

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED FEB 29 1980  
DATE ENTERED MAY 23 1980

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

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

**1 NAME**

HISTORIC

Delaware, Lackawanna & Western RR Station <sup>Railroad</sup> at Dover

AND/OR COMMON

Dover Railroad Station

**LOCATION**

STREET & NUMBER

North Dickerson Street

NOT FOR PUBLICATION

CITY, TOWN

Dover

CONGRESSIONAL DISTRICT

13th

VICINITY OF

STATE

New Jersey

CODE

034

COUNTY

Morris

CODE

027

**CLASSIFICATION**

**CATEGORY**

\_\_DISTRICT

BUILDING(S)

\_\_STRUCTURE

\_\_SITE

\_\_OBJECT

**OWNERSHIP**

\_\_PUBLIC

\_\_PRIVATE

\_\_BOTH

**PUBLIC ACQUISITION**

IN PROCESS

\_\_BEING CONSIDERED

**STATUS**

\_\_OCCUPIED

\_\_UNOCCUPIED

\_\_WORK IN PROGRESS

**ACCESSIBLE**

\_\_YES: RESTRICTED

\_\_YES: UNRESTRICTED

\_\_NO

**PRESENT USE**

\_\_AGRICULTURE

\_\_COMMERCIAL

\_\_EDUCATIONAL

\_\_ENTERTAINMENT

\_\_GOVERNMENT

\_\_INDUSTRIAL

\_\_MILITARY

\_\_MUSEUM

\_\_PARK

\_\_PRIVATE RESIDENCE

\_\_RELIGIOUS

\_\_SCIENTIFIC

TRANSPORTATION

\_\_OTHER:

**OWNER OF PROPERTY**

NAME

ConRail, Real Estate Department

STREET & NUMBER

466 Lexington Avenue

CITY, TOWN

New York

VICINITY OF

STATE

New York

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Morris County Courthouse, Hall of Records

STREET & NUMBER

Court Street and Western Avenue

CITY, TOWN

Morristown

STATE

New Jersey

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

New Jersey Historic Sites Inventory (#916.7)

DATE

August, 1979

\_\_FEDERAL  STATE \_\_COUNTY \_\_LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Office of Historic Preservation

CITY, TOWN

Trenton

STATE

New Jersey

# 7 DESCRIPTION

## CONDITION

EXCELLENT  
 GOOD  
 FAIR

DETERIORATED  
 RUINS  
 UNEXPOSED

## CHECK ONE

UNALTERED  
 ALTERED

## CHECK ONE

ORIGINAL SITE  
 MOVED DATE \_\_\_\_\_

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### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Dover Railroad Station was built in 1901 by the Erie-Lackawanna Railroad Company. The station is composed of two separate volumes, the main station building and the freight, maintenance and boiler building of smaller size. The two buildings are linked by a covered area furnished with benches and designed as an outdoor waiting area. The buildings are both oriented east-west along their longest dimension parallel to the tracks. The main building is composed of two volumes: the principal volume is the waiting room (66'0" by 42'0") including a ticket office, a new railroad office and a newsstand (closed). The second volume (16'0" by 50'0") has two levels. On the first floor are the toilets, a railroad office, and the stairs leading to the second floor. On this second floor are three railroad offices. The exterior wall surfaces are made of dark red terra cotta bricks laid in stretchers. The lintels, bases of the openings, quoins of the buildings, crest of the roof and lower masonry courses are in granite. The lintels, stone quoins and lower masonry courses are in heavily cut granite stones. Opening bases and roof crests are in sand rubbed stones. Between the heavy stone courses and the brick masonry is a layer of sand rubbed granite. The building is in fairly good shape. The roof of the main volumes have been recently renewed but the roof of the smaller freight building and especially the southern and eastern overhang are in a bad state of repair. The platform canopy is about 300 feet long and is supported by a steel structure.

Except for the top of the boiler chimney, which has been replaced by a concrete ring, the station remains in its original configuration. Inside, the waiting room includes benches with a capacity of 48 people, and a newspaper stand that has been closed for about ten years.

# 8 SIGNIFICANCE

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

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SPECIFIC DATES	1901	BUILDER/ARCHITECT	F.J. Nies
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## STATEMENT OF SIGNIFICANCE

Built in 1901 by F. J. Nies, architect for the Delaware, Lackawanna and Western Railroad, the Dover Station is a fine expression of railroad architecture. A substantial building constructed of brick with large rock-faced stone quoining and raised foundation, this station was a major transportation facility in industrial Dover until the mid-20th century.

The Dover Railroad Station was built by the Lackawanna Railroad during a critical period for the company. In March 1899 Samuel Sloan retired from the presidency of the Lackawanna, full of years and of honors. He had been at the helm for nearly thirty-two years. Mr. Sloan was succeeded by William Haynes Truesdale, at the time vice-president and general manager of the Chicago, Rock Island and Pacific. The new president was determined to modernize the road thoroughly, after the company had not done too well in previous years. Bridge construction and renovation was the biggest refurbishing job undertaken along with an extensive terminal and equipment improvement program. The Dover Railroad Station was part of this program. It was designed in 1900 by the company's architect Frank J. Nies under the supervision of W. K. McFarlin, Chief Engineer at the Lackawanna's Hoboken Engineering offices. It was built by Grace & Hyde Company, General Contractors, from New York.

The building is made of heavy and durable materials. The heavy granite stone base concourse, quoins and lintels are fine visual elements. They forge the character of the building and give it a dramatic appearance. The fact that most old postcards show the stonework with reinforced lines to communicate the impression of heaviness and stability is revealing. Because of the durability of the materials, the station suffered less from the years. Although the building itself is not particularly served by its environment or the rail equipment and platforms, it remains a fine example of railroad architecture. Moreover, it is only one block away from the downtown center that has been recently proposed as an historic district nominee.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Richard P. Browne Associates, Railroad Station Evaluation Study (in progress), Wayne, NJ.  
Archives of ConRail, 1528 Walnut Street, Philadelphia, PA, Mr. Chamberlain, director.

**UTM NOT VERIFIED**

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.572 Ac  $\pm$

**ACREAGE NOT VERIFIED**

QUADRANGLE NAME Dover

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 18 537440 4525720'  
 ZONE EASTING NORTHING

B           
 ZONE EASTING NORTHING

C         

D         

E         

F         

G         

H         

## VERBAL BOUNDARY DESCRIPTION

The boundary of the Dover Railroad Station is shown as the "proposed taking line" of Section 64A on the accompanying map entitled "Annex 1."

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Jerome Lutin, Professor of Civil Engineering

ORGANIZATION

Transportation Program, Princeton University

DATE

July 1, 1979

STREET & NUMBER

Engineering Quadrangle

TELEPHONE

(609) 452-4655

CITY OR TOWN

Princeton

STATE

New Jersey 08544

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL   

STATE   

LOCAL XX

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

Deputy

STATE HISTORIC PRESERVATION OFFICER (NON-TITLE)

*John Wilson*

2-1-80

TITLE Deputy Commissioner, Dept. of Environmental Protection DATE

FOR NPS USE ONLY

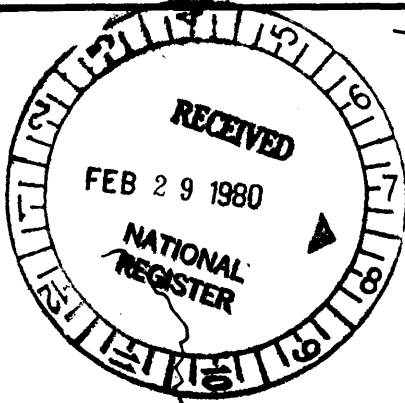
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

*Patrick Andrus*  
 ATTEST: Patrick Andrus  
 CHIEF OF REGISTRATION

DATE 5/23/80

DATE 5/19/80





PARKING LOT 3244 WEST OF STATION

NORTH DICKERSON ST.

CHAIN LINK FENCE

SOUTH ESSEX ST (ONE-WAY →)

TAXI ZONE

SHORT TERM PARKING

← SOUTH BERGEN ST.

PARKING LOT 1 CAPACITY 107

SOUTH DICKERSON STREET

HOBOKEN

NETCORG

LIGHT POLES

RETAINING WALL

CANOPY 246' x 12'

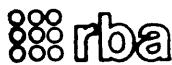
STATION BUILDING

INB'D ISLAND PLATFORM 208' x 4'6" ±

ISLAND PLATFORM 428' x 4'6" ±

OUTB'D PLATFORM 428' x 18'

5' CONCRETE RETAINING WALL



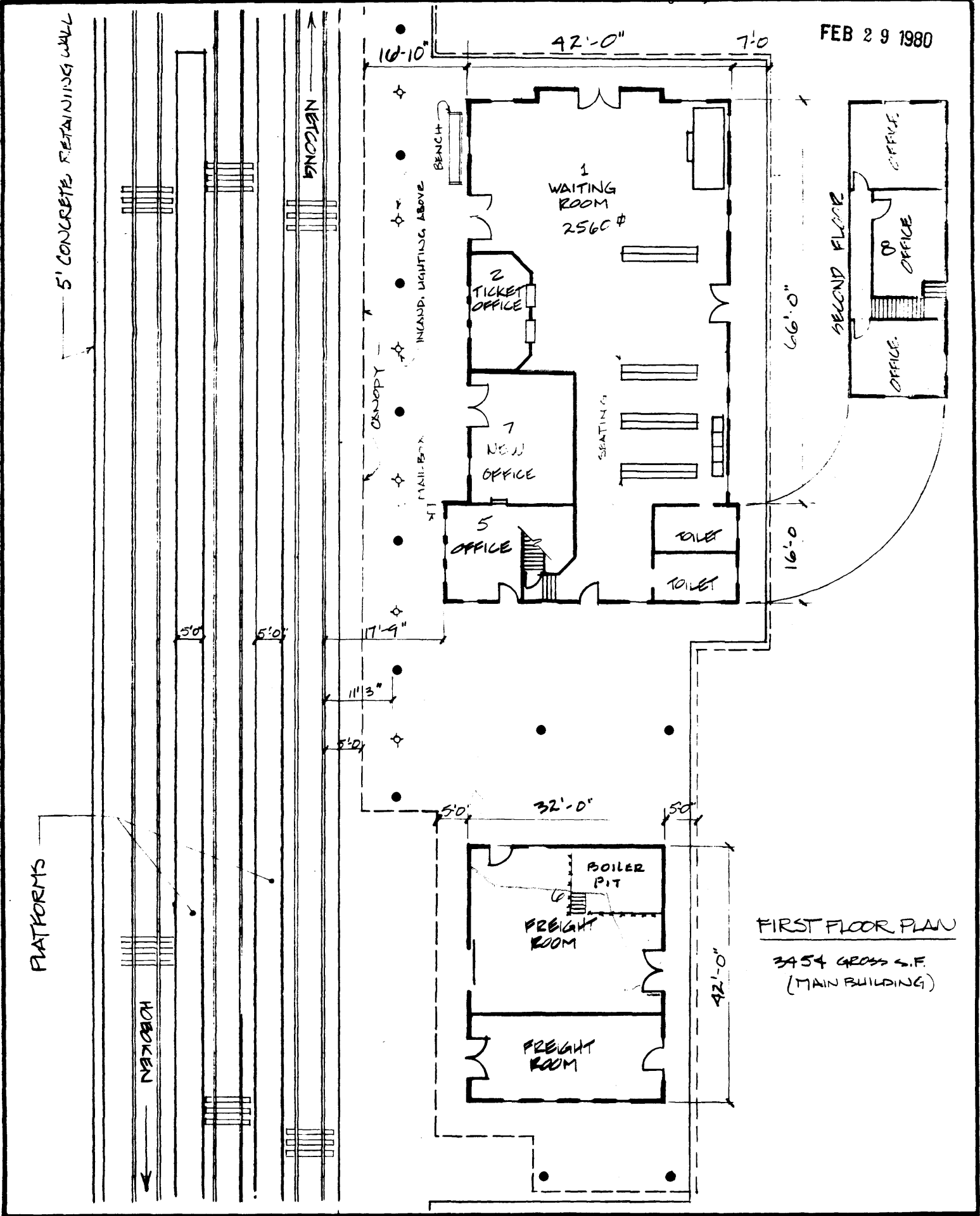
DOVER MORRISTOWN-BOONTON LINES

SCALE: 1"=100

DATE: NOV. 1978

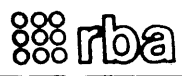


FEB 29 1980



FIRST FLOOR PLAN

3454 GROSS S.F.  
(MAIN BUILDING)



**DOVER**  
**MORRISTOWN - BOONTON LINES**

SCALE: 1" = 20'

DATE: NOV. 1976



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

RR 1409-  
Survey # 2-21

## NEW JERSEY TRANSIT RAILROAD STATION SURVEY

### 1. IDENTIFICATION

- A. Name: Common Dover Line: Hoboken Div.  
Historic Morrystown  
(DL&W)
- B. Address or location: County: Morris  
N. Dickerson St. Municipality: Dover Town  
Dover, NJ 07801 Block & lot: 1213/16
- C. Owner's name: New Jersey Transit  
Address: Newark, N.J.
- D. Location of legal description: Recorder of Deeds, Morris County  
Courthouse, Morrystown, N.J. 07960
- E. Representation in existing surveys: (give number, category, etc.,  
as appropriate)

HABS \_\_\_\_\_ HAER \_\_\_\_\_ ELRR Improvement J2(1) NY&LB Improvement \_\_\_\_\_  
pp. 10, 47, 49  
Plainfield Corridor \_\_\_\_\_ NR (name, if HD) 5/23/80 \_\_\_\_\_  
NJSR (name, if HD) 2/1/80 \_\_\_\_\_  
NJHSI (#) 916.7 \_\_\_\_\_  
Northeast Corridor \_\_\_\_\_  
Local \_\_\_\_\_ (date \_\_\_\_\_)  
Modernization Study: site plan  floor plan \_\_\_\_\_ X aerial photo \_\_\_\_\_  
other views  photos of NR quality? \_\_\_\_\_ no \_\_\_\_\_

### 2. EVALUATION

- A. Determination of eligibility: SHPO comment? RR District (date 9/1/78)  
NR det.? \_\_\_\_\_ (date \_\_\_\_\_)
- B. Potentially eligible for NR: yes \_\_\_\_\_ possible \_\_\_\_\_ no \_\_\_\_\_  
individual \_\_\_\_\_ thematic \_\_\_\_\_
- C. Survey Evaluation: 180/210 points  
195



FACILITY NAME: Dover

### 3. DESCRIPTION--COMPLEX IN GENERAL

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

- Moved buildings (original location, date of and reason for move)
- Any non-railroad uses in complex (military recruiting, etc.)
- Any unusual railroad building types, such as crew quarters, etc. (specify)
- Known threats to complex or individual structures refurbishing mid-1981

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

Relationship of station grade to track grade:  
 Station and track grade at same level  Station at street grade, track depressed  
 Station spans track  Track elevated above street grade, multi-level station

- # of tracks: 3
- Pedestrian access across tracks:
  - Pedestrian bridge:  at street grade  elevated
  - Pedestrian/vehicular bridge:  at street grade  elevated
  - Tunnel
  - None provided

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

The Dover complex, in Tudor Revival and Richardsonian Romanesque style, consists of a two-story, stone and brick station and a similar one-story freight house, joined by a broad canopy. It is surrounded on the northwest and east by a large parking lot (1). Tracks are aligned east-west. Vehicles approach from neighboring streets to the north and west. Pedestrians may be dropped off at any point along the drive, or may approach from neighboring sidewalks and cross the lot on foot. There is no vehicle or pedestrian approach from the south, as a concrete retaining wall separates south Dickerson Street from the tracks (2). There is no landscaping, unfortunately, which might have served to create a buffer between the visual chaos of the many parked cars and the elegant stability evoked by the station's facades. There is a newspaper concession in the Waiting Room of the station. The complex is scheduled for refurbishing in mid-1981.

FACILITY NAME: Dover

## 3. DESCRIPTION--PLATFORMS AND CANOPIES

 Inbound Outbound 428' platform, asphalt/concrete Between tracks

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

The gabled canopy, constructed of wood frame, is 12 bays long, and is supported on a single row of iron columns and brackets. It adjoins the pent roof canopy of the station, which nearly surrounds the building, and is a continuation of the broad canopy between the station and the freight house. All have similar construction, and large sections of the rafters and boards on the N and S sides have recently been replaced. However, most materials appear original.

FACILITY NAME: Dover

3. DESCRIPTION--PLATFORMS AND CANOPIES

x Inbound no canopy, 288' platform, asphalt

   Outbound

x Between tracks no canopy, 428' platform, asphalt

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

FACILITY NAME Dover

RR 1409-  
Survey # 2-21

4. DESCRIPTION - BUILDINGS (EXTERIOR)

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

Station   x   Shelter        Freight House        Other        (specify)

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

The station is located N. of the tracks and consists of a main 1-story masonry block 5 bays long and 3 wide, with a hipped roof, its ridge paralleling the tracks. The N. wall projects slightly in a bilaterally symmetrical manner. Adjoining the block on the E. is a 2 story transverse block, 4 bays wide and 3 deep, with a gabled roof and heavy end cresting. At the W. end of the building is a gabled dormer projection with similar coping. The main block has 5 attic windows and a single door flanked by 1/1 window on the N. wall; 5 attic windows, a triple grouping of 1/1 window flanked by double doors and single 1/1 windows on the S. wall; and 2 gable windows, 3 attic windows, and a double door flanked by 1/1 windows on the W wall. The tranverse block has 3 gable windows with 2 below on the N. wall; 3 above and 3 below on the S. wall; and 4 above, 3 below, and 2 doors on the E wall. The base is rusticated stone, the walls brick, and the roofing asphalt shingle (slate originally). Other materials appear intact.





FACILITY NAME: Dover

-5A  
Survey # RR 1409-  
2-21

## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>9</u>
NAME <u>Waiting Room</u>	NUMBER ON FLOOR PLAN <u>1</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>terrazzo (beige)</u>	<u>.</u>
Base: <u>brick (black) glazed</u>	<u></u>
Wainscot: <u>brick (yellow/brown) glazed</u>	<u></u>
Walls: <u>plaster</u>	<u>(beige paint)</u>
Ceiling: <u>plaster</u>	<u>(beige paint)</u>
Trim: <u>(dark stain)</u> <u>wood attic sills; chairrail;</u>	<u></u>
Doors: <u>door, window surrounds;</u> <u>transverse beams, corbels with egg</u> <u>unknown and dart volutes</u>	<u></u>
Seating: <u>4 double wood benches, arm rests</u> <u>turned legs</u>	<u></u>
Lighting: <u>incandescent fixtures</u>	<u></u>
Other: <u>newsstand built into corner;</u> <u>pilaster, frieze, cornice detail;</u> <u>cast iron radiators (3 in center,</u> <u>2 against W. wall)</u>	<u></u>

FACILITY NAME: Dover

-5A  
RR 1409-  
Survey # 2-21

## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 9NAME Ladies' Room

NUMBER ON FLOOR PLAN \_\_\_\_\_

OriginalExisting, if different

Floors: terrazzo (beige) \_\_\_\_\_

Base: board \_\_\_\_\_ (maroon paint) \_\_\_\_\_

Wainscot: vertical board \_\_\_\_\_ (maroon paint) \_\_\_\_\_

Walls: plaster \_\_\_\_\_ (maroon and beige paint) \_\_\_\_\_

Ceiling: plaster \_\_\_\_\_ (beige paint) \_\_\_\_\_

Trim: molded board chairrail, frames \_\_\_\_\_

Doors: 1/2 panel \_\_\_\_\_

Seating: none \_\_\_\_\_

Lighting: hanging single incandescent fixture \_\_\_\_\_

Other: cast iron radiator (N) \_\_\_\_\_



FACILITY NAME: Dover

-5A  
Survey # RR 1409-  
2-21

## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>9</u>
NAME <u>Ticket Office</u>	NUMBER ON FLOOR PLAN <u>2</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>terrazzo (beige)</u>	<u></u>
Base: <u>wood</u>	<u></u>
Wainscot: <u>glazed brick (yellow) (S)</u>	<u></u>
Walls: <u>plaster (S)</u>	<u>(beige paint)</u>
<u>wood paneling (other sides)</u>	<u></u>
Ceiling: <u>board, stain</u>	<u></u>
Trim: <u>molded wood surrounds</u>	<u></u>
Doors: <u>wood, 6 panels</u>	<u></u>
Seating: <u>none</u>	<u></u>
Lighting: <u>3 hanging incandescent fixtures</u>	<u>2 plastic shades</u>
<u>one with circular metal shade</u>	<u></u>
Other: <u>built-in wood counter under ticket</u>	<u></u>
<u>window</u>	<u></u>
<u>built into waiting room</u>	<u></u>
<u>wood paneling with frieze, cornice</u>	<u></u>
<u>detail</u>	<u></u>



-5A  
RR 1409-  
Survey #2-21

FACILITY NAME: Dover

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>9</u>
NAME <u>Men's Room</u>	NUMBER ON FLOOR PLAN _____
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>terrazzo (beige)</u>	_____
Base: <u>board</u>	_____
Wainscot: _____	_____
Walls: <u>plaster</u>	<u>(maroon/beige paint)</u>
Ceiling: <u>plaster</u>	<u>(beige paint)</u>
Trim: <u>molded board chairrail</u>	<u>(modern paint)</u>
<u>stain or varn.</u>	
Doors: <u>3-panel, wood, single pane transom</u>	_____
Seating: <u>none</u>	_____
Lighting: <u>incandescent fixture</u>	_____
Other: <u>cast iron radiator (opposite toilets)</u>	_____



FACILITY NAME: Dover

-5A  
RR 1409-  
Survey # 2-21

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE                      NUMBER OF ROOMS 9

NAME Offices (2nd floor, 3 rooms)                      NUMBER ON FLOOR PLAN 8

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u>.</u>
Base:	<u>molded board</u>	<u></u>
Wainscot:	<u>none</u>	<u></u>
Walls:	<u>plaster</u>	<u></u>
Ceiling:	<u>plaster</u>	<u></u>
Trim:	<u>molded board surrounds</u>	<u></u>
Doors:	<u>unknown</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>incandescent fixtures</u>	<u></u>
Other:	<u></u>	<u></u>

FACILITY NAME Dover

RR 1409-  
Survey # 2-21

4. DESCRIPTION - BUILDINGS (EXTERIOR)

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

Account for original materials and finishes where different from existing.

Station \_\_\_\_\_ Shelter \_\_\_\_\_ Freight House   x   Other \_\_\_\_\_ (specify)

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

The freight house, located E of the station and connected to it by a broad canopy, is a one-story masonry block, three bays wide and four deep, with a shallow gable roof, its ridge paralleling the tracks. There are two doors and one window in the S and N facades, four windows on the E, and one window and a door on the W. Inside the NW corner is a square chimney, slightly tapered toward the top. The base is rusticated granite, the walls brick, and the roofing asphalt shingle (originally slate). Most materials appear original.

FACILITY NAME Dover

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station \_\_\_\_\_ Shelter \_\_\_\_\_ Freight House X Other \_\_\_\_\_ (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall/frame roof</u>	_____
Foundation:	<u>concrete</u>	_____
Base course:	<u>granite, rusticated</u>	_____
Walls:	<u>brick (red)</u>	_____
Trim:	<u>granite drip molding, quoins, iron brackets</u>	_____
Doors:	<u>6/panel; 1/panel</u>	_____
Roofing:	<u>slate</u>	<u>asphalt shingle</u>
Soffit:	<u>none</u>	_____
Windows:	<u>9/9</u>	_____
Lighting:	<u>hanging incandescent fixtures with circular shades</u>	_____
Signage:	<u>unknown</u>	_____
Drainage:	_____	_____
Other:	_____	_____

FACILITY NAME: Dover

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

Fill out separate sheet for each additional structure in complex. Refer to, and key with, site plan.

Shelter \_\_\_\_\_ Freight House X Other \_\_\_\_\_ (specify)

INTERIOR FINISH SCHEDULE  
2 (similar treatment)

Number of rooms:

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>poured concrete</u>	<u>_____</u>
Base:	<u>none</u>	<u>_____</u>
Wainscot:	<u>none</u>	<u>_____</u>
Walls:	<u>vertical board (int.) (probably brick (ext.) varnished)</u>	<u>(modern paint)</u>
Ceiling:	<u>board</u>	<u>_____</u>
Trim:	<u>molded wood</u>	<u>_____</u>
Doors:	<u>1/panel, wood</u>	<u>_____</u>
Seating:	<u>unknown</u>	<u>_____</u>
Lighting:	<u>incandescent fixtures</u>	<u>_____</u>
Other:	<u>_____</u>	<u>_____</u>



FACILITY NAME: Dover

RR 1409-  
Survey # 2-21

## 5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect Frank J. Nies source (plans)  
 Date 1905 Source D, L, & W Alteration dates \_\_\_\_\_ Source \_\_\_\_\_  
 Style Eclectic: Tudor Revival with Richardsonian elements  
 # passenger trains/day (present) 56 (M&E Div.) Peak (#, Yr.) 52 (M&E Div.)  
No Original station on site in 1980 31 (Boonton Br.)  
 17 (Boonton Dr.), 10 (Long Dist.) in 1940  
 18 (M&E Div.),  
 8 Boonton Br.)  
 11 (Long Dist.) in 1901

The Dover Station and freight house are fine examples of the eclectism characteristic of early twentieth century architecture. The exterior suggests the Tudor Revival with its quoins, heavy gable end coping and finials, and the Richardsonian style with its rusticated base and round arch windows, yet like many of the former D, L, and W stations, the interior is largely Classical Revival (ceiling beams are Tudor). The buildings were designed "in-house" and replaced a rather large freight and passenger station of wood construction.

Dover is a good example of a railroad junction town. It is the terminus for electrified service on the M & E Div., and is a major stop for trains on the Boonton Line. Before long distance passenger service was discontinued, Dover was a major transfer point for local trains to the west. At the turn of the century, it was also the site of light shop work and freight car switching. The station needed to be large since it was to contain a crew register board and accommodations.

Across the tracks to the S is a switching tower. Up the hill to the SW of the station are many company houses which D, L, and W built for its employees.

The complex is scheduled for refurbishing in mid-1981.

FACILITY NAME: Dover

RR 1409-<sup>-7</sup>  
Survey # 2-21

## 6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

See Dover Railroad Station, National Register Form, Office  
of Historic Preservation, Trenton, N.J.

Acreage:

UTM coordinates: Zone: 18 /Easting: 5 3 7 4 4 0 /Northing: 4 5 2 5 7 2 0  
USGS Quad Dover Scale 1:24000

## 7. REFERENCES

## BIBLIOGRAPHIC:

DL&W, annual report, 1903,1905.  
Plans, Dover station, New Jersey Transit, Newark, NJ

## ICONOGRAPHIC:

Carleton, Paul, The Erie-Lackawanna Story, River Vale, NJ, 1974  
pp. 342, 377.Taber, The Delaware, Lackawanna, and Western in the Twentieth  
Century, 1981, p. 151.

Plans, Ibid.

## 8. PHOTO

Negative index # -- or NJT photo # -- slide # 2-21  
Date 1980 Photographer Charles Ashton  
Loc. of negative NJ Transit Direction of view: Station from West

RR 1409<sup>-8</sup>  
Survey # 2-21

FACILITY NAME: Dover

9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

- i. Associated with important events or broad movements in history
  - nationally \_\_\_\_\_ (30)
  - state-wide \_\_\_\_\_ (25)
  - locally \_\_\_\_\_ (20)
- ii. Representative of significant changes in railroad history and/or technology
  - rare \_\_\_\_\_ (30)
  - unusual \_\_\_\_\_ (25)
  - common \_\_\_\_\_ (10)
- iii. Original station on site \_\_\_\_\_ (15)
- iv. Representative of a line's standard design \_\_\_\_\_ (10)
- v. Constructed prior to 1900 \_\_\_\_\_ (15)
- vi. Junction station   x   (10)
- vii. Former long-distance service   x   (10)
- viii. Other One of the earliest stations built   x   (10)  
under Truesdale's modernization program
- ix. Less than 50 years old \_\_\_\_\_ (-30)

30

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Eclectic: Tudor Revival and Richardsonian elements
  - a. Example of a particular architectural style (check one)
    - Outstanding \_\_\_\_\_ (50)
    - Excellent \_\_\_\_\_ (40)
    - Very good   x   (30)
    - Good \_\_\_\_\_ (20)
    - Fair \_\_\_\_\_ (10)
  - b. Rare survivor of style
    - nationally \_\_\_\_\_ (20)
    - state-wide \_\_\_\_\_ (15)
    - locally   x   (10)
  - c. As example of railroad architecture
    - rare \_\_\_\_\_ (30)
    - unusual or early   x   (15)

FACILITY NAME: Dover  
 CRITERIA CONT.

RR 1409-9  
 Survey # 2-21

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

FACILITY NAME: Dover

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- a. Original condition \_\_\_\_\_ (40)
- b. Alterations and/or additions, beneficial \_\_\_\_\_ (30)
- c. Alterations and/or additions, not detrimental \_\_\_\_\_ (20)
- d. Minor detrimental alterations and/or additions, not affecting overall integrity \_\_\_\_\_
- e. Detrimental alterations and/or additions, reversible at considerable expense (color unsympathetic to existing materials), \_\_\_\_\_ X (10) new roofing, partition
- f. Detrimental alterations and/or additions, essentially irreversible \_\_\_\_\_ (-25) wall in waiting room \_\_\_\_\_ (-75)

ii. PHYSICAL CONDITION

- a. Excellent \_\_\_\_\_ (10)
- b. Good X ( 5)
- c. Fair \_\_\_\_\_ ( 0)
- d. Poor \_\_\_\_\_ (-10)
- e. Severely deteriorated \_\_\_\_\_ (-25)

iii. RELATIONSHIP TO COMMUNITY

- a. Pivotal building \_\_\_\_\_ (40)
- b. Integral part of townscape X (30)
- c. Compatible with townscape \_\_\_\_\_ (20)
- d. Unrelated to townscape \_\_\_\_\_ ( 0)
- e. Incompatible \_\_\_\_\_ (-30)

iv. SUITABILITY FOR ADAPTIVE USE

- a. Excellent \_\_\_\_\_ (30)
- b. Very Good X (25)
- c. Good \_\_\_\_\_ (20)
- d. Average \_\_\_\_\_ (15)
- e. Possible, with difficulty \_\_\_\_\_ (10)

70

TOTAL

210

FACILITY NAME: Dover

Survey #  
RR 1409- 2-21 -11

Attach copy of site plan

\_\_\_ continuation sheets attached

FORM PREPARED BY: Richard Meyer  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date: February, 1981

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

PARKING LOT 3 3/4 AC  
WEST OF STATION

NORTH DICKERSON ST.

CHAIN LINK FENCE

SOUTH ESSEX ST  
(ONE-WAY →)

TAXI ZONE

SHORT TERM PARKING

CANOPY  
246' x 12'

STATION BUILDING

SOUTH DICKERSON STREET

← SOUTH BERGEN ST.

INB'D ISLAND PLATFORM  
288' x 4'6" ±

ISLAND PLATFORM  
428' x 4'6" ±

OUTB'D PLATFORM  
428' x 18'

5' CONCRETE  
RETAINING WALL

PARKING LOT 1  
CAPACITY 107

RETAINING  
WALL

HOBOKEN

NETCONG

LIGHT POLES

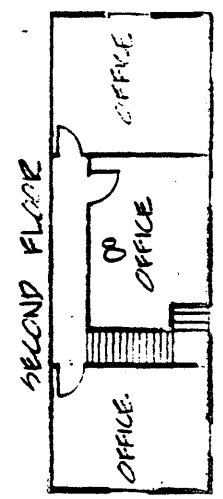
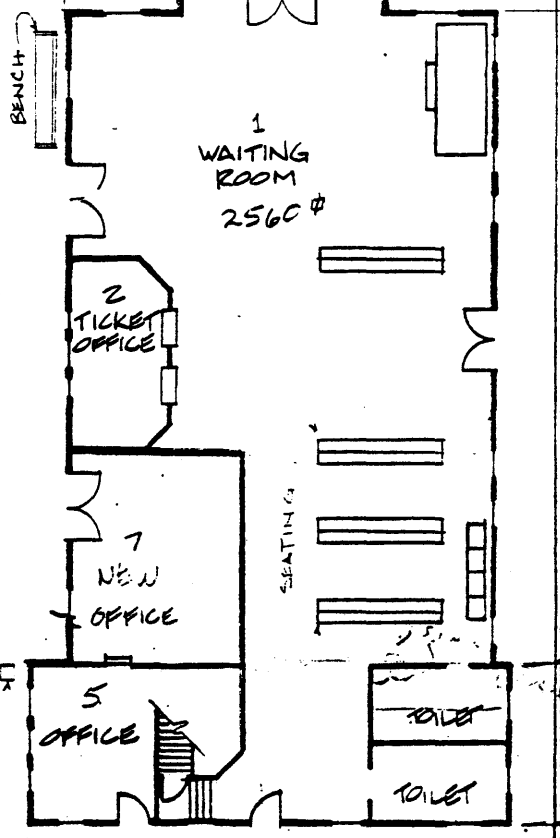
5' CONCRETE RETAINING WALL

ENCLOSURE

INCANDESCENT LIGHTING ABOVE

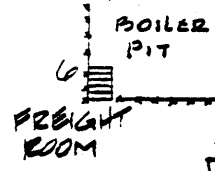
CANOPY

MAIL BOX



PLATFORMS

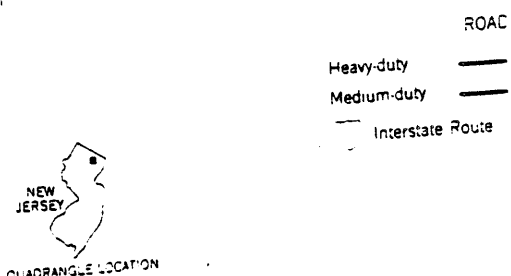
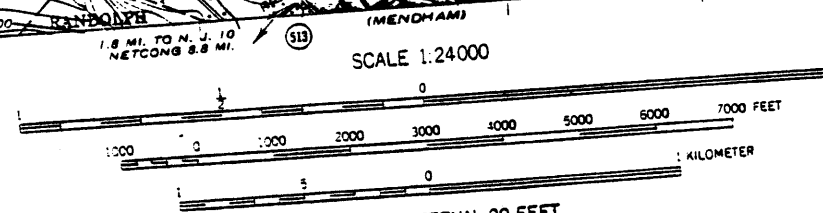
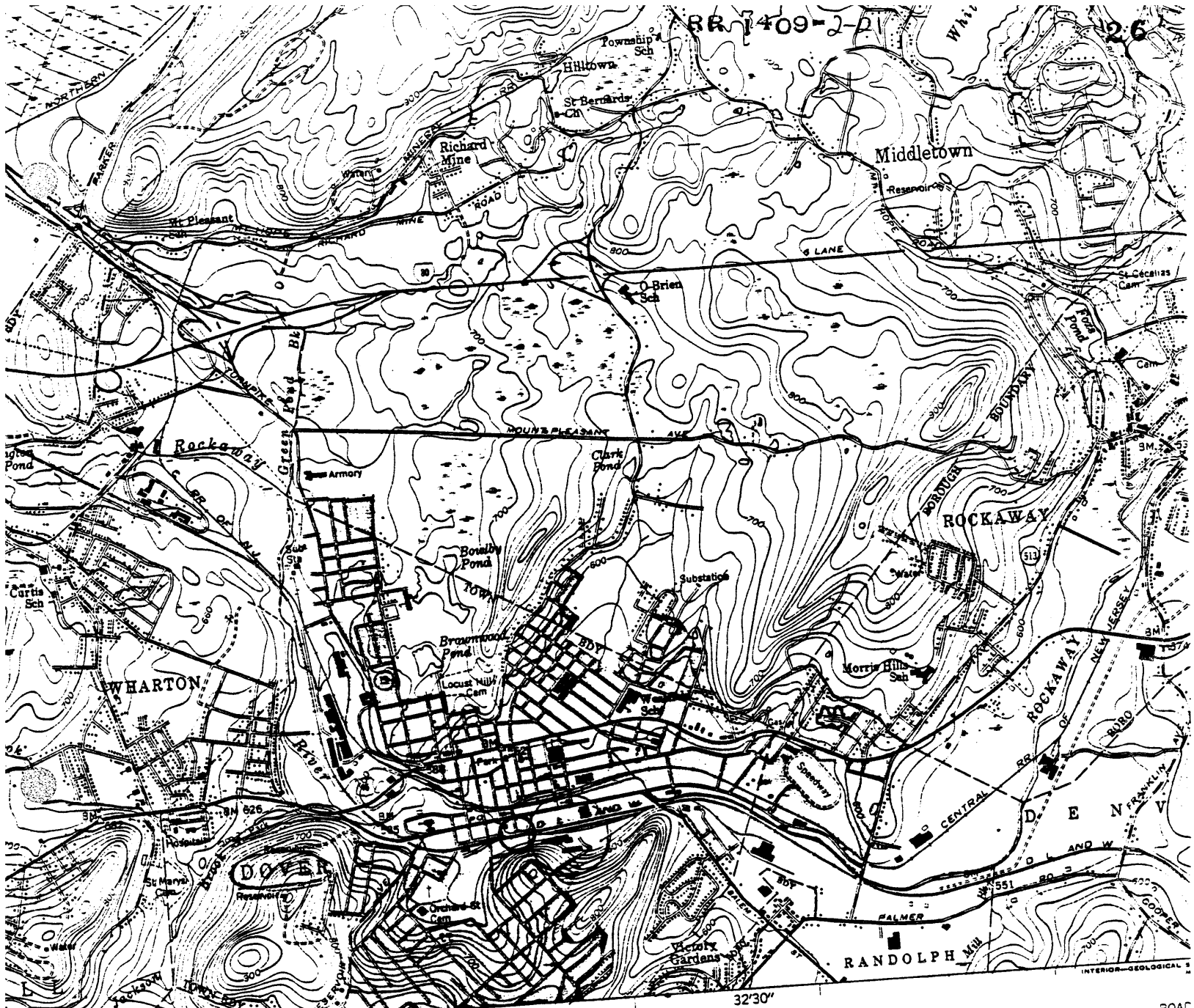
HOCKEN



FIRST FLOOR PLAN

3454 GROSS S.F. (MAIN BUILDING)

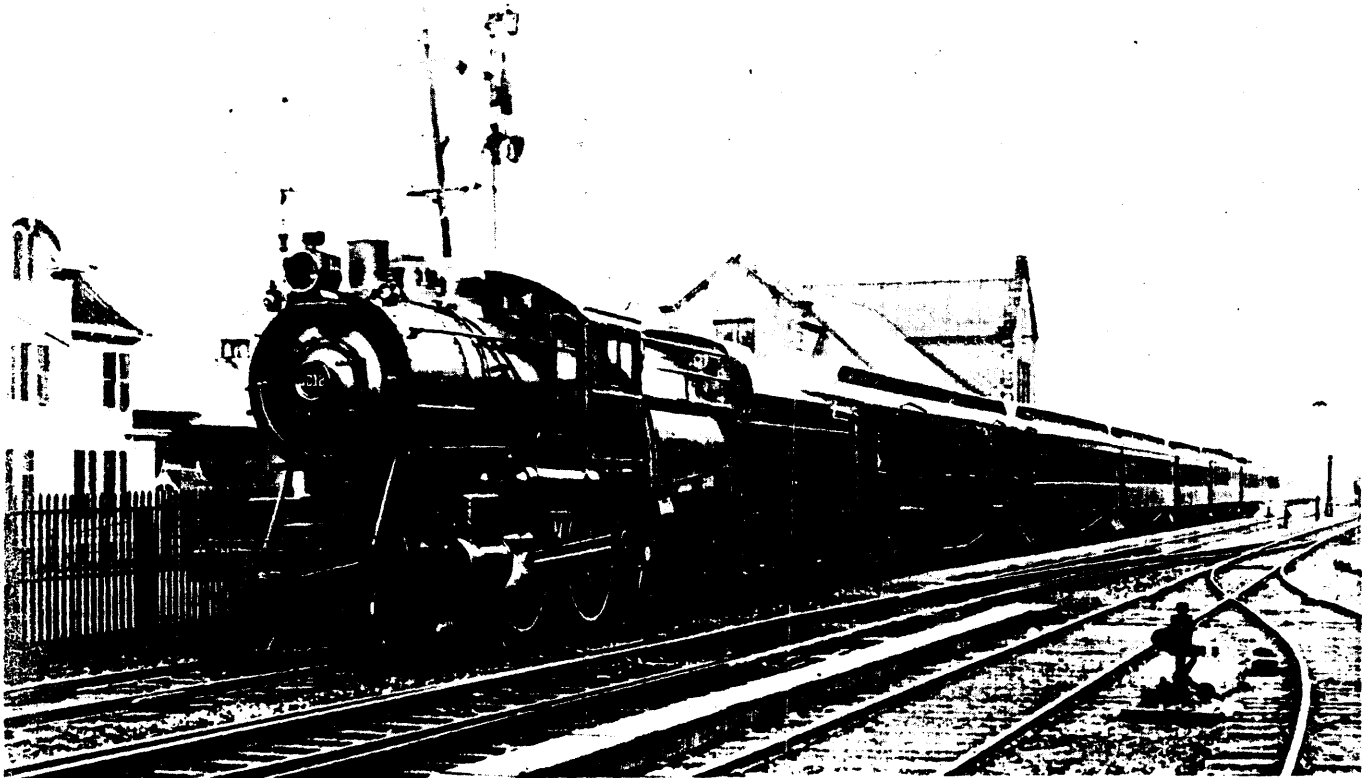




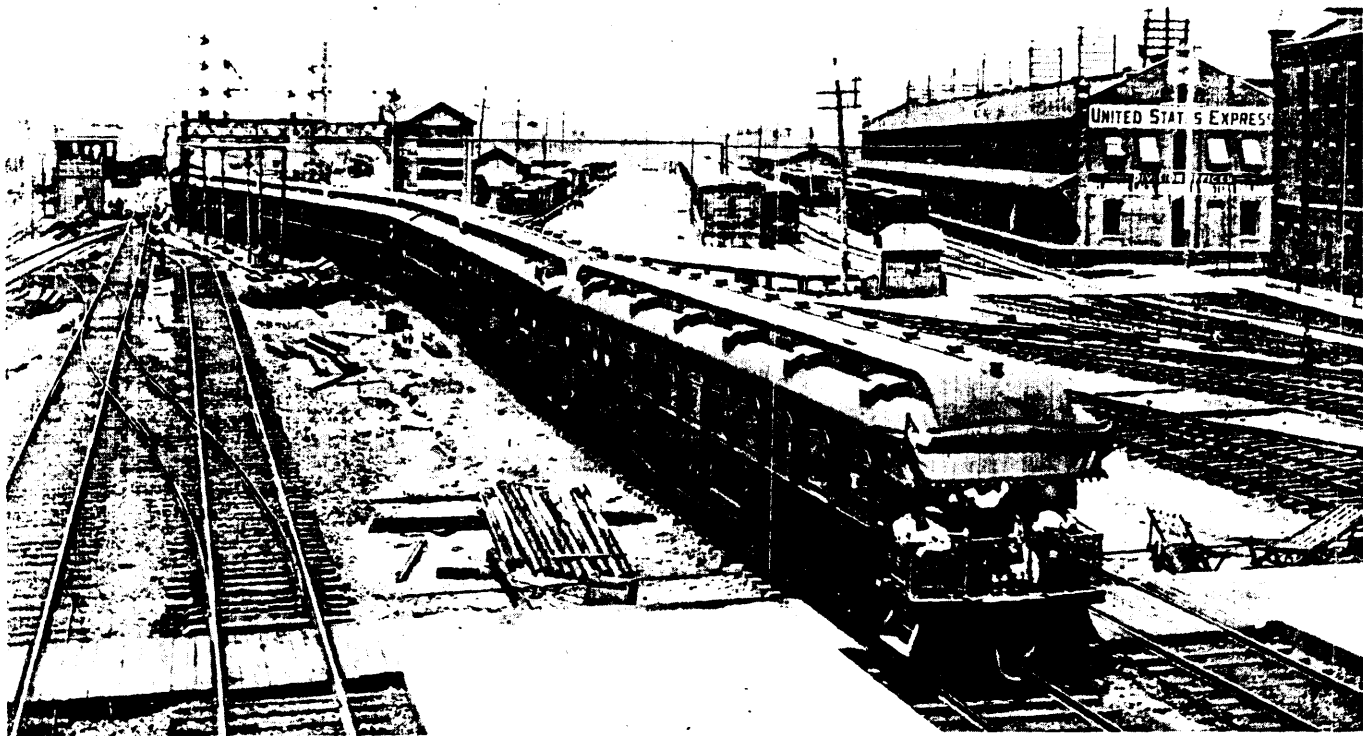
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON 25, D. C.  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

2-21 Dover Railroad Station (Taber, 20th, p. 151)

151



Train No. 5 pauses at Dover about 1908. The train left Hoboken at 2:00 p.m. with a Chicago sleeper and through coach, and an observation parlor car. Although considered a through train, No. 5 was basically a local, and required just under twelve hours to Buffalo. Train No. 7, with an early evening departure, was similar.



The "Lackawanna Limited" threads its way out of Hoboken with its usual seven car consist in 1906. All cars are of wood construction, and consist of the parlor observation car to Buffalo, a St. Louis sleeper, a parlor car to Oswego, diner, two coaches, and a head end car. The first stop will be Washington, ninety minutes away. Buffalo will be reached in nine hours, forty minutes at an average speed of 42 m. p. h.