



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

The Director of the National Park Service

Ronald H. Walker

is pleased to inform you that the historic property listed on the enclosed sheet has been nominated by the State Historic Preservation Officer responsible for your State's implementation of the National Historic Preservation Act of 1966, P.L. 89-665 (80 Stat. 915), as amended. It has accordingly been entered in the National Register of Historic Places. A leaflet explaining the National Register is enclosed for your information and convenience.

Enclosures

13

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM
(Type all entries - candidate for listing on form)

ENTRIES IN THE NATIONAL REGISTER

STATE NEW JERSEY

Date Entered JUL 24 1973

<u>Name</u>	<u>Location</u>
Miller-Kingsland House	Boonton Morris County
Little Red School House	Florham Park Morris County
Thompson, David, House	Mendham Morris County
Van Allen House	Oakland Bergen County
Erie-Lackawanna Railroad Terminal at Hoboken	Hoboken Hudson County

COPY OF CONGRESSIONAL NOTIFICATION

Also Notified

Hon. Harrison A. Williams, Jr.
Hon. Clifford P. Case
Hon. Peter H. B. Frelinghuysen
Hon. William B. Widnall
Hon. Dominick V. Daniels
Hon. Joseph J. Maraziti

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: New Jersey	
COUNTY: Hudson	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUL 24 1974

1. NAME

COMMON:
Erie-Lackawanna Railroad Terminal at Hoboken

AND/OR HISTORIC:
Delaware, Lackawanna, & Western Railroad Terminal and Ferry in Hoboken

2. LOCATION

STREET AND NUMBER:
Bank of Hudson River, at the foot of Hudson Place

CITY OR TOWN:
Hoboken

STATE
New Jersey

CODE
34

COUNTY:
Hudson

CODE
017

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☐ Site ☐ Object	☒ Building ☐ Structure ☐ Both	☐ Public ☒ Private ☐ Both	☐ Public Acquisition: ☐ In Process ☒ Being Considered
		☒ Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: ☒ Restricted ☐ Unrestricted ☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural ☒ Commercial ☐ Educational ☐ Entertainment	☐ Government ☐ Industrial ☐ Military ☐ Museum	☐ Park ☐ Private Residence ☐ Religious ☐ Scientific	☐ Transportation ☒ Other (Specify) Railroad Terminal	☒ Comments
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4. OWNER OF PROPERTY

OWNER'S NAME:
Erie-Lackawanna Railroad

STREET AND NUMBER:

CITY OR TOWN:
Cleveland

STATE:
Ohio

CODE
39

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Hudson County Courthouse

STREET AND NUMBER:

CITY OR TOWN:
Jersey City

STATE:
New Jersey

CODE
34

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
New Jersey Historic Sites Inventory (1480.9)

DATE OF SURVEY:
1972

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

STREET AND NUMBER:
Post Office Box 1420

CITY OR TOWN:
Trenton

STATE:
New Jersey

CODE
34

STATE: New Jersey

COUNTY: Hudson

FOR NPS USE ONLY

ENTRY NUMBER

DATE

JUL 24 1974

SEE INSTRUCTIONS

SEE INSTRUCTIONS

Significance

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| ☐ Pre-Columbian | ☐ 16th Century | ☐ 18th Century | ☒ 20th Century |
| ☐ 15th Century | ☐ 17th Century | ☐ 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1907

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| ☐ Aboriginal | ☐ Education | ☐ Political | ☐ Urban Planning |
| ☐ Prehistoric | ☒ Engineering | ☐ Religion/Philosophy | ☐ Other (Specify) _____ |
| ☐ Historic | ☐ Industry | ☐ Science | _____ |
| ☐ Agriculture | ☐ Invention | ☐ Sculpture | _____ |
| ☒ Architecture | ☐ Landscape | ☐ Social/Humanitarian | _____ |
| ☐ Art | ☐ Architecture | ☐ Theater | _____ |
| ☐ Commerce | ☐ Literature | ☒ Transportation | _____ |
| ☐ Communications | ☐ Military | | |
| ☐ Conservation | ☐ Music | | |

STATEMENT OF SIGNIFICANCE

The terminal took the place of a series of small frame buildings which had become obsolete by the twentieth century. Although the station covered a greater area it followed the general lines of its predecessor.

Architecture/Engineering.

The Hudson River waterfront at Hoboken is geologically unstable. Ferry stations, or docks, therefore, must be constructed with the utmost care and precision. In building large structures stability and uniformity of the foundation is most important. Hoboken Terminal was deficient in both areas, the soil being unstable and inconsistent. The engineer of the Delaware, Lackawanna, and Western Railroad, Lincoln Bush, made adjustments for these factors and built concrete and steel piers for the D.L.&W Terminal to withstand any settling or tremors. It was Bush who also designed the innovative trainsheds with arches that just cleared the tops of the train coaches.

Kenneth Murchison was the architect who designed this American Industrial-style terminal. It is one of the few remaining examples in the Metropolitan area of Murchison's work.

Transportation.

The Hoboken and Jersey City area was a major focal point for the development of modern industrial America. The Hoboken Terminal gives evidence to this development as the United States gradually transformed from an isolated agrarian economy to a cosmopolitan industrial economy. The The Hoboken Terminal played a sizable role in this development.



Description

(Check One)

CONDITION

☐ Excellent☒ Good☐ Fair☐ Deteriorated☐ Ruins☐ Unexposed

(Check One)

☐ Altered☒ Unaltered

(Check One)

☐ Moved☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Delaware, Lackawanna, & Western Railroad Terminal and Ferry in Hoboken is a concrete, copper, steel, wrought-iron, and stone structure of American Industry style built in a manner to be fireproof. The entire structure is built over water, the design of the steel and concrete foundation allowing for unequal settlement.

The train sheds are also concrete with each pair of tracks having a separate roof, although connected to the others - a departure from the great arch scheme so typical at the time. The train shed accomadates 14 tracks.

The main building has a frontage of 750 feet on the Hudson which originally served three branches of ferries in New York, granting two slips to each branch for a total of six slips.

From the ferries passangers are landed onto a two deck concourse. Beyond the first floor concourse is the waiting room, 100 feet long and 90 feet wide, and finished off in limestone and bronze. On the second floor is a handsome dining room, whose windows command a view of the Hudson River and Manhattan Island. There was originally an emergency hospital and a barber shop within the complex.

The complex itself is covered with copper-plating on the exterior. The interior is molded plaster, maple and marble terrazzo floors, with white oak woodwork and finish. The restaurant is finished off in cherry.

Originally a 225 feet tower illuminated with electric lights topped the termnial, but was removed when it became a hazard to commuters. A frame steel microwave tower has replaced it.

As a whole the complex appears much as it did when first constructed in 1907. Exceptions are the bell tower, the tarred over skylights in the train concourse, and the lunch room which is now amens locker room. Also, certain rooms have been divided up into smaller offices. All these changes changes came as the ferry mode of transportation - became obselete and the Holland and Lincoln Tunnels were completed.

SEE INSTRUCTIONS

CONGRESSIONAL REPRESENTATION

Clifford P. Case, Senator

Harrison A. Williams, Jr., Senator

Dominick V. Daniels, Representative (14th District)



9. MAJOR BIBLIOGRAPHICAL REFERENCES

The Railway Age. Volume 40, August 25, 1905.
 Engineering News. Volume 55, September 20, 1906.
 The Lower Hudson. "A Report of the Second Regional Plan."
 December, 1966.
 Romance of the Hoboken Ferry. Harry Smith. New York: Prentice-
 hall, 1931.
 Verbal information from:
 Conrad Milster, Chief Engineer, Pratt Institute, Brooklyn,
 New York.
 J.J. Patete and James Wilson, Erie-Lackawanna RR, Hoboken.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE			
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	° ' "	° ' "	46	44	6
NE	° ' "	° ' "	74	1	44
SE	° ' "	° ' "			
SW	° ' "	° ' "			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 4 acres

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

STATE:	CODE	COUNTY
STATE:	CODE	COUNTY:
STATE:	CODE	COUNTY:
STATE:	CODE	COUNTY:

11. FORM PREPARED BY

NAME AND TITLE:
 Historic Sites Section Staff (Terry Karschner, Historian)

ORGANIZATION
 Dept. of Environmental Protection

STREET AND NUMBER:
 Post Office Box 1420

CITY OR TOWN:
 Trenton

STATE
 New Jersey

CODE
 34

12. STATE LIAISON OFFICER CERTIFICATION

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

National ☐ State ☐ Local ☒

Name Richard J. Sullivan
 Richard J. Sullivan

Title Commissioner, Dept. of Environmental Protection

Date June 13, 1973

I hereby certify that this property is included in the National Register.

Robert M. Utley
 Chief, Office of Archeology and Historic Preservation

Date 7/24/73

ATTEST:

[Signature]
 Keeper of The National Register

Date 8/23/73

SEE INSTRUCTIONS

