

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Boonton Historic District

AND/OR COMMON

Boonton Historic District

LOCATION

STREET & NUMBER Main, Church, Birch, Cornelia and
Cedar Streets (See Sect. 7 for Nos.)

—NOT FOR PUBLICATION

CITY, TOWN

Boonton

— VICINITY OF

CONGRESSIONAL DISTRICT

STATE

New Jersey

CODE

34

COUNTY

Morris

CODE

023

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME

Multiple (See appended list of owners and addresses)

STREET & NUMBER

CITY, TOWN

— VICINITY OF

STATE

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Hall of Records, Morris County

STREET & NUMBER

Court Street

CITY, TOWN

Morristown

STATE

New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

New Jersey Historic Sites Inventory (#'s 462.1 to 462.10)

DATE

— FEDERAL STATE — COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Office of Historic Preservation

CITY, TOWN

Trenton

STATE

New Jersey

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The proposed Boonton Historic District embraces the houses and buildings on both sides of Church Street between Main and Birch Streets, and on both sides of Cornelia Street between Birch and Cedar Streets. Actually, as may be seen from the accompanying map of the District, the Church Street group extends across Birch Street to include the Presbyterian Church, and the Cornelia Street group extends across Cedar Street to include four houses of interest; also, the Church Street group has three buildings facing other streets: one (Holmes Public Library) facing Main Street, and two facing Birch Street; the Cornelia Street group has two buildings facing, in one instance, Birch Street, and, in the other, Cedar Street.

The proposed District includes 29 houses and buildings identified on the accompanying map of the District by street and house number, and as tabulated in the following:

Main Street: 619 (Holmes Public Library)
Church Street: 110, 111, 115, 116, 118-120, 121-123, 124, 126, 127, 130 and 135
Birch Street: 606-608, 513 and 415
Cornelia Street: 211, 215, 219, 222, 223, 224, 228, 233, 234, 302, 314 and 317
Cedar Street: 417

Practically all of the dwellings in the District have undergone some degree of renovation, or have had additions and alterations that reflect the changing needs or tastes of the families who lived in them.

In a half-dozen instances the alterations were sufficient to obscure the original appearance, but in most instances, the alterations were made in the 19th century.

The Knights of Columbus building at 606-608 Birch Street, the Presbyterian Church at 513 Birch Street, and St. John's Episcopal Church at 234 Cornelia Street retain today substantially the same external appearance as they did when constructed.

In brief, the subdivisions of the District corresponding to periods of development are as follows:

1. West side of Church Street, dominated by three houses built in the early 1830's by the Iron Company; includes several buildings erected somewhat later in the century by individuals.

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2. East side of Church Street. Includes six houses built in the 1840's, one built in 1851, and the Presbyterian Church (facing Birch Street), built in 1859-60.
3. Both sides of Cornelia Street, excluding a parking lot and two 20th-century houses, all on the west side. Includes nine houses built in the 1850's, one built in the 1880's, and St. John's Episcopal Church built in 1863. This group extends north of Cedar Street to include two houses, one on each side of Cornelia Street, built in the 1850's.
4. Both sides of Cornelia Street, north of the last two houses in the 1850's group. Includes two houses, one on each side of Cornelia Street, built in the period 1890-1895.

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1. Church Street -- West Side

One of the first streets running uphill from Main Street was Church Street, which in 1833, had on its west side three houses erected by the Iron Company, and on its east side only the original Presbyterian Church on the same site as the present edifice built in 1859-60. For the succeeding 12 years those were the only buildings on Church Street. The "Company Houses", as they are known today, are numbered 110, 118-120, and 130, the one at 118-120 being today, as originally, a two-family house. (see photos #1, 2, 3)

By reason of extensive additions and modifications the original designs of the houses at 110 and 130 are not apparent, but were probably the undistinguished product of the Company's carpenter-architect. This assessment seems justified by the example of the two-family house, the least modified of the Company houses, where only basic, functional needs seem to have been considered. There are traces of Greek Revival influence in some of the interiors, notably in the mantels of the house at 110.

Of the three Company houses, the one at 110 was sold in 1845 to Samuel Tibbals, an ironworker who came from Connecticut to Boonton in 1833, and who was probably the one responsible for the extensive additions. The other two Company houses were not sold to individuals until 1892.

Interspersed among the Company houses are three others built by individuals, but somewhat later. Next, uphill, to Tibbals' house, is the one at 116, which Tibbals's daughter built in 1887, and, above the two-family house is the house at 124 built in 1849 by Enoch Hammond on part of a double lot he had bought the year before. On the other part of the double lot is the one at 126 built in the 1890's by Thomas Hammond. The brothers, Enoch and Thomas, came to Boonton as children with their father, Thomas Hammond, one of the English recruits, and they too became iron workers. These three houses have few architectural distinctions, although there are evidences of the styles current when they were built.

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Still on the west side of Church Street, at its corner with the south side of Birch Street, is a double lot bought by Philip Wootton in 1852, and on which he built a house. In 1874 the house was replaced by a large 3-story concrete building, having entrances at 606 and 608 Birch Street, accommodating the New York Store on the first floor, and the residence of the proprietor, Nathaniel A. Myers, son-in-law of Philip Wootton, on the floors above. This building, now owned and occupied by the Knights of Columbus, has a Mansard roof with dormers and a large overhang, the latter supported by a continuous and sloping bracket of wood on all four sides. A shed-roof, similarly supported, appears across the Birch Street facade. All windows, except those on the first-floor front, are arched.

2. Church Street -- East Side

All the buildings on the east side of Church Street in the single block from Main Street to Birch Street were built in the 1840's, excepting only the one at the corner of Birch Street, built in 1851. The first to be built was the parsonage for the Presbyterian Church in 1844 on a large lot, in the center of the block, donated by the Iron Company. Now bearing house numbers 121-123, (photo #5) the parsonage served its purposes until the early 1860's, when it was sold to Charles A. Acton, who, in 1868, sold it to Dr. Malcolm L. Grimes. Almost certainly it was Dr. Grimes who refurbished the old parsonage, added a one-story office wing on the north side, and modernized the house at least by adding a Mansard roof and dormers with gables. Recently a second story has been added to the office wing, now part of the main 2-family house, and the exterior has been modernized by brick facing up to the second floor, new siding above, and re-arranged double entrance with porch.

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The house at 115 was the next house to be built on the east side of Church Street (photo #4). It was built in 1845 by Samuel Moore, one of the English ironworkers. The house passed into the hands of the Condit family in 1867, was occupied by members of that family until 1893, and then was rented to a succession of tenants until 1947, when it was sold to the present occupants. This is a Greek Revival house, having a standard 5-bay, broadside form. The portico (although lacking a pediment), the pilasters and sidelights, and the triangular moldings (suggesting pediments) over the windows are all part of the Greek Revival motif. Much of the detailing has the delicacy of the Federal period.

On the north (or uphill) side of the parsonage lot is a double lot bought by Eliza A. Scott in 1847 for \$72, and on which she built two houses, one at 127 and the other at 131 (Photo #5). Eliza A. was the daughter of William Scott, previous owner of the Iron Company's 200-acre tract, and builder of his mansion house (now Sarah Frances Nursing Home) in Powerville. Inheriting a considerable fortune when her father died in 1838, Eliza A. moved to Boonton in 1845, buying the home of Hezekiah B. Macy, where she lived during her 11-year sojourn in Boonton. Besides the above double lot, she invested in several other properties in the village.

The two houses at 127 and 131 were built in 1847, at which time Eliza A. Scott made the one at 127 available to the Presbyterian Church for a lecture room. The one at 131 was a dwelling which, presumably, she rented. For some six years the Church used the one at 127 for various purposes of the congregation and the Session, and the building became known as the Session House. In 1853 Miss Scott withdrew her support of the Church, and the following year sold the double lot and the two houses to Isaac V. S. Banta for \$2,600. The Session House was then leased occasionally for such public purposes as a Temperance Hall, a Music Hall and a private school. In 1857 it was leased and refitted for use of the Episcopal congregation until 1863 when St. John's Episcopal Church was built on Cornelia Street. That same year, 1863, both houses were sold to the brothers, John C. and Archibald D. Green, proprietors of a general store on Main Street: John C. residing at 127, and Archibald D. Green at 131.

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The house at 127 is an example of the gable-front Greek Revival house. The hooked gable with semicircular window, the transom light, the wide entablature and vertical corner boards are characteristic of the style. The porch, with its jigsawn balustrade and Italianate columns and capitals, was probably added in the 1850's.

The house at 131 is a symmetrical 3-bay, gable-front house having a Greek Revival doorway, with pilasters, sidelights and transom light. Additions and changes in the house were probably made during the tenure of Archibald D. Green. The roof dormers and the shingle siding, however, are much more modern. The rear 2-story wing has no cellar, and may have been part of the original house.

In 1849 Eliza Scott bought from the Iron Company two other lots on the east side of Church Street: one on the corner with Main Street, and now occupied by Holmes Public Library, at 619 Main Street; the other, adjoining the Library lot on the uphill side, occupied by the house at 111 Church Street. For those two properties Miss Scott paid \$1,400, a fairly large price to pay for vacant land. However, when she sold both lots in 1856 to James Holmes, she was paid \$5,000, which suggests that both the Library building and the house at 111 were in existence, and that Miss Scott built both, probably in 1849.

The Holmes Public Library has already been documented and placed on the National Register of Historic Places (November 30, 1972). Standing as it does at the foot of Church Street, it is, in a sense, the cornerstone of the Church Street part of the Historic District, and is therefore included within the bounds of the District.

The house at 111, acquired in 1856 by James Holmes, was no doubt a rental property and, in the late 1880's, was occupied by James Holmes' brother, Nehemiah. After James' death in 1893, the house was inherited by his daughter-in-law, Kate H. (Mrs. Nelson) Holmes, who also inherited a good share of James' sizeable fortune. It was probably Kate H. Holmes who made extensive changes in the external aspect of the house by adding across its gable front a 2-story porch with Greek columns and (on second story) flat-arched architraves; the roof of the porch had a pedimented gable decorated, as was the main gable, with delicate festoons and wreath. She sold the house in 1900 to Samuel Tucker, since which time both the upper and lower porches have been enclosed with glass, and new siding has obliterated the decorations in the gables.

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The house at 135 Church Street was built in 1851 by Hester E. Briggs. Mrs. Briggs' sister, Margaret, was the wife of the Rev. Mr. Megie, and lived three doors down the street in the parsonage until her death in 1854. Some time later, Megie married Briggs, gave up the parsonage, and moved to Mrs. Briggs' house, where he spent the remainder of his days.

The Briggs house has Greek Revival characteristics, although lacking in many of the usual decorative details. Originally it was a standard 5-bay, symmetrical, broadside structure, but the last bay on the down-hill side was destroyed by fire, and was replaced by a one-story section with an overshot roof. Inside, the kitchen was in the basement, and food was conveyed to the floor above by dumbwaiter. There are two fine examples of Greek Revival mantels, having deep entablatures on top of Doric pilasters. The sidelights and transom window are hinged, an unusual feature for that period.

On the east corner of Church and Birch Streets, at 513 Birch Street, stands the First Presbyterian Church, built in 1859-60 (photo #6). The present building replaced the original church on land donated by the Iron Company. A private group bought the old building, moved it across Church Street, named it Washington Hall, and used it for a variety of public meetings and entertainments for a period of 30 years, after which, the Church bought it back and used it for a Sunday School for many years. The old building was destroyed by fire in recent years.

In the present church building there are evidences of a combination of Greek Revival and Gothic Revival influences. The wide vertical boards at the corners (suggesting columns), the modillions under the eaves, and the low-pitched roof are in the Greek Revival tradition. On the other hand, the offset tower, with sawbuck decoration, the rose window, and the pointed windows with exaggerated hood molds reflect Gothic Revival influence.

In sum, Church Street presents interesting contrasts between its west and east sides. The Company houses on the west side were built with simple, functional needs in mind, and with an indifference to architecture that set the tone for most of the houses on that side of the street.

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The houses on the east side, built a little more than a decade later, reflect the rising prosperity of the villagers and their desire to own homes with some architectural distinctions and elegance.

3. Cornelia Street

In 1851-2, a sharp decline in the market price of nails embarrassed the New Jersey Iron Company, and caused a temporary shut-down of the works. Dudley B. Fuller, principal creditor of the Iron Company, bought the works and the properties, and a little later formed a partnership with James Couper Lord, as Fuller, Lord and Company. The market price of nails rose, and the prosperity of the works again seemed assured.

The new management, eager to continue the promotion of the residential area, opened that part of Cornelia Street above Birch Street, and offered house lots for sale. Seven lots of approximately 50-foot frontage on the east side of Cornelia Street and two on the west side were sold at once and at the same time, January 24, 1854. All but two of the buyers then built houses, some on double lots, before 1857.

In 1857 Thomas Hughes published a wall map of Boonton, showing streets, lot lines, buildings and dwellings with names of the owners. Around the borders of the map were 18 pictures, or renderings, of various buildings and private residences representing Boonton's prominent structures. Six of the 18 pictures were of the newly built houses on Cornelia Street above Birch Street. As may be seen on the map, Cornelia Street did not extend below Birch Street to Main Street, as that area was occupied by the large house lot of the Iron Company's resident manager. Not until 1874 was Cornelia Street cut through to Main Street.

One of the houses shown on the Hughes map was that of Joseph Milner. His house stood on a 100-foot square lot at the corner of Birch Street and Cornelia Street, with the house facing Birch Street at number 415. As pictured on the 1857 map, Milner's house was originally a 2-story, low-hipped roof, cube form of Greek Revival structure popular in the mid 1800's. Milner bought his double lot from the Iron Company as early as 1848, but there is evidence that he did not build on it until the 1850's. Little is known of Joseph Milner except that he was listed in 1858 as an ironroller, that he bought and sold numerous

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parcels of Boonton properties (often in partnership with various prominent people), and that he died in 1894. The addition of a west wing and a second floor to the rear wing, a change of roof line, and alterations of the facade with a bay window and enclosed porch, all believed to have been made by Milner in his later years, leave little of the houses original appearance.

On the east side of Cornelia Street, next to the Milner property, stands one of Boonton's two octagon houses: Number 211, built by Garret V. S. Rickards; the other on the west side of the street, at 224, built by Nathaniel A. Myers. (photos #7 and 8) Both Rickards and Myers had gone to Troy, New York, seeking employment during the shut-down of the Boonton works in 1852, but had been recalled the following year when the ironworks had reopened under the new management. During their trips up and down the Hudson River they were fascinated by the new and popular octagon houses built of concrete. Armed with a do-it-yourself book, Orson Squire Fowler's, A Home for All or the Gravel Wall and Octagon Mode of Building, they returned to Boonton determined to build their own octagon houses. On January 24, 1854, each bought his lot on Cornelia Street, and, presumably, during the year built his house. Both houses are pictured on the 1857 Hughes map, and have been residences ever since. In 1955, however, the Myers house was acquired by St. John's Episcopal Church for a rectory. The enduring quality of the concrete walls of these two houses is alleged to have been attained by the use of slag (from the ironworks), rather than gravel, in the concrete mix.

The exteriors of the octagon houses have Italianate features: low-pitched roofs, glazed cupolas, paired brackets, and verandas at the entrances. Inside, the floor plans are typical of those in Fowler's book. Basements were used as utility floors and included kitchens with dumbwaiters to convey food to the floor above.

Progressing up the east side of Cornelia Street from Rickards' octagon house, are the houses of Joseph Fitzpatrick at 215, of Enoch Hammond at 219, and of Thomas Hammond at 223, all built on 50-foot lots. Next to Thomas Hammond's property is the large corner lot on which George M. Ely built his house at 233. The two Hammonds' houses and that of Ely are depicted on the 1857 map; that of Fitzpatrick was not built until 1858, too late to be included on the map.

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Fitzpatrick, the Hammond brothers, and Ely all had fairly important jobs at the ironworks, and all were prominent in civic circles. Ely came to Boonton from Connecticut in the 1840's, married the daughter of Philip Wootton, superintendent of the rolling mill, and died in 1861 at the age of 36. He had gone to Washington to witness the inauguration of President Lincoln, contracted small pox and died that year. His widow continued living in the Cornelia Street house until her death some 46 years later, in 1907.

Fitzpatrick's and the Hammonds' houses have many architectural features in common: L-shaped plan, 3-bay hooked gable facade, brackets, and, in only the Hammond houses, double columns on the porches -- all in the rural Italianate, or American Bracket Style, and probably all out of a then current builders' handbook. Both Hammond houses have had some external modifications, such as the application of shingle siding, which has eliminated some of the original decorative features.

The Ely house was originally a square house of three bays on each side, with the gable end facing Cornelia Street, but with entrance and porch on the south, or down-hill side. Although not built with an ell, the house had a detached one-story dependency close by on the north side, built in the same style, and used possibly as a kitchen. In 1895, C. A. Norris, Ely's son-in-law, made considerable changes and additions that not only doubled the size of the house, but also obliterated nearly all semblances to the original structure. Although the changes reflected the then current interest in large houses with bay windows and simulated towers, they seem to have been made more with an eye to the functional needs than to architectural elegance.

Another house built in the 1850's stands at 417 Cedar Street, at the corner with the east side of Cornelia Street (photo #10). This house was built in 1857 by John M. Ryer, a retired successful businessman of New York City. Ryer's only child, Maria Caroline, was married to Nathan T. Jennings, Jr., brother-in-law of William G. Lathrop, the resident agent of the owners of the ironworks. When Jennings decided to take a job at the ironworks, Ryer, then nearly 70 years old, sold his city property and built the house in Boonton, presumably to keep the family together. Ryer died in 1866, bequeathing the Boonton property to his daughter, in whose hands and those of her family the property remained until 1906.

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The Ryer-Jennings house, with its broad center gable and Palladian window, has many Italianate, or American Bracket features discussed earlier. A porch extends across the full 5-bay front and around the east side, and is ornamented with an arched balustrade on the left section, stick work, and brackets with pendants. The French windows on the first floor probably date from the Mansard period.

The house at 302 Cornelia Street, on the north side of Cedar Street, was built about 1854 by the Iron Company as a tenement house (Photo #11). This Company house did not pass into private hands until 1891, when it was sold to William C. Salmon for \$3,500 by the executor of the J. C. Lord Estate, one of the successors of the Iron Company. Salmon is probably the one who made the small 2-story additions at the gable ends, and added the bay window and porches, the latter embellished in the Stick Style. Although there is some slim evidence of it having been originally a 2-family house, there is no clear-cut structural resemblance to the 2-family house at 118-120 Church Street, built by the Company about 20 years earlier. Apparently, the simple, practical design of the Church Street house was deemed adequate for the Company's somewhat smaller version on Cornelia Street.

St. John's Episcopal Church, at 234 Cornelia Street, was built in 1863 on a double lot donated by the Iron Company (photo #9). Organized in 1856, the congregation met for one year in the First Free Congregational Church at the corner of Main and William Streets, and for five or six years in the former Session House at 127 Church Street. In 1863 the prospects of having their own church building became a reality when the Iron Company donated both the land and \$1,000 toward the building fund, and the building committee selected the design of Richard Upjohn for the building.

At 226 Cornelia Street stands the first rectory of St. John's Episcopal Church. This building was erected in 1869 on part of the double lot donated to the Church by the Iron Company, and served its intended purposes for 86 years. In 1909, the then Rector, the Rev. Mr. H. B. Wilson opened St. John's School in this building -- a school that exists today as the Wilson School, in Mountain Lakes. In 1955, when the Church bought the octagon house next door for its rectory, the old rectory was arranged to serve as a Christian Education building.

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Built in the Mansard Style, the old rectory has Italiante features, especially in the windows and porches. The roof with its lower slope, short overhang and brackets is in keeping with the style prior to the 1870's.

Martin S. Shaw was another of those who bought lots on Cornelia Street in the 1850's. His lot was on the west side of the street, adjoining that on which N. A. Myers built his octagon house, but the lot remained vacant for 30 years before Shaw built his house at 222. The house was probably built in the mid 1880's, and certainly before 1887, as revealed by a map of Boonton for that year. Earlier the Shaws had lived in rented quarters (in 1873, in the Company house at 302 Cornelia Street). Soon after the Shaws built their house, William C. Salmon bought the Company house, and two years later brought his bride the Shaws' daughter, Nellie, to live there.

The Shaw house is a 2-story-with-attic frame house built in the Queen Ann Style, having projecting gables, baywindows, dormers, paired windows, and a pavillion-type porch with turned columns and balusters. The roof slopes are fairly steep, but flared at the eaves, with bargeboards contoured to match the flare.

4. Cornelia Street -- North of the 1850's Houses

The house at 314 Cornelia Street was built in 1893-5 for William R. Prall, a member of the fruit commodity exchange in New York City. Designed by S. B. Reed, a New York architect, the plans called for random pudding-stone rubble stonework up to the second floor. The stone work was done by John Taylor, and the carpentry work by James Sims. The house remained in the hands of the Prall family for nearly 80 years. It was sold in 1971 and has since been divided into separate apartments. In 1897, the first kindergarten in town was opened here in a single room, and for a short time in 1920 part of the premises were used for St. John's school. In 1939 Miss Marion Prall organized a nursery school which she operated in this house for two decades or more.

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Architecturally, the house reflects concurrent trends of the mid-1890's: the port-cochere, the loggia, the festooned plasterwork (now gone), the Palladian window, and the broad porch are common to the Shingle Style and the Colonial Revival; the massing is inherited from the Queen Ann period. The dominating pedimented gable of this house appeared extensively in the 1890's, and displays the craftsmanship of both carpenter and plasterer. The tower and stonework (random in this instance) suggest Romanesque influence.

Almost directly across the street from the Prall house is the Marsh house at 317 Cornelia Street. Although the Marshes were probably the first occupants of the house, they did not build it. The builder was Walter W. Riddle, a local grocer, who bought the lot in 1890 from Maria C. Jennings for \$550, built the house and mortgaged it in 1891 to cover a loan of \$3,000, then sold it in 1893 for about \$4,000.

The buyer of the house in 1893 was Lucius B. Marsh, a 75-year old successful merchant of Boston, Massachusetts. Apparently Marsh bought the house for the use of his son, William H. M. Marsh, for the latter and his family were living in the house in Boonton at least by 1895. The younger Marsh with his wife and four children had been living in New York City, where he owned and operated the Globe Print Works, then moved to Boonton and occupied the house leased to him by his father.

Lucius B. Marsh's lease to his son is a interesting document. Filed in Morris County Clerk's Office, the lease gave to William H. M. Marsh the right to occupy the premises in Boonton throughout his natural life, provided he observed and kept the following covenants: pay a yearly rental of \$5 on the first day of June, 1895, and on the same day of each succeeding year; pay all taxes, water rates and assessments of every kind, whether County, Town or State, within 10 days of the date of billing; keep the house and other buildings insured, to the benefit of the lessor, for no less than \$4,000; keep the house and other buildings in good repair, both inside and out; not assign his lease, nor sublet the whole or any part, nor make any alterations or additions without written consent of the lessor...etc., etc.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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Boonton Historic District, Morris County, NJ

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Lucius B. Marsh's lack of confidence in his son was underscored in 1900 when he gave a deed to the property to his son's wife, Marianna, and made the deed subject to the above lease. After the death of her husband in 1915, Marianna H. Marsh conveyed the property to her three daughters (her 10-year old son, William, Jr. , had died in 1897 from a fireworks accident on July 4th of that year). The Marsh daughters sold the property in 1920.

Both the Marsh and the Prall houses were built in the period 1890-1895, and both exhibit influences of the then styles of architecture. The Marsh house, being much less costly, lacks many of the architectural embellishments found in the Prall house. The structure of the Marsh house is entirely of frame, with clapboard siding, and with an un-pedimented gable front, on the left side of which emerges a 3-story, octagonal-shaped tower capped by a conical roof. Although the massing suggests Queen Ann Style, there is little else that does so, especially in ornamentation, the lack of which gives the house a stark appearance.

323 Cornelia Street, ca. 1860. 2 1/2 story frame dwelling with asbestos shingles. Appears to originally have been a 4 bay house, altered around 1910. Gable roof with cross gable; windows are 2/2 sash. Full length 1920's one story porch with round wood columns and light sawn balusters. An oriel window sets atop the northern portion of the porch.

327 Cornelia Street. Originally built between 1857 and 1876, this 2 1/2 story frame and clapboard dwelling was extensively altered in the early 20th century. L-form. Windows are 2/2 Victorian sash; projecting side bay; roof gable has scalloped shingles. Gable roof with a cross gable. Porch removed.

William G. Lathrop/Walter W. Riddle House. 331 Cornelia Street, ca. 1860, Queen Anne alterations. This 2 1/2 story, 4 bay, frame and clapboard dwelling was altered in the 1890's and now presents Queen Anne features. The earlier main unit has a rectangular form; 2/2 Victorian sash windows; gable roof with return. The alterations include a heavy projecting cross gable supported by a two bay open balcony which in turn is supported by a full facade portico with turned posts.

FHR-8-300A
(11/78)

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332 Cornelia Street, ca. 1860's. 2 1/2 story frame dwelling covered with aluminum siding. 3 bay, center entrance; 2/2 window sash; single gable end brick chimney; gable roof with cross gable. Modern front portico along first floor.

8 SIGNIFICANCE

PERIOD AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1830-1890

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The District embraces a fairly important segment of Boonton's residential area, and, within its bounds, includes compact groups of dwellings and buildings having a history that portrays the metamorphosis of a completely Company-owned village into one in which most of the inhabitants own their own homes in the 19th Century. Within the District are several distinct and fairly homogeneous groups of buildings -- the groups, in turn, representing successive decades of both historical and architectural development.

Architecture

St. John's Episcopal Church, at 234 Cornelia Street, was built in 1863 on a double lot donated by the Iron Company (photo #9). Organized in 1856, the congregation met for one year in the First Free Congregational Church at the corner of Main and William Streets, then, for five or six years, in the former Session House at 127 Church Street. In 1863 the prospects of having their own church building became a reality when the Iron Company donated both the land and \$1,000 toward the building fund, and the building committee selected the design of Richard Upjohn for the building.

Richard Upjohn, of New York City, the most distinguished ecclesiastical architect in this country in the mid-19th century, was renowned for his designs of magnificent church buildings in New York and Brooklyn, and was not above applying his talents to the designs of churches for small, rural communities. His son, Richard M. Upjohn, joined his father's firm in the 1850's, and became its head when his father died in 1878. In 1892, the Upjohn firm also provided the plans for an extension of St. John's Church for a Sunday School.

Although founder of the purer phase of Gothic Revival in America, Richard Upjohn also promoted a vernacular Gothic, later called Folk, or Carpenters' Gothic. St. John's Church in Boonton is considered to be a fine example of his contribution to rural American church architecture. The main building was originally 24 feet with a transept making it cruciform in plan.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

History of Morris County, New Jersey, W. W. Munsell & Co., NYC, 1882
 Lyon, Isaac S., Historical Discourse on Boonton, priv. pub., Newark, 1873
 Korinda, Lawrence, Profile of Boonton: an Architectural and Historical Perspective, independent senior study, Carnegie-Mellon University, 1975
 Wendt, Peter C., Jr., Boonton was an Iron Town, Boonton Historical Society, 1976

UTM NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY 8.7 acres

QUADRANGLE NAME BOONTON

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A | 1,8 | 5 | 4,9 | 9,1 | 0 | 4,5 | 2,8 | 5,0 | 0

B | 1,8 | 5 | 4,9 | 2,5 | 0 | 4,5 | 2,8 | 7,7 | 0

ZONE EASTING NORTHING
 C | 1,8 | 5 | 4,9 | 6,9 | 0 | 4,5 | 2,8 | 3,0 | 0

ZONE EASTING NORTHING
 D | 1,8 | 5 | 4,9 | 6,3 | 0 | 4,5 | 2,8 | 1,5 | 0

E | 1,8 | 5 | 4,9 | 5,3 | 0 | 4,5 | 2,8 | 2,0 | 0

F | 1,8 | 5 | 4,9 | 6,0 | 0 | 4,5 | 2,8 | 3,5 | 0

G | 1,8 | 5 | 4,9 | 6,4 | 0 | 4,5 | 2,8 | 3,3 | 0

H | 1,8 | 5 | 4,9 | 7,7 | 0 | 4,5 | 2,8 | 5,8 | 0

VERBAL BOUNDARY DESCRIPTION

see attached

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

(revisions by Terry Karschner, Office of

Alex D. Fowler, Member Historic Preservation)

ORGANIZATION

Boonton Historical Society

DATE

April 1976

STREET & NUMBER

P.O. Box 32

TELEPHONE

609-292-2028

CITY OR TOWN

Boonton

STATE

New Jersey

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL XX

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

Deputy

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

[Signature]

1-14-80

TITLE

~~Deputy~~ Deputy Commissioner

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

[Signature]
 KEEPER OF THE NATIONAL REGISTER

DATE

9-29-80

ATTEST:

DATE

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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Together with the plan itself, other features, such as pointed windows, steep gables, board-and-batten siding, plate tracery, and patterned bargeboards, are all trademarks of the Carpenters' Gothic Style. The delicacy and axial placement of the open belfry might be attributable to Richard M. Upjohn. The small triangular dormers, giving just enough light to enhance the mood inside, and the scissors trusses within are in keeping with the Upjohn Gothic motif. All in all, this church is probably Boonton's most important architectural landmark, although challenged by two octagon houses.

The octagon house is quite rare in New Jersey with less than two dozen such structures still standing in the state. Few of these are of gravel wall concrete construction as are the two facing one another on Cornelia Street in Boonton making this, perhaps, a unique American architectural streetscape.

The octagon building at 211 Cornelia was built by Garret V. S. Rickards while the one at 224 Cornelia was constructed by Nathaniel A. Myers. Both were erected between 1854 and 1857. And both Rickards and Myers had gone to Troy, New York, seeking employment during the shut-down of the Boonton works in 1852, but had been recalled the following year when the ironworks had reopened under the new management. During their trips up and down the Hudson River, they were fascinated by the new and popular Orson Squire Fowler's, A Home for All or the Gravel Wall and Octagon Mode of Building. They returned to Boonton determined to build their own octagon houses. On January 24, 1854, each bought his lot on Cronelia Street, and, presumably, during the year built his house. Both houses are pictured on the 1857 Hughes map, and have been residences ever since. In 1955, however, the Myers house was acquired by St. John's Episcopal Church for a rectory. The enduring quality of the concrete walls of these two houses is alleged to have been attained by the use of slag (from the ironworks), rather than the recommended gravel, in the concrete mix.

The exteriors of the octagon houses have Italianate features: low-pitched roofs, glazed cupolas, paired brackets, and verandas at the entrances. Inside, the floor plans are typical of those in Fowler's book.

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Although the present Town of Boonton inherited its name and some of its reputation as an iron manufacturing town from a colonial village a mile and a half downstream on Rockaway River, there was little else to connect the two. The colonial village, named Boone-Town, or Boonton, and years later known as Old Boonton, flourished in a modest way from 1747 to 1820, by which latter date its ironworking machinery had become both worn and obsolete, and its properties were disintegrating. By 1824 the route of the proposed Morris Canal had pretty well been determined to follow Rockaway River as far as Boonton Falls, then to veer east toward Montville, thus by-passing Old Boonton by a mile and a half, and dooming all efforts to revitalize the old village. (The site of Old Boonton is now covered by the waters of Jersey City Reservoir, constructed in 1903.)

As the construction of Morris Canal from Phillipsburg to Jersey City neared completion in 1829-30, the advantages of the site at Boonton Falls for an ironworks became apparent. The canal offered not only cheap transportation of raw materials to the works and of finished products from the works to the east coast, but also water power from the canal itself in its 80-foot drop in level at the great inclined plane at Boonton. To exploit the site, a group of merchants in New York City organized the New Jersey Iron Company, capitalized at \$283,000, acquired the water rights, and purchased a 200-acre tract of adjacent land, on which most of the present Town of Boonton now stands. In addition, the new Company sent agents to England to purchase ironworking machinery, and to recruit about 30 families of ironworkers as a nucleus of experts to man the new works.

The families of English ironworkers were settled along what is now Plane Street, then the only road in that rugged, hilly wilderness near Boonton Falls. At first the entire settlement was along Plane Street, where the Company had provided barracks, houses, a store, and even a school house, but, as operations got underway, there began an influx of many more workers from communities both nearby and as far away as New England, and Plane Street soon proved inadequate. Plans were made at once to extend the village uphill from Plane Street.

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The first step was made in 1830 by constructing that part of Main Street that bypassed Plane Street. The second step was the laying out of a grid system of streets uphill from Main Street, and to subdivide the blocks into suitable house lots. Early in the 1830's the Company adopted the policy of promoting individual ownership of homes, and offered house lots for sale at attractive prices (as low as \$20 for a 50-foot by 100-foot lot in 1832), but usually requiring the buyer to build a house, worth a few hundred dollars, within one year. Probably to stimulate development of the new residential area, as well as to meet pressing needs for housing, the Company itself erected several dwellings for rent or sale. Only a few individuals responded during the 1830's, and built houses in scattered parts of the village. By the 1840's, however, when the prosperity of the ironworks seemed assured, the sale of lots and the buildings of private homes began in earnest, and progressed during the ensuing 35 years, interrupted only by a temporary shut-down in 1851-2.

In 1876 the ironworks closed down suddenly and permanently, bringing disaster to many, and causing many workers to leave Boonton to seek employment elsewhere. Boonton's deep depression lasted for some five or six years until some new and diversified industries could be brought in.

Few, if any, houses were built during the depression years, but, as recovery got under way in the 1880's, new houses began to appear. Still later, a further stimulus to house construction materialized when the railroad developed commuter service, making it possible for residents of Boonton to work in New York and other east-coast cities.

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Boonton Historic District, Morris County, NJ

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BEGINNING at the intersection of Main and Church Streets proceed NNE along Church to 110 Church Street. Thence, proceed to the SW corner of 110 Church Street. Thence, proceed to the NW corner of 606-608 Birch. Thence proceed to the intersection of Birch and Church Streets. Thence, proceed N along Birch Street to the NW corner of 513 Birch Street. Thence, proceed to the SW corner of 222 Cornelia Street. Thence, proceed to the NW corner of 234 Cornelia, crossing Cedar Street to the SW corner of 302 Cornelia Street. Thence, proceed along the back property line of the properties fronting Cornelia Street to the NW corner of 314 Cornelia, and then to the NE corner. Thence, proceed along the curb of Cornelia Street to the SE corner, to the SW corner, and to the NW corner of 332 Cornelia Street. Thence, proceed to the SE corner of 331 Cornelia Street. Thence, proceed along the back property lines of those properties fronting Cornelia to the SE corner of 417 Cedar Street. Thence, proceed to the NE property line of 233 Cornelia, along the back property line of those properties fronting Cornelia to the SE corner of 415 Birch Street. Thence, proceed to the corner of Birch and Cornelia Streets. Thence, proceed to the SE corner of 222 Cornelia Street, to the NE corner of 513 Birch Street, and to Birch Street. Thence, proceed to the NE corner of 135 Church Street, and following the rear property line of the Church Street properties to the SW corner of 519 Main Street. Thence, proceed to the point of beginning.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet

Item number

Page

Boonton Historic District
Morris County
New Jersey

Boundary Justification

The boundaries of the Boonton Historic District were delineated to incorporate the small homogeneous segment of the town which reflects typical industrial workers' housing from the period of 1830 to 1890. The district was and is residential save the churches and, as a consequence, the commercial area along Main Street was excluded (It also represents a somewhat later development of the town; 1880-1920). The present Public Library on Main Street, however, was included as it was originally a private dwelling associated with the workers' housing constructed back (north) of this property further up the hill.

William Street to the east of the district has some historical structures, but the collection of buildings here is heterogeneously grouped. The same factor applies to the west side of Church Street north of Birch Street.

At Cornelia Street the district ends at numbers 314-317. Structures beyond this point do not effectively portray a 19th century industrial town (extensively altered; later buildings; no sense of continuity).

The property at the northwest corner of Cornelia and Birch Streets is modern and was purposefully excluded from the district.

T. Karschner
9/1980

Edward A. & Elizabeth H.
Chadwell
107 River Road
Boonton, NJ 07005

Lawrence and Dorothy B. Dixon
111 Church Street
Boonton, NJ 07005

Oscar H. & Elsie Cohen
115 Church Street
Boonton, NJ 07005

Arnold H. & Ilka S. Perry
553 Lathrop Avenue
Boonton, NJ 07005

William A. & Audrey J. Barnish
45 Taylortown Road
Montville, NJ 07005

Edward J. & Helen Bolcar
121-123 Church Street
Boonton, NJ 07005

Kermit J. & Eleanor E. Monks
124 Church Street
Boonton, NJ 07005

Martha H. & Alfred W. Roberts
126 Church Street
Boonton, NJ 07005

Arthur & Tama Stalker
127 Church Street
Boonton, NJ 07005

Thomas J. & Mary J. Mahler
130 Church Street
Boonton, NJ 07005

Richard H. & Marilyn B. Hodges
131 Church Street
Boonton, NJ 07005

James M. & Jo Ann Costello
135 Church Street
Boonton, NJ 07005

Manfred W. & Dorothy C.
Gruendig
415 Birch Street
Boonton, NJ 07005

First Presbyterian Church
Of Boonton
513 Birch Street
Boonton, NJ 07005

Knights of Columbus
Building Association
606-608 Birch Street
Boonton, NJ 07005

C. Kenneth and Nellie Simms
211 Cornelia Street
Boonton, NJ 07005

Agnes Martin, Jean M.
& Robert Garrison
215 Cornelia Street
Boonton, NJ 07005

Antonio & Dorothy Siragusa
219 Cornelia Street
Boonton, NJ 07005

William J. and Nancy McCready
222 Cornelia Street
Boonton, NJ 07005

Julius J. & Dorothy Malayter
223 Cornelia Street
Boonton, NJ 07005

Saint John's Episcopal Church
224 Cornelia Street
Boonton, NJ 07005

Albert D. & Elaine Krudop
233 Cornelia Street
Boonton, NJ 07005

John & Kerstin Radel
302 Cornelia Street
Boonton, NJ 07005

Mehmet & Ozcan Bermek
314 Cornelia Street
Boonton, NJ 07005

Anthony L. & Marian Palazzo
317 Cornelia Street
Boonton, NJ 07005

Frederick W. Boesche
417 Cedar Street
Boonton, NJ 07005

Colonel & Mrs. Alfred DeMatte
323 Cornelia Street
Boonton, NJ 07005

Mrs. Marjorie Force
331 Cornelia Street
Boonton, NJ 07005

Mr. and Mrs. Paul F. Picconi
327 Cornelia Street
Boonton, NJ 07005

Mr. and Mrs. A. Zenerovitz
332 Cornelia Street
Boonton, NJ 07005

FILED
FEB 29 1980
1980

N.J. Office of Cultural and Environmental Services, 109 W. State Street,
Trenton, N.J. 08625 609-292-2023
Prepared by Heritage Studies, Inc. Princeton, N.J. 08540 609-452-1754

RR-1401-
Survey # 7-3

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

A. Name: Common Boonton Historic Line: Hoboken Division - Boonton (DL&W)

B. Address or location: Myrtle Ave., Main and Division Streets Boonton, N.J. County: Morris Municipality: Boonton Town Block & lot: 70/21.02 (SH) 70/21.03 (ST)

C. Owner's name: Joseph and Alice Marcello Address: 238 Roosevelt Street Boonton, N.J.

D. Location of legal description: Morristown Court House Court Street

E. Representation in existing surveys: (give number, category, etc., as appropriate) Morristown, N.J. 07960

HABS _____ HAER _____ ELRR Improvement _____ NY&LB Improvement _____

Plainfield Corridor _____ NR(name, if HD) X 7/13/77

NJSR (name, if HD) X 10/19/76

NJHSI (#) 462.9

Northeast Corridor _____

Local _____ (date _____)

Modernization Study: site plan X floor plan X aerial photo _____

other views No photos of NR quality? No

2. EVALUATION

A. Determination of eligibility: SHPO comment? _____ (date _____)
NR det.? _____ (date _____)

B. Potentially eligible for NR: yes ___ possible ___ no ___
individual _____ thematic _____

C. Survey Evaluation: 115/150 points

FACILITY NAME: Boonton

RR-1401-
Survey # 7-3

3. DESCRIPTION--COMPLEX IN GENERAL

Describe the entire railroad complex at this site; mention all buildings and structures, with notation of which are not historic. Check items which apply and discuss in narrative:

Moved buildings (original location, date of and reason for move)
 Any non-railroad uses in complex (military recruiting, etc.) restaurant, ice cream
 Any unusual railroad building types, such as crew quarters, etc. (specify) shop
 Known threats to complex or individual structures

Surroundings: urban suburban scattered buildings open space
 residential woodland agricultural industrial
 downtown commercial highway commercial other (specify)

Relationship of station grade to track grade:

Station and track grade at same level Station at street grade, track depress
 Station spans track Track elevated above street grade, multi-level station

of tracks: 2

Pedestrian access across tracks:

Pedestrian bridge: at street grade elevated
 Pedestrian/vehicular bridge: at street grade elevated
 Tunnel
 None provided

Discuss character of vehicular and pedestrian approaches to complex; landscaping; relationship to parking. Refer to, and key with, site plan.

The Boonton complex, located on a congested urban site, consists of a 1½ story red brick station with Renaissance Revival elements, a similar one story shelter, and attached wood frame canopies and platforms on either side of the tracks. Tracks are generally aligned E-W. There are moderately sized parking lots S. of the station, N. of the shelter, and W. of Main Street on the S. side of the tracks (6). Pedestrian access is unrestricted. There are stairs from Main Street to the platform (A, B) at the W. end of the complex. Landscaping is recent and consists of a fountain and circular planting in the middle of the parking lot, S. of the station.

-3

FACILITY NAME: Boonton

Survey # RR-1401-
7-3

3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound 792' asphalt platform with chain link fence and incandescent lighting
- Outbound 764' asphalt platform with chain link fence and incandescent lighting (ends of exhibition railroad cars)
- Between tracks

Nature and extent of existing original material and alterations: roof type, material, supports; freestanding or attached to building; seating; lighting; signage; other.

The platforms have recently been repaved and lighted. The canopies, inbound and outbound, are similar. Each consists of a wood frame hipped roof supported on a single row of Tuscan wood columns with splayed shaped wood brackets and concrete bases. Both canopies are centrally attached to their respective buildings. The inbound is 16 bays long; the outbound, five. Roofs are fitted with new metal gutters and downspouts (originals were probably copper). Lighting consists of incandescent fixtures with circular metal shades attached to the framing. These have recently been augmented with new incandescent fixtures with cast iron bases and glass globes.

FACILITY NAME Boonton

RR-1401-
Survey # 7-3

4. DESCRIPTION - BUILDINGS (EXTERIOR)

Fill out separate sheet for each building at facility. Refer to, and key with, site plan.
Account for original materials and finishes where different from existing.

Station X Shelter Freight House Other (specify)

General architectural description, including style, shape, roof type, # stories, # bays, orientation to track, location of entrances, etc.

The Boonton station, located S. of the tracks, consists of a brick 1½ story rectangular block with a 1-story concrete base scored to resemble rustication; limestone, wood, and brick trim, and an asphalt shingle hipped roof (originally Spanish tile). Adjoining the E. and W. facades, respectively, are a 1 story loggia and a 1 story brick wing and loggia supported at the corners by square brick columns. The loggias shelter stairs between the base level and track level. Projecting from the W. side of the N. facade is a polygonal bay with (3) 9/6 windows (lower lights at the sides have diamond shaped muntins; that in the center has art glass; these are probably not original). West of the projection are a door, sidelight, and panel with a 9 pane transom, all in a single surround, and a freight door (boarded). East of the projection are (W to E) a door, a small frame addition, (recent), and (3) 15/15 windows. The S. facade contains (3) triple groupings of 15/15 windows on the track level and, on the base level, a central grouping of (2) 9/2 panel doors separated by a light with diamond muntin/panel. Flanking this grouping on either side are triple groupings of 9/9's flanked by 12/12's (those on the W. are boarded). The W. wing contains a 6/6 and a 12/12 (new art glass) above and a freight door in the base. The W. facade contains (2) 6/6s and the E. facade, (3) 15/15's. A tall rectangular brick chimney with concrete coping and consoles rises inside the W. facade. A metal canopy supported on cast iron brackets shelters the S. facade entry. With the major exceptions of the roofing (as noted) and many of the windows, which have recently been fitted with colored glass, materials appear original.

FACILITY NAME Boonton

Survey # RB-1401-7-3

4. DESCRIPTION - BUILDINGS (EXTERIOR)

Fill out separate sheet for each building at facility. Refer to, and key with, site plan. Account for original materials and finishes where different from existing.

Station _____ Shelter Freight House _____ Other _____ (specify)

General architectural description, including style, shape, roof type, # stories, # bays, orientation to track, location of entrances, etc.

The shelter at Boonton, located N. of the tracks, consists of a brick 1 story rectangular block, 3 bays wide and 1 deep, with a gabled asphalt shingle roof (originally Spanish tile) with half timbered ends. Originally, only the doors faced the platform; recently new doors were installed on the N. and W. facades, respectively. Windows are 12 pane; some are casement, while others are fixed. Most materials appear original.

FACILITY NAME Boonton

Survey # RR-1401-7-3

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station _____ Shelter x Freight House _____ Other _____ (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall/frame roof</u>	_____
Foundation:	<u>probably poured concrete</u>	_____
Base course:	<u>brick, common bond, red</u>	<u>sand blasted</u>
Walls:	<u>brick, common bond, red ½ timber and stucco gable end, frieze</u>	<u>sand blasted</u>
Trim:	<u>tooled limestone, base water table, consoles; brick, Roman stretcher flat arch, voussoirs; shaped wood brackets</u>	_____
Doors:	<u>1/1 panel</u>	<u>art glass fan & sidelight</u>
Roofing:	<u>terra cotta Spanish tile</u>	<u>asphalt shingle</u>
Soffit:	<u>matched board</u>	<u>(painted yellow)</u>
Windows:	<u>12/12</u>	<u>some panes replaced with art glass</u>
Lighting:	<u>hang. incan. fix., circ. metal shade</u>	_____
Signage:	_____	_____
Drainage:	<u>wood gutter</u>	<u>metal g & d</u>
Other:	_____	_____

FACILITY NAME Boonton

RR-1401-
Survey # 7-3

4. DESCRIPTION - BUILDINGS (INTERIOR)

Fill out separate sheets for each building at facility. Refer to, and key with, floor plan.

Station X Shelter _____ Freight House _____ Other _____ (specify)

General architectural description of all spaces, including original materials and finishes, if known, any remodeling, etc.

Not Accessible

FACILITY NAME Boonton

Survey # 7-3

4. DESCRIPTION - BUILDINGS (INTERIOR)

Fill out separate sheets for each building at facility. Refer to, and key with, floor plan.

Station _____ Shelter Freight House _____ Other _____ (specify)

General architectural description of all spaces, including original materials and finishes, if known, any remodeling, etc.

Not Accessible

FACILITY NAME: Boonton

RR-1401-
Survey # 7-3

5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect Frank J. Nies* source (plans)
 Date 1905-SH Source (plans) Alteration dates 1927 Source (plans)
 Style 1912-st Renaissance Revival elements (shelter moved and revised)
 # passenger trains/day (present) 15 in 1980 Peak (#, Yr.) D.T. Mack, architect
Original station on site 32 in 1901
30 in 1940

The Boonton station is a good example of the Renaissance Revival style adapted to the functions of a modern railroad station. It was designed "in house" by the D.L.& W. line and is quite similar to the station at Millburn (1907-1908). The canopy resembles that at Summit (1905).

Until the early twentieth century, Boonton was the largest municipality on the Boonton Line west of Paterson and until the First World War, was a center for the manufacture of iron. Large quantities of coal and low grade ore were shipped to smelters here. Reflecting the community's importance, all long distance trains through Paterson made stops here. This may account for the large size of the 1905 shelter. Heavy industry is still significant in the local economy, and the station continues to serve a large number of commuters. The buildings are privately owned and are being adaptively used as a restaurant (station) and ice cream parlor (shelter). The original exteriors remain largely intact.

*Although the plans indicate that Nies was the architect, parts or all of the complex may have been designed by others in his office.

FACILITY NAME: Boonton

-7
RR-1401-
Survey # 7-3

6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Acreage:

UTM coordinates: Zone: 18/Easting: 5 4 9 9 6 0/Northing: 4 5 2 8 0 5 0
USGS Quad Boonton Scale 1:24 000

7. REFERENCES

BIBLIOGRAPHIC:

Boonton Times Weekly Bulletin, 17 Mar. and 23 June, 1904.
D,L&W, Boonton Line timetable, 1901.Boonton Station. National Register of Historic Places Inventory --
Nomination Form., 24 Mar. 1976.Taber, Thomas, The D,L&W in the Twentieth Century, Muncy, Pa., author
1980, p. 104.

ICONOGRAPHIC:

plans, Boonton station, New Jersey Transit.

photos: (ca. 1912) builders photos, Delaware, Lackawanna and Western RR
collection, Syracuse University.

8. PHOTO

Negative index # _____ or NJT photo # _____ slide # 7-3
Date 1980 Photographer Charles Ashton
Loc. of negative NJ Transit Direction of view: Station from South

RR-1401-8
Survey # 7-3

FACILITY NAME: Boonton

9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

- i. Associated with important events or broad movements
in history
- | | | |
|------------|-----|------|
| nationally | ___ | (30) |
| state-wide | ___ | (25) |
| locally | ___ | (20) |
- ii. Representative of significant changes in railroad history
and/or technology
- | | | |
|---------|-----|------|
| rare | ___ | (30) |
| unusual | ___ | (25) |
| common | ___ | (10) |
- iii. Original station on site
- | | | |
|--|-----|------|
| | ___ | (15) |
|--|-----|------|
- iv. Representative of a line's standard design
- | | | |
|--|-----|------|
| | ___ | (10) |
|--|-----|------|
- v. Constructed prior to 1900
- | | | |
|--|-----|------|
| | ___ | (15) |
|--|-----|------|
- vi. Junction station
- | | | |
|--|-----|------|
| | ___ | (10) |
|--|-----|------|
- vii. Former long-distance service
- | | | |
|--|----------|------|
| | <u>X</u> | (10) |
|--|----------|------|
- viii. Other
- | | | |
|--|-----|------|
| | ___ | (10) |
|--|-----|------|
- ix. Less than 50 years old
- | | | |
|--|-----|-------|
| | ___ | (-30) |
|--|-----|-------|

10

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Renaissance Revival elements
- a. Example of a particular architectural style (check one)
- | | | |
|-------------|----------|------|
| Outstanding | ___ | (50) |
| Excellent | ___ | (40) |
| Very good | <u>X</u> | (30) |
| Good | ___ | (20) |
| Fair | ___ | (10) |
- b. Rare survivor of style
- | | | |
|------------|-----|------|
| nationally | ___ | (20) |
| state-wide | ___ | (15) |
| locally | ___ | (10) |
- c. As example of railroad architecture
- | | | |
|------------------|-----|------|
| rare | ___ | (30) |
| unusual or early | ___ | (15) |

FACILITY NAME: Boonton
 CRITERIA CONT.

Survey # RR-1401- -9
 7-3

- ii. ARCHITECT (check one)
- a. building by architect important
- | | | |
|------------|-----|------|
| nationally | ___ | (25) |
| state-wide | ___ | (20) |
| locally | ___ | (15) |
- b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer _____(20)
- c. building designed by railroad and is known or appears to be the work of the staff _____(5)
- (5)
- d. architect identified but not considered to be of special importance _____(5)
- iii. OVERALL ARCHITECTURAL QUALITY (check one)
- a. Outstanding composition, siting, or craftsmanship _____(40)
- b. Notable composition, siting, or craftsmanship, or possessing especially picturesque or unusual exterior detailing (25) composition, trim, scored concrete base
- c. Possessing some detail(s) of particular interest and/or quality _____(15)
- d. Average quality or interest _____(5)
- iv. SPECIAL QUALITIES
- a. Noteworthy overall interior design or detailing _____(15)
- b. Some noteworthy interior detailing _____(5)
- (interior not accessible)
- c. Part of cohesive complex
- | | | |
|----------------------------|-------------------------------------|------|
| 1) station and shelter | <input checked="" type="checkbox"/> | (5) |
| 2) more than two buildings | ___ | (10) |
- v. CONSTRUCTION
- a. Noteworthy example of particular construction method _____(30)
- b. Rare or early survivor of particular method _____(20)
- c. Interesting example of method _____(5)

RR-1401- -10
Survey # 7-3

FACILITY NAME: Boonton

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- | | | | |
|--|--------------|-------|---|
| a. Original condition | _____ | (40) | |
| b. Alterations and/or additions, beneficial | _____ | (30) | |
| c. Alterations and/or additions, not detrimental | _____ | (20) | |
| d. Minor detrimental alterations and/or additions, not affecting overall integrity | <u> x </u> | (10) | sandblasted brick, new roofing, doors |
| e. Detrimental alterations and/or additions, reversible at considerable expense | _____ | (-25) | panes, frame addition; new interior walls |
| f. Detrimental alterations and/or additions, essentially irreversible | _____ | (-75) | |

ii. PHYSICAL CONDITION

- | | | |
|--------------------------|--------------|-------|
| a. Excellent | _____ | (10) |
| b. Good | <u> x </u> | (5) |
| c. Fair | _____ | (0) |
| d. Poor | _____ | (-10) |
| e. Severely deteriorated | _____ | (-25) |

iii. RELATIONSHIP TO COMMUNITY

- | | | |
|-------------------------------|--------------|-------|
| a. Pivotal building | _____ | (40) |
| b. Integral part of townscape | <u> x </u> | (30) |
| c. Compatible with townscape | _____ | (20) |
| d. Unrelated to townscape | _____ | (0) |
| e. Incompatible | _____ | (-30) |

iv. SUITABILITY FOR ADAPTIVE USE

- | | | |
|------------------------------|--------------|------|
| a. Excellent | <u> x </u> | (30) |
| b. Very Good | _____ | (25) |
| c. Good | _____ | (20) |
| d. Average | _____ | (15) |
| e. Possible, with difficulty | _____ | (10) |

75

TOTAL

150

FACILITY NAME: Boonton

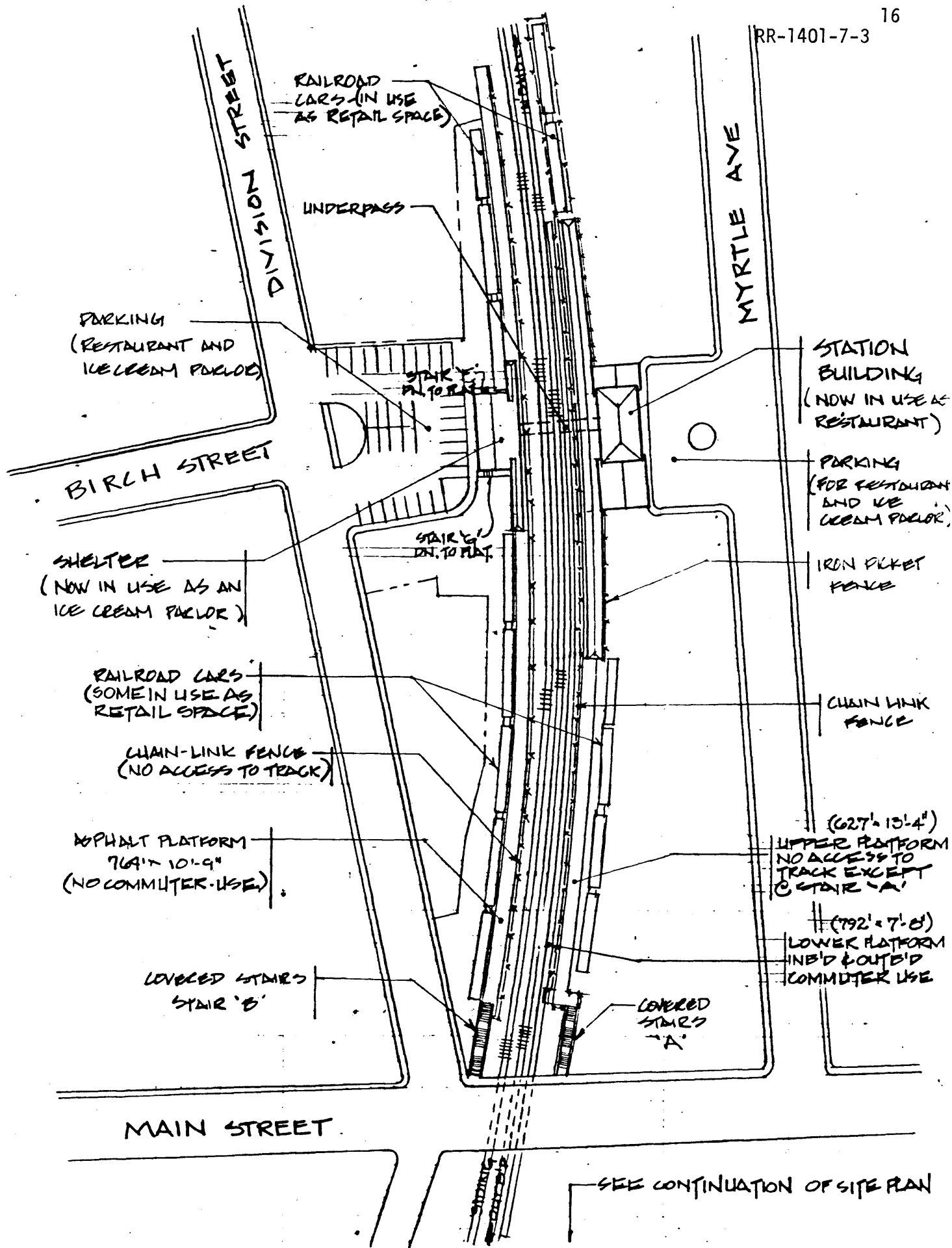
Attach copy of site plan

 continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: August 1981

HERITAGE STUDIES, INC.
RD 4 Box 864, Mapleton Road
Princeton, N.J. 08540
609-452-1754



R.R. CARS
ASPH. PLATFORM

MYRTLE AVENUE

MAIN STREET

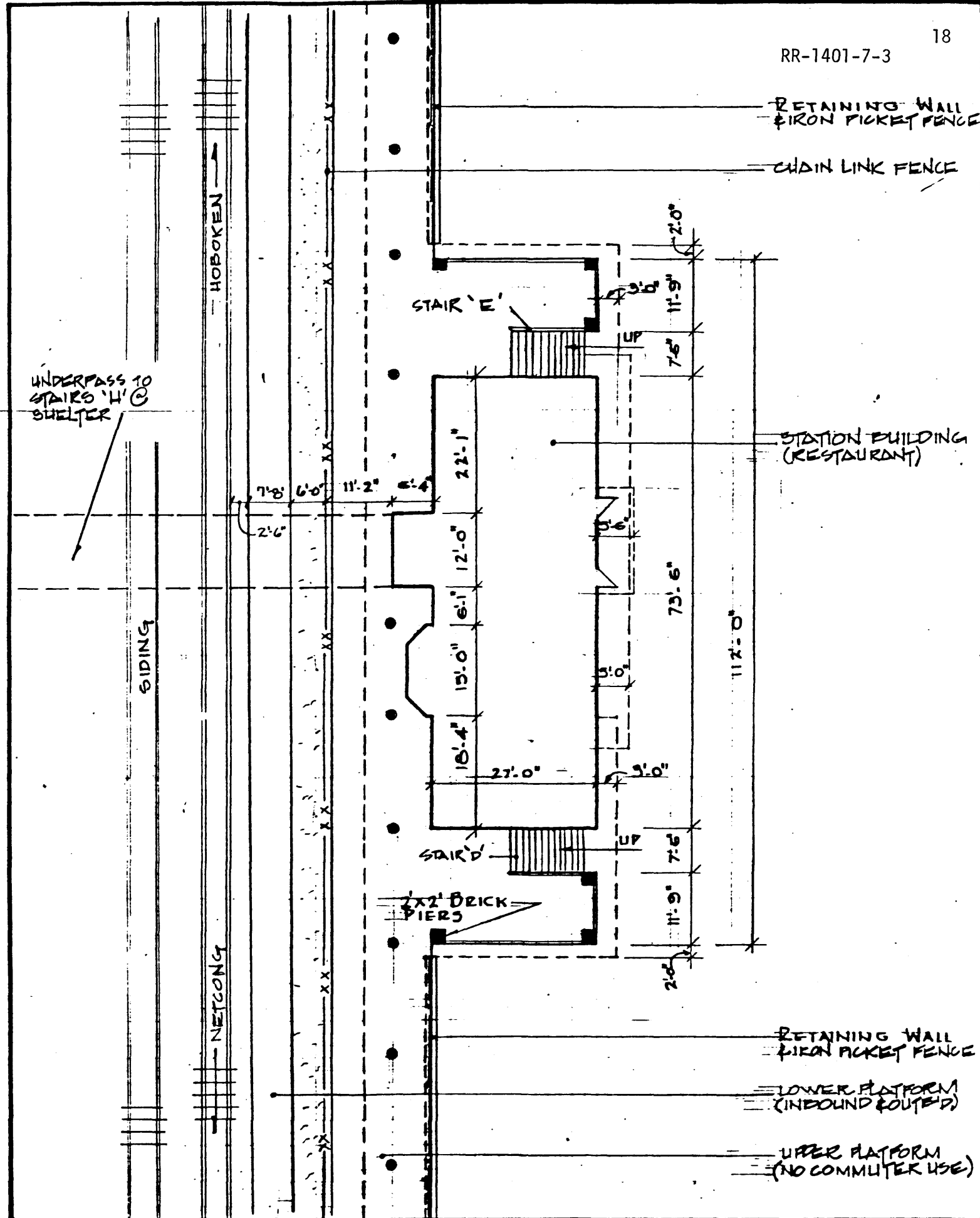
LOWER PLATFORM
INB'D ROUTED USE

STAIRS
ASPHALT

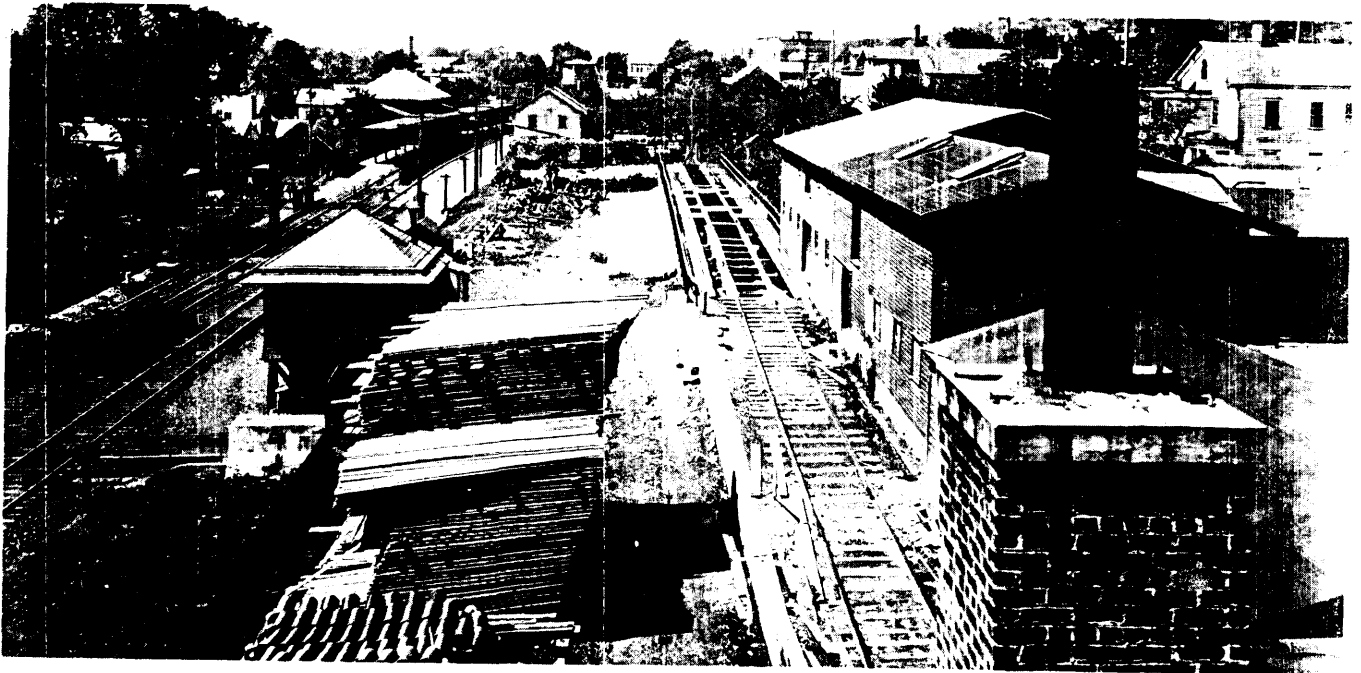
PARKING LOT #6
(ONLY FACILITY
FOR COMMUTERS)
CAPACITY: 65

DIVISION STREET

GRAVEL



7-3 Boonton Railroad Station (Taber, 20th, p. 104)



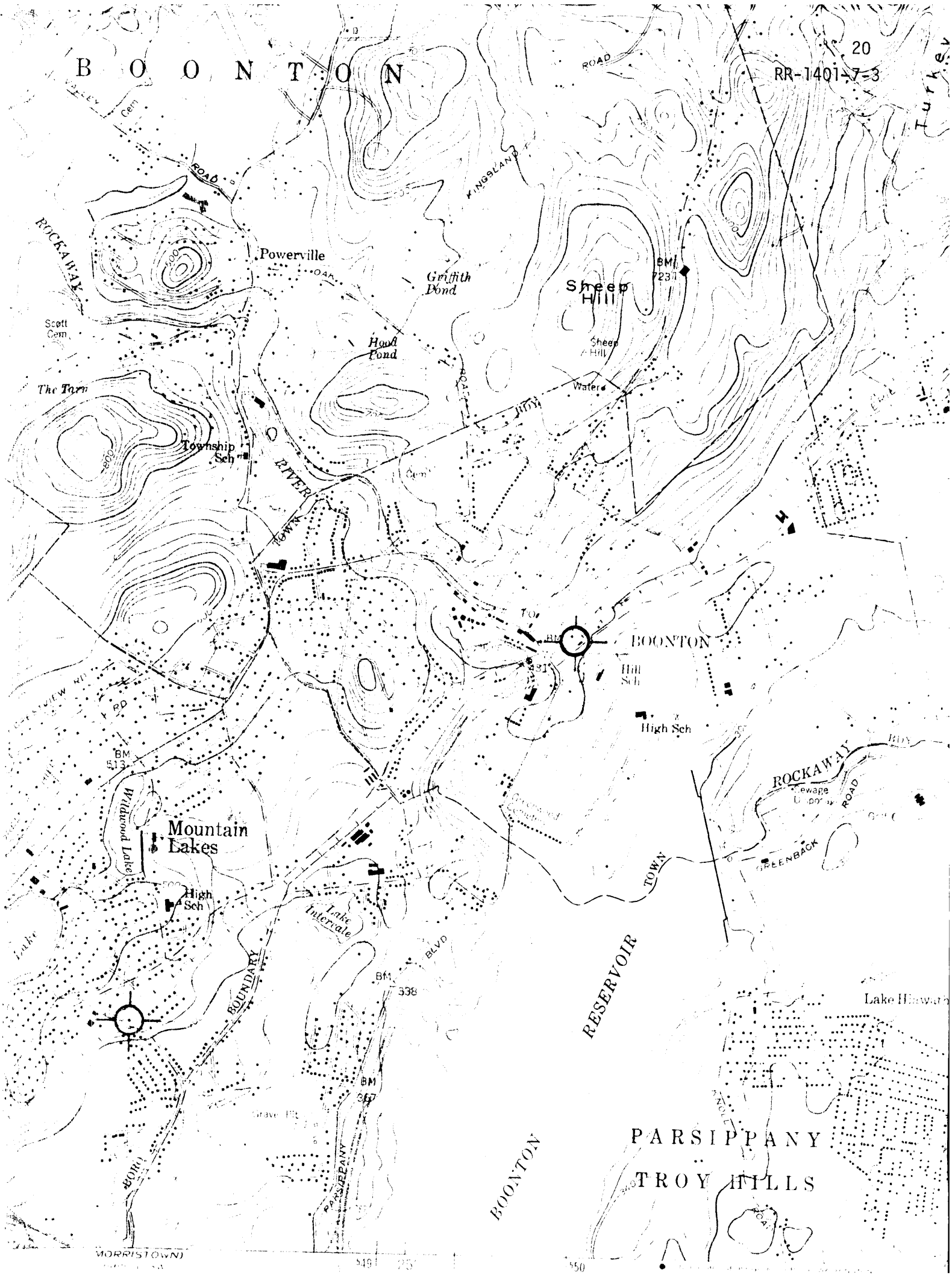
Boonton received a new station in 1905, and this picture taken in June 1927 was made just before construction started on two additional tracks through the station and on to Denville. This view looks west.



Lincoln Park looking west toward the station in 1925, the year the third and fourth tracks were added from Boonton.

B O O N T O N

RR-1401-7-3



MORRISTOWN

548

25

550

PARSIPPANY
TROY HILLS

BOONTON

RESERVOIR

ROCKAWAY

Mountain Lakes

BOONTON

Sheep Hill

Powerville

SUMMARY

Station: Boonton

Line: Boonton

Index:

Field Survey Conducted December, 1978

- | | |
|----------|---|
| <u>X</u> | 1. Site Base at 1" = 100' |
| <u>X</u> | 2. Floor Plan at 1" = 20' |
| <u>X</u> | 3. Platform and Canopies |
| <u>X</u> | 4. Station Building _____ Structural _____ Mech. & Elec. |
| <u>X</u> | 5. Track Crossings and Barriers |
| <u>X</u> | 6. Parking Access and Circulation |
| <u>X</u> | 7. Information System |
| <u>X</u> | 8. Notes on Community & Security Aspects |
| <u>X</u> | 9. Record Photograph of Station _____ <u>X</u> Detailed Field Photographs |

Information File:

- | | |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| <u>X</u> | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| _____ | September 1974 Survey - NJ DOT (Dept. of Commuter Services) |
| _____ | Tri-State Aerial Photo Survey of Rail Parking 1970 |
| _____ | Conrail Data Survey for Station |
| _____ | TOPICS or Traffic Improvements Planned in Station Area |
| _____ | Community Renewal Plans for Station |
| _____ | Historical File for Station |
| <u>X</u> | Schedule of Trains and Buses |
| <u>X</u> | Other 1978 Morris County Railroad Station Survey |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 111

Station Ridership Category: 6 Ownership: Private *

Agent: No Hrs/Days: _____

Rehabilitated (10 years or less) & Description: Yes.

* The station building is presently a restaurant/bar, Hambone Kelly's.

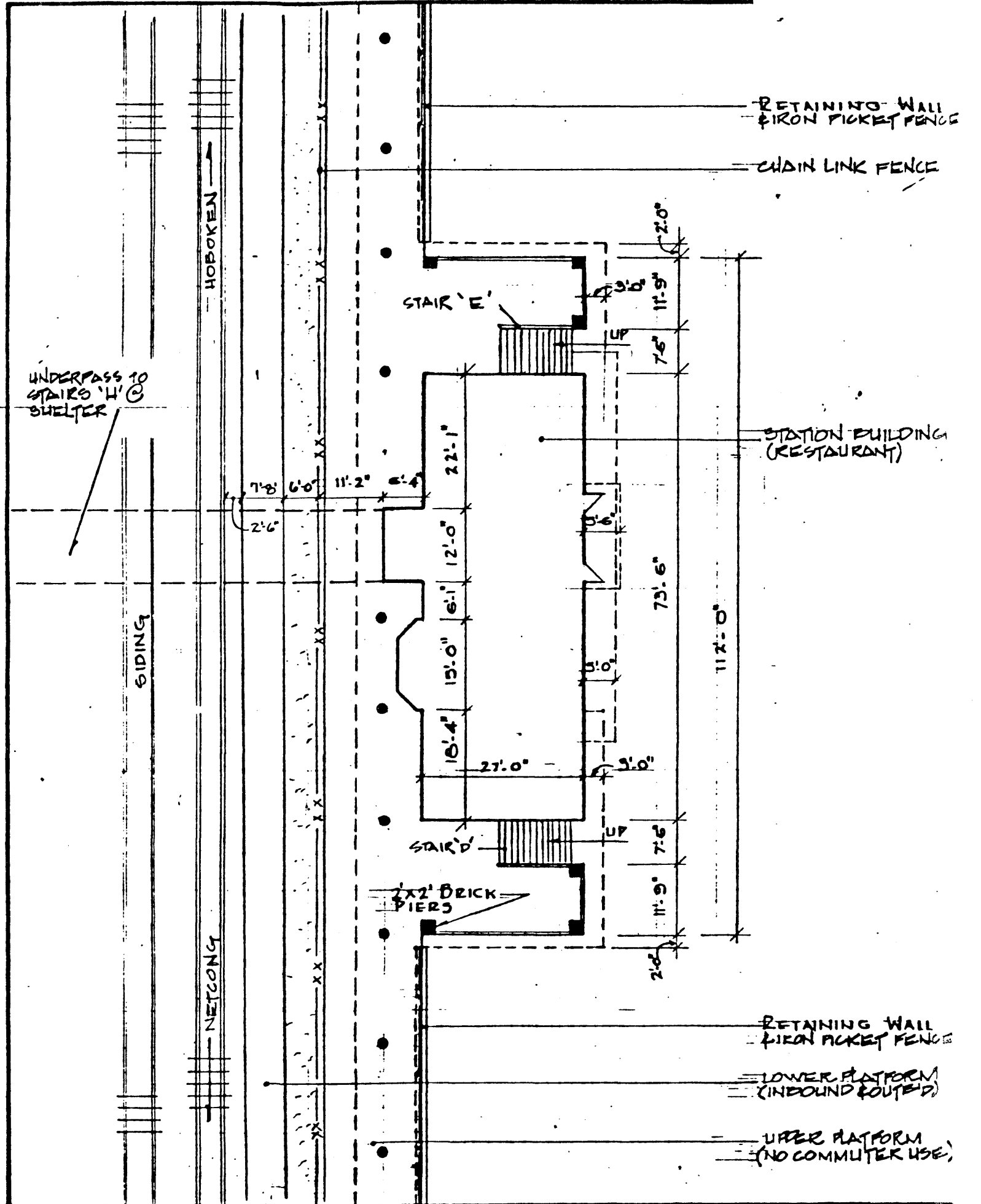
The shelter is an ice cream parlor, Applegate Farm.

Remodeled railroad cars are on two inactive sidings, which are not connected to the main tracks, and house various shops.

Canopies and their platforms serve railroad car shops and restaurants only.

The lower platform and the inbound/outbound active track is the only facility used by commuters.

The exterior of the station building is assessed to be in excellent condition.



UNDERPASS TO STAIRS 'H' SHELTER

HOBOKEN

SIDING

NETCONG

STAIR 'E'

STAIR 'D'

2x2' BRICK PIERS

RETAINING WALL IRON PICKET FENCE

CHAIN LINK FENCE

STATION BUILDING (RESTAURANT)

RETAINING WALL IRON PICKET FENCE

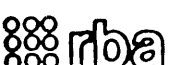
LOWER PLATFORM (INBOUND ROUTED)

UPPER PLATFORM (NO COMMUTER USE)

BOONTON
BOONTON LINE

SCALE: 1" = 20'

DATE: DEC. 1978



3 PLATFORMS & CANOPIES

Station: Boonton

NO. of TRACKS: 2 In-Bound (NY, H, N)* 1 ^{Inbound & outbound} Out-Bound 1 ^{By-Pass} Inactive 1 I.B. 1 O.B. 1
 At Grade 1 In-Cut(Walls) 1 Cross Slope X Elevated 1 Embankment 1 Structure 1
 Straight 1 Curved X Visibility Problem Yes No
 To Board must Commuter walk on tracks: yes no (Ask Ticket Agent). Note other obstructions on Platform & setback f/rail:
 Rail to platform edge: 2' 6"

PLATFORMS	*Upper platform at Station Side	*Platform at Shelter Side	Lower Platform at Station Side
Length X Width	<u>792' x 13' 4"</u>	<u>764' x 10' 9"</u>	<u>792' x 7' 8"</u>
Height Above Top of Rail	<u>Flush</u>	<u>Flush</u>	<u>Flush</u>
Platform Material	<u>Asphalt</u>	<u>Asphalt</u>	<u>Asphalt</u>
Edge Material	<u>Wood</u>	<u>Wood</u>	<u>Wood</u>
Safety Line, Material	<u>yes/no White Stripe</u>	<u>yes/no White Stripe</u>	<u>yes/no White Stripe</u>
Guardrail (Locate)	<u>yes/no Chain link fence</u>	<u>yes/no Chain link fence</u>	<u>yes/no See plans</u>
In-cut/Retaining Walls	<u>No access to tracks</u>	<u>No access to tracks</u>	<u>No access to tracks</u>
Lighting - Type, O.C., Setback f/rail	<u>Incandescent</u>	<u>Incandescent - on end of each R/R car</u>	<u>Incandescent</u>
Seating-Mat'l & Qty.	<u>7 wood & alum. benches (35)</u>	<u>4 wood & alum. benches (20)</u>	<u>4 wood & alum. benches (20)</u>
Stairs: (ramps used: A	<u>20' 3" ^{vert. rise} 8' 0" ^{width}</u>	<u>D- 9' 3" ^{vert. rise} 7' 6" ^{width}</u>	<u>G- 4' 8" ^{vert. rise} 8' 0" ^{width}</u>
yes / <u>no</u> B	<u>19' 3" 8' 6"</u>	<u>E- 9' 3" 7' 6"</u>	<u>H- 8' 3" 5' 0" *</u>
Locate: C	<u>11' 10" +4' 0"</u>	<u>F- 4' 8" 8' 0"</u>	

CONDITION/LOCATION - (platform, lighting, stairs, guardrails, retaining walls. Note apparent poor conditions only)

Platforms - excellent condition - asphalt smooth, level
 Recently redone - safety line - new paint (1976)

* No commuter use/no access to tracks

** Stair 'H': Two identical stairs at the track side of shelter building leading from platform down to underpass.

Continue on back of page

CANOPY/OVERHANG	*Station Side	*Shelter Side	ISLAND BET'N TRACKS
Length x Width	<u>322' x 12' 8"</u>	<u>119' x 12' 8"</u>	<u>_____ x _____</u>
Height (Lowest)	<u>11'</u>	<u>11'</u>	<u>_____</u>
Setback from Rail	<u>21' 10"</u>	<u>17' 2"</u>	<u>_____</u>
Structure w/Spacing	<u>17' 10" O.C.</u>	<u>18' O.C.</u>	<u>_____</u>
Setback-Rail to Support	<u>27' 10"</u>	<u>23'</u>	<u>_____</u>
Deck Material	<u>Wood</u>	<u>Wood</u>	<u>_____</u>
Roofing	<u>Asphalt Shingles</u>	<u>Asphalt Shingles</u>	<u>_____</u>
Shape	<u>Slope / Gable / Flat</u>	<u>Gable</u>	<u>_____</u>
Drainage	<u>Alum. Gutters - 4" Leaders</u>	<u>Alum. Gutters - 4" Leaders</u>	<u>_____</u>
Lighting	<u>One incand. each column</u>	<u>One incand. each column</u>	<u>_____</u>

CONDITION (Note apparent poor conditions only):

Roof leaks.
 Columns are old and worn, but structurally sound.

* No commuter use/no access to tracks.

4 STATION BUILDING _____ X _____

SHELTER _____

* STATION USED AS RESTAURANT/ BAR

STATION: Boonton

In-Bound (NY, H, N) X In-Use * ; Out-Bound _____ In-Use _____ ; Number of Levels _____ I.B. _____ O.B. _____
 Relation of Main to Track (under over, level) Relation of Entry to Street Level I.B. _____ O.B. _____
 Roof Overhang - width: See floor plan Location: (refer to Floor Plan _____)
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
 a) width N/A vertical rise _____ b) width _____ vertical rise _____
 c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation Unknown Doors Wood
 Base Course Concrete (photo) Roof Deck Wood
 Walls Brick Roofing Asphalt Shingles
 Trim Wood Soffit Wood
 Windows - operable - yes / (no)
 Structural System (consultant _____) Masonry bearing walls/ wood frame roof

Drainage Alum. gutters to 4" Alum. leaders

INTERIOR ROOM AND FINISH SCHEDULE: (Locate on Floor Plan)

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room _____ S.F.	_____	_____	_____	_____	_____	_____	_____
2. Ticket Office	_____	_____	_____	_____	_____	_____	_____
3. Mens Toilet	_____	_____	_____	_____	_____	_____	_____
4. Womens Toilet	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

- A. Concessions and Businesses: Taxi _____ Newspaper stand/coin box _____ Pay Toilet _____ Vending Machines _____
 Other: _____
- B. Waiting Room Seating: describe (photo): _____ Capacity _____
- C. Number of Public Phones and Locations: _____
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. _____ O.B. _____
- E. Describe visibility for surveillance for waiting rooms with and without agents: _____
- F. Is passage from the station to platforms sheltered: yes / no (photo description _____).
- G. Are public toilets, telephones and other station conveniences identified: yes / no
- H. Are lockers provided: yes / no ; trash receptacles: yes / no , location: waiting room # _____
 platform I.B. (NY) # _____, platform O.B. # _____, pick/up areas: _____ (photos)
- I. Mailbox: yes / no
- J. Water fountain: yes / no ; location: _____
- K. Describe other commuter conveniences: _____

OPEN SHELTER - location: I.B. (NY, H, N) _____ O.B. _____ (indicate on site plan or aerial; photos or sketch)
 Size Width _____ Length _____ Height _____
 Material _____
 Base _____
 Lighting _____
 Condition _____

4a STATION BUILDING _____ X _____ **SHELTER** _____

STATION: Boonton

Record Photograph _____ 197 _____

CONDITION: *

Exterior (indicate board-up areas; locate elements being described using floor plan/photos)
(Consultant)

Foundations:

Walls/Doors/Windows:

Stairs:

Roof/Drainage: Soffit is old, rotted, boards missing on the parking side

Other

Interior (locate elements by room; photograph poor conditions) N/A

Walls/ Doors/Windows:

Floor:

Ceiling:

Stairs:

*Note: Indicate apparent poor conditions only, not routine maintenance conditions.
Write informal recommendations, i.e., suggestions for improvements on reverse side.

4 STATION BUILDING _____

SHELTER X

STATION: Boonton

SHELTER IS USED AS ICE CREAM PARLOR.

In-Bound (NY, H, N) _____ In-Use _____; Out-Bound _____ In-Use _____; Number of Levels _____ I.B. 1 O.B. _____
 Relation of Main to Track (under, over, level) _____ Relation of Entry to Street _____ I.B. Below O.B. _____
 Roof Overhang - width: 4' 0", 6' 8" Location: (refer to Floor Plan _____)
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
 a) width N/A vertical rise _____ b) width _____ vertical rise _____
 c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation Concrete Doors Wood
 Base Course _____ (photo) _____ Roof Deck Wood
 Walls Brick Roofing Asphalt shingles
 Trim Wood Soffit Wood
 Windows - operable - yes / no
 Structural System (consultant _____) Masonry bearing walls, wood frame roof
 Drainage Gable roof, alum. gutters, 4" leaders

INTERIOR ROOM AND FINISH SCHEDULE: (Locate on Floor Plan)

Space*	N/A	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room _____ S.F.								
2. Ticket Office								
3. Mens Toilet								
4. Womens Toilet								

- A. Concessions and Businesses: Taxi _____ Newspaper stand/coin box _____ Pay Toilet _____ Vending Machines _____
 Other: _____
- B. Waiting Room Seating: describe (photo): _____ Capacity _____
- C. Number of Public Phones and Locations: _____
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. _____ O.B. _____
- E. Describe visibility for surveillance for waiting rooms with and without agents: _____
- F. Is passage from the station to platforms sheltered: yes / no (photo description _____).
- G. Are public toilets, telephones and other station conveniences identified: yes / no
- H. Are lockers provided: yes / no ; trash receptacles: yes / no , location: waiting room # _____
 platform I.B. (NY) # _____, platform O.B. # _____, pick/up areas: _____ (photos)
- I. Mailbox: yes / no
- J. Water fountain: yes / no ; location: _____
- K. Describe other commuter conveniences: _____

OPEN SHELTER - location: I.B. (NY, H, N) _____ O.B. _____ (indicate on site plan or aerial; photos or sketch)
 Size Width _____ Length _____ Height _____
 Material _____
 Base _____
 Lighting _____
 Condition _____

4a STATION BUILDING _____ SHELTER _____ X _____

STATION: Boonton

Record Photograph _____ 197 _____

CONDITION: *

Exterior (indicate board-up areas; locate elements being described using floor plan/photos)
(Consultant)

Foundations: Assumed good--only visible at the stairwells

Walls/Doors/Windows:

Walls--bricks and mortar broken and missing in one spot, inbound end (See photo A)

Stairs:

To the underpass--in fair condition--risers chipped and broken in spots
Stones have fallen out of concrete, leaving holes

Roof/Drainage:

Other

Interior (locate elements by room; photograph poor conditions) N/A

Walls/ Doors/Windows:

Floor:

Ceiling:

Stairs:

*Note: Indicate apparent poor conditions only, not routine maintenance conditions.
Write informal recommendations, i.e., suggestions for improvements on reverse side.

5. TRACK CROSSING & BARRIERS

Station: Boonton

1. Means of crossing tracks : on grade: _____

underpass street level sub-street level, above street, other: See #6 below

overpass: bridge, concourse, other: _____

2. Description / Condition

Location. Cross reference with floor plan or site plan. Indicate where track crossings are combined with adjacent street crossings:

Connects platform at the shelter side to street level lobby at the station side

3. Finishes (For enclosed crossings) Ceiling height- 6' 8" Width 6' 8"

Walls: Concrete

Floor: X Concrete

Ceiling: Concrete

Redone as old mining shaft.

The walls and ceiling are wire mesh and plaster to look like rocks.

4. Ventilation, describe (is air quality good: (yes) / no):

Natural

5. Drainage, describe and note problems:

None

6. Describe means of vertical separation and restraints on its use, e.g., X stairs (vert. rise 8' 3"); escalator (vert. rise _____); elevator (vertical rise _____); other: _____

Stairs on shelter side only. Underpass is at street level on the station side.

7. Evaluate each crossing for security and visibility for pedestrian safety. Indicate train visibility characteristics where grade crossings are used. Describe any warning or safety devices provided at on-grade crossings.

Very dimly lit to look like mine shaft. No train visibility. Only crossing at track level is at outbound end of platforms--no warning devices.

8. Describe observable bridges and underpasses in the surrounding area used by pedestrians or vehicles:

Street overpass at outbound end (Main Street)--pedestrian/vehicular traffic.

9. Inter-track barrier

Location (site plan): None

Height: _____

Length (relate to platform):

No barrier between tracks, but chain link fence, 5' 0", runs the full length of both platforms. It is impossible to get to tracks except at outbound end beyond platform. The only crossing possible is through the hole in the chain

Condition: link fence at the outbound end of the outbound platform.

6 PARKING, ACCESS & CIRCULATION

STATION: Boonton

Lots 1 & 2 of NJDOT 1970 Survey are not for commuter use.

STATION FACILITY PARKING LOTS* # 6 Lots 3, 4 & 5 of NJDOT 1970 Survey are non-metered on-street parking

Note: List each parking lot on separate forms

Access

1. Identify principal roadway(s) serving the station: Main Street/Myrtle Street
2. Is signage provided to locate station: yes / no For railroad identification (viewed from road): yes / no
If yes, describe (photo): Signage provided for restaurant/bar only.
3. Is the principal roadway used as a drop-off area for the station: yes / no (photo).
4. Do pedestrian walkways on the station site connect to the town street system: yes / no Does the platform: yes / no
5. Do crosswalks connect the station site to adjacent parking sites: yes / no (locate) Are crosswalks defined by: painting _____ paving materials _____; describe (photo), e.g., cobblestone, cobblestone and bituminous, rubblestone and concrete, brick pavers and concrete, gravel):
6. Are pedestrian walkways from the local street system to the station/platforms interrupted by steps: yes / no;
width _____ vert. rise _____ Are curb-cuts/ramps used at entry intersections: yes / no
on site: yes / no Note barriers to H&E.

Drop-off/Pick-up

1. Locate auto drop-off/pick-up/waiting areas.
2. Are loading/waiting areas delineated with paint markings: yes / no zoned: yes / no number of marked lanes: _____
length of marked lanes: _____
3. Are paths from drop-off/pick-up areas to the station/platforms sheltered: yes / no (photo). Is there a sheltered exterior waiting area for commuters near auto pick-up: yes / no (photo). Overhang at the main building.
4. Is auto circulation to parking segregated from above functions: yes / no ; is it apparent that through circulation is obstructed:

Taxi:

1. Do taxis operate within or adjacent to the station: yes / no
2. Is there a taxi zone: yes / no (locate on aerial or photo)

Bus

1. Locate bus stops within station vicinity, including mini-bus service (use aerial or site plan).
3 BUS LINES - MORRIS CTY METRO #1 / BOANTON TROLLEY / LAKELAND
2. Is bus stop identified: yes / no Schedule and map posted: yes / no Indicate lighting source: STREET
3. Are bus shelters provided: yes / no Is seating provided: no / yes Numbers of seats: _____ Describe and measure the shelter on back of sheet (use photos).
4. Is passage to bus-waiting area sheltered: yes / no describe (photo). Is the bus loading area sheltered: yes / no
describe (photo):

Bicycle Storage

1. Is bicycle storage provided: yes / no location (photo):

PARKING USAGE

Location Lot #6 Across Main Street

- 1. Designate parking facilities available, include identifiable railroad, municipal, commercial parking facilities, and on-street parking; include sketches (refer to aerials). Note the operator and owner of each lot. Review schematic from 1970 NJ DOT parking survey (file). Measure improperly planned, poorly marked lots as instructed by project director. Identify adjacent vacant land and possible locations of expansion.
- 2. Capacity (total number of stalls): 63 Number of randomly parked cars: 1
- 3. Designated compact car area (photo): yes / no Capacity: _____
- 4. Attended: yes / no Attendant Hours: _____
- 5. Utilization: ~~yes~~ number of ~~random~~ stalls (date all counts). 57 cars (December 14, 1978 at 10:30)
- 6. Are rates and time limitations posted: yes / no
- 7. Fees charged: Permit - rate: Free (Month) _____ (Week) _____ (Day) _____
 Meter - rate: _____ c/ _____ Hrs;
- 8. Describe other Fee Collection methods:

- 9. Railroad employee parking: quantity: 0 signage (photo): yes / no
- 10. Handicapped parking:
 How many stalls with identification signage: 0 (photo) Width (paved): _____
 Location - describe proximity to ticket agent/platforms and note apparent barriers along route of travel from stalls to station building or platforms; note use of curb cuts/ramps; refer to Access #5 above

11. On-Street Parking, capacity 0; Location: _____

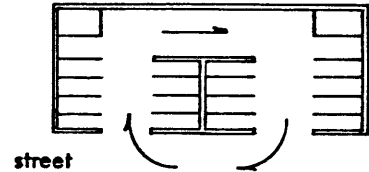
Entry/Exit to Station Site/Parking

- 1. How many: entry/exit 1; entry _____; exit _____. Describe and locate on aerial (photo):
- 2. Is the entry/exit entry, exit, signalized: yes / no
- 3. Does entry/exit have apparent safety deficiencies, such as sight/distance; what is the effect on surrounding traffic operations if observable, explain: No

Station/Parking Lot(s) Circulation and Parking

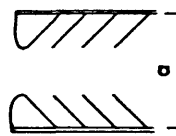
- 1. Are separate routes provided for pedestrian and vehicular traffic within: yes / no
- 2. Pedestrian walkways, type: sidewalk _____ ramp _____ Width: _____ Handrails: yes / no Height: _____
Material/Condition: N/A

- 3. Do painted pavement markings/signs direct vehicular circulation: yes / no
- 4. Is a public street used to circulate around parking bays: yes / no See Diagram



Stall Assignments

- 1. Layout: 90° head-on _____ parallel _____ angle (HTH, AH) X
- 2. Size: Width 7' 6" ft.; bay width: _____ (a)



- 3. Stalls painted: yes / no ; condition (photo): Excellent condition. Painted at asphalt only.
- 4. Are raised curbs/barriers between bays: yes / no ; at ends of bays: yes / no (photo)

N/A

Site Conditions

- 1. Surface treatment: paved: yes / no ; material used: Asphalt--gravel at the west end
Condition (photo): Asphalt- excellent condition; gravel- good condition
- 2. Treatment of edges of paved areas and unpaved areas: curb _____ (concrete _____ granite _____ extruded asphalt _____);
guardrails _____; other _____
Condition (photo): No edging material--natural growth

- 3. Excessive slopes: yes / no
- 4. Drainage system: yes / no ; surface / pipe
- 5. Drainage problems, explain: None

Station/Lot vs Adjacent Land Use

- 1. Describe adjacent land uses of buildings. Note condition and indicate proximity to station site (photos):
To the east is the Main Street overpass retaining wall and American Legion Building.
To the south is the entrance ramp to 287 S.
There are trees to the west and trees and natural growth to the north.

2. Type of buffer/separation or means of integration (photo): plant material, grade separation, retaining wall (station-side _____), fence, parking lot, other:

3. Ground cover at separation: wood chip mulch grass, gravel, other:

4. Treatment of landscape elements throughout lot: none X massed together _____ scattered throughout _____ Describe:

Lighting

1. Is there lighting: yes / no ; where, what type (e.g. two High pressure vapor, Fluorescent, incandescent, gas):
Height: 25' wood pole

2. Fixture enclosed and gasketed yes / no

3. Is wiring buried in conduit yes / no ; condition (vandalism): Excellent condition

4. Is the lighting level apparently adequate (dark spots) explain: (note quantity of fixtures and o.c. distance between fixtures)

There is an insufficient number of fixtures. (See site plan)

7 INFORMATION SYSTEM

Station: Boonton

- 1) Station name: seen from street yes / no ; from platforms yes / no; Locate all signs w/photo.
- 2) Directional signing for in-bound (NY, H, N) /out-bound platforms yes / no
- 3) Directions to taxi and bus pick-up: yes / no taxi and bus zones identified: yes / no
- 4) Directional signs to streets yes / no ; neighborhood street maps w/major attractions: yes / no
- 5) Directions to pedestrian crossings underpass/overpass/grade: yes / no
Identification signs yes / no
- 6) Warning signage, e.g., track crossing warnings: yes / no describe use:

Most signage refers to retail functions in station, shelter and railroad cars.

- 7) Clock visible to in-bound (NY, H, N) platform commuters for category 3 and above: yes / no
- 8) Posted hours when waiting room open: yes / no ; posted ticket agent hours: yes / no
Where posted: N/A

- 9) Fire exit signing within station: yes / no
- 10) Posted train timetable (inside/outside): yes / no location:

Bus schedule where applicable: yes / no location:

- 11) Commuter rail system map with stations indicated: yes / no; public address system or electric board announcing train schedule: yes / no
- 12) Bulletin board with community notices, etc.: yes / no

8 Community & Security Aspects

Station: Boonton

1. Describe the setting of the station in terms of the activity in the surrounding area (land use and condition described in section 6). Describe the visibility of the station and site from surrounding areas of streets in terms of security through surveillance. Describe screening and shielding (note #6, page 4) and shadows, nooks and crannies, and other hiding places).

The station is located about one block from Main Street, which is the primary commercial street.

Surveillance for security purposes is adequate on the street side, but the platforms can only be seen on foot or from the Main Street overpass. The platforms are hidden from view from the road by the railroad cars. The only hiding places would be under and between the railroad cars.

The lower platform used by commuters is accessible only from the outbound end at stair "A" and from parking lot #6 at the other side of Main Street.

2. Is the station out of the "main stream" of pedestrian/vehicular activity, or is it part of the fabric of life in the community? Do non-commuters walk through the station building or use any part of the station facilities/site to shorten their path to a final destination; to shop; to conduct business such as banking (refer to #4 Station Building/Interior Space _____):

The station has been redone as a bar/restaurant, which is used a great deal. The shelter is presently used as an ice cream shop, Applegate Farm. The underpass is frequently used as a short cut. Many school children walk through the station site on their way to and from the school, which is two blocks away. They use the stairs at the Main Street overpass, then walk along the platforms.

The owner, Mr. Marcello, is trying to reunite the station with the community.

3. Vandalism: Graffiti - none / low / medium / high ; location:

Property damage - none / low / medium / high (describe):

A fire was recently set in the caboose, 1976.

4. Question the ticket agent about vandalism problems.