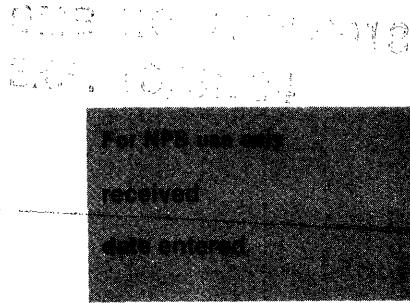


United States Department of the Interior  
National Park Service

# National Register of Historic Places Inventory—Nomination Form



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9. S-446:

Property Name: MILFORD RAILROAD STATION

Location & Verbal Description:

The Milford Railroad Station is located along the railroad tracks on the west end of town and at Lakeview Avenue between Jefferson Avenue and Maple Avenue, just south of Lakeview Avenue. The nomination covers only the building.

Owner:

CONRAIL, c/o A. R. Di Arcuzo, Property Tax Dept., P.O. Box 8499, Phila., PA 19101 (obtained 12/9/81 at Sussex County Board of Assessments).

Property Description:

The railroad station is a brick, 1-story, 5-bay building with a hip roof and extended overhangs. The roof is pierced with metal flue pipes. The fenestration is six-over-six sash windows with fanlights set under the relieving arches. The entrance carries the same form, except there is a flat brick arch between the upper edge and the fanlight of brick. A baggage door is located on the track side. Pilasters in brick are located between each opening and on the corners. A small one-opening wing is located in the corner of the south side. Some of the windows have been partially bricked-in or boarded-over. On the west end is a commemorative plaque in marble to celebrate the opening of the railroad and erection of the station.

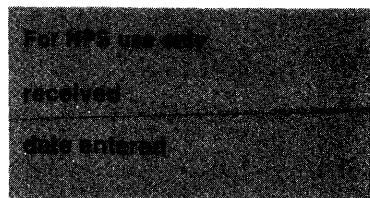
Historical Background:

The atlases published for Milford in 1859, 1868 and 1885 show the complex as it changed over time. In 1859, a turntable, engine house and dip were located on the site of the present railroad property. Beer's Atlas of 1868 shows the engine house and station on the property. The engine house has been moved from its original location. The station was built in the early 1860's, soon after the line was completed. By 1885, a freight station had been added to the property.

Photographs taken during the early years of the twentieth-century shows that the station had long shed roofs attached to its north and south sides. These covered and protected the long platforms that extended along the tracks in both directions. The platforms and coverings have been removed.

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MILFORD RAILROAD STATION CONTINUED

Photographs also show that during the steam-rail era, the station roofs extended further away from the building. The overhang was reduced slightly during the modern era, so that it would not interfere with the modern equipment used on the line.

Property Significance:

The Milford Railroad Station is eligible for inclusion in the National Register of Historic Places under Criterion A, because of its association with one of the single most significant reasons for the development of Milford as a major regional center. The railroad enabled farms to cheaply and efficiently ship their crops to market. The line also provided a means for goods to be imported into town. The increased traffic attracted new residents to the town and most of south Milford was built to accommodate their needs.

The railroad was seen as vital to Milford's economic survival in the mid-nineteenth century. The organizers included the most prominent leaders in the town. They made up the first Board of Directors and their contribution is commemorated on a marble tablet set into the side of the building. The list of members was: Governor Peter F. Causey as President, Truston P. McColley and his son, Hiram W. McColley; John Houston, Henry B. Fiddeman, Daniel Curry, Curtis S. Watson, Caleb S. Layton, William V. Coulter and Richard France.

The station is no longer used by the railroad, which is now solely a freight line, but its presence stands as testimony to the importance of the line for over one hundred years after it was built. Its present configuration is very similar to the original one, which in 1860 consisted of the building as a short platform between the track and the station. The large freight wings are a late-nineteenth-century addition, needed as freight traffic increased due to the shipping of peaches to market. The original brick fabric remains; the shape and scale have not been altered in any way, and the present station would be instantly recognizable to those who built it.

