

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: South (front) elevation. Note the absence of the Gothic Revival style features visible in Figure 1. Looking north (December 2018).



Photograph 3: West elevations of the *circa*-1900 rear addition (left) and one of the two *circa*-1994 additions (right). The north (rear) elevation of the original 1888-89 building is partially visible as well (far right). Looking east (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: East (side) and north (rear) elevations. The original (1888 to 1889) building is visible at left, the *circa*-1900 rear addition is shown at right, and one of the two *circa*-1994 additions is visible in the center. Looking southwest (December 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 5: Partial view of the east (side) and north (rear) elevations of the original 1888 to 1889 building. Looking southwest (May 2014).



Photograph 6: North (rear) elevation of the 1888 to 1889 east wing and the *circa*-1900 addition. Looking southwest (December 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 7: East (side) elevations of the *circa*-1900 rear addition (right) and one of the two *circa*-1994 additions (left). Looking west (May 2014).



Photograph 8: Overview showing the Jesse W. Starr School in context (partially obscured by trees). Looking northwest from the intersection of Pine and S. 9th streets. Note the row houses on the corner (December 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 9: Overview showing the Jesse W. Starr School in context. Looking south toward the rear of the property (December 2018).

CONTINUATION SHEET

Historic Sites #:

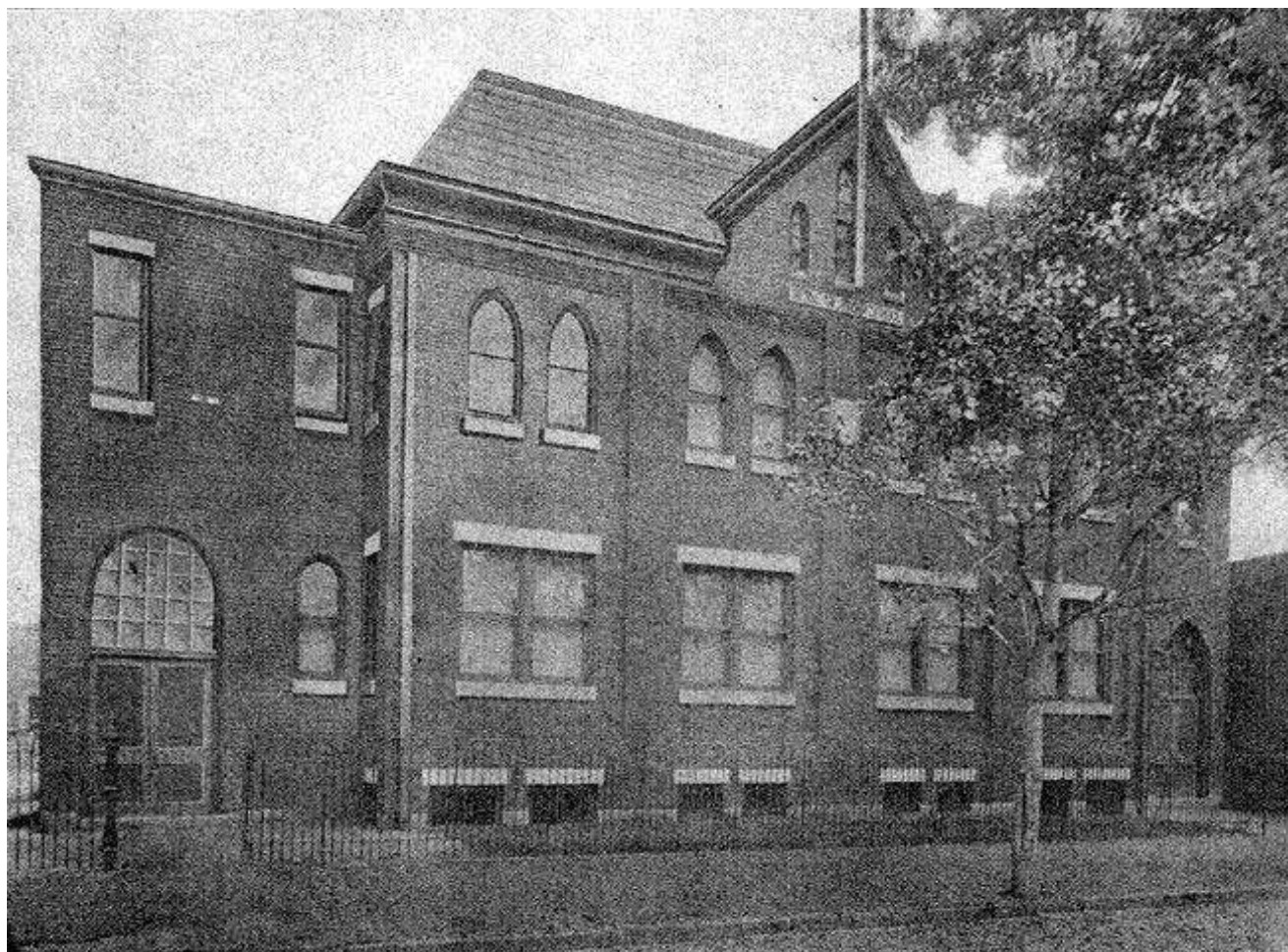


Figure 1. Photograph of the Jesse W. Starr School prior to the *circa*-1994 renovations (image date unknown; presumed to date to the late nineteenth or early twentieth century). (Source: DVRBS website, accessed July 29, 2014)

CONTINUATION SHEET

Historic Sites #:

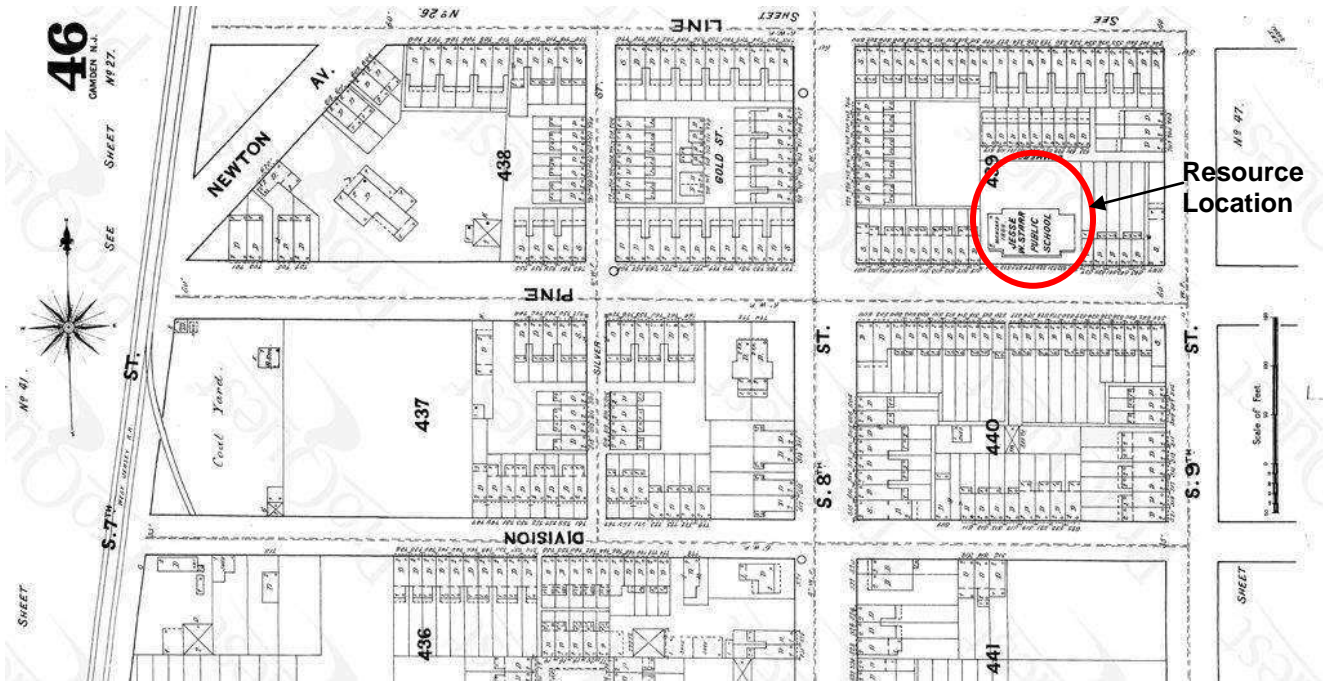


Figure 2. 1891 Sanborn-Perris map of Camden showing the Jesse W. Starr School in context. (Source: Sanborn-Perris Map Company 1891)

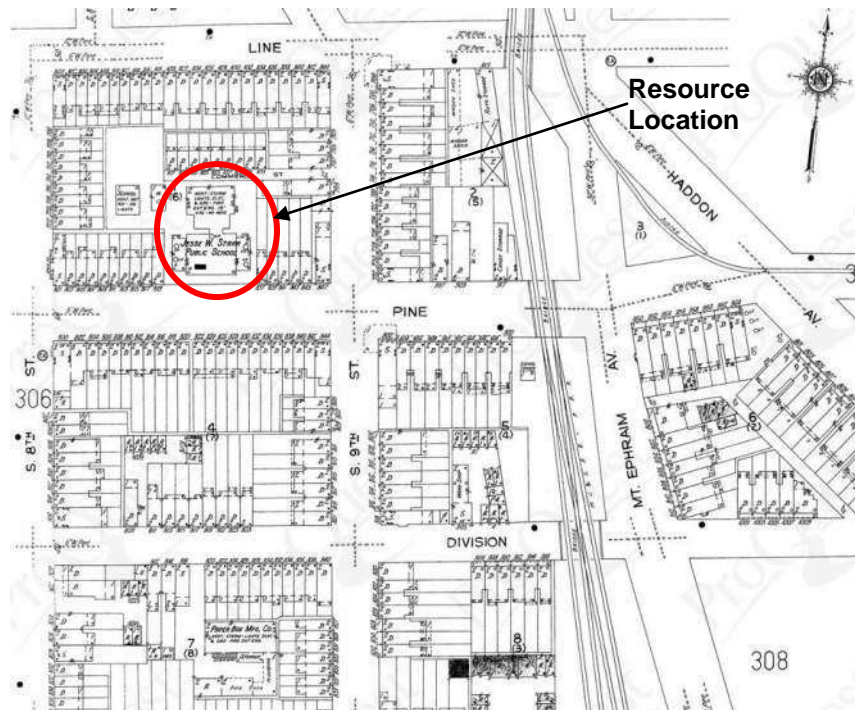


Figure 3. 1926 Sanborn map of Camden showing the Jesse W. Starr School in context. Note the rear addition. The lavatory and detached classroom buildings shown west of the school are no longer extant. (Source: Sanborn Map Company 1926)

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 22, 2019
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

BASE FORM

Historic Sites #:

Property Name: Tylers Mill Road Bridge over Chestnut Branch
Street Address: Street #: N/A Apartment #: _____
 (Low) (High) (Low) (High)
 Prefix: _____ Street Name: Tylers Mill Suffix: _____ Type: RD
County(s): Gloucester **Zip Code:** 08080
Municipality(s): Mantua Township **Block(s):** N/A
Local Place Name(s): N/A **Lot(s):** N/A
Ownership: Public **USGS Quad(s):** Woodbury

Photograph 1: Overview of the Tylers Mill Road Bridge over Chestnut Branch, looking southeast from the west end. Note the recently replaced concrete parapets with integral metal guiderails (December 2018).



Description: The property consists of a single-span, earth-filled, reinforced concrete barrel arch bridge carrying Tylers Mill Road over Chestnut Branch in Mantua Township, Gloucester County. The structure measures approximately 24 feet long and 30 feet wide and carries a two-lane bituminous roadway with no shoulders. The bridge has plain concrete parapets, an inscribed concrete plaque, and modern metal guiderails. The bridge was previously determined not individually eligible for listing in the National Register, as recorded in the *New Jersey Historic Bridge Database* (SHPO opinion 6/30/95; New Jersey Department of Transportation [NJDOT] 2001). The bridge underwent a rehabilitation in 2015, during which time the parapets were completely replaced and the sides refinished. The property is recommended not individually eligible for listing in the National Register. It is not located in an existing or potential historic district.

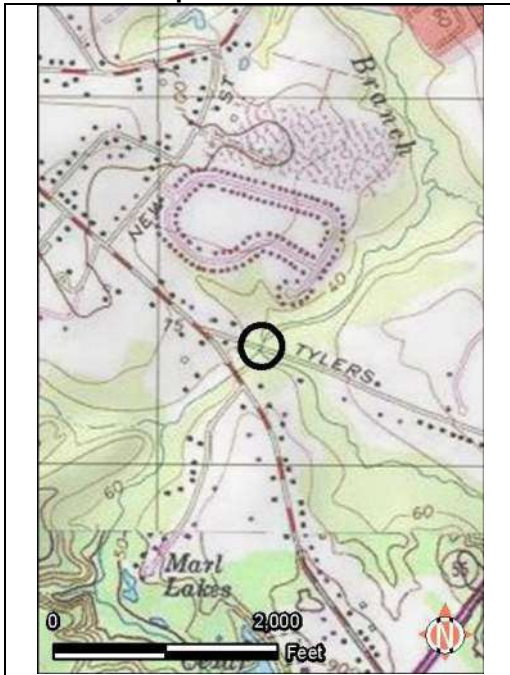
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: 6/30/95 (not individually eligible)
 National Register: _____ Local Designation: _____
 New Jersey Register: _____ Other Designation: _____
 Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 22, 2019
 Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
 Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet

Additional Information:

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
(Known or potential Sites – if yes, please describe briefly)

BRIDGE ATTACHMENT

Historic Sites #:

Common Name: Tylers Mill Road Bridge over Chestnut Branch
Historic Name: Tylers Mill Road Bridge
Feature Carried: Tylers Mill Road
Feature Crossed: Chestnut Branch **Milepost:** _____
Owner/Operator: Gloucester County **SI&A Structure Number** 0805102
Construction Date: 1926 **Source:** Plaque
Alteration Date(s): 2015 **Source:** Plaque
Engineer William C. Cattell, County Engineer **Physical Condition:** Fair
Builder: Just F. Eriksen, Contractor **Remaining Historic Fabric:** High
Type: Arch
Design: Barrel **Spans:** 1
Material: Reinforced Concrete **Length:** 24 feet
Patent Holder: Unknown **Width:** 30 feet
Patent Date: Unknown

Description: The 1926 single-span, earth-filled, reinforced concrete barrel arch bridge carries Tylers Mill Road over Chestnut Branch in Mantua Township, Gloucester County. There is no posted weight restriction on the bridge. The structure measures approximately 24 feet long and 30 feet wide, and carries a two-lane, bituminous roadway with no shoulders. It is oriented in an east-west direction, with the north elevation facing downstream and the south elevation facing upstream. The bridge has plain concrete parapets with integral metal guiderails that replaced the original parapets during the 2015 rehabilitation.

See Continuation Sheet.

Setting: The bridge carries Tylers Mill Road over Chestnut Branch, approximately 600 feet southeast of the intersection with Main Street, in Mantua Township. The area surrounding the bridge was predominantly rural until the mid- to late twentieth century, when suburban residential development transformed the landscape. The immediate vicinity of the bridge is currently wooded, with the nearest dwelling located approximately 225 feet to the northwest. Tyler's Grist Mill was located just south (upstream) of the bridge, on the west bank of the Chestnut Branch between Tylers Mill Road and Main Street, until ca. 1945. A mill pond and dam were located just upstream of the bridge as well, but were destroyed in a flood in the 1920s or 1930s. A county bridge of similar design carried Main Street over Chestnut Branch, approximately 300 feet southwest (upstream) of the Tylers Mill Road Bridge, until its replacement in 2008.

Survey Name: Glassboro-Camden Line Light Rail Project Date: January 22, 2019
Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The Tylers Mill Road Bridge over Chestnut Branch is recommended not individually significant. It represents a common example of a 1926 reinforced concrete arch bridge in Gloucester County that was rehabilitated in 2015, when its original parapets were replaced. It is one of approximately 18 extant concrete arch bridges that were erected in the county between 1912 and 1940 (Bridgehunter website, accessed June 25, 2014; NJDOT 2001). There are approximately 181 extant concrete arch bridges in New Jersey, of which approximately 39 were built in the 1920s (Bridgehunter website, accessed June 25, 2014). The Tylers Mill Road Bridge lacks architectural detailing or engineering features that might set it apart from other examples. As an individual resource, the bridge does not represent a significant event, trend, or person, nor is it located within an existing or potential historic district.

Eligibility for New Jersey
and National Registers:

No

National
Register Criteria:

 A B C D

Level of Significance

 Local State National

Justification of Eligibility/Ineligibility: The Tylers Mill Road Bridge over Chestnut Branch is recommended not individually eligible for listing in the National Register due to a lack of significance and integrity. The property is recommended not eligible under Criterion A because it does not represent a significant event or trend. It is recommended not eligible under Criterion B because it is not directly associated with a significant individual. It is also recommended not eligible under Criterion C due to a lack of architectural or engineering significance. In addition, the original parapets were replaced in 2015, and the original elevations were resurfaced at that time. The property is not located within an existing or proposed historic district. Archaeological investigations are currently ongoing for the Glassboro-Camden Line Light Rail Project; therefore, the resource cannot be assessed for eligibility under Criterion D at this time.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance: Base Form, Bridge Attachment, Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: Not applicable.

Survey Name: Glassboro-Camden Line Light Rail Project

Date: January 22, 2019

Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians

Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The bridge had a plaque in the center of the south parapet commemorating its construction. During the rehabilitation, the plaque was moved to the east end of the south face of the north parapet; it has the following inscription:

5-1-2
Gloucester County
E.A. Jones
Director
Charles Metzger
A.R. Kohler
William H. Hann
Committee
William C. Cattell
Co. Engineer
Just F. Eriksen
Contractor
1926

A second plaque was added to the west end of the north face of the south parapet commemorating the 2015 rehabilitation. This plaque has the following inscription:

Gloucester County
Bridge No. 5-1-2
Robert M. Damminger
Freeholder Director
Heather Simmons
Freeholder
County Administrator
Chad M. Bruner
County Engineer
Vincent M. Voltaggio, P.E.
Rehabilitated 2015

History:

Local Development Context

Mantua Township was created from Greenwich Township in 1853. Settlement in the area began ca. 1675, and farming predominated in the township, which had rich soil. The first railroad line, the Camden and Woodbury Railroad, was built as far as Mantua but was defunct by the 1840s. Later, this line was obtained and rebuilt by the West Jersey Railroad, which began operation from Camden to Glassboro in 1861 (Mantua Township Historical Commission and Mantua Township Lions Club 1976:110). Mantua Township also contained marl deposits, which became an important local industry during the late 1800s.¹ The mining of marl began on a commercial scale in the 1860s; the West Jersey Marl and Transportation Company of Woodbury operated pits in the eastern part of Mantua Township from 1863 to 1920. Rail spurs and workers' housing were built to facilitate the operation. The main marl pits in the township were located between Barnsboro and Pitman (*Jersey News* 1961; MAAR Associates, Inc. 1987:53-54; Mantua Township Historical Commission and Mantua Township Lions Club 1976:168, 186-191). The availability of rail transportation also increased truck farming and plant/seed nurseries; agriculture remained the primary industry in the township through the early twentieth century. Several small villages developed in the township by the late 1800s, but the landscape was predominantly rural into the 1900s (*Jersey News* 1861; MAAR Associates, Inc. 1987:53-54). Suburban residential development transformed the landscape in the mid- to late twentieth century (NETR Online Historic Aerials, accessed June 17, 2014).

George Tyler's grist mill (known as Tyler's Mill) was a three-story, wood frame building that stood on the west side of Chestnut Branch, immediately south (upstream) of the extant Tylers Mill Road Bridge over Chestnut Branch and north (downstream) of the Main Street Bridge over Chestnut Branch. Chestnut Branch, which drains from Alcyon Lake and eventually runs to the Mantua Creek, was dammed at the mill, creating a mill pond south of Main Street. The mill pond is visible on the 1872 Beers atlas of Gloucester County (Beers 1872). The mill pond also appears on U.S. Geographical Survey (USGS) topographical maps of 1891 and 1898 (USGS 1891; USGS 1898). By the early 1900s, the mill pond was a popular recreation area known as Tyler's Pond or Tyler's Lake. A clubhouse and ice house stood on the banks, several cottages were located nearby, and visitors boated in the water (Mantua Township Historical Commission and Mantua Township Lions Club 1976:168, 176-178). A

¹ Marl pits, containing soft concentrations of calcium carbonate, were found throughout southern New Jersey. Marl was extracted from the pits and used to enrich impoverished soil, aiding agricultural development.

CONTINUATION SHEET

Historic Sites #:

1940 aerial image shows Tyler's Mill still standing, but it appears to have been removed by 1951 (NETR Online Historic Aerials, accessed June 17, 2014). At an unknown date, the mill dam broke in a storm and the pond drained away (Mantua Township Historical Commission and Mantua Township Lions Club 1976:168). This may have occurred in the 1920s or as late as a known destructive flood in 1940. The pond is not clearly visible in 1931 or 1940 aerial views, although the creek appears wider in this vicinity. The mill building, mill dam, and pond are not shown on the 1949 USGS Woodbury quadrangle map (USGS 1949). A 2008 news article stated that the ruins of Tyler's Mill and the mill dam were still located in their historic locations and were not disturbed by the 2008 replacement of the Main Street Bridge (Six 2008).

Bridge History

The Tylers Mill Road Bridge over Chestnut Branch was constructed in 1926 using an earth-filled single-span concrete arch designed by Gloucester County Engineer William Cattell. Approximately 18 such similar concrete arch bridges, all built between 1912 and 1940, remain extant within Gloucester County. The Tylers Mill Road Bridge was one of three similar concrete arch bridges erected over Chestnut Branch within 0.75 mile of one another; the same earth-filled, concrete barrel arch design was utilized in 1915 for the Main Street Bridge (replaced in 2008) and in 1922 for the Barnsboro-Fairview Road (County Route 603) Bridge. One known example of this bridge design, the U.S. 322 Bridge over Raccoon Creek in Harrison Township, was previously determined eligible for listing in the National Register as a contributing feature to the Mullica Hill Historic District; however, the bridge is not individually significant (Bridgehunter website, accessed June 25, 2014; NJDOT 2001:Gloucester County Clerk 28-30,79). There are approximately 181 extant concrete arch bridges in New Jersey, of which approximately 39 were built in the 1920s (Bridgehunter website, accessed June 25, 2014).

A hurricane-related flood in early September 1940 caused massive damage along Mantua Creek and its tributaries, including the destruction of many homes and dams. Historic photographs show extensive damage to the Tylers Mill Road Bridge, particularly its roadbed (Mantua Township Historical Commission and Mantua Township Lions Club 1976:101-102). The bridge was repaired for continued use. Metal guardrails were added to the bridge in the twentieth or early twenty-first century. In 2015, the Tylers Mill Road Bridge underwent a rehabilitation. The work included replacement of the old parapets with new concrete parapets featuring integral guiderail. The elevations of the bridge were also resurfaced. The nearby Main Street Bridge of the same design was replaced with a new span in 2008 (Six 2008).

References:

Beers, F.W.

1872 "Topographical Map of Camden and Gloucester Counties, New Jersey." *Beers State Atlas of New Jersey*. Beers, Comstock and Kline, New York.

Bridgehunter website

2014 <http://bridgehunter.com/>, accessed June 25, 2014.

Gloucester County Clerk

var. Gloucester County Land Records. On file at Gloucester County Administrative Building, Woodbury City, New Jersey.

Jersey News

1961 "Mantua Township-Sewell History." April 19, 1961. On file at the Gloucester County Historical Society, Woodbury, New Jersey.

MAAR Associates, Inc.

1987 Gloucester County Cultural Resource Survey. Prepared by MAAR Associates, Inc., Newark, Delaware, for the Gloucester County Office of Municipal and County Government Services, Deptford, New Jersey. On file at the New Jersey State Historic Preservation Office, Trenton, New Jersey.

Mantua Township Historical Commission and Mantua Township Lions Club

1976 *A Bicentennial Look at Mantua Township*. Mantua, New Jersey.

NETR Online Historic Aerials

2014 <http://www.historicaerials.com>, accessed June 17, 2014).

New Jersey Department of Transportation (NJDOT)

2001 New Jersey Historic Bridge Database. Based on 1994 survey data and recommendations prepared by A.G. Lichtenstein & Associates, Inc., for NJDOT and Federal Highway Administration (FHWA). Database modified in 2001 based on consultation between the New Jersey Historic Preservation Office and NJDOT. Available online at <http://www.state.nj.us/transportation/works/environment/HistBrlIntro.shtm>, accessed June 24, 2014.

CONTINUATION SHEET

Historic Sites #:

Six, Jim

2008 "Main Street Bridge Open in Mantua." *South Jersey Times*, September 5, 2008. Available online at http://www.nj.com/south/index.ssf/2008/09/main_street_bridge_open_in_man.html, accessed June 24, 2014.

U.S. Geological Survey (USGS)

1891 Philadelphia (Pennsylvania-New Jersey) 15-minute quadrangle. Available online at <http://historical.mytopo.com/quad.cfm?quadname=Philadelphia&state=PA&series=15>, accessed June 24, 2014.

1898 Philadelphia (Pennsylvania-New Jersey) 15-minute quadrangle. Available online at <http://historical.mytopo.com/quad.cfm?quadname=Philadelphia&state=PA&series=15>, accessed June 24, 2014.

1949 Woodbury (N.J.-PA) 15-minute quadrangle. Available online at <http://landmarkhunter.com/quad/49747>, accessed June 25, 2014.

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Overview of the bridge, looking northwest from the east end. Note the concrete parapets with integral metal guiderails (December 2018).



Photograph 3: North parapet. Looking northwest (December 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: South parapet and guiderail prior to the rehabilitation. Looking west (May 2014).



Photograph 5: North (downstream) elevation prior to the rehabilitation. Looking southwest. Note the barrel arch (May 2014).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: South (upstream) elevation and parapet prior to the rehabilitation. Looking northwest (May 2014).



Photograph 7: South (upstream) elevation. Looking northwest (December 2018).

CONTINUATION SHEET

Historic Sites #:



Photograph 8: Detail view of inscribed concrete bridge plaque located in the south face of the south parapet (moved from original location during rehabilitation). Looking northeast (December 2018).



Photograph 9: Detail view of bridge plaque commemorating the rehabilitation, located on the north face of the south parapet. Looking southwest (December 2018).

Survey Name: Glassboro-Camden Line Light Rail Project

Surveyor: Patricia Slovinac and Elizabeth Amisson, Senior Architectural Historians

Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

Date: January 22,
2019

BASE FORM

Historic Sites #:

Property Name: John G. Whittier School (Kipps Cooper Norcross Academy)

Street Address: Street #: 740 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: Chestnut Suffix: _____ Type: St

County(s): Camden **Zip Code:** 08103

Municipality(s): Camden City **Block(s):** 391

Local Place Name(s): N/A **Lot(s):** 1

Ownership: Public **USGS Quad(s):** Camden

Photograph 1: Overview of the John G. Whittier School at 740 Chestnut Street, showing the east (side) and north (front) elevations of the 1910-11 main building (right) and the 2017 gymnasium addition (left). Looking southwest (December 2018).



Description: The property consists of a 1910-11 three-story brick school building with 1922 and 2017 additions on a 1.57-acre lot (Block 391, Lot 1) occupying the block bounded by Chestnut, S. 8th, Sycamore, and Maurice streets in Camden City, Camden County, New Jersey. The property was previously surveyed as part of the 2007 *Camden Historic Survey* and was recommended eligible for listing in the National Register of Historic Places (Richard Grubb and Associates, Inc. 2007). The property is currently recommended eligible at the local level under National Register Criterion A. It is not located within an existing or potential historic district. See *Continuation Sheet*.

Registration and Status Dates:

National Historic Landmark:	_____	SHPO Opinion:	_____
National Register:	_____	Local Designation:	_____
New Jersey Register:	_____	Other Designation:	_____
Determination of Eligibility:	_____	Other Designation Date:	_____

Survey Name: Glassboro-Camden Line Light Rail Project Date: July 25, 2019

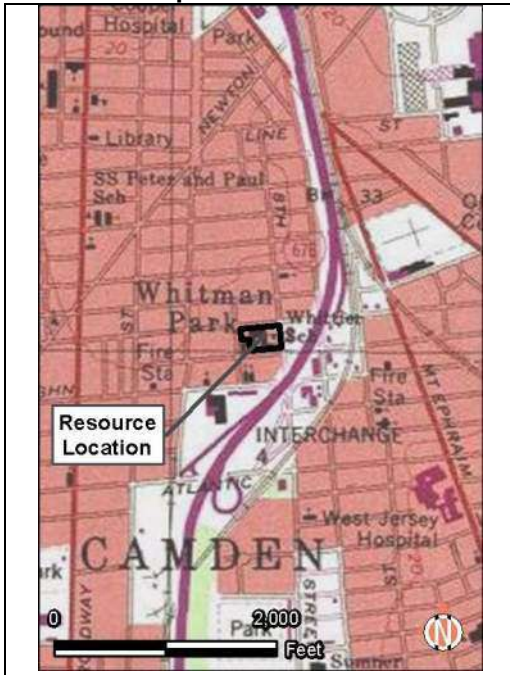
Surveyor: Carol Lee and Patricia Slovinac, Senior Architectural Historians

Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet

Additional Information:

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
 (Known or potential Sites – if yes, please describe briefly)

BUILDING ATTACHMENT

Historic Sites #:

Common Name: John G. Whittier School (Kipps Cooper Norcross Academy)
Historic Name: John G. Whittier School
Present Use: Institutional Activity – Educational (school)
Historic Use: Institutional Activity – Educational (school)
Construction Date: 1910-11 **Source:** Reiss 2005
Alteration Date(s): 1922, 2017 **Source:** Reiss 2005, Field work 2018
Designer: Seymour and Paul Davis **Physical Condition:** Good
Builder: George Bachmann **Remaining Historic Fabric:** Medium
Style: Tudor Revival
Form: U-Plan **Stories:** 1-3
Type: N/A **Bays:** 5
Roof Finish Materials: Asphalt shingle
Exterior Finish Materials: Brick, Flemish stretcher bond

Exterior Description: The property consists of a 1910-11 three-story brick school building with 1922 and 2017 additions on a 1.57-acre lot (Block 391, Lot 1) occupying the block bounded by Chestnut, 8th, Sycamore, and Maurice streets in Camden City, Camden County, New Jersey. There are no other buildings within this block; an undeveloped lot (located outside of the school parcel) is located at the southwest corner of the block. The John G. Whittier School faces north toward Chestnut Street and is set back approximately 35 feet from the road. An asphalt-paved parking lot and play area flank the school building to the east and west. Vehicular access is permitted from Chestnut Street. A chain link fence surrounds the entire lot. There is no vegetation on the property.

See Continuation Sheet.

Interior Description: School was in session at the time of survey; therefore, only a small portion of the first-floor interior of the building was accessed. The accessed area, near the front (north end) of the building, had painted plaster walls, linoleum floors, and modern steel doors. Photography was not permitted.

Setting: The property occupies the block bounded by Chestnut, S. 8th, Sycamore, and Maurice streets in Camden City, Camden County, New Jersey. The general character of the surrounding neighborhood is urban mixed use. The property is immediately surrounded on the north, south, and west by late-nineteenth- to mid-twentieth-century brick rowhouses and church buildings set close to the roads. The area has experienced urban blight, and a number of lots in the immediate vicinity are vacant. There is no previously identified historic district in this area. I-676 is located approximately 200 feet east of the subject property.

Survey Name: Glassboro-Camden Line Light Rail Project
Surveyor: Carol Lee and Patricia Slovinac, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

Date: July 25, 2019

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The John G. Whittier School at 740 Chestnut Street, erected in 1910-11 and expanded in 1922, is recommended as significant at the local level under National Register Criterion A in the area of education. It is one of six primary schools erected for African-American students in Camden during the late nineteenth and early twentieth centuries.¹ The Period of Significance is 1910-1948, beginning with the construction of the school and ending when Camden schools were desegregated. The property is not located within an existing or potential historic district.

Eligibility for New Jersey

and National Registers:

Yes

No

National

Register Criteria:

A

B

C

D

Level of Significance

Local

State

National

Justification of Eligibility/Ineligibility: The John G. Whittier School at 740 Chestnut Street is recommended individually eligible for listing in the National Register at the local level under Criterion A in the area of education for its association with early-twentieth-century education in Camden, New Jersey. The story of the John G. Whittier School reflects the development and operation of a dual system of education prevalent in southern New Jersey, in which separate schools were maintained for African-American and white children at the pre-high school level from the end of the Civil War until statewide desegregation in 1948. Its construction demonstrates the contradictions of a dual system, reflecting how African-American communities coped with separate educational conditions and white school officials addressed the needs of African-American students. The John G. Whittier School did not change the Camden school district policy, nor did it alter discriminatory treatment in the schools, but it was added to the district's early-twentieth-century building campaign of modernization in response to persistent complaints from African-American students and parents regarding the classroom conditions in the existing African-American schools. Despite the inherent inequality of a segregated system, the John G. Whittier School was the largest and most complete public school in the city at the time, and was constructed to then-modern standards with an auditorium, interior bathrooms and showers, lunchrooms, and special purpose classrooms. It was staffed by African-American teachers and administrators. The property is recommended not individually eligible under Criterion B because it is not directly associated with a significant individual. The property is recommended not eligible under Criterion C; the building reflects a common design shared by the Alfred Cramer School (1913) and Henry Bonsall School (1914). It is a modest example of a Tudor Revival school building. Although the property retains integrity of location, setting, association, and feeling, integrity of design, materials, and workmanship has been compromised by the replacement or infill of all windows, replacement of all doors, and the replacement of the 1922 gymnasium in 2017. Interior integrity of the building could not be assessed due to prohibited access. Archaeological investigations are currently ongoing for the Glassboro-Camden Line Light Rail Project; therefore, the resource cannot be assessed for eligibility under Criterion D at this time.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance: Base Form, Building Attachment, Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: The proposed National Register boundary is comprised of the current tax parcel boundary of the property at 740 Chestnut Street (Block 391, Lot 1) and encompasses 1.57 acres. The boundary includes all extant features that were historically associated with the property and retain integrity from the period of significance (1910-22).

Survey Name: Glassboro-Camden Line Light Rail Project

Date: July 25, 2019

Surveyor: Carol Lee and Patricia Slovinac, Senior Architectural Historians

Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

¹ Four of the school buildings are extant. The other three buildings are the Mt. Vernon School (ca. 1872) at 555 Mt. Vernon Street, the Charles Sumner Elementary School (ca. 1926; originally 1892) at 1600 S. 8th Street, and the Octavius Catto Elementary School (rebuilt ca. 1929) at 2930 Saunders Street. See Continuation Sheet for history narrative. Two other schools, Ferry Street School (1890) and Linden School, are not extant.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The only building on the property is a three-story, brick, Tudor Revival-style school building that is comprised of the following parts: the original building erected in 1910-11, consisting of a three-story, U-plan section with a central two-story auditorium; two 1922 rear wing extensions to the south ends of the U; and a 2017 gymnasium addition that is attached to the southeast corner of the main building by a hyphen (Photographs 1-21). For simplicity, the detailed description is divided into two parts, although the component parts are connected: the main building (including the 1910-11 section and 1922 rear wings; Photographs 1-11); and the 2017 gymnasium that replaced the 1922 gymnasium addition (Photographs 1 and 12-13).

Main Building (1910-11; 1922 Rear Wing Additions)

The main building rests on a brick foundation. The brick exterior walls exhibit a Flemish stretcher bond pattern. The U-plan section has a hipped roof covered with asphalt shingles, and the auditorium and rear wing additions have flat roofs (cladding material unknown). Six brick interior chimneys are present in the U-plan section, along with four large, metal roof vents. A crenellated parapet with brownstone coping and decorative geometric brickwork defines the roofline of each elevation of the main building. A brownstone cornice adorned with leaf medallions is present just below the parapet on all elevations. In the north, east, and west elevations of the 1910-11 U-plan section, gables adorned with sculptural brownstone date plaques (bearing the year 1910) are centered in the parapet. A brownstone belt course visually divides the first and second stories on all elevations. Most window openings throughout the main building contain aluminum, three-sash replacement windows protected by steel grates. Two- and five-sash units are also present, where noted below. Window openings have brownstone sills and brick lintels, except where noted below. Elements of the Tudor Revival style include the brick exterior walls with patterned brickwork, cast stone trim, crenellated parapets, prominent cross gables, tall narrow windows in groups of multiples, arched entryways, and massive chimneys (McAlester 2013:449).

The north elevation (façade) of the main building consists of five bays (Photographs 1-4, 11). The two outer bays (numbers one and five, counted from east to west) each contain three two-sash windows in the first story and no openings in the second and third stories. The wall comprising the upper stories of each outer bay is accentuated with decorative brickwork forming a large rectangular panel. Bays two and four each contain a bank of five typical windows in all three stories. The central bay (bay three) contains the main entrance, which rises two stories, and two typical windows in the third story. The entrance is recessed within a crenellated brownstone frontispiece bearing the inscription "John G. Whittier School." The segmental-arched entryway contains modern metal double doors topped with a transom and fanlight that have been covered with metal sheathing. The entrance is accessed by a set of 11 concrete steps with metal tube railings and flanking brick pedestals on stone bases.

The east (side) elevation of the main building consists of six bays, with the northern five bays comprising the original 1910-11 section and the southernmost bay comprising the 1922 rear wing extension (Photographs 1, 5-7). Bay one (counted from south to north) contains four two-sash windows in the first story and five typical windows in the second and third stories. A one-story hyphen connecting the main building to the 1922 gymnasium addition is attached at the north end of bay one. Bay two contains a bank of five typical windows in each story. Bay three, which projects slightly from the elevation, contains a pair of typical windows in each story. Bay four has three segmental-arched entryways in the first story; each entrance contains modern metal double doors topped with a transom that has been covered with metal sheathing. Above the entrances, the second story contains a bank of five typical windows, and the third story contains two pairs of typical windows. Bay five contains a pair of two-sash windows spanning the first and second stories and a pair of typical windows in the third story. Two former window openings at the base of the elevation in this bay have been filled in with brick. Bay six contains three two-sash windows in the first story and a bank of five typical windows in each upper story. The west (side) elevation of the main building is identical to the east elevation (Photographs 10-11).

The south (rear) elevation is comprised of seven bays: the three central, recessed bays representing the south wall of the 1910-11 auditorium, and the four outer bays representing the south walls of the 1922 rear wing extensions (Photographs 7-9). The outer bays (bays one and seven, counted from west to east) lack openings. The wall comprising the upper stories of each outer bay is accentuated with decorative brickwork resulting in three large, rectangular panels. Bays two and six are slightly recessed due to the stepped footprints of the rear wing extensions, and each contains two vertically aligned window openings: one spanning the first and second stories; and one spanning the second and third stories. Bays three and five, in the south wall of the auditorium,

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each contains a bank of three two-sash windows in the first story and a bank of three typical windows in the second story. Bay four is similar to bays three and five, but with two two-sash windows in the first story. A concrete vehicular ramp provides access to the south elevation of the auditorium from Sycamore Street, presumably for equipment and supply deliveries.

Gymnasium Addition (2017)

The 2017 gymnasium is a single-level box building attached to the east elevation of the main school building by a one-story connector that extends the length of the gymnasium. The building is asymmetrically clad in brick and metal (Photographs 1, 12-13). The gymnasium is set on the back half of its lot, with a grassy area and a semicircular drive connecting Chestnut Street with South 8th Street. The primary elevation faces north, with brick cladding on the lower half of the elevation and metal cladding covering the top half. The entrance is located in the connector under a covered portico and has two sets of double glass and metal doors. Blocks of sealed pane windows in aluminum frames separated by vertical brick dividers are present in the north wall of the gymnasium and the east wall of the connector at the entrance. Lettering attached across the north elevation spells out "KIPPS COOPER NORCROSS ACADEMY John Greenleaf Whittier School."

The east elevation along South 8th Street continues the brick and metal cladding as it wraps around from the north elevation; the brick only continues about a third of the way along the wall, and the rest of the elevation is completely metal clad. A solid metal door and concrete step is located just at the northeast corner, and a high band of fixed single-pane windows in metal frames, split into a block of three and a block of four windows, runs across the rear two-thirds of the elevation. The east elevation has the same signage identifying the building.

The south (rear) elevation faces Sycamore Street and is completely clad in metal. A band of windows split into two blocks is centered at the top of the elevation, and two metal doors opening onto concrete stairs are located below them. The southeast end of the wall has a block of room-height windows, similar to those at the north entrance, adjacent to the rear entrance. The rear entrance is located in the south end of the connector and consists of double glass and metal doors with a shallow overhang, accessed by concrete stairs.

Google Earth views indicate the building has a flat metal roof.

History:

Local Development Context

European settlement began in the vicinity of Camden in 1681, when William Cooper settled at Cooper's Point and the area became Newton Township, Gloucester County, in 1695. Camden City was chartered in 1828. The city's population tripled in the next 12 years and reached 3,371 residents by 1840. The population continued to grow, aided by the city's proximity to Philadelphia and the availability of ferry service and then railroad service. Annexations took in smaller villages that had developed in earlier years. Camden County was created in 1844, and Camden City was made the new county seat in 1848. In 1871, the city expanded north and west to Newton Creek (Camden City Commissioners 1928; City of Camden website, accessed July 22, 2014).

Industry in Camden was aided greatly by the burgeoning industrial operations in Philadelphia, which was a manufacturing powerhouse by the mid-nineteenth century. Many Philadelphia industrialists realized that land and good river access were available on the New Jersey side of the Delaware River, and they began to develop industry in Camden and Gloucester City during the mid-1800s. The Industrial Revolution, along with the arrival of railroad service, caused Camden industry to develop rapidly in the late 1800s (Camden City Commissioners 1928; City of Camden website, accessed July 22, 2014; Prowell 1886:507-538).

Camden's population more than doubled in the waves of immigration in the late nineteenth century, increasing from just over 40,000 in 1880 to 116,000 in 1916. Camden's African-American population quadrupled in the 1870s, from 826 in 1870 to 2,579 in 1880. In the decade of the 1880s, the number of African-American schoolchildren enrolled in Camden schools increased from 207 to 790, while the total number of all students increased from 6,265 to 8,204. The city's African-American population grew from 3,579 in 1880 to 9,402 in 1910, and to 12,107 in 1920. According to census data, Camden did not grow substantially in the 1920s and 1930s. The

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1940 federal census reports Camden's population as 117,536, and its African-American population as 12,478 (United States Department of the Interior [USDI] 1880; USDC 1910, 1920, 1940).

Camden Public School Context

The early history of schools in Camden is characterized by various schools and academies operated by private individuals prior to the advent of public education in the 1840s. The first recorded evidence of a meeting of Camden public school trustees and the opening of a public school occurred in the spring of 1843. Public schools were established to serve both African-American and white students, but schools were segregated. In 1845, the school board recorded the public school population as 974 white students and 59 African-American students. An official Camden City Board of Education was established in 1854.

Segregation remained a primary feature of New Jersey public education until statewide desegregation occurred in 1948. Although New Jersey failed to ratify the 13th, 14th, and 15th Amendments to the Constitution, subsequent legislatures passed various equal access legislation. An 1881 law prohibited the exclusion of any child from any school due to nationality, religion, or color; it was upheld by the state Supreme Court in 1884 (Bustard 1952: 274-275). In 1884, sweeping legislation guaranteed equal access to public facilities, although it was poorly enforced. Southern counties evaded the laws and continued to segregate. The 1896 Supreme Court decision in *Plessy v Ferguson* effectively nullified school integration. In practice, school districts throughout New Jersey could establish segregated schools, which African-American students could "voluntarily" accept. African-American parents in Camden, Trenton, and Atlantic City were active in insisting on their right to send their children to the nearest school, even if the school was designated as white (Wright 1941:9-14; Wright 1954:284; Davison 1997:687-689). Trenton schools desegregated in 1872, but civil rights advocates in Camden met with indifferent success, and Camden maintained a dual system of separate schools for African-American and white children until the 1940s. In 1871, two schools for African-American children were built: one on Ferry Avenue and one on Mt. Vernon Street. One other school for African-American students, Linden School, opened in 1890. The Ferry Avenue School closed in 1891 and was replaced with a new school: the Charles Sumner School.

During the 1870-1920 period, school board officials struggled to keep up with the burgeoning student population. In addition to adding split schedules, the school district attempted to upgrade its facilities after 1900. It built 11 new elementary schools between 1900 and 1914, a new high school in 1918, and a junior high school in 1924. Older buildings were expanded and upgraded. All Camden public schools were electrified by 1924, and modern interior plumbing followed, eliminating the need for the outdoor water closets found in many schoolyards (Reiss 2005:198). Sanborn insurance maps for 1906 show 29 schools in Camden, 24 of which were built before 1900, all of which had separate toilets/outhouses, and only two of which had electric lights. In 1906, Camden had a total of four schools, including Octavius Catto, Mt. Vernon Street, Sumner, and Linden schools for African-American students.

While access to public education was a primary civil rights goal, African-Americans divided on the issue of segregation. Opponents of segregation pointed to the real inferiority of facilities and the inherent inferiority of separation as undemocratic and clearly derogatory. But many accepted and even preferred segregated schools, unwilling to antagonize the white community and embracing segregation as beneficial to their children. Segregated schools encouraged the development of a professional class of African-American teachers (Douglas 1997:697-701). In Camden and southern New Jersey (where dual schools were prevalent), African-American schools provided jobs for African-American teachers who would not be welcomed teaching white students. Strategies adopted by Camden's African-American population for dealing with segregation have not been studied, but resorting to litigation seems to have been rare, until situations became extreme. White students entered Camden Manual Training and High School (the city's only high school from 1902-18) in ninth grade, but African-American students remained in African-American schools through tenth grade, after which point they could opt to attend the mostly white high school. African-American students at Camden Manual Training and High School complained of racist treatment by teachers and administrators, such as the use of racial slurs and forcing African-American students to sit apart in the rear of the auditorium. Meanwhile, the old primary schools for African-American students, which included the old Mt. Vernon School (ca. 1872), the original Charles Sumner School (1892), and the original Octavius Catto Elementary School (date unknown), were aging and deteriorating.¹ After

¹ The Mt. Vernon School remains extant at 555 Mt. Vernon Street (a few blocks northwest of the John G. Whittier School). It currently houses the South Camden Alternative Middle School.

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many complaints about unequal treatment resulted in no action by the Camden City Board of Education, parents of African-American students eventually sought legal counsel. Finally, the Board decided to improve facilities for African-American students by erecting the John G. Whittier School (Reiss 2005:151, 157-165; John G. Whittier Family School website, accessed July 29, 2014). The John G. Whittier School was erected in 1910-11 as a primary-secondary school (grades 1-10) for African-American students (Reiss 2005:151,160-161).

Even with the construction of the new John G. Whittier School, facilities for African-American students remained limited throughout the early twentieth century. The Mt. Vernon School closed in 1911 and reopened in 1913 to alleviate crowding in the other African-American schools; however, by 1915, it was classified as a "special school" and had limited enrollment (City of Camden Department of Education 1916:124-127, 136; Delaware Valley Rhythm & Blues Society, Inc. [DVRBS] website, accessed July 29, 2014; Philadelphia Architects and Buildings website, accessed July 29, 2014).² Based on a 1916 Board of Education report, the student populations of the city's three primary African-American elementary schools were as follows in 1915: Whittier, 727; Sumner, 225; and Catto, 49. The Mt. Vernon School was listed in the 1916 report under the category "special classes," with enrollment of just 19 students. African-American students represented 1,001 of the total 15,715 public school students enrolled in 1915 (City of Camden Board of Education 1916:124-127, 136). The Linden School, Charles Sumner School, and the Octavius Catto Elementary School were rebuilt in the mid- to late 1920s, and their student populations presumably increased following reconstructions in the 1920s.³ The C.A. Bergen School at 419 Mt. Vernon Street, which was built ca. 1891 and is no longer extant, began serving African-American students in 1928, and the white students who previously attended this facility were reassigned elsewhere⁴ (DVRBS website, accessed July 29, 2014).

Property History

The 1906 Sanborn map shows the block bounded by Chestnut, South 8th, Sycamore, and Maurice streets (the future site of the John G. Whittier School) as occupied by several dwellings, two A.M.E. churches, and Camden's city stables (Sanborn Map Company 1906). The City of Camden purchased most of the block east of the two churches for \$80,000 in 1909 to build a new elementary school for African-American students. Two dwellings at 787 and 789 Sycamore Street were not purchased at this time. Deeds for this land transaction were not located (Camden County Clerk). The new school building, begun in 1910 and completed in the summer of 1911, was named for John Greenleaf Whittier (1807-92), who was considered to be the leading abolitionist of his era (Reiss 2005:151,160-161). The school was designed by the architecture firm of Seymour and Paul Davis of Philadelphia. This firm, operated by architect brothers Seymour Davis (1869-1923) and Paul Armon Davis III (1872-1948), existed ca. 1900-14 and had a number of projects in New Jersey and Pennsylvania, including academic, religious, and commercial buildings. The firm of Seymour and Paul Davis designed at least six schools in Camden.⁵ George Bachmann was the contractor for the John G. Whittier School (Philadelphia Architects and Buildings website, accessed July 29, 2014; City of Camden 1982; Richard Grubb and Associates, Inc. 2007).

² According to the DVRBS website, the Mt. Vernon School contained space for a special "Continuation School," which provided at least six hours of school lessons per week for working students between 1920 and 1933. It is possible that a similar program operated from the school building prior to 1920; however, this was not confirmed (DVRBS website, accessed July 29, 2014).

³ The Charles Sumner Elementary School, originally located at Ferry Avenue and Phillips Street (no longer extant), was rebuilt in a new location ca. 1926; the new school, which is a large, two-story, Art Deco-style building, remains extant at 1600 S. 8th Street. The Octavius Catto Elementary School, rebuilt on its original site ca. 1929 as a small, one-story, Art Deco-style building, also remains extant at 2930 Saunders Street. A new school named Octavius V. Catto Community School was erected in 2008 at 3100 Westfield Avenue; it is unclear if the 1929 building remains in use. The 1890 Linden School was replaced in 1926 with the William F. Powell Elementary School, named after an African-American teacher and administrator in the school district in the 1880s and 1890s.

⁴ This reassignment was a result of overcrowding at the John G. Whittier School (Reiss 2005:203).

⁵ The other five schools designed by the firm Seymour and Paul Davis included: Thomas H. Dudley Elementary School at 18 N. 23rd Street (ca. 1904, extant); W.J. Sewell School (currently Molina Elementary School) at 700 N. 7th Street (ca. 1907, extant); George Washington School (currently Washington Elementary School) at 1033 Cambridge Street (ca. 1907, extant); H.B. Wilson Elementary School at S. 9th and Florence streets (ca. 1907, extant); and Parkside Elementary School at 1227 Kenwood Avenue (ca. 1907, extant; City of Camden 1982; DVRBS website, accessed July 29, 2014; Philadelphia Architects and Buildings website, accessed July 29, 2014). The John G. Whittier School is the only one of these that was designed in the Tudor Revival style; the others displayed Classical features.

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The new building faced north toward Chestnut Street. Classrooms, offices, storage rooms, corridors, and stairwells occupied a U-shaped outer shell that wrapped around the north, east, and west sides of a large central auditorium. The east and west legs of the U extended slightly beyond (south of) the auditorium. The building was described in the Board of Education's annual report for 1911:

The completion and opening of the new Whittier School marks a very important advance in the development of the school system in this city. It replaces the Old Mt. Vernon School on Mt. Vernon Street near Broadway, which had become unfit for school use through age and decay.

The new building was occupied on November 21, 1911. It is located on Chestnut Street between Seventh and Eighth Streets. It is used for colored pupils exclusively. All of the teachers are colored teachers. The building is of red brick with stone trimming, two stories and basement in height. The basement floor is at the ground level, there being no excavation except in the rear where the heating apparatus is installed. There are seventeen classrooms, principal's office, two teacher's rooms, a stock room, and an auditorium of from 400 to 500 capacity on the first and second floors. In the basement are rooms for cooking, serving, sewing, and manual training, shower baths for boys and girls, lunchrooms, and lavatories. It is the largest and thus far the most complete elementary school in the city (Camden Board of Education 1911).

The John G. Whittier School opened in the fall of 1911 as a grade 1 through 10 school.⁶ Grades 9 and 10 included a high school curriculum with domestic science, which effectively prevented African-American students from enrolling in Camden Manual Training and High School until grade 11 and thus maintained the system-wide status quo of segregated academic programs through grade 10. Upon the opening of Whittier, the old Mt. Vernon School was closed and its students and staff transferred to Whittier; however, Whittier was soon too small to accommodate everyone, and the resulting overcrowding forced Whittier's principal to put classes on split sessions until Mt. Vernon reopened in 1913 (Reiss 2005:165-167).

The John G. Whittier School, which was full at the time it opened, faced continued issues with overcrowding. The Camden Board of Education approved additions to the John G. Whittier school in 1921. Whittier's six-room expansion, completed in July 1922, was designed by Paul Armon Davis III, one of the partners who designed the original building. The project included extensions to the south end of each existing rear wing and a new gymnasium addition off the southeast corner of the main building. The additions took up most of the school grounds, leaving little room for play; therefore, the school board soon purchased the properties at 787 and 789 Sycamore Street (located near the southeast corner of the block) and tore down the existing houses to expand the schoolyard to its current size (Reiss 2005:198). The 1926 Sanborn map shows the school property occupying nearly the entire block, except for the southwest corner where the Wesley A.M.E. church still stood at the intersection of Sycamore and Maurice streets. An auditorium was centered in the original building, a manual training shop was located in the northeast corner of the first floor, classrooms occupied the south wings, and the southeast wing contained a gymnasium and showers (Sanborn Map Company 1926; Reiss 2005:198).

Whittier continued as an African-American school into the 1940s, but the upper grades were eventually moved to new junior high schools (unknown), leaving Whittier as a primary school. During World War II, the United Service Organizations (USO) used Whittier's auditorium on Saturday nights to entertain African-American military personnel. Along with the rest of Camden's public school system, the John G. Whittier School was officially desegregated in 1948 (Reiss 2005:201, 275-294).

The 1950 Sanborn map shows no change in the building's footprint or use from 1926 (Sanborn Map Company 1950). In 2019 the school is the only building on its block. The Wesley A.M.E. Church was removed in 2007 (NETR Online Historic Aerials, accessed July 29, 2014). The John G. Whittier School remains open as a public school serving grades Pre-K through 8, and is now known as the John Greenleaf Whittier Family School (John G. Whittier Family School website, accessed July 29, 2014).

The building underwent a series of renovations in 2016-2017 as part of its transition from a public school to a renaissance school. A renaissance school is one that is publicly funded but privately operated, guarantees a seat to every child in the school's neighborhood, and has a contract with the school district for mandated services, such as special education. A renaissance school must also operate in a new or renovated building (Steele 2016).

⁶ Kindergarten was added later.

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Access to the interior was not allowed. The nature of the interior alterations—to finishes, floor plan, and materials—is unknown.

The John G. Whittier School was documented in two previous cultural resource surveys. A 1982 survey conducted by the City of Camden's Division of Planning recommended the building not eligible for listing in the National Register of Historic Places (National Register; City of Camden 1982). In the 2007 survey of historic properties in Camden City, the John G. Whittier School was recommended eligible for listing in the National Register under Criteria A and C (Richard Grubb and Associates, Inc. 2007).

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Additional Photographs:



Photograph 2: East (side) and north (façade) elevations of the original 1910-11 section of the John G. Whittier School at 740 Chestnut Street, looking southwest (December 2018).



Photograph 3: Central bays of the north elevation (façade), looking south (May 2014).

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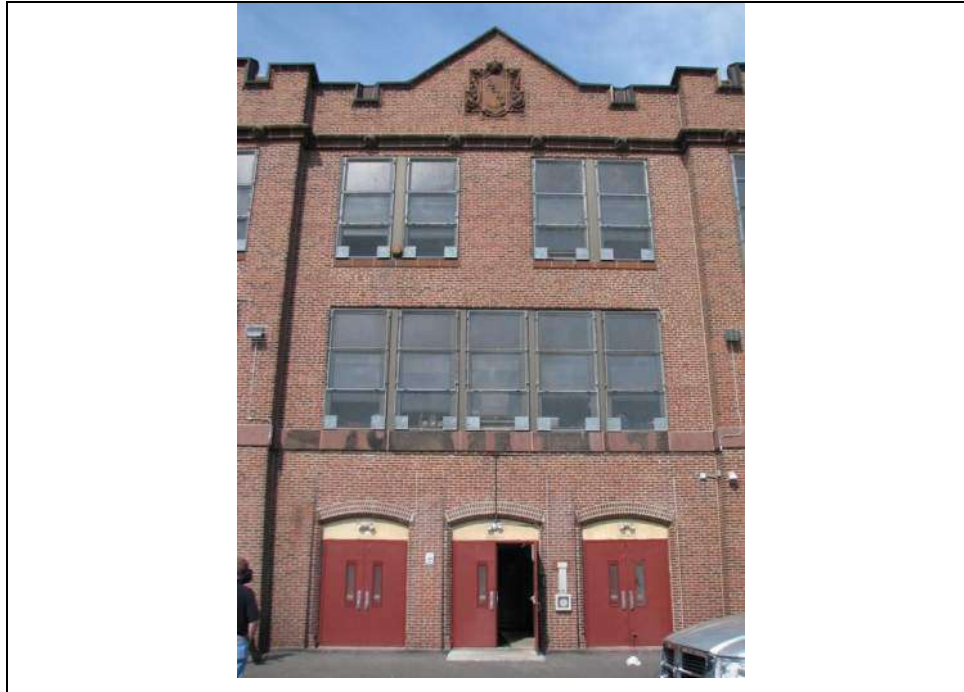
Photograph 4: Detail of the primary entrance, which is centered in the north elevation (façade), looking southeast (December 2018).



Photograph 5: East (side) elevation of the original 1910-11 section of the John G. Whittier School, and north elevation of the 2017 gymnasium addition, looking west (December 2018).

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Photograph 6: Detail of the central bay in the east elevation of the original 1910-11 section of the building prior to the addition of the new 2017 gymnasium, looking west (May 2014).



Photograph 7: East (side) elevation of the original 1910-11 building section (right-background), and south (rear) and east (side) elevations of a 1922 rear classroom wing (left-foreground; this is the eastern of the two rear wings). A portion of the 1922 gymnasium addition is visible at right-foreground. Looking northwest (May 2014).

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Photograph 8: South (rear) elevation of the eastern 1922 rear classroom wing (left). A portion of the 2017 gymnasium addition is visible at the right-foreground. Looking northeast (December 2018).



Photograph 9: South and east elevations of the western 1922 rear wing, south elevation of the original 1910-11 main building, and partial south elevation of the eastern 1922 rear wing. Looking northwest (December 2018).

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Photograph 10: West (side) elevation of the 1910-11 main building (left) and west elevation of the western 1922 rear wing (right), looking east (December 2018).



Photograph 11: North (front) and west (side) elevations of the 1910-11 main building, looking southeast (December 2018).

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Photograph 12: North (front) elevation of the 2017 gymnasium, looking south (December 2018).



Photograph 13: South (rear) and east (side) elevations of the 2017 gymnasium, looking northwest (December 2018).

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Photograph 14: Overview of the John G. Whittier School in context, looking east along Chestnut Street (December 2018).



Photograph 15: Overview of the John G. Whittier School in context, looking west along Sycamore Street (December 2018).

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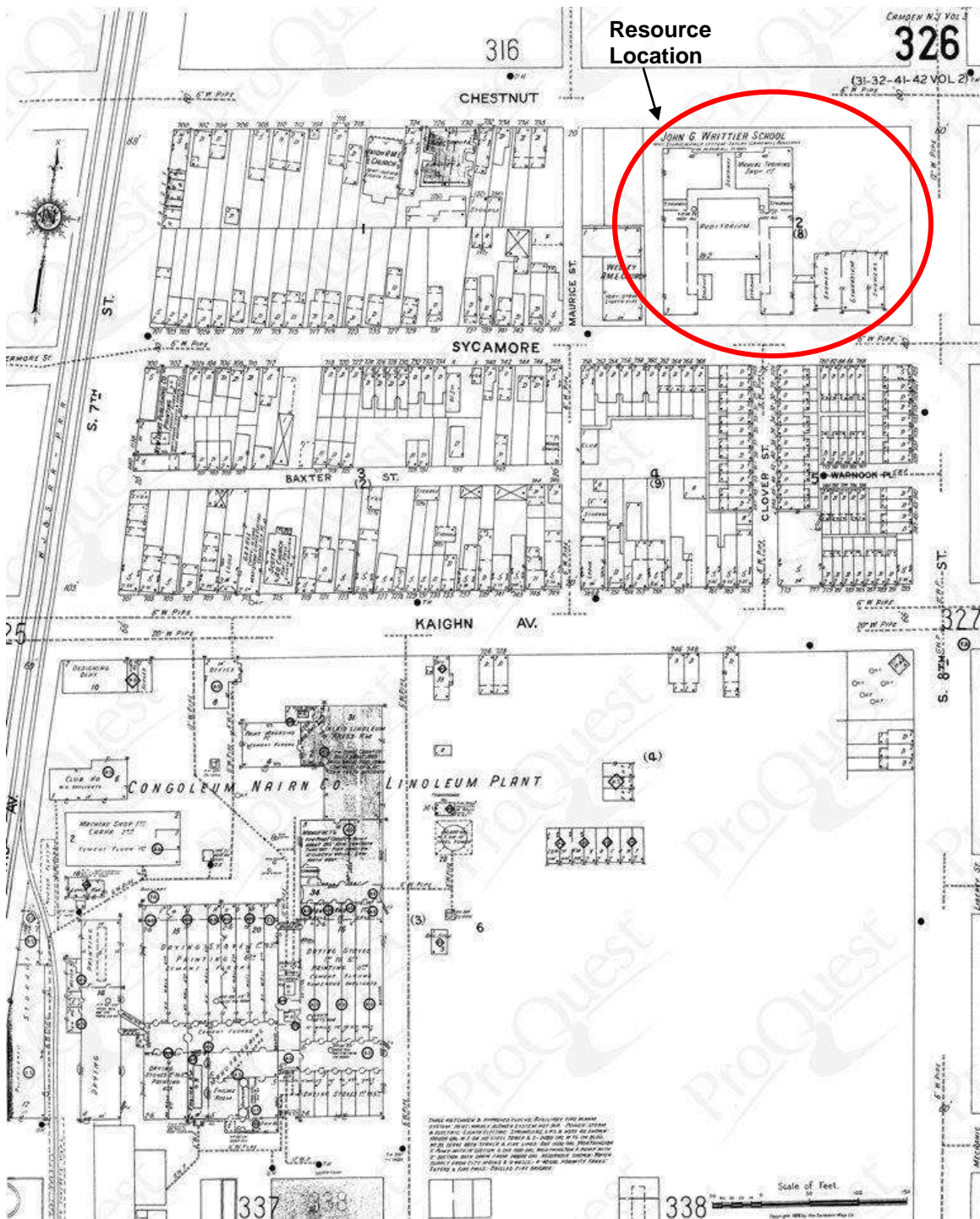


Figure 1. 1926 Sanborn map of Camden showing the John G. Whittier School in context. Note the gymnasium addition at the southeast corner of the lot. The adjacent Wesley A.M.E. Church is no longer extant (Source: Sanborn Map Company 1926).

Survey Name: Glassboro-Camden Line Light Rail Project

Date: July 25, 2019

Surveyor: Carol Lee and Patricia Slovinac, Senior Architectural Historians

Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

BASE FORM

Historic Sites #:

Property Name: Sony Plant

Street Address: Street #: 400 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: N Street Name: Woodbury Suffix: _____ Type: Rd

County(s): Gloucester **Zip Code:** 08071

Municipality(s): Pitman Borough **Block(s):** 138

Local Place Name(s): N/A **Lot(s):** 1

Ownership:: Private **USGS Quad(s)** Pitman West

Photograph: Overview of the former Sony plant at 400 N Woodbury Road. Looking northwest (January 2019).



Description: The property consists of a *circa*-1961, one-story industrial complex made up of five connected blocks of buildings; two outbuildings; two car parking lots; and a tractor trailing loading bay with parking on a 76.61 acre lot (Block 138, Lot 1) located at the southwest corner of N Woodbury Road and Lambs Road (CR 635) in Pitman Borough, Gloucester County, NJ. The property is recommended eligible under Criterion A in the areas of industry for its role in the industrial history development of Pitman and Gloucester County. See *Continuation Sheet*.

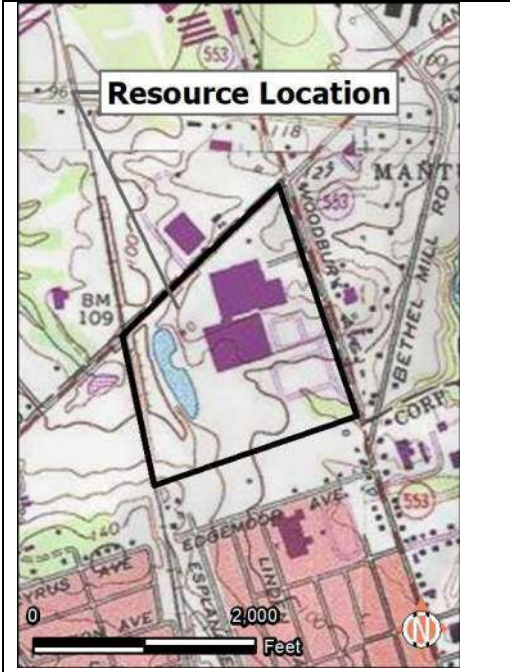
Registration and Status Dates: National Historic Landmark: _____ SHPO Opinion: _____
National Register: _____ Local Designation: _____
New Jersey Register: _____ Other Designation: _____
Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: July 26, 2019
Surveyor: Sara Quinlan, Architectural Historian
Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

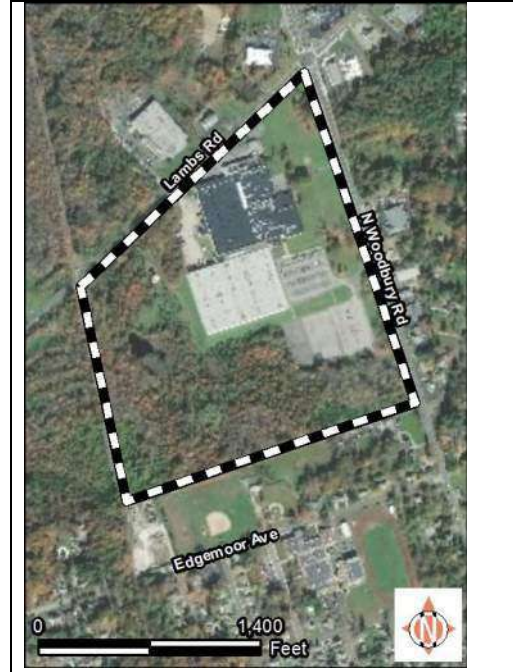
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See continuation sheet.

Additional Information:

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
(Known or potential Sites – if yes, please describe briefly)

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name:	<u>Sony Plant</u>			
Historic Name:	<u>Columbia Records Plant</u>			
Present Use:	<u>Commercial Activity-Office Activity (Private Business)</u>			
Historic Industry:	<u>Industrial Activity-Light Industrial</u>	Building ID:	<u>N/A</u>	
Construction Date:	<u>ca. 1961</u>	Source:	<u>Polhamus 2013</u>	
	<u>1965; ca. 1970;</u>			
	<u>ca. 1980; ca.</u>			
Alteration Date(s):	<u>1991; 1992</u>	Source:	<u>NETR Online Historic Aerials website; Busler 1992</u>	
Designer:	<u>Minoru Yamasaki; Yamasaki and Associates</u>	Physical Condition:	<u>Good</u>	
Builder:	<u>Unknown</u>	Remaining Historic Fabric:	<u>High</u>	
Style:	<u>Other</u>			
	Length:	<u>909 feet</u>	Stories:	<u>1</u>
	Width:	<u>792 feet</u>	Bays:	<u>4</u>
Exterior Finish Materials	<u>Brick-Running Bond, Glass-Curtain Wall, Steel, Stucco, Concrete, Other</u>			
Foundation Materials:	<u>Concrete</u>			
Structural System:	<u>Steel Frame</u>	Roof System:	<u>Unknown</u>	
Roof Finish Materials:	<u>Unknown</u>			
Equipment/Machinery:	<u>None extant</u>			
Transportation Links:	<u>Loading dock</u>			

Exterior Description: The property consists of a mid-/late-twentieth century industrial complex comprised of an original *circa*-1961 core, with six additions dating from 1961-1992 (Figure 1). The property also contains two outbuildings, two personnel parking lots, and a tractor trailer loading bay and parking lot. To the northeast and northwest, the complex is surrounded by mown lawn, dotted with trees, and there are multiple paved driveways onto the property. The southeast and southwest sides of the property are wooded.

See continuation sheet.

Interior Description: The interior of the building was not accessible for the survey, and no information about the interior organization is known at this time.

Setting: The property is located at the southwest corner of N Woodbury Road and Lambs Road (CR 635) in Pitman Borough, Gloucester County, NJ. The general character of the neighborhood is suburban mixed use. The property is surrounded by commercial properties and tracts of undeveloped wooded land. To the south of the property are the Pitman High School and a residential neighborhood. The property is not located within an existing or potential historic district.

Survey Name:	<u>Glassboro-Camden Line Light Rail Project</u>	Date:	<u>July 26, 2019</u>
Surveyor:	<u>Sara Quinlan, Architectural Historian</u>		
Organization:	<u>A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406</u>		

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Sony Plant (Outbuilding H)
Historic Name: Columbia Records Plant
Present Use: No Activity
Historic Use: Unclassifiable Activities
Construction Date: 1991 **Source:** NETR Online Historic Aerials website
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** N/A
Style: Shed
Form: Other **Stories:** 1
Type: Shed **Bays:** 3
Roof Finish Materials: Steel
Exterior Finish Materials: Other

Exterior Description: The *circa*-1991 outbuilding H is located approximately 55 feet north of the main building (Photographs 22). The one-story outbuilding sits on a concrete pad; it has a steel frame and a corrugated steel flat roof. The outbuilding is covered with corrugated plastic on the east, north, and west elevations. The south elevation is open and contains two steel posts to support the roof.

Interior Description: The interior of the building was not accessible for the survey. Although the south elevation is open, the interior of the building is obscured by the chain-link fence and no information about the interior organization is known at this time.

Setting: The property is located at the southwest corner of N Woodbury Road and Lambs Road (CR 635) in Pitman Borough, Gloucester County, NJ. The general character of the neighborhood is suburban mixed use. The property is surrounded by commercial properties and tracts of undeveloped wooded land. To the south of the property are the Pitman High School and a residential neighborhood. The property is not located within an existing or potential historic district.

Survey Name: Glassboro-Camden Line Light Rail Project Date: July 26, 2019
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BUILDING ATTACHMENT

Historic Sites #:

Common Name: Sony Plant (Outbuilding I)
Historic Name: Columbia Records Plant
Present Use: No Activity
Historic Use: Unclassifiable Activities
Construction Date: ca. 1970 **Source:** NETR Online Historic Aerials website
Alteration Date(s): Unknown **Source:** _____
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** N/A
Style: Shed
Form: Other **Stories:** 1
Type: Shed **Bays:** 1
Roof Finish Materials: Steel
Exterior Finish Materials: Steel

Exterior Description: The *circa*-1970 outbuilding I is located approximately 52 feet west of the main building (photographs 17 and 23). The one-story shed sits on a concrete pad. It has a steel frame and is clad with insulated corrugated steel. The building has a front facing gable roof and a large opening on the west elevation. There are no openings on the other elevations. Outbuilding I is located within the loading dock area of the property.

Interior Description: The interior of the building is insulated. There are two exhaust fans mounted on the east (rear) wall and a large work table in the center (Photograph 23).

Setting: The property is located at the southwest corner of N Woodbury Road and Lambs Road (CR 635) in Pitman Borough, Gloucester County, NJ. The general character of the neighborhood is suburban mixed use. The property is surrounded by commercial properties and tracts of undeveloped wooded land. To the south of the property are the Pitman High School and a residential neighborhood. The property is not located within an existing or potential historic district.

Survey Name: Glassboro-Camden Line Light Rail Project Date: July 26, 2019
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ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The former Sony Plant at 400 N Woodbury Road is recommended locally significant under Criterion A in the areas of industry and economics for its role in the industrial history and economic development of Pitman Borough and Gloucester County. When the Sony Plant opened in 1961, it represented a significant business investment for the surrounding borough and county. With its technological innovations, the Sony plant was one of the largest record pressing plants in the world, the largest employer in the borough, and the second largest employer in Gloucester County. Its period of significance extends from 1961, when the plant opened, to 1986, when it switched to CD production resulting in the layoff of 300 employees. The property is not located within an existing or potential historic district.

Eligibility for New Jersey

and National Registers:

Yes

No

National

Register Criteria:

A

B

C

D

Level of Significance

Local

State

National

Justification of Eligibility/Ineligibility: The former Sony Plant at 400 N Woodbury Road is recommended locally significant under Criterion A in the areas of industry and economics for its role in the industrial history and economic development of Pitman Borough and Gloucester County. When the Sony Plant opened in 1961, it represented a significant business investment for the surrounding borough and county. With its technological innovations, the Sony plant was one of the largest record pressing plants in the world, the largest employer in the borough, and the second largest employer in Gloucester County. The property is not recommended eligible under Criterion C at the local level because although it was designed by a leading architect at the time (Minoru Yamasaki), the plant does not represent distinctive characteristics of a type nor is Yamasaki and Associates known for its construction of the Pitman plant. Further, the building as designed by Yamasaki has been encased by numerous additions. The property is not recommended eligible under Criterion B because it is not directly associated with a significant individual. Archaeological investigations are currently ongoing for the Glassboro-Camden Line Light Rail Project; therefore, the resource cannot be assessed for eligibility under Criterion D at this time. The Sony Plant retains integrity of location, setting, design, workmanship, materials, association, and feeling. It retains its original location at the southwest corner of N Woodbury Road and Lambs Road (CR 635). It retains its mixed use suburban residential setting, and it retains integrity of design, materials, and workmanship. Although it is presumed that the interior design changed with the switch from record production to CD production, the majority of the exterior additions were in place during the period of significance and have remained largely unaltered. The known major alterations after the period of significance include Block G and Outbuilding H. The property retains integrity of association and feeling; although the Sony Plant has closed, the property remains a large industrial campus.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance: Base Form, Building Attachment, Industrial Building Attachment, Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: The proposed National Register boundary is comprised of the current tax parcel boundary of the property at 400 N Woodbury Road (Block 138, Lot 1) and encompasses 76.61 acres. The boundary includes all extant features that were historically associated with the property and retain integrity from the period of significance (1961-1986).

Survey Name: Glassboro-Camden Line Light Rail Project

Date: July 26, 2019

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CONTINUATION SHEET

Historic Sites #:

Description (continued):

The original *circa*-1961 core (Block A on Figure 1) of the building is to the north; most of its exterior has been obscured by additions. This section is constructed of steel support columns and beams that are infilled with tan bricks (Photographs 2, 3, 8, 9, and 10). The western end of its south (façade) elevation has a large portion of tan brick wall (photograph 3), located to the east of this is an enclosed courtyard that has a tan brick wall with a red railing around the top of it (photograph 3). Further along the south elevation to the east are large metal and glass doors and windows, covered by a flat roof supported by steel columns and beams (photograph 3). The northern part of the original east (side) elevation also remains visible. The window openings on this section are one-over-one light, metal framed, the upper light is an awning style, and the lower light is fixed. Below the openings is a metal panel and above the openings is stucco, each window opening is paired (Photo 9).

At the south end of the east elevation of Block A is a *circa*-1980 tan brick addition (Block F; Photographs 2, 4, and 5). The south elevation of this block is an extension of Block A's south elevation. The first three bays from the west each have a pair of one-light, metal fixed windows over a metal panel; each window pair has a contemporary metal awning above. The eastern bay on the south elevation contains a pair of steel security doors with a metal transom. The east elevation of Block F has seven pairs of the same windows that are on the south elevation, except without the awnings. The north elevation mostly abuts the south elevation of Block B. Centrally located along the east elevation of Block A is Block B, which was constructed ca. 1965 (Photographs 5-8 and 10). The north and south elevations are comprised of window walls shielded by deep overhangs; square columns that pierce the roofline support the outer edge of the overhangs. In the center of the north elevation are singular light, metal framed double doors that serve as a visitors entrance (Photo 7). The east elevation, which is comprised of a steel skeleton with tan brick infill, has a central pair of two-light, metal, fixed windows. The original east elevation of Block A is visible north of Block B and contains four bays (Photograph 8). The first bay (from the south) is recessed from the remainder of the elevation and has a pair of one-light awning over one-light fixed windows. The second bay has a pair of modern steel doors; the third and fourth bays each have a pair of one-light awning over one-light fixed windows.

Roughly centered along the north elevation of Block A is a *circa*-1992 tan brick addition (Block G; Photographs 10-14). The east elevation of Block G has no openings. The north elevation contains three bays. The first bay (from the east) has a pair of modern steel doors, above which is a contemporary metal awning; the second bay has a rolling metal door with a contemporary metal awning; and the third bay contains a steel door with a large square metal louver to its west. The west elevation of Block G has a square metal louver on the north end, and a pair of modern steel doors with a contemporary metal awning to the south. A set of metal stairs on this elevation extends to the roof of the building. East of Block G, the north elevation of Block A contains a projecting garage bay with a rolling metal door on the north side and no openings on the east or west sides (Photographs 10 and 11). West of Block G, the north elevation of Block A has a pair of one-light, metal doors topped by a contemporary metal awning, and a second bay projection with no openings on any side.

The entire west elevation of Block A is obscured by a ca. 1965 addition, Block C, which is of similar construction as Block A (Photographs 13-17). The north elevation of Block C contains a pair of steel doors with a solid cantilever awning. In the center of the west elevation is a two-bay, concrete block garage addition with rolling metal doors on the west side and a curved south wall. To the north of this projection, the west elevation of Block C has eight tractor trailer bays, and at the south end of this elevation is a pair of modern steel doors (photographs 15-17). The south end of Block C abuts Block D.

A large building (Block E), located to the south of Block A, was added to the property ca. 1970. The visible part of the north elevation is clad with brick facing on the bottom and vertical metal panels on the top. This elevation has, from the east, two sets of paired one-light, metal fixed windows, each with a metal panel above and below; a single window of the same type paired with a modern steel door with a one-light transom and metal panel above; six tractor trailer loading bays; a modern steel door with a one-light transom and a one-light, metal, fixed window with a metal panel below; and five tractor trailer loading bays. The south elevation contains five bays. The first, third, and fifth bays (from the west) contains a pair of metal steel doors, above which is a metal louver that extends to the roof line; the second and fourth bays each contain a full-height metal louver (Photograph 20). The east elevation has two pairs of metal doors, each with a metal louver above (Photograph 21). The west elevation was not accessible during this survey.

CONTINUATION SHEET

Historic Sites #:

Between Blocks A and E is a small addition, Block D, comprised of tan brick (Photographs 17-19). The east elevation has a metal rolling garage door, with a steel door to the north (Photograph 19). The west elevation contains a pair of steel doors with metal louvers above and a full-height metal louver to the south (Photograph 18). The small visible portion of the north elevation has no openings; the remainder of the north elevation, as well as the south elevation, abuts other blocks.

History:

Local Development Context

Pitman Borough was originally part of Mantua and Glassboro townships. In 1871, a Methodist summer religious camp, named "Pitman Grove" after Rev. Charles Pitman an active member in the Methodist pastorate, opened in the area that would eventually become Pitman Borough (Brown 2014; Roncace 2011). Like many other summer religious camps at the time, Pitman Grove began with temporary, small white tents and developed into more permanent cottages. By the 1880's, Pitman became a suburb for people who commuted to Camden and Philadelphia. Restaurants and shops followed the development of the town, and Pitman's school district was created in 1884. In 1895, the permanent population in Pitman was approximately 100; by 1896, it grew to 1,000 (Alvin E. Gershen 1977).

At the beginning of the 20th century, issues like road repair, voting, and taxes paid to Mantua pushed Pitman in the direction of incorporation and self-governance. In 1904, the town voted to petition the state legislature for incorporation as a borough. The petition was granted in 1905 (Gershen 1977). By 1925, the borough's population was growing so rapidly that its population pushed for a city charter (*Courier-Post* 1925).

Pitman remained a popular summer destination town throughout the early to mid-twentieth century, expanding into one of "the finest residential" cities in South Jersey (*Courier-Post* 1925). Alcyon Lake and Park, a 192 acre park purchased by George Washington Carr in 1888, featured boating, a bathhouse, boardwalk, bowling alleys, and amusement rides. In 1910, the park's bicycle track was expanded to allow horse racing. Auto racing was also held on the track until it closed in 1960 (Roncace 2011).

Property History

Columbia Records purchased the property that is locally known today as the "Sony Plant" in 1959 from William G. Rohrer and his wife Floretta T. Rohrer, Walter S. Gibbs and his wife Emma Elizabeth Gibbs and Gertrude R. Saltzman and her husband Raymond S. Saltzman for \$1 each and other good and valuable considerations (Gloucester County Clerk 948:278, 284, 290). At the time, the property was undeveloped (NETR). Later in 1959, the President of Columbia Records, Goddard Lieberson, announced the groundbreaking of the vinyl record manufacturing plant at a dinner for Pitman officials, civic leaders, and representatives of the Southern New Jersey Development Council. Lieberson noted in his speech at the dinner that he wanted the plant to be part of the local community of Pitman and "contribute to the local culture." After opening in 1961, the plant recruited 200 to 300 employees, 95% of which were hired from the surrounding area of Pitman and Gloucester County (*Gloucester County Times* 1959).

The original plant (Block A) was designed by a leading 1960's architect, Minoru Yamasaki, whose firm, Yamasaki and Associates, would later design the World Trade Center in New York City (*Gloucester County Times* 1959; Polhamus 2013). When the original plant opened in May 1961 (Blocks A), it was big news for Pitman and Gloucester County, as well as the national music industry (Polhamus 2013). *Billboard Music Week* (1961) published an article in 1961 describing the plant's technological innovations and high capacity for producing vinyl LPs and 45s. The Pitman plant was the fourth opened by CBS Inc., three others were located in Bridgeport, Connecticut; Terre Haute, Indiana; and Hollywood, California (*Gloucester County Times* 1959). At its height of LP-production, the Pitman plant was considered the "jewel" of the company as one of the largest and most productive record-making plants in the country and one of the largest vinyl pressing plants in the world (Wajda 1988; Sokolic 1996). Locally, at its record-producing peak, the plant was the second largest company in Gloucester County, employing over 1,000 people (Wajda 1988). From 1965 to 1981 the plant expanded with Blocks B, C, E, F, and D respectively.

In 1986, CBS Inc. prepared to switch from record production to CD production at the Pitman plant, laying off 300

CONTINUATION SHEET

Historic Sites #:

workers in the process. The next year, CBS Inc. sold its worldwide record division to Sony Corp. for \$2 billion, and the plant was sold to CBS Records Inc. (later known as Sony Music Entertainment Inc.) for \$4,664,558.50 (Wajda 1988; Gloucester County Clerk 1688:319).

In 1992, NJ Congressman Rep. William Hughes supported President George H.W. Bush's Audio Home Recording Act to prevent the pirating of recorded music and to help protect manufacturing operations at the Pitman plant (Weisenfeld 1992). The same year, the plant underwent a \$30 million upgrade to double CD production from 50 million to 100 million annually, which added 100 jobs and Block G to the plant. The construction also brought \$10 million in construction contracts for businesses in the surrounding community (Busler 1992). Pitman's Mayor Michael Batten noted in 2008 that the Sony plant was "an incredible asset to the community." Sony employees shopped in downtown businesses, the plant's water and sewage had a significant impact on the community's tax base, and Sony's charitable efforts contributed to Pitman's School System (Murray 2008). In 1998, the Sony plant donated \$30,000 worth of volunteer labor and landscaping to help complete the local Alcyon Park (Weisenfeld 1998).

Throughout the 1990s, the 500,000-square foot plant remained one of the most productive CD factories in the country and was the third largest employer in Gloucester County. At its height of CD manufacturing and distribution in 1996, the plant employed 1,100 people (Sokolic 1996). In addition to manufacturing music CDs, the plant also began producing Sony Playstation video games sometime after 1995 (Mendoza 1999), and in 2003, invested \$30 million to upgrade the plant to DVD production (S. Jersey Unlimited 2003).

As production declined in 2010 due to on-demand movies and downloadable music, the plant laid off 160 employees, and DVD production was moved to the Indiana plant (Smith 2010). The Pitman plant continued to produce CDs and Playstation videogames, as well as operate as a regional distribution and customer service center until it closed in 2011 (Polhamus 2013; Smith 2010). Unlike its employment numbers during the height of production, the plant only employed approximately 300 people when it closed down (Cooney 2013).

In 2013, a New York City Production company, Brooklyn Stages of Brooklyn and Queens, purchased the property at 400 N Woodbury Road for \$3,000,000 (Cooney 2013; Gloucester County Clerk 5077:158). No information regarding Brooklyn Stages' plans for the property was located, but at the time of documentation, it was being marketed on a lease basis (Cooney 2013).

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CONTINUATION SHEET

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Historic Sites #:

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CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Southeast (front) and northeast (side) elevations of the former Sony plant (Blocks A and F) at 400 N Woodbury Road. Looking northwest (January 2019).



Photograph 3: Southeast elevation (façade) of Block A. Note that Block F's window is visible on the right. Looking northwest (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: Southeast elevation (façade) of Block A. Note that Block F's window is visible on the right. Looking northwest (January 2019).



Photograph 5: Northeast elevation (side) of Blocks F on the left and Block B on the right. Note Block E is visible on the far left. Looking southwest (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: Northeast elevation (side) of Block B. Block F is visible on the left. Looking southwest (January 2019).



Photograph 7: Northwest elevation (façade) entrance of Block B. Note Block A is visible on the right. Looking southeast (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 8: Northeast elevation (side) of Blocks A on the right and B on the left. Looking southwest (January 2019).



Photograph 9: Northeast elevation (side) window detail of Block A. Looking southwest (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 10: Northwest (façade) elevation of Block B. Northeast elevation of Block A on the right. Note Block A's garage is also visible on the right, next to the north elevation of Block G. Looking southwest (January 2019).



Photograph 11: Northwest elevation of Block G, note Block A's garage on the left. Looking southwest (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 12: Northwest elevation of Block G. Looking south (January 2019).



Photograph 13: Northwest elevation of Blocks G on the left, A in the center, and C on the right. Looking southeast (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 14: Southwest (side) elevation of Blocks G and A. Northwest elevation (façade) of Block C. Looking northeast (January 2019).



Photograph 15: Southwest elevation of Block C and north elevation of Block E. Looking southeast (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 16: Southwest elevation of Block C. Looking northeast (January 2019).



Photograph 17: Southwest elevation of Block C on the left, D on the far right, and outbuilding I. Looking southeast (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 18: Northwest elevation of Block E on the right and southwest elevation of Block D on the left. Looking southeast (January 2019).



Photograph 19: Northeast (side) elevation of Block D on the right, note Block E's northeast (side) elevation and Block A's southeast (front) elevation are also visible to the left and right respectively. Looking northwest (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 20: Southeast (front) and northeast (side) elevation of Block E and lower parking lot. Looking northwest (January 2019).



Photograph 21: Northeast elevation (side) of Block E and upper parking lot. Note the northeast elevation of block D is visible on the right. Looking southwest (January 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 22: Southeast (façade) and northeast elevation (side) of outbuilding H. Looking northwest (January 2019).



Photograph 23: Southwest elevation close up of outbuilding I. Block C is visible in the background. Looking northeast (January 2019).

CONTINUATION SHEET

Historic Sites #:

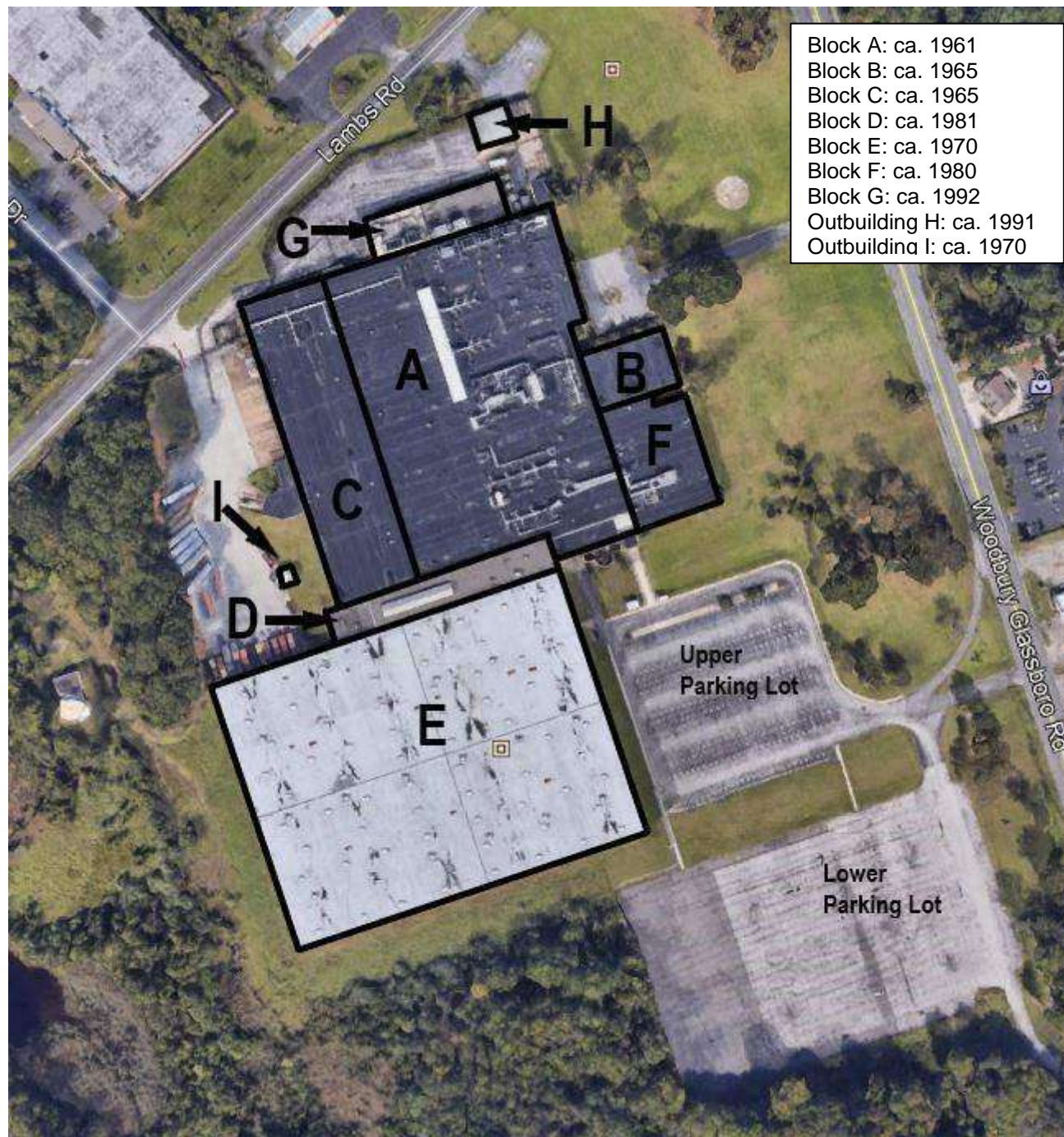


Figure 1: Labeled aerial view of Sony Plant outlining the additions to the plant from the various periods of construction.

Survey Name: Glassboro-Camden Line Light Rail Project

Date: July 26, 2019

Surveyor: Sara Quinlan, Architectural Historian

Organization: A.D. Marble, 2200 Renaissance Blvd., Suite 260, King of Prussia, PA 19406

BASE FORM

Historic Sites #:

Property Name: Union Cemetery

Street Address: Street #: 800 Apartment #: _____
 (Low) (High) (Low) (High)

Prefix: _____ Street Name: Powell Suffix: _____ Type: St

County(s): Camden **Zip Code:** 08030

Municipality(s): Gloucester City **Block(s):** 132

Local Place Name(s): N/A **Lot(s):** 68

Ownership:: Private **USGS Quad(s)** Camden

Photograph 1: Entrance to Union Cemetery on Powell Street, showing the entrance to the cemetery and center dirt drive, looking southwest (February 2019).



Description: The property consists of a cemetery on a 1.9-acre lot (Block 132, Lot 68) occupying the block bounded by Powell Street on the north, the former West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track) on the east, and private property lines on the west and south, in Gloucester City, Camden County, New Jersey. The property is recommended not eligible for the National Register of Historic Places; it does not meet National Register Criteria Consideration C for graves or Criteria Consideration D for cemeteries. It is not located within an existing or potential historic district. *See Continuation Sheet.*

Registration and Status Dates:

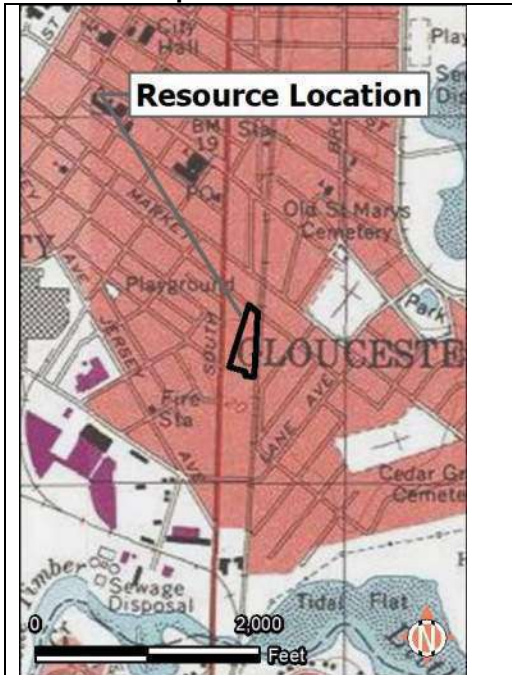
National Historic Landmark: _____	SHPO Opinion: _____
National Register: _____	Local Designation: _____
New Jersey Register: _____	Other Designation: _____
Determination of Eligibility: _____	Other Designation Date: _____

Survey Name: Glassboro-Camden Line Light Rail Project Date: July 25, 2019
 Surveyor: Carol Lee and Patricia Slovinac, Senior Architectural Historians
 Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

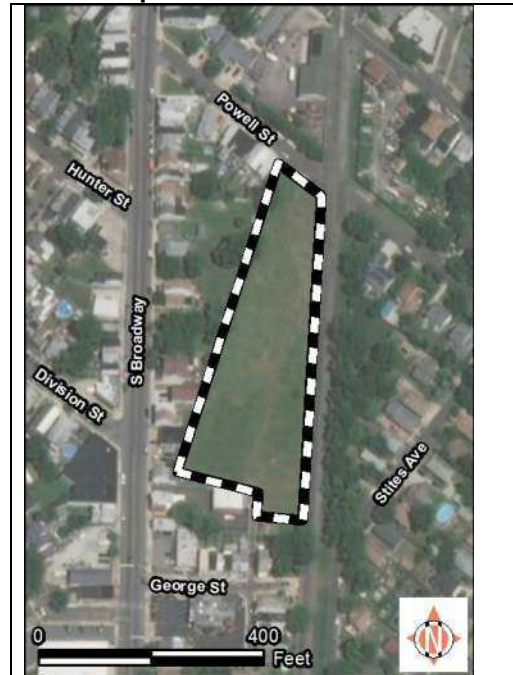
BASE FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources: See Continuation Sheet.

Additional Information: See Continuation Sheet.

More Research Needed? Yes No

INTENSIVE LEVEL USE ONLY

Attachments Included: Building Structure Object Bridge
 Landscape Industry

Within Historic District? Yes No

Status: Key-Contributing Contributing Non-Contributing

Associated Archaeological Site/Deposit? Yes
(Known or potential Sites – if yes, please describe briefly)

LANDSCAPE ATTACHMENT

Historic Sites #:

Common Name: Union Cemetery

Historic Name: Union Cemetery

Present Use: Unclassifiable Activities

Historic Use: Unclassifiable Activities

Construction Date: 1840 **Source:** Site signage/New Jersey Cemetery Board Information Sheet

Alteration Date(s): ca.1998 **Source:** Philadelphia Inquirer

Primary Landscape Architect/Designer: _____ N/A

Type: Church yards and cemeteries **Physical Condition:** Fair

Style: Other **Remaining Historic Fabric:** High

Acreage: 1.9

Hardscape: Driveway, earth

Plantings: Other

Other Features: Other

Description: The entrance to Union Cemetery is located on Powell Avenue at the north end of the property. A modern aluminum fence with double swing gates lines the cemetery entrance. A chain link fence extends along the east side of the cemetery along the railroad tracks. The remainder of the property is surrounded by sections of chain link fence, wood fence, and the walls of abutting buildings. A second entrance, with a single chain link gate, is located at the south end of the property. A wooden entrance sign is located inside this gate, on the east side of the drive (Photograph 2). Two utility poles with lights are located along the dirt drive.

The cemetery is oriented on a north-south axis. There is a dirt drive that extends roughly 110 feet along the center of the cemetery from the north gate, before an "S" curve carries the drive further to the east before again extending straight to the south gate. There are no plantings other than mown grass, although there is one volunteer tree just inside the fence line and several shrubs growing through the fencing (Photographs 4 and 10). Scattered trees and bushes are located outside the west, south, and east fence lines. In addition, a single planted tree, demarcated with stone blocks, is located at one of the family plots (Photograph 11). The adjacent railroad tracks and rear elevations of dwellings are visible all around the cemetery.

Setting: The Union Cemetery is located just east of Broadway, a major thoroughfare through Gloucester City. It is bounded on the north by Powell Street, on the east by the West Jersey Railroad Main Line (currently in operation as Conrail's Vineland Secondary Track), and on the south and west by nineteenth- and twentieth-century housing. The surrounding neighborhood consists of late-nineteenth- through late-twentieth-century residential development.

Survey Name: Glassboro-Camden Line Light Rail Project Date: July 25, 2019
Surveyor: Carol Lee and Patricia Slovinac, Senior Architectural Historians
Organization: A.D. Marble, 2200 Renaissance Blvd, Suite 260, King of Prussia, PA 19406

ELIGIBILITY WORKSHEET

Historic Sites #:

History: See Continuation Sheet

Significance: The Union Cemetery is recommended not individually significant. It is a small local cemetery with burials dating from the 1840s through the late twentieth century. The cemetery lacks aesthetic design elements, and features modest grave markers and a pragmatic organization. Additionally, the property is not located within an existing or potential historic district.

**Eligibility for New Jersey
and National Registers:**

Yes

No

**National
Register Criteria:**

A

B

C

D

Level of Significance

Local

State

National

Justification of Eligibility/Ineligibility:

The Union Cemetery at 800 Powell Street is recommended not eligible for listing in the National Register of Historic Places. The Union Cemetery is not significant under Criterion A, as it is not associated with identified significant local events or patterns in the history of the Gloucester City area. The cemetery is not significant under Criterion B; no occupant of the cemetery has been identified as a significant person in local history, and the cemetery does not meet Criteria Consideration C for birthplaces and graves. The Union Cemetery is not significant under Criterion C; the cemetery does not embody any design or artistic elements in its layout or in its grave markers, and it does not meet Criteria Consideration D for cemeteries and burial grounds. Archaeological investigations are currently ongoing for the Glassboro-Camden Line Light Rail Project; therefore, the resource cannot be assessed for eligibility under Criterion D at this time.

The Union Cemetery retains integrity of location, setting, design, workmanship, materials, association, and feeling. It retains its original location in the block bounded Powell Street, the West Jersey Railroad Main Line, and adjacent housing along Broadway. It retains its late-nineteenth-/twentieth-century urban residential setting, and it retains integrity of design, materials, and workmanship. Gravestones show wear and some damage from time, but remain as placed. It is unknown if grave markers or other elements have been removed. The known major alteration is the replacement of a wrought iron fence along Powell Street with an aluminum fence ca. 1998. The property retains integrity of association; although not open as a commercial cemetery, it remains a burial place. Union Cemetery retains integrity of feeling as a small local cemetery.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance: Base Form, Building Attachment, Continuation Sheet, Eligibility Worksheet

Narrative Boundary Description: N/A

Survey Name: Glassboro-Camden Line Light Rail Project

Date: July 25, 2019

Surveyor: Carol Lee and Patricia Slovinac, Senior Architectural Historians

Organization: A.D. Marble, 2200 Renaissance Boulevard, Suite 260, King of Prussia, PA 19406

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Graves are laid out in fairly regular rows, although many are organized in family plots; the gravestones do not all face the same direction. Gravestones range in date from the nineteenth through the late twentieth centuries and consist of a variety of materials and styles. Most gravestones are modest in size and design. The index of gravestones compiled by David Townsend indicates that most stones only include names and dates of the interred, and often family relationships, but otherwise lack text. Only two or three nineteenth-century stones include epigraphs. Most gravestones are less than 2 feet in height; there are only a few columns or larger stones. Family plots sometimes have a primary marker, but are most often identified only by borders. One family plot is surrounded by wrought iron fencing, several have concrete posts with pipe railing, and several more simply have concrete or stone blocks outlining the plot (Photographs 8, 9, and 11). A small plot containing the graves of World War I veterans is located midway along the dirt drive. This plot has a flag pole and is delineated by concrete posts, but the pipe railings are missing.

History (continued):

Local Development Context

Gloucester City has its roots in the earliest settlement along the Delaware, beginning in the early seventeenth century. In 1686, a petition was successfully made by local residents to establish Gloucester County. Gloucester Town was formed as the county seat, and streets with 86 lots were laid out in early 1686. In the 1780s, a majority of county shareholders voted to relocate the county seat to Woodbury, and Gloucester Town reverted to a quiet hamlet. By the early 1800s, Gloucester Town was a popular location for foxhunting, berrying, and fishing, and many Philadelphians visited for recreational purposes. The village had only a handful of buildings at this time, most of which were houses (Llewellyn 1976:3, 57; Prowell 1886:582-588). Gloucester Town remained in Gloucester County until 1844, at which time the State Legislature passed an act creating Camden County to accommodate the increasing population in north and northwest townships of Gloucester County (Llewellyn 1976:34).

In the mid-nineteenth century, the little resort village transformed into a small industrial city after David Sands Brown purchased 100 acres of land and built a large conglomerate of textile factories. Brown and his associates also established the Gloucester Land Company in 1846 to manage and sell building lots in the city for homes and businesses. Between ca. 1850 and the early 1870s, Brown established additional companies to specialize in various aspects of textile manufacturing (Jordan 1921:117-118; Llewellyn 1976:81-82, 90-91; Munn 1968:3; Seitz 2011). All of these companies invigorated the economy of Gloucester City and spurred the rapid development of housing, institutions, and businesses in the city (Llewellyn 1976:81-82). Gloucester City was incorporated in 1868, and it continued its steady growth. By 1886, Gloucester City boasted seven industrial concerns, most of which were affiliated with Brown. The city's population was 5,966, and it contained 1,137 houses served by municipal water and sewer systems (Prowell 1886:582).

In 1912, Gloucester City became home to the second busiest immigration station in the country, when federal officials built a new processing center to relieve pressure on the facilities in Philadelphia. The station closed at the end of World War I.

Property History

The Union Cemetery was established sometime in the mid-nineteenth century. A sign erected at the cemetery by the Gloucester City Historical Society states that the first burial dates from the 1840s (Photograph 2).¹ A New Jersey Cemetery Board Information Sheet dated May 14, 1999, states the cemetery was incorporated March 20, 1860, as a commercial cemetery. No information was discovered to further develop the history of the cemetery through the late twentieth century.

A 1998 *Philadelphia Inquirer* article indicates the cemetery fell into neglect in the 1990s, and a local group raised money to clean it up and replace the wrought iron fence on Powell Street with the current aluminum rail fence (Bahadur 1998). The above-referenced New Jersey Cemetery Board Information Sheet records a change of

¹ The index of graves prepared by David Townsend identifies two gravestone: for James O. Parks, age 77, who died on July 8, 1840 and Henna Harris, age 10 years, who died on January 6, 1848 (Townsend 1998).

CONTINUATION SHEET

Historic Sites #:

status from commercial cemetery to “non-profit lot owner” cemetery, and lists the remaining local lot holders who formed the new Board of Directors. According to Interment.net, the cemetery is closed (accessed June 1, 2019). The FindAGrave website includes a list of 399 gravestones in Union Cemetery; the latest recorded grave is 2009 (accessed June 17, 2019).

Union Cemetery was one of three cemeteries in Gloucester City (List of Commercial Cemeteries in Camden County n.d.). The other two cemeteries are the Old St. Mary’s Cemetery (inactive; replaced by the New St. Mary’s Cemetery) and Cedar Grove Cemetery. All three cemeteries are located within a few blocks of each other. The Cedar Grove and Old St. Mary’s cemeteries exhibit typical nineteenth-century design plans, with burial lots organized into four quadrants around a central circle (see Figure 1).

References:

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CONTINUATION SHEET

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2016 *Camden, New Jersey-Pennsylvania*. 7.5 - minute topographic map. Reston, Virginia.

CONTINUATION SHEET

Historic Sites #:

Additional Photographs:



Photograph 2: Signage at northeast corner of cemetery, showing graves and surrounding residences, looking southwest (February 2019).



Photograph 3: View along the center dirt drive of the cemetery. The drive curves to the east (left). The rear entrance gate is at the south end of the cemetery. Looking southwest (February 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 4: View showing the rear (south) entrance of the cemetery. The flat gravestone at the corner of the chain link fence is dated 1909. Looking south (February 2019).



Photograph 5: View showing the eastern side of the cemetery adjacent to the railroad tracks, looking southeast (February 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 6: View along the western side of the cemetery, showing a mix of gravestone materials, designs, and dates. The wooden fencing belongs to the adjoining properties. Looking west (February 2019).



Photograph 7: World War 1 veterans' burial section, looking southeast (February 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 8: Family grave plot enclosed with metal fencing, looking east (February 2019).



Photograph 9: Family grave plot with concrete posts and pie rails, looking east (February 2019).

CONTINUATION SHEET

Historic Sites #:



Photograph 10: Gravestone engulfed by a volunteer tree, looking east (February 2019).



Photograph 11: View of the southeast corner of the cemetery. The single tree shown is the only planted vegetation, other than the grass, in the cemetery. Looking south (February 2019).

CONTINUATION SHEET

Historic Sites #:



Figure 1: Aerial showing the location of the three cemeteries in Gloucester City, looking south. (Google Earth 2019).

Farr & Bailey Manufacturing Company
726 Kaighn Avenue, Camden
Demolished between ca. 2018



May 2014 photo of Farr & Bailey Manufacturing Company, looking south from Kaighn Avenue.



December 2018 photo of former Farr & Bailey Manufacturing Company site, looking southeast from Kaighn Avenue.



December 2018 photo of former Farr & Bailey Manufacturing Company site, looking southwest from Kaighn Avenue.