

United States Department of the Interior
National Park Service

FEB 21 1989

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Great Meadows Railroad Station
other names/site number _____

2. Location

street & number Cemetery Road not for publication
city, town Independence Township vicinity
state New Jersey code 034 county Warren code 041 zip code 07838

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>4</u>	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	<u>4</u>	_____ objects
			_____ Total

Name of related multiple property listing: NA
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

[Signature] 02/09/89
Signature of certifying official Date

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. *[Signature]* 3/23/89
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/rail related

Current Functions (enter categories from instructions)

commerce/professional

7. Description

Architectural Classification

(enter categories from instructions)

Stick/Eastlake

Materials (enter categories from instructions)

foundation stone

walls weatherboard

roof slate

other vertical wood siding

stick-work ornament

Describe present and historic physical appearance.

Great Meadows Station is located between the villages of Vienna and Great Meadows on the abandoned line of the Lehigh and Hudson River Railway, just south of the bridge carrying U. S. Route 46 over the old railroad right-of-way. The station was established in 1882 as a passenger and freight depot on the new Lehigh and Hudson River Railroad, which traversed Warren County through the Pequest River valley. The complex consists of four well-preserved frame buildings: the Stick-style passenger depot erected in 1882, a freight house, a workmen's shanty, and a small coal shed. Parked next to the station, but not included in the nomination, is an 1880s passenger car from the Bangor and Arrostock Railroad in Maine which was acquired and brought to the site by the present owners.

Passenger Depot:

The passenger depot, the principal element of the complex, has been restored recently based on the evidence of old photographs and the identical station on the Lehigh and Hudson line at Vernon, New Jersey, and it now houses the offices of the present owners' engineering firm. Although vacant and vandalized when acquired by them in 1982, the depot had suffered few alterations other than the loss of all doors and windows and the deterioration of its roof and chimney.

The cellarless, 1-story structure is dominated by a steeply pitched roof, clip-gabled at the south end, jerkin-hipped at the north end, and broken by two cross gables, one providing the roof for a small porch at the main entry on the east elevation and the other roofing a small projection at the north end of the west side. Wide kicked eaves with exposed rafter ends encircle the building, continuing as pent roofs across the gables; they are supported by large stick brackets with curved lower edge. The slate roof features alternating bands of imbricated and regular shingles and has been patched in kind where necessary; the bull's-eye cresting on the ridges is a restoration. The ridge of the main roof is broken at the north end by a brick chimney whose corbelled drip cap has been rebuilt.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G NA

Areas of Significance (enter categories from instructions)

Architecture

Transportation

Period of Significance

1881-1939

1881-1939

Significant Dates

1882

Cultural Affiliation

NA

Significant Person

NA

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Established in 1882 as a passenger and freight depot on the new Lehigh and Hudson River Railroad, Great Meadows Station possesses local significance in the areas of transportation and architecture. As a shipping facility the station played an important role in the economic development of its neighborhood during the late 19th and early 20th centuries. The advent of rail service, in particular, enabled local farmers to turn to the production of perishable agricultural products for urban markets, most notably in Independence Township, to the growing of vegetables on the recently reclaimed and very fertile Great Meadows "muck lands." The small passenger depot, one of perhaps only two 19th-century railroad depots to have survived in Warren County, has architectural significance as a distinctive and well-preserved example of its type and is also of interest for its Stick-style design. With its notable depot and complement of simple auxiliary buildings, all of which retain their essential integrity of design and materials, Great Meadows Station clearly expresses the character of the small-scale railroad stations that were an important feature of Warren County's landscape in the late 19th/early 20th-century era.

As railroads crossed the Warren County countryside throughout the second half of the 19th century and the early 1900s, stations were established at a few dozen locations. In addition to a depot, most stations had a number of other structures such as freight houses, coal and equipment sheds, workmen's dwellings, and at some termini and junctions car barns and round houses.¹ Although the county's major stations had larger, more impressive physical plants, Great Meadows is the only one where almost the full complement of such structures has survived.²

The principal element of nearly all stations was the passenger depot. While some of the depots erected in Warren County were little more than small frame sheds, most were substantial buildings

See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

NA

10. Geographical Data

Acreage of property 2.7 acres (Washington Quad)

UTM References

A

1	8	5	0	7	7	4	0	4	5	2	4	6	2	0
Zone		Easting				Northing								

C

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

B

Zone		Easting				Northing								

D

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Dennis N. Bertland
organization Bertland Associates date January 1988
street & number P.O. Box 11 telephone (201) 689-6356
city or town Port Murray state New Jersey zip code 07865

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Township, Warren County, New Jersey

(description continued)

The walls of the depot, below the level of the roof eaves, are articulated as paneling by wide, horizontal and vertical, stick-work bands. Above the horizontal band which runs at window-sill level, the walls are covered with flush, quirk-beaded, vertical siding; below, they are clapboarded, forming a wainscoted effect. The gables also are sheathed with clapboards.

The station retains its original fenestration pattern which consists of bands of tall, narrow windows framed by the stick-work panels of the siding. The 4/4 sashes, however, are copies of the missing originals, as are the doors at the building's four entries. The inobtrusive iron grills at the windows are a modern security measure. Centered on the east or principal elevation and flanked by triple windows, the main entry has plain trim, a single-light transom, and double doors, each leaf of which is constructed of narrow, quirk-beaded boards nailed vertically to chamfered stiles and rails, creating a 2-panel effect. The east facade's secondary entry, located at the south end and balanced by a single window at the north end, has instead a blind transom and double doors whose quirk-beaded boards run diagonally in a chevron pattern. The placement and detailing of the entries on the west side of the building, which faces the train tracks, corresponds to the east front, as does the fenestration, except at the north end where the projecting bay has a continuous window band. The spandrels below these windows are ornamented with curved stick-work in a diamond pattern. The north side of the station has a triple window with matching spandrels. The south wall is blank except for three small windows tucked up under the eaves.

The depot has a three-room plan with a central waiting room flanked by a ticket/telegraph office on the north and a baggage room, accessible only from outside, to the south. In the baggage room, a built-in ladder provides access to a hatch entrance to the attic. During the building's recent renovation the west end of the baggage room was partitioned to create a small bathroom which is entered from the baggage room's west door.

Throughout the depot are found narrow-board wooden flooring and quirk-beaded sheathing on the walls and ceilings. There is a simple molded chair rail at window sill level, below which the sheathing runs vertically, forming a wainscot, and above which it is horizontal. The partition separating the waiting room and

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office is pierced by a wide opening to the west of the chimney and to the east a ticket window and doorway above which is a large metal-grilled window. The latter door has two vertical recessed panels and a frosted-glass pane. The other opening probably was fitted with double doors originally. All of the door and windows have plain trim, and the windows have reproduction brass latches of late 19th-century type. The antique pot belly stove which heats the building also is a replacement. The waiting room is lighted by two white-glass hanging lamps of a type used commonly during the first half of this century.

Site and outbuildings:

The station complex occupies an open, level site. The depot parallels the double tracks which run along the western side of the property and is set back from them about 20 feet. Although there is documentary evidence that the station had a platform, none has survived; board walks have been installed along the front and rear elevations.¹ A simple modern brick sidewalk links the front entry to a small gravel parking area. A line of telegraph poles remains in front of the station, contributing to its historical character.

The three other buildings at the station are small, frame, 1-story, gable-roofed structures of utilitarian design and late 19th-century or early 20th-century date. Immediately to the north of the passenger depot is the coal shed, which is nearly square in plan and has overhanging eaves with exposed rafter ends, vertical siding, and a gable-end entry. The freight house, now used as a garage and storehouse, stands about 50 feet south of the depot. A long, low structure constructed of circularly sawn timber, it has crude stone footings, novelty siding, asphalt roofing, and overhanging eaves with exposed rafter ends. Its principal entry, located in the south gable end, has batten double doors hung on cross garnet hinges and is surmounted by a 6-light gable window. There is a central entry with batten sliding door on both long walls; 6-light windows flank the entry on the east side. The workmen's shanty is located about 125 feet from the southwest corner of the freight house on the other side of the tracks. It has a stone foundation, board and batten siding, overhanging eaves with exposed rafter ends, a gable-end entry with a glass-and-panel door and bracketed hood, and two 2/1 sash windows on both side walls. A modern metal stove pipe protrudes from the west end of its asphalt-shingled roof. The interior of the building has been remodeled (sheet paneling, etc.) to accommodate its present use as an auxilia-

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ry office/drafting studio.

Old photographs indicate that a signal tower stood at the northwest corner of the depot and that there was another workmen's shanty across the tracks from the tower. A c. 1920s postcard suggests that there may have been several other small frame sheds to the north of the depot; there is, however, no above ground evidence of any other structures on the site.²

Notes:

¹ J. N. Shaw, Engineer, "Lehigh and Hudson River, Sketch Showing Great Meadows Station," September 20, 1920; "To the Editor of the Apollo," April 14, 1884, Belvidere Apollo, April 18, 1884.

² Ed Crist and John Krause, Lehigh and Hudson River, Volume I: The West End, Newton, NJ: Carstens Publications, Inc., 1986, p.21; Bob Pennisi, The Northeast Railroad Scene, Vol. 2: The Lehigh and Hudson River, Flanders, NJ: Railroad Avenue Enterprises, 1977, p. 29; "R. R. Station, Great Meadows, N. J." (c. 1920s postcard).

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(Significance continued)

(though still modest in comparison with major urban stations of the period) with more than one room and some architectural pretensions. These depots typically had a waiting room, baggage room, ticket office, and perhaps other small offices or store rooms, especially in those with an upper story. Although some were two or even 3-story structures resembling domestic or commercial buildings in form and scale, most were one or 1 1/2-story structures with prominent pitched roofs whose broad, usually bracketed eaves provided shelter for waiting passengers.³ The Great Meadows depot exemplifies the latter type. Its Stick-style design, however, is more unusual; judging from photographs, most of the Warren County's 19th-century depots exhibited Carpenter Gothic and/or Italianate detailing.⁴ While not common in Warren County, the Stick style was a popular late Victorian mode. It influenced the designers of a number of late 19th-century railroad stations in New Jersey and was adopted by the Lehigh and Hudson for at least one other station on its line, Great Meadows' much-altered twin at Vernon, New Jersey.⁵ Both stations no doubt were designed by an architect whose name unfortunately remains unknown, but whose design has a picturesque quality, captured by Ranulph Bye in his watercolors of the Great Meadows depot now in the collection of the Smithsonian Institution, that is evocative of America's rural railroad stations.⁶

The Lehigh and Hudson River Railroad was founded in 1880 upon receipt of a charter from the New Jersey legislature to build a railroad in the Pequest River valley between Belvidere, the county seat, and Great Meadows. Construction began in March 1881 along the course of the Pequest and Walkill Railroad which had been chartered in 1869 to build a railroad from Belvidere to the New York state line. The two companies merged as the Lehigh and Hudson River Railroad in May 1881, and the railroad was completed by August of the following year. Through another merger in April 1882 (with the Warwick Valley Railroad) the line was extended to Greycourt, New York. By connecting the Pennsylvania Railroad's Belvidere/Delaware Division at Belvidere to the Erie Railroad at Greycourt the railroad, renamed the Lehigh and Hudson River Railway, became an important rail link between Pennsylvania and New England.⁷

The success of the new railroad was insured in 1886 by its securing a contract from the Lehigh Coal and Navigation Company to ship anthracite coal to New England. Thereafter, the Lehigh and

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Hudson entered into a period of improvement and expansion during which ownership of the railroad passed to other larger companies, among whom Lehigh Coal and Navigation figured prominently. The railroad prospered throughout much of this century primarily as a freight hauler (passenger service steadily declined and was finally abandoned in 1939) until the 1960s and 1970s when it lost business due to the merger of the Erie with the Delaware, Lackawanna, and Western Railroad and experienced financial difficulties stemming from the bankruptcy of the Penn Central Railroad which brought it into Federal Court for relief from its own creditors in 1972. Conrail assumed control of the Lehigh and Hudson in 1976, but abandoned freight service on the line in 1982 and finally began to remove the track in 1986.⁸ After long and complicated negotiations, the Great Meadows Station property was acquired by its present owners in 1982 from the Lehigh and Hudson River Railway.⁹

The establishment of Great Meadows Station was eagerly anticipated by residents of the Pequest valley during the winter of 1882. In January the Belvidere Apollo noted in its local news column that

Vienna and Danville have lately received new impulses of life and enterprise. The shrill and quickening sound of the railroad engine now echoes through their valley. They are soon to have a new and spacious depot or station between the two places which are now less than a mile apart and it is hoped will soon be connected by growth.¹⁰

While construction evidently did not begin until the spring of 1882, the depot probably was nearing completion, if not finished, by July when a dispute between the two villages over the name of the new station erupted in the local press. That emotions ran high over the issue, which the president of the Lehigh and Hudson diplomatically resolved by selecting Great Meadows as the station's name, is apparent from letters and articles in the Belvidere paper. These accounts also indicate that local enterprises were already shipping considerable freight over the railroad and that residents well-recognized the economic importance of the new line.¹¹ In fact, within a few years Danville's citizens chose to rename their community Great Meadows.¹²

From the start Great Meadows Station provided both freight and passenger service to the neighborhood. By August 1882 daily ser-

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vice on the line included produce, mail, and passenger trains, and by August of the next year, if not earlier, a telegraph office had been installed at the depot.¹³ Local entrepreneurs lost little time in availing themselves of rail service. In December 1881, months before the station opened, Lewis Merrill unloaded 50 tons of coal at his newly established coal yard at Vienna and was nearly sold out within a few days.¹⁴ Other local businesses that made use of the railroad in the late 19th and early 20th centuries included saw and grist mills, coal and lumber yards, several small iron mines, a creamery, and two fertilizer plants which processed muck from the Great Meadows into fertilizer.¹⁵

The Great Meadows, a marshy lowland extending northward from Danville and Vienna for more than eight miles along the Pequest River, were drained at great expense in the decade before the Lehigh and Hudson River Railroad was constructed, and vegetable growers on its fertile reclaimed soils soon became the most prominent local users of the railroad's shipping facilities.¹⁶ The Belvidere Apollo noted in September 1883 that "two car loads of potatoes and onions were shipped from the Great Meadows station to Newark."¹⁷ In the 1880s and 1890s and continuing into this century, several large and successful farming operations were established in the Meadows raising fine vegetable crops, particularly celery, lettuce, and onions.¹⁸ Writing in 1911, local historian Dr. George Cummins observed that all local economic activity was centered on the Meadows which "shipped as much as \$200,000 worth of celery and onions in a single season, one half of which is shipped from the Great Meadows Station".¹⁹ As the region's roads improved in the period between the two World Wars and truck hauling became viable, vegetable growers and other local businesses became less reliant on the railroad for shipping. In later years, due to poor market conditions and labor difficulties, landowners in the Meadows turned from vegetables to sod, which they shipped entirely by truck.²⁰ Well before Conrail ended freight service on the Lehigh and Hudson, the railroad's importance to the local economy had ceased.

Notes

¹ Thomas Townsen Taber, The Delaware, Lackawanna & Western Railroad in the Nineteenth Century, 1818-1899, Muncy, PA: Thomas T. Taber, 1977, p. 110; F. W. Beers, County Atlas of Warren, New Jersey, New York: F. W. Beers & Co., 1874, pp. 34, 49, 65, & 75.

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² Bob Pennisi, The Northwestern Railroad Scene, Vol. 2: The Lehigh and Hudson River, Flanders, NJ: Railroad Avenue Enterprises, 1977, p. 29 (photograph showing removed signal tower and shanty); Ed. Crist and John Krause, Lehigh and Hudson River, Volume 1: the West End, Newton, NJ: Carstens Publications, Inc., 1986, p. 21.

³ Frank Shampanore, History and Directory of Warren County, Washington, NJ: Shampanore and Sons, 1928, p. 22G; Warren F. Lee, Down along the Old Bel-Del, A History of the Belvidere Delaware Railroad Company, A Pennsylvania Railroad Company, Albuquerque, NM: Bel-Del Enterprises, Ltd., 1987, pp. 217, 250, 255, 257, & 265; Richard E. Harpster (ed.), Historic Sites of Warren County, Belvidere, NJ: Warren County Freeholders, 1965, p. 128; and Robert Guter, A Survey of Historic Sites and Architecture of Mansfield Township, Warren County, New Jersey, Mansfield Township Environmental Commission, 1981, Site # 2116-80:7. This site, the Port Murray depot, is perhaps Warren County's only other surviving 19th-century railroad depot.

⁴ Ibid.

⁵ Down Along the Old Bel-Del, pp. 88, 100, & 113; Shelia Abrams, "Station restoration evokes railroading era," The Family Forum, July 21, 1982.

⁶ Ranulph Bye, The Vanishing Depot, Wynnwood, PA: Livingston Publishing Company, 1973, p. 44; Wendy Buehr, "Station Closed, Passengers (If Any) Use Platform," American Heritage, (February 1966), p. 33.

⁷ Crist and Krause, p. 2; George W. Cummins, History of Warren County, New York: Lewis Historical Publishing Company, 1911, p. 90; "Local Items," Belvidere Apollo, March 4, 1881 & September 9, 1882.

⁸ Crist and Krause, pp. 2 & 3.

⁹ The Family Forum, July 21, 1982.

¹⁰ "Local Items," Belvidere Apollo, January 6, 1882.

¹¹ Belvidere Apollo, February 3, 1882 & July, 14 & 21, 1882; Hackettstown Gazette, February 10, 1882.

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- ¹² Henry Charlton Beck, Tales and Towns of Northern New Jersey, New Brunswick, NJ: Rutgers University Press, 1966, p. 54.
- ¹³ Belvidere Apollo, August 8, 1882 & September 21, 1883.
- ¹⁴ Ibid. December 21, 1881.
- ¹⁵ Evelyn Engeman Johnson (ed.), Background of the Township of Independence, Warren County, New Jersey, Historical Publication Committee, 1976, pp. 58, 60, & 65.
- ¹⁶ Ibid. pp. 58, 63, & 64.
- ¹⁷ Belvidere Apollo, August 11, 1882.
- ¹⁸ Johnson, pp. 58 & 64.
- ¹⁹ Cummins, pp. 180-81.
- ²⁰ S. Kip Farrington, Jr., Railroads of the Hour, New York: Coward-McCann, Inc., 1958, pp. 70-71; Johnson, p. 65; Interview with Mrs. Pryslak of Pryslak Sod Farms, February 5, 1988.

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- Harpster, Richard E. (ed.). Historic Sites of Warren County. Belvidere, NJ: Warren Co. Board of Chosen Freeholders, 1965.
- Honeyman, A. Van Doren (ed.). Northwestern New Jersey: A History of Somerset, Morris, Hunterdon and Warren Counties. 5 vols. New York: Lewis Historical Publishing Company, 1927.
- Johnson, Evelyn Engemann (Chair Person). Background of the Township of Independence, Warren County, New Jersey. Historical Publication Committee, 1976.
- Kulp, Randolph L. Railroads in the Lehigh Valley. Allentown, PA: National Railway Historical Society, Lehigh Valley Chapter, 1962.
- Lee, Warren F. Down Along the Old Bel-Del, A History of the Belvidere Delaware Railroad Company, A Pennsylvania Railroad Company. Albuquerque, NM: Bel-Del Enterprises, Ltd., 1987

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Lefferets, H. Leedom and David R. Peifer. Northwestern New Jersey: An Inventory and History of Historic Engineering and Industry. U. S. Department of the Interior, Heritage, Conservation and Recreation Service, Office of Archaeology and Historic Preservation, Historic American Engineering Record, 1979.

Pennisi, Bob. The Northeast Railroad Scene, Vol. 2: The Lehigh & Hudson River. Flanders, NJ: Railroad Ave. Enterprises, 1977.

Shampanore, Frank. History and Directory of Warren County. Washington, NJ: Shampanore and Sons, 1928.

Snell, James P. (ed.) History of Sussex and Warren Counties, New Jersey. Philadelphia: Everts & Peck, 1881.

Taber, Thomas Townsen. The Delaware, Lackawanna & Western Railroad in the Nineteenth Century, 1818-1899. Muncy, PA: Thomas T. Taber, 1977,

Iconographic Sources:

Museum of History and Technology, Smithsonian Institution, Wash. DC. "Great Meadows Railroad Station." paintings by Ranulph Bye in collection of Division of Mechanical and Civil Engineering.

"R. R. Station, Great Meadows, N. J." c. 1920s postcard.

Manuscripts:

Lehigh and Hudson River Railway Company
Corporate files.

Maps and Atlases:

Beers, F. W. County Atlas of Warren, New Jersey. New York: F. W. Beers & Company, 1874.

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American Heritage, (February 1966).

Belvidere Apollo. Belvidere, NJ.

The Family Forum. Hackettstown, NJ.

Hackettstown Gazette. Hackettstown, NJ.

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Boundary Description:

Located in Independence Township, the nominated property includes three lots (block 50/ lot 4 and two adjoining parcels without a lot number which are designated as "second class" property) and part of a fourth lot (block 50/ lot 2). The boundary of the nominated property is shown as the heavy line on the accompanying map entitled "Great Meadows Station Boundary Map."

Boundary Justification:

With one small exception the boundary of the nominated property conforms to the legally recorded lot lines of the property sold by Conrail to the present owners of Great Meadows Station in 1982. The exception is the southern boundary of the nominated property which follows a line of convenience across block 50/ lot 2 (the actual track right-of-way) to exclude the remainder of that lot which stretches for nearly a half mile to the south.

HAER INVENTORY

1. SITE I.D. NO.

2. INDUSTRIAL CLASSIFICATION
TRANS: R.R.: STRUCTURE

3. PRIORITY
 1

4. DANGER OF DEMOLITION? (SPECIFY THREAT)
 YES NO UNKNOWN

5. DATE
 1883

6. GOVT SOURCE OF THREAT

7. OWNER/ADMIN
 Conrail

8. NAME(S) OF STRUCTURE
 Great Meadows Railroad Station

9. OWNER'S ADDRESS
 PHILA. PA.

10. STATE COUNTY CITY/VICINITY
 NJ Warren Great Meadows

11. SITE ADDRESS (STREET & NO.)
 Cemetery Road

12. EXISTING SURVEYS
 NHR NHHL CONG HAER-I COUNTY LOCAL CL6 OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)
 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE EASTING NORTHING SIGN SCALE
 18 507740 4524620

15. CONDITION
 EXCELLENT 71 GOOD 72 FAIR 73 DETERIORATED 74 RUINS 75 UNEXPOSED 76 ALTERED 82 DESTROYED 85 DEMOLISHED

16. INVENTORIED BY
 Jefferts and Peifer

17. AFFILIATION
 Drew University/HAER N.W.N.J. Inventory DATE 1978

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.
 The Great Meadows station was built in 1883 as part of the Lehigh and Hudson River R.R. at a cost of \$3,000. It served as a passenger depot until 1939 when passenger service was abandoned on the Lehigh and Hudson River Railroad. Today the station is abandoned. It is a frame structure with octagon slate roof shingles. The siding is a combination of clapboard and shingles. Much of the gingerbread trim remains intact as well as some of the original hardware. The eaves are supported by curved members. Dimensions are approx. 50' x 30' with a projecting entrance on the South face. The color scheme is yellow with green trim. Overall condition is deteriorated with all windows broken and some roof failure. Included in the area are a ridge roofed freight house with a clapboard siding and a small ridge roofed structure just east of the station. The building is restorable and exemplifies rural station construction of the late 19th C.

18. ORIGINAL USE
 Railroad Station

19. PRESENT USE
 Abandoned

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER
 Bye, Ranulph, The Vanishing Depot, Victorian Railroad Architecture, Livingston Publishing Co., Wynnewood, Pa., 1973
 The Great Meadows Railroad Station, painting in the Collection of Division of Mechanical and Civil Engineering History and Technology, Smithsonian Institution, Washington, D.C.

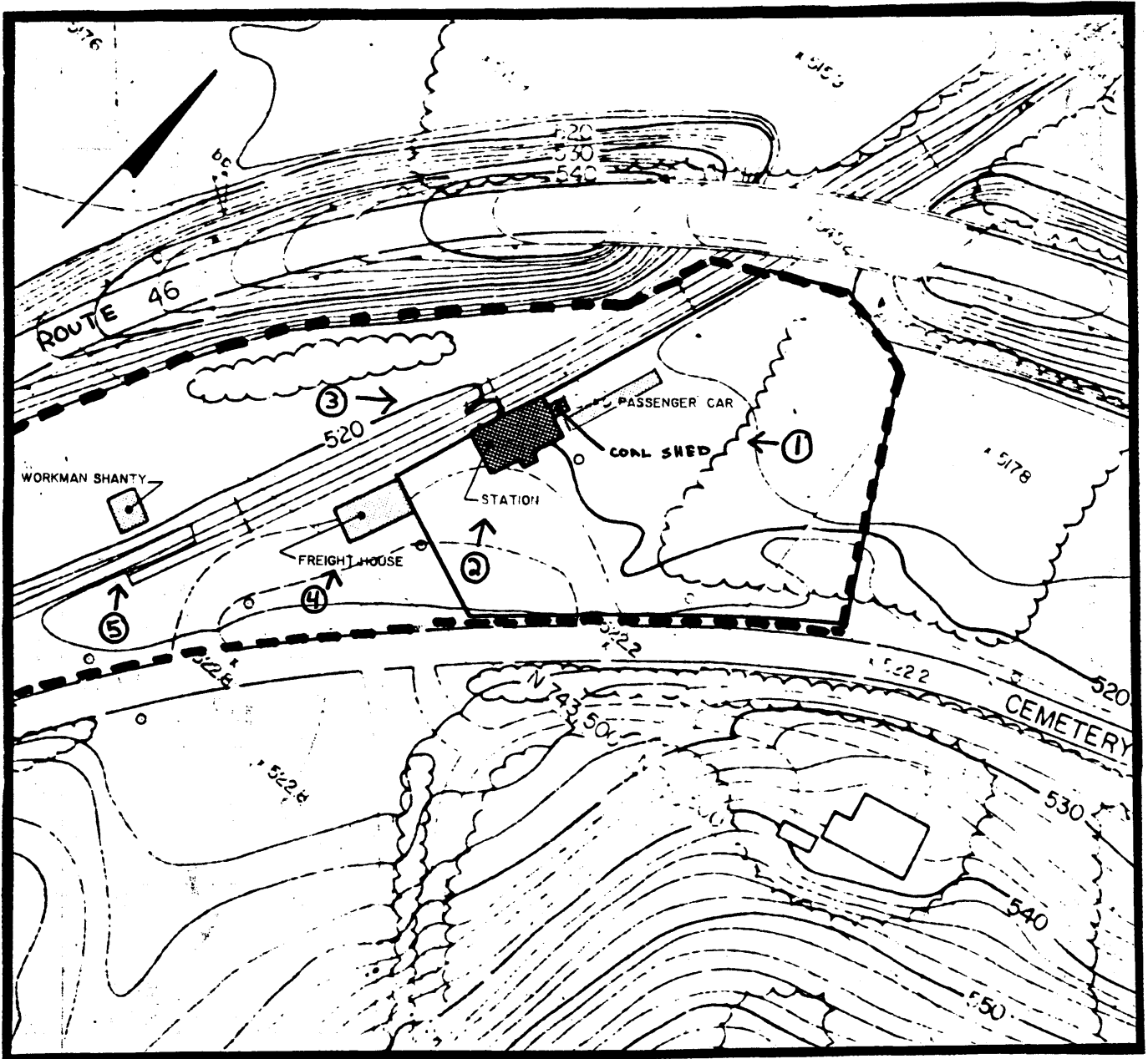
20. URBAN AREA 50,000 POP. OR MORE? YES NO

21. NPS REGION YES, LIMITED YES, UNLIMITED UNKNOWN

22. PUBLIC ACCESSIBILITY YES NO UNKNOWN

23. EDITOR INDEXER

24. LOCATED IN AN HISTORIC DISTRICT? YES NO NAME DISTRICT I.D. NO



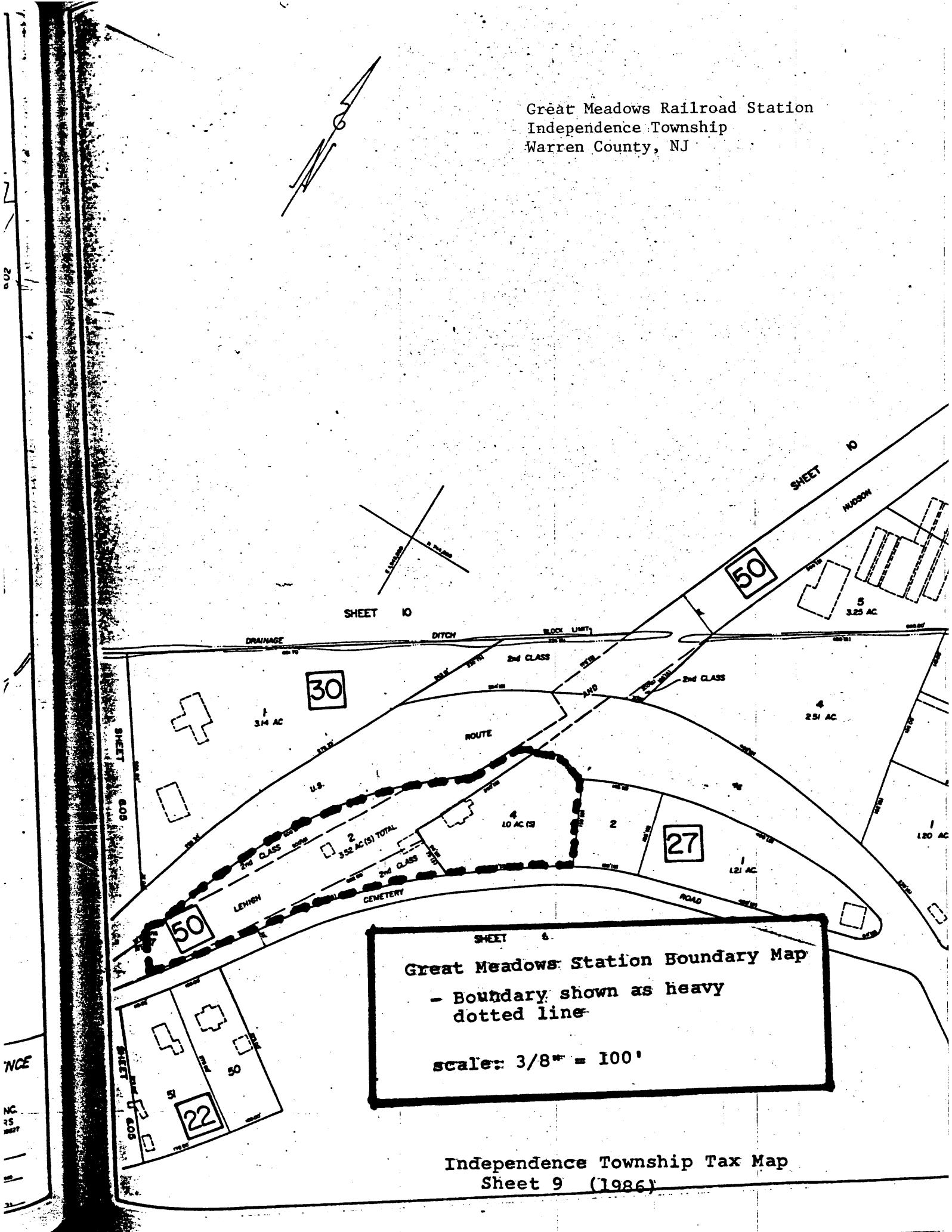
Great Meadows Station Site Map

- buildings identified.
- boundary shown as dotted line.
- photograph direction of view indicated by photo # and arrow.

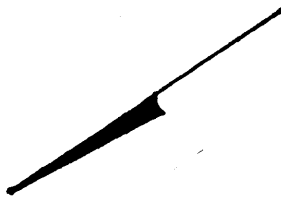
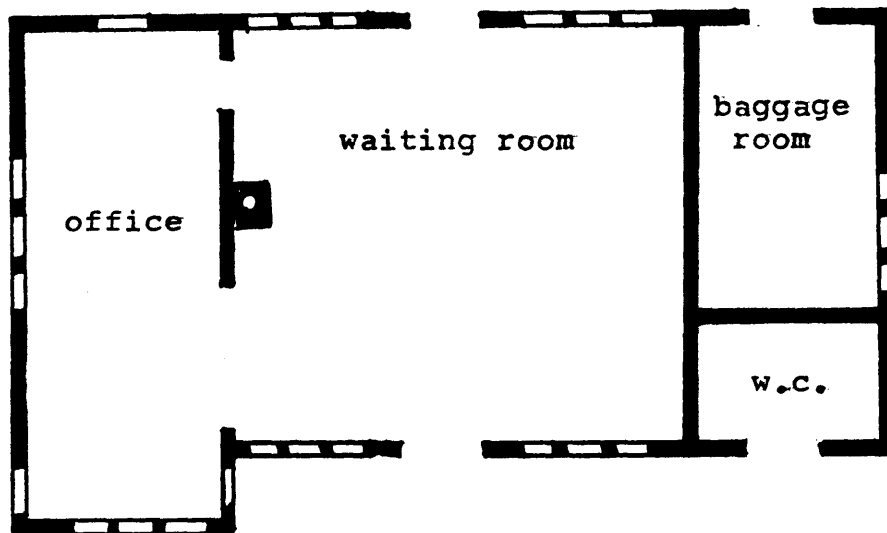
scale: 1" = 100 "

Great Meadows Railroad Station
 Independence Township
 Warren County, NJ

Great Meadows Railroad Station
Independence Township
Warren County, NJ

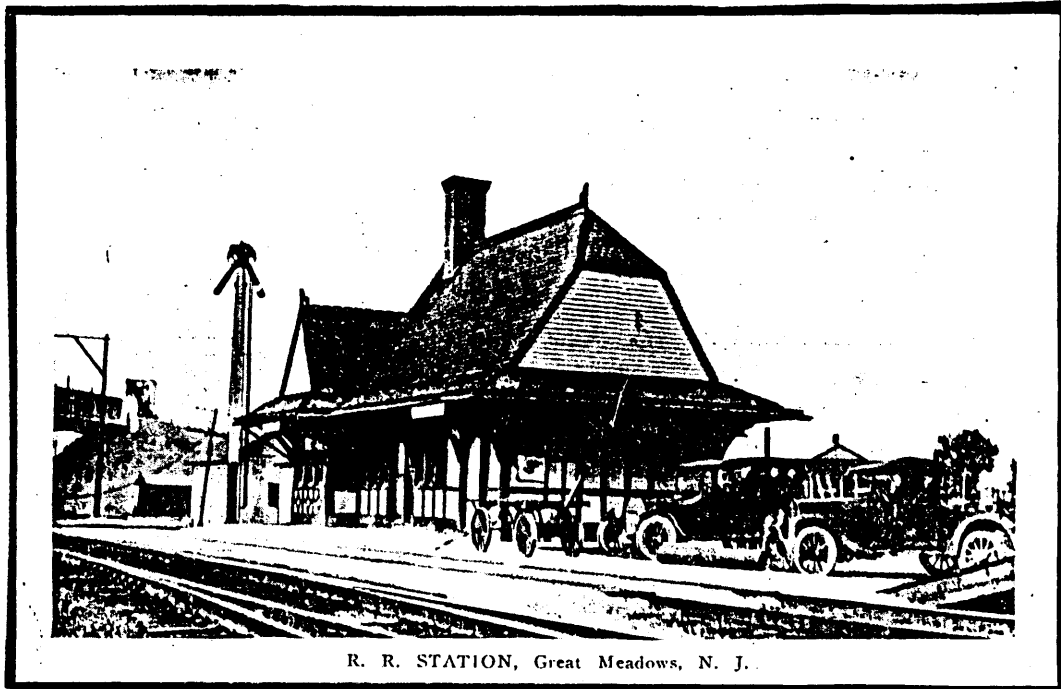


SHEET 6.
Great Meadows Station Boundary Map
- Boundary shown as heavy dotted line
scale: 3/8" = 100'



Great Meadows Station
Floor plan of passenger depot
scale: 1/8" = 1'

Great Meadows Railroad Station
Independence Township
Warren County, NJ



Great Meadows Station
Independence Township
Warren County, NJ

C. 1920s postcard view of
passenger depot looking NE