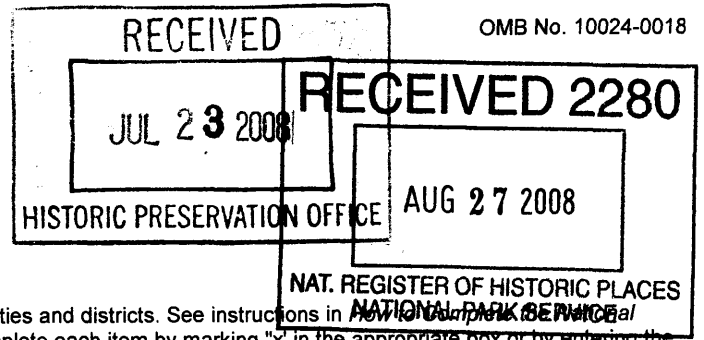


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



973

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *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 from 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 Phillipsburg Commercial Historic District

other name/site number _____

2. Location

street & town 29-169 South Main Street; 60-178 South Main Street; 3 Hudson Street; 9 and 12-30 Morris Street/North Main Street; 7-11, 17, and 21-27 Union Square; 8-10 Market Street not for publication

city or town Phillipsburg Town vicinity

state New Jersey code NJ county Warren code 041 zip code 08865

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
Signature of certifying official/Title Amy Cradic Date 8/20/08
Amy Cradic, Assistant Commissioner Natural & Historic Resources/DSHPO
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)
Signature of certifying official/Title _____ Date _____
State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the 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:) _____

Signature of the Keeper

Date of Action

Patricia Andrews 10/8/2008

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	
64	8	buildings
<hr/>		sites
4		structures
<hr/>		objects
68	8	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 Function
(Enter categories from instructions)

- COMMERCE/Professional
- COMMERCE/Specialty Store
- COMMERCE/ Financial Institution
- COMMERCE/Organizational
- GOVERNMENT/Post Office
- DOMESTIC/Single dwelling
- DOMESTIC/Multiple dwelling
- DOMESTIC/Secondary structure
- DOMESTIC/Hotel

Current Function
(Enter categories from instructions)

- COMMERCE/Professional
- COMMERCE/Specialty Store
- COMMERCE/Financial Institution
- DOMESTIC/Single dwelling
- DOMESTIC/Multiple dwelling
- DOMESTIC/Secondary structure
- SOCIAL/Civic

7. Description

Architectural Classification
(Enter categories from instructions)

- Italianate
- Queen Anne
- Second Empire
- LATE 19TH & 20TH CENTURY REVIVALS

Materials
(Enter categories from instructions)

- foundation Brick, stone
- walls Brick, wood, stone
- roof Asphalt, slate
- other Wood, metal, synthetics

Narrative Description

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

See continuation sheet(s) for Section No. 7

8. Description

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 # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(enter categories from instructions)

ARCHITECTURE _____

COMMERCE _____

Period of Significance

1811-ca. 1929

Significant Dates

1811, 1929

Significant Persons

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Unknown

See continuation sheet(s) for Section No. 8

Primary location of additional data:

- State Historic Preservation Office
- Other State agency – NJ DOT
- Federal agency
- Local government
- University
- Other Name of repository:

Local historical societies and libraries

See continuation sheet(s) for Section No. 9

Phillipsburg Commercial Historic District
Name of Property

Phillipsburg, Warren County, New Jersey
City, County and State

10. Geographical Data

Acreage of Property 12.7 acres

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 18 482957 4504686
Zone Easting Northing

2 18 483324 45044165
Zone Easting Northing

3 18 4183215 451039172
Zone Easting Northing

4 18 41828066 45045217
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

See continuation sheet(s) for Section No. 10

Property Tax No.

Boundary Justification

(Explain why the boundaries were selected.)

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Nancy L. Zerbe, Marianne Walsh, Angela Materna

organization ARCH², Inc. date June, 2008

street & number 16 Wernik Place telephone 732-906-8203

city or town Metuchen state NJ zip code 08840-2422

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

name/title _____

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 form 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 Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service

National Register of Historic Places Continuation Sheet

Phillipsburg Commercial
Historic District, Phillipsburg,
Warren County, New Jersey

Section number 7 Page 1

PHYSICAL DESCRIPTION

The Phillipsburg Commercial Historic District consists primarily of mid- and late nineteenth century to early twentieth century buildings lining South Main Street, North Main Street and Union Square within the town of Phillipsburg, Warren County, New Jersey. The historic district includes townhouses and those structures historically engaged in the commercial, civic, and humanitarian pursuits following the town's first settlement in the 1850s and Phillipsburg's incorporation in 1861, during the years of booming growth in the 1870s and 1880s, and through the first three decades of the twentieth century, ending with the Stock Market Crash of 1929.

South and North Main Streets are joined at the north end of Phillipsburg by Union Square, a major entranceway to the city from the City of Easton, Pennsylvania. Because the two municipalities have historically enjoyed a close relationship, geographically, commercially and socially, Union Square has served as the commercial center of the town, with hotels, a police station and the Pennsylvania Railroad Station and freight house located here. The majority of Phillipsburg's commercial district is located south of Union Square along South Main Street. This area historically included townhouses for Phillipsburg's wealthy families, as well as a variety of commercial and civic-minded enterprises: banks, benevolent societies, tailors, grocers, a Post Office, physicians' and attorneys' offices, restaurants, dry goods sellers, plumbing suppliers, and even a carriage manufacturer. The southern end of the district is terminated by Union Station, used by the Delaware, Lackawanna & Western Railroad and the Central Railroad of New Jersey, and the iron truss bridge over the CNJ tracks. North from Union Square, more industrial pursuits were established, such as a concrete block works, a distillery, saw mills and lumber yards. The northern end of the district is terminated by buildings once part of the distillery and those of the former horse car trolley service of Phillipsburg.

The district's primarily late nineteenth appearance is due to Phillipsburg's rapid growth associated with the advent of the railroads. Twenty-three of the district's 70 contributing or key contributing buildings represent the Italianate style of building, popular during the late 1800s. Other mid- to late nineteenth century styles include the Queen Anne (four), Second Empire (three) or some other earlier form with these stylistic details applied as fashions changed (eleven). As noted, the district is primarily commercial in nature and consists of attached townhouses. There are three detached, non-townhouse type residential buildings that historically contained commercial or public service institutions but are now used as residences. One notable example is 131 South Main Street, a detached brick Second Empire residence that historically housed a physician's office.

At least 23 contributing buildings appear to pre-date the town's incorporation of 1861. The oldest structure in the district is the former Union Hotel, located at 17 Union Square. Built in 1811, the stone Federal-style building has remained a focal point for the Square and the town in general. The later buildings in the historic district were constructed from the early twentieth century through the start of the Great Depression (seven). These buildings supported public uses such as the Phillipsburg Trust Company building (built 1920), the Elk's Lodge (circa 1920) and the Phillipsburg National Trust building (built 1927). It was also at this time that the DL&W and the CNJ constructed their reinforced concrete station,

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Phillipsburg Commercial
Historic District, Phillipsburg,
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the PU Signal Tower, and the Warren truss bridge at the southern end of the district to better serve growing numbers of passengers to the urban areas of New Jersey and New York City as well as a growing, financially lucrative freight business.

The district not only contains buildings for the purposes of business and civic pursuits, it also includes 15 support structures, including two bridges, a stairway, and a concrete retaining wall with pipe handrailing. Eleven garages are located in the district, the majority of which are constructed of molded, or rock face, concrete block. This building material became fashionable by 1910 with the invention and patent of several types of molding machines and was particularly economically practical due to Phillipsburg's location in a major cement producing region.

There are a total of 78 resources in the district: 70 are considered contributing, including four key contributing, and 8 are considered non-contributing. The key contributing resources are 102 and 104 South Main Street, which have previously been listed in the National Register of Historic Places, Union Station at 178 South Main Street, and the former Union Hotel at 17 Union Square.

Examples of non-contributing buildings are scattered throughout the district, such as the building at 85-87 South Main Street, non-contributing due to severe alteration, and the gas station at 168 South Main Street, built after the district's period of significance, sometime between 1925 and 1948.

Phillipsburg Commercial Historic District Inventory

INVENTORY

There are a total of 78 resources in the historic district: 70 contributing (including four key contributing) and 8 non-contributing. A **Contributing (C)** building or structure is one which adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because: a) it was present during the period of significance and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register Criteria. In this document, those buildings and structures independently meeting the National Register criteria are labeled **Key Contributing (KC)**. A **Non-contributing (NC)** building or structure does not add to the historic architectural qualities, historic associations, or archeological values for which a property is significant because: a) it was not present during the period of significance, b) due to alterations, disturbances, additions or other changes, it no longer possesses historic integrity reflecting its character at the time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

The following is an inventory of all structures within the Phillipsburg Commercial Historic District.

1. NE Corner (167) South Main Street/Hudson Street (C) Block 916/Lot 24
Style: Queen Anne influence
Outbuildings: none

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Historic District, Phillipsburg,
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Attached, 3½-story, 3-bay red brick with wood clapboard and scalloped shingles, fieldstone foundation and flat roof; two, first floor entrances with single leaf wood paneled doors; fluted pilasters and heavy elaborate turned woodwork at main entry portico and three window hoods; 2-story paneled bay window primary facade; wide, paneled, 3-story bay window secondary facade (Hudson Street); all moveable windows 1/1 replacement sash, metal sills and lintel crowns; heavy roofline metal cornice with brackets, paneled frieze and ball finials; rooftop tier with tiled Pagoda-style roof topped by terra cotta finials, triangular dormers, open eaves and wood brackets, circular, diamond, and 6/1 wood windows. Currently part "Ladybugs Tearoom" restaurant on first floor, residential above. Built prior to 1857 (Hurley, 1857).

2. 163-165 South Main Street (C) Block 916/Lot 24 (Photograph #1)
Style: Queen Anne influence
Outbuildings: none

Attached, 3-story, 2-bay brick with vinyl siding, fieldstone foundation and flat roof; 1st floor wood storefront with cast-iron columns, large display windows, full width metal cornice above; two commercial entrances with single-leaf wood and glass doors with transom lights flanking central residential, wood and glass door leading to 2nd and 3rd floors; two, 2-story paneled metal bay windows, windows 1/1 replacement sash and frame; roofline metal cornice with brackets and paneled frieze; 3-story frame ells to the rear. Currently "Ladybugs Tearoom" restaurant; residential above. Built prior to 1874 (Beers, 1874).

3. 159 South Main Street (C) Block 916/Lot 15
Style: Italianate
Outbuildings: none

Attached, 3-story, 3-bay painted brick with flat roof; 1st floor modern wood storefront with central display window flanked by business entrance and secondary residential entrance with glass and wood doors, full width metal pent eave above; windows 2/2 replacement sash and frame, metal lintel crowns; roofline metal cornice with brackets and blank frieze; 2-story brick ell and 1-story concrete block ell to the rear; contemporary wood staircase to 2nd floor in rear. Currently "Jewell Computing Solutions." Built prior to 1874 (Beers, 1874).

4. 155-157 South Main Street (C) Block 916/Lot 14
Style: Italianate
Outbuildings: 1-bay molded block garage (C)

Attached, 3-story, 3-bay brick with brick veneer and flat roof; 1st floor modern commercial storefront with modern sliding metal window flanked by deeply recessed entrance leading to upper floors and commercial entrance with metal paneled door; windows 1/1 replacement sash, wood sills and flat arch molded metal lintel crowns; metal roofline cornice with dentils and end brackets; 2-story concrete ells to the rear. Currently "American Women's Center" health clinic. Built prior to 1874 (Beers, 1874).

5. 153 South Main Street (C) Block 916/Lot 13 (Photograph #2)
Style: Italianate
Outbuildings: 3-bay molded block garage (C)

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Phillipsburg Commercial
Historic District, Phillipsburg,
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Attached, 3-story, 3-bay painted brick, stone water table and base course with flat roof; central recessed primary entrance with double-leaf wood and glass door with transom light, paneled entry surround and stoop adorned with inlaid tile; 2 and 3-paired windows; windows 1/1 replacement sash, wood frames, stone sills and brick U-shaped lintel crowns with keystones and incised details; tall 2nd-story central window above entrance; metal roofline cornice with brackets and incised frieze; basement windows covered with iron grilles decorated with stars and horseshoes; 2-story brick ell to the rear; white brick veneer on rear and side facades. Currently "Carriagehouse Apartments." Built prior to 1874 (Beers, 1874).

6. 149-151 South Main Street (C) Block 916/Lot 12
Style: Other
Outbuildings: none

Attached, 2½-story, 2-bay wood frame with vinyl siding, side gable roof covered with asphalt shingles and short central brick chimney; 1st floor commercial with two entrances of metal paneled doors paired with one multi-paned window, other with 4/4 window; windows 6/1 replacement sash, frame and shutters; full width pent eave covered with asphalt shingle; narrow dentil course beneath roof eave; 2 and 1-story frame additions with shed roofs to the rear. Currently "Fey Insurance" and "Tolototta Realtors." Built prior to 1857 (Hurley, 1857). Local historical plaque on front façade reads:

"Winter & Co. circa 1850. This land of 1.16 acres was purchased by Elizabeth Stryker (Stryker Road) in 1850. This building erected soon after. In 1870 the Central Jersey RR Co. sold to Central Jersey Land Improvement Co. Winter & Co. rented and manufactured carriages in the adjoining buildings, this one being used as the sales office."

7. 145-147 South Main Street (C) Block 916/Lots 10 & 11
Style: Italianate with Queen Anne details
Outbuildings: 2-story molded block building, flat roof, cast stone details (C)

Detached, 3-story, 3-bay red brick with stone water table and base course, flat roof; two modern wood storefronts with wood and glass doors and large display windows flank central paired primary residential entrances with wood and glass doors with multi-paned transom and side lights framed by classical paneled pilasters and columns, shaded by frame porch with turned wood supports, 1-story bay window with scalloped wood shingles over 145 storefront, 2-story bay window with scalloped replacement shingles over 147 storefront; windows 1/1 replacement sash, metal sills and lintels; roofline metal cornice with brackets and paneled frieze; 3-story brick ell to the rear with second-story wood porch with turned supports and railing; two 1-story brick ells to the rear; metal fire escapes in the rear. Currently "The Riverside Cigar Shoppe" and second-hand business. Built prior to 1857 (Hurley, 1857).

8. 141-143 South Main Street (C) Block 916/Lot 9
Style: Italianate
Outbuildings: none

Attached, 4-story, 3-bay, 6 bays deep, red brick with flat roof; modern wood paneled storefront with two commercial entrances and large display windows flank one residential entrance with wood and glass door; full width metal cornice with dentils and end brackets above; 1/1 wood replacement windows, stone or

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terra cotta lintels and sills, flat arch lintels on 2nd and 3rd floor windows, jack arch lintels on 4th floor; full façade width sills on all upper floors; upper floors vertically divided by three story-high brick pilasters; brick and stone or terra cotta corner quoins; stone or terra cotta cornice with dentils beneath brick parapet roofline; modern brick elevator tower to the rear, metal fire escapes; 1-story concrete block addition to the rear. Currently "The Gold Cup Sporting Goods." Built prior to 1867 (Tolles, 1867).

9. 135-137 South Main Street (C) Block 916/Lot 8 (Photograph #3)

Style: Italianate

Outbuildings: 1-bay molded block and frame garage (C)

Attached, 3-story, 5-bay painted brick with low pitch side gable roof; two 1st floor modern wood storefronts with primary commercial entrances flanked by large display windows, full width pent eave with asphalt shingles; windows 6/6 replacement windows and shutters, wood sills, frames and simple lintel crowns; roofline wood cornice with brackets; adjoining brick 3-story filler to 141 with secondary entrance with metal paneled door framed by simple wood frame and transom light; 2nd and 3rd story windows; 2-story brick ell to the rear with wood shed addition. Currently "Towne Market." Built prior to 1857 (Hurley, 1857).

10. 131 South Main Street (C) Block 916/Lot 7

Style: Second Empire

Outbuildings: 1-bay poured-concrete garage (C)

Detached, 3-story, 5-bay red brick with fieldstone foundation, brownstone water table and front steps and patterned slate covered Mansard roof with concave profile; 3-bay projecting principal ell features primary entrance with double-leaf wood and glass door, segmental arch transom light shaded by bracketed hood; 2-bay intersecting ell with secondary entrance of wood and glass door sheltered by covered porch with heavy wood supports; windows wood 1/1 sash and frames with replacement wood shutters, wood sills and lintel crowns; secondary façade 1-story bay window with wood cornice and brackets; eave-line wood cornice with brackets; brick chimneys at north and south facades; multi-paned wood windows in attic dormer windows; grassy side yards enclosed by ornate cast iron fencing; 2-story brick ell to the rear with 1-story brick shed addition. Currently residential. Built prior to 1874 (Beers, 1874). Possibly as early as 1850 (Cummins, 1911).

11. 121 South Main Street (C) Block 916/Lot 6 (Photograph #4)

Style: Italianate

Outbuildings: 2-bay molded block garage (C)

Detached, 3-story, 2-bay brick with buff brick veneer and flat roof; 1st floor commercial entrances of modern metal and glass doors paired double 1/1 replacement windows; full width shallow metal pent eave above; windows 1/1 replacement sash and frame, metal sills and incised lintel crowns; iron balcony at second story central two windows; roofline metal cornice with brackets and paneled frieze; building skewed to lot shape; secondary façade metal fire escapes; 2-story brick ell to the rear with 1st floor wood porch. Currently "Curry and Curry Law Offices." Built prior to 1853 (Van Derveer, 1853).

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12. 113 South Main Street (C) Block 916/Lots 4 & 5 (Photograph #5)
Style: Neoclassical
Outbuildings: none
Detached, 3-story, 3-bay limestone and flat roof; Doric columns and engaged columns support incised entablature "Phillipsburg National Trust Founded MDCCCLVI Erected MCMXXVII"; wrap around cornice beneath blank frieze; primary entrance with heavy double-leaf cast metal doors framed by carved surround and bracketed hood surmounted by cartouche with clock; 2-story multipaned metal windows; north facade window altered for modern drive-thru window; metal flag pole on roof. Built 1927.
13. 109 South Main Street (C) Block 916/Lot 3
Style: Italianate
Outbuildings: none
Detached, 3-story, 2-bay brick with red brick veneer, stone water table and corner quoins, fieldstone foundation, slightly pitched side gable roof with firewall ends; raised 1st floor commercial entrances of wood and glass doors with transom lights, paired with triple multi-paned and plain windows with stone sills and lintels; segmental arch windows 6/6 replacement sash and frame, metal sills and stone lintel crowns; tooled stone base course; slightly skewed to lot shape, roofline metal cornice with brackets and blank frieze; 1-story concrete addition to the rear. Currently "Mark Rogers Law Office" and "Milt Kane Accounting." Built prior to 1874 (Beers, 1874).
14. 99-103 South Main Street (C) Block 916/Lots 1 & 2 (Photograph #6)
Style: Italianate
Outbuildings: 1-bay brick garage with slate roof (C); 4-bay concrete block garage with asphalt shingle roof (NC)
Detached, 3-story, 5-bay painted brick with flat roof; cement parged water table; three entrances, all double-leaf wood and glass doors, one being the primary entry with a bracketed, flat roofed hood over and the others topped with only the squared, incised wood lintel crowns seen on all windows; windows 1/1 replacement sash and frame, metal sills; 2-story bay window on corner address; roofline wood cornice with brackets and paneled frieze with floral incising; iron grilles at basement windows; 2 and 1-story brick and frame ells to the rear. Built prior to 1874 (Beers, 1874).
15. 97 South Main Street (C) Block 913/Lot 7
Style: Italianate
Outbuildings: none
Attached, 3-story, 3-bay painted brick with flat roof; elevated primary entrance with double leaf wood and glass doors and adjacent window under same lintel crown; windows 1/1 replacement sash, wood frames and metal sills and lintel crowns; parged water table; secondary façade 3-story paneled bay window; roofline metal cornice with brackets and blank frieze; 2-story frame ell to the rear. Nearly identical except for slight fenestration difference with adjoining building. Currently "Russo, Russo & Russo Law Offices." Built prior to 1857 (Hurley, 1857).

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Phillipsburg Commercial
Historic District, Phillipsburg,
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16. 93-95 South Main Street (C) Block 913/Lots 5 & 6 (Photograph #7)
Style: Italianate
Outbuildings: none

Attached, 3-story, 3-bay painted brick with flat roof; paired elevated primary recessed entrances with double leaf wood and glass door and metal door under simple metal overhang and pilasters; windows 1/1 replacement sash and frame, wood frames and metal sills and lintel crowns; parged water table; 2-story frame ell to the rear. Currently "Stephanie Sulpy Bookkeeping." Built prior to 1857 (Hurley, 1857).

17. 89-91 South Main Street (C) Block 913/Lots 3 & 4
Style: Other
Outbuildings: 1-bay molded block garage (C)

Detached, 3-story, 4-bay frame with vinyl siding, fieldstone foundation and asphalt shingle covered side gable roof with bracketed eaves; elevated 1st floor paired primary entrances with wood and glass doors under metal and frame porch supported by squared wood supports; windows 1/1 replacement sash, frames and shutters; iron grilles on one basement window, other is 3/3 wood fixed sash; secondary façade 2-story bay window; 2 and 1-story frame ells to the rear; asphalt shingles on side and rear facades. Built prior to 1857 (Hurley, 1857).

18. 85-87 South Main Street (NC) Block 913/Lots 1 & 2
Style: Second Empire with severe alterations
Outbuildings: none

Attached, 3-story, 4-bay frame with vinyl and wood siding, fieldstone foundation and asphalt shingle covered Mansard roof with straight profile; partially enclosed full width elevated frame porch with molded block foundation under one half, parged foundation under the other; two central primary residential entrances with wood and glass doors; open porch over commercial entrance with wood and glass door, wood framed display window; windows 1/1 replacement sash and frame and 2/2 wood sash and frame; attic dormer segmental arch windows with bracketed hoods; secondary façade 2nd story bay window on #85; 2-story, frame addition to the rear. Currently #85 residential, "Antoinette Chocolatier" in #87. Built prior to 1874 (Beers, 1874).

19. 83 South Main Street (NC) Block 911/Lot 8
Style: Second Empire with severe alterations
Outbuildings: none

Detached, 3-story, 3-bay frame with vinyl siding, buff brick veneer, fieldstone foundation and asphalt shingle covered Mansard roof; elevated 1st floor with offset recessed primary entrance with metal paneled door, two windows; windows 1/1 and 6/1 replacement window sash and frames, three attic dormers with lintel crowns; enclosed eave-line cornice with exposed brackets; secondary façade, 2-story bay window; 2-story frame ell with shed roof to the rear. Built prior to 1874 (Beers, 1874).

20. 75 South Main Street (C) Block 911/Lot 7 (Photograph #8)
Style: Neoclassical
Outbuildings: none

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Detached, 4-story with raised basement, 5-bay steel framed, brick with random ashlar facing, random ashlar foundation and flat roof; projecting outer bays partially enclose 2-tier porch; raised basement level with central primary arched recessed entrance flanked by triple terracotta framed windows; flanking stairways lead to three 1st floor entrances under 2-tiered porch with upper tier enclosed, supported by heavy cast stone columns; windows 12/12, 6/6, 9/9 replacement sash, terracotta sills, lintels, drip caps, pilasters and corner quoins; windows single or tripled groupings; terracotta cornice below flat parapet with terracotta diamond-shaped insets; 2½ -story brick ells to the rear with raised basement, 1-story ell to that rear. Currently "One Stop Career Center," formerly the Benevolent and Protective Order of Elks Lodge. Built between 1916 and 1925 (Sanborn 1916, 1925).

21. Bullman Street Stairway (C) South Main Street

Steel staircase connecting primarily residential Bullman Street, which sits atop the bluff overlooking primarily commercial South Main Street. Originally an iron stairway with wood steps, a staircase has been in this location since at least 1885 (Sanborn, 1885). Current staircase was constructed in 2002.

22. 55 South Main Street (C) Block 903/Lot 46 (Photograph #9)

Style: Neoclassical

Outbuildings: none

Detached, 1-story, 5-bay speckled grey brick with coursed concrete water table, low hipped roof with asphalt shingles; brick set to imitate Beaux Arts -style rusticated stone; primary central entrance with double leaf wood and glass doors and transom light, cast stone triangular pediment with incised frieze reads: "Phillipsburg Trust Company;" full arch wood and metal multi-paned full height windows on primary and side facades; wrap around roofline metal cornice with dentils beneath brick parapet with central escutcheon incised with "1920"; 1-story, 2-bay speckled grey brick ell on north façade; vault alarm box on north façade wall. Currently vacant. Built 1920.

23. 43-45 South Main Street (C) Block 903/Lot 47

Style: Italianate

Outbuildings: none

Attached, 4-story, 2-bay painted and stuccoed brick with low pitched side gable roof; 1st floor two commercial aluminum framed entrances paired with 2 large aluminum framed display windows; brick "pilasters" divide the fenestration, full width metal cornice above; other segmental arch windows 6/6 replacement sash, brick sills and metal lintel crowns; stepped brick cornice beneath parapet with central parapet with central sign board reading "Hillside Apartments" in tile. Currently "Cycle Funatic" and residential. Built prior to 1857 (Hurley, 1857).

24. 39-41 South Main Street (C) Block 903/Lot 48 (Photograph #10)

Style: Other, Second Empire details

Outbuildings: none

Attached, 4-story, 3-bay painted brick with coursed ashlar foundation, tooled stone basecourse and Mansard roof, straight with flare profile; 1st floor central primary residential entrance with wood paneled door, flanked by paneled wood storefronts, each with recessed central commercial entrance flanked by

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two large display windows; full width metal drip edge above; segmental arch windows with 9/6 and 6/6 replacement sash and frame, stone sills, brick jack arch lintels; eave-line metal cornice with brackets and blank frieze; paired attic dormers with triangular pediment hoods. Circular "Belvidere & Delaware River Railway" sign on front façade. One storefront currently "CMX" office, other vacant. Built prior to 1857 (Hurley, 1857).

25. 29-37 South Main Street (C) Block 903/Lots 40 & 41 (Photograph #11)

Style: Italianate

Outbuildings: none

Attached, 4-story, 3-bay painted and stuccoed brick with coursed ashlar foundation and flat roof; full width, 2-story replacement porch with metal supports at street level, wood supports with carved brackets on 2nd floor; 1st floor paneled wood storefront with four commercial entrances and large display windows; windows 1/1 replacement sash and frame, metal sills, brick jack arch lintels with metal drip cap; roofline metal cornice with brackets and floral swags in frieze; random ashlar retaining wall to the rear; 1-story brick and 1-story frame ells to the rear built on top of retaining wall at various levels. Currently vacant. Built prior to 1857 (Hurley, 1857).

26. 21-27 Union Square (C) Block 903/Lot 32

Style: Italianate

Outbuildings: none

Attached, 4-story, 4-bay brick with vinyl siding and flat roof; full width, 2-story replacement porch with metal supports and asphalt shingle covered roof; 1st floor paneled wood storefront with four commercial entrances with wood and glass doors and transom lights and large display windows; windows 1/1 replacement sash and frame, metal sills and triangular lintel crowns on 2nd and 3rd floors; roofline metal cornice with dentils, floral swags in frieze and end brackets; parged retaining wall to the rear. Built prior to 1857 (Hurley, 1857).

27. 17 Union Square (KC) Block 903/Lot 30 (Photograph #12)

Style: Federal

Outbuildings: none

Attached, 4-story, 3-bay coursed ashlar with patterned slate covered Mansard roof; full width 2-story wood porch with cast iron columns, iron brackets on first floor, wood supports on second; three windows and three 1st floor primary entrances with wood paneled doors with fan lights, paneled barreled surrounds, frames with reeded pilasters; entrance onto porch at second floor; windows 1/1 wood replacement sash, wood frames and sills with lintel keystones; attic dormers windows with triangular pediment hoods; iron roof cresting; 1½-story coursed fieldstone side ell with side gable roof covered with asphalt shingles, brick internal chimney on gable ridge; one story frame addition to the rear of stone ell. Historically the Union Hotel. Currently vacant. Built in 1811 (Bertland, 1976; Mattioli, 1965; Wynkoop, 1977).

28. 11 Union Square (C) Block 903/Lot 28

Style: Other, Italianate details

Outbuildings: none

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Detached 3-story, 3-bay painted brick and frame, low side gable roof covered with asphalt shingles, with roofline cornice, 1/1 and 6/6 wood and vinyl windows, buff stone veneer on 1st floor front façade, contemporary aluminum storefront, rear of building banked into bluff, wood clapboard on north façade, former garage entrance on north façade with stone and concrete ramped driveway. Built between 1879 and 1909 (Buscemi, 2001).

29. 12 North Main Street (9 Morris Street) (C) Block 303/Lot 18 (Photograph #13)
Style: Italianate
Outbuildings: none

Detached, 2-story, 1-bay frame, wedge-shaped with shallow pitched roof, exterior covered with wood clapboard, rubble stone foundation; first floor banked into Morris Street stone retaining wall, primary historic entrance on Morris Street second floor; 2-story bay window, one lower window opening converted into North Main Street entrance; simple metal roofline cornice along Morris Street and corner façades; windows 1/1 replacement sash, metal frames. Built prior to 1857 (Hurley, 1857).

30. 14-16 North Main Street/15 Morris Street (C) Block 303/Lot 18
Style: Italianate
Outbuildings: none

Detached, 3-story, 4-bay red brick with coursed ashlar foundation and flat roof; first floor banked into Morris Street stone retaining wall; metal roofline cornice with end brackets and floral swags in frieze; windows 1/1 replacement sash, metal frames, brick arch lintels; four entrances with modern metal doors and storm doors; 2, second story, metal bay windows; secondary façade along Morris Street with same window and door materials. Built between 1874 and 1900 (Beers, 1874; stylistic details).

31. 18-20 North Main Street/19A – 21A Morris Street (C) Block 303/Lot 17 (Photograph #14)
Style: Italianate
Outbuildings: none

Detached, 3-story, 3-bay red brick with coursed ashlar foundation and flat roof; first floor banked into Morris Street stone retaining wall; metal roofline cornice with end brackets and floral swags in frieze; windows 1/1 replacement sash, metal frames, brick arch lintels; two entrances with modern metal doors; 2, second story, paneled metal bay windows; secondary façade along Morris Street with same window and door materials. Built between 1874 and 1900 (Beers, 1874; stylistic details).

32. 22-24 North Main Street (C) Block 303/Lot 16
Style: Italianate
Outbuildings: none

Detached, 2-story, 2-bay painted brick with brick foundation and flat roof; vinyl siding and shutters on second story; stepped brick cornice, partially covered with siding; windows 1/1 replacement sash and frames, cast stone sills and brick arch lintels; two entrances with modern metal doors and storm doors; rear façade banked into Morris Street stone retaining wall. Built between 1860 and 1874 (Walling, 1860; Beers 1874).

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33. 26 North Main Street (C) Block 303/Lot 15 (Photograph #15)
Style: Other, Italianate details
Outbuildings: none

Attached, 2-story brick garage with flat roof; garage entrance with modern door and one entrance with wood paneled door on wood panel faced first floor; windows 1/1 replacement sash and frame, brick jack arch lintels and brick sills. Built prior to 1860 (Walling, 1860).

34. 30 North Main Street/27 Morris Street (C) Block 303/Lot 14
Style: Other, Italianate details
Outbuildings: none

Attached, 5-story, 3-bay coursed ashlar stone and brick with flat roof and raised basement; recessed primary entrance with double leaf wood paneled door and iron gate; lower three stone floors banked into Morris Street stone retaining wall; stone floors with windows 6/6 wood sash and frame, upper two brick floors support Morris Street façade; brick floors with windows 1/1 replacement sash and frames, flat brick arch lintels, metal sills; modern double leaf glass and metal doors open on metal fire escapes on primary façade; metal roofline cornice with brackets and dentils; faded, painted Coca Cola advertisements on south brick façade; secondary painted brick façade along Morris Street with same window and cornice materials; bracketed wood hood over entrance with modern paneled wood door. Built prior to 1857 (Hurley, 1857), significantly altered between 1874 and 1900 (stylistic details).

35. South Main Street Retaining Wall and PRR Handrail (C) Block 917/Lots 1 & 26
Poured in place sloped concrete wall, cement parged, chamfered edges along top face; rising from approximately 10" at Union Square end to approximately 8' tall to attach to foundation of 60 South Main Street; approximately 280' long; topped with cast iron pipe handrailing supported by cast iron stanchions bolted to the top of the wall. Built between 1897 and 1903 (Sanborn, 1897, 1903).

36. 60 South Main Street (C) Block 917/Lot 2 (Photograph #16)
Style: Federal with Queen Anne details
Outbuildings: none

Attached 2-story, 3-bay red and painted brick with parged foundation; side-gable roof covered with asphalt shingles, end brick chimney; primary corner entrance with glass and wood door under metal bracketed overhang; secondary entrance with glass and wood door under round brick arch lintel and transom light; large display window with semicircular leaded glass light above, wood frame decorated with Neoclassical carving, molding and overhang; other windows 1/1 replacement sash and frame, stone sills and lintels; 1 and 2-story frame ells to the rear. Currently "Café Verde." Built prior to 1857 (Hurley, 1857).

37. 62-64 South Main Street (C) Block 917/Lot 3
Style: Other
Outbuildings: none

Attached 2-story, 3-bay brick with vertical clapboard on primary façade, parged foundation as well as side and rear facades; side-gable roof covered with asphalt shingles; primary entrance with wood replacement

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door and sidelights; single and double windows 1/1 replacement sash, frame and shutters; 1-story frame ell to the rear; secondary entrance to second floor via metal staircase along side facade. Currently "Delahanty's Tavern on the Square." Built prior to 1857 (Hurley, 1857).

38. 68 South Main Street (C) Block 917/Lot 4
Style: Neoclassical
Outbuildings: none

Detached, 2-story, 3-bay red brick with parapeted flat roof, cast stone water table; primary façade central bay recessed slightly, primary entrance central on façade with wood and glass door surrounded by Neoclassical molding, sidelights, segmented fan light, round brick arch opening; flanking wood framed windows with large glass panes, cast stone panels beneath and segmented fan lights above, round brick arch opening; first floor flanking bays one with multi-paned wood door and cast stone inset panel above, other with 8/8 wood sash and framed window with cast stone panel below and smaller inset panel above; second floor windows 12/1 wood sash and frame, cast stone sills, brick jack arch lintels with cast stone keystones; cast stone cornices at first-second floor juncture and at roofline with brick and cast stone parapet featuring central cast stone crest; side (north) façade with small first-floor loading dock. Formerly U.S. Post Office, currently "Riverview Arts Center." Built between 1916 and 1925 (Sanborn 1916, 1925).

39. 74 South Main Street (C) Block 917/Lot 5 (Photograph #17)
Style: Italianate
Outbuildings: none

Detached, 3-story, 3-bay red brick with rubble stone foundation and flat roof; red brick enclosed porch addition to primary façade; windows 6/6 replacement sash, wood frames, cast stone sills and lintels; metal roofline cornice with dentils, roping and heavy molding; large 3-story, red brick ell to the rear with rubble stone foundation and walkout basement. Built prior to 1874 (Beers, 1874).

40. 78 South Main Street (C) Block 917/Lot 6
Style: Tudor Revival
Outbuildings: none

Attached, 2½-story, 2-bay red brick with buff brick veneer and cast stone corner quoins, front gable roof with intersecting side gable ell, both covered with slate, coursed ashlar foundation; primary entrance with wood and glass paneled door sheltered by brick porch with cast stone supports at confluence of ells; windows 1/1 replacement sash and frame, cast stone lintels, sills and quoins; triple attic window featured in gable-end of primary façade; metal parapets with end finials along gable edges; 2-story red brick ell and 1-story concrete ell to the rear. Built between 1897 and 1903 (Sanborn 1897, 1903).

41. 80 South Main Street (C) Block 917/Lot 7 (Photograph #18)
Style: Italian Renaissance
Outbuildings: none

Attached, 3-story, 2-bay red brick with rubble stone foundation and low pyramidal roof, slightly projecting square tower featuring primary entrance with double-leaf wood paneled doors, round brick arch

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windows and engaged arches at roof level; 2-story bay window with cast stone base course, full-width sills and lintels; round brick arch windows at third floor; moveable windows 1/1 replacement wood sash and frames; internal brick end chimney with slightly projecting weathering; 2-story brick ell and 1-story frame addition to the rear with rubble stone foundation. Currently "Gregory Gianforcaro Law Office."

Built between 1890 and 1897 (Sanborn 1890, 1897). Local historical plaque on front façade reads:

"Presbyterian Manse Circa 1862. Constructed as a home for clergy (Rev. Townsend) for the Phillipsburg Presbyterian Church in 1858: a magnificent stone structure then located at "Main and Market Streets". The Manse was sold to Attorney John F. Dumont in 1883 and has been used primarily as law offices since. It was the last office of Hon. Frank S. Thompson, Esq. Assemblyman (1942) and State Committeeman (1952)."

42. 88-90 South Main Street (C) Block 917/Lot 9
Style: Italianate form
Outbuildings: none

Detached, 3-story, 3-bay red brick with brown-red brick veneer on primary façade, flat roof and fieldstone foundation; two wood and metal storefronts with large display glass and cast stone water table on first floor, central entrance with double-leaf wood and glass door with transom light to upper floors; entry is shaded by shallow overhang supported by reeded pilasters and heavy brackets; cast stone cornice above first floor; windows 6/6 replacement sash and frame, cast stone sills; round brick arch with keystone and cast stone diamond above each third floor window; veneer pointing mimicking pilasters delineates each primary façade bay; no roofline cornice; 2-story brick ell to the rear. Currently vacant. Built prior to 1857 (Hurley, 1857). Local historical plaque on front façade reads:

"S.A. Comstock Building. Malaska Lodge Circa 1860. The Comstock family owned many properties, including this, which was first used as a boarding house, and the famous Lee House, located at Union Square (Wardell site). This building was later used and purchased by the Malaska Council, a once powerful social club of mostly foundry workers, Note "Fist & Hammer" insignia above."

43. 92-94 South Main Street (C) Block 917/Lot 10
Style: Italianate
Outbuildings: none

Detached, 3-story, 3-bay red brick with cast stone water table and flat roof; first floor features central primary entrance with double-leaf wood and glass door with paneled frame, shaded by shallow bracketed overhang; outer bays feature slender paired windows on one side and large glass display window with paneled frame on other, full width bracketed wood cornice at first floor height; windows 1/1 replacement sash and frame, metal sills; brickwork mimicking casements surround all windows; central paired second floor windows covered by bracketed wood hood; wood roofline cornice with heavy brackets; 2-story brick ell to the rear. Currently "Robert J. Ellwood, Jr. Law Office." Built prior to 1857 (Hurley, 1857).

44. 96 South Main Street (C) Block 917/Lot 11
Style: Italianate
Outbuildings: none

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Attached, 2-story, 2-bay painted brick with side shed roof; modern wood storefront with central primary entrance, flanked by sidelights and round arch glass display windows paneled below; full width slate covered pent eave supported by rustic hewn wood columns; second floor segmental arch shaped windows 6/1 replacement sash and frame, metal sills and incised crowns above. Currently "Mel's Old Towne Deli." Built prior to 1857 (Hurley, 1857).

45. 100 South Main Street (C) Block 917/Lot 11

Style: Italianate

Outbuildings: none

Attached, 2-story, 2-bay frame covered with wood clapboard, fieldstone foundation and flat roof; first floor window flanked by two entrances, one with modern wood paneled door, other with double-leaf wood and glass doors; windows 6/1 replacement sash and frame, no exterior lintels or sills; smaller window 2/1 replacement sash and frame on second floor offset to the side, simple parapet at roofline. Currently "Team Capital Bank." Built prior to 1857 (Hurley, 1857).

46. 102 South Main Street (KC) (Previously listed in the National Register of Historic Places)

Block 917/Lot 12 (Photograph #19)

Style: Italianate/Neo-Grec

Outbuildings: none

Attached, 3-story, 3-bay brownstone and brick with fieldstone foundation and flat roof; offset primary entrance with double-leaf wood and glass doors shaded by shallow bracketed hood; windows 6/1 replacement sash and frames, bracketed sills and crowns; metal roofline cornice with dentils, heavy brackets and floral decorated paneled frieze; 2-story brick ell to the rear. Currently residential. Built between 1874 and 1885 (Beers, 1874; Sanborn, 1885). Local historical plaque on front façade reads:

"Lander Stewart Mansion. Circa 1880. The town's only brownstone, built in grandiose manner to resemble those of East side Manhattan. Exotic woods, marble, tile and glass brought back from Stewart's European travels line its interior. The front doors are hand carved cypress from Lebanon. First floor office later housed the Phillipsburg Telephone Co. in the 1930s."

47. 104 South Main Street (KC) (Previously listed in the National Register of Historic Places)

Block 917/Lot 12

Style: Federal form with Italianate details

Outbuildings: none

Attached, 3-story, 3-bay red brick with parged foundation, low-pitched side-gable roof and 3-story polygonal corner tower, brick end chimney; offset primary entrance with double-leaf wood and glass doors with transom light above, flanked by thin reeded pilasters and Corinthian capitals; shallow bracketed overhang over entrance, windows 6/1 replacement sash, stone or terracotta sills, metal "jack arch" crowns; metal roofline cornice with end brackets and ball finials, continuous around tower; slate covered conical roof on tower; curvilinear front entrance stairs with iron railing. 1-, 2-, and 3-story brick ells to the rear. Currently "Steven Dunbar Law Office." Built prior to 1857 (Hurley, 1857). Local historical plaque on front façade reads:

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“Stewart Townhouse Circa 1850. Jacob Stewart, a lawyer, and later his son John, a physician, both lived and practiced here. Substantial renovations including the octagonal tower designed in ancient Greek revival architecture, were done in 1876. In the late 1880s Dr. Petries office was here; note sign found in cellar. Last law office of Sen. Wayne Dumont (1914-1992) NJ State Se. 36 years.”

48. 112 South Main Street (C) Block 917/Lot 16
Style: Colonial Revival

Outbuildings: 1-bay molded block garage with slate covered hipped roof (C)

Detached, 2½-story, 3-bay orange-red brick with cast stone foundation, basecourse and slate-covered gambrel roof; central primary entrance with double-leaf wood and glass doors, transom light above; 2-story paneled bay window; windows 9/1 replacement sash, brick jack arch lintels with cast stone keystones; three triangular pedimented attic dormers; side façade porch with brick supports under projecting second and third floors to cover secondary entrance; 2-story brick and frame ell to the rear. Currently “Curzi Law Offices.” Built between 1916 and 1925 (Sanborn 1916, 1925). Local historical plaque on front façade reads:

“ Dale Estate, Circa 1873. William Dale, railroad overseer, purchased this land from the Bel-Del Railroad in 1861. The original home to the rear, overlooked the RR turntable so that Dale could view his workers. This home has 18 rooms. Later, home and dental office of Dr. Henry Souders and son for 70 years.”

49. 118 South Main Street (C) Block 917/Lot 17 (Photograph #20)
Style: Second Empire
Outbuildings: none

Attached, 2½-story, 3-bay red brick with coursed ashlar foundation, terra cotta water table and basecourse; slate covered Mansard roof with concave profile; 2½-story brick and 2-story wood bay windows on primary façade; central recessed primary entrance with double-leaf wood and glass doors, segmental arch transom light, covered by bracketed wood portico; segmental arch windows 1/1 and multi-paned wood sash and frame, terra cotta sills and elaborate U-shaped crowns; metal roofline cornice; 2-story brick ell and 1-story frame ell to the rear. Currently residential. Built between 1874 and 1885 (Beers, 1874; Sanborn, 1885).

50. 120 South Main Street (NC) Block 917/Lots 18 & 19
Style: Italianate with severe alterations
Outbuildings: 2-bay, molded block garage with pyramidal roof (C)

Attached, 3-story, 3-bay red brick with parged watertable and basecourse, flat roof; full-width, 3-floored enclosed brick and paneled frame porch, with recessed central primary entrance; red-orange stuccoed side and rear facades, applied cement basecourses at each floor level; full-width, elevated concrete and stone veneered porch with clay tile roof over metal storefront; windows 6/6, 1/1 replacement sash, flat arch crowns over secondary façade windows; metal roofline cornice with brackets. Currently “International Accents by DNK.” Built prior to 1867 (Tolles, 1867).

51. 8-10 Market Street (C) Block 918/Lot 2 (Photograph #21)

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Style: Queen Anne

Outbuildings: none

Detached, 2½ -story asymmetrical red brick with fieldstone foundation and terra cotta base course; iron finial atop asphalt shingle-covered hipped roof with cross gable, attic dormers and polygonal corner tower (with finial); partially enclosed front wood porch sheltering primary entrance; fully enclosed side porch with secondary entrance; multi-paned Palladian windows in cross gable and front attic dormer; 2-story bay window under cross gable, second story bay window on primary façade; moveable windows 1/1 replacement sash, wood frames, terra cotta sills; 1-story brick ell to the rear. Currently "Bruce Jones Law Office." Built between 1903 and 1910 (Sanborn 1903, 1910).

52. 140 South Main Street (C) Block 919/Lot 1 (Photograph #22)

Style: Beaux-Arts

Outbuildings: none

Attached, 3-story, 5-bay wedge-shaped stuccoed brick with cast stone water table, topped with flat roof; central primary entrance with modern metal and glass doors flanked by four large display windows, rusticated end bays feature round arch windows, flat wall facades on second and third stories; paired and single windows 1/1 replacement sash, metal sills and crowns; metal roofline cornice with heavy brackets, dentils and blank frieze. Currently "La Trattoria Restaurant." Built between 1874 and 1885 (Beers, 1874; Sanborn 1885).

53. 148 South Main Street (C) Block 919/Lot 2

Style: Italianate

Outbuildings: none

Attached, 1½-story, 2-bay brick with buff brick veneer and flat roof; wood storefront with two large display windows and transom lights above, two primary recessed entrances with wood and glass paneled doors; slightly projecting central bay façade; heavy metal roof line cornice with end brackets and blank frieze; 2-story frame ell to the rear. Currently "Helen's Floral Shoppe." Built between 1874 and 1885 (Beers, 1874; Sanborn 1885).

54. 150-152 South Main Street (NC) Block 919/Lot 3

Style: Italianate form with severe alterations

Outbuildings: none

Attached, 3-story, 2-bay red brick with brick veneer and flat roof; first floor modern stuccoed storefront with two entrances and two display windows, covered by full width asphalt shingled pent eave; windows 1/1 replacement sash and frame, brick sills; enclosed roofline cornice with small metal brackets. Storefront currently vacant. Built between 1897 and 1903 (Sanborn 1897, 1903).

55. 154 South Main Street (C) Block 919/Lot 4

Style: Second Empire

Outbuildings: none

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Attached, 2½-story, 2-bay red brick with patterned slate covered Mansard roof; first floor stuccoed metal and glass storefront with recessed commercial entrance; offset primary entrance with double-leaf wood and glass doors and transom light shaded by slate-covered portico with wood supports; second floor and attic dormer segmental arch windows 2/2 wood sash and frame, wood sills, U-shaped crowns and hoods; bracketed wood cornice with paneled frieze; 2-story brick and concrete ells to the rear. Storefront currently vacant. Built ca. 1873 (Beers 1874).

56. 156-158 South Main Street (C) Block 919/Lot 5 (Photograph #23)

Style: Queen Anne alterations

Outbuildings: 2-story, 1-bay brick and frame garage (C)

Attached, 1½-story, 3-bay frame with vinyl siding and flat roof with triangular pediment parapet; paired offset recessed entrances with wood and glass doors, wood paneling above, iron and wood paneled storefront with large display windows divided by column supports, full width metal cornice with dentils above; upper floor bays divided by paired metal pilasters, Palladian window in central bay with circular metal framed windows in flanking bays; metal verge board with floral swag detail in central bay parapet pediment, metal cornice with floral swags in frieze along outer bays roofline; 1-story frame ell to the rear. Currently "Life Choices" office. Built between 1874 and 1885 (Beers, 1874; Sanborn, 1885).

57. 160 South Main Street (NC) Block 919/Lot 6

Style: Italianate form with severe alterations

Outbuildings: none

Attached, 3-story, 2-bay brick with vinyl siding, coursed ashlar foundation and flat roof; first floor offset modern vinyl and glass storefront with recessed entrance with metal and glass door flanked by display windows, offset secondary entrance with metal and glass door; full width metal shallow pent eave; second floor central bay window; windows 1/1 replacement sash and frame, metal sills; enclosed metal roofline cornice. Storefront currently vacant. Built between 1890 and 1897 (Sanborn 1890, 1897).

58. 162-166 South Main Street (C) Block 919/Lot 7

Style: Folk form with Italianate details

Outbuildings: 2-bay frame with vinyl siding garage (NC)

Detached, 2-story, asymmetrical 3-bay brick with wood clapboard, fieldstone foundation and flat roof; three first floor wood and metal storefronts with metal and glass doors and large display windows under full-width metal cornice with dentils and end pilaster supports; second floor windows 1/1 replacement sash, metal sills and frames; metal roofline cornice with dentils, paneled frieze and end brackets; 2-story brick ells to the rear. Possible historic joining of 1-bay structure with neighboring 2-bay structure; note primary facade fenestration grouped as 1/3 versus 2/3. One storefront currently "Cuts for Men, Women and Children." Built prior to 1857 (Hurley, 1857).

59. 168 South Main Street (NC) Block 919/Lot 8

Detached, 1-story concrete block with flat roof; offset primary entrance, two garage bay doors; full width asphalt pent eave; multipaned steel industrial windows. Currently "Clark Quality Gasoline Station." Built mid-twentieth century (stylistic details).

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60. Structure #: 2154160 M.P. 0.4 (C)
Bridge Carrying South Main Street over Washington Secondary RR Tracks
2-span encased stringer bridge, 53' long, 36' wide, supported on ashlar abutments and an uncommon pier; carries two-lane road with sidewalk over one active track; deck enclosed by paneled concrete parapets. Designed by the Delaware, Lackawanna & Western Railroad Engineer's Office. Built 1910 (A.G. Lichtenstein & Associates, 2002).
61. 178 South Main Street, Union Station (KC) Block 919/Lot 10 (Photograph #24)
Style: Railroad Prairie
Outbuildings: none
2½-story, 3-bay brick Prairie style train station with a cross plan and a cross-hipped roof with flared eaves; dual-level; connected to a concrete retaining wall that supports the station's parking lot; 53' by 57' wide structure has concrete foundation and Flemish bond brick walls with recessed mortar joints; center projecting bay has grouped vertical windows (altered from original design) and prominent projecting hipped roof; the center bay is flanked by one-story entrance porches, each with a shallow hipped roof supported by three wooden Doric columns; bands of vertical bricks are used for ornamentation at the base of the building and at window surrounds; rear (west) and two side (north and south) facades consist of a concrete foundation supporting ground story level with numerous boarded up door and window openings, several small concrete stairways leading to concrete platforms, and a pent roof attached to the building by metal supports; two large brick chimneys to the rear of the building, each with ornamental recessed panels, limestone trim, stone detailing, and a flared limestone cap; formerly used by the Central Railroad of New Jersey and the Delaware, Lackawanna & Western Railroad as a railroad station; currently owned by the Friends of the New Jersey Transportation Heritage Center. Built in 1914.
62. Bridge Carrying South Main Street over Raritan Valley Line, MP 72.15 (C) (Photograph #25)
Style: Warren Thru Truss
1-span, 145' long, 55' wide, steel overhead Warren thru truss carries South Main Street over Raritan Valley Line (formerly Central Railroad of New Jersey); designed ca. 1910 by the Central Railroad of New Jersey engineering department; built in 1914 according to 1917 ICC Division of Valuation Pre-Inventory Schedule; handrailing fabricated by Belmont Iron Works (DeLeuw, Cather, and Co., 1991).
63. PU Signal Tower (C) Block 1411/Lot 88
Style: Railroad Craftsman
Outbuildings: none
2-story 3-bay brick control tower with hipped slate roof and copper flashing; structure rests on a poured concrete base which extends to the first floor sill level; the first floor consists of three bays on the front (south) façade and a two bay east extension, cast concrete window and door lintels, and a cast concrete cap; the second floor consists of a band of frame windows (now boarded up) and a center projecting bay with cast concrete trim and hipped slate roof; built 1920-21, retired in 1973 (Baer).
64. 169 South Main Street (C) Block 921/Lot 2 (Photograph #26)

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Style: Classical Revival

Outbuildings: none

Detached, 4-story, asymmetrical 2-bay red and buff brick with flat roof; first floor with buff brick set as to mimic rusticated stone with cast stone watertable, base course and full width, wrap-around cornice; offset primary commercial entrance with two wood and glass doors and one window set beneath deeply recessed porch; offset secondary entrance with wood and glass door under bracketed hood supported by reeded pilasters, flanked by double windows and one single window; two, 3-story paneled cast stone bay windows on primary façade; windows light the Hudson/South Main chamfered corner with cast stone corner quoins; first floor secondary façade with secondary entrance under deep porch with brick supports; windows 9/1 replacement sash, cast stone sills, brick jack arch lintels with cast stone keystones; secondary side façade with second, third, and fourth story brick porches; cast stone roofline cornice with dentils below brick parapet. Building currently called the "Don Vere Apartments," "H & R Block Office" on first floor. Built between 1916 and 1925 (Sanborn 1916, 1925).

65. 3 Hudson Street (C)

Block 916/ Lot 23

Style: Queen Anne, Stick

Outbuildings: none

Attached, 2½-story, 3-bay brick and frame with wood clapboard, fieldstone foundation and slate covered side gable roofs; two intersecting ells; central primary entrance with wood and glass door shaded by small wood porch situated within the intersection; porch with standing seam metal roof, turned wood porch columns, roof brackets and delicate spindle work under the eave; 2½-story paneled bay window with scalloped shingles, front gabled attic dormer forming ½-story level; second front gabled attic dormer situated atop projecting ell; both dormers featuring stickwork within gable-end; windows 1/1 replacement sash, wood frames and casements. Currently part of "Ladybugs Tearoom" restaurant and part residential. Built prior to 1874 (Beers, 1874).

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Warren County, New JerseySection number 8 Page 1**STATEMENT OF SIGNIFICANCE**

The Phillipsburg Commercial Historic District in Phillipsburg, Warren County, New Jersey, is eligible for listing in the National Register of Historic Places under Criterion A for its local significance as the historic center of Phillipsburg. As new transportation systems were introduced in Phillipsburg in the early and mid-19th century, the town flourished and the area near Union Square developed as the home of the town's business leaders as well as the town's commercial center. The historic district is also eligible under Criterion C for its representative late nineteenth and early twentieth century urban commercial structures. Unusual for Warren County, this district developed with more high style urban-style townhouses on small lots.

The buildings within the historic district are significant for two reasons. First, they consist of an excellent, architecturally intact, collection of late nineteenth-early twentieth century townhouse and commercial structures. Second, they are locally significant as the best grouping in Warren County of urban architecture.

Physical Development of Phillipsburg

The first Europeans in the Phillipsburg area were Dutch surveyors around 1654, when the region still contained Lenape villages and fishing spots. The earliest European landowners in the Phillipsburg area were Daniel Coxe, a merchant, and David Martin, a ferryman who established a route between Easton and Phillipsburg. In 1715, Coxe acquired 1250 acres of land along the Delaware River near the present-day Union Square; his parcel stretched to the south and the east. During the mid-to-late 1700s, his heirs split up the large parcel and sold some land to other families in the area, including the Roseberry family.¹

There are two main theories for the origin of the name "Phillipsburg." Some local histories attribute the name to Chief Philip, an Indian chief, as Phillipsburg was founded on the site of the Lenape Indian village of Chintewink. However, the name most likely came from local landowner William Phillips, whose family purchased large tracts of land in the area and established their farmstead by 1735.² The name Phillipsburg first appeared on a map in 1749.³ Subsequent transactions of large parcels of land in the late 18th century refer to "the town of Phillipsburg."⁴

Main Street and Union Square were both established for use by residents early in the settlement of Phillipsburg. Main Street began as a country road and for many years was one of the few roads in Phillipsburg. As early as 1740, the homes in Phillipsburg were clustered in the area of South Main Street and Hanover Street.⁵ The early settlers gathered here, but the locale remained sparsely developed. By the end of the 18th century, "Main Street was just a country road, bordered here and there by houses,"⁶ the log houses built by the prominent families of Phillipsburg. Union Square was also founded very early as "the landing port for the ferry across the Delaware from Northampton Street"⁷ in Easton. Ferry service was established between the two towns as early as 1739. In 1798, Thomas Bullman purchased the ferry rights

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and 13 acres of land in Phillipsburg, including Union Square. Bullman sold part of the land at the square in 1800 to become the entranceway for the Delaware Bridge.⁸

In the first decade of the 19th century, two turnpikes were built to Phillipsburg. As described by historian A. Van Doren Honeyman, "About 1802 the New Brunswick turnpike was built to Union Square. The Washington turnpike, called the Morris turnpike, was incorporated in 1806 and built soon thereafter. Both of these turnpikes followed roads that had been established for half a century or more."⁹ In Phillipsburg, the New Brunswick Turnpike, a road for stagecoaches, followed along South Main Street.

Despite its early settlement, Phillipsburg "remained for many years a straggling village"¹⁰ used mostly for farmland, even along South Main Street and Union Square. Phillipsburg had only 15 families in 1811. There were two taverns and some stone homes, but a large field occupied much of the Main Street district area. One tavern, located in Union Square, was built by John P. Roseberry in 1811 and later converted to the Union Square Hotel. By the 1820s and 1830s, there were no more than 30 homes and a couple of stores along Main Street. By 1847, the town still only had around 50 buildings.¹¹

Growth in Phillipsburg is "dated to the 1850s, attributable to the selection of Phillipsburg as a railroad point..."¹² In this decade, the railroads brought industry, new jobs, and a large influx of people to Phillipsburg and the surrounding area, and Phillipsburg developed quickly to accommodate the new industries and population. In anticipation of the growth that would accompany the railroads, the Phillipsburg Land Company purchased the Roseberry family farm in 1853 and created 1130 lots out of the 300 acres of land.¹³ Two more large parcels were purchased by the land company in 1854 and 1855 due to the great demand for land. As the farmland of Phillipsburg was being taken over to create more residential lots, the commercial sector of the town was also growing, especially in the Main Street area.

With the arrival of the railroads beginning in 1852 and the residential development that followed, Main Street began to evolve quickly into the primary commercial street in Phillipsburg. In 1847, Phillipsburg had only around 50 homes and two general stores, both located in Union Square. In 1852, the Central Railroad of New Jersey completed its line to Phillipsburg, followed soon after by the Belvidere-Delaware and Easton & Amboy Railroads, and within 10 years, in 1861, it was noted, "Main Street... is the principal avenue.... Most of the principal buildings are on Main Street and at Union Square."¹⁴ The number of commercial businesses had increased to twenty stores, with most located in the South Main Street area. Union Square, with its bridge connecting Phillipsburg with Easton across the Delaware River, became an important business section. The square was the site of an early post office, a bank, hotels, and the Belvidere-Delaware Railroad Depot. It was described that "in this square is transacted the principal mercantile business of the place."¹⁵ By 1874, Main Street was more fully developed and contained both residential and commercial structures. In 1881, historian James P. Snell stated, "The business portion of Phillipsburg is confined chiefly to Main Street, which reaches between northwest and southeast for a distance of one mile and a half, and upon its route are located many business places and all the manufactories."¹⁶ The businesses were a mix of industrial, artisan, professional, and commercial

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endeavors. In a short period of time, Main Street grew from just a few stores and homes to a fully functioning commercial district.

In addition to a more fully developed Main Street district, other infrastructure developed as Phillipsburg became a more established town. Historian M.S. Henry noted that in 1849 Phillipsburg had only a single major street, but would soon begin making improvements in anticipation of the arrival of the railroads.¹⁷ A few years later, Phillipsburg received its first post office, although Easton had established one over 50 years before.¹⁸ Also in the 1850s, the first church within the town limits was built and the first bank was established in Union Square. The school system was greatly improved through the construction of new school buildings. The Phillipsburg of 1860 was described as having "1500 inhabitants, two churches, two schools, four hotels, one bank, three furnaces, one distillery, one agricultural implement manufactory, one foundry and machine shop, a post-office, and twenty stores – among which are included those for the sale of dry-goods, groceries, hardware, stoves, boots and shoes, wines and liquors, drugs, provisions, &c. &c."¹⁹ New transportation systems were introduced, including the Phillipsburg Horse Railway Company, which was organized in 1871 and whose track was laid along Main Street to Union Square.

In 1851, Phillipsburg was organized as a township, and Phillipsburg Town was formed in 1861 from the Township, which became known as Lopatcong. The first town elections and meetings were held at the Union Square Hotel until a new town hall was built along South Main Street.

Phillipsburg's mid-nineteenth century growth is reflected in population figures. The railroads, which fostered industrial development, led to increased settlement, including by immigrants. As late as 1847, only 200 residents lived in Phillipsburg. By 1860, the population of Phillipsburg had jumped to 1,500. By 1870, only one decade later, the population had increased by 296% to 5,950.²⁰ The 1880 population reached 7,176. Several immigrant groups arrived in Phillipsburg in the mid-to-late nineteenth century and each worked in a different sector of the Phillipsburg economy. The Irish population mainly worked on the railroads, while the Germans owned farms. Italian immigrants became involved in industry, especially in the South Main Street area.²¹

Transportation and Industry in Phillipsburg

Phillipsburg's location was a natural hub for transportation, commerce, and industry, as it "offered convenience, good labor conditions, access to raw materials and expeditious means of transporting finished products to markets."²² Located across the Delaware River from Easton, Phillipsburg first developed ferry service and then bridges to connect with the larger city. In the early nineteenth century, the Morris Canal was important to the coal and iron industries. The canal was followed by five railroad companies that developed lines through Phillipsburg in their efforts to connect the Pennsylvania coal fields with the ports of New York. As the number of transportation options in Phillipsburg increased, so too did the amount of industry and commerce. The historic district is in close proximity to all of these transportation corridors, which allowed this area to become the commercial center of town.

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Early traffic on the Delaware River consisted of ferry service, but this mode of transportation did not last long. David Martin, one of Phillipsburg's early residents, received exclusive Delaware River ferry privileges in 1739 and established a route between Easton and Phillipsburg. The ferry had many different operators during the 18th century. By the end of the 18th century, Thomas Bullman, grandfather of Major Charles Sitgreaves, the first mayor of Phillipsburg, had taken over the route. However, river traffic never became popular, despite limited transportation options, and the ferries were supplanted by bridges in the early 19th century. It has been said that "the completion of the Delaware Bridge in 1806 gave considerable impetus to the development of Phillipsburg."²³

The Delaware River bridge between Easton and Phillipsburg was the first to be chartered on the river, but not the first to be completed. Construction began in 1796, but the Delaware Bridge Company ran out of money before it could be completed and so construction ceased. More money had to be raised, a new contractor had to be found, and a construction time extension had to be granted for the bridge to be completed. The bridge was not completed until 1806 and a bridge at Trenton was completed in the meantime, becoming the first bridge across the Delaware.²⁴

Opened for use and toll collection in October, 1806, the bridge had an immediate impact on its surrounding area. It was the only bridge in this area for twenty years and just the second covered bridge in America. It caused a decline in ferry traffic as travelers used the bridge to move between Easton and Phillipsburg. It also allowed more interaction between the residents of the two towns.²⁵ Traffic through Phillipsburg to eastern Pennsylvania increased with the completion of the bridge and the two turnpikes. The Delaware River Bridge was replaced in 1896 by a new steel bridge.

When the Morris Canal became operational in 1831 with its terminus at Phillipsburg, the residents expected a large share of the profits that would result from the new trade route between the eastern ports and the rich coalmines of Pennsylvania. Unfortunately, much of the anticipated income failed to impact the small river community. In regards to the Morris Canal, "Phillipsburg looked upon its completion as a promise of future prosperity. It did bring tremendous business here, but in much the same way that automobile traffic does now – the business passed the door but didn't stop. In one year 60 thousand tons of coal came through Phillipsburg en route from Mauch Chunk to New York."²⁶ However, the Morris Canal was instrumental in the development of industry in Phillipsburg. For example, the Andover Iron Company, originally established in 1848 as the Cooper Iron Works, relied on the canal for the shipment of its iron ore supply. Although the popularity of the canal began to wane as early as the 1860s when competing railroads started to transport coal, the Morris Canal was important because it aided in the "revival of the iron industries by supplying abundant quantities of coal."²⁷

Much of Phillipsburg's mid-nineteenth century growth can be attributed to the railroads because to a large extent, Phillipsburg's growth is tied to its strategic location on the railroad pathway between the coal fields of Pennsylvania and the New York port. According to the National Register nomination for the Anthracite-Related Industries of Northeastern Pennsylvania, "The anthracite iron industry provided the impetus for the establishment of related industrial activities within the anthracite region and along the

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principal waterways and railroads that linked the region to the urban centers of the American northeast.”²⁸ Real growth occurred in Phillipsburg when the railroads opened the town to an explosion of industry in the late nineteenth century, as competition between the rail lines to connect the coal fields to New York spurred related industrial growth along the lines. The railroads were responsible for transporting millions of tons of coal to port cities each year, much of which passed through Phillipsburg.

The first railroad to reach Phillipsburg was the Central Railroad of New Jersey, which opened on Friday, July 2, 1852.²⁹ This highly anticipated event was marked by the “ringing of church bells and an artillery salute from the top of Mount Jefferson” across the Delaware River in Easton.³⁰ The new railway became a quick means of bringing resources from Pennsylvania and New Jersey to market at eastern ports, such as New York City. It was noted that “consultation of a map will prove how judiciously the line has been located, with reference to the natural and business features of the country, and an eventual connection with other roads ramifying into the most valuable agricultural and mining regions of Pennsylvania.”³¹

Only two years after the CNJ reached Phillipsburg, the Belvidere-Delaware Railroad, a Camden & Amboy subsidiary driving northward from Trenton, reached the area, and the Easton & Amboy Railroad (now the Lehigh Valley Railroad) arrived in 1855, roughly paralleling the CNJ line. When the Civil War ended, the Morris & Essex Railroad commenced construction of their line from Hackettstown to Washington, and by November of 1865, it finally arrived in Phillipsburg. The Morris & Essex Railroad later became the Morris & Essex Division of the Delaware, Lackawanna & Western Railroad (DL&W) in 1868. The last railroad to arrive was the Lehigh & Hudson River Railway, which entered into a contract with the Pennsylvania Railroad to use its tracks to Phillipsburg in 1889.³²

In addition to the railroads, growth in Phillipsburg in the mid-nineteenth century can be attributed to the related increase in industry in the area, which also attracted workers to Phillipsburg. In 1848, three industries established themselves in Phillipsburg: the iron and brass foundry of J.R. Templin & Co. (which closed after it was destroyed by fire in 1855); the Cooper Iron Works, a blast furnace built by New Yorkers Cooper and Hewitt; and the agricultural implement manufacturer of A.R. Reese & Company.³³ The Cooper Iron Works had three furnaces by the early 1850s. Its success led its owners to organize the Trenton Iron Company to consolidate all their interests across the state. In 1868, capitalists from Philadelphia purchased the Phillipsburg portion of the Trenton Iron Company and established the Andover Iron Company, which included a large factory and ore mines in three counties.³⁴ The success of the furnace was greatly influenced by the nearby Morris Canal, which was used by the company to move coal and iron in and out of the factory. After the decline of the Morris Canal, the Andover Iron Works relied upon the railroads to quickly move resources and products.

Although mostly outside the boundaries of the historic district, more industries were founded in Phillipsburg around the time of the arrival of the railroads. The J. Tindall distillery was founded ca. 1850, and many of its associated structures were built along Main Street near Union Square, according to historic maps. The distillery was “capable of consuming 60,000 bushels of grain and producing 240,000 gallons of whisky annually.”³⁵ In 1856, the Warren Foundry and Machine Company, which

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manufactured cast-iron pipes and columns, was chartered and in 1881 was described as “the most important manufacturing interest possessed by Phillipsburg.”³⁶ In the 1860s, the Phillipsburg Rolling Mills were constructed, as was the Tippet & Woods boiler works, which employed around 200 people.³⁷ From the 1890s until the 1910s, more businesses moved to the area in and around Phillipsburg, including the American Horseshoe Company, Ingersoll-Rand Drill Company, Vulcanite Cement Company, Rowland Firth and Son, Baker Chemical Company, Canister Works, Standard Silk Mill, the Continental Silk Mill, and Ryan’s Silk Mill.³⁸

Architecture

As previously mentioned, the majority of buildings along Main Street in Phillipsburg were constructed as townhouses or built as closely to their neighbor as possible. The original 300 lots planned by the Phillipsburg Land Company in 1853 each amounted to a little over one-quarter of an acre in size. With the expectation of commercial growth due to the proximity of the Morris Canal, the planners as well as the settlers expected to build primarily commercial structures which would not necessarily need large lot sizes. This urban aesthetic continued as the town prospered and more farmland was bought and parceled. The location of Phillipsburg at the confluence of the Morris Canal, five rail lines, and the river, as well as its proximity to its sister city, Easton (one of eastern Pennsylvania's more prosperous industrial cities), turned the historic district area of Phillipsburg into a small-scale, urban town.

The activity and financial resources generated in Phillipsburg during the last half of the nineteenth century translated into the built environment seen today. For example, the railroad allowed A.R. Reese, whose company began manufacturing farm implements in 1849, to ship his mowers and reapers to market easily and cheaply.³⁹ His residence still stands at 131 South Main Street. A Reese relative (perhaps a son) built their attached Italianate townhouse residence at 93-95 South Main Street.⁴⁰ The Lander and Stewart families, members of which were directors and investors in the Warren Foundry and Machine Company located in town, constructed their residences at 102 and 104 South Main Street in a more upscale, urban fashion. 102 South Main Street was a “brownstone townhouse [that] [was] representative of Civil War era residences erected by affluent merchants and professionals seeking to affirm their taste, social standing, and financial resources. Italianate/Renaissance Revival townhouses were an important and fashionable architectural style of the 1850-1880s, although one rarely found in western Jersey.”⁴¹ The Neo-Grec style of 102 South Main Street, similar to townhouses in Manhattan and Brooklyn, suggests that a New York influence prevailed in that case. Even one of the earliest buildings constructed in town, the Union Hotel circa 1811, was constructed with a vertical emphasis, which also made the most of its shallow lot (the bluff is directly behind) but also allowed for future construction around this very important location in Phillipsburg. The Union Hotel was built by the very gentleman, John Roseberry, who later sold 300 acres to the Phillipsburg Land Company in 1853. Business enterprises that supported the larger industries as well as everyday living, such as grocers, cobblers, feed and grain wholesalers, hotels, tin smithers, even billiards, all constructed anonymously over the years, had to work within the confines of the narrow lots.

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Almost half of the contributing buildings in the Phillipsburg Commercial Historic District represent Victorian period styles popular during the late nineteenth century. Italianate is the dominant style evident in twenty-three buildings, while the other building styles are Queen Anne (four), and Second Empire (three), as well as eleven that appear to be buildings constructed earlier but altered in these styles as the fashions dictated. The Italian Renaissance, Tudor Revival and Beaux Arts styles are each represented by one building.

The identifying features of the Italianate style townhouse include multiple floors, typically three or four; a low-pitched or flat roof; wide, projecting cornices usually supported by brackets; tall windows, often with decorative lintel crowns, with 1/1 or 2/2 glazing; paired or triple windows; and wood doors, often double-leaf, with large paned glazing. Fine examples of the style include 92-94 South Main Street (circa 1857), 102 South Main Street (circa 1874), and 99-101 South Main Street (circa 1874).

The Queen Anne style was popular during roughly the same time period but emphasized a more exuberant approach to ornamentation than did the Italianate. The four buildings exhibiting this style influence are 167 South Main Street (ca. 1857), 163-165 South Main Street (ca. 1874), 3 Hudson Street (with some Stick details) (ca. 1874), and 8-10 Market Street. This last example was actually constructed sometime between 1903 and 1910, but was included in the late-nineteenth category because of the strong Queen Anne styling present. Characteristic features include wall texture variations; steeply pitched irregularly shaped roofs with a dominant front facing gable; asymmetrical facades; porches, usually full width; bay windows; spindlework; the avoidance of a flat wall surface; and towers.

Three buildings in the district were constructed in the Second Empire Style, which is characterized by a Mansard roof with attic dormers; eave-line cornices with heavy brackets; and molded window frames and lintels. Two excellent examples are the detached home at 131 South Main (circa 1874) and the attached structure at 154 South Main (circa 1873).

Lastly, there are several styles represented by only one building each. The building at 80 South Main (circa 1895) exhibits typical characteristics of the Italian Renaissance style, with arcaded engaged arches in the squared corner tower; full arch windows; bracketed eaves; hipped roof; and rusticated cast stone details. The adjacent structure at 78 South Main Street (circa 1900) is Tudor Revival, as interpreted in an urban environment, with intersecting masonry ell; a dominant slate covered front gable roof with a triple attic story window in its gable end; and corner quoins and metal parapets on the gable ends. The Beaux Arts style, while typically applied to grander architect-designed edifices in larger, more prosperous cities, was a popular choice for public institutions wanting a more dignified appearance, even in less urban, but bustling towns like Phillipsburg. Originally a bank, the building at 140 South Main Street (circa 1880) is a wedge-shaped masonry structure with a typical rusticated first floor (currently only two bays; historically the whole first floor); flat roof; and symmetrical façade with smooth wall surfaces.

Building construction in the district appears to have slowed after the turn of the century. There are only eight buildings representing possible or known construction dates after 1900. Six of the eight were

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constructed for public purposes: two banks, two railroad-related buildings, a U.S. post office, and a benevolence society. The bank at 113 South Main (built 1927) is designed in a typical Neo-classical style with stone cladding on the entire building, a flat roof, and a full height porch supported by Doric columns and a classical entablature. The Union Station located at 178 South Main Street (built 1914) represents the Prairie style as practiced by the railroad industry, but still exhibits some of the same characteristics. The station has low hipped roof with wide overhanging eaves, heavy porch supports, and a bank of windows central on the front façade.

Buildings that could be placed in a category labeled "Other" are those that show little or no affiliation with any particular style. For example, the buildings located at 28 North Main Street and 26 North Market Street, both constructed prior to 1860, have forms that appear utilitarian in design. The one distinctive detail seen on 26 North Main is the brick jack arch lintel over both windows. This was a fairly common construction design on many late nineteenth century buildings. Prior to receiving its top two brick floors with an Italianate cornice and bracketed hood over the Morris Street entrance, 28 North Main appeared as a simply designed, un-ornamented stone industrial building, built as part of a local distillery. Despite not fitting neatly into a recognized style category, the "other" buildings in the district are significant for their contribution to the industrial and commercial history of Phillipsburg.

Built as a genteel tavern and reportedly constructed in 1811, the Union Hotel, located at 17 Union Square displays a fine façade in the Federal style as exemplified by this building type. It is remarkable for having three original, matching, high Federal-style "frontspiece" entries on the ground floor, which is perhaps unique among surviving New Jersey taverns. Three and a half stories high (unusually high for the style), the coursed ashlar construction presents a simple wall surface with only keystones as ornament at the windows; however, entrances feature paneled doors with fan lights, paneled barreled surrounds and frames with reeded pilasters. Delicate cast iron columns with iron brackets support a full width, 19th century, 2-story wood porch. The Federal form was straightforward in design; the Union Hotel is a simple three-ranked rectangle with a projecting side ell, which was likely the original kitchen. The Mansard roof with metal cornice was an addition made probably after 1890 when the interior was completely remodeled.

The building at 8-10 Market Street, constructed between 1903 and 1910 is a fine example of a detached Queen Anne-style home. Its roof with intersecting dormers and gables, asymmetrical façades, Palladian windows in the attic dormers and gable ends, front and side porches, and corner tower represent the style that was popular during the 1880s through the first decade of the twentieth century. The attached building at the corner of South Main Street and Hudson Street (formerly 167 South Main Street) although constructed prior to 1857, was altered sometime between 1897 and 1903 to reflect the favored Queen Anne style at the time.⁴² The building features elaborate spindlework, a 3-story bay window, and a roof-top tier or tower that was added at the turn of the century.

The residence at 102 South Main Street, built ca. 1879-1880, is an excellent example of an Italianate/Neo-Grec-style townhouse, a style popular from the 1840s through the 1890s. Constructed of brick with a cut

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ashlar brownstone façade, the building features a low-pitched roof behind an elaborate roofline cornice with heavy brackets; tall framed windows with bracketed hoods; and a hand-carved double-leaf wood and glass entry. The entrance, head molds, and elaborate cornice are characteristic of the Neo-Grec style (as that term applied generally to the stone façade of rowhouses) of the late 1860s to the early 1880s.⁴³ Rarely found in western New Jersey, the Italianate/Neo-Grec townhouse was an important and fashionable architectural style of the last half of the 19th century.

The Second Empire style, fashionable during the last half of the nineteenth century, was practical in urban settings due to its roof design. The distinctive Mansard roof could accommodate additional living space in the attic areas. The building located at 118 South Main Street represents an attached example of the style with its Mansard roof (concave profile) with attic dormers; segmental arch windows with detailed U-shaped hoods; and projecting bay windows.

The Neo-classical style, as represented by the bank building at 113 South Main Street, was a fashionable style for public institutions during the first half of the twentieth. The stone façade, monumental form and full height columns supporting a heavy entablature, project a strong and lasting presence favorable with a financial institution.

The Phillipsburg Commercial Historic District has retained a high degree of architectural integrity, both overall for the district and in terms of individual structures. This grouping provides an excellent representation of Phillipsburg's growth in the late nineteenth-early twentieth centuries.

¹ A. Van Doren Honeyman, *Northwestern New Jersey: A History of Somerset, Morris, Hunterdon, Warren and Sussex Counties* (New York: Lewis Historical Publishing Company, 1927), 739.

² Maxine N. Lurie and Marc Mappen, ed., *Encyclopedia of New Jersey* (New Brunswick, New Jersey: Rutgers University Press, 2004), 633.

³ James P. Snell, *History of Warren and Sussex Counties* (Philadelphia: Everts & Peck, 1881), 350.

⁴ *Phillipsburg, N.J. Centennial 1961* (Phillipsburg, New Jersey: Centennial Committee, 1961).

⁵ Carolyn B. Heitzman, *Phillipsburg, New Jersey: Diamond Jubilee* (Phillipsburg, New Jersey: Committee of Diamond Jubilee, 1936).

⁶ *Phillipsburg, N.J. Centennial 1961*.

⁷ *Historical Sites of Warren County* (Belvidere, New Jersey: Warren County Board of Chosen Freeholders, 1965).

⁸ *Historical Sites of Warren County 1965*.

⁹ Honeyman 1927, 740.

¹⁰ M.S. Henry, *History of the Lehigh Valley* (Easton, Pennsylvania: Bixler & Corwin, 1860), 4.

¹¹ Honeyman 1927, 741.

¹² Frank Reilly, interview, President of the Central Railroad of New Jersey Historical Society, July 28, 1995.

¹³ *Historical Sites of Warren County 1965*.

¹⁴ *A Collection of Newspaper Articles on the History of Phillipsburg, New Jersey* (1962, available at the Easton Area Public Library), 28.

¹⁵ Henry 1860, 10.

¹⁶ Snell 1881, 549.

¹⁷ Henry 1860, 4.

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Historic District, Phillipsburg,
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- ¹⁸ Honeyman 1927, 740-741.
¹⁹ Henry 1860, 10.
²⁰ Heitzman 1936.
²¹ *Historical Sites of Warren County* 1965.
²² *Phillipsburg, N.J. Centennial 1961*.
²³ Heitzman 1936.
²⁴ Frank T. Dale, *Bridges over the Delaware River: A History of Crossings* (New Brunswick, New Jersey: Rutgers University Press, 2003), 70.
²⁵ Dale 2003, 72.
²⁶ *Phillipsburg, N.J. Centennial 1961*.
²⁷ Morrell 1987, 7.
²⁸ Patrick W. O'Bannon, Martin Abbot, Susan Nabors, and James Parkinson, "Anthracite-Related Industries of Northeastern Pennsylvania, 1769-1945," (August 1997, National Register Multiple Property Documentation Form, copy at the Pennsylvania State Historic Preservation Office, Harrisburg, Pennsylvania), E31.
²⁹ "Opening of the New-Jersey and Central Railroad," *The New York Times* (July 3, 1852).
³⁰ Leonard Buscemi, Ph.D., *Images of America: Phillipsburg*, (Charleston, South Carolina: Arcadia, 2001), 102.
³¹ "Opening of the New-Jersey and Central Railroad" 1852.
³² *Charter Jubilee, 1861-1911: Phillipsburg, NJ*. (Phillipsburg, New Jersey: Charter Jubilee Committee, 1911).
³³ Cummins 1911, 237.
³⁴ Snell 1881, 561.
³⁵ Snell 1881, 561.
³⁶ Snell 1881, 561.
³⁷ Cummins 1911, 238.
³⁸ Cummins 1911, 238.
³⁹ Snell 1881, 561.
⁴⁰ 1874 Beers *County Atlas of Warren, New Jersey*.
⁴¹ Frank L. Greenagel, Ph.D., "Lander/Stewart Mansion and Stites Building," (January 2008, draft National Register Nomination, copy at the New Jersey Historic Preservation Office, Trenton, New Jersey), 8.1.
⁴² Sanborn Fire Insurance Maps, 1897 & 1903.
⁴³ Greenagel 2008, 7.1.

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Phillipsburg After 1929

The district is as architecturally coherent as it is because the physical development of Phillipsburg took a very different course after 1929. The onset of the Depression brought building construction to a standstill there as elsewhere, and no significant architecture was added to the district, either during the 1930s or during the World War II years. When construction activity peaked again during the postwar decades, it was pushed to the edges of Phillipsburg, leaving the downtown little altered to the present.

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Maps

1825 Gordon *Map of Warren*.

1853 Lloyd Van Derveer *Map of Warren County, New Jersey. New Edition. Revised & Improved*. Philadelphia: by the author, May 1853.

1857 Thomas Hurley *Map of Easton, South Easton and Phillipsburg*.

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1860 G.M. Hopkins Jr. *Map of Northampton Co. Pennsylvania.* Philadelphia: Smith Gallup & Co., 1860.

1860 Walling *Map of Warren County, New Jersey.*

1867 Thomas Addison *Map of the Town of Phillipsburg, Warren County, New Jersey.* Philadelphia: F.C. Tolles, 1867.

1874 Beers *County Atlas of Warren, New Jersey.*

1890 Easton, NJ USGS 15 Minute Quadrangle.

1900 Landis & Alsop *Easton, Pa. and Phillipsburg, N.J.*

1932 Easton, NJ USGS 15 Minute Quadrangle.

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Historic District, Phillipsburg,
Warren County, New JerseySection number 10 Page 1**VERBAL BOUNDARY DESCRIPTION**

The boundaries of the Phillipsburg Commercial Historic District consist of all or portions of the following blocks: 303, 902, 903, 911, 913, 916, 917, 918, 919, 921, and 1411. The boundaries of the historic district are described as follows:

Beginning at the northwest corner of Block 921, Lot 2, the boundary line crosses Hudson Street to the northeast corner of Block 16, Lot 23 and continues on to include all properties in Block 916 that front onto South Main Street (Lots 1-16). The boundary line then crosses Tyndall Avenue to the northeast corner of Block 913, Lot 7, where it continues along the rear property lines of Lots 1-7 before crossing Pleasant Avenue to the northeast corner of Block 911, Lot 8. Here, it continues along the rear property lines of Lots 5-8, then crosses a small alley to the northeast corner of Block 903, Lot 48. The boundary line then passes along the rear property lines of Lots 28, 30, 32, 40, 41, 46, and 47, those properties which front onto South Main Street and Union Square. From the southwest corner of Block 903, Lot 28, the boundary line crosses Morris Street to Block 303, Lot 19. The boundaries include Lots 13-19 in Block 303. From the northwest corner of Block 303, Lot 13, the line crosses North Main Street to Block 902. It includes the railroad right-of-way until reaching the northeast corner of Block 902, Lot 5. It then turns and follows along the northern side of Union Square before crossing Riverside Way to the northeast corner of Block 901. The boundary line crosses Union Square and proceeds to the southwest corner of Block 917, Lot 29. The boundary line follows the south side of Union Square until reaching the northwest corner of Block 917, Lot 29, where it turns south to follow the railroad right-of-way. It then follows the rear property line of all lots facing onto South Main Street, Lots 1-18. From the southeast corner of Block 917, Lot 18, the boundary line crosses Church Street to the southwest corner of Block 918, Lot 1. It follows the rear property lines of Lots 1 and 2, proceeds north along the east side of Lot 2, and crosses Market Street to the corner of Block 919, Lot 1. The boundaries include Lots 1-10 and then follow the eastern property line of Block 919, Lot 10 northeast to South Main Street. The boundaries then include the Warren thru truss bridge carrying South Main Street over the railroad tracks to Block 1411, Lot 29, the former PU Signal Tower. After encompassing this lot, the boundary line follows along South Main Street to the southeast corner of Block 921, Lot 2, encompassing this lot at the point of beginning.

BOUNDARY JUSTIFICATION

To the north, the district includes the historic operation of the Phillipsburg Horse Railway Company; the stable, purportedly located at 20-24 North Main Street, and office were located along this block. In addition, the large stone building that remains on this block was probably part of the Tindall distillery, an early business in Phillipsburg. Beyond this block is the U.S. Route 22 approach to the Easton-Phillipsburg Toll Bridge that carries Rt. 22 over the Delaware River to Easton. The bridge was built in 1938 and so post-dates the district's period of significance. To the west, Union Square is included because of its historic importance to the town. The properties surrounding Union Square are excluded from the historic district either due to their relatively young age or their lack of architectural integrity. However, the railroad right-of-way, located along South Main Street just to the east of Union Square, is included within the district because of the railroad's early and continued significance in the development of Phillipsburg. South Main Street encompasses the bulk of the district because of its historic commercial nature and the high degree of architectural integrity of many of the

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buildings. Neighborhoods beyond South Main Street to the east are almost strictly residential in use and construction. To the south, the district ends with the truss bridge and the railroad tracks as the area south of the bridge changes in character and degree of architectural integrity.

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Warren County, New Jersey

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UTM coordinates, con't.

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Historic District, Phillipsburg,
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Photographs

For all photographs:

Property Name: Phillipsburg Commercial Historic District
Property Location: Town of Phillipsburg, Warren County, New Jersey
Location of Negatives: ARCH², Inc.
16 Wernik Place
Metuchen, New Jersey 08840-2422
Photographer: Marianne Walsh
Date: December, 2007

No. 1 of 26: View looking north towards 163-165 South Main Street.

No. 2 of 26: View looking northeast towards 153 South Main Street.

No. 3 of 26: View looking north towards 135-137 South Main Street.

No. 4 of 26: View looking north towards 121 South Main Street.

No. 5 of 26: View looking northeast towards 113 South Main Street.

No. 6 of 26: View looking northeast towards 99-101 South Main Street.

No. 7 of 26: View looking northeast towards 93-95 South Main Street.

No. 8 of 26: View looking north towards 75 South Main Street.

No. 9 of 26: View looking north towards 55 South Main Street.

No. 10 of 26: View looking north towards 39-41 South Main Street.

No. 11 of 26: View looking north towards 29-37 South Main Street.

No. 12 of 26: View looking east towards 17 Union Square.

No. 13 of 26: View looking northeast towards 12 North Main Street (9 Morris Street).

No. 14 of 26: View looking northeast towards 18-20 North Main Street/19A – 21A Morris Street.

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No. 15 of 26: View looking northeast towards 26 North Main Street.

No. 16 of 26: View looking south towards 60 South Main Street.

No. 17 of 26: View looking southwest towards 74 South Main Street.

No. 18 of 26: View looking southwest towards 80 South Main Street.

No. 19 of 26: View looking southwest towards 102 South Main Street.

No. 20 of 26: View looking south towards 118 South Main Street.

No. 21 of 26: View looking south towards 8-10 Market Street.

No. 22 of 26: View looking southeast towards 140 South Main Street.

No. 23 of 26: View looking south towards 156-158 South Main Street.

No. 24 of 26: View looking southeast towards 178 South Main Street, Union Station.

No. 25 of 26: View looking west towards the Warren Thru Truss bridge carrying South Main Street over the railroad tracks.

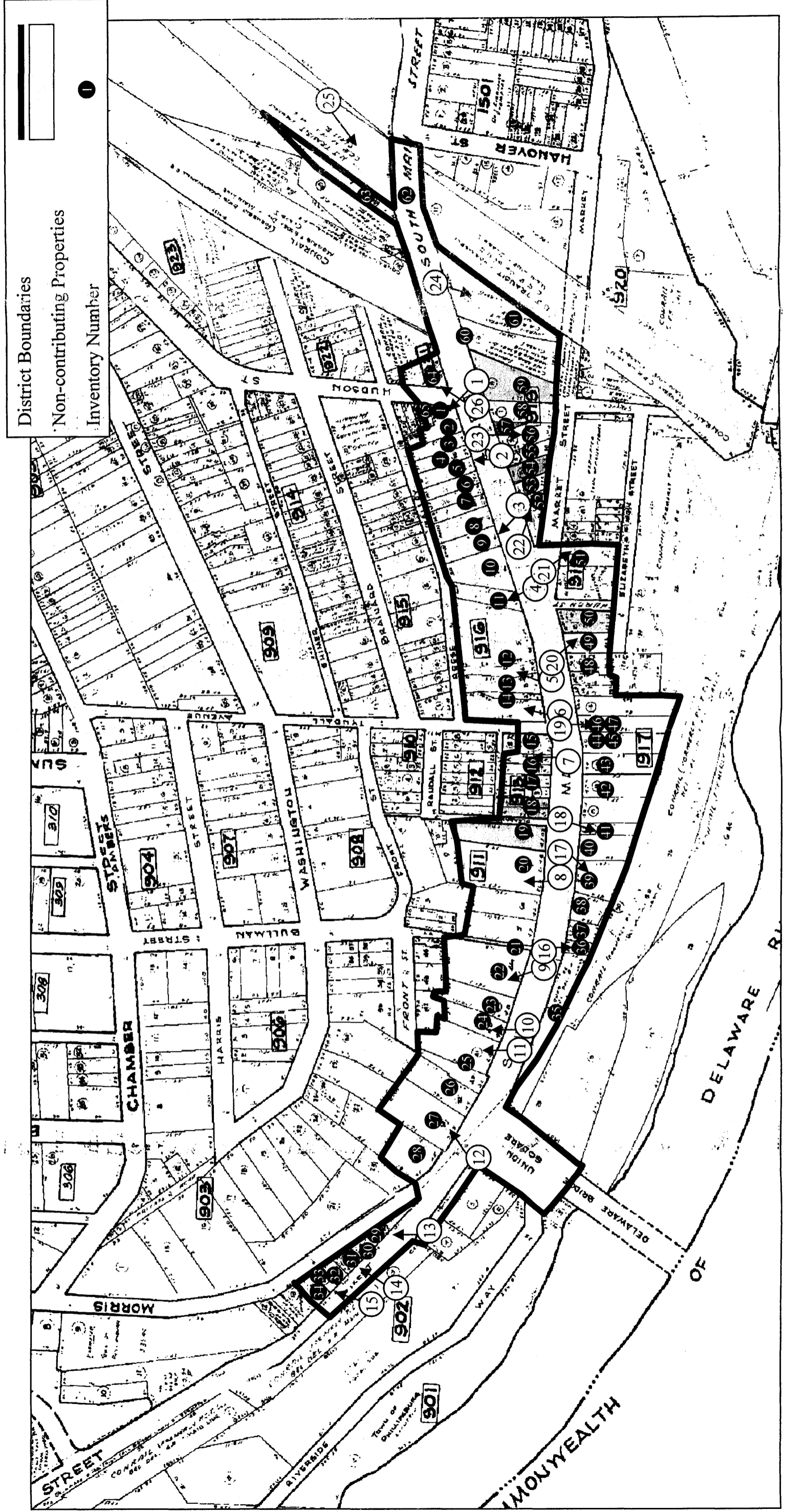
No. 26 of 26: View looking northeast towards 169 South Main Street.

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Phillipsburg Commercial Historic District,
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Photograph Key
and Site Plan

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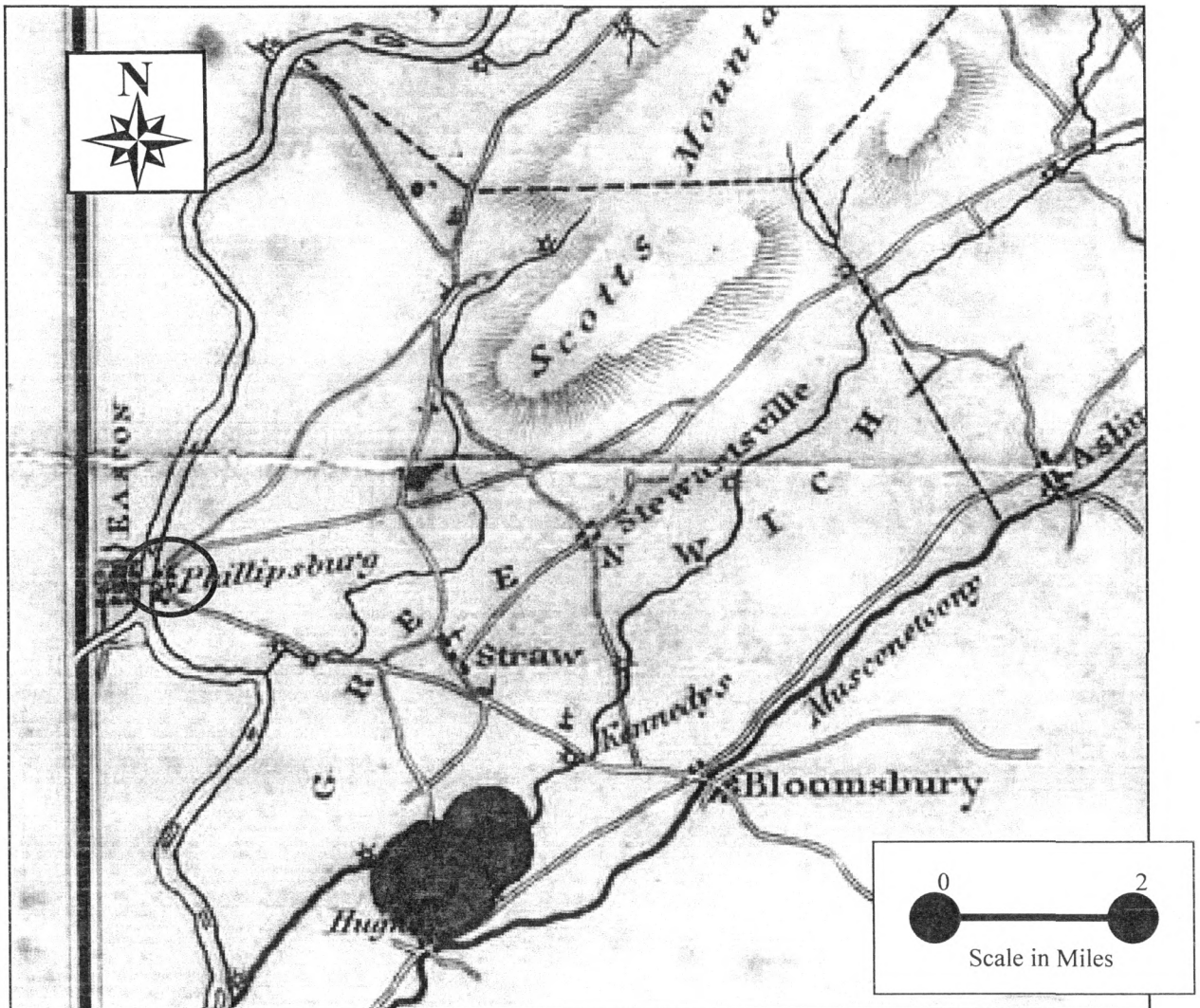


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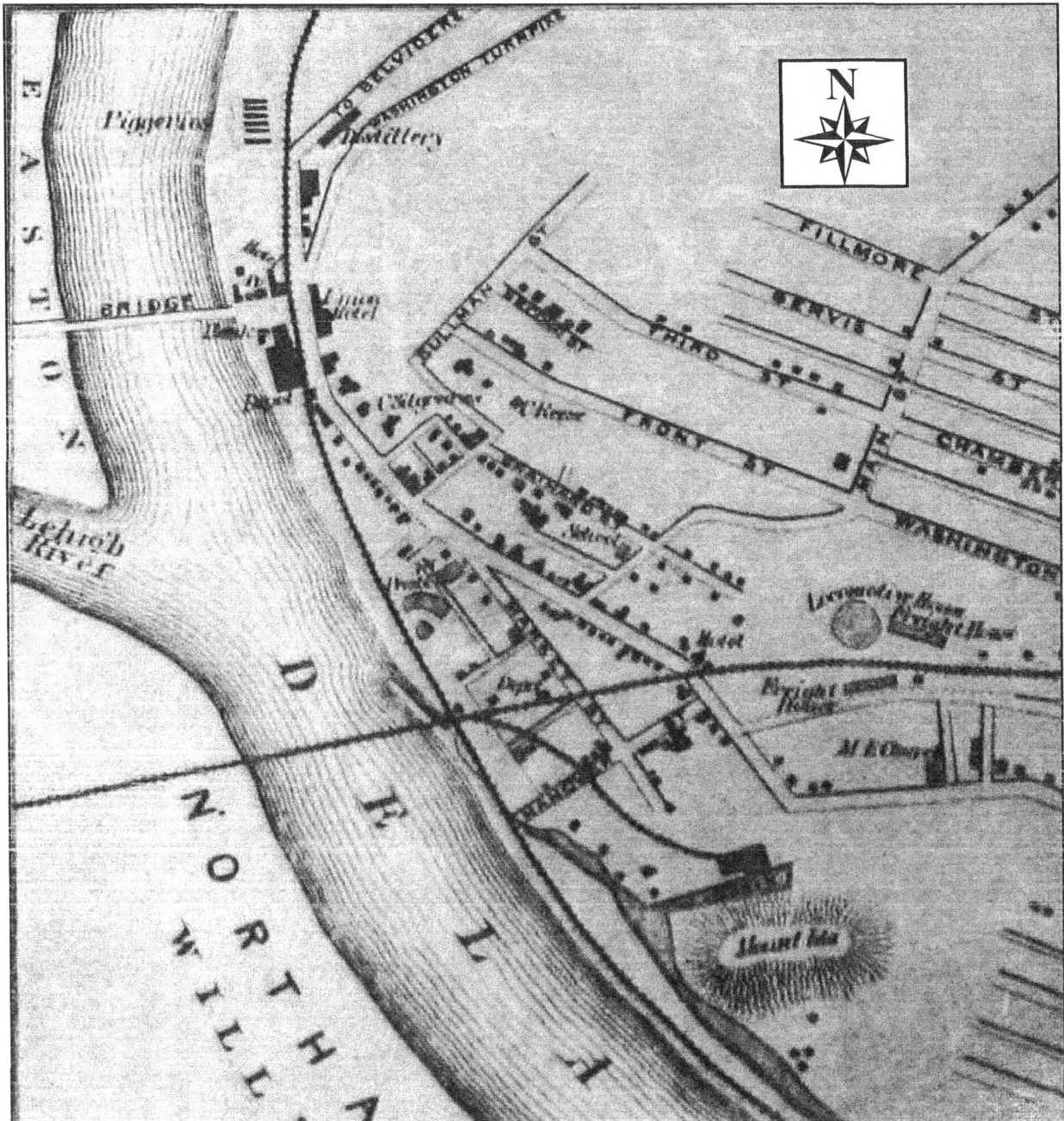
1825 Gordon Map of Warren

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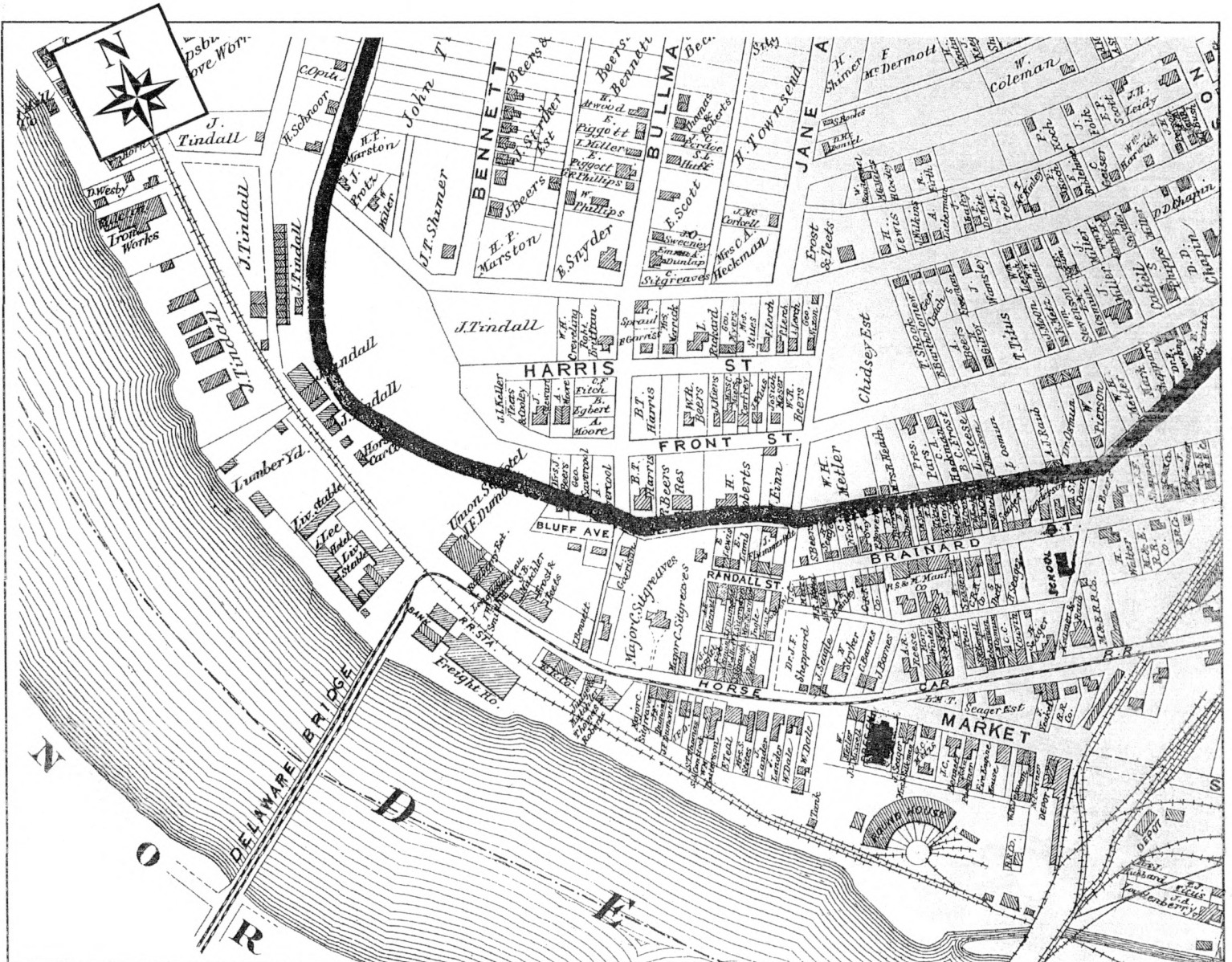
1860 Walling Map of Warren County, New Jersey, detail

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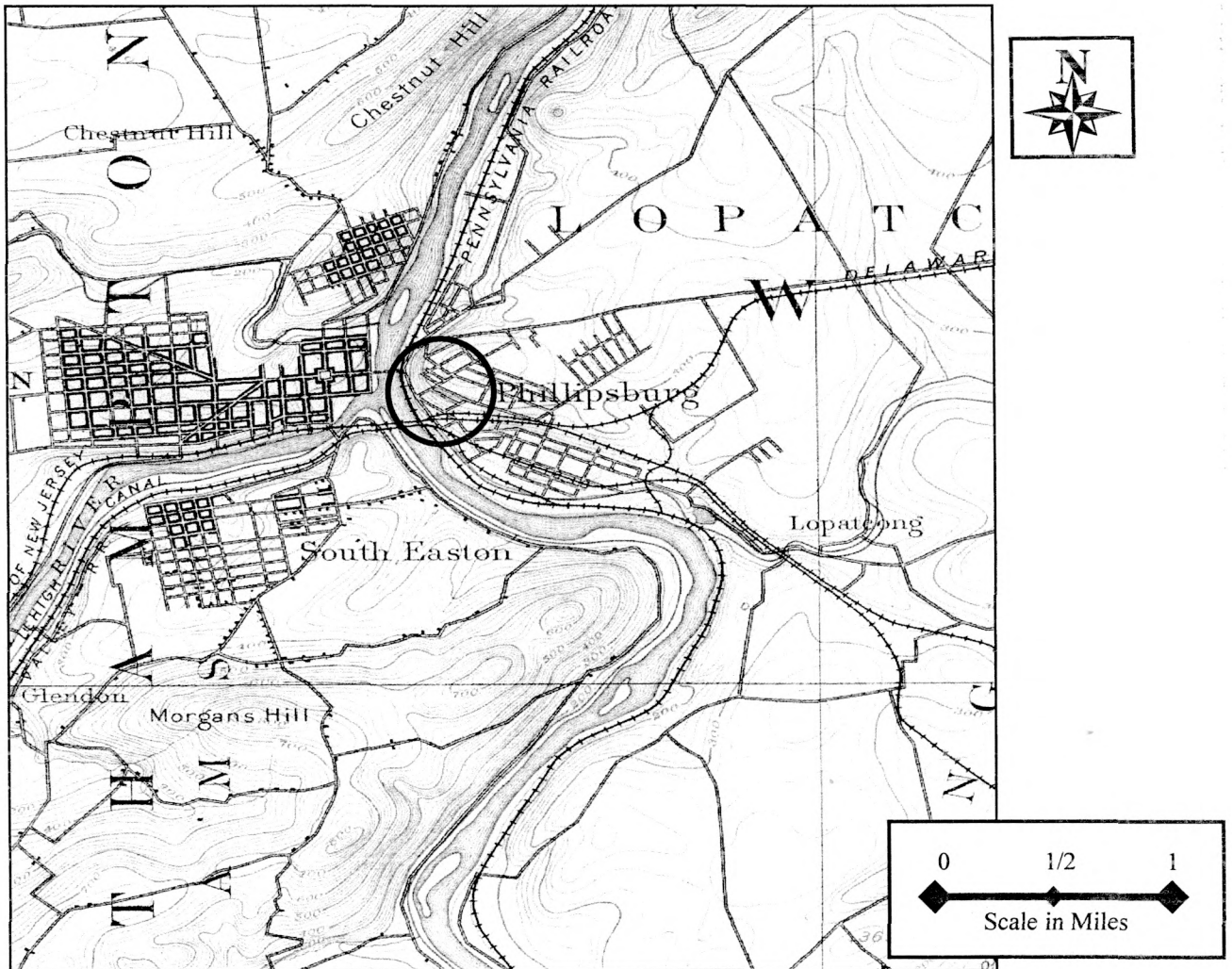
1874 Beers County Atlas of Warren, New Jersey

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Phillipsburg Commercial
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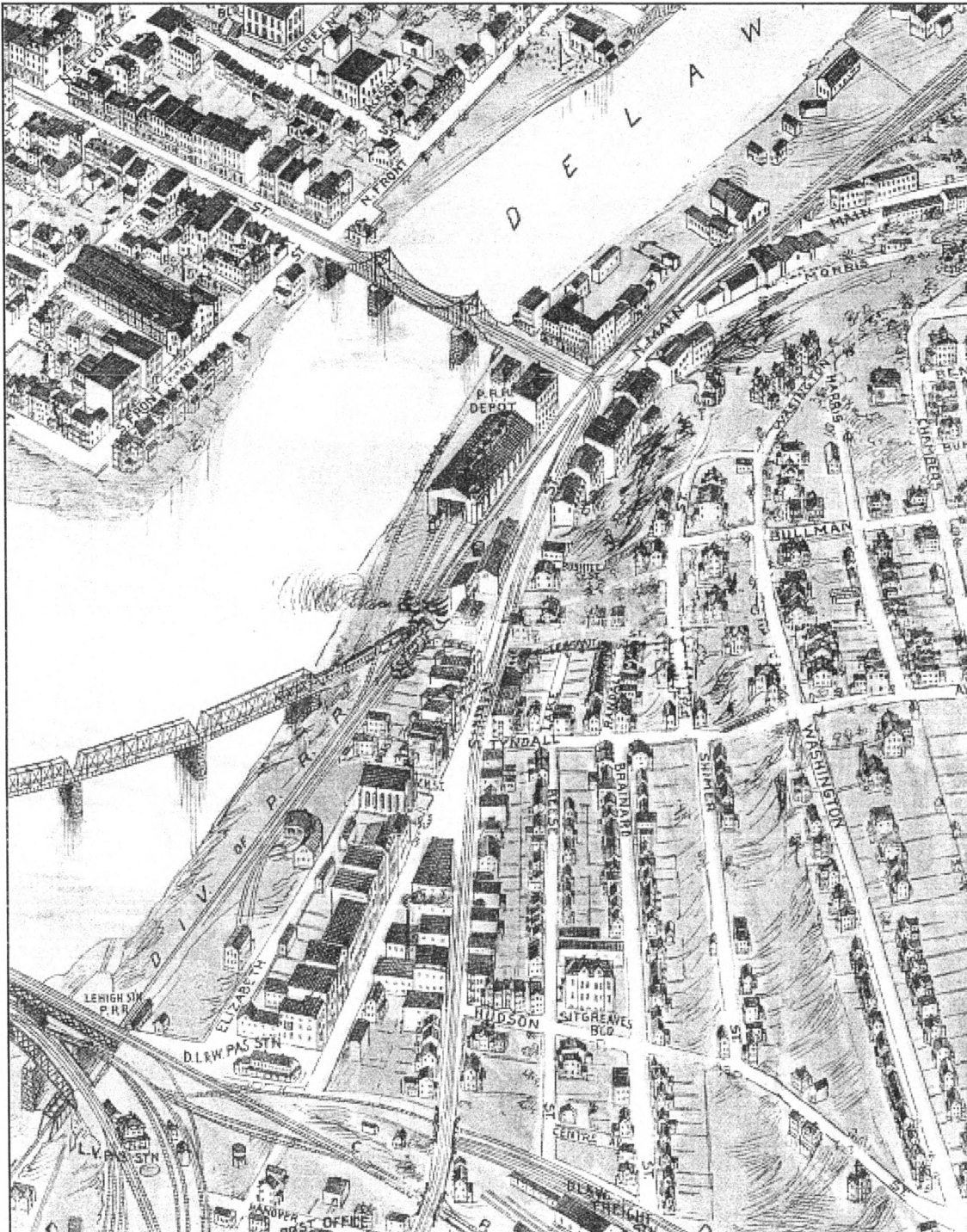
1890 Easton, NJ USGS 15 Minute Quadrangle

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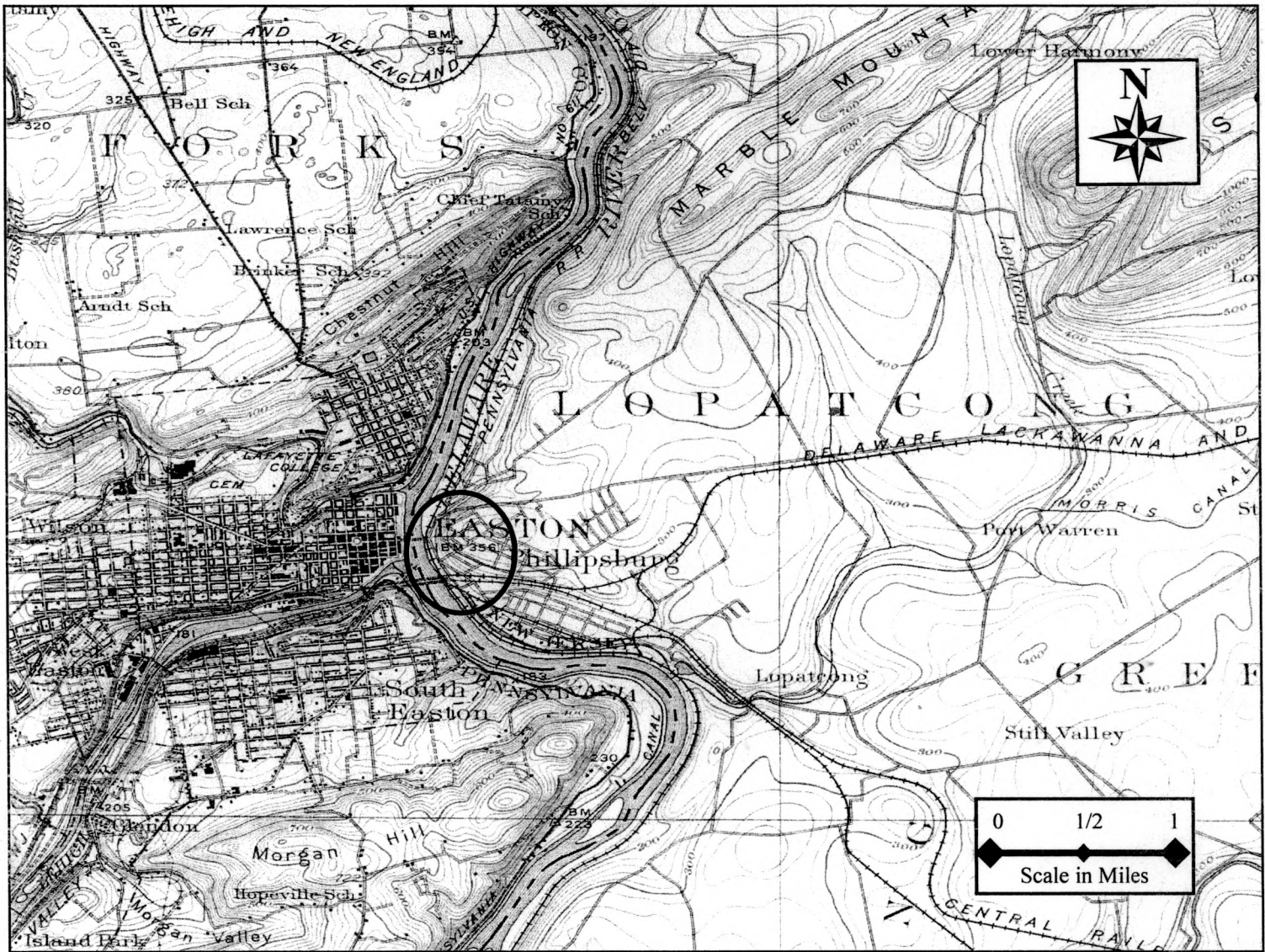
1900 Landis & Alsop *Easton, Pa. and Phillipsburg, N.J.*

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1932 Easton, NJ USGS 15 Minute Quadrangle