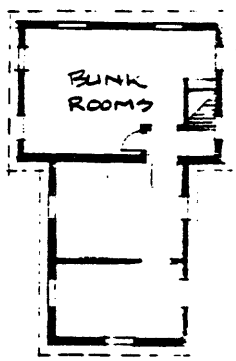
DATE: AUG. 1978

N

RR-0511-11-3



FIRST FLOOR PLAN



SECOND FLOOR PLAN

rba

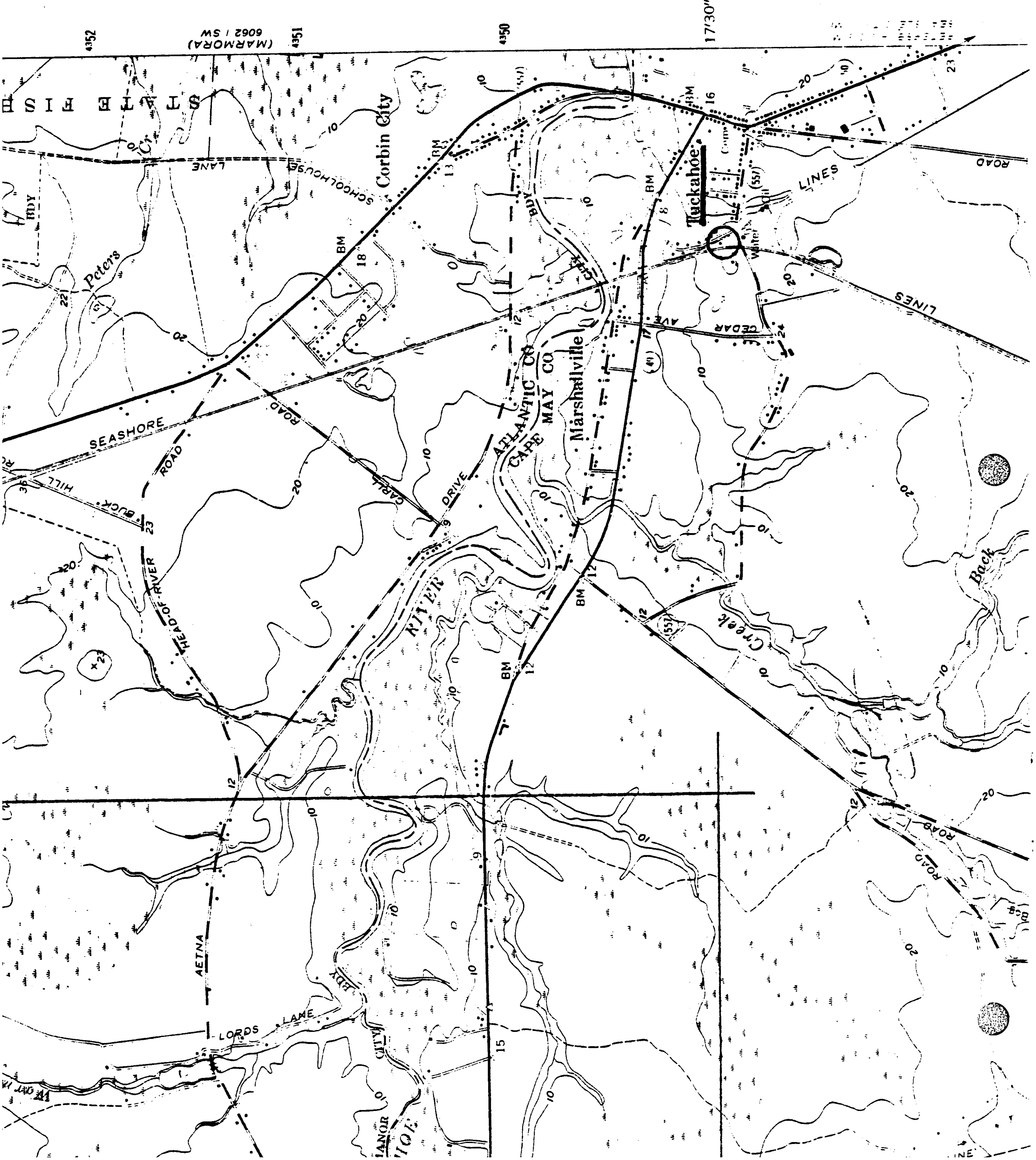
TUCKAHOE

PHILADELPHIA DIVISION

SCALE: 1"=20'-0"

DATE: AUG. 1978

N


STATE FISH
Corbin City
SCHOOLHOUSE
LANE
Peters
SEASHORE
BUCK HILL
ROAD
CARLL
DRIVE
RIVER
ATLANTIC CO
CAPE MAY CO
Marshallville
Tuckahoe
LINES
CEDAR AVE
HEAD-OF-RIVER
Creek
Back
AETNA
LORDS LANE
BDY
ROAD
(MARMORA)
6062 I SW
4352
4351
4350
17'30"

11-3 Tuckahoe Railroad Station (Cook and Coxey, p. 137)

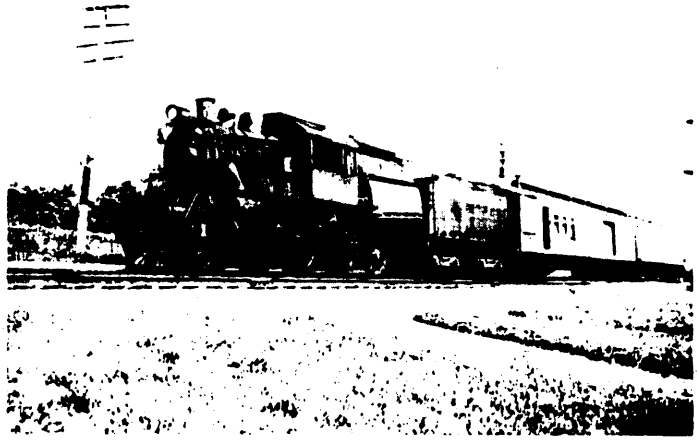
Collection of Theodore A. Xaras

siding. The engine and tender left the rails upon striking the siding's wheel stop, a frozen pile of cinders, and smashed into the small station. No. 300 rolled over on her left side killing the fireman and an engineman, who was riding on the left side to qualify over the Cape May branch. None of the six passengers or remaining crew were injured as the passenger cars were only sightly damaged. A special train consisting of a locomotive and one passenger coach was dispatched over the WJ&S from Cape May carrying four doctors and several nurses to the Bennett Station. The special returned to Cape May forwarding the six passengers to their destination. A Reading Company steam wrecker was used to rerail the engine. At the Coroner's inquest held on December 21, it was determined that a trackman, who had just oiled the switch prior to the accident, had carelessly left the turnout open.

During the winter of 1926 the ACRR erected a large ice plant at Schellenger's Landing to serve the local fishing industry. At this time large shipments of as many as 750 barrels, each containing 200 pounds of fish, were dispatched daily to Philadelphia, New York and Boston. The completion of the new plant, which had a daily ice making capacity of 20 tons and room to store 100 tons, eliminated the necessity of transporting ice from Glassboro, Camden and Hammonton. Also during 1926, a continuous decline of freight volume on the Williamstown branch resulted in the elimination of the Mullica Hill switcher, which at one time performed switching along the entire branch.

(Above) Declining traffic volume combined with the poor condition of the Sea Isle City branch resulted in the substitution of this small gas-mechanical car for steam train service. This April 4, 1923, view of Tuckahoe station shows the newly acquired car, which was one of several on the ACRR at this time.

(Below) In this morning scene at Tuckahoe, the local to Cape May has a typical consist of a coach and a sixty-foot steel combination baggage and Railway Post Office car.



Granville Thomas photo, collection of Donald B. Wentzel

11-3 Tuckahoe Railroad Station (Cook and Coxey, p. 136)

The only line abandoned by the Atlantic City Railroad involved a portion of the Sea Isle City branch. This 8.24 mile line from Ocean City Junction to Sea Isle City had always been one of the lightest trafficked sections of the railroad and was also one of the most expensive sections to maintain. On the branch were two draw bridges and a long trestle where the line crossed the waterway near Corson's Inlet. The trackage across the coastal marsh, which was laid directly upon the marsh grass so that high tides would rise over the track without washing out the subgrade embankment, was never raised. While this method proved satisfactory for many years, only light weight locomotives could be used at a maximum speed of 10 mph. Frequently, track gangs needed to shovel drifting sand dunes from the trackage between Corson's Inlet and Sea Isle City. The 70-pound rail was the lightest used on ACRR branch lines requiring the retention of obsolete light locomotives. By March, 1923, passenger traffic had declined to such a small daily volume, that more economical to operate gasoline motor cars replaced steam powered trains. Also the Sunday excursions were discontinued altogether.

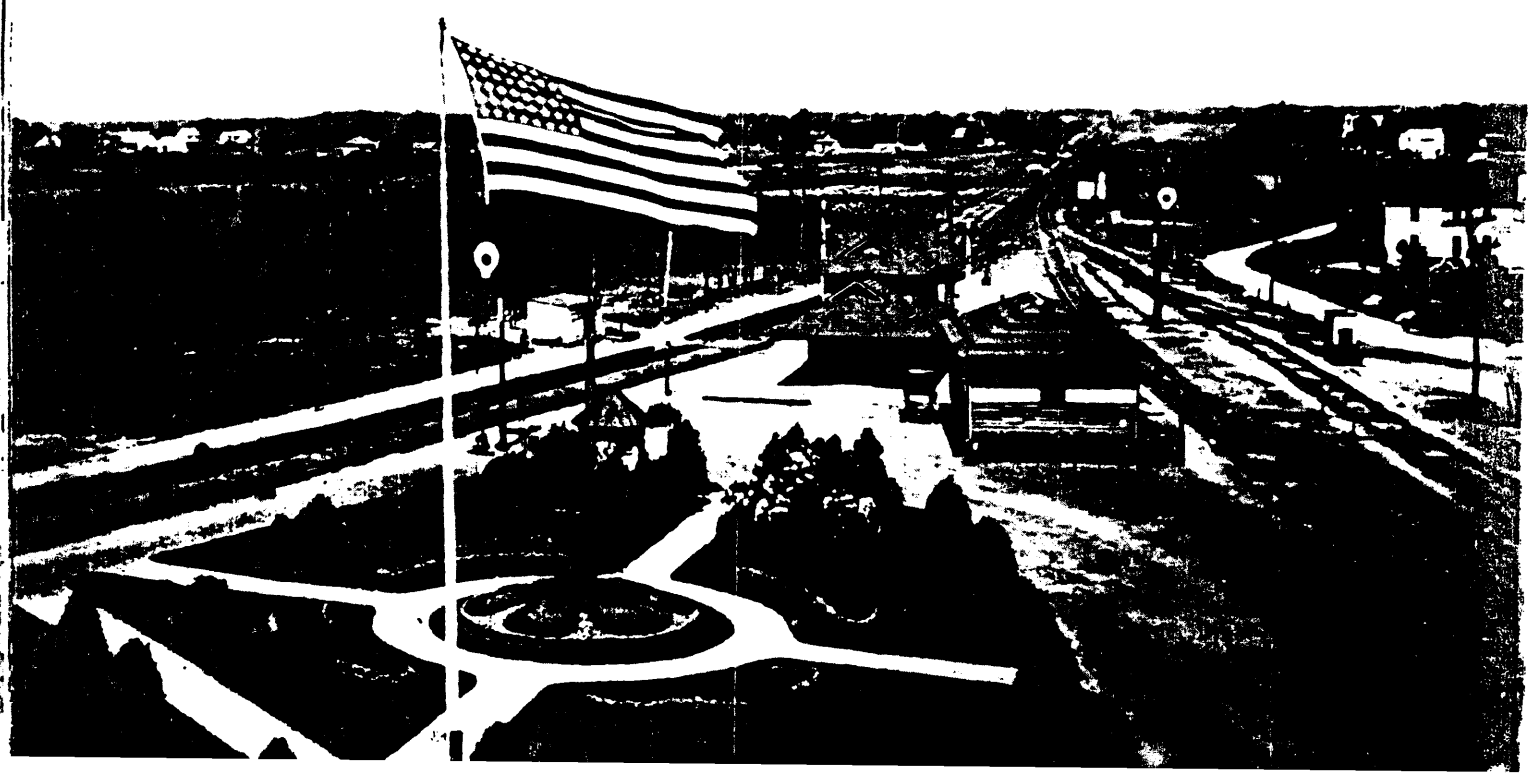
When repairs to the four bridges finally became necessary at an estimated cost of $550,000, abandonment was the only sensible plan. Freight traffic had dropped from 5,275 tons in 1922 to 4,060 tons in 1923 and 1,785 in 1924. During 1924 an average of less than five passengers were handled daily. The annual loss resulting form operations continued high despite efforts to cut costs: $14,314 in 1920, $12,242 in 1921, $20,709 in 1922, $17,718 in 1923 and $17,939 in 1924. With exception of a sand pit at Seaville, the other freight customers on the line, consisting of a lumber yard at Corson's Inlet and two coal-lumber yards in Sea Isle City, could continue to be served by the closely parallel WJ&S. With no protests filed against the proposed elimination of the branch, approval was received on August 10, 1925, allowing abandonment of the entire line on September 13. However, 2.27 miles of trackage were retained as an industrial spur from Ocean City Junction to the sand pit in Seaville. This spur continued in service, even though infrequently used, until 1934. The 5.97 miles of trackage from Seaville to Sea Isle City along with the platform stations of Prospect Street, Whale Beach, Corson's Inlet, Greenville, two draw bridges and two trestle bridges were scrapped. The wye at Sea Isle City and the tower and signals at Ocean City Junction were also eliminated during 1926. The gas car that had been used on the Sea Isle branch replaced steam powered trains on non-commuter trips on the Williamstown branch in an attempt to reduce operating costs.

Completion of the Delaware River Bridge in 1926 pressed the State of New Jersey into a highway construction campaign. Modern concrete roads to the seashore and intermediate points marked the end of dependence on railroad service as good as it was. The inconvenient ferry transfer put the trains at a great disadvantage for passengers compared with motor transporation after the completion of the new bridge. Bus operations grew rapidly as they offered direct service between Philadelphia and most points in southern New Jersey including the coastal resorts.

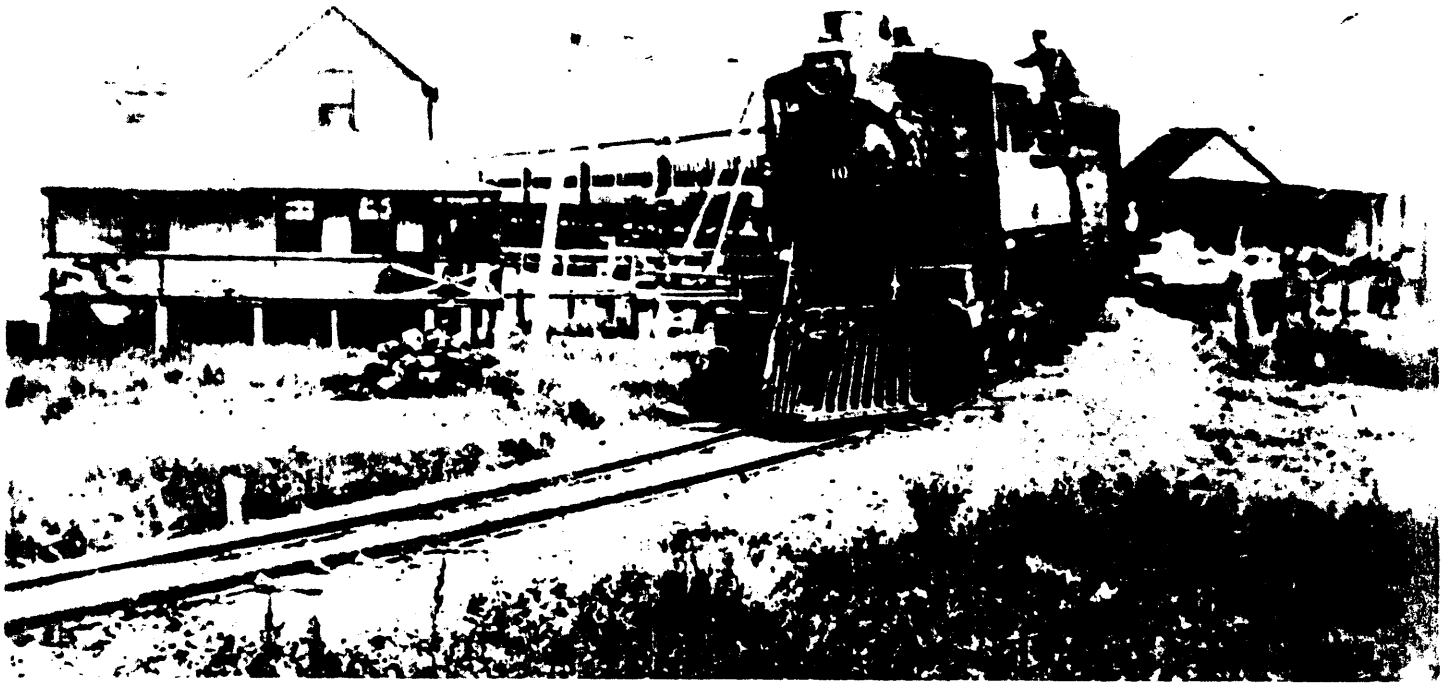
On a very cold Saturday morning, December 18, 1926 passenger train No. 401 running from Camden to Cape May derailed at Bennett. The train, consisting of engine No. 300 a combine and two coaches, ran an open switch onto a short public delivery siding. Traveling at approximately 55 mph the engineman was unable to stop on the short 400 feet o

The ACRR employed several gardeners during the summer to tend the many gardens located at most of the larger stations. This 1922 scene of Tuckahoe shows one of the largest and finest track-side displays. This photograph was taken from the new steel water tank, which replaced two smaller wooden tanks. Note the typical Reading octagonal outhouse in the shrubs near the station. The track scale on the right was used to weigh the many carloads of sand shipped to the island resorts for fill.

Collection of Theodore A. Xaras



11-3 Tuckahoe Railroad Station (Cook and Coxey, p. 86)



Collection of George B. MacGauhey

(Above) Most of the Sea Isle City passenger business was handled by two-car locals connecting with Camden trains at Tuckahoe. However, during the summer through excursion trains were operated. Reading No. 10 heads a long excursion train into Strathmere not far from its Sea Isle City destination about 1910.

The Ocean City branch water tank provided the Company photographer with an excellent vantage point overlooking Tuckahoe. Note the beautiful grounds in this August, 1911, scene with the ACRR gardener standing in the middle of the well-tended garden. The two-car train headed by No. 8 may have been the photographer's special train.

Collection of Frank A. I