



Resource Evaluation

Date: 03/20/2017

Staff: Kathy Howe

USN Number: 04701.019392

Name: Bush Terminal Historic District

Location:

Resource Status:

1. **Determination:** Eligible
2. **Contributing:**

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns in our history.
- B. ☐ Associated with the lives of persons significant in our past.
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or poses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

Summary Statement:

See attached Federal determination of NR eligibility under Attachments tab of CRIS.

This document, substantiating the building's eligibility for state/national historic landmark status, covers the following Required Items:

- NYCECC EXEMPTION

2016 ECC Section C501.6 exempts "Historic buildings" as defined in C202

- FLOOD ZONE DESIGN CERTIFICATION

Since the structure is pre-FIRM and "historic" per Buildings Bulletin 2016-004, it is not subject to BC Appendix G

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SHPO-NY

EO. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
National Park Service

RECEIVED
APR - 2 1986
DEPUTY COMMISSIONER
HISTORIC PRESERVATION

137

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Name of property: Bush Terminal

Location: Kings County

State: NY

Request submitted by: ARMY/COE Samuel P. Tosi

Date received: 3/12/86

Additional information received:

Opinion of the State Historic Preservation Officer:

☒ Eligible

☐ Not Eligible

☐ No Response

Comments:

"D"

- NRE -

The Secretary of the Interior has determined that this property is:

☒ Eligible

Applicable criteria:

☐ Not Eligible

Comments:

36 CFR Part 62
Determination

☐ Documentation insufficient

(Please see accompanying sheet explaining additional materials required)

for Alicia Camp Jr.
Keeper of the National Register
Determined Eligible

Date: March 21, 1986

REQUEST FOR DETERMINATION OF ELIGIBILITY
(after FR Doc.77-27246)

I. Agency:

New York District, U.S. Army Corps of Engineers
26 Federal Plaza
New York, NY 10278

II. Property Name:

A. Historic Name

1. Original owner: Bush Terminal Associates
2. Significant persons:
 - Planner of property: Irving T. Bush
 - Terminal Design Consultant: E. P. Goodrich
 - Factory Loft Architect: William Higginson
 - Factory Loft Construction Contractor: Turner Construction Co.
3. Innovative or unusual characteristics:
 - First example in United States, if not in world, of large scale integration of modern tidewater piers, rail transportation, warehouses and multi-tenant factory buildings into a unified terminal under one private management firm.
4. Technical or traditional name: Bush Terminal Co. property

B. Common Name: Bush Terminal

III. Location:

The property considered eligible consists of entire blocks bounded by the following streets and avenues, with Municipal Tax numbers, in Brooklyn, Kings County, New York State (Map 3):

1. Between Second and Third Avenues from 32nd to 37th Street with the exception of the buildings fronting on Third Ave. between 36th and 37th Sts., including most of blocks 691 and 695; all of blocks 679, 683, 687;
2. Between Second and First Avenues from 39th to 41st Sts. and from 44th to 50th Sts., being blocks 706, 726, 735, 762, 771;
3. Between First Avenue and the waterfront on Upper New York Bay from 39th Street to 51st Street, including the land underwater as far as the U.S. pierhead line, being blocks 710, 715, 725.

In addition, the tracks of the Bush Terminal RR are located in adjacent portions of First and Second Avenues. Three parts of the original terminal are not included: the former team track yard bounded by Second and Third Avenues, and 28th and 29th Streets, now demolished and built over; the former team track yard between Second and Third Avenues and 31st and 32nd Streets, now paved over for a parking lot; and the former site of Pier 8, incorporated into the 39th Street Pier of the city's South Brooklyn Marine Terminal.

04701.000057

DOCUMENTATION FOR DETERMINATION OF ELIGIBILITY

FOR

BUSH TERMINAL
BROOKLYN
KINGS COUNTY, NEW YORK
Final Version

Thomas R. Flagg, Principal Investigator
Michael S. Raber, Consultant

May 1986 .

Purchase Order DACW51-85-M-1517
New York District
U.S. Army Corps of Engineers
26 Federal Plaza
New York, NY 10278

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I. INTRODUCTION

The authors conducted this study as part of the cultural resource planning for the Brooklyn 2 Reach of the New York Harbor Collection and Removal of Drift Project. The Drift Removal Project is a joint effort of federal, state, and local authorities, planned by the New York District of the Army Corps of Engineers. Previous research by Raber Associates (Raber et al. 1985) identified the Bush Terminal as a potentially significant resource, and Pier 7 at the terminal as a significant historic engineering resource for its regionally unusual construction features and its association with the terminal. The previous research did not fully address the significance of the entire terminal. The present report provides documentation for a formal determination of eligibility of the terminal as a whole for the National Register of Historic Places, and outlines recommendations for mitigative actions in the face of anticipated adverse project impacts.

Documentary and field research for this study, conducted in October and November 1985, included comparison of the present condition of Bush Terminal with its condition, during its period of fullest development, represented in historic maps and photographs.

II. FINDINGS

Bush terminal appears to be a significant historic resource, largely intact in its original completed form except for removal and deterioration of its piers and the removal of two sets of warehouses. The piers were a major component of terminal design and operations, and determined terminal location on the waterfront. The appended documentation addresses this conclusion.

Proposed project actions include the removal of all Bush Terminal piers, leaving only the solid fill centers of Piers 1 through 7. None of these piers are sufficiently intact to warrant preservation or re-use as a whole, with most in such extremely poor condition that they contribute to terminal significance only in retaining the original plan outline of the terminal waterfront. Piers 5 and 7, however, retain much of their original substructures and substantial portions of their original piersheds. They contribute to terminal significance visually as architectural remnants of the distinctive Bush Terminal waterfront, with its array of battered-sided piersheds, and as industrial archaeological components with undocumented details of original shed construction typical of Piers 1, 2, 3, 4, 5, and 7. The significance of Piers 5 and 7 rests principally in their research potential for recovery of such details.

It is unlikely that removal of these piers can be avoided. We therefore recommend site recording as a mitigative action, to preserve the significant historic information embodied in the resources.

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IV. Classification:

Bush Terminal is best classified as an industrial district planned, owned and managed as a unified commercial property, consisting of a number of buildings, structures, and sites, used for the transshipment, storage, and manufacture of all manner of capital and consumer goods.

V. Ownership:

Original owner, 1895-1965: Bush Terminal Associates

Present ownership: multiple

Principal present owners (property has been divided since 1965): Helmsley-Spear Associates (multistory factory loft buildings); City of New York Department of Ports & Terminals (piers, rail yards and tracks, and multistory warehouses); Monarch Wines and others (single story buildings between First and Second Avenues).

VI. Representation in existing surveys:

Cultural Resources Investigations in Brooklyn Reach 2: New York Harbor Collection and Removal of Drift Project (Raber et al. 1985). On file at Corps of Engineers' New York District offices.

VII. Description:

A. Original Terminal Design and Operations

Bush Terminal, as described in the Raber Associates cultural resource reconnaissance of Brooklyn Reach 2, is a 200 acre industrial complex. The historical extent of the complex is shown on Map 2 (general views in Figs. 3 and 4). A small group of buildings (6 warehouses, an office, a short pier, some tracks) was built 1895-1900. About 1902 Bush acquired some significant financing and began a massive building program (Bush 1928); by 1915 the facility was largely complete, although additional industrial loft buildings were added in the 1920s. Bush originally owned more land than is delineated in Map 2, but sold parcels to industrial firms and to the U.S. Navy without building on them himself. The Bush Terminal RR continued to serve these parcels. *

Seven deepwater piers extending out from the South Brooklyn shore into Upper New York Bay, leased to various cargo or steamship lines, were the foundation of the terminal. Their necessary location adjacent to a deep water channel determined the location and to some extent the plan of the entire terminal. Behind these piers, Bush provided a working bulkhead for handling cargoes going to and from the steamers at the piers, and to and from the harbor lighters that once handled tremendous amounts of intraport traffic within the Port of New York.

Back of the bulkhead lay more than one hundred warehouses for the temporary storage of freight from steamships, awaiting distribution. Behind the warehouses was a large railroad yard, the central sorting point for freight cars from all portions of the terminal. Bush Terminal Railroad, with its branches going into all parts of the terminal including the piers, its carfloats and tugs for interchange with the rest of the port, and its commercial integration

with all other railroads throughout the U.S. (by virtue of its being a contract terminal for all trunk lines), was the circulatory system of the terminal and the key element of its integration. It entirely removed the cost to the shipper of the haul by truck or dray to a railroad freight station. It also provided service to local non-Bush-owned properties by virtue of its public freight stations at various points around the terminal. In this capacity it helped industrialize this whole section of Brooklyn by allowing shippers in or near the terminal to send freight via any North American railroad through a local railroad company.

Behind the railroad yards were 15 multi-story industrial loft buildings providing affordable space in any amount to industrial tenants. The Bush organization, as landlord, also took responsibility for transferring all freight into the cars of the Bush Terminal Railroad. The manufacturer had only to load his goods onto or off the large capacity freight elevator serving his floor.

The terminal also provided utilities to service the entire complex: two power plants for steam, heat and light, an electrical distribution system, and all other necessary utilities. There was also space for a bank, restaurants and cafeterias, a medical center for the workers, a center for longshoremen, and, in earlier years, even a trolley running on the freight tracks to provide transportation for workers.

B. Original and Existing Components

1. Piers

Seven large piers extended from the bulkhead, near the original shoreline, out into Upper New York Bay. An eighth, much smaller pier was added by 1920 and sold in 1958. These eight piers extended to the federal pierhead line; the slips between them were dredged to 32 feet. A ninth pier, much shorter, between Piers 5 and 6, provided additional facilities for direct cargo transfers between terminal warehouses and lighters (see Figs. 3, 4, 5, and photos).

Piers 1, 2, 3, 4, and 5 (built or begun 1909, 1907, 1904, 1903, and 1903, respectively) were each 150 feet wide and between 1330 and 1351 feet long. The central concrete portion of each pier floor was on an earth fill 80 feet wide, with 35 foot wide strips of wood floor on timber and pile construction along the two sides and west end of the piers. Earth fill in center strip was retained in place by cribbing, piling, and rip-rap stone fill under the timber construction. The original timber sheet piling and side system had to be extensively repaired, on account of decay, after 12 to 15 years service; its chief advantage had been low first cost (Greene 1917: 87; Harris 1958; Raber et al. 1985).

Framework of the 1-story transit shed superstructures (about 1325x144 feet) consisted of steel trusses and steel supporting columns carried on wood piles, with a batter-sided profile. Enclosure of the superstructure including sides, ends, roof and loading doors were of wood or metal sheathing (probably entirely of wood originally, with some replacements in metal). Interior height to underside of steel trusses averaged 17 feet, and to roof peaks about 29 feet (Harris 1958).

Pier 6 originated as a solid fill, probably crib retained structure erected in the late 1880s, with a series of sheds erected by Bush beginning in 1895. Bush rebuilt Pier 6 in 1913, making it 1261 feet long by 276 feet wide, with a "tuning fork" lighter berth on the water end projecting into the pier about 100' x 225'. This pier had two decks, the upper of wood frame construction. The concrete-over-earth portion was larger than other piers, but substructure and superstructure design were generally similar to that of the other large terminal piers until extensive modifications sometime before 1965 (Bush 1928: 45; Harris 1958; Raber et al. 1985: 50)

Pier 7 originated as a solid fill, probably crib retained structure erected by 1886 and used by an oil company in which Bush's father had an interest. Bush completed the present pier in 1905 as a structure 1213 by 157 feet, with construction more or less identical to that of piers 1-5 except for a larger proportion of earth fill. The shed was the first completed of the seven Bush Terminal piersheds (Engineering Record 1905; Harris 1958).

Pier 8, a shorter timber pile structure with a timber deck, was built later than the other long piers, completed after 1914 (New Jersey Harbor Commission 1914: 52) and before 1920 (New York, New Jersey Port and Harbor Development Commission 1920: 315). It was acquired by the city in 1958 for incorporation into the 39th St. Terminal project (Harris 1958).

The Short Pier pre-dated Bush Terminal, and originated as a timber pile, timber deck structure over 950 feet long. Bush Terminal development shortened the pier twice, c1920 and 1960, adding two railroad tracks during the first shortening episode (Raber et al. 1985: 50)

The piers were still intact and functioning when the city took them over in 1971 (see Fig. 8 for 1972 aerial photo). On May 3, 1974, Piers 1-4 were leased to Northeast Marine Terminal Co., with the city agreeing to demolish the piersheds and most other pier components; while a subcontractor would fill between Piers 1-4 to create upland for parking of containers. That same year the contractor began removal of pier sheds and wooden aprons, all decks, and filling between the piers. By 1978 Piers 1-4 were out of service, with sheds removed, and some fill between the piers (see 1980 aerial mosaic, Fig. 2; also photos). This project was shut down more than once by the city's Department of Environmental Protection due to violations on the part of the fill contractor. In 1980 Northeast Marine Terminal went bankrupt and the project ceased (Army Corps of Engineers 1978; New York City Department of Ports & Terminals n.d.; personal communication, Mark Sullivan, New York City Department of Ports and Terminals).

Piers 5-7 were still in service in 1978, but went out of service shortly thereafter and have since been used primarily to tie up floating equipment. On August 23, 1981, most of Piers 5 & 6 burned in a spectacular fire. Since then, there have been frequent small fires on piers 5-7, and a fire in July 1985 demolished virtually all remnants of the Pier 6 superstructure. Piers 5 and 7 each retain portions of the eastern ends of their transit sheds, more or less in original condition, with Pier 7 having the most substantial remains with about half of the shed surviving. The Short Pier remains intact (U.S. Army Corps of Engineers 1978; Towline 1982; personal communication, Mark Sullivan, New York City Department of Ports and Terminals).

2. Warehouses

The multistory warehouses lay just back of the bulkhead, divided into six "units" (see Map 2). Units A, B, C, E, F, and G (1895-1905) each consisted of a set of three to six warehouses or "stores" separated by firewalls. Each warehouse was about 50 x 150' (some were 67 x 200') and four to 7 stories high. Some of these buildings were of mill construction, some of open joist construction, and one unit used concrete columns; all were sheathed with brick. The two southernmost buildings (numbered 57 and 58) along the waterfront (1907-1910) were single structures entirely of reinforced concrete construction, 150' square with 6 floors and basements apparently intended to serve as either factory buildings or warehouses (Harris 1958). See Figs. 4, 6, 8, 9, and photos.

The other warehouses (circa 1906) were all of one story with brick walls and either wood or concrete roofs. Most of these (nos. 23-38 and 63-117) were located east of First Ave. between 44th and 50th Sts. and were about 50 x 150'. Exceptions were Nos. 20-22 (called Unit D) which were located just back of the waterfront row, 18-19 (building labelled "w" on 41st St. on Map 2), and a few that were replaced in the 1920's by factory loft buildings (Dept. of Docks Waterfront Atlas, 1902-1903; Harris, 1958; Bush, 45; Bush Terminal Co. Drawing No. 6202 of 1966).

Buildings E and F (containing warehouses 39-50) were largely demolished 1961-62 (except for one-story remnants to be used for utility purposes) to create more upland room behind the piers. The facades of most of the other multi-storied warehouses were modified in the 1950's and 1960's with modern windows replacing shuttered arch windows. The single story warehouses remain largely in their original condition (see photos).

3. Bush Terminal Railroad

The first tracks were laid about 1896 (Bush 1928: 45). By 1902 portions of the First Avenue classification yard were in place, plus tracks to the existing piers and warehouses, a branch to the 39th St. ferry for passengers, and a transfer bridge at the end of Pier 6 (Department of Docks Waterfront Atlas 1902-1903). By 1915 the yard was 6 blocks long with a capacity of 1000 cars (see Fig. 6 and photos) By this date also Bush had moved the transfer bridges to the foot of 51st St. just south of Pier 1 (see Fig. 9), obtained franchises from the city for track in First and Second Avenues, extended sidings to all piers, warehouses and loft buildings, and established public freight stations and team track yards at 29th St., 37th St., 39th St., 48th St., 54th St. (railroad map in Harris, 1958; New York New Jersey Port Committee, 1920, p. 138; Curlett, 1947, p. 115; AREA, 1904, p. 185).

The team yard at 31st Street has been removed and paved over for parking, and the team yard at 29th Street is now a one story brick factory. Aside from these two yards, most of the trackage remains, but much of it went out of service in the 1970's. The freight house on 48th St. is abandoned. In 1971 Bush Terminal Railroad obtained permission from the Interstate Commerce Commission to abandon entirely; to retain the industrial tenants in Brooklyn the city had to acquire the railroad property (1971-1973) and turn over operation of the line to the New York Dock Railroad. The line continues to operate daily under New York Cross Harbor Railroad Terminal Corporation, successor to New York Dock in 1983 (copy of Contract for Sale of Railroad

Classification Yard, 7 August 1973, on file at New York City Dept. of Ports and Terminals; personal communication, Mark Sullivan, New York City Department of Ports & Terminals).

4. Factory Loft Buildings

Bush built Loft No. 1 (at 37th St. between Second and Third Avenues) c1904 in six stories, 600 by 75 feet, with a brick exterior in a style reminiscent of New England textile mills (see photo 19). Lofts 2-8 were built in succession up Second Avenue c1904-15, each occupying full 700 foot block lengths and 75 foot widths, except numbers 2 and 3 were shorter due to pre-existing buildings fronting Third Avenue and 75' width. This series of lofts was of reinforced concrete construction, designed for maximum window space (see photos) and excellent access to rail sidings in the courtyards between buildings (see Fig. 7; photos; Appendix). Lofts 9 and 10 were added to this row 1916-1918. Lofts 19 and 20 were built 1912 on Second Avenue between 39 and 41 Streets; Lofts 22-26 were built in the 1920s on First Ave. between the same two streets. These later buildings were shaped differently to meet site requirements, but with minor exceptions shared height, style and construction with Lofts 2-8. These buildings (with some smaller ones, for a total of 18) were acquired by Helmsley-Spear in 1965 and all remain in use in essentially original condition under the name "Industry City at Bush Terminal" (Engineering Record 1906 and 1906a; Committee on Industrial Advancement of the Brooklyn League 1914; New York Times 1984).

5. Miscellaneous Buildings

Other buildings constructed by Bush include: 3 story brick office building on the waterfront between warehouse units C and E (exterior unchanged; now rented for offices); steel water tower (between warehouse units E and F; (still standing); 1-story brick longshoremen's center (now Camelot restaurant); brick on steel framework power plant on waterfront just east of Pier 7 (see Fig. 1; now standing abandoned with machinery gone); and reinforced concrete steam plant on the south corner of 2nd Ave. and 32nd St. for the loft buildings (still in operation).

VIII. Significance:

A. Summary

Bush Terminal was more than simply a collection of industrial structures. It was the first American example of the complete integration of the commercial and industrial functions of manufacturing and warehousing with both rail and water transportation in one terminal under a unified management, becoming the largest multi-tenant industrial property in the United States. Largely intact today, it remains the largest unified non-railroad terminal ever built in the Port of New York, and retains a rare survival of an isolated urban freight railroad served only by transfer bridge.

The terminal began as the dream of one man, Irving T. Bush, who started with some undeveloped and partially developed waterfront property in 1895 and made the terminal fully functional in every aspect by about 1915. The terminal piers were the foundation of the terminal concept in Bush's mind; since boyhood he had been fascinated by ships and dreamed of providing a better system for handling their cargoes than the existing pier facilities of the Pot

of New York (Bush 1928: 10-12). His piers were far longer and wider than most previous piers in the harbor, with wider slips between them for better handling of lighters offside ships. Built for the most part on solid fill rather than on piles, as was more typical in this port by the late 19th century, they were capable of carrying very heavy loads. These piers were an extremely unusual combination in the port of traditional (battered sides, wooden siding, excessively narrow aprons) and innovative (steel framing, continuous cargo doors) design elements, oriented toward cheap initial first costs and maximum efficiency in cargo handling (great width and railroad connections on the piers). But the better piers themselves were not what made Bush Terminal an innovation; rather it was the way these piers articulated with the rest of the "elements of commerce."

Bush's idea here was to provide enterprises of all sizes and types with the kind of facility normally affordable only to the largest, wealthiest concerns: clean, well-lit space with modern utilities and large freight elevators in modern buildings, with a private rail siding at the door served by all railroads equally, with all modern utilities, piers nearby, and plenty of space available for expansion in the same complex. Bush compared his terminal to a modern apartment house giving every tenant the comfort and service enjoyed by the man who owned a mansion (Bush 1928: 78-79). Actually, even the largest companies rarely enjoyed all these benefits, and for the small concerns who typically rented Manhattan loft space, Bush Terminal was indeed a major business innovation.

A single unified management oversaw the entire complex, dedicated to the welfare of business concerns of all sizes, equally proud of housing large concerns whose names were household words and small businesses just beginning. It was also dedicated to the welfare of the workers at Bush Terminal, if only because (as Bush frankly stated) on their welfare and morale depended the prosperity of the businesses.

This management not only provided space, transportation, utilities and social services, but also extensive commercial services for remote businesses. It accepted shipments of goods of all kinds from such businesses and undertook to warehouse such goods, releasing them to whatever consignee the owner might designate. Thus a producer could keep "spot stock" at Bush Terminal and not have to open a branch in the New York Region at all. Bush Terminal would also undertake to display samples of the goods to buyers in showrooms it owned in Manhattan, and divide, repack, label, and itself deliver such goods, anywhere in the region or to foreign countries, and arrange for insurance (Bush 1917; Chase 1931: 262). This range of complete services had probably never before been offered by one management.

Bush Terminal became the spark for the development of much of the South Brooklyn waterfront south of 29th Street between 1908 and 1925, by both the city and private developers (Staniford and Guise 1912; Raber et al. 1985) and with its worker population of 30,000 was an extremely important source of employment for the recent Italian and Scandinavian immigrants settling in the upland behind the waterfront. Industrial properties flourished beyond the property lines of Bush Terminal, owned and used by other companies but served by the Bush Terminal Railroad.

Transportation experts of the time hailed the Bush Terminal as a significant advance. Consulting engineer B.F. Cresson called it "probably the finest

example of terminal development on the Atlantic Coast, if not anywhere in the world" (New Jersey Harbor Commission 1914: 52). The successful building and operation of this integrated terminal led to Bush's recognition as a leading expert on terminal facilities in the nation's harbors; he was consulted by many municipalities and also by the military. He directly inspired the construction and design of the Brooklyn Army Terminal just to the south, and another integrated commercial terminal in Bayonne, N.J., that was converted into the Bayonne Naval Base shortly after it opened in 1940; even today it is one of the busiest military ocean freight terminals in the world. Bush's multi-tenant loft buildings, with rail and pier access, were emulated at other portions of the New York waterfront -- in Brooklyn, by the New York Dock Co., the Jay Street Connecting Railroad, and the Brooklyn Eastern District RR--on Manhattan, by the Lehigh Valley RR in the architecturally distinguished Starrett-Lehigh Building -- and at other harbors as well, but none of these matched the original Bush Terminal in size or in its full integration of the elements of commerce under one management.

In addition to the relatively undocumented engineering significance of the piers, Bush's warehouses and factory loft buildings are a significant collection of commercial structures, reflecting several periods of design and innovation. The brick warehouses are direct descendants of "stores" built in Brooklyn and elsewhere in the port between 1840 and 1880, but the 6-story reinforced concrete loft (factory) buildings begun in 1904 attracted attention at the time for their design and rapid construction. Lofts 2-8, completed by 1914, emphasized simple but effective ornament, large window space made possible by reinforced concrete, and fireproof construction (Engineering Record 1906, reproduced as Appendix 2; see photos). By 1930, eight other loft buildings were completed employing similar construction, style, and height. These factory lofts remain essentially unchanged and form a striking and harmonious grouping, whether seen from the water or from the Gowanus Expressway over Third Avenue.

B. Period and Area of Significance: 1895-1915; commerce

C. Additional Facts not stated above

1-2. Not applicable or appropriate

3. Districts

a-e. Stated above

f. Intrusions: None within district boundaries

g. Boundaries:

The boundaries shown on the attached U.S.G.S. quadrangle sheet include all parts of the original terminal except the demolished team track yards and the site of former Pier 8. Public streets are included where they contain tracks of the Bush Terminal RR.

h. Archaeological significance:

The solid fill of the piers represents two or three construction programs, beginning in the 1880s, and may contain undocumented information on the types and sources of such material. Available data suggest dredged silts, demolition debris, coal ash and local urban refuse as likely materials, but fill composition, distribution, stratigraphy, and probable source remain unexplored for all the Bush Terminal piers (Raber et al. 1985: 33).

04701.000057

4. Not applicable

D. National Register Criteria

1-2. Not applicable

3. Districts

a-g. Stated above

h. Research value and integrity:

The integrity of district upland structures is generally good to excellent, with the most obvious modifications being limited to multi-story warehouse facades. Very few upland structures have been demolished. The waterfront is in poor condition, with only parts of two piers, 5 and 7, retaining parts of original sheds. Despite its condition, the waterfront contributes to district significance by retaining the original terminal plan with a visual indication of the integrated piers, warehouses, and lofts, and by retaining significant undocumented information. Pier substructures are relatively well documented in published accounts (e.g., Greene 1917; Goodrich 1904), but may have undocumented details of both original construction and repeated modifications made necessary by the low-cost initial design. More important, the terminal piersheds are poorly documented except for framing details (Engineering Record 1905), and Piers 5 and 7 retain shore end offices, continuous arrays of wood doors, and roof coverings. As noted above, the piers have historic waterfront engineering significance in addition to their simple location on the Bush Terminal waterfront.

IX. Bibliography

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 Vol. 53: 36-39. (reproduced in Appendix)
 1906a Erection of a reinforced concrete factory for the Bush
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1978 As above, revised.

X. Geographical Data

Map 1 locates the district within its broader geographic context.

Topographic map: U.S.G.S. 7.5 min., Jersey City quadrangle

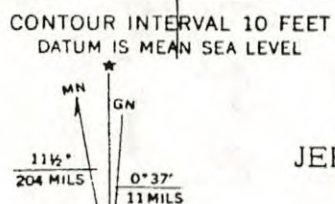
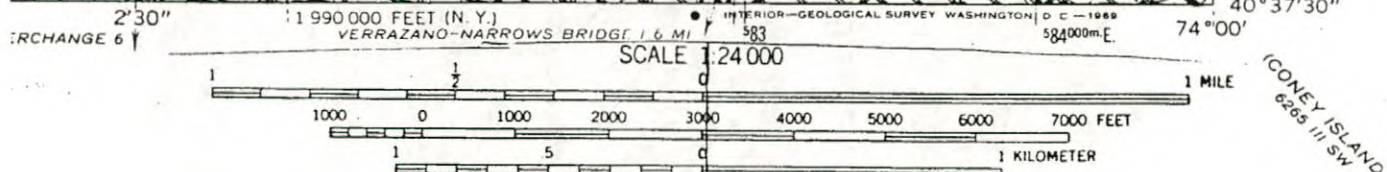
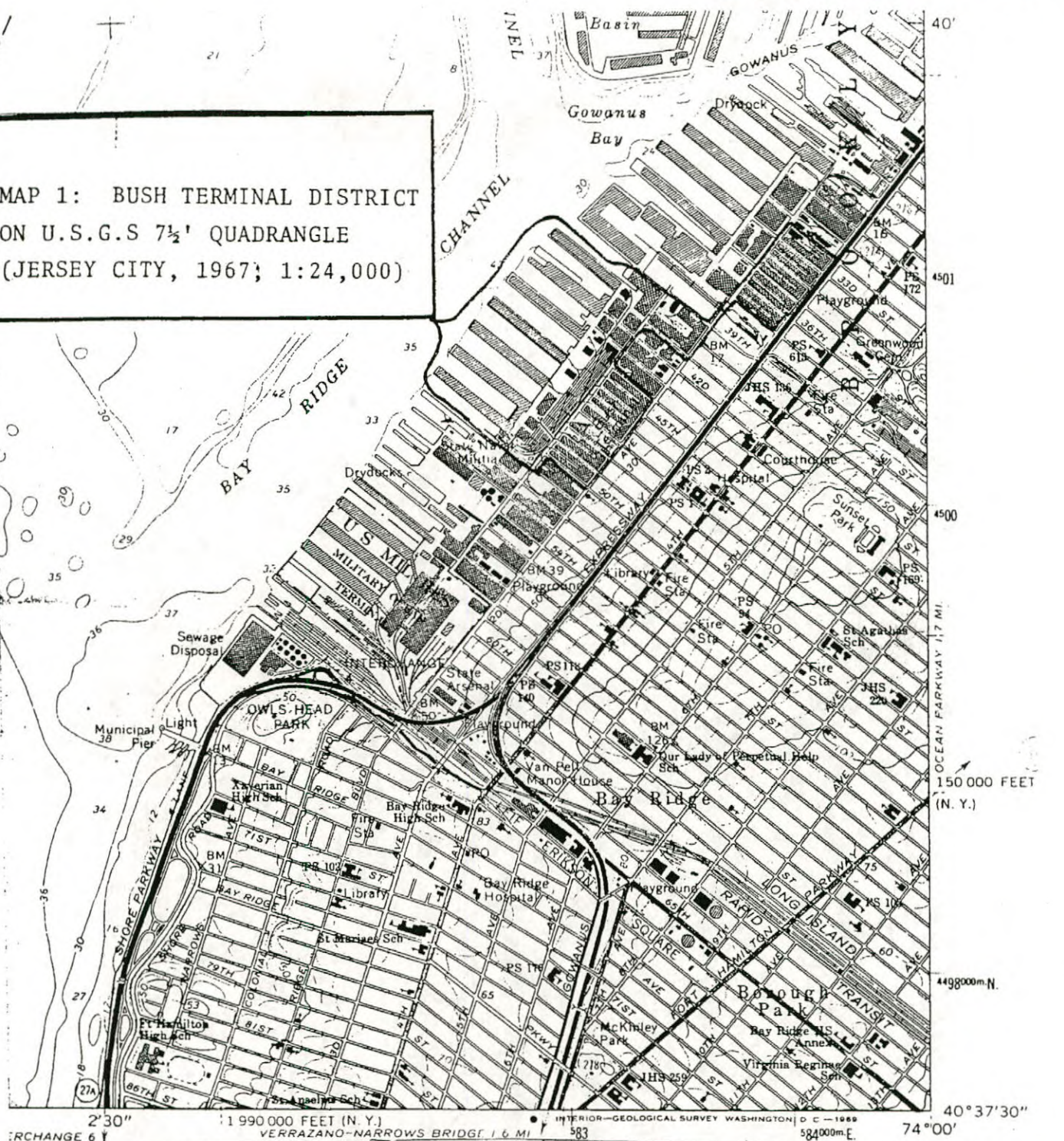
Map 2 is a sketch map of Bush Terminal at maximum extent, 1942; based on U.S. Army Corps of Engineers Port Series 1942. Boundaries shown are those of Bush Terminal Co. property at that date.

Map 3 is a sketch map of Bush Terminal as it exists at present, based on same base map as Map 2 but with corrections to 1985. Shows boundaries of district recommended herein for eligibility.

Acreage: approx. 200 acres. For verbal description of boundaries, see VII. A.

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MAP 1: BUSH TERMINAL DISTRICT
ON U.S.G.S 7½' QUADRANGLE
(JERSEY CITY, 1967; 1:24,000)



JERSEY CITY, N. J. — N. Y.
N4037.5—W7400/7.5

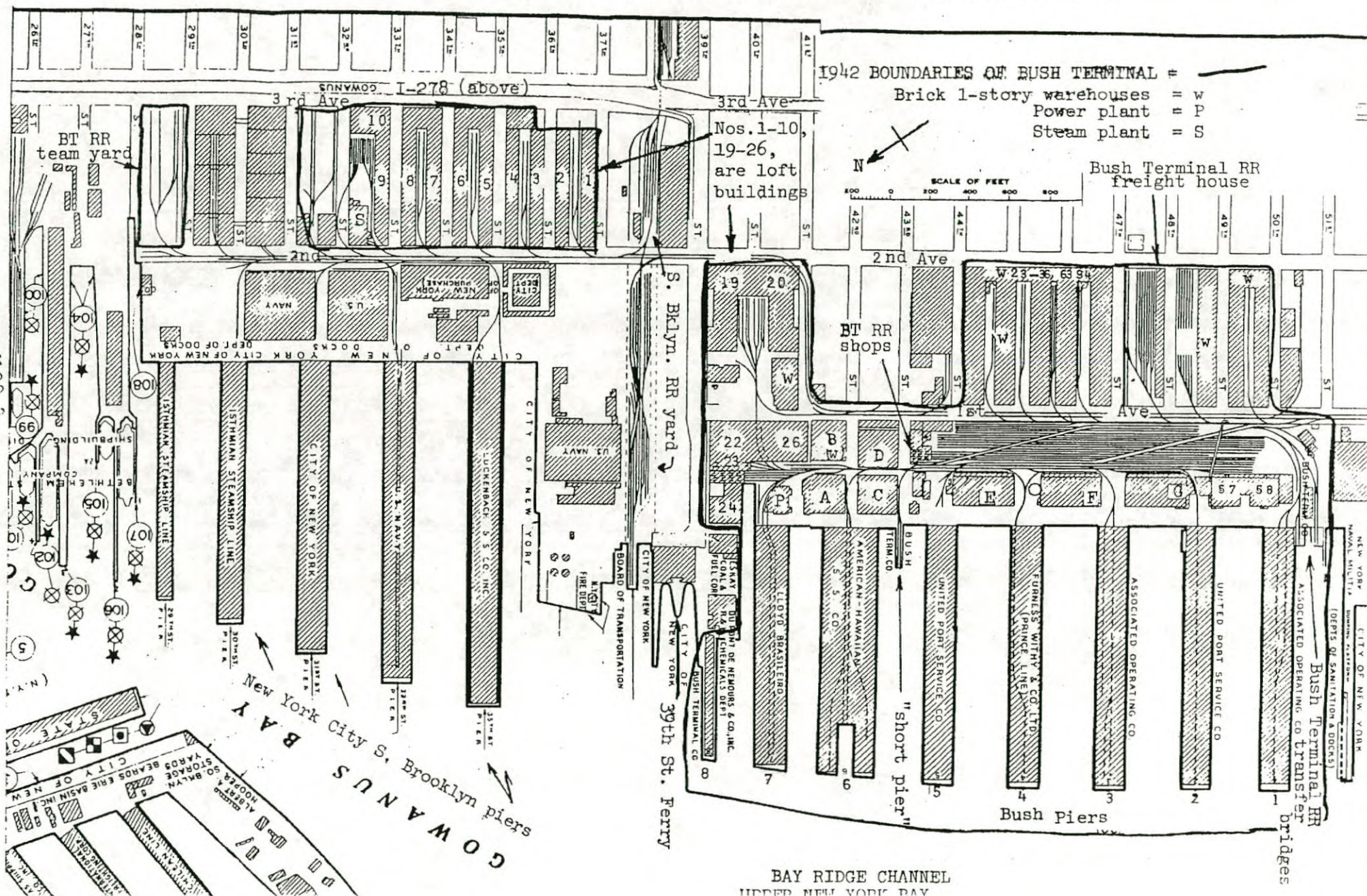
1967

AMS 6165 II NE—SERIES V822

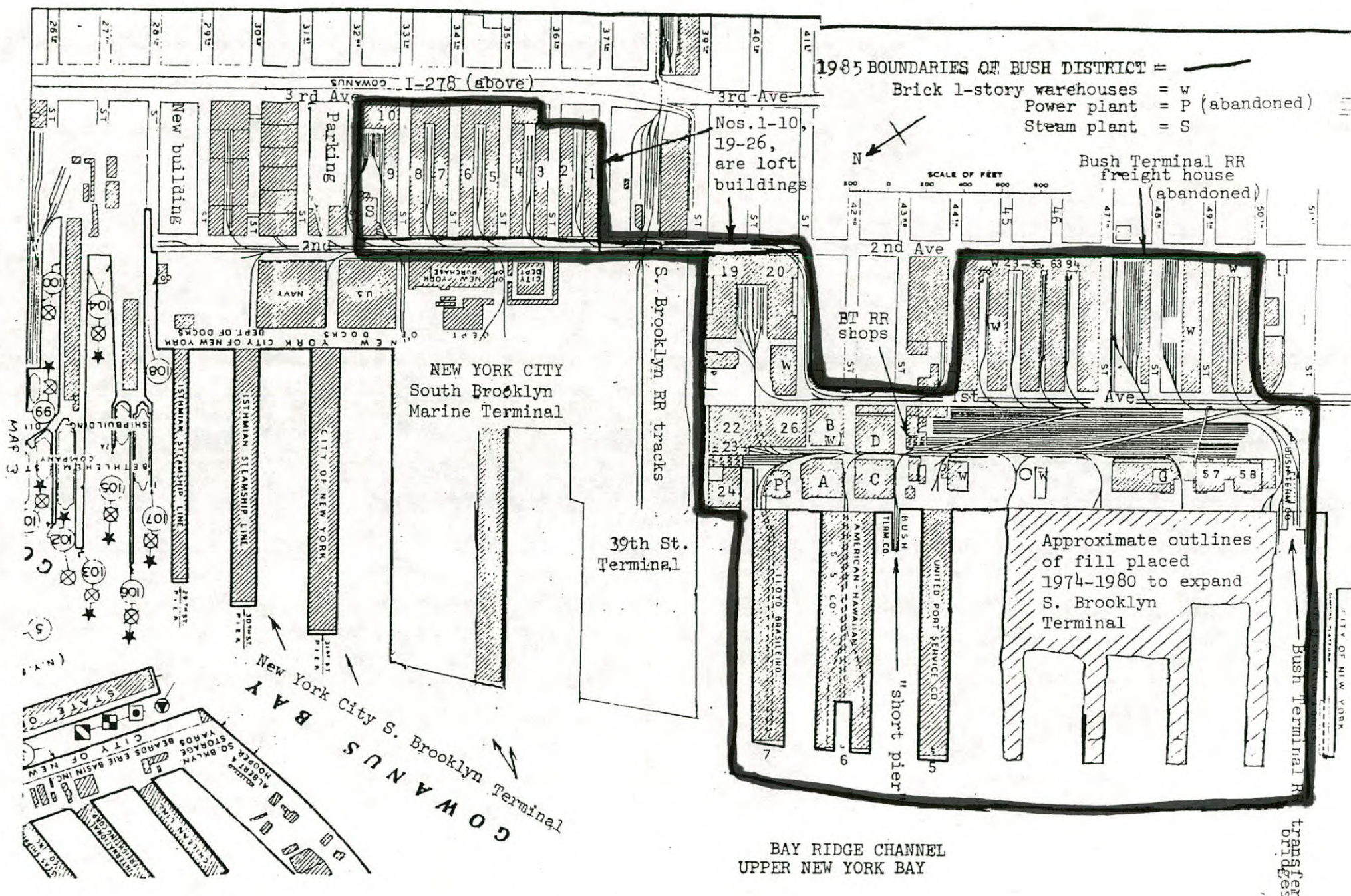
UTM GRID AND 1967 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

MAP 1

3000



MAP 3: BUSH TERMINAL DISTRICT NOW (1985)



04701.000057

XI. Photographs

A. Historical photographs (labelled as figures).

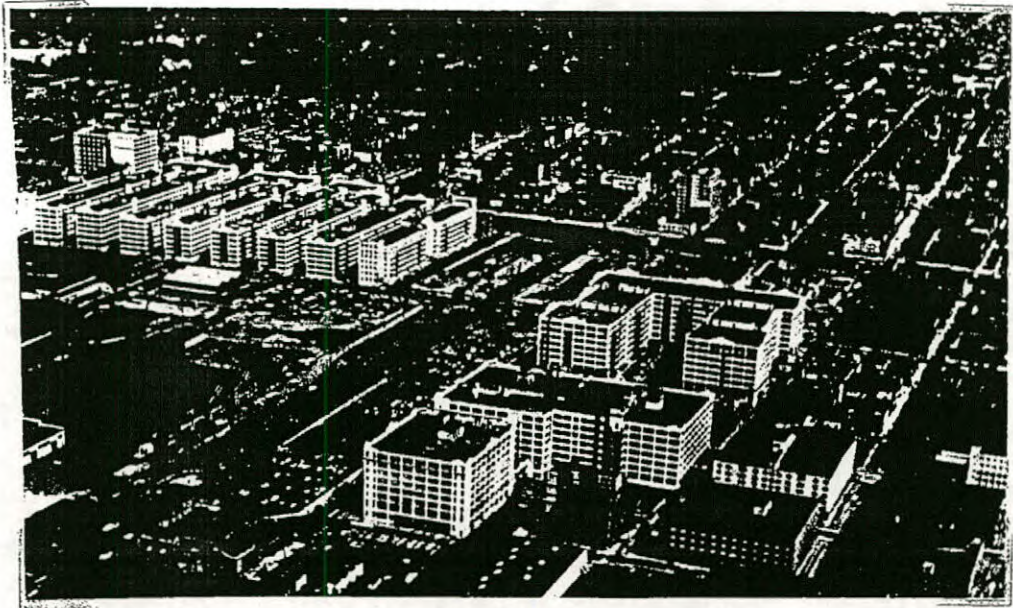


Fig. 1: Portion of Bush terminal (comprising chiefly the factory loft buildings) acquired by Helmsley-Spear Associates. Exceptions are part of Pier 7 at lower center and Bush Terminal power plant just beyond. Aerial photo taken c1950-1955.

FIGS. 2-9 ARE ON SUCCEEDING PAGES:

Fig. 2: Aerial mosaic (composite of several vertical aerial photographs) assembled by New York City Dept. of Ports and Terminals c1980 and copied for this report from a large print in their possession.

Fig. 3: General aerial view showing Bush Terminal in its setting in 1958 (from Harris 1958).

Fig. 4: Aerial showing piers and upland structures of Bush Terminal and surrounding area in 1958 (from Harris 1958).

Figs. 5, 6, 7: views of Bush Terminal made in late 1912 or 1913 (from Committee on Industrial Advancement of the Brooklyn League, 1914).

Figs. 8-9: Aerial photos made March 1972 (collection of Thomas Flagg). See captions.

XII. Individuals compiling documentation

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