

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

United States Department of the Interior
National Park Service

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Morris Canal Historic District Boundary Increase

Other names/site number: aka the Lake Hopatcong Train Station

Name of related multiple property listing:
N/A

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

2. Location

Street & number: 125 Ledgewood-Landing Road

City or town: Roxbury Township State: New Jersey County: Morris

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

x A B C D

| | | |
|---|---------------------------|----------------|
| <u>Phil Boony</u> | <u>Ass't Commissioner</u> | <u>2/18/16</u> |
| Signature of certifying official/Title: | | Date |
| <u>NJ DEP</u> | | |
| State or Federal agency/bureau or Tribal Government | | |

| | |
|---|---|
| In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria. | |
| Signature of commenting official: | Date |
| Title : | State or Federal agency/bureau or Tribal Government |

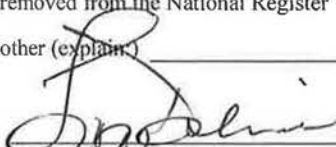
Morris Canal Historic District Boundary Increase
 Name of Property

Morris County, NJ
 County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain) _____


 Signature of the Keeper

4/19/16
 Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| <u>1</u> | _____ | buildings |
| _____ | _____ | sites |
| _____ | _____ | structures |
| _____ | _____ | objects |
| <u>1</u> | <u>0</u> | Total |

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

Number of contributing resources previously listed in the National Register N/A

6. Function or Use Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/Rail-Related

Current Functions

(Enter categories from instructions.)

WORK IN PROGRESS

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19th & 20th CENTURY REVIVALS/Tudor Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Fieldstone, cast concrete, asphalt roofing shingles

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Lake Hopatcong Train Station is a passenger railroad station built in 1911 in the Tudor Revival/Jacobean style. The station is one-and-one-half stories tall, three irregular bays wide and one bay deep, measuring 93'-4" long by 29 feet at its maximum depth (Photo 0014). The building is oriented so that it is set parallel to the railroad and the former Morris Canal to the east, and the roadway to the west with its street front facing west/southwest. The building is composed of rough-cut fieldstone accented by cast stone quoins, parapet copings, cornice, and window and door surrounds. Each bay is defined by a gable roof set at different heights and parapets (Photo 0001). The land around the perimeter of the building is level except along its east side where it slopes down toward the railroad and the former Morris Canal. The interior of the building is defined architecturally by its historic use: the center bay contained the main entrance and waiting room; the north bay served as the baggage room; and the south bay housed the ticket master's office and restrooms. The overall building configuration has been retained from original construction with changes made at the roofing material, the windows and doors, and select inappropriate masonry repairs at the exterior. A separate reinforced concrete bridge with thirty-five-foot elevator shafts that provided access from the level of the station to the platform and tracks below were removed in 1982 due to their poor condition. (Historic Image

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

B) At the interior, the original uses remain visible in the configuration and treatment of the spaces with deterioration and some loss of original finishes.

Narrative Description

The train station is constructed of rough-cut field stone laid in a random rubble pattern with cast stone detailing (Photo 0016) to define the entrances, windows, quoins, parapet copings, and shallow water table. Each of the three bays is distinguished at each end by parapet walls that serve as bookends to each gable roof set over each bay. The roof ridges (which run north/south) of the two outer bays sit lower than the ridge of the center bay (Photo 0014). The roofs were originally clad with glazed terra cotta (Ludiwici – Celadon T-12) tiles in a greenish hue; currently, the roofs are clad with asphalt shingles. The cast-stone cornice is detailed with a leaf pattern set at regular intervals (Photo 0006). The roof drainage system originally consisted of hung copper gutters and leaders; currently the gutters remain but the leaders are aluminum.

Similar to other railroad stations of this period, the building has two “fronts;” one that faces the street (the west side) and the other that faces the railroad tracks (the east side) (Historic Images B and D). Each section of the building or bay served a distinct purpose. The north bay served as the baggage room with entrances at its north and west sides. The center bay is composed of four irregular bays, is the most prominent, and is distinguished as the main entrance and originally housing the main waiting room. The smaller south bay, which is deeper than the center bay, housed the ticket master’s booth on its east side and the restrooms on its west side.

The perimeter of the building is defined by a low cast stone water table (Photo 0017). A narrow planting bed abuts the building on each side with concrete walks defined by concrete curbing creating separation from the asphalt paving to the west and the grassy areas to the north and south. Along the east side, a short distance from the building, is an original metal fence set between concrete posts. This fence separates the flat area from the steep slope leading to the railroad. Set center of the main entrance between the fence posts is an original cast stone water fountain (Photo 0007). Adjacent to this fountain is one set of original concrete stairs (no longer in use) that lead down to the railroad tracks below. A second set of steps is set at the northeast corner of the site. Both stairs are intact including their metal railing but are covered with overgrowth.

Each of the main entrances in the center bay is similarly detailed with a cast stone surround and shallow parapet detailed with glazed terra cotta detailing (Photo 0015). The entrances, both originally open front to back, are a single opening with a segmental arched head with molded cast stone surround flanked on either side by Gothic-arched terra cotta inset panels at each pilaster. Above each opening is a series of stacked inset panels detailed with terra cotta. At the west elevation, the terra cotta and cast stone have been painted; they remain in their natural condition on the east elevation.

At the west elevation (Photo 0001), the main entrance door is a pair of twelve-lite over three-panel twentieth-century wood doors with four-lite sidelights and a twenty-two-lite arched

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

transom. Adjacent to and south of the main entrance are three tall window openings with cast stone surrounds defined by cast stone quoins and a sill. Currently the sashes are a pair of 10-light vinyl casements with two-light transoms but were originally a pair of wood casements detailed by three stacked squares with the glass separated by a crossed pattern of wood muntins. In the north bay, there are two clerestory original wood windows similarly detailed to the larger openings in the center bay at their surrounds. The sashes are a single square with a crossed pattern of wood muntins (Photo 0018). Centered in the south bay there is a single square window with the crossed pattern of muntins.

At the north elevation (Photo 0002), there is a single door opening detailed similarly to the window openings. The door originally was paneled wood with beaded board inset with a three-light transom above. The transom windows remain and are detailed with the cross-pattern muntins. The door frame is intact but the opening is infilled with a mid-twentieth-century glazed wood door with sidelights.

At the east elevation (Photos 0003 and 0004), the center bay is similarly detailed to the west elevation with the main entrance and three adjacent tall windows. The former arched opening has been infilled with concrete and features a pair of one-over-one vinyl windows at its center; there is a small square opening north of this opening that is covered with plywood. In the north bay, the northern-most opening (Photo 0003) has a pair of one-over-one vinyl windows with infilled transom (formerly a door opening) and the southern-most opening is a clearstory sash that has been infilled with plywood. At the south bay (Photo 0004), which projects beyond the center bay approximately two feet, a window opening is set at the center. The original opening remains but the sash is a modern sliding vinyl window with one-lite vinyl transom.

The south elevation (Photo 0005) is simply adorned with a single square window off-center to the west and a taller opening within the two-foot projection to the east. There is a similar opening on the north side of the projection. Based on the original drawings and historic photographs, these sashes were single light casements.

Interior Description:

The interior of the building was simply adorned and as noted previously, each section or bay contained distinct uses. The north bay (Photo 0010), which served as the baggage room, currently has an inlaid wood floor that was installed in the 1990s over the original concrete floor. The walls are unfinished field stone and the ceiling finishes have been removed but originally would have been plaster. In the attic area is a cistern that appears to have served a sink in the baggage room and possibly the water fountain outside. A single-door opening centered on the south wall and finished with cast stone lintel and quoins opens into the main entrance area (Photo 0008). The door and framing are no longer extant but scarring remains of their original location. The main entrance area carries the cast stone water table and rubble stone walls on its north and south elevations. At the east and west walls where the space was originally open to the exterior, the finishes are plaster on stone. The ceiling is currently unfinished, but based on the original architectural drawings, would originally have been finished with white oak boards. The floor appears to have been originally concrete; it is currently finished in part with

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

tile laid over the concrete. In the south wall are two large door openings finished with cast stone lintels and quoins and separated by a large cast stone mullion. The doors are no longer extant but, again, the scarring of their original location remains. There is a step up from the main entrance into the passenger waiting room to its south.

The passenger waiting area (Photo 0011), which is a large open space, received the greatest attention to finishes originally. The ceiling finishes have been removed but would originally have been plaster. The bottom chord of the two wood trusses that define the three bays of the space are exposed below the ceiling. The walls are finished with plaster in various states of repair. The flooring is terrazzo with a tile border (Photo 0012); the terrazzo and border are intact. The space originally was fitted with wood benches that ran along the east and west walls; scarring in the floor indicates their original location. At the south end of the space are four openings. The two eastern-most openings, a door and window, opened to the ticket master's office (Photo 0013). The two western-most openings opened to the men's and women's restrooms. The openings, currently, are simply adorned with the plaster finishes ending at the edge of the deep openings. The frames for the doors to the restrooms are intact.

The ticket master's office has been converted to the mechanical room. The ceiling is exposed. The original maple floor is missing revealing the concrete. The walls are currently exposed stone with remnants of plaster. The men's and women's restrooms have been modified over time but their original terrazzo floors remain and the plaster finishes and tile bases appear to remain in the women's restroom, including portions of the original stone wainscot at the west wall and the toilet partition. The men's restroom retains its original urinal, and the original wood doors to both restrooms remain.

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.)

- A. Owned by a religious institution or used for religious purposes

Morris Canal Historic District Boundary Increase

Morris County, NJ

Name of Property

County and State

- 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 old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1911-1929

Significant Dates

1911

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

William Hull Botsford (architect)

Frank J. Nies (architect)

V. D. Steinbach (builder)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Morris Canal Historic District (Boundary Increase), as an addition to the Morris Canal Historic District, strengthens the district's local significance under National Register Criterion A for its contribution to transportation. The Lake Hopatcong Train Station was designed to integrate the Morris Canal with rail travel, serving as a link between the two, as well as connecting with adjacent trolley service. Although built at a time when the cargo shipping use of

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

the Morris Canal was waning, the station was designed to use the canal for passenger access to Lake Hopatcong, a popular recreational venue within the state. This station may have been the only one of its kind along the Morris Canal, or possibly in the state, designed to integrate canal and rail passenger service. Its period of significance is from its construction in 1911 until 1929, the start of the Great Depression, which also marked the beginning of the decline for Lake Hopatcong as a major summer resort supported by railroad service.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The Lake Hopatcong Train Station is located in Landing, a section of Roxbury Township, Morris County, at the southern tip of Lake Hopatcong, New Jersey's largest lake. The Landing area is rich in canal history. Construction of the canal through Roxbury began near the Drakesville (Ledgewood) section of Roxbury Township on July 12, 1825. By 1827, the Morris Canal and Banking Company had acquired all of the property it needed within Roxbury and continued its construction within the township. Lake Hopatcong was turned into the canal's largest reservoir by building a dam that raised the water level by two feet. In 1835, the canal needed more water, and the dam was raised an additional four feet.¹ The Morris Canal passed through four Roxbury communities: Port Morris, Shippenport, Ledgewood and Kenvil; Landing was not yet an established community, and did not become one until after the railroad station was built there. In total there were five inclined planes and two locks in Roxbury, more Canal sites than any other town along the Canal.

The opening of the Canal had a major impact on the small iron mining settlements in the Northern New Jersey area. One source states that "The regional or local impact of canals has been the most critical impact to consider. Canals displayed their most dramatic role in interior wilderness areas, helping to transform these areas into thriving settlements and even into towns."² The settlement in and around present-day Roxbury was just such an area. Many communities, such as Ledgewood and Landing, "benefited from the canal's ability to ship and receive goods more easily and less expensively than moving freight via the early roadways. In response to those opportunities, people moved westward to work in the mines and mills the canal supported and also to farm the vast countryside found outside the canal communities."³ Residences were built around the canals and stores and businesses opened to serve their needs. In Roxbury, for example, the King Store supplied Canal boatmen with merchandise as well as acted as a general store for other area residents.⁴

The year 1840 marked both an increase in iron ore production in Morris County and a greater utilization of the Morris Canal's capabilities.⁵ The next decade saw the founding of a number of

¹ Joseph J. Macasek, *Guide to the Morris Canal in Morris County* (Morristown, NJ: Morris County Heritage Commission, 1996), 39.

² Spiro G. Patton, "Canals in American Business and Economic History: A Review of the Issues," *Canal History and Technology Proceedings*. Volume VI March 28, 1987, ed. Lance E. Metz: 5 and 7. 18.

³ Morris Canal Greenway in Morris County; Strategic Preservation Plan 2005, 9.

⁴ Morris Canal Greenway in Morris County, 29.

⁵ Robert Geelan, "Iron on the Water," *Canal History and Technology Proceedings*, Volume X, March 23, 1991, ed. Lance E. Metz.

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

new iron companies and mines, as well as the rise of several important individuals within the industry. Within several years of its creation, though, the Morris Canal was already being challenged by railroad technology. The effect of rail transportation on the Canal was not immediate but “once their tracks had penetrated the iron mining district the handwriting was on the wall.”⁶ While completion of the Ogden Mine Railroad brought iron ore to Lake Hopatcong and initially contributed to the most prosperous years on the Canal, the connection of the Ogden Mine Railroad to the Central Railroad of New Jersey (CNJ) led to the reduction of cargo transportation on the Canal. In the next several decades, the Canal’s commercial shipping business would consistently decline.⁷

While the Morris Canal ultimately was not the long-term economic success it was hoped to be due to competition from the railroad, the canal played a significant role at Landing and in the way the Lake Hopatcong area developed, even as canal use was beginning to wane elsewhere. The canal spurred the building of the railroad in order to connect several nearby mines with access to the canal via the lake; this ultimately led to passenger rail service to the Lake, which in turn made the lake a resort destination. The canal then played an integral role once passenger rail service came to Landing, as it provided direct water access to the Lake via a feeder canal at a time when road travel around the Lake was limited. The station at Landing was significant in facilitating this connection between the two modes of transportation. While the canal saw decreased cargo use in some places beginning in the mid-to-late-nineteenth century, it was actively used at Landing due to the railroad station. With steady decline in cargo transportation along the canal its use became more passive including for passenger service and for recreational purposes such as swimming, canoeing, and fishing.

Railroad access to Landing began in 1854 when the Morris & Essex Railroad was extended through to Hackettstown and was constructed along the south end of Lake Hopatcong.⁸ Initially, there was no stop at Landing and passengers wanting to go there had to get off at Drakesville (present-day Ledgewood) and take a stage coach over rough roads to Landing and access to the lake.⁹ In 1869, the Delaware, Lackawanna & Western Railroad (DL&W), commonly referred to as the Lackawanna Railroad, took over the Morris & Essex line on a perpetual rental basis.¹⁰ The DL&W had emerged as the main transporter of anthracite coal from Pennsylvania and sought its own route across New Jersey to the New York Harbor without having to rely on its competitor, the Central Railroad of New Jersey.

In the 1870s, passengers could get off at Landing, but there was no station. The train would stop and passengers could exit at a “siding”, which was basically a small shelter at the side of

⁶ Geelan, 45.

⁷ Balston Mottel, “A Short History of Roxbury Township, Morris County, New Jersey.” Roxbury Township History Website, <http://www.roxburynewjersey.com/history.htm> (accessed July 2015).

⁸ Thomas Townsend Taber, *The Delaware, Lackawanna & Western Railroad in the Nineteenth Century* (Muncy, PA: Thomas T. Taber, 1977), 50.

⁹ Martin Kane, *Images of America: Hopatcong: A Century of Memories* (Charleston, SC: Arcadia Publishing, 1998), 10.

¹⁰ Robert J. Casey and W.A.S. Douglas, *The Lackawanna Story: The First Hundred Years of the Delaware, Lackawanna and Western Railroad* (New York: McGraw-Hill Book Company, Inc., 1951), 86.

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

the tracks. In 1886, the DL&W constructed its first passenger station at Landing in response to the CNJ's success with a passenger station at Nolan's Point farther up the lake. The original station at Landing was a low, long building set between the railroad tracks and the Morris Canal near the southern tip of the lake. Due to its immediate proximity to the canal, passengers could exit the train, cross the platform to the canal, and get on a waiting steamboat that would take them up a feeder canal and through a lock to the lake. Since early roads near the lake were limited and difficult to pass, the railroad and boats were the main sources of transportation. The Lake Hopatcong Steamboat Company, which became known as the Black Line, was chartered the same year the station opened and worked in cooperation with the DL&W and the Morris Canal.¹¹ A few years later, c.1890, the Hopatcong Steamboat Company, which came to be known as the White Line, opened in competition with the Black Line. The White Line was denied the right to use the Morris Canal, so it dredged the previously non-navigable southern tip of Lake Hopatcong to create the Landing Channel, allowing the company to bring boats within a block of the Landing train station.¹² Thus, the Landing station actually had two water connections to Lake Hopatcong.

In the following decades, Lake Hopatcong would become one of the premiere summer destinations in New Jersey, second only to the shore. Local advertisements praised the "mountain air" provided by the "1,200 foot elevation of the Lake".¹³ The Lake supported a healthy hotel base, a large and affluent community of summer cottages, and was spurred by a strong national economy. Prior to passenger service to Nolan's Point there were four hotels and rooming houses on the lake, and by 1900 there were over forty.¹⁴ In 1887, construction of the grand Breslin Hotel with 250 rooms and electricity brought the first major boom to Lake Hopatcong and gave it credibility as a resort area.¹⁵ Many early visitors camped or built crude bungalows by the lake, and soon wealthy individuals built large summer "cottages." Lake Hopatcong attracted the "rich and famous." It became a center for vaudeville, burlesque, and other performers in the summers when most theaters closed. Lake Hopatcong reached its height as a railroad-accessible summer resort in the 1910s and 1920s, with tens of thousands of people arriving every summer to visit the restaurants, stores, dance halls, and amusement parks, and to partake in a wide variety of activities. It became one of the most popular resorts in the Northeast, and the Lake Hopatcong Train Station remains today as a physical link to that past.

The Lake Hopatcong Train Station

The Delaware, Lackawanna, & Western Railroad (DL&W) decided to build a new train station at Landing (the subject of this nomination) in the early-twentieth century. This was in response to

¹¹ Kane, *Images of America: Hopatcong: A Century of Memories*, 36.

¹² Kane, *Images of America: Hopatcong: A Century of Memories*, 36.

¹³ Lake Hopatcong has an actual elevation of 926 feet.

¹⁴ Kane, *Images of America: Hopatcong: A Century of Memories*, 35.

¹⁵ Martin Kane, "The Hotel Breslin; A Castle By the Sea," *Lake Hopatcong News*, <http://lakehopatcongnews.com/c79-history/the-hotel-breslin-a-castle-by-the-sea/> (accessed accessed July 2015).

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

both Lake Hopatcong's growing popularity as a summer resort and to a new, major railroad endeavor the DL&W was planning.

The DL&W's old line wound through the hills of western New Jersey with many steep grades and curves. In order to be more competitive with other rail lines that ran west to Pennsylvania and ultimately connected to Buffalo, the DL&W planned the innovative Lackawanna Cut-Off (also known as the Hopatcong-Slateford Cut-Off). The Cut-Off was a nearly straight rail line that would run from the Lake Hopatcong station in Landing to the Delaware Water Gap with no grade crossings. The Cut-Off took three years of planning, three years of building, and cost over \$11 million.

The DL&W had gained experience using reinforced concrete in track elevation work through the suburbs of New Jersey, so it decided to exclusively use that material for the bridges and structures on the new Cut-Off.¹⁶ At the time, the DL&W was said to have done much more concrete construction than any other railroad in the country as far as general dimensions built and quantities of materials used.¹⁷ In all, the Lackawanna Cut-Off featured seventy-three structures including bridges, culverts, viaducts, a tunnel, signal towers, and stations,¹⁸ including the Paulins Kill viaduct, said at the time to be the largest reinforced concrete railroad viaduct.¹⁹ The route required 14,000,000 cubic yards of cuts and 15,000,000 cubic yards of fills,²⁰ including the Pequest Fill, said at the time to be the largest railroad embankment in the world.²¹ The 28-mile Cut-Off shortened the route to the Delaware Water Gap by 11.2 miles. Work began August 14, 1908, and the line was opened to traffic on December 24, 1911.²²

The new line for the Cut-Off began 1,322 feet west of the railroad station at Landing, so budgeted into the project was construction of a new passenger station there. The station was to be a showpiece highlighting the Lackawanna Cut-Off and welcoming resort visitors to Lake Hopatcong. The station was designed by the young architect William Hull Botsford under the supervision of Frank J. Nies, the head architect for the DL&W, and G.J. Ray, the head engineer for the DL&W. Botsford worked on several New Jersey depots for the DL&W including at Basking Ridge, Watsessing, Bloomfield, and Montclair, as well as the concrete sections of the

¹⁶ Thomas Townsend Taber and Thomas Townsend Taber, III, *The Delaware, Lackawanna & Western Railroad in the Twentieth Century* (Muncy, PA: Tomas T. Taber, III, 1980), 36.

¹⁷ "New Delaware, Lackawanna & Western Specifications for Portland Cement," *Railway Age Gazette* 54, no. 4 (1913): 158.

¹⁸ Arthur L. Willgoose, "A General Description of the Delaware, Lackawanna & Western Railroad Cut-Off in New Jersey," *Cornell Civil Engineer* 21, no 9, (1913): 479.

¹⁹ C. W. Simpson, "The Hopatcong-Slateford Cut-Off: A Second Article Describing the Very Heavy Bridge Work, Including Largest Concrete Railway Bridges Ever Built in this Country," *Railway Age Gazette* 54, no. 1, (1913): 11.

²⁰ Larry Lowenthal, "The Lackawanna Cutoff: 'High Iron' Across New Jersey," *Lake Hopatcong Breeze* (September 1979): 7.

²¹ Willgoose, 478.

²² C. W. Simpson, "The Hopatcong-Slateford Cut-Off: This Recently Completed Lackawanna Line Which Encompasses Some of the Heaviest Railway Work Ever Done on this County," *Railway Age Gazette* 53, no. 23 (December 1912): 1091.

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

railroad bridge over the Tunkhannock Creek²³ at Nicholson, Pennsylvania.²⁴ He died at the age of 25 in the sinking of the *Titanic*. The builder of the station was V.D. Steinbach of Lewistown, Pennsylvania.²⁵

Construction of the new station at Landing began in September 1910 and was completed in May 1911 in time for the summer season at the Lake.²⁶ The station was constructed of native rubble stone with cast concrete trim and glazed green terra cotta roof tiles, and it features elements of the Tudor Revival/Jacobean style. The interior of the station included a waiting room, ticket office, and restrooms at one end and the baggage room at the other, separated by a covered passage. The station was set approximately thirty feet higher than the tracks. Concrete stairs and a separate reinforced concrete bridge with thirty-five-foot elevator shafts provided access to the platforms and tracks below. As with the previous station, the tracks and platform were set adjacent to the Morris Canal allowing passengers immediate water access to the Lake. Passengers simply had to cross the platform and could get onto an awaiting boat on the canal, which would take them through the feeder canal and onto the lake.

A trolley line also passed right beside the station, on present-day Landing Road, bringing a third mode of transportation near the site. In the first decade of the twentieth century the Morris County Traction Company built a trolley to Lake Hopatcong to provide access to the Lake from all across northern New Jersey. The trolley lines ran west from Newark and Elizabeth to many of the same early suburbs that the railroads extended to. In 1908, the trolley was built to Landing near the train station.²⁷ Two years later, in order to encourage weekend ridership, the line was extended to a beach at the Bertrand Island section of Lake Hopatcong.²⁸ Bertrand Island was developed as an amusement park and became one of Lake Hopatcong's most popular attractions for the next sixty years.

The DL&W was known for building attractive railroad stations and taking pride in their appearance and maintenance. The railroad gave out prizes for the best kept sections of track on each branch and division. The company also regularly painted their stations and operated greenhouses to supply plants to adorn the stations.²⁹ The Landing station was highly regarded upon its completion. The July 1, 1911 issue of the *Lake Hopatcong Breeze* declared:

Many improvements have been made at the Lake in the last few years, but that which eclipses all is the magnificent new station which the Delaware, Lackawanna, & Western Railroad has erected at Landing. For years the summer visitors to the Lake have been accustomed to seeing the ugly red long, low station

²³ The Tunkhannock viaduct is one of the largest concrete bridges ever constructed.

²⁴ "William Hull Botsford," *Encyclopedia Titanica* <http://www.encyclopedia-titanica.org/titanic-victim/William-hull-botsford.html> (accessed June 2015).

²⁵ *Lake Hopatcong Breeze* XVIII, no. 1, (1978 reprint of 1911): 12.

²⁶ *Lake Hopatcong Breeze*, 12.

²⁷ Larry Lowenthal and William T. Greenberg, Jr., *Morris County Traction Company* (Brimfield, MA: Marker Press, 2005), 24.

²⁸ Lowenthal and Greenberg, 59.

²⁹ Taber and Taber, III, 1932.

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

at Landing. This often gave people a wrong impression of our beautiful Lake on their first visit. But today it is gone, and in its place we have the present fine structure.³⁰

Through the peak decades of the 1910s and 1920s, the Landing station was the preeminent rail link to Lake Hopatcong, with thousands of passengers arriving every week during the summers.

While the Morris Canal at Landing was dismantled in 1924 and the Morris County Traction Company ended trolley service to Lake Hopatcong in 1926, the Lake Hopatcong Train Station continued to serve as a significant transportation link to the Lake through the end of that decade. The 1929 summer season at Lake Hopatcong ended a success, but the October stock market crash marking the beginning of the Great Depression was also the beginning of the end for Lake Hopatcong as a major resort. The Lake Hopatcong Train Station continued to provide a major connection to Lake Hopatcong until the 1950s, but the station was allowed to decline as rail service waned in the following decades. In the 1970s, its then owner, Conrail, sold the Lake Hopatcong Train Station. In 1982, the concrete bridge and elevator shafts at the station were removed due to their severely deteriorated conditions.

The Lake Hopatcong Train Station was used for many years as a real estate office, and in more recent years was home to several different retail stores. Recently, a non-profit group purchased the former Lake Hopatcong Train Station with plans to rehabilitate the building. The railroad station remains today as evidence of Roxbury and Lake Hopatcong's rich Morris Canal and railroad history, and the recreational history of Lake Hopatcong as a resort destination.

State of Preservation

Although the train station exhibits deteriorated conditions and the loss of a number of exterior and interior windows and doors, the building maintains integrity due to overall structural stability and the retention of numerous character-defining original features. Prominent architectural elements such as the fieldstone with cast stone detailing, terra cotta detailing and the overall configuration of the main entrances, and the hierarchical gabled roofs convey the significance of the building as defined by the Jacobean/Tudor Revival style. Other original features include the relationship of the station to the road and the railroad; retention of site features such as stairs, fence and water fountain; the original layout of the spaces conveying their original uses, and the interior treatment of finishes conveying the building's historic function as a passenger railroad station. Finer original details of the building also remain but conditions vary from space to space; these include: terrazzo flooring with tile border in the passenger waiting area, rubble stone walls and cast stone water table in the entrance area, stone wainscot in the women's restroom, urinal in the men's restroom, and restroom doors.

³⁰ *Lake Hopatcong Breeze*, 12.

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Casey, Robert J. and W.A.S. Douglas. *The Lackawanna Story: The First Hundred Years of the Delaware, Lackawanna and Western Railroad*. New York: McGraw-Hill Book Company, Inc., 1951.

Geelan, Robert. "Iron on the Water." *Canal History and Technology Proceedings X* (1991).

Kane, Martin. *Images of America: Hopatcong: A Century of Memories*. Charleston, SC: Arcadia Publishing, 1998.

Kane, Martin. "The Hotel Breslin; A Castle By the Sea," *Lake Hopatcong News*, <http://lakehopatcongnews.com/c79-history/the-hotel-breslin-a-castle-by-the-sea/> (accessed July 2015).

Lake Hopatcong Breeze XVIII, no. 1, (1978 reprint of 1911).

Lowenthal, Larry. "The Lackawanna Cutoff: 'High Iron' Across New Jersey." *Lake Hopatcong Breeze*. September 1979.

Lowenthal, Larry and William T. Greenberg, Jr., *Morris County Traction Company*. Brimfield, MA: Marker Press, 2005.

Macasek, Joseph J. *Guide to the Morris Canal in Morris County*. Morristown, NJ: Morris County Heritage Commission, 1996.

Morris Canal Greenway in Morris County; Strategic Preservation Plan, 2005.

Mottel, Balston. "A Short History of Roxbury Township, Morris County, New Jersey." Roxbury Township History Website, <http://www.roxburynewjersey.com/history.htm> (accessed July 2015).

"New Delaware, Lackawanna & Western Specifications for Portland Cement." *Railway Age Gazette* 54, no. 4 (1913): 158.

Patton, Spiro G. "Canals in American Business and Economic History: A Review of the Issues." *Canal History and Technology Proceedings VI* (1987).

Simpson, C.W. "The Hopatcong-Slateford Cut-Off: A Second Article Describing the Very Heavy Bridge Work, Including Largest Concrete Railway Bridges Ever Built in this Country." *Railway Age Gazette* 54, no. 1, (1913): 9-14.

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

Simpson, C.W. "The Hopatcong-Slateford Cut-Off: This Recently Completed Lackawanna Line Which Encompasses Some of the Heaviest Railway Work Ever Done on this County." *Railway Age Gazette* 53, no. 23 (December 1912): 1091-1095.

Taber, Thomas Townsend. *The Delaware, Lackawanna & Western Railroad in the Nineteenth Century*. Muncy, PA: Thomas T. Taber, 1977.

Taber, Thomas Townsend and Thomas Townsend Taber, III. *The Delaware, Lackawanna & Western Railroad in the Twentieth Century*. Muncy, PA: Tomas T. Taber, III, 1980.

"William Hull Botsford." *Encyclopedia Titanica* <http://www.encyclopedia-titanica.org/titanic-victim/William-hull-botsford.html> (accessed June 2015).

Willgoose, Arthur L., "A General Description of the Delaware, Lackawanna & Western Railroad Cut-Off in New Jersey." *Cornell Civil Engineer* 21, no 9, (1913): 476-482.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

Name of repository: Lake Hopatcong Historical Museum

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 2.045

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

- | | |
|------------------------|-----------------------|
| 1. Latitude: 40.903992 | Longitude: -74.665972 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries include Lot 30 of Block 10101 and a portion of Lot 31 of Block 10101 (on sheet 101 of the Roxbury Township tax maps). The boundary extends (+/-) 139 feet across from the northeast and southeast corners of Lot 30 to the western edge of the former bed of the Morris Canal and the existing Historic District boundary. See diagram for specific boundary.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the current legal boundaries of the lot encompassing Lake Hopatcong Train Station as well as the adjacent land containing portions of the NJ Transit rail line that connects the Station property with the existing boundary of the Morris Canal Historic District.

11. Form Prepared By

name/title: Margaret M. Hickey, R.A., and Beth A. Bjorklund, Historic Preservation Specialists
organization: Connolly & Hickey Historical Architects, LLC
street & number: P.O. Box 1726
city or town: Cranford state: New Jersey zip code: 07016
e-mail: margaret@chhistoricalarchitects.com; beth@chhistoricalarchitects.com
telephone: 973-746-4911
date: January 6, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: **Morris Canal Historic District Boundary Increase**

City or Vicinity: **Landing, Roxbury Township**

County: **Morris** State: **New Jersey**

Photographer: **Beth A. Bjorklund**

Date Photographed: **June 12, 2015**

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 0001: View of the west (front) elevation of the Lake Hopatcong Train Station; camera facing east.

Photo 0002: View of the north elevation of the Lake Hopatcong Train Station; camera facing south.

Photo 0003: Partial view of the east (rear) elevation of the Lake Hopatcong Train Station; camera facing southwest.

Photo 0004: Partial view of the east (rear) elevation of the Lake Hopatcong Train Station; camera facing northwest.

Photo 0005: View of the south elevation of the Lake Hopatcong Train Station; camera facing north.

Photo 0006: Close-up view of the leaf design on the cast stone cornice at the Lake Hopatcong Train Station; camera facing east, looking up.

Photo 0007: View of the original cast stone water foundation behind the Lake Hopatcong Train Station; camera facing east.

Photo 0008: Interior view of the main entrance area showing the door opening to the baggage room; camera facing north.

Photo 0009: Detail view of the original concrete floor in the main entrance area, partially visible under later tile; camera looking down.

Photo 0010: Interior view of the east wall of the baggage room; camera facing east.

Photo 0011: Interior view of the passenger waiting area showing the ticket master's office to the left and restrooms to the right; camera facing south.

Morris Canal Historic District Boundary Increase
Name of Property

Morris County, NJ
County and State

Photo 0012: Detail view of the original terrazzo floor with tile border in the passenger waiting area; camera looking down.

Photo 0013: Interior view of the door opening to the ticket master's office; camera facing south.

Photo 0014: Exterior view of the west elevation of the Lake Hopatcong Train Station; camera facing northeast.

Photo 0015: Detail view of the main entrance surround; camera facing east at the west elevation.

Photo 0016: Detail view of the cast stone quoins and fieldstone masonry wall; camera facing north at the south elevation.

Photo 0017: Detail view of cast stone water table; camera facing east at the west elevation.

Photo 0018: Detail of the original wood windows showing cross pattern muntins; camera facing northeast at the west elevation of the south bay.

Historic Image A: 1911 image of the Lake Hopatcong Train Station soon after its construction viewed from the street side; camera facing southeast.

Image courtesy of the Lake Hopatcong Historical Museum.

Historic Image B: Circa 1911 image of the Lake Hopatcong Train Station showing the relationship between the Morris Canal and the train station; camera facing northwest.

Image courtesy of the Lake Hopatcong Historical Museum.

Historic Image C: 1911 image of the Lake Hopatcong Train Station soon after its construction showing the relationship between the Morris Canal and the train station; camera facing southwest.

Image courtesy of the Lake Hopatcong Historical Museum.

Historic Image D: Circa 1915 image of the Lake Hopatcong Train Station showing the adjacent Morris County Traction Company trolley line; camera facing northeast.

Image courtesy of the Lake Hopatcong Historical Museum.

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

NJ_Morris County_Morris Canal Historic District (Boundary Increase)

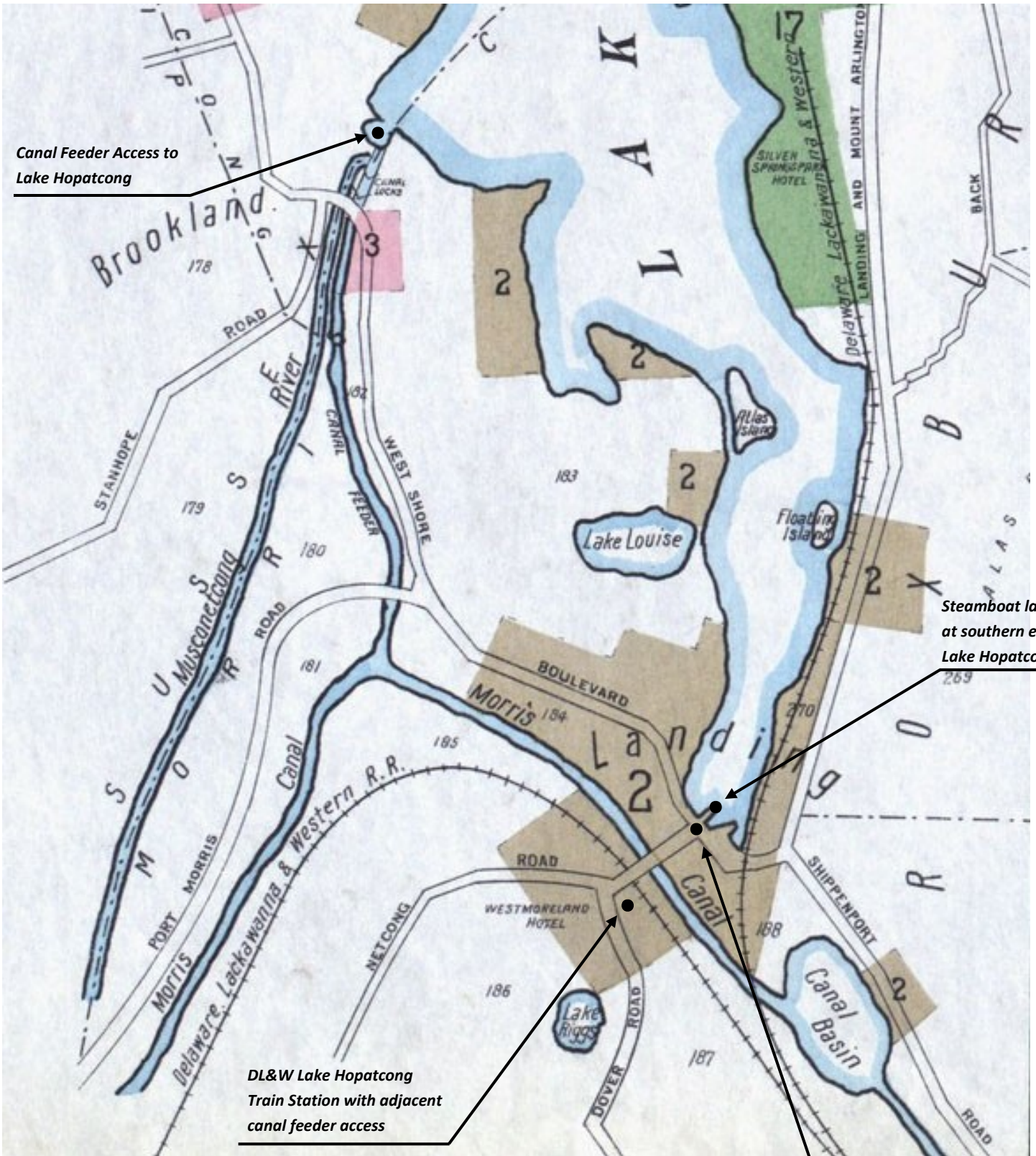


125 Landing Road, Landing, Roxbury Township, Morris County, New Jersey

Map Datum = WGS 84

**1917 Sanborn Insurance Map of Landing Area
with Transportation Elements Identified**

Morris Canal Historic District Boundary Increase
aka the Lake Hopatcong Train Station
Roxbury Township, Morris County, New Jersey



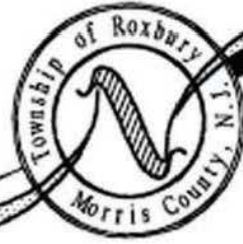
Canal Feeder Access to Lake Hopatcong

Steamboat landing at southern end of Lake Hopatcong

DL&W Lake Hopatcong Train Station with adjacent canal feeder access

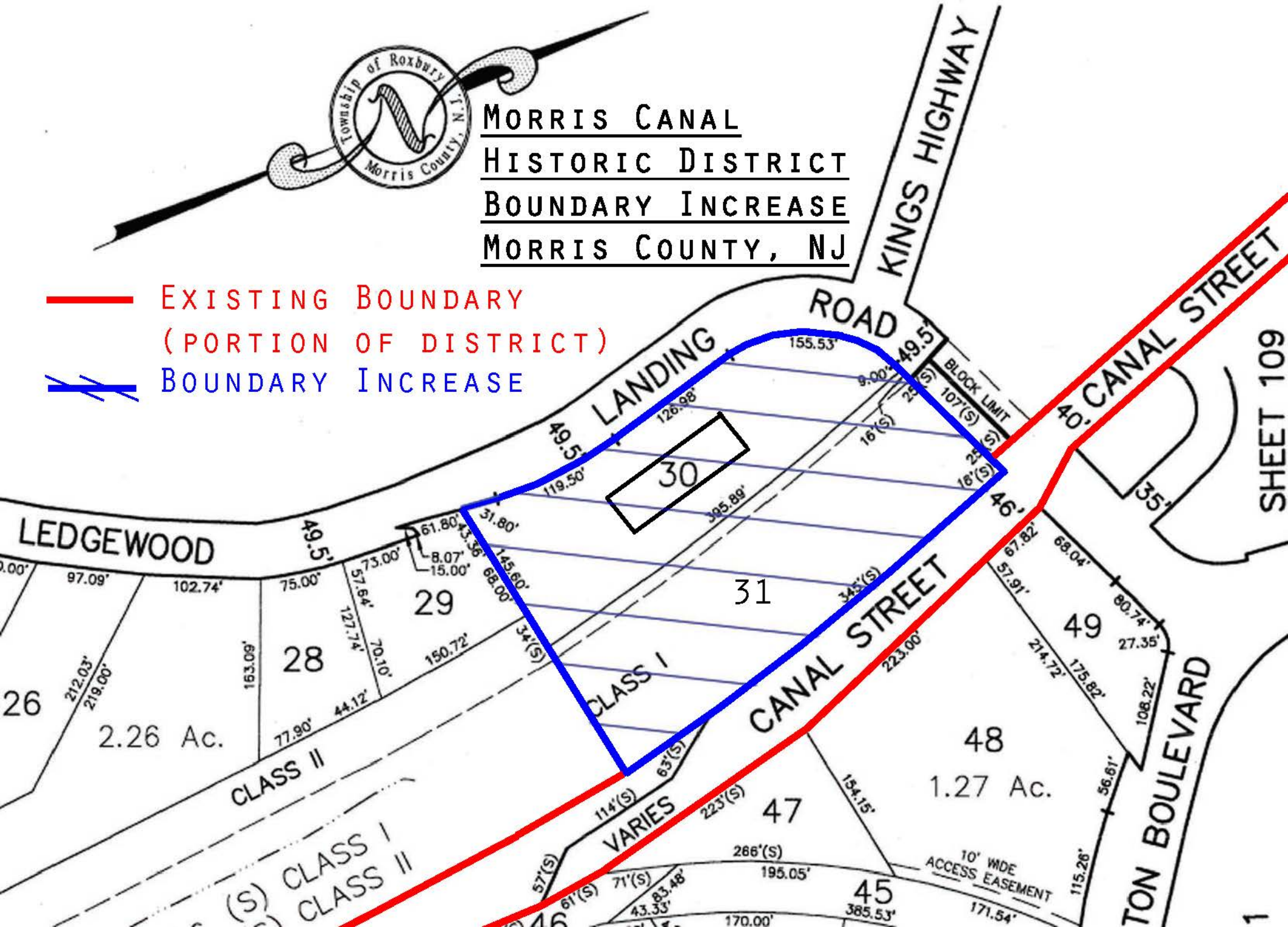
Morris County Traction Company trolley stop

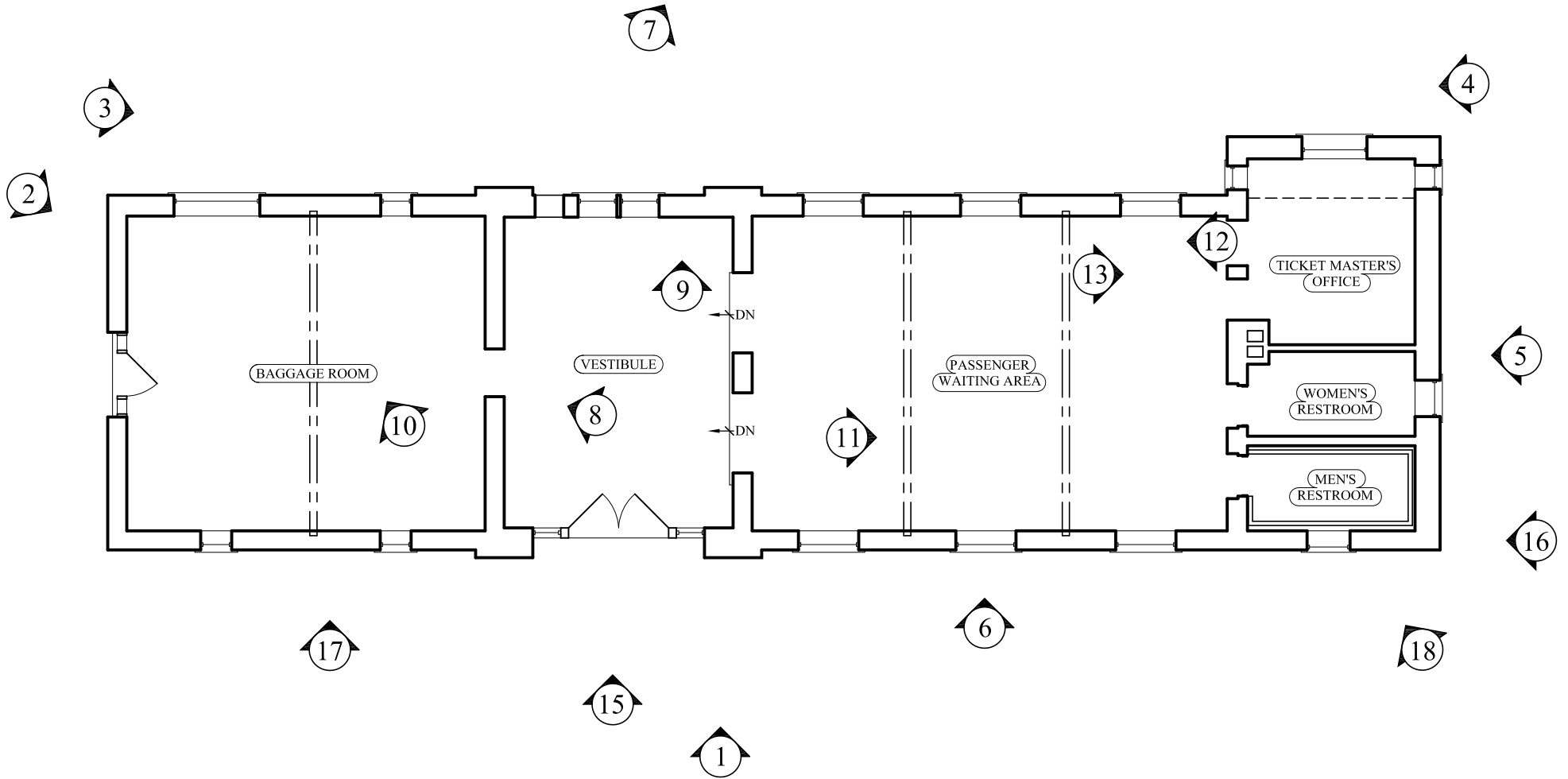




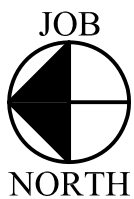
MORRIS CANAL
HISTORIC DISTRICT
BOUNDARY INCREASE
MORRIS COUNTY, NJ

- EXISTING BOUNDARY (PORTION OF DISTRICT)
- BOUNDARY INCREASE





PLAN VIEW OF LAKE HOPATCONG TRAIN STATION



MORRIS CANAL HD BOUNDARY INCREASE PHOTO KEY PLAN

N.

T.

S.

14

Morris Canal Historic District Boundary Increase

Morris Co., NJ



Historic Map No. A

1911 image of the Lake Hopatcong Train Station soon after its construction viewed from the street side; camera facing southeast.

Image courtesy of the Lake Hopatcong Historical Museum.

Morris Canal Historic District Boundary Increase

Morris Co., NJ



Historic Map No. B

Circa 1911 image of the Lake Hopatcong Train Station showing the relationship between the Morris Canal and the train station; camera facing northwest.

Image courtesy of the Lake Hopatcong Historical Museum.

Morris Canal Historic District Boundary Increase

Morris Co., NJ



Historic Map No. C

1911 image of the Lake Hopatcong Train Station soon after its construction showing the relationship between the Morris Canal and the train station; camera facing southwest.

Image courtesy of the Lake Hopatcong Historical Museum.

Morris Canal Historic District Boundary Increase

Morris Co., NJ



Historic Map No. D

Circa 1915 image of the Lake Hopatcong Train Station showing the adjacent Morris County Traction Company trolley line; camera facing northeast.

Image courtesy of the Lake Hopatcong Historical Museum.























Historic Area
THE LAKE HOPATCONG TRAIN STATION
Preserve a Piece of Building Our Community



Coming Soon

LHF

THE LAKE HOPATCONG TRAIN

Once Again Serving The Comm

PHOTOGRAPHY BY LHF





125







&a20CUNITED STATES DEPARTMENT OF THE INTERIOR
&a30CNATIONAL PARK SERVICE

&a22CNATIONAL REGISTER OF HISTORIC PLACES
&a29CEVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Morris Canal Historic District (Boundary Increase)

MULTIPLE NAME:

STATE & COUNTY: NEW JERSEY, Morris

DATE RECEIVED: 3/04/16 &pW DATE OF PENDING LIST: 4/15/16
DATE OF 16TH DAY: 4/30/16 &pW DATE OF 45TH DAY: 4/19/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000177

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 4/19/16 DATE

ABSTRACT/SUMMARY COMMENTS:

&a4L

RECOM./CRITERIA A
REVIEWER Wm Belme DISCIPLINE Historic
TELEPHONE _____ DATE 4/19/16

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Project # 15-2579
HPO-B2016-130

State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

BOB MARTIN
Commissioner

KIM GUADAGNO
Lt. Governor

February 19, 2016

Paul Loether, Chief
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the Morris Canal Historic District – Boundary Increase (Lake Hopatcong Train Station), Roxbury Township, Morris County, New Jersey.

This nomination has received unanimous approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Daniel D. Saunders, Administrator, New Jersey Historic Preservation Office, Mail code 501-04B, P.O. Box 420, Trenton, New Jersey 08625-0420, or call him at (609) 633-2397.

Sincerely,

Rich Boornazian
Deputy State Historic
Preservation Officer