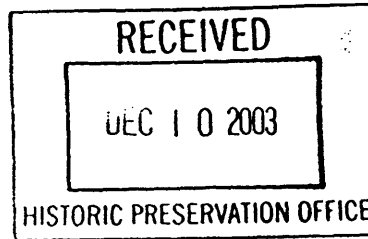


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



OMB No. 10024-0018
516

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories 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 Fanwood Park Historic District

other name/site number _____

2. Location

street & no. North Avenue and North Martine Avenue not for publication

city or town Borough of Fanwood vicinity

state New Jersey code 039 county Union zip code 07023

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 _____ Date 3/8/04

John S. Watson, Jr., 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 Edson H. Beall Date of Action 5/27/04

Fanwood Park Historic District
Name of Property

Borough of Fanwood, Union County, New Jersey
City, County and State

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	
57	18	buildings
		sites
		structures
		objects
57	18	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

1

6. Function or Use

Historic Function
(Enter categories from instructions)

DOMESTIC/single dwelling, secondary structure
TRANSPORTATION/rail-related
RELIGION/religious facility

Current Function
(Enter categories from instructions)

DOMESTIC/single dwelling
TRANSPORTATION/rail-related
SOCIAL/meeting hall
RELIGION/religious facility

7. Description

Architectural Classification
(Enter categories from instructions)

COLONIAL, EARLY REPUBLIC, MID-19TH CENTURY,
LATE VICTORIAN, LATE 19TH AND 20TH CENTURY
REVIVALS, LATE 19TH AND EARLY 20TH CENTURY
AMERICAN MOVEMENTS, OTHER

Materials
(Enter categories from instructions)

foundation BRICK, STONE, CONCRETE
walls WOOD: Clapboard, Shingle, BRICK
 STUCCO
roof ASPHALT, SLATE
other

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

Fanwood Park Historic District
Name of Property

Borough of Fanwood, Union County, New Jersey
City, County and State

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

Community Planning and Development

Landscape Architecture

Transportation

Period of Significance

ca. 1839-1930

Significant Dates

1831, 1839, 1867, 1874

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
- Federal agency
- Local government
- University
- Other Name of repository:

Rutgers University Special Collections and University Archives, Plainfield Public Library, Westfield Public Library

See continuation sheet(s) for Section No. 9

Fanwood Park Historic District
Name of Property

Borough of Fanwood, Union County, New Jersey
City, County and State

10. Geographical Data

Acreage of Property approximately 52 acres

UTM References

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

1
Zone Easting Northing

2
Zone Easting Northing

3
Zone Easting Northing

4
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

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, Erika Webb, and Catherine Bull

organization ARCH², Inc. date June, 2003

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

city or town Metuchen state NJ zip code 08840

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.

National Register of Historic Places Continuation Sheet

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Fanwood Park Historic District
Union County, New Jersey

Description

The Fanwood Park Historic District consists of late nineteenth and early twentieth century homes in close proximity to the Fanwood Railroad Station within the Borough of Fanwood, Union County, New Jersey. The boundaries of the district are defined by the early residential development clustered near the train station and include properties along North Martine Avenue and Midway Avenue to the north, Forest Road and Tillotson Road to the east, and North Avenue to the east, to the south, and to the west.

The historic district encompasses buildings on two of the early cross streets in Fanwood: North Avenue running east-west immediately to the north of the railroad line, and North Martine Avenue running north-south immediately to the east of the railroad station. These two streets, in close proximity to the train station, contain many of the oldest houses associated with Fanwood's suburban development.

The Fanwood Park Historic District is both architecturally and historically significant. Most of the houses are on lots that were purchased and subdivided for residential development by the Central Railroad of New Jersey (CRRNJ). A key component of the district is its tree-lined curvilinear streets, a feature promoted by the CRRNJ to encourage home ownership within Fanwood. Dwellings within the district are representative of the styles of homes popular in suburban locations at that time, including Queen Anne, Shingle, American Foursquare, Craftsman, Tudor, Colonial Revival, and Dutch Colonial Revival.

Designed prior to 1868, Fanwood Park is a relatively early example of a picturesque community. Fanwood's designers took advantage of the area's hilly nature to create curving, undulating, tree-lined streets. These features were important aspects in Fanwood's late nineteenth and early twentieth century appeal to city dwellers and still help to define the district's character.

The area developed slowly with only a few buildings established along North and South Martine Avenue by 1882. By 1906, additional buildings had been built along side streets near North Martine Avenue, especially on North Avenue, Tillotson Road, and Watson Road. The pace of development increased in the 1920s and by 1934 there were 541 homes. The area that was known as Fanwood Park in the late nineteenth century was considerably larger than the proposed historic district. However, outlying areas of Fanwood Park which were generally developed post-1930 have been excluded from the historic district. Today, most of the properties within the district retain a high level of integrity, and with the presence of so many different styles, the district creates a harmonious architectural record of late nineteenth and early twentieth century domestic architecture.

National Register of Historic Places Continuation Sheet

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Fanwood Park Historic District
Union County, New Jersey

The historic district consists of 76 structures and some related outbuildings. Of the buildings in the district, 58 are considered contributing to the historic district, and 18 are considered non-contributing. One of the contributing structures, the Fanwood Train Station, was previously listed in the National Register of Historic Places. Non-contributing buildings are primarily newer, although a few are older buildings that have been greatly altered. Of the 58 contributing buildings, 37, or more than half, were built prior to 1900, and 21 were built between 1900 and 1930. Areas that have a greater concentration of post-1930 architecture have been excluded. The ca.1880 carriage house in the municipal complex lot is included within the district, but the later municipal buildings are excluded.

Of the 58 contributing buildings, 2 are considered **Key** to the historic district. The Victorian Gothic train station, located at 236 North Avenue (Block 63/Lot 1), is listed individually in the New Jersey and National Registers of Historic Places and is considered a **Key** building for its contribution to the development of Fanwood. Although the Fanwood train station has not functioned as a train station since 1965, it remains the oldest extant station in Union County. The other **Key** building is 25 Tillotson Road (Block 35/Lot 2). This building is an excellent example of the Georgian Revival style of architecture with only minor, later alterations. Built in 1894, the dwelling was a wedding gift from Benjamin Urner, a wealthy resident, to his daughter, who married William M. Gibbs, a mechanical engineer who worked with Thomas A. Edison on sound recording devices.

Architectural Overview of Fanwood Park Historic District

In ca. 1868, the CRRNJ and the Central New Jersey Land Improvement Company (CNJLI Co.) designed the curvilinear road system of Fanwood Park to the north of the railroad tracks. Only two buildings in the historic district pre-date this development: 100 North Martine Avenue and 295 Midway Avenue. The remaining buildings in the historic district represent a variety of late nineteenth and early twentieth century architectural styles, including Gothic Revival, Georgian Revival, Colonial and Dutch Colonial Revival, American Foursquare, Tudor, and Craftsman.

The oldest building in the district is the ca. 1790 Federal style dwelling located at 100 North Martine Avenue (Block 34/Lot 21). Although the building has two small side additions, it retains a high degree of integrity and is representative of the Federal style of architecture (see Photograph 4). The building's character defining features include a cornice with decorative molding, symmetrical, five-ranked, double-hung sash windows adorned with shutters, and an extended small entry porch with a crown and sidelights. The second oldest building within the historic district is located at 295 Midway Avenue (Block 17/Lot 1) and is reported to have been built in 1838 as the first Fanwood train station. In 1874, the building was converted into a private residence by the Norton family and renovated in the Colonial Revival style.

National Register of Historic Places Continuation Sheet

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Fanwood Park Historic District
Union County, New Jersey

There are two examples of Gothic architecture within the historic district. The Fanwood train station, located at 236 North Avenue (Block 63/Lot 1), was constructed in 1874 when the CRRNJ relocated the tracks from Midway Avenue to their present site. Representative of the Victorian Gothic style (see Photograph 23), the station is individually listed in the New Jersey and National Registers of Historic Places, and is considered a **Key** building within the historic district. The Fanwood train station served as a station until 1965 and remains the oldest extant station in Union County. Victorian Gothic elements exhibited include: a full width porch or overhang, a central gable featuring decorative trim, and Gothic pointed arch windows. An example of Gothic Revival architecture is the carriage house located at 75 North Martine Avenue (Block 32/Lot 4), ca. 1874 (see Photograph 2), which displays a gable roof with bargeboard trim and board and batten siding.

One other late nineteenth century style represented within the historic district is the Georgian Revival style apparent in the **Key** building located at 25 Tillotson Road (Block 35/Lot 2), ca. 1894 (see Photograph 29). Traditional elements represented in this building include a cornice and central front gable featuring dentils, pedimented dormers, a roof balustrade, and an elaborate recessed entrance exhibiting ionic columns.

Numerous buildings exhibit the Queen Anne style and range in dates of construction from 1880 through 1896. Examples of this style include 99 North Martine Avenue (Block 32/Lot 3), ca. 1890 (see Photograph 3), 193 North Martine Avenue (Block 10/Lot 20), ca. 1890 (see Photograph 15), 101 North Avenue (Block 52/Lot 12), ca. 1890 (see Photograph 17), and 215 North Avenue (Block 33/Lot 7), ca. 1885 (see Photograph 22). Characteristics representative of the Queen Anne style exhibited in these houses consist of a steeply pitched roof of irregular shape most often featuring a dominant gable; first floor partial or full length porches, some recessed and extending to the second floor, and exhibiting decorative trim and spindlework; cladding combined of clapboard and shingles; cantilevered windows or wall extensions; and decorative gables with half-timbering, shingles, or spindlework. Two houses which utilize the Shingle style include similar characteristics, but the buildings are clad entirely with shingles. One of the two dwellings located at 105 North Martine Avenue (Block 32/Lot 2), ca. 1890 (see Photograph 5) displays features representative of the Shingle style including a shingle clad exterior, rusticated stonework on the porch, and an eyebrow gable window.

Numerous early twentieth century styles are also evident within the Fanwood Park Historic District. Approximately eight of the dwellings represent the Colonial Revival style with dates ranging from 1910 to 1925. Features apparent in the Colonial Revival structures located at 135 North Martine Avenue (Block 12/Lot 16), ca. 1920 (see Photograph 9) and 288 North Avenue (Block 68/Lot 1), ca. 1920 (see Photograph 25) include symmetry revealed through paired windows and a central crowned entrance. Two buildings represent the Dutch Colonial Revival style with similar

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Fanwood Park Historic District
Union County, New Jersey

characteristics of the Colonial Revival style, but featuring a gambrel roof as exhibited on the dwelling located at 141 North Avenue (Block 54/Lot12), ca. 1890 (see Photograph 20).

There are approximately six buildings that represent the Craftsman style of architecture, most readily found in the bungalow shape. These buildings exhibit low pitched gable roofs with wide eaves, exposed rafters, and decorative brackets; and full or partial length porches with a recessed entrance and large columns. An excellent example of this style is the dwelling located at 164 North Martine Avenue (Block 15/Lot 15), ca. 1915 (see Photograph 12). A few buildings integrate the Colonial and Dutch Revival styles with the Craftsman style (see Photographs 13 and 14).

The American Foursquare is represented by approximately seven buildings. A prominent example of this type is located at 294 North Avenue (Block 68/Lot 2), ca. 1920 (see Photograph 26) and displays a low pitched hipped roof, a symmetrical façade, a full length porch, and wide eaves.

The Tudor style is the final early twentieth century style represented in the Fanwood Park Historic District. Defining characteristics apparent in 159 North Martine Avenue (Block 10/Lot 23), ca. 1930 (see Photograph 11) include an irregularly shaped hipped roof with front gables; multiple use of materials including brick wall cladding, rusticated stone, and clapboard in the gables; and groupings of windows. The remaining few buildings integrate styles already defined above or combine several styles such as the ca. 1875 dwelling, located at 199 North Martine, built in the Italianate style and featuring a Craftsman style entrance (Block 10/Lot 18) (see Photograph 16).

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Fanwood Park Historic District
Union County, New Jersey

Fanwood Park Historic District Inventory

A **Contributing (C)** building 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 independently meeting the National Register criteria are labeled **Key** buildings. A **Non-contributing (N/C)** building does not add to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because, a) it was not present during the period of significance or, b) due to alterations, disturbances, additions or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period.

The following is an inventory of all buildings within the Fanwood Park Historic District. All addresses are listed alphabetically according to street name and consecutively according to the street number.

- 1. 45 North Martine Avenue (C) Block 33/Lot 2**
Outbuildings: Rear detached two-car garage, frame structure (C)
2-story, 3-bay; gable roof with projecting center cross gable; asbestos shingles with kicked shingle course; modern 1/1 windows and paired windows in cross gable. Built ca. 1895 as the home of R. Stanbery, a tax assessor for Fanwood.
- 2. 55 North Martine Avenue (C) Block 33/Lot 1 (Photograph 1)**
Outbuildings: None
2½-story L-plan Queen Anne; gable roof with projecting front gable; asbestos shingle siding; large modern 1/1 windows; wrap-around porch on east and north elevations with turned balustrade; small, balustraded balconies at north and south elevations. Built ca. 1890; appears on the 1906 map as an unlabelled structure.
- 3. 60 North Martine Avenue (C) Block 34/Lot 17**
Outbuildings: small, shingled barn shed (N/C)
2½-story, 3-bay Queen Anne, Eastlake; slate gable roof with front cross gable, heavy pierced wooden bargeboard in gables, and bracketed eaves; clapboards on first floor and wooden shingles on second floor; tall, narrow paired 1/1 windows with wooden hood moldings and side façade bay window; central double front doors under pedimented porch. Ca.1895; built by the Hasselgreen family, who were quite wealthy from an import-export business in New York. It appears on the 1906 map as the home of R.B. Reilly.

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Fanwood Park Historic District
Union County, New Jersey

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4. **67 North Martine Avenue (C) Block 32/Lot 5**
Outbuildings: Detached two-car garage, masonry structure (C)
2-story, 3-bay vernacular Queen Anne; gable roof with jerkinhead cross gable; asbestos shingles; grouped windows; 1st floor pent roof. Ca.1885; shown on the 1906 map as the home of Mary Goodwin.
5. **70 North Martine Avenue (N/C) Block 34/Lot 17.A**
Modern split level.
6. **75 North Martine Avenue (C) Block 32/Lot 4 (Photograph 2)**
Outbuildings: None
1½-story Gothic Revival Carriage House; gable roof with bargeboard trim along eaves, gable ends, and in cross gables; wooden pinnacle set at ridge on roof at each end of structure; board and batten siding and clapboards; irregularly placed 6/6 sash windows, 4/4 sash windows, and eyebrow windows; sliding barn doors and double hinged panelled doors. Ca.1880: appears on the 1906 map as on the property of CNJ Land Improvement Co.
7. **76 North Martine Avenue (C) Block 34/Lot 18**
Outbuildings: Rear detached two-car garage, frame structure (C)
2-story, 3-bay Prairie style; hipped roof with wide overhanging eaves and a hipped roof dormer; clapboards; triple 2/1 windows; projecting entrance with hipped roof; 2-story, 1-bay north wing. Ca.1915; appeared in a 1926 book as the home of Edward L. Hand.
8. **86 North Martine Avenue (N/C) Block 34/Lot 19**
Modern ranch house.
9. **90 North Martine Avenue (N/C) Block 34/Lot 20**
Modern ranch house.
10. **99 North Martine Avenue (C) Block 32/Lot 3 (Photograph 3)**
Outbuildings: Rear detached garage, masonry structure (C)
2½-story, 4-bay Queen Anne features irregular roofline with pyramidal and gable roof sections; asbestos shingles with string course and kicked course; 2-story projecting porch with cross gable at east (main) elevation. Ca.1890; appears on the 1902 and 1906 maps as the home of W.E. Collins.
11. **100 North Martine Avenue (C) Block 34/Lot 21 (Photograph 4)**
Outbuildings: None

National Register of Historic Places Continuation Sheet

Fanwood Park Historic District
Union County, New Jersey

Section number 7 Page 7

2½-story, 5-bay Federal style; gable roof with brick end chimney and wide bracketed frieze; aluminum siding; 6/6 windows; projecting pediment over central front door with transom and sidelights; 1-story, 1-bay side additions on both ends. Ca.1790; appears to have been built as a 3-bay, side hall plan house. Shown on 1862 map as the W. Randall home and on the 1906 map as the C. Kyte Estate; in the 1890's two Kyte sisters operated it as a boarding house. In a 1926 book, it is shown as the home of Christopher Story.

12. 105 North Martine Avenue (C) Block 32/Lot 2 (Photograph 5)
Outbuildings: None

2½-story Shingle style; hipped roof with projecting side gables and central brick chimney on ridge; wooden shingle siding; 2/2 windows on first floor, diamond pane windows on second floor, and eyebrow attic windows; recessed rusticated stone front porch with wooden posts and 2-story half hexagon bay on front façade. Ca.1890; home of A.M. Hoar, one of Fanwood's early mayors.

13. 115 North Martine Avenue (C) Block 32/Lot 1 (Photograph 6)
Outbuildings: None

2½-story, 3-bay Queen Anne, gable roof with overhanging eaves and cross gable dormer; wood shingles with kicked shingle course; 6/6 windows and 3 square windows in gable dormer; shed roof porch with pedimented entry along east (main) elevation; 2-story, 1-bay addition. Ca.1890; appears on the 1906 map as the home of A.D. Beeken.

14. 118 North Martine Avenue (C) Block 34/Lot 1 (Photograph 7)
Outbuildings: None

2-story, 5-bay Colonial Revival; gable roof; wood shingles; 6/6 windows; delicate, curved portico with balustrade; 1-story wing to south and 2-story wing and garage to north. Ca.1925.

15. 127 North Martine Avenue (C) Block 12/Lot 14 (Photograph 8)
Outbuildings: Rear detached two-car garage, frame structure (C)

2½-story vernacular Queen Anne with irregular bays; hipped roof with cross gables and small hipped dormer; clapboards on first floor and shingles on second floor; 2/2 windows with multi-paned border; simple columned porch across first floor façade and corner tower with octagonal cone roof. Ca.1890; built by the Central New Jersey Land Improvement Company.

16. 133 North Martine Avenue (C) Block 12/Lot 15
Outbuildings: Rear detached two-car garage, frame structure (N/C)

2½-story, 2-bay Queen Anne; hipped roof with cross gables; clapboards; 1/1 windows; front and rear porches. Ca.1890; built by the Central New Jersey Land Improvement Company; home of the Hayes sisters.

National Register of Historic Places Continuation Sheet

Fanwood Park Historic District
Union County, New Jersey

Section number 7 Page 8

17. **135 North Martine Avenue (C) Block 12/Lot 16 (Photograph 9)**
Outbuildings: None
2-story, 3-bay Colonial Revival; gable roof with center hipped dormer and pedimented side gable with projecting cornice line; vinyl siding; 1st floor diamond-paned casement windows on main (east) elevation and 2nd floor 1/1 modern windows; pedimented entry porch with Doric columns. Ca.1920.
18. **153 North Martine Avenue (C) Block 12/Lot 1 (Photograph 10)**
Outbuildings: Rear detached shed, frame structure (C)
2-story Tudor; gable roof with jerkinhead detail and bracketed eaves; stucco exterior with decorative half-timbering; 6/6 windows; bracketed gable roof entrance hood. Ca.1925; shown on 1924 map as "from plans."
19. **156 North Martine Avenue (C) Block 15/Lot 14**
Outbuildings: Rear detached two-car garage, frame structure (C)
2-story, 3-bay Colonial Revival; gambrel roof with overhanging eaves and larger shed dormer; wood shingles; 1st floor 3-part single pane windows with a clerestory and latticework; 2nd floor 6/1 windows; pedimented portico. Ca.1920.
20. **159 North Martine Avenue (C) Block 10/Lot 23 (Photograph 11)**
Outbuildings: None
2-story Tudor with irregular bays; irregular hipped roof with cross gables; brick with rusticated stone and clapboards in cross gables; grouped 1/1 windows; recessed round arched entrance. Ca.1930; first shown on 1933 map as "brick veneered building."
21. **164 North Martine Avenue (C) Block 15/Lot 15 (Photograph 12)**
Outbuildings: Rear detached one-story garage (N/C)
2-story, 2-bay Craftsman bungalow; gable roof with bracketed overhanging eaves and large cross gable dormer; 1st floor clapboards and 2nd floor wood shingles; 10/1 and 6/1 windows; wrap-around porch with tapered columns. Ca.1915.
22. **257 Midway Avenue (N/C) Block 10/Lot 24**
1½-story church.
23. **170 North Martine Avenue (C) Block 15/Lot 16**
Outbuildings: None
2-story, 2-bay Craftsman bungalow; gable roof with full-width shed dormer and bracketed overhanging eaves; wood shingles; 1st floor 9/1 and 2nd floor 6/1 windows; full porch with round columns and railing. Ca.1915.

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Fanwood Park Historic District
Union County, New Jersey

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24. 176 North Martine Avenue (N/C) Block 15/Lot 17.A

2-story modern house.

25. 177 North Martine Avenue (C) Block 10/Lot 22

Outbuildings: Rear detached garage (N/C)

2½-story, 4-over-3-bay Queen Anne; hipped roof with large gable roof dormer; 2/1 and 1/1 windows; front and side porch with posts. Ca.1900.

26. 180 North Martine Avenue (C) Block 15/Lot 17 (Photograph 13)

Outbuildings: Rear detached two-car garage, frame structure (C)

2-story, 2-over-3-bay Craftsman/Colonial Revival; gable roof with full-width shed dormer; 1st floor stucco and 2nd floor wood shingles; 6/1 windows; half-timbered portico with Ionic columns; 1-story side porch. Ca.1920.

27. 183 North Martine Avenue (C) Block 10/Lot 21 (Photograph 14)

Outbuildings: Rear detached two-car garage, frame structure (C)

2-story, 2-over-3-bay Craftsman/Dutch Colonial Revival; gable roof with overhanging eaves, exposed rafter ends and 2 small shed dormers; clapboards; 1-story north wing. Ca.1925; first shown on 1924 map as "from plans."

28. 190 North Martine Avenue (N/C) Block 15/Lot 18.A

2-story modern structure.

29. 193 North Martine Avenue (C) Block 10/Lot 20 (Photograph 15)

Outbuildings: Rear detached two-car garage, frame structure (C)

2½-story, 3-bay Queen Anne; gable roof with front façade cross gable featuring decorative half-timbering; clapboards on first floor, square wooden shingles on second floor, and round-edged wooden shingles in gable ends; 2/2 windows; front porch with turned posts and railing. Ca.1890; home of A. Strong.

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Fanwood Park Historic District
Union County, New Jersey

Section number 7 Page 10

30. **194 North Martine Avenue (C) Block 15/Lot 18**
Outbuildings: Rear detached two-car garage, frame structure (C)
2½-story, 3-bay Colonial Revival; gable roof with flared eaves and 3 pedimented dormers; clapboards; 6/1 and 6/6 windows; full porch with round columns; center entrance with sidelights. Ca.1920.
31. **197 North Martine Avenue (C) Block 10/Lot 19**
Outbuildings: Rear detached two-car garage, frame structure (C)
2-story, 2-bay Craftsman; gable roof with small shed dormer; aluminum siding; 1st floor 4/1 and 6/1 windows and 2nd floor 8/1 windows; flat roofed portico with Doric columns; attached garage. Ca.1915.
32. **199 North Martine Avenue (C) Block 10/Lot 18 (Photograph 16)**
Outbuildings: Rear detached two-car garage, frame structure (N/C)
2-story, 3-bay Italianate gable-end-to-street L-plan; gable roof with molded cornice with paired brackets and gable end returns; 1st floor hooded window moldings; clapboards; 1st floor 2/4 and 2nd floor 2/2 windows; round arched attic window; Craftsman-era entry. Ca.1875.
33. **203 North Martine Avenue (C) Block 10/Lot 17**
Outbuildings: Rear detached two-car garage, concrete block structure (N/C)
2-story, 3-bay L-plan vernacular High Victorian Gothic; gable roof with bracketed overhanging eaves; asbestos shingles; 1/1 windows; tower with steep, hipped roof; bracketed porch. Ca.1875.
34. **211 North Martine Avenue (C) Block 10/Lot 16**
Outbuildings: None
2-story T-plan; gable roof with cross-braced bargeboard; clapboards; 1/1 windows; hipped roof porch. Ca.1880.
35. **295 Midway Avenue (C) Block 17/Lot 1**
Outbuildings: None
2-story, 7-bay Colonial Revival; gable roof; clapboards; 6/6 windows; 2-story 1-bay wing; pedimented portico with columns and fanlight above door. Reported to have been built as the Fanwood Train Station in 1838, transferred to a residence by the Norton family in 1874, and enlarged and remodeled in the Colonial Revival style in the early 20th century by the Darlington family.

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36. 95 North Avenue (C) Block 52/Lot 13

Outbuildings: None

2½-story, 3-bay Queen Anne T-form; gable roof; asbestos shingle siding; modern 1/1 windows; front porch with turned posts surrounding center projecting bay. Ca.1892; shown on the 1906 map as the home of A.L. Frentz.

37. 101 North Avenue (C) Block 52/Lot 12 (Photograph 17)

Outbuildings: None

2½-story, 3-bay Queen Anne; hipped roof with projecting gables; shingles; 2/2 windows 1st floor and modern 1/1 on 2nd floor; 1st floor projecting bay; front porch with square posts and railing; 1-story side and rear additions. Ca.1890; shown on 1902 and 1906 maps as the home of George Carter.

38. 104 North Avenue (C) Block 51/Lot 16 (Photograph 18)

Outbuildings: Rear detached two-car garage, frame structure (C)

2-story, 4-over-2-bays; hipped roof with small shed dormer; synthetic siding; 6/1 windows; pent roof over 1st floor; small enclosed entranceway with hipped roof; 1½-story, 1-bay side addition. Ca.1890; shown on the 1906 map as an unlabelled structure.

39. 109 North Avenue (C) Block 52/Lot 11 (Photograph 19)

Outbuildings: Rear detached two-car garage, concrete block structure (N/C)

2½-story, 3-bay Queen Anne; slate roof with irregular form, including several small cross gables, one with decorative half-timbering; 1st floor clapboards and 2nd floor shingles; modern front pediment over entranceway. Ca.1890; shown as an unlabelled structure on the 1906 map.

40. 112 North Avenue (N/C) Block 51/Lot 17

1-story Cape Cod.

41. 115 North Avenue (N/C) Block 52/Lot 10.B

2-story modern house.

42. 116 North Avenue (N/C) Block 51/Lot 18

1½-story Cape Cod.

43. 121 North Avenue (N/C) Block 52/Lot 10.A

1-story modern ranch house.

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44. **122 North Avenue (C) Block 51/Lot 19**
Outbuildings: Rear detached two-car garage, frame structure (N/C)
2½-story, 3-bay Colonial Revival; gable roof with dormer features paired windows; asbestos shingles; projecting 1st floor broken pediment central entrance; 1-story side addition. Ca.1925; shown on the 1924 as “from plans.”
45. **128 North Avenue (C) Block 51/Lot 20**
Outbuildings: Rear detached two-car garage, frame structure (N/C)
2½-story, 2-bay American Foursquare with Mission style details; hipped roof with stepped dormer on each façade; stucco; 1/1 windows; altered via large 1st floor front façade picture window; rear addition. Ca.1930.
46. **140 North Avenue (N/C) Block 51/Lot 21**
2-story modern house.
47. **141 North Avenue (C) Block 54/Lot 12 (Photograph 20)**
Outbuildings: None
2½-story Dutch Colonial Revival; gambrel roof with cross gabled section; clapboards; 1/1 windows with trim and large Palladian style window in center of gambrel end. Ca. 1890; appears on the 1906 map as the home of C.E. Beardsley.
48. **145 North Avenue (C) Block 54/Lot 11**
Outbuildings: None
2½-story, 3-bay Queen Anne; vinyl siding; asphalt gable roof with large side projecting gable end with 4-part window; 1/1, 2/1, and 6/1 windows; front projecting 2½-story bay window; small projecting enclosed entranceway. Ca. 1887; shown on the 1906 map.
49. **146 North Avenue (C) Block 51/Lot 22 (Photograph 21)**
Outbuildings: None
2½-story, 3-bay Queen Anne; asbestos shingle siding; asphalt irregular form roof with cross gables; projecting enclosed entranceway with Colonial Revival detailing; several enclosures. Ca. 1890; shown on the 1906 map as the home of G. Robinson.
50. **150 North Avenue (N/C) Block 51/Lot 22.A**
2-story modern house.

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51. 157 North Avenue (C) Block 54/Lot 10

Outbuildings: None

2-story, 3-bay Queen Anne; 1st floor clapboards and 2nd floor shingles; asphalt gable roof with large front projecting cross gable and small front dormer with paired windows; 1/1 windows with 15 small sections in upper windows. Ca. 1885; appears on the 1906 map as an unlabelled structure.

52. 160 North Avenue (C) Block 51/Lot 23

Outbuildings: None

2½-story, 2-bay Craftsman bungalow; synthetic siding with shingles in gable end; asphalt gable roof with large central projecting front dormer with 3-part window; Colonial Revival front porch with 3 large columns. Ca. 1915.

53. 170 North Avenue (N/C) Block 51/Lot 24

1½-story Cape Cod.

54. 180 North Avenue (N/C) Block 51/Lot 25

1½-story altered bungalow.

55. 186 North Avenue (C) Block 51/Lot 26

Outbuildings: None

2-story, 3-bay; clapboard siding; asphalt gable roof with 2 small shed dormers; 1/1 windows with trim in upper windows; central projecting entranceway with 2-story square columns, large pediment, and small second floor veranda. Ca. 1900; a structure is first shown on the 1906 map.

56. 193 North Avenue (C) Block 33/Lot 11

Outbuildings: None

2-story, 3-bay American Foursquare; clapboard siding; hipped asphalt roof; 6/1 windows; Colonial Revival front porch with square columns and railing. Ca. 1915.

57. 195 North Avenue (C) Block 33/Lot 10

Outbuildings: None

2-story, 3-bay American Foursquare; 1st floor clapboards and 2nd floor shingles; asphalt hipped roof; front porch with hipped roof and square columns. Ca. 1915.

58. 196 North Avenue (N/C) Block 51/Lot 27

1-story modern ranch.

59. 203 North Avenue (C) Block 33/Lot 9

Outbuildings: Rear detached two-car garage, brick structure (N/C)

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2-story, 3-bay American Foursquare; 1st floor clapboards and 2nd floor shingles; asphalt hipped roof; 1/1 windows with criss-cross trim in upper windows; center projecting pediment over front entrance. Ca. 1915.

60. 205 North Avenue (C) Block 33/Lot 8

Outbuildings: Rear detached two-car garage, concrete block structure (N/C)

2-story, 3-bay American Foursquare; 1st floor clapboards and 2nd floor shingles; asphalt hipped roof; 1/1 windows; front projecting pediment with return over entrance. Ca. 1915.

61. 215 North Avenue (C) Block 33/Lot 7 (Photograph 22)

Outbuildings: None

2½-story, 4-bay Queen Anne; first floor porch with pediment above double front doorway; clapboards on 1st floor and decorative wooden shingles on 2nd floor; 1/1 sash windows and side bay windows; slate gable roof with two brick chimneys and copper ridge; attic window on facade recessed behind a round arched opening. Ca. 1885; home of Burton Hall, a member of the first Board of Health in Fanwood.

62. 225 North Avenue (C) Block 33/Lot 4

Outbuildings: None

2½-story, 2-bay Dutch Colonial Revival; steeply pitched irregular hipped roof with projecting gambrel roof and ornate stone and brick chimney; synthetic siding; grouped 1/1 windows; front and side porch with arched opening. Ca. 1892; shown on the 1906 map as an unlabelled structure and in a 1926 book as a property of Ragnar Hasselgren, Inc. Home of Walter S. Force, first Borough tax collector, and later Dr. Munger, chief surgeon of Muhlenberg Hospital.

63. 236 North Avenue (C) Block 63/Lot 1 (Photograph 23)

Key

Outbuildings: None

2-story, 3-bay Victorian Gothic train station; slate hipped roof with large central hipped roof cross gable and gable roof dormers; clapboards; 3/2 sash windows, paired windows on second floor center bay, and angular, Gothic-arched windows in attic level; wide, extending porch eaves around building at first floor height with large bracket supports. 1874; built when tracks were moved from Midway Avenue; served as a train station until 1965; oldest remaining station in Union County.

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64. 241 North Avenue (C) Block 33/Lot 3

Outbuildings: None

2½-story, 3-bay vernacular Queen Anne; gable and hipped roof with bracketed eaves and cornice trim; composition shingle siding; multi-paned sash over single-light sash; second story kicks out over first floor; double front doors under gable door hood; 1st and 2nd story recessed porches on side of house; lattice screen on second floor; belting course between 1st and 2nd floors. Ca. 1880; home of Dr. Wescott, the first physician in Fanwood and the only one until 1924. Wescott also invested in local real estate and owned the next two homes to the north along North Avenue. One was the home of his assistant, Dr. Munger, and the other was the residence of the Hall family. All 3 families were active in community affairs in the early years of Fanwood's existence.

65. 266 North Avenue (C) Block 67/Lot 2 (Photograph 24)

Outbuildings: None

2-story Queen Anne; hipped roof; first floor stone and second floor clapboards and shingles; 2/2 sash in front of building and 1/1 sash in rear; end of building rounded under deep overhanging eaves; multi-paned attic windows follow curve of building in a semi-circular roof; wide frieze at rounded end of building with stars above large windows; rear of building square; contains recessed entry and bay windows. Ca. 1890; constructed to house the Post Office and Library in 1895, always privately owned and leased to the Post Office.

66. 270 North Avenue (N/C) Block 67/Lot 1

1½-story greatly altered structure.

67. 288 North Avenue (C) Block 68/Lot 1 (Photograph 25)

Outbuildings: Rear detached one-car garage (N/C)

2½-story, 2-over-4-bay Colonial Revival; gable roof with front façade and central dormer with large arch; 1st floor clapboards and 2nd floor shingles; 1/1 and 6/1 windows; 1-story side addition. Ca. 1920.

68. 294 North Avenue (C) Block 68/Lot 2 (Photograph 26)

Outbuildings: Rear detached two-car garage, frame structure (N/C)

2-story, 4-bay American Foursquare; hipped roof with large side dormers; shingle siding; 6/1 windows; central entry with transom and side lights; Colonial Revival front porch with large square columns and railing. Ca. 1920.

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69. **300 North Avenue (C) Block 68/Lot 3**
 Outbuildings: Rear detached two-car garage, frame structure (N/C)
2½-story, 5-bay center hall; gable roof with 2 end exterior chimneys; clapboards; 6/6 windows;
Colonial Revival detailing including front porch, 3-light transom and 4-light sidelights. Ca. 1910.
70. **310 North Avenue (N/C) Block 68/Lot 4.A**
2-story modern structure.
71. **311 North Avenue (C) Block 70/Lot 20**
 Outbuildings: None
2½-story, 3-bay vernacular Queen Anne; irregular hipped roof; asbestos siding; 1/1 windows; large
front gabled section with 4 small windows; enclosed front and side porch with Colonial Revival
detailing; rear 1-story side addition. Ca. 1890.
72. **320 North Avenue (C) Block 68/Lot 4 (Photograph 27)**
 Outbuildings: Rear detached one-story shed (C)
2½-story, 3-bay vernacular Queen Anne; gable roof with bracketed eaves and 2 front cross gables
with pent roofs; asbestos shingles; 2/2 windows; front porch with bracketed turned posts; front door
asymmetrically arranged with one sidelight and an elliptical transom. Ca. 1895; residence of A.D.
Beeken, a member of the first Borough Council.
73. **324 North Avenue (C) Block 68/Lot 5 (Photograph 28)**
 Outbuildings: None
2½-story L-plan; gable roof with front projecting cross gable; composition shingles; 1/1 windows,
2nd floor semi-circular window, and oriel window in attic of front cross gable; front porch with
columns, brackets, and railing. Attached garage. Ca. 1895; no ownership on early maps; may have
been built on speculation by NJ Land Improvement Co. and rented out.
74. **North Avenue and Tillotson Road (N/C) Block 36/Lot 1**
Mid twentieth century modern structure.
75. **40 Forest Road (C) Block 70/Lot 16**
 Outbuildings: None
2½-story, 3-over-5-bay Shingle style house with off-center entry; gable roof with flared eaves,
pedimented side gable, massive brick chimneys, and 3 dormers with conical roofs capped by copper
spires; wood shingles; 1/1 windows; porch at northwest corner of house with hipped roof and
hexagonal tower, square section posts, balustrade, and brackets. Built ca. 1896 as the home of J.P.
Stevens, the owner of several textile mills and founder of the textile company which bears his
name.

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76. **25 Tillotson Road (C) Block 35/Lot 2 (Photograph 29)**

Key

Outbuildings: None

2½-story, 5-bay Georgian Revival house; hipped roof with wide plain frieze below eaves, dentil cornice, center cross gable, pedimented dormers with 6/1 sash, and end brick chimneys; clapboards; 1/1 windows and Palladian window in center bay of second floor; flat roof porch over front door with wide frieze and brackets, fluted Ionic column supports, and elliptical fanlight and side lights. Built in 1894 by Benjamin Uner, a wealthy citizen of Fanwood and unsuccessful candidate for mayor in 1895, as a wedding gift for his daughter who married William M. Gibbs, a mechanical engineer who worked on sound recording devices with Edison.

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Statement of Significance

Introduction

The Fanwood Park Historic District is the earliest and the most well-preserved area of Fanwood Park (now the Borough of Fanwood), one of several early railroad suburbs established by the Central Railroad of New Jersey (CRRNJ) during the 1860s and 1870s to encourage passenger and commuter traffic on a railroad that was otherwise chiefly a freight hauler. The historic district is historically significant under National Register Criteria A and C as a representative late nineteenth century picturesque railroad suburban community. Of all of the towns along the CRRNJ Main Line, Fanwood has one of the strongest direct ties with the CRRNJ as the Fanwood Park Historic District was laid out by the Central New Jersey Land Improvement Company (CNJLI Co.), the development company created by the CRRNJ in 1867. From the late nineteenth into the early twentieth century, the Fanwood Park area grew as an attractive site for commuters utilizing the CRRNJ to reach jobs in the metropolitan New York area.

In 1891, a CRRNJ publication “Why Not Own Your Own Home on the Line of the Central Railroad of New Jersey?” described the CRRNJ main line as having three divisions within its suburban system:

1. To Roselle;
2. To Dunellen (including Cranford, Westfield, Fanwood, Netherwood, Plainfield, Grant Avenue [Plainfield], and Evona [Plainfield]); and
3. To Somerville (including Bound Brook and FINDERNE).

The CRRNJ and its land development company played a major role in the development of two of the CRRNJ's suburban towns, Fanwood and Dunellen. Fanwood Park, with its larger lots and curvilinear streets, best exemplifies a picturesque “Railroad and Horsecar Suburb” as described in the National Park Service’s “Context and Guidelines for Evaluating America’s Historic Suburbs for the National Register of Historic Places.” In addition, the houses within the district represent typical late nineteenth and early twentieth century architectural styles.

Early History

In 1664, the area known as New Netherland changed from Dutch to British control. In October of that year, a group of British called the “Associates” acquired the 500,000 acre Elizabethtown tract from the Native Americans. The tract included all of present-day Union County and parts of Essex, Middlesex, Somerset, and Morris Counties (Heritage Studies, 1985: 55).

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Early settlers came into the current area of Fanwood from three sources. First, in 1684 a group of Scottish immigrants arrived after having landed at Amboy. These settlers, for whom Scotch Plains is named, took possession of the geographic area currently comprising Scotch Plains, Fanwood, and Plainfield (Clayton: 411). In addition to these early Scottish settlers, other settlers migrated to the area either from Elizabethtown to the east or Piscataway to the south (ibid.).

On January 27, 1794, Westfield Township (including modern Fanwood) separated from Elizabeth Township, but remained part of Essex County (Snyder: 242). By the early nineteenth century, the nearby village of Scotch Plains had started to develop, but Fanwood remained an area of farms.

Arrival of the Railroad

On February 9, 1831, the Elizabethtown and Somerville Railroad received its legislative charter to develop a railroad through the area that is now Fanwood. This event would have a significant impact on the area's development. Although the railroad owners' primary goal from the beginning was to connect the Pennsylvania coal fields with the New York port area, the rail line – irrespective of coal – was to have a profound impact on the communities through which it passed. Construction on the line began in Elizabeth in 1832 and proceeded westward. By 1837, the line came through the present Fanwood area and was built to the north of its current alignment along what is currently Midway Avenue. In 1839, a railroad station (now a residence) was built at the intersection of the rail line and Martine Avenue (Baer, unpublished research).

The rail line reached Somerville by 1842, but economic problems forced the line to be sold at foreclosure in 1846. On February 26, 1847, new owners organized the Somerville and Easton Railroad Company. “On April 23, 1849, the Somerville & Easton absorbed the property of the old Elizabethtown & Somerville and changed its name to the Central Railroad of New Jersey” (CRRNJ Records, Company History: 1). John Owen Sterns, of Colkett & Sterns, the contractors who had assumed operating management of the railroad after foreclosure, effectively ran the company until his death in 1862 (ibid.). The new company continued to emphasize the goal of connecting “the City of New York with the rich mineral and agricultural regions of Pennsylvania” (CRRNJ 1852 Annual Report: 3). On July 2, 1852, the Central Railroad of New Jersey (CRRNJ) opened its line to Phillipsburg.

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Initial Development

The 1862 Meyer and Witzel Map of Union County indicates that the area of modern Fanwood was at that time still sparsely developed. As shown on the 1862 map, the closest developed area was the village of Scotch Plains. Therefore, the station stop was first known as the "Scotch Plains Station." In addition to the tracks down Midway Avenue, development in Fanwood was limited to the original depot and a few scattered homes.

Two events were to bring about change in the area's development. The first significant change was a realignment of the track through the Fanwood area. As early as 1852, the new CRRNJ company was discussing its concern with the only "heavy grade on the whole line" which was 40' to the mile near Scotch Plains coming east (CRRNJ 1852 Annual Report: 6). In 1854-1855, the CRRNJ worked to reduce the grade in the Fanwood area, as is reflected in the company's annual reports:

Need to "cut down the grade of 40' to the mile at Scotch Plains, by constructing 3 miles of second track at that point." (CRRNJ Annual Report, 4/1/1853).

"Great progress has been made in reducing the grade at Scotch Plains to 21' per mile." (CRRNJ Annual Report, 4/1/1855).

"reduced grade at Scotch Plains from 45' to 21." (CRRNJ Annual Report, 4/1/1856).

According to CRRNJ historian Christopher Baer, "the north track [in Fanwood] was opened in 1866 and the south track on December 6, 1874, after which the Midway Avenue line was abandoned. The Midway Avenue station closed in December, 1874" (Baer, unpublished research).

Concurrent with this shift in alignment, the CRRNJ took steps to promote ridership along its line. Although John Taylor Johnston served as the president of the railroad company from 1848 until 1876 (Hall: 355), he remained a figurehead until the 1860s. After Sterns' death in 1862, Johnston "set the company's overall policy and public image...[He] conceived of the railroad as a civic betterment. Using the income from the coal trade, he developed a first class passenger service and openly courted the press for favorable publicity" (CRRNJ records, Accession 1869). The CRRNJ encouraged ridership on its line through physical improvements. New stations were built and old stations were improved. Johnston offered a prize annually to the station agent who produced the most

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attractive grounds (Malone:143). The company's January 1, 1872 Annual Report reflected these efforts:

Extensive but not expensive improvements have been made at Roselle and Dunellen stations, and neater and more ornamental stations and grounds are not to be found in the country. It is intended by degrees to improve all the stations, on different plans, as required by the extent and nature of the ground, and the enterprise shown by the inhabitants (CRRNJ 1872 Annual Report).

The other major step in the effort to promote ridership was the formation of the Central New Jersey Land Improvement Company. In 1867, the CRRNJ applied to the New Jersey Legislature for the charter to establish the development company. The goal of establishing the land improvement company was to create an entity which could sell the land which had been acquired when the CRRNJ widened the right-of-way to 100 feet. The Company explained that, through sale of this land, "a considerable profit can be realized, the right-of-way secured without charge, and the local business of the road much fostered and improved by the impetus given to the growth of the villages along the line" (CRRNJ 1867 Annual Report: 12-13).

The development company was approved on April 9, 1867. Although the company was legally separate from the CRRNJ, it was controlled by the same seven Board of Directors who controlled the parent CRRNJ: F.T. Frelinghuysen, William E. Dodge, Moses Taylor, John C. Green, John Taylor Johnston, Benjamin Williamson, and Adam Norrie. The Plainfield city directories from 1892, 1905, and 1907 included a listing for the Central New Jersey Land Improvement Company at 65 North Avenue, Fanwood. The 1892 directory also included the name of: "George Kyte, agent" as well as a separate listing for George Kyte under the "real estate" heading. Kyte was involved with the development company until his death in 1900.

In Fanwood, physical improvements had two components. First, in 1874, when the new line was complete, the CRRNJ built and landscaped a new westbound station (Fanwood's extant station). Second, and most significant, the Central New Jersey Land Improvement Company (CNJLI Co.) proceeded with the development of the new residential community called "Fanwood Park."

Curvilinear Suburb

David Ames' "Context and Guidelines for Evaluating America's Historic Suburbs for the National Register of Historic Places" identifies four main periods of American

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suburbanization: Railroad and Horsecar Suburbs from 1840s to the 1890s; Streetcar Suburbs from 1888 until the 1920s; Early Automobile Suburbs from the 1920s to 1945; and the Freeway Suburbs from 1945 to the 1960s.

Fanwood falls into the category of the late nineteenth century railroad suburbs:

“Looking for new revenues, railroad companies started to build stations for passengers where they passed through rural villages on the outskirts of cities (Jackson: 35). These stations became the focal points of railroad suburbs strung along the railroad tracks radiating from cities. By the Civil War, railroad commuting was well established in many cities including New York, Boston, and Philadelphia....Railroad suburbs offered the upper middle class an escape from the city. It was an escape that, according to Robert Fishman, gave them the opportunity to create truly suburban communities that incorporated natural elements into a domestic landscape. The railroad simultaneously gave them rapid access to the center of the city while the high cost of railroad commuting protected and insulated their communities from invasion by urban lower and working classes (Fishman, *Bourgeois Utopias*: 138, as quoted in Ames).”

The push to escape the cities was encouraged by the mid-nineteenth century Romantic Movement which “extolled the virtues of nature, and its picturesque architectural illustrations [which] sought to create romantic, naturalistic buildings and landscapes by reviving styles from the past thought to be more in tune with nature and hence more moral” (Ames). The picturesque development of Llewellyn Park in West Orange, New Jersey was designed in 1857. This development, widely acknowledged as the picturesque prototype, incorporated two new features: the curvilinear road and natural open space in the center. A second prominent example of a picturesque suburban development with curvilinear streets was Riverside, Illinois, designed in 1869 by Frederick Law Olmsted, Sr. and Calvert Vaux. According to Ames, Riverside “established the template for the curvilinear subdivision.”

Ames’ paper on suburban communities emphasizes two points which are crucial for understanding the historic significance of Fanwood. First, Ames outlines the time period of “Olmsted Model” suburbs as being from the 1860s to the 1910s. The earliest prototype, Llewellyn Park, was designed in 1857. Therefore, Fanwood Park, designed

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prior to 1868, was a relatively early example of a picturesque, curvilinear community. Second, Ames emphasizes the elite aspect of communities with curvilinear streets:

Although the rectilinear grid remained the dominant subdivision form well into the first three decades of the twentieth century, the curvilinear form seems always to have been the ideal layout to which all aspired. At the most basic level, its organic design symbolized nature and the countryside that the prospective suburbanite sought. Associated with the more fashionable and upper-income developments, the curvilinear subdivision spelled prestige for residents and higher sales values for realtors.

In the late nineteenth and early twentieth centuries, Fanwood had numerous prominent residents, including R.E. Vom Legn, superintendent of the Singer Sewing Machine Factory in Elizabeth; Dr. Brickton, Medical Director for New York Life Insurance; Carl Sayward, Assistant Vice-President of the United States Trust Company of New York; Stephen VanHoesen, president of Downing and Company, Inc.; William Brown, vice president of the Grimm School Book Company; Eugene Rau, executive in the Thompson Starrett Company; O. T. Brown, owner of the Samoset Laundry in Plainfield; and Paul B. Tuzo, architect (Cutrofello, et al.: 30).

The new community of Fanwood Park first appears on the 1868 "Map from Newark Bay to Washington Rock" which, although unavailable for copying, shows the newly planned area's curvilinear streets and uses the name of "Fanwood Park." Although it is not known what individuals designed the community, the layout is generally attributed to the CNJLI Co. and its agent, George Kyte (Cutrofello, et al.:26)

The CNJLI Co. owned 350 acres within the current area of Fanwood, including most of the proposed historic district and outlying areas that were developed post-1930. Although it is only possible to speculate at this point why the CNJLI Co. owned so much real estate in the Fanwood area, it is very likely that the CRRNJ's need to change the track alignment in the Fanwood area led to the company acquiring property surrounding both alignments: the Midway Avenue alignment and the current alignment parallel to North Avenue. As shown on the 1906 map of Union County, the area south of the railroad tracks primarily consisted of commercial buildings. Residential development of this area began in the 1920s.

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Other Communities Along the CRRNJ

The development of several towns along the rail line was linked to the CRRNJ. In 1867, John C. Rose, a claim agent with the CRRNJ, established the Roselle Land & Improvement Company. In 1867, the company took title to 181 acres of land (Hicks 1979, 2). Evona, now Clinton Avenue Station in Plainfield, was established in 1872, and a station was built in the same year. The area was originally planned as a residential suburb, and in 1882, was a hamlet of "some substantial dwellings" (Clayton). The Belvedere Land and Improvement Company established Netherwood, a district of Plainfield, in 1874 (The City of Plainfield proposal to the New Jersey Railroad and Transportation Museum Commission: 6). The railroad station was built in the same year (Baer). Development included elegant mansions and the Netherwood Hotel, designed as a luxurious summer resort for wealthy city dwellers, and completed in 1878. In the 1890s, Garwood was established as an industrial town by the Garwood Land and Improvement Company, formed by John R. Maxwell, president of the CRRNJ from 1887-1901 (Union County Cultural and Heritage Commission: n.p.).

Fanwood and Dunellen were the two towns that were most directly related to the railroad in that they were developed by the CNJLI Co. Dunellen's development shares similarities with the development of Fanwood. As early as 1866, the railroad began to acquire land in the Dunellen area. The Central Land & Improvement Company established the village in 1868 on nearly 300 acres located north of the railroad tracks (Workers of the Federal Writers Project of the WPA: 23). However, while Fanwood's design followed the picturesque prototype, Dunellen's followed a traditional grid pattern that Ames associates with middle and working class housing.

Naming a Community

John Taylor Johnston, president of the CRRNJ at the time of Fanwood's development, was responsible for naming the community. Mrs. Emily de Forest, daughter of John Taylor Johnston, wrote that her father named the new villages along the rail line for family members and friends. She records, "Father and Mother had one or two very intimate friends, among them one Ellen Betts... He took her first name and added the prefix 'Dun' because he thought it would be a very euphonious name. That is how the name 'Dunellen' came into existence... My father even tried to name some of the stations after members of his family. For instance, my Mother's name was Fanny, and Fanwood was named for her. Evona was named for my youngest sister, Eva" (Workers of the Federal Writers Project of the WPA: 22).

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Promoting Fanwood

In 1868, the CNJLI Co. and real estate developers began an active campaign to bring potential homeowners to Fanwood. The *Constitutionalist*, a local newspaper published in Plainfield, reported on January 23 of that year that "We understand that it is in contemplation to erect a large hotel in Fanwood Park, near where the new Railroad is to be located..." Later that year, the CNJLI Co. was advertising building sites through various agents for sale. A.D. Hope, General Agent, offered "A Home in the Country" from "one to twenty acres" in various towns along the CRRNJ line including Fanwood. In the same year, a separate realtor, A.D. Mellick, Jr., and Brothers, also began to offer "houses, lots, country seats, farms and sites" in Fanwood Park.

"Gala events" were held in Fanwood to attract prospective property owners to the town. These were not only advertising events, but treated as newsworthy events as well. The *Central New Jersey Times* ran both a news article and advertisement on September 29, 1870. The article, on page 1, states:

"A GALA DAY at SCOTCH PLAINS... Fanwood, where these lots are located, is the most charming of the several delightful suburbs of Plainfield and is soon to have completed the prettiest church in the county. The property to be sold is very desirable, as it lies between the built up part of the village and the depot, and is convenient to both. Every family should have its own homestead, and these lots are offered on such terms that a man of small means can secure one if he wishes to."

The advertisement, sponsored by C.H. Pierson, A.D. Mellick, ran on page 7 and stated:

"First Great Sale at Scotch Plains, NJ. Fanwood Station, one hour from the New York side of the river, by the Central Railroad of New Jersey on Thursday, October 6, 1870, at 12pm on the premises, 600 choice lots...." Situated by churches, schools, stores and adjoining plank walk to the station. "Plank walk in front of each lot. This property is without doubt among the most desirable ever offered on the line of the Central Road, no expense having been spared in preparing for immediate occupancy. The streets are handsomely graded. The location is most beautiful, being just at the base of the blue range of mountains, and lovely views are obtained. A clear mountain stream crosses the property."

In 1873, the Central New Jersey Railroad published an advertising booklet called "Homes on the Central Railroad of New Jersey for New York Business Men" by George

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Catlin. For Fanwood, Catlin describes the “cosy” location of the station, the Green Brook, mountain roads and “thanks to skillful landscape engineers and its natural advantages, [Fanwood is] known as one of the most beautiful and attractive suburban dwelling places about New York.” Other merits included a public school, two churches, a public hall, hook and ladder company, a “Good Templar,” two hotels, many stores, and mills powered by the Green Brook. Current price for the property was \$500 to \$2000 per acre. Included in the article is a map of Fanwood Park showing the area between Midway Avenue, Terrill, South Avenue, and Martine Avenue. He added that there are planned improvements that will bring Fanwood Park “directly upon the line, and place within a moment or two of the depot some of the most eligible villa sites that even the most fastidious purchaser could desire.”

In 1881, the Central Railroad of New Jersey and Branches issued a “Travelers and Tourists Guide” which lists Fanwood as a destination with 21 trains daily to New York. “Fanwood is a most charming hamlet of fine residences, fittingly introduced by a well-ordered station and grounds.” Included is a listing of hotels and boarding houses for visitors.

Woodford Clayton’s 1882 Union County history reflects the importance of the CRRNJ and their promotional efforts. He described the area as “350 acres belonging to Central Land Improvement Company (sic) called ‘Fanwood Park,’ with serpentine roads well kept in order, offering great inducements to those in search of a desirable location.” (Clayton: 415).

In 1890, Gustav Kobbe’s “The Central Railroad of New Jersey, an Illustrated Guidebook” listed Fanwood’s attractions as “a park-like place of residences among beautifully laid out grounds and has an air of elegance and refinement. It boasts a fine club-house with bowling-alleys, billiard-room, etc. Taken all in all, Fanwood is a little gem.” The following year, the Central Railroad of New Jersey issued a booklet “Why Not Own Your Own Home on the Central Railroad of New Jersey?” for the purpose of advertising its various properties available for development sites. The intent was to induce prospective homeowners to move their families from urban areas increasingly perceived as unhealthy and overcrowded. Fanwood is called one of the “delightful spots... where every breath of air purifies the lungs instead of poisoning them; where bright eyes and rosy cheeks will be the quick response to nature’s all-powerful doctoring. And nature submits no doctor’s bills after the cures.”

After the turn of the century, advertisements about the area continued. In 1906, the “Suburbanite” magazine, another CRRNJ publication, described Fanwood Borough as

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“situated on high, rolling ground and is at all seasons of the year a beautiful and healthful place of residence. It is preferred as a place of residence by the commuter who wishes to live within a five minutes walk of the station.”

Independent Borough

As with so many other aspects of Fanwood’s history, the story of its political and geographic boundaries is closely linked to the railroad. The CRRNJ’s mid-nineteenth century track realignment laid the groundwork for competition between Fanwood Township (now Scotch Plains Township) and Fanwood Borough. The rivalry culminated in a late nineteenth century split between the two communities, with the CNJLI Co. agent, George Kyte, playing a key role in the push to create a new borough.

As is indicated on the 1862 Meyer and Witzel Map of Union County, the Village of Scotch Plains contained many more structures than the future Borough of Fanwood. Appropriately, before the emergence of Fanwood Park, the passenger station along the Midway Avenue alignment was at that time called the “Scotch Plains Station.” When the railroad alignment in the area was shifted to the southeast, further away from the village of Scotch Plains, and the new community of Fanwood Park was laid out, the groundwork was laid for competition between the two communities. By 1877, there was evidence in the local newspapers of the tension between the two areas:

“It is a matter of general regret that our lively hamlet [Scotch Plains] has for so long been ignored by the railroad, and our station permitted to be known as Fanwood. Surely but for us there would have been no need for a station at that point, and it is no more than right that we should have a recognition at the hands of the railroad authorities. The railroad left us, not we the railroad.” (*Central New Jersey Times*, 7/26/1877)

On March 6, 1878, Fanwood Township was formed from Plainfield and Westfield Townships; however, the tension between the two areas of the Township continued. By the end of the nineteenth century, the community of Fanwood located near the new rail alignment was influenced by the so-called “Borough Craze.” During this time period, many New Jersey towns divided from larger townships due to resource allocation issues and tax reasons.

In Fanwood Township, street lighting, macadamizing of roads, and trolley issues were all being debated, with the CNJLI Co. agent George Kyte at the center of the debate (*Daily Press*, 3/29/1895). George Kyte and Thomas Young, a fellow prominent Fanwood resident, were both advocates for street and lighting improvements for the village of

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Fanwood (*The Times Supplement*, 1970: F12). George Kyte was also reported to have pushed for a separate borough “for the avowed purpose of (among other things) giving to the trolley what the township committee refuses – the right of way without the condition of the ‘loop’; and so take away the one chance that our sister village has had for twenty years to get in communication with the outside world” (*Daily Press*, February 25, 1895).

Although there was some criticism of the role that the CNJLI Co. and its agent, George Kyte, was playing in the formation of the borough, there was also praise. According to an editorial in the February 28, 1895 edition of the *Plainfield Daily Press*, “Sheriff Kyte ...has done more to improve and help the township than any other five men here. Even now there is an open offer from him to spend two dollars of the Land Improvement Company’s money for every one the township will spend towards improvements.”

In May, 1895, residents in Fanwood Village voted to separate from the Township of Fanwood (now Scotch Plains). The population of the new Fanwood Borough was approximately 350 when it was set off from the township, and comprised an area of one square mile extending along both sides of the tracks of the Central Railroad of New Jersey (Honeyman: 469). Even once the new borough was created, George Kyte and the CNJLI Co. continued to play active roles in Fanwood’s development. First, due to the amount of land owned by the Land Improvement Company, Mr. Kyte played a key role in the physical development of the new Borough. As an example, on April 21, 1896, the *Central New Jersey Times* reported on an agreement, arranged by Mr. Kyte, that the Fanwood Fire Department would lease from the CNJLI Co. the “Fire Company Room” under the hall of the Fanwood Club House. The CNJLI Co. was also responsible for several major donations to the new borough. The Fire Department’s first hose cart and set of firefighting equipment, the post office, and the Fanwood Clubhouse itself were all gifts from the CNJLI Co. to the town. The CNJLI Co. also operated a blacksmith shop on South Avenue (Cutrofello, et al.: 2,23). Mr. Kyte is credited with obtaining “crushed stone and slag” from the CNJLI Co. in 1888 in order to improve the roads surrounding the freight house. “The good condition of Fanwood’s roads and sidewalks was the result of Mr. Kyte’s ability to secure the railroad’s help in placing this material without cost to the tax payer.” (Cutrofello, et al.: 22). In addition to his role as the agent of the CNJLI Co., George Kyte was also prominent in the new Borough as a councilman and mayor.

George Kyte died suddenly at the age of 54 in May of 1900, after having greatly influenced the development of the area. According to the *Judicial and Civil History of New Jersey*, “he was one of the earliest promoters of the present good road system in Union County.” Thirty years after his death, a newspaper article referred to him as the “Father of Fanwood...He saw the future of Fanwood at an early age, and devoted almost

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his entire time to the place he loved so dearly. Mr. Kyte became identified with the Central New Jersey Land Improvement Company, and through his untiring efforts the booming of Fanwood as a residential place the company began the development with six houses" (sic) (*Courier-News*, 2/15/1930).

Residential Development

Although Fanwood Park was laid out by 1868, and despite aggressive marketing, historic maps through the early twentieth century indicate that the area developed slowly. On the 1882 Robinson Atlas of Union County, there are only a few buildings located along Martine Avenue. By the time of the 1906 Bauer Map of Union County, additional structures had been built along side streets near Martine, especially on North Avenue, Tillotson Avenue, and Watson Road. A great deal of the land on the perimeters of the historic district had not yet been sub-divided and was marked "C.N.J.L.I.Co."

In 1923, the population in Fanwood was only about 760 but it was known as "a residence place...among the choicest in the middle section of the state." Its advantages were an "abundant water supply, ...streets and roads are lined with fine shade trees..., two buildings and loan societies, a weekly newspaper, two public schools of the 8th grade, and Fanwood Civic Association" (Honeyman: 469).

In the late 1920s, Fanwood's population and the amount of housing construction dramatically increased. Due to the excellent train connection to Kearny, New Jersey, "seventy-five percent of the homes sold in Fanwood during the late 20s were purchased by Western Electric employees," who commuted to the Western Electric plant in Kearny (Cutrofello, et al.: 99). So many, in fact, that a direct train line was run from Fanwood to Kearny (Cutrofello, et al.: 32).

One of the main builders in Fanwood in the 1920s was the Cooperative Realty Corporation. This group was formed by the merger of four building and real estate companies that were active in Fanwood. Two persons involved in this formation were also employees of the Western Electric plant in Kearny (Ibid.).

From 1926 to 1928, the Cooperative Realty Corporation sold 55 houses. Corporation president Herman Kling, wrote in an outline of the company's plans:

"With our company in the strategic position of owning practically all of the vacant property in Fanwood within a quarter mile of the railroad station, our first concern for the next few years will be the continuation of our activities in Fanwood. In addition to selling improved building lots,

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our program of home construction call for 50 homes per year in Fanwood. This program will progress as rapidly as sales are consummated.” (Kling, “Future Plans”).

At approximately the same time, the H. C. Lockwood Company issued a promotional booklet of homes it was building in Fanwood in conjunction with William A. Lambert, architect. The homes, typical early twentieth century houses, included bungalows, Foursquares, and Colonial Revival houses. The introduction to the booklet includes language typical of the late nineteenth and early twentieth century promotion of Fanwood as an attractive suburban community. Entitled “The City that is built upon a hill cannot be hid,” the introduction proceeds to describe the town:

“Fanwood is built on several hills. It is at the highest elevation along the line of the Jersey Central Railroad, and lies between Westfield, a town of 8,000, and Plainfield, a city of 30,000. The hills of Fanwood are covered with primeval forest. Hundreds of shade trees line the picturesque streets, which wind their way in charming curves. It is not a new and ‘made to order’ town, but old enough to have traditions, local history and good society. It is fully but moderately restricted in such a way as to provide for that great class who are neither rich nor poor, but who want refined surroundings, good neighbors, good schools, churches and all modern improvements. Fanwood is noted as a healthy place. It gets the southern breezes from the Lakewood district bearing the tonic of pine woods.

It has the vary best artesian water, gas, electric light, telephones, walks, macadam streets and trolley cars. It is a commuter’s town, with more than fifty daily trains furnishing swift and comfortable transportation for \$7.50 per month....Our plots commence right at the depot and extend in all directions.”

By 1930, the population of Fanwood had reached 1681 (Fitzgerald’s: 222), and in 1934 a survey of private residences indicated that there were 541 homes (Borough of Fanwood, County of Union, State of New Jersey, Report for 1938, First Annual Report).

The Borough of Fanwood is historically significant as a late nineteenth century suburban community associated with the Central Railroad of New Jersey (CRRNJ). Although all communities along the eastern portion of the National Register eligible CRRNJ rail line were impacted by the rail line, Fanwood is noteworthy for its close ties to the railroad and its land development company, the Central New Jersey Land Improvement Company.

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The CRRNJ and the land development company established and contributed to the naming of Fanwood, laid out the curvilinear road system of the Fanwood Park area surrounding the train station, participated in the effort to separate Fanwood Borough from Fanwood Township (Scotch Plains), promoted the area as an attractive place to live, and led to the residential development of the community. The historic district is therefore significant as a picturesque railroad suburban community with representative architectural styles from the late nineteenth century through the early twentieth century.

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United States Department of the Interior
National Park Service

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UTM Coordinates:

Zone 18

1. 551307
4499614
2. 551713
4499142
3. 551388
4498863
4. 551566
4498766
5. 552226
4499330
6. 552119
4499427
7. 551890
4499437
8. 551570
4499706
9. 551341
4499706

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Verbal Boundary Description

The boundaries are largely those of existing tracts of land as delineated by a heavy line on the enclosed Fanwood Borough tax map. Portions of the following blocks are included: 10, 12, 15, 17, 32, 33, 34, 35, 36, 51, 52, 54, 63, 67, 68, and 70. The boundaries of the Fanwood Park Historic District are described as follows:

Beginning at the northwest corner of Block 33, Lot 3, and continue along the west lot line of Block 33, Lot 1 across Watson Road to meet the southwest corner of Block 32, Lot 5, proceed westerly approximately 150 feet along the north side of Watson Road; From this point, proceed northwesterly for approximately 125 feet; From this point, continue northeasterly to intersect with the west side of Martine Avenue; From this point, continue northwest along the west side of Martine Avenue to the east corner of Block 32, Lot 3; Proceed southwesterly along the south lot line of Block 32, Lot 3; Continue northwesterly along the southwest (rear) lot lines of Block 32, Lots 3 through 1 and Block 12, Lots 14, 15, 16, and 1, which have frontages on Martine Avenue; Continue northerly along the west lot line of Block 12, Lot 1 to its intersection with the south side of Midway Avenue; From this point, proceed northwesterly to the southwest corner of Block 10, Lot 23; Continue westerly along the south lot line of Block 10, Lot 24 to its southwest corner; Proceed northwesterly along the southwest lot lines of Block 10, Lots 24, 22, 21, 20, 19 and 16; Proceed northeasterly along the north lot line of Block 10, Lot 16 to meet the west side of Martine Avenue; Continue southeasterly along Martine Avenue approximately 100 feet and cross said avenue to meet the west corner of Block 15, Lot 18; Continue along the southwest (front) lot line of Block 15, Lot 1; Proceed northeasterly along the northwest lot line of Block 15, Lot 18 to its north corner; Continue southeasterly along the northeast lot lines of Block 15, Lots 18 through 15 and 12 to intersect with Woodland Avenue; From this point, continue southerly across Woodland Avenue to align with, and follow, the east lot line of Block 17, Lot 1 to meet with the north side of Midway Avenue; Proceed westerly along the south lot line of Block 17, Lot 1 to its termination at the intersection of Woodland Avenue, Martine Avenue, and Midway Avenue; From this point, continue southerly to cross Midway Avenue and proceed along the frontages of Block 16, Lots 1 through 3 to the intersection with Paterson Road; Proceed southeasterly across Paterson Road to align with, and follow, the north lot line of Block 34, Lot 1 to the northeast corner of said lot; Continue southeasterly to the east corner of Block 34, Lot 1 and northeasterly to the northeast corner of Block 34, Lot 21; Proceed southeasterly along the northeast (rear) lot lines of Block 34, Lots 21 through 17 which have frontages on Martine Avenue; Continue southwesterly along the southeast lot line of Block 34, Lot 17 to the southwest corner of

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said lot; Proceed southeasterly across Watson Road to align with, and follow, the frontages of Block 35, Lots 10 through 6; From the southwest corner of Block 35, Lot 6, continue easterly along the southeast lot line of said lot and along the frontages of Block 35, Lots 5-3; From the south corner of Block 35, Lot 2, proceed along its southwest lot line to the west corner of said lot; Continue northerly to the northeast corner of Block 35, Lot 2 and proceed southeasterly along the northeast lot line of said lot to meet the intersection of Tillotson Road and Forest Road; Following a line of convenience, continue southeasterly to the west corner of Block 70, Lot 16 and proceed northeasterly along its northwest lot line to the north corner of said property; Proceed southeasterly along the property's northeast lot line to the east corner; Proceed southwestly along the property's southeast lot line to its intersection with Forest Road; Proceed eastly along the southwest lot line of Block 70, Lot 17 until its intersection with North Avenue; Proceed northeasterly along the frontages of Block 70, Lots 17, 18, and 19 to the south corner of Block 70, Lot 20; Proceed northwesterly along said property's southwest lot line to its northwest corner; Continue northeasterly along said property's northwest lot line to its north corner; Continue southeasterly along said property's northeast lot line to its intersection with North Avenue; From this point, proceed southerly to cross North Avenue and to align with and follow the east lot line of Block 60, Lot 5; From the southeast corner of Block 60, Lot 5, continue southwestly along the rear lot lines of Block 60, Lots 5 through 1 to intersect with Fanwood Place; Proceed southwestly across Fanwood Place and continue northwesterly along the west side of Fanwood Place to the east corner of Block 67, Lot 3; Proceed westerly along the south lot line of Block 67, Lots 1 and 2 to intersect with Martine Avenue; Continue westerly across Martine Avenue and proceed southeasterly along the northeast lot line of Block 63, Lot 1 to the southeast corner of said block; Continue along the south (rear) lot lines of Block 63, Lot 1 and Block 51, Lots 16 through 27 which have frontages on North Avenue; Proceed along the west lot line of Block 51, Lot 16 to the intersection with North Avenue; Continue across North Avenue to align with, and follow, the west lot line of Block 52, Lot 13; At the northwest corner of said lot, continue along the northwest (rear) lot lines of Block 52, Lots 13 through 10.01 and Block 54, Lots 12 through 10 which properties have frontages on North Avenue; From the northeast corner of Block 54, Lot 10, proceed easterly to meet the southwest corner of Block 33, Lot 14; Continue southeasterly to follow the curve of Russell Road to the southwest corner of Block 33, Lot 11; Proceed northwesterly along the west lot line of Block 33, Lot 11 to its northwest corner; Continue northeasterly along the north (rear) lot lines of Block 33, Lots 11 through 4 which have frontages on North Avenue; From the northeast corner of Block 33, Lot 4, proceed northwesterly along the west lot line of Block 33, Lot 3 to the point of beginning.

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Boundary Justification

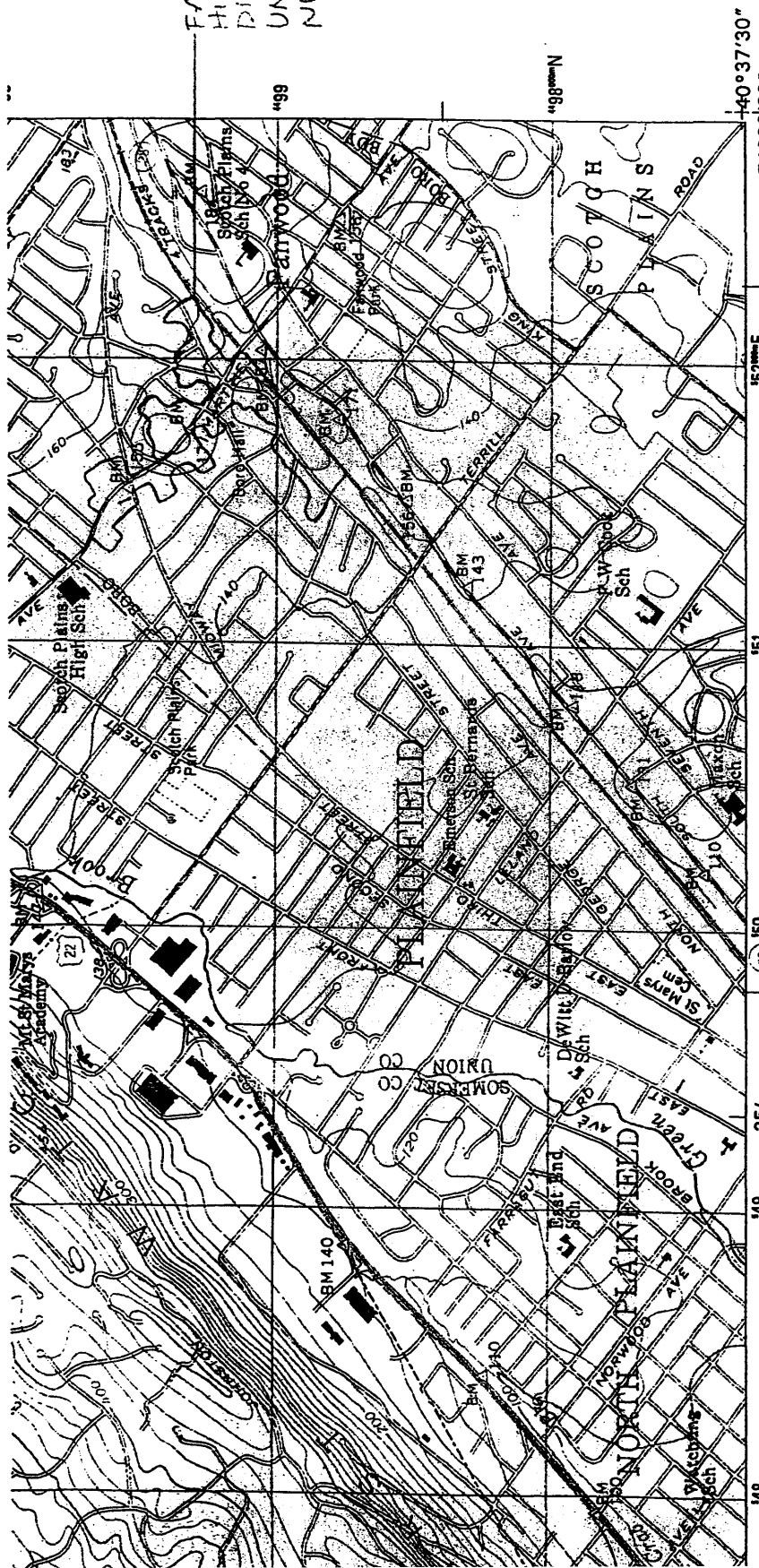
The historic district boundaries were delineated to include the oldest areas of residential development in Fanwood, primarily along North Avenue and North Martine Avenue. Starting at the Fanwood Railroad Station and proceeding north along North Martine Avenue, the historic district extends approximately to Pleasant Avenue. Three areas along this road were excluded due to the presence of modern structures: the northeast side of North Martine Avenue between North Avenue and Watson Road; the majority of Block 32, Lot 4 where the modern Borough Hall is located (the portion of Lot 4 which includes a late nineteenth century carriage house is within the historic district); and the northeastern side of N. Martine Avenue between Paterson Road and Midway Avenue. On the northeastern side of North Martine Avenue, the historic district ends at 194 North Martine Avenue, Block 15, Lot 18. Further north there are modern houses on smaller lots. On the southwestern side of North Martine Avenue, the historic district ends at 211 North Martine Avenue, Block 10, Lot 16. Immediately to the north is a modern house; further north than Madison Avenue, the area changes character to become more commercial in nature.

At the southwestern end of the historic district along North Avenue, the historic district ends approximately at Farley Avenue on the northwestern side of the street and at open space for utility lines on the southeastern side. Further west the houses primarily post-date the historic district's period of significance.

At the northeastern end of the historic district along North Avenue, the historic district ends at 311 North Avenue, Block 70, Lot 20 on the northwestern side of the street. Further northeast are modern structures. On the southeastern side of North Avenue, the historic district ends at 324 North Avenue, Block 68, Lot 5. Further northeast are tennis courts, followed by modern structures.

The historic district extends to the northeast of North Avenue to include two structures which are both architecturally and historically significant: 40 Forest Road, Block 70, Lot 16, and 25 Tillotson Road, Block 35, Lot 2.

FANWOOD PARK
HISTORIC
DISTRICT,
UNION COUNTY,
NEW JERSEY



INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 2000

ROAD CLASSIFICATION

Primary highway Light-duty road, hard or hard surface
 Secondary highway Improved surface
 hard surface Unimproved road

() Interstate Route () U.S. Route () State Route



CHATHAM, NJ

1995

NIMA 6165 III NW-SERIES V822



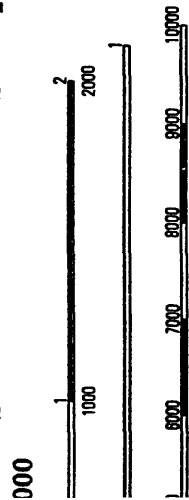
NEW JERSEY

QUADRANGLE LOCATION

1	2	3
4	5	6
7	8	

ADJOINING 7.5' QUADRANGLE NAMES

- 1 Mendham
- 2 Morristown
- 3 Caldwell
- 4 Bernardsville
- 5 Roselle
- 6 Bound Brook
- 7 Plainfield
- 8 Perth Amboy



20 FEET
L DATUM OF 1929
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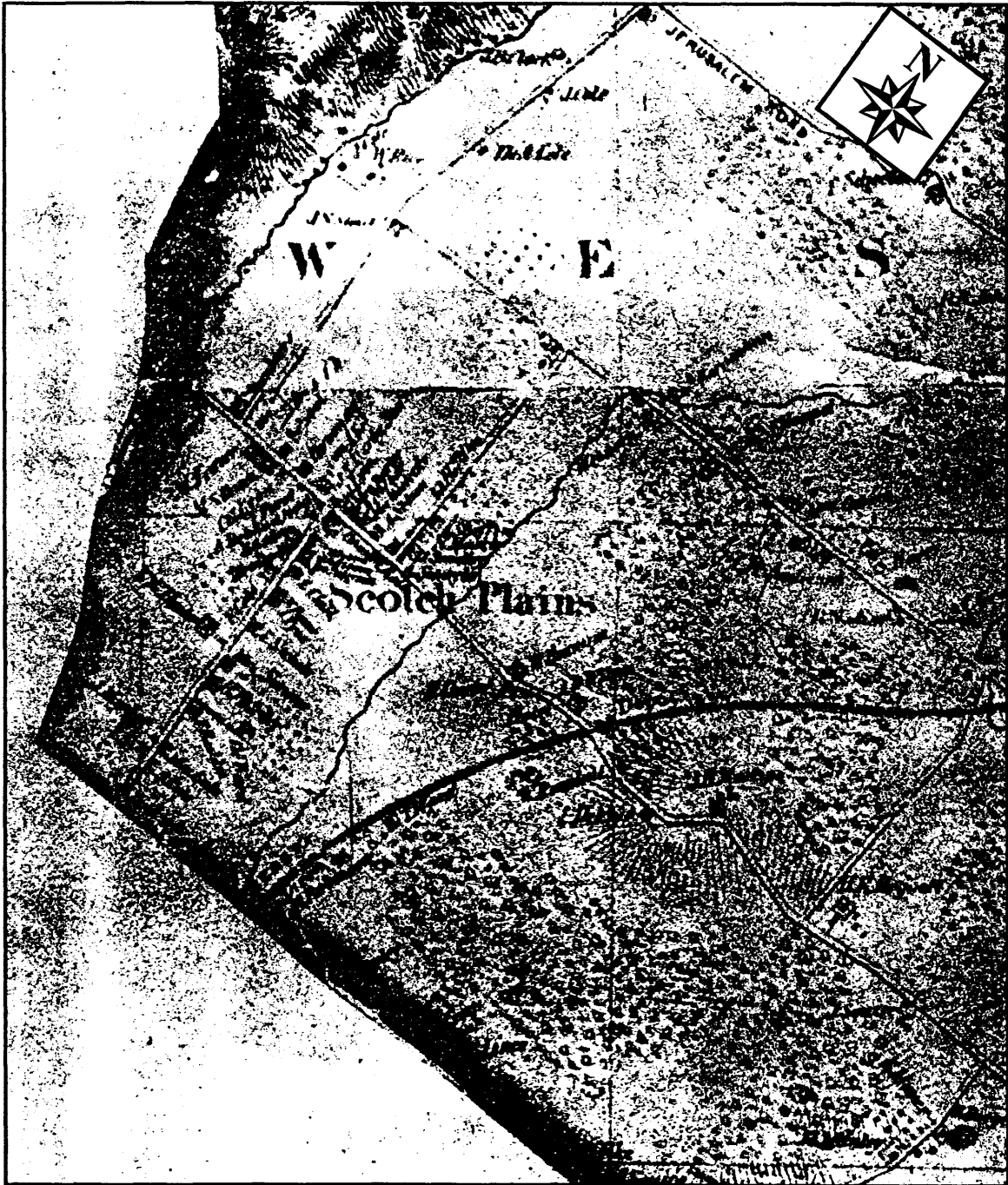
IP ACCURACY STANDARDS
X 25286, DENVER, COLORADO 80225
SYMBOLS IS AVAILABLE ON REQUEST

United States Department of the Interior
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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number Historic Maps Page 1

Fanwood Park Historic District,
Union County, New Jersey



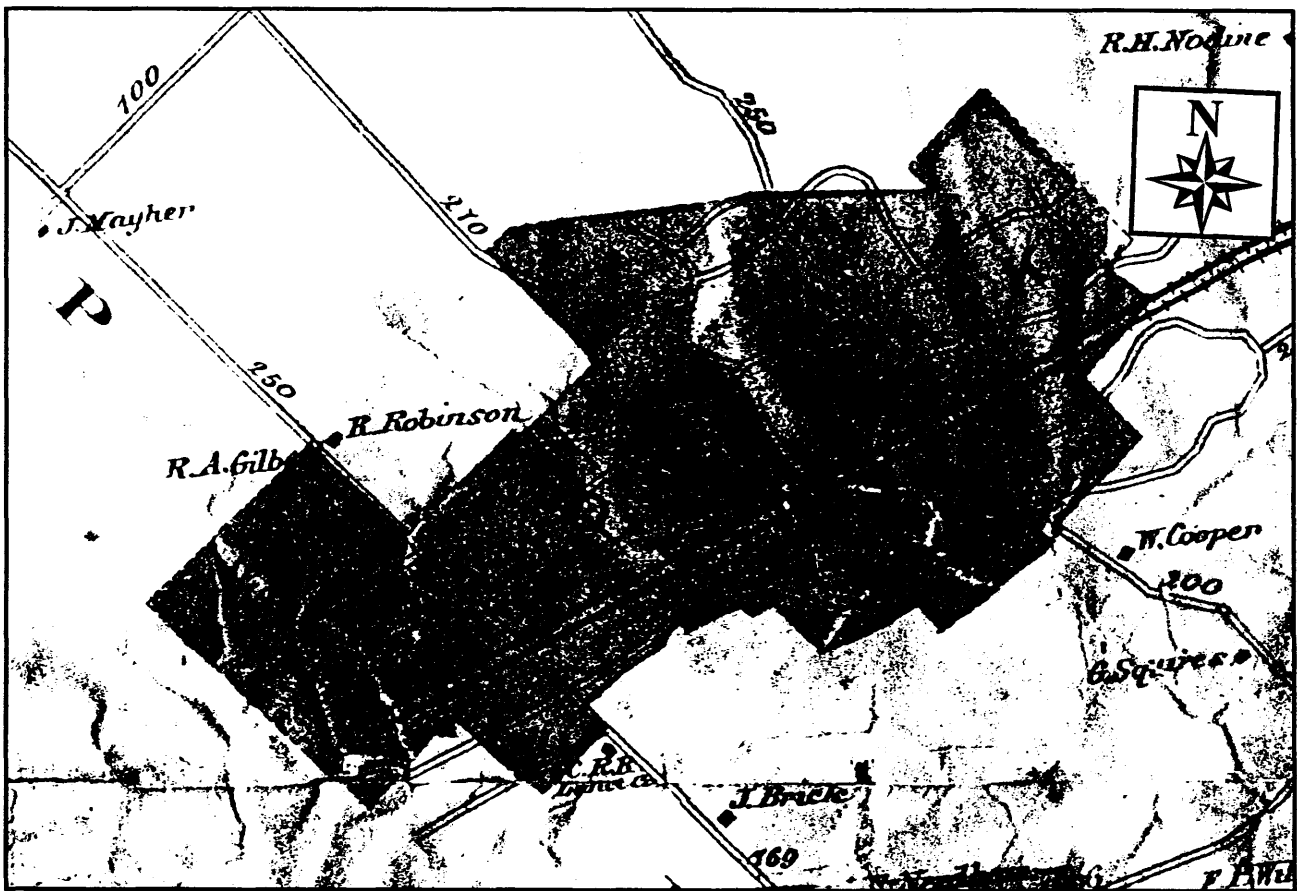
1862 Meyer and Witzel Map of Union County, New Jersey.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number Historic Maps Page 2

Fanwood Park Historic District,
Union County, New Jersey



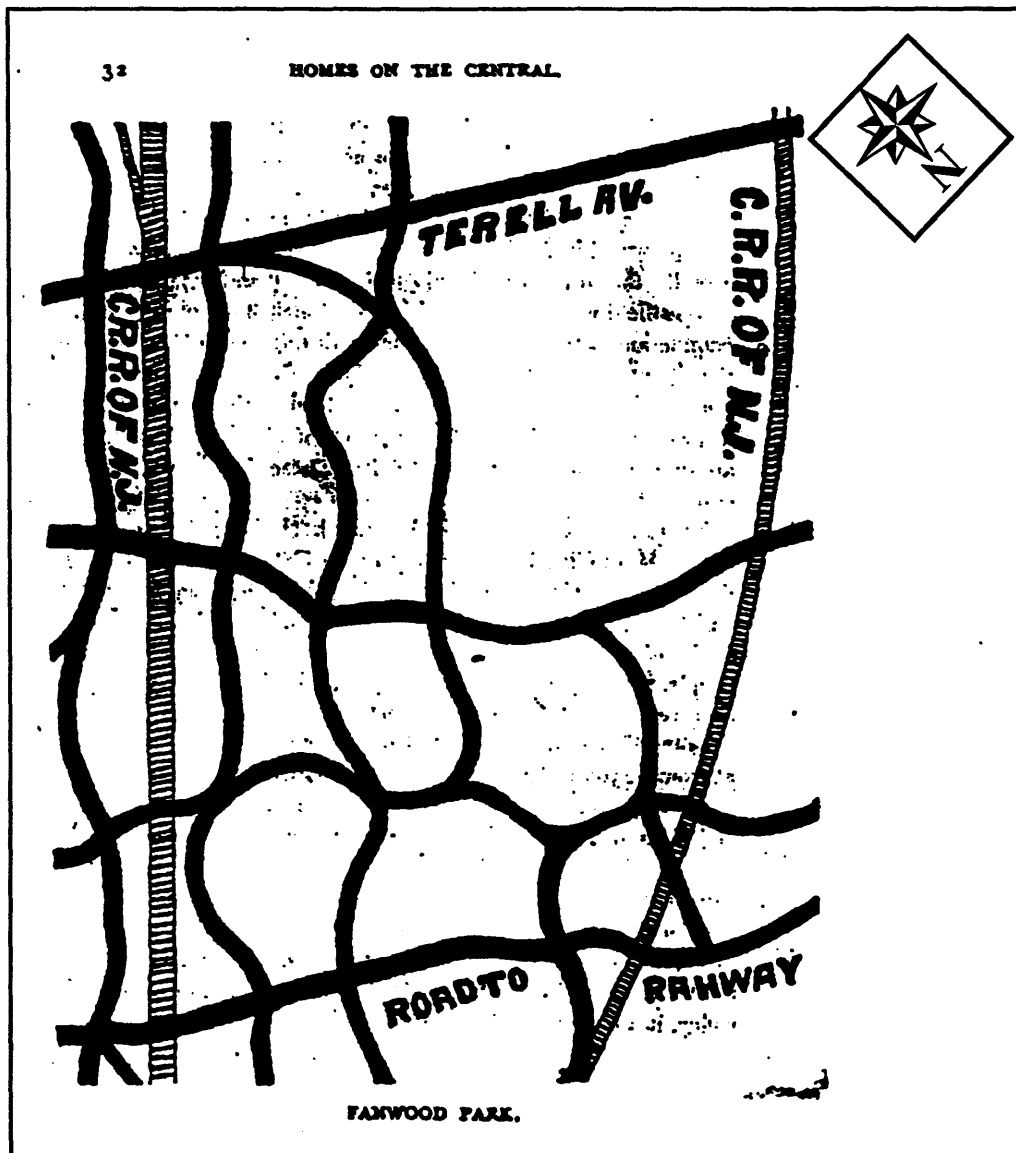
1872 Beers' Atlas of Union County, New Jersey.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number Historic Maps Page 3

Fanwood Park Historic District,
Union County, New Jersey



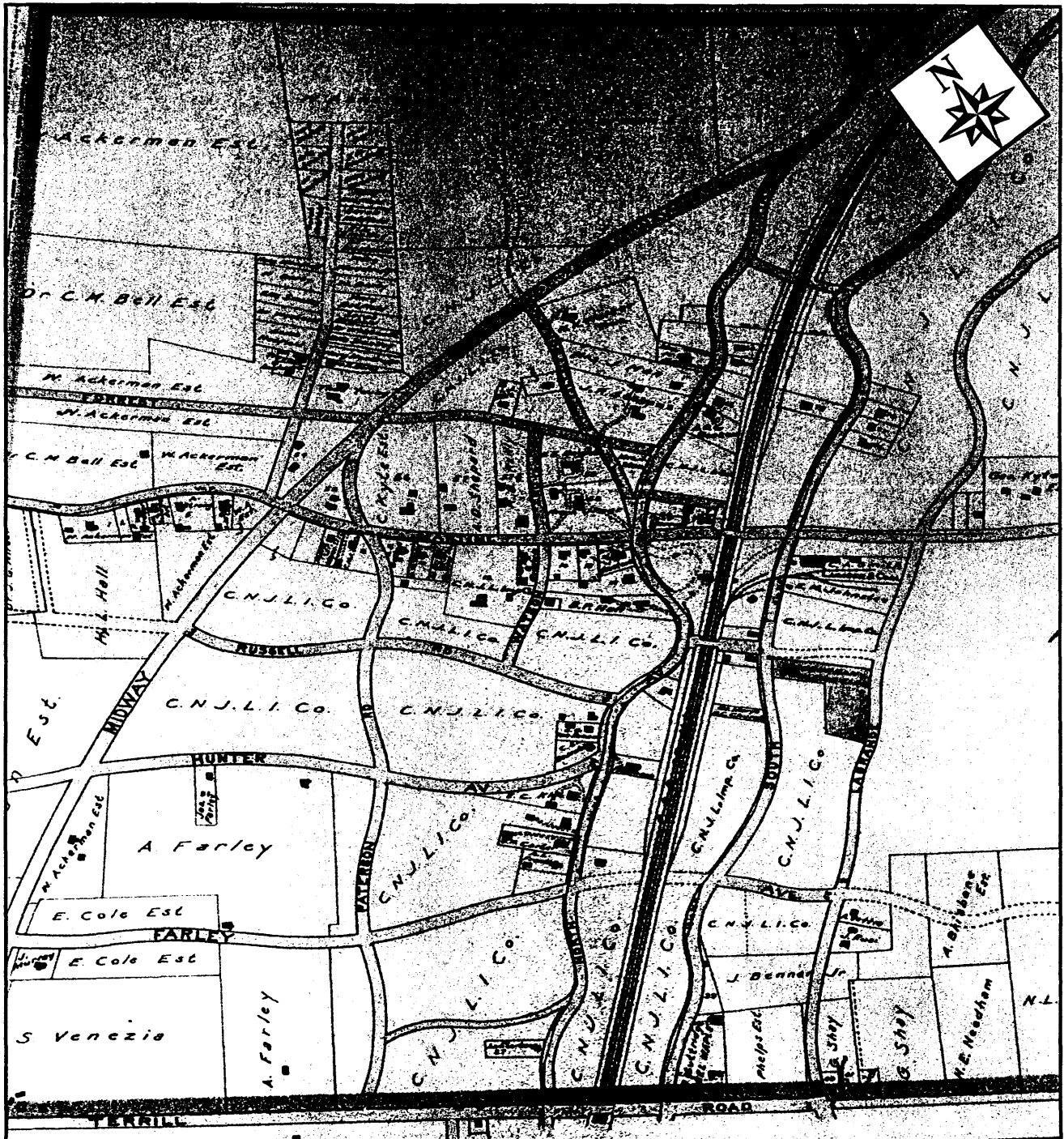
Map of Fanwood Park as published in *Homes on the Central*,
an 1873 publication of the Central Railroad of New Jersey.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number Historic Maps Page 5

Fanwood Park Historic District,
Union County, New Jersey



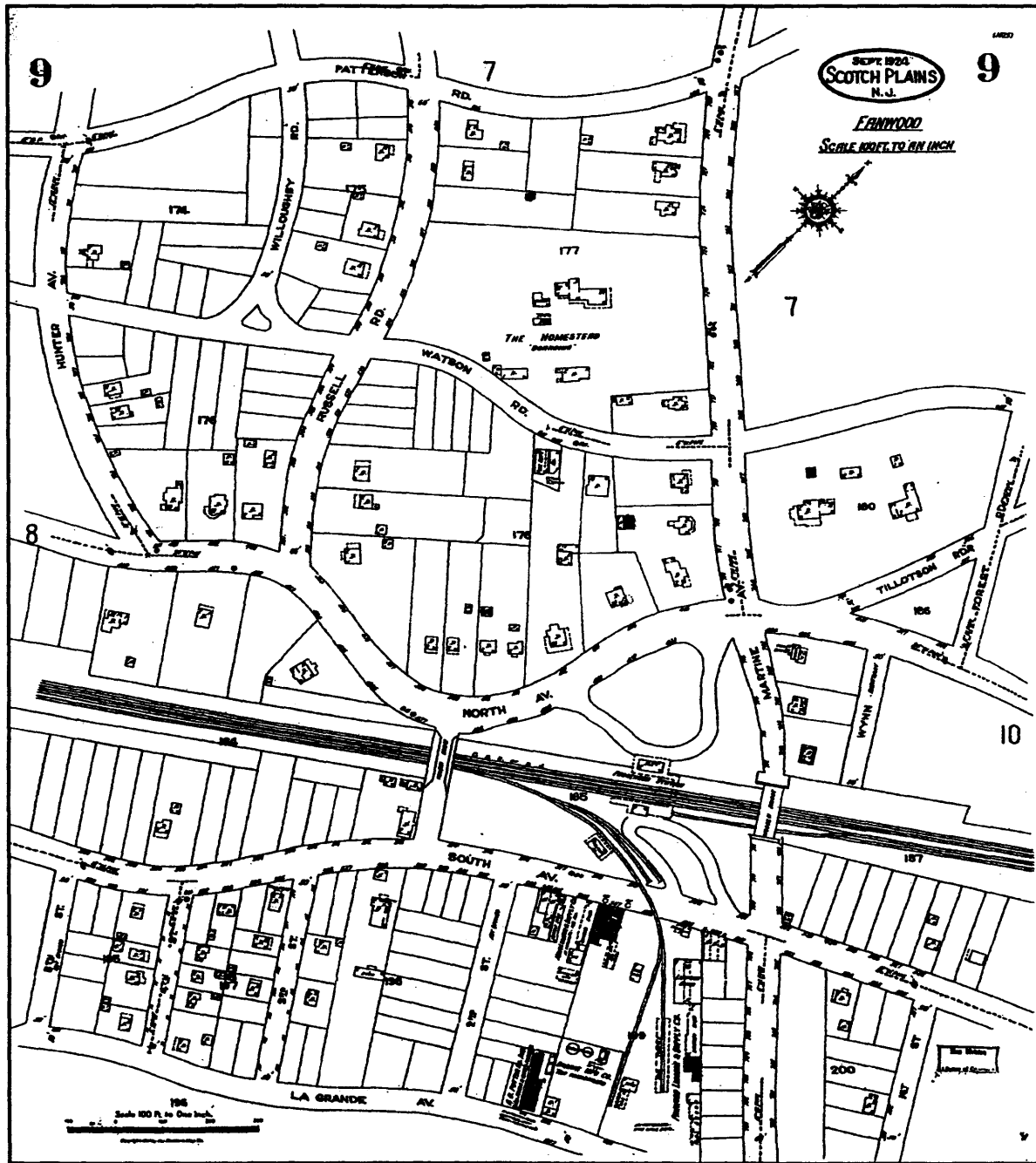
1906 Jacob L. Bauer Atlas of Union County, New Jersey.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number Historic Maps Page 6

Fanwood Park Historic District,
Union County, New Jersey



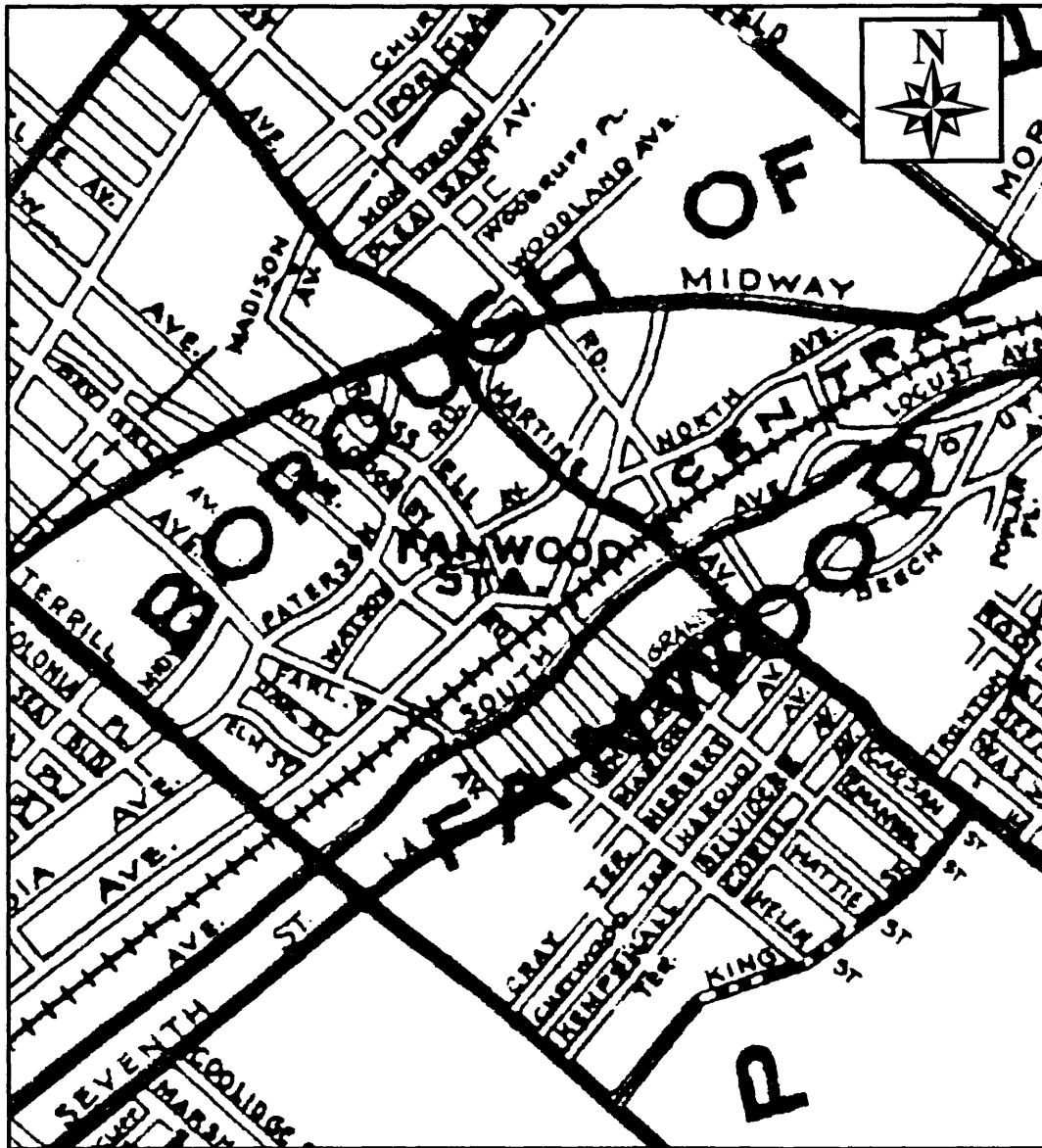
1924 Sanborn map of the Fanwood Section of Scotch Plains, New Jersey.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number Historic Maps Page 7

Fanwood Park Historic District,
Union County, New Jersey



1936 Map of Union County, New Jersey.

National Register of Historic Places Continuation Sheet

Fanwood Park Historic District,
Union County, New Jersey

Section number Photographs Page 1

Photographs

For all photographs:

Property Name: Fanwood Park Historic District
Property Location: Fanwood Borough, Union County, New Jersey
Photographer: Erika L. Webb
Date: September, 2002
Location of
Negatives: ARCH², Inc.
16 Wernik Place
Metuchen, New Jersey 08840-2422

Photograph No. 1 of 29:

View: 55 North Martine Avenue, Block 33/Lot 1, Looking Southwest.

Photograph No. 2 of 29:

View: 75 North Martine Avenue, Block 32/Lot 4, Looking Northwest.

Photograph No. 3 of 29:

View: 99 North Martine Avenue, Block 32/Lot 3, Looking West.

Photograph No. 4 of 29:

View: 100 North Martine Avenue, Block 34/Lot 21, Looking Northeast.

Photograph No. 5 of 29:

View: 105 North Martine Avenue, Block 32/Lot 2, Looking Southwest.

Photograph No. 6 of 29:

View: 115 North Martine Avenue, Block 32/Lot 1, Looking Southwest.

National Register of Historic Places Continuation Sheet

Section number Photographs Page 2 Fanwood Park Historic District,
Union County, New Jersey

Photograph No. 7 of 29:

View: 118 North Martine Avenue, Block 34/Lot 1, Looking Northeast.

Photograph No. 8 of 29:

View: 127 North Martine Avenue, Block 12/Lot 14, Looking Southwest.

Photograph No. 9 of 29:

View: 135 North Martine Avenue, Block 12/Lot 16, Looking Southwest.

Photograph No. 10 of 29:

View: 153 North Martine Avenue, Block 12/Lot 1, Looking Southwest.

Photograph No. 11 of 29:

View: 159 North Martine Avenue, Block 10/Lot 23, Looking Southwest.

Photograph No. 12 of 29:

View: 164 North Martine Avenue, Block 15/Lot 15, Looking Northeast.

Photograph No. 13 of 29:

View: 180 North Martine Avenue, Block 15/Lot 17, Looking Northeast.

Photograph No. 14 of 29:

View: 183 North Martine Avenue, Block 10/Lot 21, Looking Southwest.

Photograph No. 15 of 29:

View: 193 North Martine Avenue, Block 10/Lot 20, Looking Southwest.

Photograph No. 16 of 29:

View: 199 North Martine Avenue, Block 10/Lot 18, Looking Southwest.

Photograph No. 17 of 29:

View: 101 North Avenue, Block 52/Lot 12, Looking Northwest.

Photograph No. 18 of 29:

View: 104 North Avenue, Block 51/Lot 16, Looking Southeast.

Photograph No. 19 of 29:

View: 109 North Avenue, Block 52/Lot 11, Looking Northwest.

National Register of Historic Places Continuation Sheet

Fanwood Park Historic District,
Union County, New Jersey

Section number Photographs Page 3

Photograph No. 20 of 29:

View: 141 North Avenue, Block 54/Lot 12, Looking Northwest.

Photograph No. 21 of 29:

View: 146 North Martine Avenue, Block 51/Lot 22, Looking Southeast.

Photograph No. 22 of 29:

View: 215 North Avenue, Block 33/Lot 7, Looking Northwest.

Photograph No. 23 of 29:

View: 236 North Avenue, Block 63/Lot 1, Looking Southeast.

Photograph No. 24 of 29:

View: 266 North Avenue, Block 67/Lot 2, Looking Northeast.

Photograph No. 25 of 29:

View: 288 North Avenue, Block 68/Lot 1, Looking Southeast.

Photograph No. 26 of 29:

View: 294 North Avenue, Block 68/Lot 2, Looking Southeast.

Photograph No. 27 of 29:

View: 320 North Avenue, Block 68/Lot 4, Looking Southeast.

Photograph No. 28 of 29:

View: 324 North Avenue, Block 68/Lot 5, Looking Southeast.

Photograph No. 29 of 29:

View: 25 Tillotson Road, Block 35/Lot 2, Looking Northwest.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number Photo Key Page 1

Fanwood Park Historic District,
Union County, New Jersey



Fanwood Park Historic District
Non-contributing Structures