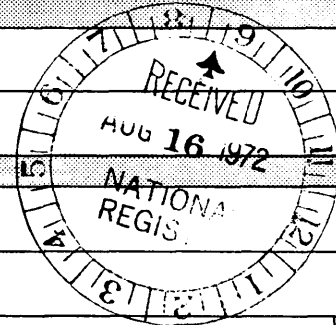


NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: New Jersey	
COUNTY: Essex	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JAN 8 1973	



1. NAME

COMMON:
Montclair Railroad Station
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Lackawanna Plaza
CITY OR TOWN:
Montclair
STATE
New Jersey

CODE	COUNTY:	CODE
34	Essex	013

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> In Process <input checked="" type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:
Erie Lackawanna Railroad Company
STREET AND NUMBER:

CITY OR TOWN:
Cleveland
STATE:
Ohio
CODE
39

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Essex County Court House - Hall of Records
STREET AND NUMBER:
State Street
CITY OR TOWN:
Newark
STATE
New Jersey
CODE
34

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
New Jersey Historic Sites Inventory
DATE OF SURVEY: **1972** Federal State County Local
DEPOSITORY FOR SURVEY RECORDS:
Historic Sites Office
STREET AND NUMBER:
Box 1420
CITY OR TOWN:
Trenton
STATE:
New Jersey
CODE
34

SEE INSTRUCTIONS

STATE:	New Jersey
COUNTY:	Essex
ENTRY NUMBER	JAN 8 1973
DATE	

FOR NPS USE ONLY

7. Description

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The railroad station is a brick building designed with Doric overtones, the main entranceway being highlighted by four Doric columns of concrete. The two-teired roof is of green tiles. The exterior brickwork is done in a tapestry bond, and is set off by a marble concrete trim.

The interior is of buff colored, iron spotted brick laid in a Flemish type bond, with dark headers. The floor is of marble terrazo with a simple ornamental mosaic boarder. The auxiliary rooms are wains-coated with oak to a height of seven feet.

There are two ticket windows of oak with ornamental grillwork. A bronze faced clock and terracotta ornamented fountain are the concessions to the otherwise restrained interior. There are two two-sided wooden benches each topped with two stained glass lamps. Additional light is provided by eight sidelights (windows) under the roof.

There are four tracks and four platforms, each 650 feet long. Two hundred feet of each platform is covered by steel and concrete platforms seventeen feet wide.

At the far end of the parking lot there is a horse watering trough, now dirt filled. All in all, the facility, built in 1913, is in good, if neglected condition.

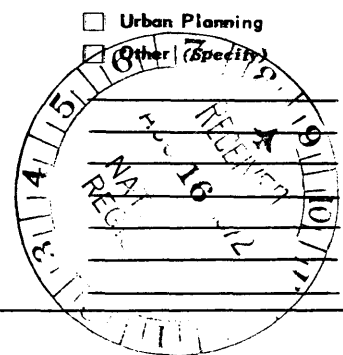
SEE INSTRUCTIONS



8. Significance

PERIOD (Check One or More as Appropriate)			
<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	
SPECIFIC DATE(S) (If Applicable and Known)			
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)			
Aboriginal <input type="checkbox"/> Prehistoric <input type="checkbox"/> Historic <input type="checkbox"/> Agriculture <input type="checkbox"/> Architecture <input type="checkbox"/> Art <input type="checkbox"/> Commerce <input type="checkbox"/> Communications <input type="checkbox"/> Conservation	<input type="checkbox"/> Education <input type="checkbox"/> Engineering <input type="checkbox"/> Industry <input type="checkbox"/> Invention <input type="checkbox"/> Landscape <input type="checkbox"/> Literature <input type="checkbox"/> Military <input type="checkbox"/> Music	<input type="checkbox"/> Political <input type="checkbox"/> Religion/Philosophy <input type="checkbox"/> Science <input type="checkbox"/> Sculpture <input type="checkbox"/> Social/Humanitarian <input checked="" type="checkbox"/> Theater <input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Urban Planning <input checked="" type="checkbox"/> Other (Specify)
STATEMENT OF SIGNIFICANCE			
<p>The city of Montclair and its development coincides with the laying of the railroad tracks in 1872.</p> <p>Prior to and following the Civil War, American communities witnessed the development of railroads throughout the entire nation. Small towns used all their political and financial influence to encourage railroads to build a station in their towns.</p> <p>New Jersey was especially singled out for new tracks due to the state's strategic geographical location and favorable corporation laws.</p> <p>Bloomfield, a growing city, had several tracks between that city and the others but the residents of West Bloomfield (Montclair) wanted a railroad line there. One line was extended there in 1856 but this was notoriously inefficient.</p> <p>Then, after the Civil War, with Bloomfield growing daily, Montclair initiated proposals for a railroad of their own. A corporate charter was issued to two business partners, Julius Pratt and Henry Spaulding, for the purpose of building a track from New York to Montclair.</p> <p>They had hoped that they would not have to invest an enormous amount of money into an independent railroad. They had planned to use the threat of another railway as an inducement to the Morris and Essex Railroad to establish through trains between Montclair and New York. However, there was not enough business to merit this program.</p> <p>In the meantime, another railroad was organized which sought a route across New Jersey to New York. As finally agreed, the Montclair Railway Company would build a line from Jersey City to Greenwich Lake where it would connect with the New York line. The New York line in return would guarantee its bonds and then lease the use of the line from the Montclair Company and operate the two as one.</p> <p>Bloomfield residents were not about to tolerate the enormous debt about to be incurred with the new railway contract and denied permission to build any more railroads in Montclair.</p>			

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Alloway, David Official Commemorative History of the Town of Montclair 1963. Montclair State College. An unpublished account of Montclair done for the Tercentenary of New Jersey

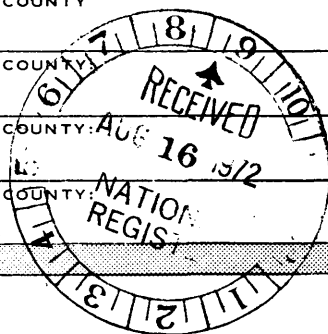
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE	LATITUDE		LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	° ' "	° ' "	40°	48'	40"
NE	° ' "	° ' "	74°	12'	50"
SE	° ' "	° ' "			
SW	° ' "	° ' "			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



11. FORM PREPARED BY

NAME AND TITLE: Historic Sites Section

ORGANIZATION: Department of Environmental Protection DATE: July 10, 1972

STREET AND NUMBER: Box 1120

CITY OR TOWN: Trenton STATE: New Jersey CODE: 34

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

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

National State Local

Name: Richard J. Sullivan
Richard J. Sullivan

Title: Commissioner, Department of Environmental Protection

Date: August 7, 1972

I hereby certify that this property is included in the National Register.

Robert M. Utley
Chief, Office of Archeology and Historic Preservation

Date: 1/8/73

ATTEST: William J. ...
Keeper of The National Register

Date: 12.29.72

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet) 1

STATE	
New Jersey	
COUNTY	
Essex	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JAN 8 1973	

(Number all entries)

Montclair Railroad Station
Essex County 013
New Jersey 34
8. Significance Continued

The problem was resolved in 1868 when Montclair ~~seceded~~ ^{seceded} from Bloomfield. There was no adverse reaction to the people of Montclair from Bloomfield due to the estrangement which had been developing through the years.

Once the township of Montclair was formed, Pratt and Spaulding persuaded the necessary three-fourths of the property holders to have the community issue a \$200,000 bond in order to assist the railway. However, private investors contributed most of the \$4,000,000 needed to build the railway.

When the railway was completed, late in 1872, Montclair was in danger of financial ruin when the town budget tripled at the time of the 1873 panic. With the \$200,000 bond to be paid over a thirty year period, went through all legal resources to avoid heavy taxes.

The United States Supreme Court even became involved in 1883 when Montclair contested the validity of the bonding in the case of Montclair vs. Ramsdell. The Court held that Montclair was held liable for the \$200,000 and all accrued interest charges over \$350,000.

For a time taxes were enormous until Thomas Russell, Stephen W. Corey and George P. Farmer of Montclair assumed responsibility for nearly \$200,000 of the total amount owed.

Therefore taxes were substantially lowered and the citizens of Montclair slowly paid off its debts as the town rapidly grew.

In 1913 the Delaware, Lackawanna and Western Railway Company completed the terminal which is an impressive brick building.

Congressional Representation
Honorable Clifford P. Case U.S. Senator
Honorable Harrison A. Williams U.S. Senator
Honorable Peter W. Rodino Congressman, 10th Congressional District



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) (2)

STATE	New Jersey
COUNTY	Essex
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JAN 8 1973	



(Number all entries)

Montclair Railroad Station
Essex County 013
New Jersey 34

8. Significance (continued)
Architecture

The Montclair Railroad Station was designed by William Botsford, chief architect for the Delaware, Lackawanna and Western Railroad (renamed the Erie and Lackawanna Railroad in 1960) from 1910 to 1912. Apparently, Botsford was employed by the D.L. & W. immediately upon graduation from the College of Architecture of Cornell University in 1910. In a short two year span Botsford designed over a dozen impressive structure for the Delaware, Lackawanna and Western in New York, New Jersey and Pennsylvania.

Plans for the Montclair Railroad Station were most probably completed in 1911, but Botsford was unable to view the finished product since he was killed on the ill-fated Titanic in 1912. The Montclair Railroad Station was the last railroad terminal for which Botsford made plans.

However, he had, just prior to his cruise on the Titanic, submitted plans to D.L. & W. for the famous concrete bridge in Nicholson, Pennsylvania (Nicholson Bridge and Tunkhannock Viaduct). Ironically, awaiting Botsford in London was a letter accepting his design for the bridge.

When William Botsford was employed by the D.L. & W. the railroad was in the process of renovating many of their terminals. At the turn of the century most of the Lackawanna stations were described merely as "cow barns" and the railroad wanted to improve terminal facilities.

Montclair, being a prosperous suburban community, was granted a new \$500,000 railroad station on the condition the townspeople would build, improve and maintain the roads leading to the tracks and provide approaches and gradings.

Montclair and Lackawanna worked hand in hand to build the attractive Grecian-Doric styled structure and provide an appropriate surrounding that some called the "Handsomest and best arranged suburban railway terminal in the United States".

Transportation

Since the building of the railway in 1872 Montclair townspeople were proud of their railroad. The tracks connected their suburban town to the surrounding urban communities and provided businessmen with reasonably easy access to distant businesses.

Gradually more and more rich businessmen, in looking for a comfortable home within commuting distance of New York, moved to Montclair. The terminal provided specifically for their autos, and the parking facilities were usually filled, while most towns rarely saw even one automobile. Presently the terminal is still used for commuters, but the freight service was terminated about ten years ago.

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) (3)

STATE	
New Jersey	
COUNTY	
Essex	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JAN 8 1973	

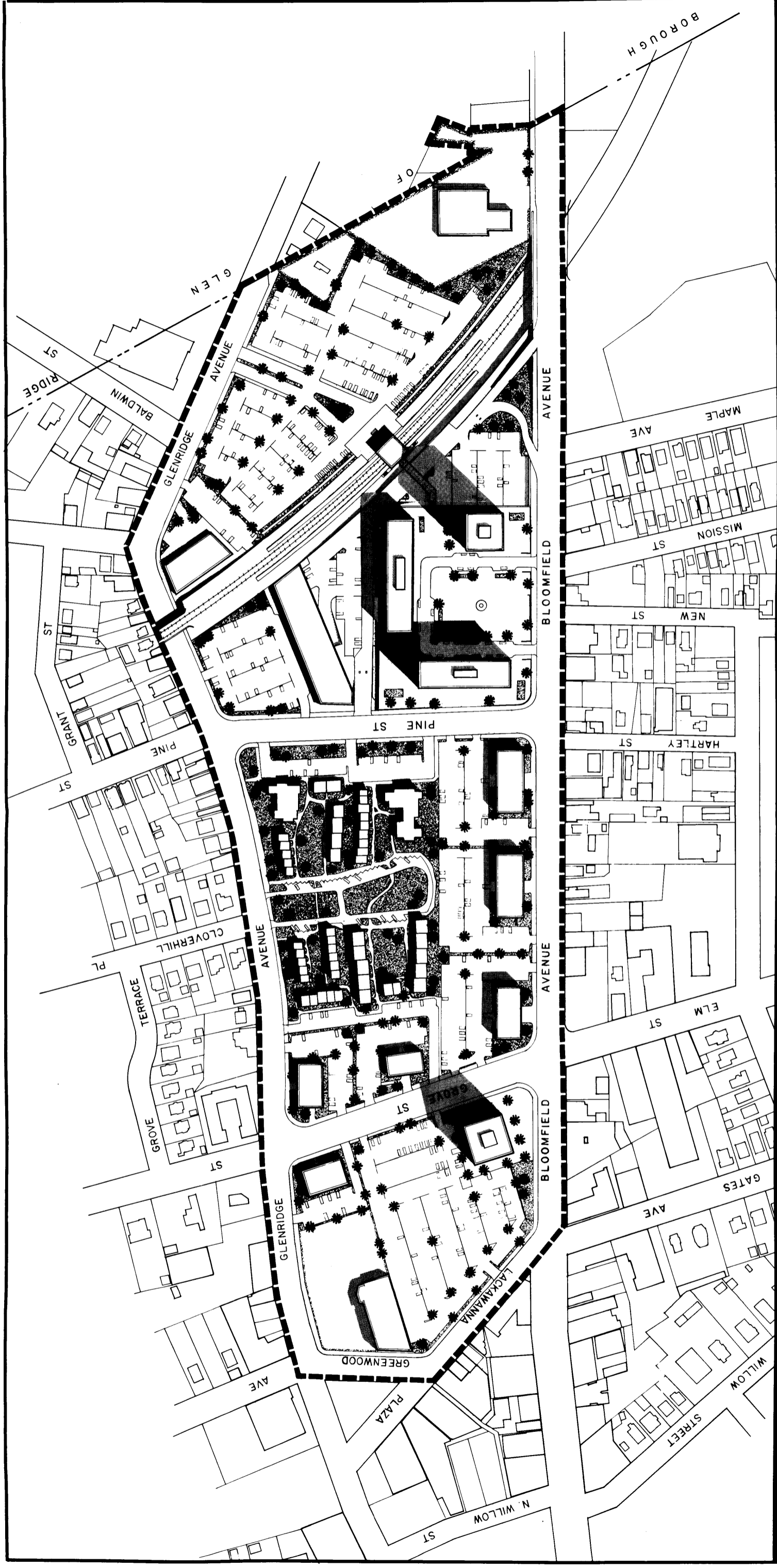
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Montclair Railroad Station
Essex County 013
New Jersey 34

9. Bibliography (continued)

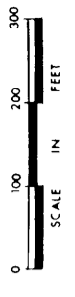
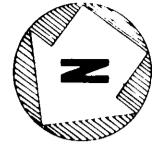
Taylor, Eva. "William Hull Botsford - Ill-Fated Genius" Chemung Historical Journal. June, 1968.
The Montclair Times. Volume XXXVI. 1913. Various issues, notably July 5, 1913.
Railway Age Gazette. New York. July 4, 1913.





ILLUSTRATIVE SITE PLAN

LACKAWANNA PLAZA URBAN RENEWAL N.J. R-158
MONTCLAIR REDEVELOPMENT AGENCY
TOWN OF MONTCLAIR, ESSEX COUNTY, NEW JERSEY
JOHN GRAHAM A.I.A. ARCHITECTS · PLANNERS · ENGINEERS



DECEMBER 12, 1968	SD
REVISED	7
DRAWN BY SMA	