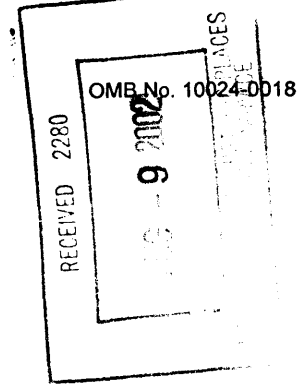
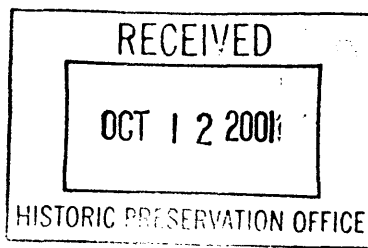


United States Department of the Interior
National Park Service



1056

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Allamuchy Freight House (Lehigh and Hudson River Railway Company)

other names/site number _____

2. Location

street & number Route 612 (Johnsonburg Road) not for publication

city or town Allamuchy Township vicinity _____

state New Jersey code NJ county Warren code 041

zip code 07820

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this _____ nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _____ meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide locally. (____ See continuation sheet for additional comments.)

Signature of certifying official/Title Marc A. Matsil, Ass't Commissioner Natural & Historic Resources DSHPO Date 7/22/02
State or Federal agency and bureau _____

In my opinion, the property _____ meets _____ does not meet the National Register criteria. (____ See continuation sheet for additional comments.)

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

4. National Park Service Certification

- I hereby certify that this property is:
 entered in the National Register
____ See continuation sheet.
- determined eligible for the
National Register
____ See continuation sheet.
- determined not eligible for the
National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper Patricia Andrews

Date of Action 9/23/2002

5. Classification

<p>Ownership of Property (Check as many boxes as apply)</p> <p><input checked="" type="checkbox"/> private <input type="checkbox"/> public-local <input type="checkbox"/> public-State <input type="checkbox"/> public-Federal</p>	<p>Category of Property (Check only one box)</p> <p><input checked="" type="checkbox"/> building(s) <input type="checkbox"/> district <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object</p>	<p>Number of Resources within Property (Do not include previously listed resources in the count.)</p> <table border="0"> <tr> <td style="text-align: right;">Contributing</td> <td style="text-align: right;">Noncontributing</td> <td></td> </tr> <tr> <td style="text-align: right;">1</td> <td></td> <td style="text-align: right;">buildings</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">sites</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">structures</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">objects</td> </tr> <tr> <td style="text-align: right;">1</td> <td></td> <td style="text-align: right;">Total</td> </tr> </table>	Contributing	Noncontributing		1		buildings			sites			structures			objects	1		Total
Contributing	Noncontributing																			
1		buildings																		
		sites																		
		structures																		
		objects																		
1		Total																		

Number of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

<p>Historic Functions (Enter categories from instructions)</p> <p>TRANSPORTATION: rail-related</p>	<p>Current Functions (Enter categories from instructions)</p> <p>VACANT/NOT IN USE</p>
--	--

7. Description

<p>Architectural Classification (Enter categories from instructions):</p> <p>No Style</p>	<p>Materials (Enter categories from instructions):</p> <p>foundation CONCRETE</p> <p>walls WOOD: weatherboard</p> <p>roof OTHER</p> <p>other</p>
---	--

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

1906 – circa 1957

Significant Dates

1906

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

UNKNOWN

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Railroad Museum of Pennsylvania, Strasburg, PA

10. Geographical Data

Acreage of Property approx. 1.3 acres

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	<u> </u>	<u> </u>	<u> </u>	3	<u> </u>	<u> </u>	<u> </u>
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Suzanne Isaksen

organization Drew University, Certificate in Historic Preservation Program date October 5, 2001

street & number 10 Windrift Lane telephone 845-778-1736

city or town Walden state NY zip code 12586-1524

Additional Documentation

(Submit the following items with the completed form:)

Continuation Sheets**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

Allamuchy Freight House
Warren County, New Jersey

DESCRIPTION

The Allamuchy Freight House is a single-story frame structure exhibiting the side-gabled design and simple roof elaborations popular among rural Northeastern railroad buildings in the late nineteenth and early twentieth centuries. Constructed in 1906, it is situated on its original site on the east side of Route 612 (Johnsonburg Road) on the abandoned Lehigh and Hudson River Railway right-of-way (Photograph 1). As in its historical period, the freight house is surrounded by rolling farmland and is located approximately three-quarters of a mile from the center of the Village of Allamuchy.

Originally associated with several other buildings in a small commercial complex, the Allamuchy Freight House is the only component that remains today. Other complex resources once included a passenger station, toilet, tool house (an "old box car off trucks"), bunk house, coal house, cattle pen and chute, and creamery.¹ The passenger station was dismantled in 1934 by the Lehigh and Hudson River Railway Company,² and it has not been determined whether there are any remains of its foundation. The tool house and toilet were removed in 1933.³ Remains of the bunk house, creamery, and cattle pen and chute also have not been located. However, the foundation of what may have been the coal house is visible just southeast of the freight house on Route 612, and the cross-ties remaining from the coal house siding can easily be discerned.

An ICC Division of Valuation survey dated September 30, 1918, designates the Allamuchy Freight House as "Typ. W-14".⁴ This and other building types are recorded in the Interstate Commerce Commission (ICC) Bureau of Valuation, Eastern District, Type Book LHR Buildings.⁵ Type W-14 is a side-gabled rectangular building with center door openings on the long façades (that would have faced the tracks and sidings) and small windows on the gabled façades. The Allamuchy Freight House deviates from this design with the addition of windows on the northwest and southeast (track and siding) façades and a doorway on the southwest (gabled) façade, as well as decorative roof brackets and gable trusses. The Type W-14 description also lists the building materials: spruce for the frame construction and flooring; white pine for the exterior sheathing, doors, window and door framing, and roof construction; and hemlock for the interior wall sheathing.

The Allamuchy Freight House is rectangular in plan, measuring 22' by 36'. It was originally surrounded on three sides (northwest, southeast, and southwest) by a raised platform, although no remains of the platform and stairs exist today.⁶ The building's foundation is a series of monolithic concrete pilings, each measuring 1' by 1' and positioned on a grid of four rows by five rows. The pilings elevate the freight house approximately 2'8" above grade. Deeds associated with this property and others in the Allamuchy vicinity acquired by the Lehigh and Hudson River Railway and its predecessor, the Pequest and Walkill Railroad, indicate a concern for proper drainage of surrounding farmlands. Today, brooks flow through this area into the nearby Pequest River, as they did in the late nineteenth century. The pilings are part of the original design of the freight house, built to function as a temporary storage facility for agricultural products and other perishables (in-bound and out-bound).

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 2

Allamuchy Freight House
Warren County, New Jersey

This foundation appears on a postcard representation dating to circa 1910 and also is referenced as "concrete piers" on the ICC valuation survey form for this building.⁷

The freight house exhibits a wooden frame construction with novelty siding. There are faint signs of the original yellow wash on the exterior walls. The windows today are boarded or open and in some cases covered with wire mesh, although they were originally double hung.⁸ Traces of paint suggest that the exterior inner casing of the windows was originally painted red, while the exterior outer casing was dark green.

The northwest façade of the building, facing the right-of-way, consists of a wide center doorway flanked by two windows (Photograph 2). The door itself has been removed and is lying on the ground, but the exterior framework of the doorway demonstrates the same dark green paint scheme as the outer casing of the windows. The historical postcard image of the freight house (from circa 1910) shows paneled doors with dark (presumably green) exterior framework and dark thin internal planks dividing the doors into four panels.

The layout of the southeast façade (Photograph 3) of the freight house mirrors its northern counterpart. The southwest façade (Photographs 4 and 5) consists of a central window and a narrow paneled door at the west corner of the wall. On the northeast façade (Photograph 6), there was only a central window. This side of the building was the only one not surrounded by the platform.

The roof of the freight house has a moderate pitch with a wide eave overhang and exposed rafter ends. The wooden gable trusses and roof brackets provide a simple decorative element to the building's design (Photograph 7). There are faint traces of green paint on some of these elements. The roof is presently covered with tar paper, but the original roofing material was paroid, according to the 1918 ICC documentation.⁹

The interior of the building is a single large room with no evidence of partition walls. The walls are covered with a horizontal wood sheathing, which is missing in some places (Photographs 8 and 9). There is no evidence that the walls were painted. The roof beams are presently exposed and may have been at the time that the freight house was in service.

The condition of the Allamuchy Freight House reflects several decades of neglect. There also was a major alteration to the building's original design: the removal or disappearance of the exterior U-shaped platform. Nevertheless, the freight house remains on its original site, and its location on the abandoned right-of-way in a rural agrarian setting is a reminder of the vital relationship between the railroad and the farming community in the late nineteenth and early twentieth centuries. In essence, the Allamuchy Freight House demonstrates excellent integrity in terms of location, setting, association, and feeling; and good integrity in its design, materials, and workmanship.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 3

Allamuchy Freight House
Warren County, New Jersey

FOOTNOTES

1. ICC Division of Valuation, D. V. Form No 68-R-B, Lehigh & Hudson River Railway, Valuation Section 2, Account No. 16 and 17, September 30, 1918, pp. 23, 90-91, Interstate Commerce Commission Archives, National Archives of the United States, College Park, MD; map showing proposed switch to creamery at Allamuchy, J. E. Barrett, Superintendent Tracks Buildings & Bridges, December 10, 1907, Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA.
2. BV Form 588-B Report to ICC Bureau of Valuation January 1 – December 31, 1934, Account 16 – Stations and Office Buildings, Allamuchy, NJ, Sheet 8 of 12; Roadway Completion Report AFE #895, Project Completed March 20, 1934 Retirement and Removal, Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA.
3. Report to ICC Bureau of Valuation January 1 – December 31, 1933, Account 17 – Roadway Buildings, Allamuchy, NJ, Sheet 9 of 17; Roadway Completion Report AFE #861, Project June 19, 1933, Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA.
4. ICC Division of Valuation, D. V. Form No 68-R-B, p. 90.
5. ICC Bureau of Valuation, Eastern District, Type Book LHR Buildings, Interstate Commerce Commission Archives, National Archives of the United States, College Park, MD. A description of Type W-14, complete with drawings, appears on page 11, under the heading "Frame Freight Houses".
6. The platform and stairs are mentioned on ICC Division of Valuation, D. V. Form No 68-R-B, p. 91, and are shown on a circa 1910 postcard representation, as well as on the 1918 inventory photograph accompanying ICC Division of Valuation, V. D. Form No. 5, The Lehigh & Hudson River Railway [Inventory of Buildings and Structures with Photographs] (1916-1918), p. 93, Interstate Commerce Commission Archives, National Archives of the United States, College Park, MD.
7. ICC Division of Valuation, V. D. Form No. 5 (1916-1918), p. 93.
8. ICC Division of Valuation, D. V. Form No 68-R-B, p. 91.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 4

Allamuchy Freight House
Warren County, New Jersey

FOOTNOTES (Continued)

9. The 1916-1918 ICC valuation survey forms for L&HR buildings attest to paroid as a common roofing material for most building types with the exception of passenger stations. Type Book LHR Buildings (p. 1) refers to Roof Covering Type 4a as "3 ply Paroid, nailed and cemented, flashing and gutter lining of same material. (Other prepared roofings)." Paroid was patented in 1906 by F. W. Bird & Son of East Walpole, Massachusetts. *"Sweet's" Indexed Catalogue of Building Construction for the Year 1906* (page 154) describes the material as "fireproof against sparks and cinders ... [with] absolutely no tar ... to melt under heat or crack in the cold." The U.S. Trademark Electronic Search System records paroid as "paper for covering roofs and other outer surfaces of structures".

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Section 8 Page 1

Allamuchy Freight House
Warren County, New Jersey

STATEMENT OF SIGNIFICANCE

Introduction

The Allamuchy Freight House is significant under National Register Criterion A as a representation of the partnership between the railroads and the dairy farming communities in northern New Jersey in the late nineteenth and early twentieth centuries. The freight house was originally part of a small commercial complex established by the Lehigh and Hudson River Railway Company near the rural center of Allamuchy. From 1906 until circa 1957,¹ the freight house served as an economic focal point, bringing in feed, coal, cattle, machinery, and other goods to the local farmers and residents, and transporting milk and other agricultural products to markets in New York and New England. The Allamuchy Freight House is chiefly of local historical significance, because of the role it played in the economic development and support of the Village of Allamuchy, the Township of Allamuchy, and the surrounding farms in Warren and Sussex Counties.

Development of the Lehigh and Hudson River Railway Company

The Warwick Valley Railroad, predecessor of the Lehigh and Hudson River Railway, was established in 1860 for the purpose of transporting dairy and other agricultural products from the Warwick Valley in New York State to the markets in New York City. The railroad's original charter from March 8, 1860, specified the building of a railroad between Warwick and Greycourt, NY (near Chester), where it would connect with the New York and Erie Railroad's main line, as well as its branch to Newburgh (and the Hudson River).² After the Civil War, the directors of the Warwick Valley Railroad looked for additional traffic and market opportunities. They decided to take advantage of the development of large dairy farms south of Warwick, NY, as well as the new lime kilns at McAfee, NJ. Plans were made to extend the line into New Jersey. In January 1881 the Warwick Valley Railroad formed the Lehigh and Hudson River Railroad Company and secured a charter to build a line from Belvidere to Danville (Great Meadows), NJ.³

At the same time that the Warwick Valley Railroad was planning its southern route, the Pequest and Walkill Railroad Company obtained a charter from the State of New Jersey "to construct a line from Belvidere easterly to the New York State line, fifty miles."⁴ In May 1881 the Pequest and Walkill purchased a series of properties in Allamuchy Township. Two parcels of land were purchased from George H. and Sarah B. Ayers on May 13, 1881. The deed describes one parcel as "a lot of land for Depot grounds, ..." ⁵ Comparison of the details in this deed with the *County Atlas of Warren New Jersey*, published in 1874, indicates that this is the site where the Lehigh and Hudson River Railway's Allamuchy station would eventually be located.⁶

On May 16, 1881, the Pequest and Walkill Railroad was merged into the Lehigh and Hudson River Railroad.⁷ On April 1, 1882, the Warwick Valley Railroad and the Lehigh and Hudson River Railroad were consolidated into the Lehigh and Hudson River Railway Company (hereafter referred to

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Section 8 Page 2

Allamuchy Freight House
Warren County, New Jersey

as "L&HR"), thereby extending the line from Belvidere, NJ, to Greycourt, NY (a total of 61 miles).⁸ The focus of the L&HR continued to be on the transportation of agricultural products to the New York markets. However, by 1885 an association was developed with the Lehigh Coal and Navigation Company.⁹ Milk and coal became the primary commodities transported by the L&HR through the late nineteenth and early half of the twentieth centuries.

Construction of the L&HR's tracks and facilities in New Jersey began in earnest in 1882. In 1885, a passenger station described as "Type W-2, Frame, Slate Roof", measuring 30' long X 16' wide, was built at Allamuchy.¹⁰ In 1906, "a new freight station"¹¹ was built at Allamuchy, N.J., to care for the additional business being transacted at this point."¹² By December 10, 1907, the L&HR's Allamuchy complex was comprised of the following components: passenger station, freight house, coal house, cattle pen, and creamery.¹³

The construction of the freight house at Allamuchy was one of several improvement projects the L&HR completed during its fiscal year ending June 30, 1906. A roundhouse at Hudson Yard in Phillipsburg, NJ; a new creamery at Great Meadows, NJ (to replace an outmoded creamery); new passenger stations at Sugar Loaf, Lake, and Stone Bridge, NY; new freight houses at Lake and Stone Bridge, NY (to replace original buildings constructed in 1860); and additional sidings at Pequest and Andover, NJ, and Girarde and Maybrook, NY, in addition to the new freight house at Allamuchy, all indicate a need to upgrade L&HR facilities to handle increased local and through business.¹⁴ Moreover, the 13 June 1906 edition of the *Warren Journal* reported that the L&HR had secured bonds for the amount of \$400,000 to pay for new rolling stock. On order were 250 hopper cars and 10 lowside gondolas (each of 80,000 pounds capacity), 75 box cars (each of 60,000 pounds capacity), 25 ore cars (each of 60,000 pounds capacity), 1 fast freight locomotive, 1 passenger locomotive, and 4 consolidation freight locomotives.¹⁵ Construction of local freight facilities continued, as, for example, new freight houses were built in 1909 at Great Meadows and Tranquility, NJ, and New Milford, NY.¹⁶

There were several developments involving the Lehigh and Hudson River Railway that prompted this investment in facilities and equipment. In 1905, the L&HR had established an arrangement with the Delaware, Lackawanna & Western Railroad Company (DL&W) for trackage rights over the DL&W's Sussex Branch from Port Morris to Andover, NJ.¹⁷ This was part of a plan to facilitate movement of freight to and from New England, bypassing the bottlenecked New York routes by means of the Poughkeepsie bridge across the Hudson River. It greatly increased the L&HR's role as a through freight operation. One of the primary commodities carried over the L&HR to New England was coal from Pennsylvania. As was mentioned previously, an association between the Lehigh & Hudson River Railway and the Lehigh Coal and Navigation Company had been established in the mid-1880s. Coal was also an important part of local business at L&HR station stops throughout Warren and Sussex Counties in New Jersey, including Allamuchy, as evidenced by the coal house recorded in the ICC valuation records of 1916-1918.

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Allamuchy Freight House
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Also at this time, there was speculation about the eventual route of the DL&W's New Jersey Cutoff between Portland/Slateford Junction in Pennsylvania and Port Morris on the DL&W Main Line. The Cutoff was designed to provide a shorter, faster route to and from the Pennsylvania coal fields that would avoid two troublesome tunnels at Manunka Chunk and Van Nest Gap (near Oxford). DL&W engineers conducted a first round of studies on January 1, 1906. Two of the proposed routes would have passed directly through the vicinity of the Village of Allamuchy and the L&HR passenger station.¹⁸ Although the eventual route passed just south of Andover, the L&HR Allamuchy station stop would have been a key location for transportation of labor, equipment, and materials to the Johnsonburg construction area.

Allamuchy in the Early Twentieth Century

Locally, the Allamuchy area experienced a significant construction event in 1905-1906. The 20 July 1906 edition of the *Warren Journal* reported the completion of the half-million dollar mansion of Winthrop Rutherford near the village of Allamuchy. Now known as Villa Madonna, the residence was described as "one of the finest pieces of architecture, both as to beauty and cost, within the state of New Jersey. The outside walls are of brick with white trimmings. ... The interior fittings are of the most modern and costly in construction."¹⁹ The Rutherfords were a very prominent family in northwestern New Jersey, having settled in the Allamuchy area in the eighteenth century. Lewis Morris Rutherford was a well-known astronomer, and his son Winthrop was the (unsuccessful) Republican candidate for the New Jersey State Senate in 1905.²⁰ Winthrop's brother, Rutherford Stuyvesant, was the owner of Tranquility Farms, a vast estate in Allamuchy Township well known in 1906 for its English pheasant game preserves and annual hunts.²¹ The prominence of this family (and their visitors to the area) may partially explain the special treatment of the new Allamuchy freight house. Unlike other L&HR freight houses recorded in the ICC valuation survey of 1916-1918, the Allamuchy freight house is the only free-standing freight house exhibiting the decorative roof brackets and gable trusses more often found on the passenger stations.

The Industrial Directory of New Jersey published in 1906 records the population of Allamuchy as 600. A wagon manufacturer is listed as the only industry. The area is described as follows: "The country surrounding the town is largely given to farming, the principal products being grain of various kinds, and also milk and butter, large quantities of which are regularly sent to the markets of New York, and to those of the large cities in the northern part of the State."²² A directory of the Lehigh and Hudson River Railway, published in 1899, lists various Allamuchy residents and their occupations. Included are George and Charles Townsend, carriage makers; Rutherford Stuyvesant, stock farm; John Martin, blacksmith and wagon maker; William Hamilton, general store; I. J. Rasner, station agent; Eli Deremer,²³ section foreman; Walter Drake, saw mill; Edward Harding, miller; Ford Staples, general store and post office; and George H. Ayers, farmer, coal and fertilizer dealer.²⁴ Other residents included a carpenter, a shoe maker, a section hand, a truck dealer, and three farmers. By 1929, not much had changed; the occupations listed in a directory of Allamuchy residents published that year still revolved around farming (farmers, creamery personnel, millers, muck workers, and truckmen); the

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Allamuchy Freight House
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railroad; and special skills and services (carpenters, teachers, garage and mechanic workers, storekeepers, proprietor of the Pine Tree Inn, and salesman). One resident had the designation "Rutherford Estate" after his name, and there were also laborers, chauffeurs, a housekeeper, a maid, and a gardener among the residents of Allamuchy at this time.²⁵

The L&HR Allamuchy Freight House as Commercial Center

The small complex established at Allamuchy by the Lehigh and Hudson River Railway - in the form of passenger station, freight house, coal house, cattle pen and chute, and creamery - was designed to support the domestic and commercial needs of the village and surrounding farms. Coal, milk and other dairy products, cattle, feed and grain, and a variety of other goods comprised the in-bound and out-bound freight passing through the L&HR Allamuchy complex, of which the freight house was an integral part.

After the development of the Lehigh and Hudson River Railway as a through as well as a local route in the early twentieth century, approximately two-thirds of the railroad's annual freight tonnage was coal from Pennsylvania.²⁶ Some of this coal was delivered to local customers along the line between Belvidere, NJ, and Greycourt, NY. At Allamuchy, a siding led from the main tracks northeast of the freight house to the coal house southeast of the passenger station and freight house. The coal house also was accessible from Johnsonburg Road.

Milk was big business for the railroads that traveled through Warren and Sussex Counties in New Jersey. The Lehigh & Hudson River, the New York, Susquehanna & Western, and the Delaware, Lackawanna & Western all followed a pattern of building creameries along their lines, often near established passenger and/or freight stops. The creameries were leased to families like Henry Becker & Sons or companies like Borden's or Reid's.²⁷ Competition was stiff among the railroads for milk business; the L&HR's strongest competitor was the Lackawanna.

When the L&HR first began operations between Greycourt, NY, and Belvidere, NJ, in the 1880s, there were approximately twenty-seven milk stops along the line: Durlands, Warwick, Sanfordville, and New Milford in New York; and DeKay's, Maple Grange, Price's Crossing, Vernon, Sand Hill, McAfee, Sheldon's, Big Spring, Monroe, White Lake, Woodruff's Gap, Snook's, Mulford's, Iliff's, Brighton, Huntsville, Tranquility, Allamuchy, Long Bridge, Great Meadows, Pequest, Butzville, and Belvidere in New Jersey. Some were centralized milk collection points, including creameries adjacent to stations. However, some farmers preferred to ship their milk directly to market and utilized flag stops along the line. The Lehigh and Hudson River Railway Company was "the first railroad to have specially constructed cars for the transportation of milk."²⁸

By the 1920s, the L&HR "Milk Train" transported more milk but made fewer stops because operations had been concentrated in the creamery system. By 1926, there were thirteen milk stations, all associated with creameries: Maybrook, Farmingdale, Sugar Loaf, Lake, Wisner, and New Milford in

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Allamuchy Freight House
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A secondary development in the rise of the dairy industry in New Jersey in the late nineteenth century was the increase in the number of cattle in the state - particularly in breeds more suited to dairy production. There was some attempt at selective breeding to increase the amount of milk produced. However, many farmers throughout the state began to try new breeds of dairy cattle, particularly from Europe. According to Schmidt, the trend ran from Ayrshires, Jerseys, and Guernseys in the 1880s, to the Brown Swiss and finally the Holstein-Friesians. The Holstein became the dominant dairy breed in the state in the early 1900s.³⁵ It was highly valued as the leading milk-producing breed in Warren County, as evidenced by an editorial in the 19 January 1906 edition of the *Warren Journal*.³⁶

The location of a cattle pen as part of the Allamuchy station complex suggests that cattle was an important commodity either being brought into or shipped out of the area. By the mid-1920s, the Holstein was the predominant breed along the L&HR line. An article in the railroad's employee newsletter makes the following observation about the Holstein: "The uniformity of their product is evidenced by the fact that the L. & H. ships ten cars of milk daily to the city, the amount showing almost no variation throughout the different seasons. Translate that into gallons and quarts and you have some idea of the quantity of production."³⁷

Dairy farming was a business, and when the Holstein or Guernsey cow no longer produced milk profitably, it was sold to a cattle buyer and shipped to the stockyards in Jersey City. In 1926, for example, the L&HR transported 47 cars of "old bolognies" from various points along its line.³⁸

Descriptions and photographs of the L&HR freight houses recorded in the ICC valuation survey of the railroad show that the buildings were designed specifically to receive and warehouse perishable goods. The older freight house at Great Meadows, as well as those at Monroe, Franklin Junction, McAfee, Sheldon's (near McAfee), Vernon, and DeKays in New Jersey; and Lake and Sugar Loaf in New York, all had post foundations. The newer (1909) Great Meadows freight house and its counterparts at Allamuchy and Tranquility in New Jersey, and New Milford and Wisner in New York, were constructed on foundations of concrete piers. All freight houses were elevated to a level necessary for transferring freight between train and freight house. Moreover, their elevation on posts or piers permitted air to circulate under the building to keep perishables stored inside dry. The Allamuchy freight house was located in an area known for poor drainage, which may explain the use of concrete piers rather than timber posts.

Existing freight bills dating to 1908-1912³⁹ provide information about the types of items that were delivered to the Allamuchy freight house. In one shipment were cases of raisins, currants, "cocoanut", yeast, canned beef, cereals, salmon, molasses, syrup, and matches. Sacks of flour and rice; a tub of extra-fancy butter; boxes of beef in glass, lemons, prunes, and pickles; cases of cigars, peas, and corn; a bundle of brooms; and boxes of cheese, baking powder, and soap all were delivered for pick-up at the freight house. Receipts show that tobacco products came from Caldwell, NJ, while flour products came from millers in Belvidere, NJ, and Catasauqua, PA. The extra-fancy butter was

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purchased from an importer/wholesaler in New York City and was shipped via the Erie and L&HR to Allamuchy.

While local farmers grew corn and other grains as feed for livestock, other types of feed also was shipped in by rail to Allamuchy. As late as circa 1954, one of the L&HR's customers at Allamuchy was H. S. Kirby - possibly the same H. Stanley Kirby mentioned in the 1929 directory of Allamuchy residents as a "miller".⁴⁰ According to Mr. Kirby's son-in-law, Pete Freeborn (a long-time resident of Allamuchy), H. S. Kirby had a feed and coal business and received shipments at the Allamuchy freight house complex. The feed would arrive in box cars approximately every two weeks.⁴¹

The Demise of the Lehigh and Hudson River Railway Company

As the twentieth century progressed, the Lehigh and Hudson River Railway Company shifted its focus from local to passing-over freight traffic. Passenger revenue was always a small part of the railroad's annual gross income and continued to wane with the increase in automobile transportation in northern New Jersey. The L&HR discontinued passenger service in the New Jersey section in 1933⁴² and along the entire L&HR system in July 1939. The Allamuchy passenger station was dismantled in 1934.⁴³

How long the Allamuchy freight house continued to serve the local community is difficult to determine. By 1960, "no milk (was) handled by the Lehigh and Hudson, and [there were] practically no shipments of other agricultural products from local points."⁴⁴ In the 1950s, the railroad abandoned a series of tracks and sidings in the vicinity of the freight house, beginning with the west end passing siding in 1952, followed by the creamery track in 1955, and then the freight house track in 1957.⁴⁵ For this reason, the terminal point of the Allamuchy freight house's period of significance is designated as circa 1957.

From the 1960s to the early 1980s, the Allamuchy freight house was leased to local farmer Frank Gibbs by the L&HR and its successor, Conrail. Mr. Gibbs initially used the building as a storage facility for fertilizer but later switched to drying and storing corn harvested from his fields. To maintain a watertight environment, he made periodic repairs to the roof and floor, and closed and boarded up the windows.⁴⁶

On April 19, 1972, the Lehigh & Hudson River Railway Company entered into bankruptcy proceedings,⁴⁷ and on April 1, 1976, the railroad was officially incorporated into the Consolidated Rail System (Conrail).⁴⁸ A deed recording the transfer of many L&HR properties and rights-of-way in Warren County, including the Allamuchy freight house property, to Conrail was signed on March 29, 1976, and filed and recorded on October 12, 1978.⁴⁹ On December 17, 1985, Conrail sold all of its properties in Warren and Sussex Counties to Secondary Development Corp.⁵⁰ It is around this time that the Allamuchy freight house was abandoned.

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Today the only surviving Lehigh and Hudson River Railway buildings in New Jersey are the Mansfield Street Belvidere passenger station (incorporated into a larger building), the Great Meadows station complex (the passenger station now houses a small engineering firm),⁵¹ the Allamuchy freight house, and the Vernon passenger station (now a delicatessen).

Few Allamuchy residents actually remember the L&HR freight house in operation. Instead, the building has become part of local lore, because it is associated with a Presidential visit to Allamuchy. On September 1, 1944, the *Ferdinand Magellan*, President Franklin Delano Roosevelt's private railroad car, spent several hours on the siding adjacent to the Allamuchy freight house, while the President called on Lucy Mercer Rutherford, widow of Winthrop Rutherford.⁵²

There have been some changes to the Allamuchy area since 1957. Many farmers sold their properties to developers and moved to Pennsylvania or even the Midwest, where they could start over with new land, equipment, and herds, as well as thousands of dollars in the bank.⁵³ The railroad that provided transportation of people and goods, as well as local jobs, has been gone since the mid-1980s, and the tracks have been pulled up. In spite of these changes, the Township of Allamuchy (including Allamuchy Village) retains its rural character, and the landscape is still dotted with successful dairy farms and hundreds of Holstein cows.

In 1999 a community effort was initiated to establish a hiking trail along the former L&HR right-of-way through Allamuchy Township, with historical signage pointing out key aspects of the Lehigh and Hudson River Railway. The Allamuchy Environmental Commission has incorporated into this plan the restoration of the former L&HR Allamuchy freight house as a visitors' center. Once again the building will serve the community as a focal point for local and through traffic.

In summary, the Allamuchy Freight House is significant under Criterion A, as an important surviving representation of the partnership that existed between the railroads and the rural farming communities throughout northwestern New Jersey in the late nineteenth and early twentieth centuries. In terms of its location, setting, association, and feeling, it symbolizes the vital commercial link that connected the Village of Allamuchy and surrounding dairy farms with suppliers of coal, cattle, feed, groceries, and sundries on the one hand, and the marketplace for dairy products, beef, and agricultural produce on the other.

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FOOTNOTES

1. The construction date of the Allamuchy Freight House is documented in the Annual Report of the Lehigh & Hudson River Railway Company for Fiscal Year Ending June 30, 1906 (Warwick, NY), p. 8; as well as the 22 June 1906 edition of the *Warren Journal*. The terminal point of the period of significance is designated as circa 1957, based on the following designation in a file pertaining to properties abandoned by the L&HR between 1938 and 1960: "1957 Freight House track at Allamuchy AFE #1508 1,411.60 620 ft. tk. = .1174 mile". The abandonment of this track would have severely limited rail access to the freight house.
2. "Historical Sketch of The Lehigh and Hudson River Railway Company" (Warwick, NY: 1960), p. 1, Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA. (Typewritten.)
3. Ibid., p. 3.
4. *L&HR 100th Anniversary Bulletin* (Warwick, NY: Lehigh and Hudson River Railway Company, 1960), p. 6; "Historical Sketch of The Lehigh and Hudson River Railway Company," p. 3.
5. Deed of land from George H. and Sarah B. Ayers to Pequest and Walkill Railroad Company, May 13, 1881, Volume 113, Page 313.
6. F. W. Beers, *County Atlas of Warren New Jersey* (New York, NY: F. W. Beers & Co., 1874), p. 24.
7. "Historical Sketch of The Lehigh and Hudson River Railway Company," p. 3.
8. *L&HR 100th Anniversary Bulletin*, p. 6; "Historical Sketch of The Lehigh and Hudson River Railway Company," p. 3.
9. *L&HR 100th Anniversary Bulletin*, p. 6.
10. BV-Form 588-B Report to ICC Bureau of Valuation, January 1-December 31, 1934, Account 16 - Stations and Office Buildings, Allamuchy, NJ, Sheet 8 of 12, Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA.
11. The terms "station", "house", and "depot" often are used interchangeably in reference to some railroad buildings (such as "freight house" and "freight station", or "passenger station" and "passenger depot"). The terminology used in this nomination is based on the ICC Division/Bureau of Valuation documentation, especially the Type Book LHR Buildings. Lehigh and Hudson River Railway Company technical records also adhere to this terminology, using the designations "passenger station" and "freight house".

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12. Annual Report of the Lehigh & Hudson River Railway Company for Fiscal Year Ending June 30, 1906, p. 8. The 22 June 1906 edition of the *Warren Journal* provides the following announcement in its "Neighborhood Notes" on page 1: "Owing to a considerable increase in traffic the Lehigh and Hudson Railroad has been obliged to build a new freight station at Allamuchy."
13. This complex is documented on a map showing a proposed switch to the creamery at Allamuchy, submitted by J. E. Barrett, Superintendent Tracks Buildings & Bridges, December 10, 1907.
14. Annual Report of the Lehigh & Hudson River Railway Company, pp. 8-9.
15. *Warren Journal*, 13 June 1906, p.1.
16. These buildings are documented with dates of construction in ICC Division of Valuation, V. D. Form No. 5, The Lehigh & Hudson River Railway [Inventory of Buildings and Structures with Photographs], 1916-1918, Interstate Commerce Commission Archives, National Archives of the United States, College Park, MD.
17. Larry Lowenthal and William T. Greenberg, Jr., *The Lackawanna Railroad in Northwest New Jersey* (Morristown, NJ: The Tri-State Railway Historical Society, Inc., 1987), pp. 70, 74.
18. The two proposed routes through Allamuchy are designated as *Line 'G'* and *Line 'D'* on the map entitled "Proposed Cut-Off Routes, January 1, 1906", in Lowenthal and Greenberg, pp. 72-73.
19. *Warren Journal*, 20 July 1906, p. 1. The impact of "Mr. Rutherford's building operations" is reported in the 13 October 1905 edition of *The Hackettstown Gazette*, which credits the construction with the increase of property values in Allamuchy and the resulting decrease in county tax for every Allamuchy taxpayer.
20. Mr. Rutherford's candidacy is editorialized in the 6 October 1905 edition of *The Hackettstown Gazette*.
21. News about Tranquility Farms game preserves activities (from the new pheasant hatching season to the hosting of hunts) appeared frequently in the *Warren Journal* (such as the 1 June 1906 edition) and *The Hackettstown Gazette* (as in the 1 December 1905 edition).
22. Winton C. Garrison, comp., *The Industrial Directory of New Jersey* (Trenton, NJ: Bureau of Statistics, 1906), p. 10.

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23. Eli Deremer (or E. D. Deremer) is cited in the 31 August 1906 edition of the *Warren Journal* as receiving an appointment as an Allamuchy representative on the election board. He also appears in the inventory photograph of the Allamuchy freight house included with the the 1916-1918 ICC valuation survey form for this building, and his L&HR career is profiled in the article "One of the Best" in the September 1927 issue of *The "L. and H." Semaphore*.
24. *Breed Publishing Co.'s Directory of the Lehigh and Hudson River Railway from Maybrook, N.Y. to Easton, Pa.- The New York, Susquehanna & Western R.R. from Slate Hill to Passaic, N.J.* (Newburgh, NY: Breed Publishing Co., Publishers, 1899), pp. 51-52. This is possibly the same George H. Ayers from whom the Pequest and Walkill Railroad Company purchased the land in 1881 for "Depot grounds" and on which the L&HR Allamuchy passenger station, freight house, and associated buildings eventually were built.
25. Frank Shampanore, comp., *History and Directory of Warren County New Jersey* (Washington, NJ: Shampanore & Sons, 1929), p. 480.
26. Capt. W. W. Robinson, "Lehigh and Hudson River Railway," *Railway & Locomotive Historical Society Bulletin* No. 47 (September 1938): 69.
27. Creamery tenants such as these are mentioned in issues of *The "L. and H." Semaphore*, as well as in other documents in the Lehigh and Hudson River Railway Company's archives at the Railroad Museum of Pennsylvania in Strasburg, PA.
28. "The Milk Train," *The Semaphore: A Monthly Publication Devoted to the Interests of the Employees of The Lehigh and Hudson River Railway Company* Vol. 1 No. 4 (October 1926): 2, Lehigh & Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA.
29. *Ibid.*, p. 3.
30. Morris Rutherford to Arthur Danks, 18 January 1919, Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA.
31. "Along the Line," *The Semaphore: A Monthly Publication Devoted to the Interests of the Employees of The Lehigh and Hudson River Railway Company* Vol. 1 No. 8 (February 1927): 15, Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA. Lake Grinnell is a semi-manmade lake located in Sussex County, created under the direction of Grinnell Burt, first president of the L&HR. The railroad owned 35 acres of property at the lake, and it was a popular summer vacation spot for L&HR employees and their families.

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32. Hubert G. Schmidt, *Agriculture in New Jersey, A Three-Hundred Year History* (New Brunswick, NJ: Rutgers University Press, 1973), p. 155.
33. "The Milk Train," p. 2.
34. H. G. Pierson to M. Rutherford, 18 April 1927, Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA.
35. Schmidt, p. 157.
36. Levi C. Mackey, "Holstein-Freisian Cattle," *Warren Journal*, 19 January 1906, p. 2.
37. "The Milk Train", p. 3.
38. "A By-Product of the Milk Business," *The "L. and H." Semaphore: A Monthly Publication Devoted to the Interests of the Employees of The Lehigh and Hudson River Railway Company*. Vol. 2 No. 1 (July 1927): 2.
39. The freight bills referenced in this nomination are part of a private collection of L&HR documents presently located in North Carolina.
40. Shampanore, p. 480.
41. Telephone interview with Pete Freeborn, 19 February 2001. In a telephone interview on July 25, 2001, Jerry Chrusz, owner of Chrusz' General Store in Johnsonburg, NJ, provided a description of the types of feed that were shipped to Allamuchy via rail at a later period. From 1978-1984, Mr. Chrusz leased from Conrail a triangular piece of land adjacent to the Allamuchy freight house and a boxcar parked on a specially-installed piece of track. From there he sold feed and grain brought in via rail to farmers from Warren and Sussex Counties. While the farmers grew their own corn, they needed to supplement their livestock's diets with other types of feed and grain not grown locally. This included soybean from Ohio and Illinois, beet pulp from Michigan and Minnesota, brewery grains from Pittsburgh or Newark, hominy from Indiana, bran from Michigan or Illinois, and occasionally oat-milled by-product from Iowa. Mr. Chrusz would have preferred to have conducted business out of the Allamuchy freight house, but at that time the building was being leased by local farmer Frank Gibbs, who used it to dry and store harvested corn.
42. The Lehigh and Hudson River Railway Company Supplement No. 1 to (Employee) Time Table No, 146 shows that passenger service was limited to stations between Warwick and Greycourt, NY, as of November 1, 1933.

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43. BV Form 588-B Report to ICC Bureau of Valuation January 1 – December 31, 1934, Account 16 – Stations and Office Buildings, Allamuchy, NJ, Sheet 8 of 12; Roadway Completion Report AFE #895, Project Completed March 20, 1934 Retirement and Removal, Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA.
44. *L&HR 100th Anniversary Bulletin*, p. 8.
45. These events are documented in a file labeled “Abandoned Properties – NJ 1938-1960” in the Lehigh and Hudson River Railway Company Archives, Railroad Museum of Pennsylvania, Strasburg, PA.
46. Telephone interview with Frank Gibbs, 25 July 2001; telephone interview with Jerry Chrusz, 25 July 2001.
47. Bob Mohowski, "Except That the Poughkeepsie Bridge is Burning, Everything is Fine," *Railfan* (Winter 1974): 21.
48. Ed Crist with John Krause, *Lehigh & Hudson River, Vol. II: The East End* (Newton, NJ: Carstens Publications, Inc., 1986), Frontispiece.
49. Deed between John G. Troiano, as Trustee of the Property of the Lehigh and Hudson River Railway Company, Debtor, and Consolidated Rail Corporation, March 29, 1976, Volume 883, Pages 207-226.
50. Deed between Consolidated Rail Corporation and Secondary Development Corp., December 17, 1985, Volume 957, Pages 217-240; Corrective Deed April 25, 1990, Volume 1195, Pages 201-204.
51. On March 23, 1989, the Great Meadows Railroad Station was listed on the National Register of Historic Places. The nomination focused on the passenger station as the principal element of the Great Meadows complex but does provide some information about the freight house, a coal shed, and a workman's shanty. While the existing Great Meadows freight house appears similar to the 1909 building recorded on the ICC valuation survey, it is situated at ground level rather than elevated on its original concrete piers. As in its historical period, this building is of a similar but simplified design in comparison to the Allamuchy Freight House and does not exhibit the decorative roof elements found at Allamuchy. Its context differs in that the Great Meadows complex was located between - and served both - the original Villages of Vienna and Danville, while the Allamuchy complex was closely associated with the Village of Allamuchy.

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FOOTNOTES (Continued)

52. Bob Withers, *The President Travels by Train* (Lynchburg, VA: TLC Publishing, Inc., 1996), p. 177.
53. Telephone interview with Jerry Chrusz, 25 July 2001, in which Mr. Chrusz recounted losing many feed-and-grain customers to the developers.

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VERBAL BOUNDARY DESCRIPTION

The property includes a portion of Block 401, Lot 5.01 of the Allamuchy Tax Map, Warren County. It includes only that section of the lot bounded on the west side by Route 612 and extending to a point approximately 275' along the abandoned L&HR right-of-way. The frontage along the road extends approximately 200' southeast from the intersection of Route 612 and the abandoned right-of-way.

BOUNDARY JUSTIFICATION

The boundaries encompass the Allamuchy Freight House, a section of the abandoned right-of-way, and a small area surrounding the freight house. This includes the site of the passenger station, which was located between the road and the freight house.

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PHOTOGRAPHS

For all photographs:

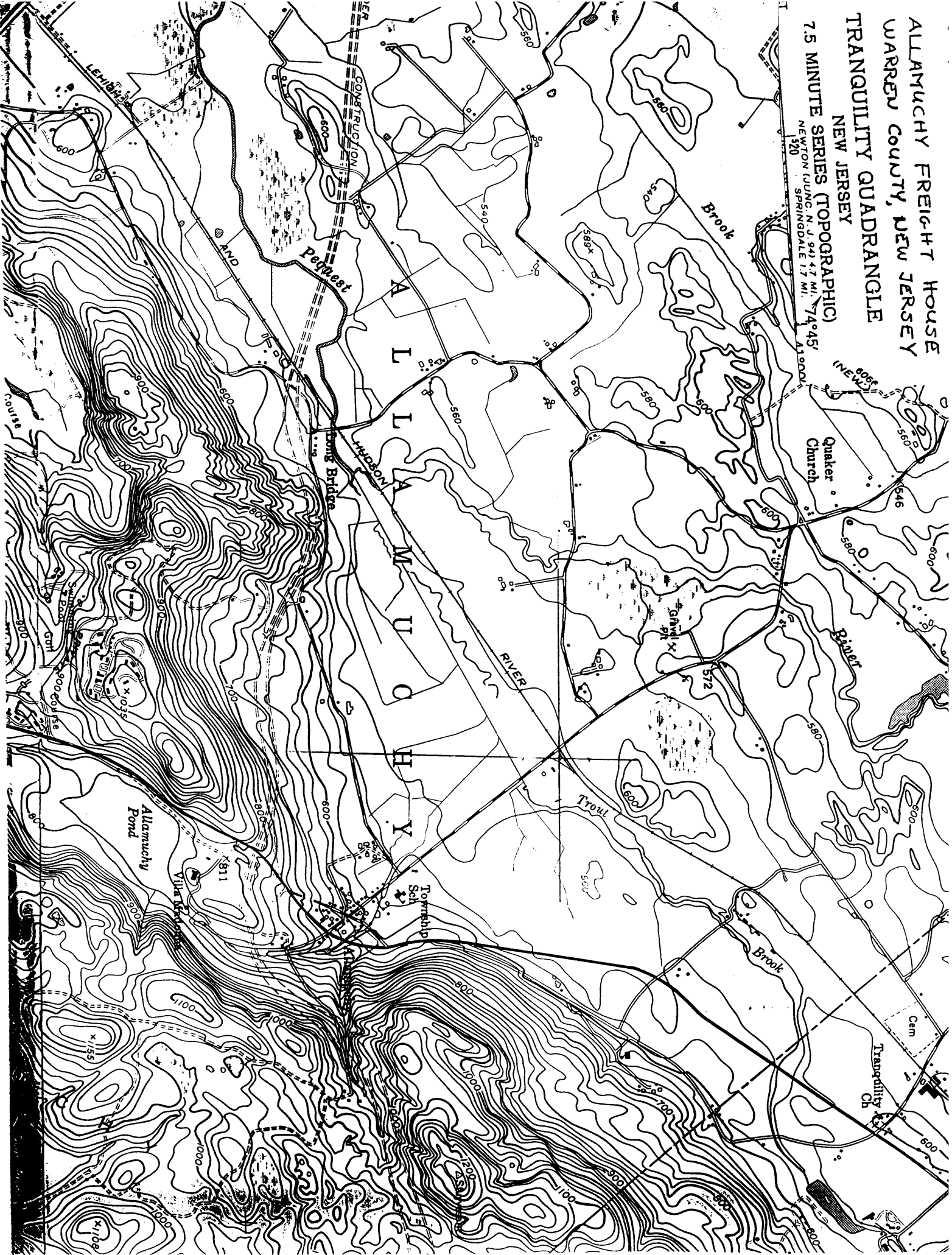
Property Name: Allamuchy Freight House
Property Location: Allamuchy, Warren County, New Jersey
Location of original negatives: Suzanne Isaksen
10 Windrift Lane
Walden, NY 12586-1524
Photographer: John Isaksen
Date: August 2001

The following items apply to individual photographs:

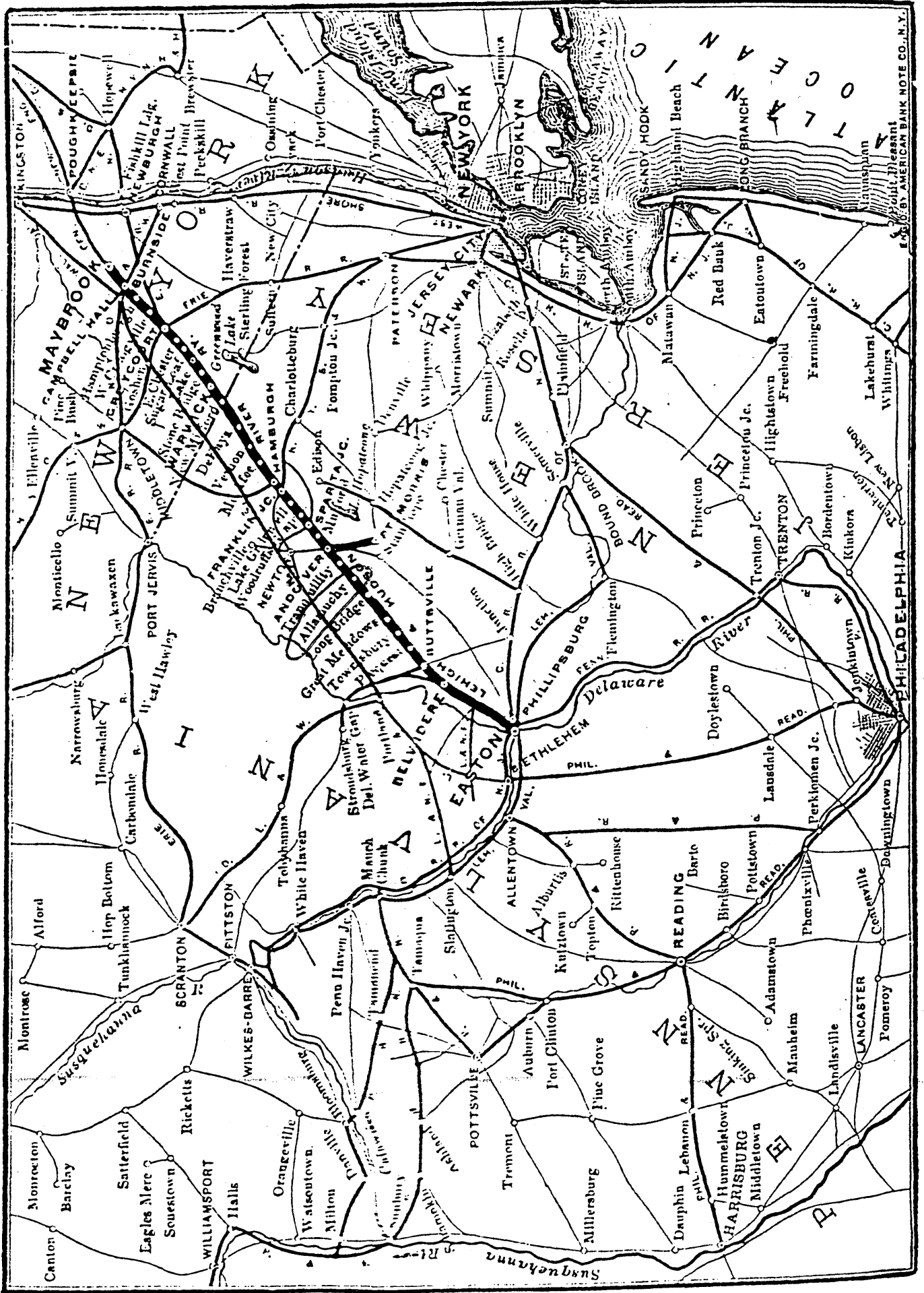
- Photograph No. 1: Allamuchy Freight House showing its location on east side of Route 612 along abandoned right-of-way.
- Photograph No. 2: Northwest façade of freight house, facing right-of-way.
- Photograph No. 3: Southeast façade of freight house, with original telegraph pole between freight house and Route 612.
- Photograph No. 4: Southwest and northwest façades of freight house.
- Photograph No.5: Southwest and southeast façades of freight house, with original telegraph pole.
- Photograph No.6: Northeast façade of freight house.
- Photograph No.7: Detail of roof brackets, looking towards west corner of freight house.
- Photograph No.8: Interior view looking towards west corner of freight house, with door and window of southwest façade.
- Photograph No.9: Interior view looking towards northeast façade of freight house.

ALLAMUCHY FREIGHT HOUSE
WARREN COUNTY, NEW JERSEY
TRANQUILITY QUADRANGLE
NEW JERSEY

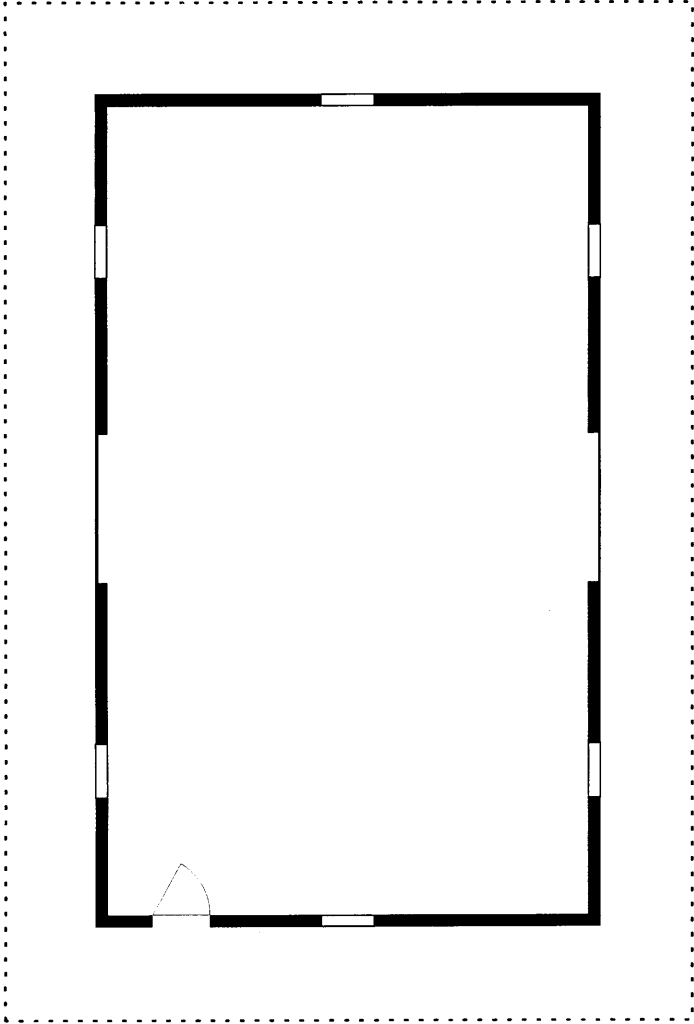
7.5 MINUTE SERIES (TOPOGRAPHIC)
NEWTON (JUNC. N. J. 94) 4.7 MI. 74°45'
SPRINGDALE 1.7 MI. 520



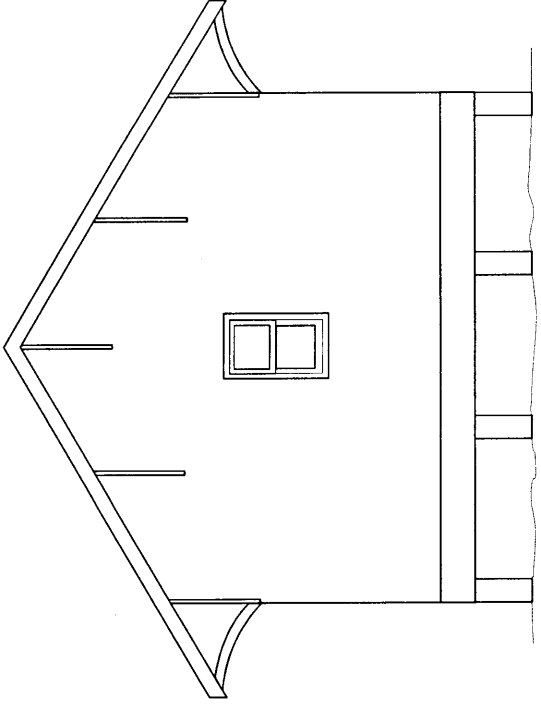
MAP OF THE LEHIGH & HUDSON RIVER RAILWAY AND ITS IMMEDIATE CONNECTIONS.



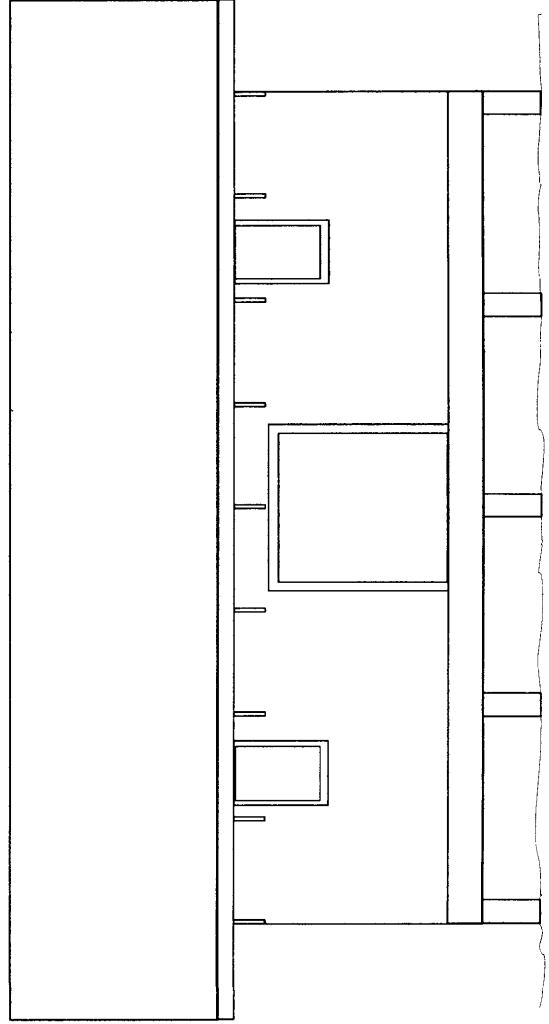
From Lehigh & Hudson River Railway Company Annual Report to Stockholders for fiscal year ending June 30, 1900.



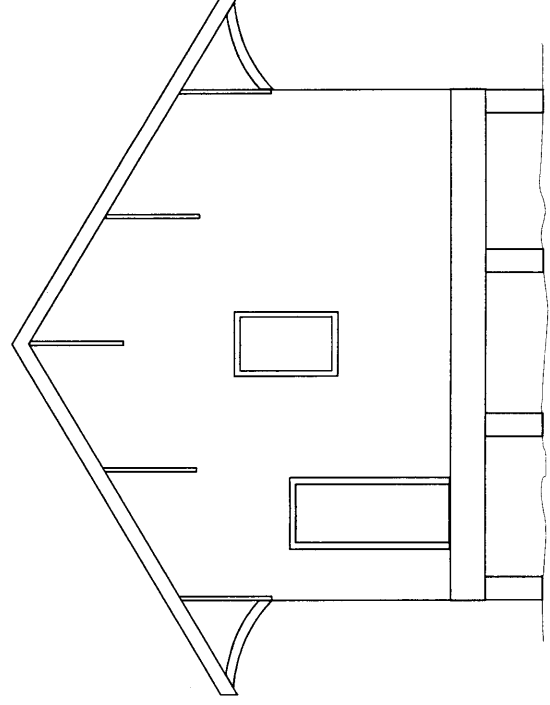
Floorplan



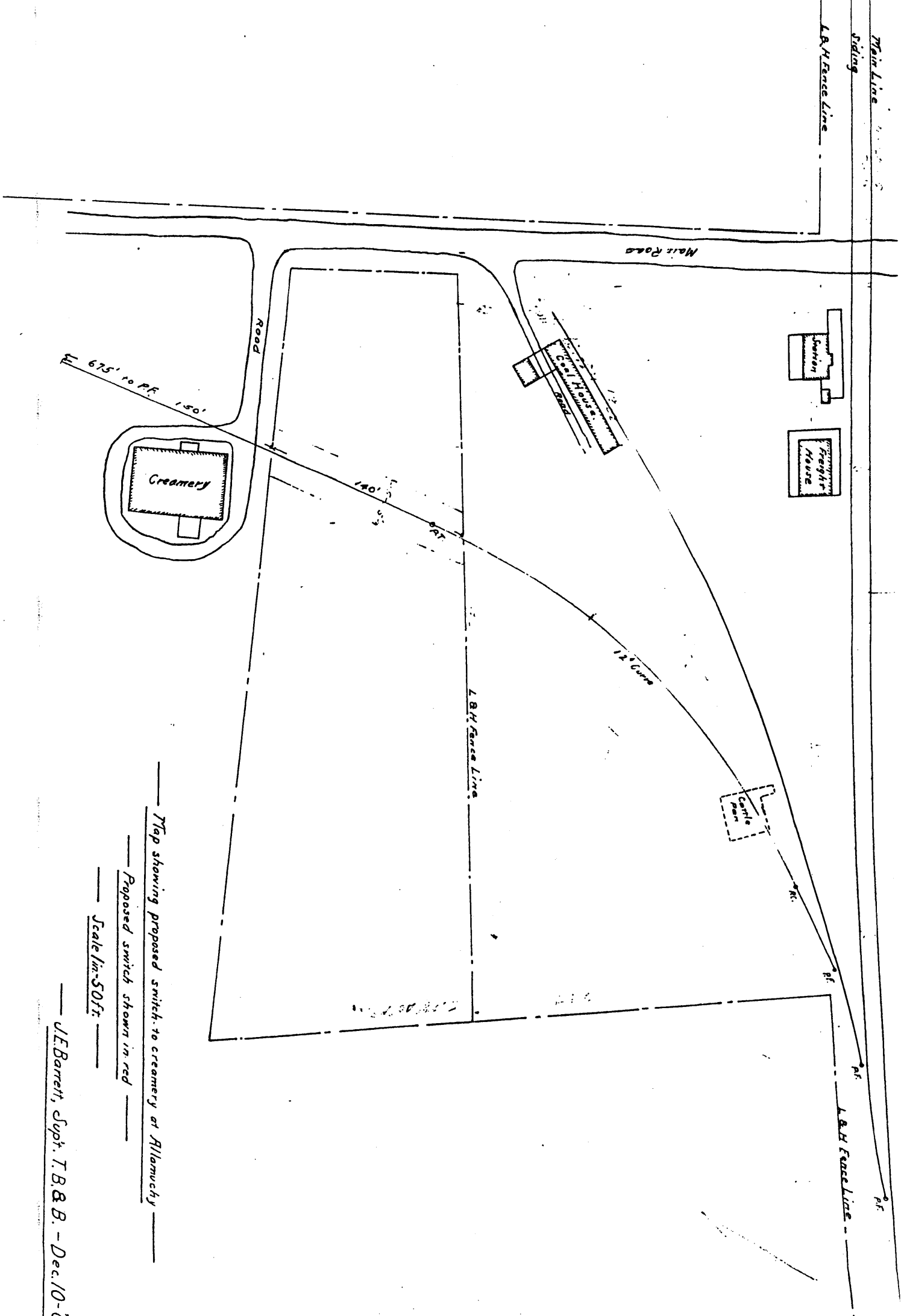
Northeast Elevation



Southeast Elevation
(Northwest Elevation identical)



Southwest Elevation



—— Map showing proposed switch to creamery at Allamuchy ——

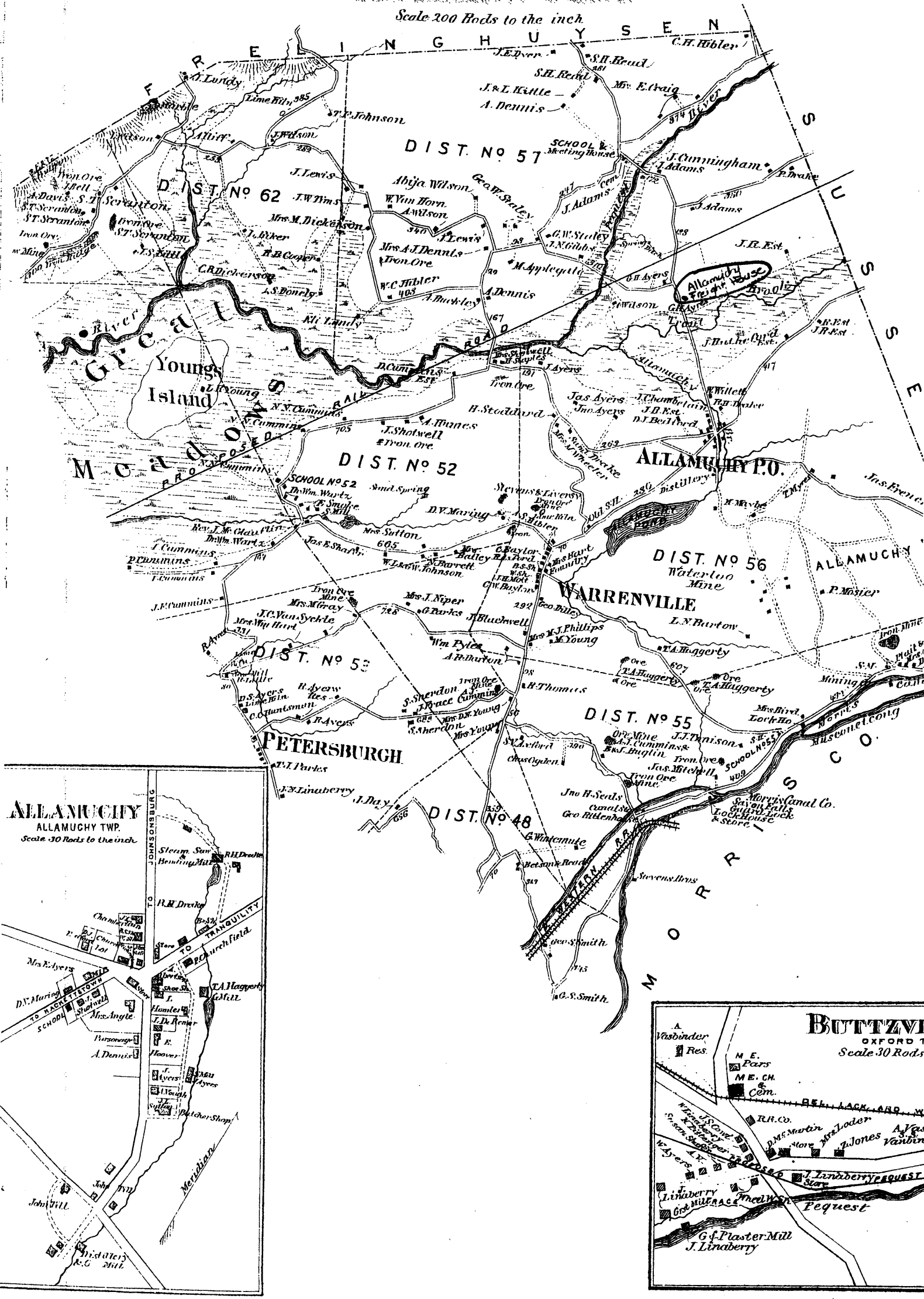
—— Proposed switch shown in red ——

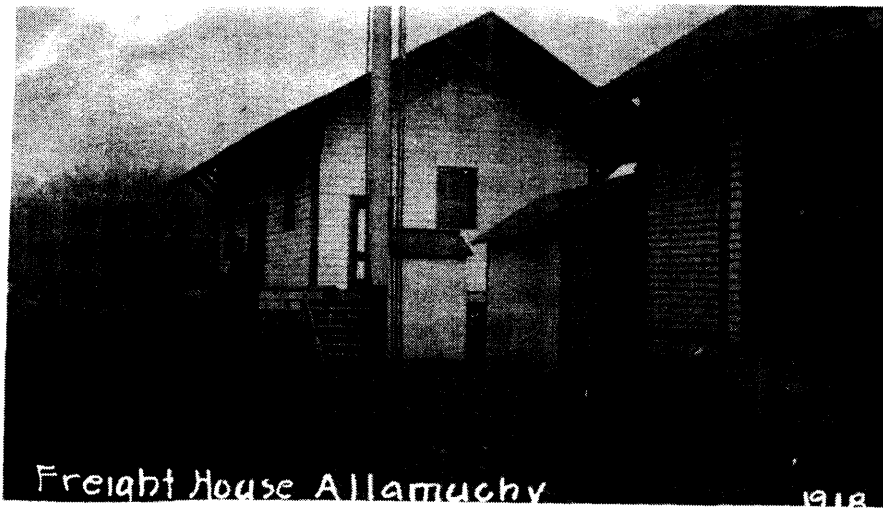
—— Scale 1 in. = 50 ft ——

—— J.E. Barrett, Supt. T.B. & B. - Dec. 10-07 ——

ALLAMUCHY

Scale 200 Rods to the inch





DATE COMPILED Feb
DATE I. C. C. INVENTORY
OWNER The Lehigh
OPERATING COMPANY
VALUATION SECTION

TITLE
FOR CARRIER
FOR I. C. C.

Freight House Allamuchy

1918

Name of Building

Location: (Survey Station) (Name of Nearest Stop) (Mile Post)

Allamuchy

Description Freight House, Frame. Foundation-concrete piers, Roof-paroid

General Dimensions: Length Width Height Size
39'6" 22'6" 13'4"

Design and Plans: Standard or Specially Prepared by

General Drawings for Sub-Structure: No. of Sheets File reference None

Kind of Plans: Tracings, blue prints or opaque paper drawings. None

Specifications: File reference

Contracts: None

Work provided by carrier:

All

Date Built: Year Length Width Height Volume

Original

Addition

Remarks: (This space reserved for Government field men)

*From: Interstate Commerce Commission Division of Valuation
V.D. Form No. 5 The Lehigh and Hudson River Railway [Inventory of Buildings and
Structures with Photographs], 1916-1918, p. 93.*

Station at Alamogordo N.Y. between town & School House or Mill



FRAME FREIGHT HOUSES

Note by nearest type below and dimensions as on pages 1 & 2 Type Book A Bldgs.
Note Foundations, Roof covering, Lighting, and Miscellaneous by special types on pages 1 to 3 Type Book LHR Bldgs.

TYPE	W-13.	W-14.
EXTERIOR	Walls, 1"x 12" upright boards and 1"x 2" battens, boards S13, battens S33 all white pine, T.P. fascia.	Walls, 1" white pine Novelty siding, white pine cornerboards and fascia.
ROOF	Boarding 1" matched W.C. pine roofers, Overhang with exposed dressed rafters and plain white pine barge board cornice. Overhang 12".	Overhang 16".
OPENINGS	Windows, stock W.P. stationary, single thick glazed, stock W.P. frames. Doors, 1" T.& G. white pine sheathed on 1 1/2" battens, stock W.P. frames.	Doors, 1" T.G.& B. white pine sheathed on double 1 1/2" W.P. batten frames, stock W.P. frames.
FRAMING	All hemlock, rough, simple framed. Sills on floor joists 4"x 4", Floor beams 4"x 10"-42" c. Posts 6"x 6", Plate 4"x 4", Girts 1 row 2"x 4", Studs 4"x 6"-20" c. with 2"x 4" intermediate, Ridge 2"x 6", Braces 2"x 4", Rafters 2"x 4"-20" c.	Sills, girders and floor joists Y.P. balance spruce, rough, simple framed. Sills and one girder 6"x 8", Floor joists 3"x 8"-16" c. Plate 4"x 4", Posts 4"x 4", Studs 2"x 4"-16" c. rafters 2"x 6"-24" c. Tie beams 2"x 6"-6" c. Sill on floor beams 2"x 4", Ridge 2"x 6".
FLOORING	2"x 6" square edge spruce plank dressed 1 side.	
INTERIOR	None.	Walls sheathed 5' high 1" sq. edge hemlock S13.
PAINTING	Exterior 3 coats white lead and oil paint.	
HARDWARE	Steel barn door hangers, track, lugs and pullocks for doors.	
PLANS	None.	Carriers File #525D and #457.

