

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 0719-  
Survey # 2-9

# NEW JERSEY TRANSIT RAILROAD STATION SURVEY

## 1. IDENTIFICATION

- A. Name: Common  Mountain Station Line: Hoboken Division -  
Historic  Morrystown (DL&W)
- B. Address or location:  
  - 449 Vose Avenue  County: Essex
  - So. Orange, N.J. 07079  Municipality: South Orange Village
  - Block & lot: \_\_\_\_\_
- C. Owner's name: NJ Transit  
Address: Newark, N.J.
- D. Location of legal description: Recorder of Deeds, Essex County Court-  
house, Raymond Boulevard, Newark, N.J.
- E. Representation in existing surveys: (give number, category, etc.,  
as appropriate)

HABS \_\_\_\_\_ HAER \_\_\_\_\_ ELRR Improvement \_\_\_\_\_ NY&LB Improvement \_\_\_\_\_

Plainfield Corridor \_\_\_\_\_ NR(name, if HD) \_\_\_\_\_

NJSR (name, if HD) \_\_\_\_\_

NJHSI (#) \_\_\_\_\_

Northeast Corridor \_\_\_\_\_

Local \_\_\_\_\_ (date \_\_\_\_\_)

Modernization Study: site plan  floor plan  aerial photo \_\_\_\_\_

other views  photos of NR quality?

## 2. EVALUATION

- A. Determination of eligibility: SHPO comment? \_\_\_\_\_ (date \_\_\_\_\_)  
NR det.? \_\_\_\_\_ (date \_\_\_\_\_)
- B. Potentially eligible for NR: yes  possible \_\_\_\_\_ no \_\_\_\_\_  
individual \_\_\_\_\_ thematic
- C. Survey Evaluation: 140/175 points

FACILITY NAME: Mountain

### 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

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

Relationship of station grade to track grade:

- Station and track grade at same level  Station at street grade, track 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 Mountain complex consists of a one-story red brick station in Classical Revival style with adjoining stairway canopy, a similar shelter and canopy, and platforms on either side of the tracks. The complex is located on a well landscaped suburban site. Tracks are aligned N-S. There are two loop drives, 1 E of the station (1), the other W of the shelter (2). Flanking the E drive at its outside edges are a pair of ornamental lamps with concrete bases and copper strapwork (globes are missing) (3). Parking is available along the loop drives and along neighboring streets. Pedestrians may approach the platform via stairs from Montrose Avenue in the N (A) (D), from Mountain House Road on the S (Pedestrian overpass) or directly from the loop drives, station, or shelter. From the station, the northbound platform is reached from either of two short flights of steps (B) (C) across a landscaped terrace.

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### 3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound      710' platform, asphalt on concrete, iron pipe railing along  
edge, mercury vapor street lamps, no canopy
- Outbound
- Between tracks

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

Originally the inbound platform probably was lined with incandescent lighting fixtures.

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## 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 Mountain Station, located E of the tracks, consists of a 1-story rectangular block with a hipped roof and broad eaves, its major ridge paralleling the tracks. The last bays on the N and S are open and are supported by square brick columns at the corners. The ticket office projects slightly from the W facade line and contains two windows on the W and a window each on the N and S. Flanking the projection on the S are double freight doors and on the N a door and window group. Opposite this door is another on the E facade, flanked on the S by a double freight and two windows, and on the N by a window group. There are two windows each on the N and S facades. A small brick chimney rises centrally just E of the major ridge. Adjoining the station on the N is a stairway with concrete balustrade and canopy similar in form and materials to the open bays. Walls are brick and roofing, Spanish tile. Most materials appear original.

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4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station  X  Shelter   Freight House   Other   (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall/frame roof</u>	<u> </u>
Foundation:	<u>poured concrete</u>	<u> </u>
Base course:	<u>poured concrete</u>	<u> </u>
Walls:	<u>brick, Flemish bond (red stretchers, purple headers)</u>	<u> </u>
Trim:	<u>coarse concrete sills; brick surrounds, stone course, decorative panels under windows, exposed wood rafter ends, beams</u>	<u> </u>
Doors:	<u>(2) 4/1 panel doubled; (2) 6/2 panel with sidelights and round arch transom</u>	<u> </u>
Roofing:	<u>Spanish tile</u>	<u> </u>
Soffit:	<u>matched boards (varn.)</u>	<u> </u>
Windows:	<u>8/1; 4/1; 6 pane wood frame, casement double, round arch</u>	<u> </u>
Lighting:	<u>incan. fixs. soffit attached?</u>	<u>MV fixs (2-E; 1-N; 1-S; 2-N)</u>
Signage:	<u>board (black with gold type) (hangs from W side of roof)</u>	<u> </u>
Drainage:	<u>copper gutters and downspouts</u>	<u>aluminum gutters and downspouts</u>
Other:	<u>wood plank bench brick chimney (E side of ridge) copper flashing</u>	<u> </u>

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

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

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

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

All spaces in the Mountain station, with the exception of the basement, are on one level. The N half of the building comprises the Waiting Room (1). Leading S from the Waiting Room and breaking the wall plane at its midpoint is a short hall terminating in the Freight Room which comprises the S 1/4 of the building. Flanking the hall on the E are the Men's Room (3) and Ladies' Room (4), and on the W, the Ticket Office (2). Built into the E wall of the hall is a phone booth. All of the public spaces have similar finishes: terrazzo floors, brick or tile wainscot, and plaster walls and ceiling. The Ticket Office has board floors and a matched board wainscot. All materials, with the exception of some lighting fixtures, appear to be original. (See schedules which follow). However, some surfaces have obviously been repainted.

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>6</u>
NAME <u>Waiting Room and Hall</u>	NUMBER ON FLOOR PLAN <u>1</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>terrazzo, tile border (tan, white)</u>	_____
Base: <u>tile (red)</u>	_____
Wainscot: <u>glazed brick, common bond (yellow)</u> <u>string course (green)</u>	_____
Walls: <u>plaster</u>	<u>paint (white)</u>
Ceiling: <u>plaster, coved</u>	<u>paint (white)</u>
Trim: <u>marble ticket counter, fountain counter, brackets</u>	_____
Doors: <u>(2) 6/2 panel side lights and round arch transom</u>	_____
Seating: <u>matched board benches, radiator under (W, N, E sides)</u>	_____
Lighting: <u>(3) hang. incan. fixs?</u>	<u>(3) MV hang. fixs.</u>
Other: <u>blind arch with fountain, stained glass-like image of stream, trees, hills, falls in tile phone booth built in between Rest Room doors.</u>	<u>fountain missing</u>

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

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	
NAME <u>Ticket Office</u>	<u>6</u>	
<u>Original</u>		<u>Existing, if different</u>
Floors: <u>board</u>		
Base: <u>molded board</u>		
Wainscot: <u>vert. matched board (varn.)</u>		
Walls: <u>plaster</u>		<u>paint (white)</u>
Ceiling: <u>plaster, cornice molding</u>		<u>paint (white)</u>
Trim: <u>wood molded chairrail, sills</u> <u>ticket window surrounds, (varn.)</u>		
Doors: _____		
Seating: <u>none</u>		
Lighting: <u>hang. incan. fix. with</u> <u>circular metal shade</u>		<u>(2) fluorescent fixs. at</u> <u>ticket window</u>
Other: <u>built-in counter, wood (N side)</u> <u>built-in desk, wood (W side)</u> <u>iron radiator (S side)</u>		



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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>6</u>
NAME <u>Men's Room</u>	NUMBER ON FLOOR PLAN <u>3</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>terrazzo (tan)</u>	
Base: <u>ceramic tile (white)</u>	
Wainscot: <u>ceramic tile (white)</u>	
Walls: <u>plaster</u>	<u>paint (white)</u>
Ceiling: <u>plaster</u>	<u>paint (white)</u>
Trim: <u>none</u>	
Doors: <u>(1/2)panel; (1/2) panel to stall</u>	
Seating: <u>none</u>	
Lighting: <u>ceiling attached incan. fix.</u>	<u>scalloped glass shade</u>
Other: <u>iron radiator (N wall) marble partition plumbing fixs.</u>	

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>6</u>
NAME <u>Ladies' Room</u>	NUMBER ON FLOOR PLAN <u>4</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>terrazzo (tan)</u>	<u></u>
Base: <u>ceramic tile (white)</u>	<u></u>
Wainscot: <u>ceramic tile (white)</u>	<u></u>
Walls: <u>plaster</u>	<u>paint (white)</u>
Ceiling: <u>plaster</u>	<u>paint (white)</u>
Trim: <u>none</u>	<u></u>
Doors: <u>(1/2) panel; (1/2) panel to stall</u>	<u></u>
Seating: <u>none</u>	<u></u>
Lighting: <u>ceiling attached incan. fix.</u>	<u>shade missing</u>
Other: <u>plumbing fixtures</u> <u><del>iron radiator (N wall)</del></u> <u>marble partition</u>	<u></u>

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

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME <u>Baggage Room</u>	<u>6</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>poured concrete</u>	<u></u>
Base: <u>poured concrete</u>	<u></u>
Wainscot: <u>none</u>	<u></u>
Walls: <u>vert. matched boards (int. wall only)</u> <u>brick, mod. Eng. bond (red) ext. walls</u>	<u></u>
Ceiling: <u>plaster</u>	<u></u>
Trim: <u>brick, header voussoirs, plain</u> <u>board door frame</u>	<u></u>
Doors: <u>(2) 6/2 panel; (2) 4/1 panel doubled</u>	<u></u>
Seating: <u>none</u>	<u></u>
Lighting: <u>(2) hang. incan. fixs.</u> <u>(1) ceiling attach. incan. fixs.</u>	<u></u>
Other: <u>attic door in ceiling</u> <u>iron radiator (int. wall)</u> <u>Fairbanks scale</u>	<u></u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>6</u>
NAME <u>Boiler Room</u>	NUMBER ON FLOOR PLAN _____
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>poured concrete</u>	_____
Base: <u>none</u>	_____
Wainscot: <u>none</u>	_____
Walls: <u>poured concrete</u>	_____
Ceiling: <u>poured concrete</u>	_____
Trim: <u>none</u>	_____
Doors: <u>none</u>	_____
Seating: <u>none</u>	_____
Lighting: <u>2 hang. incan. fixs., circular metal shades</u>	_____
Other: <u>coal bin wood framing coal fired boiler</u>	<u>boiler</u>

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### 3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound

Outbound 710' platform, asphalt on concrete, iron pipe railing along edge, mercury vapor street lamps. Canopy is part of shelter.

Between tracks

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

Originally, the outbound shelter probably was lined with incandescent lighting fixtures.

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

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

The Mountain shelter, located W of the tracks consists of a 1-story rectangular block 8 bays wide and 1 deep with a hipped roof and broad eaves. The 2 N bays and the 3 S bays are open, their canopies slightly lower than the center bay and supported by a double row of square brick columns with concrete bases and capitals. There are 3 windows on the E facade, three on the W, and doors on the N and S facade, respectively. Adjoining the shelter on the N is a stairway with concrete balustrade and canopy, similar in form and materials to the open bays and to the stair north of the station. Walls are brick and roofing, Spanish tile. Most materials appear original.

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

Fill out separate sheet for each building at facility.

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

## EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall/wood frame roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>poured concrete</u>	_____
Walls:	<u>brick (red)</u>	_____
Trim:	<u>coursed concrete sills, brick surrounds, wood exposed rafter ends</u>	_____
Doors:	<u>(2) 6/2 panel, round arch frame</u>	<u>paint (red)</u>
Roofing:	<u>Spanish tile</u>	_____
Soffit:	<u>matched boards (varn)</u>	_____
Windows:	<u>(boarded) round arch frames</u>	_____
Lighting:	<u>hang, incan. fixes</u>	<u>MV fixes, every other bay</u>
Signage:	<u>board (black with gold type) E wall</u>	_____
Drainage:	<u>copper gutters and downspouts</u>	<u>galv. gutters and downspouts</u>
Other:	_____	_____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

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

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

INTERIOR FINISH SCHEDULE      NOT ACCESSIBLE

Number of rooms:

	<u>Original</u>	<u>Existing, if different</u>
Floors:	_____	_____
Base:	_____	_____
Wainscot:	_____	_____
Walls:	_____	_____
Ceiling:	_____	_____
Trim:	_____	_____
Doors:	_____	_____
Seating:	_____	_____
Lighting:	_____	_____
Other:	_____	_____



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

Architect F. J. Nies or his staff source plans  
 Date 1915 Source D.L.&W Alteration dates \_\_\_\_\_ Source \_\_\_\_\_  
 Style Renaissance Revival  
 # passenger trains/day (present) 69 in 1980 Peak (#, Yr.) 96 in 1940  
Original station on site 74 in 1901

The Mountain station is an exceptionally good example of the Renaissance Revival style adapted to the functions of an early twentieth century suburban combination station. The complex was designed "in house" under F. J. Nies, architect for the Delaware Lackawanna and Western line. It is similar in form and materials to other stations on the line, including Orange, Highland Avenue, Morristown, and Morris Plains. This complex is particularly well sited and landscaped, its interior, richly finished. Most notable is a tile panel above the water fountain in the main waiting room which depicts a forest scene with stream, hills, and waterfall, but with a linear quality which obviously is to recall a Tiffany-like art glass window.

The complex serves commuters from the affluent east side of South Orange. A portable concession stand in the waiting room is open during rush hours. The Westbound shelter has been boarded up for many years.

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## 6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on site plan.

Acreage: 1-2.5 acres

UTM coordinates: Zone: 18 / Easting: 5 6 3 0 0 0 / Northing: 4 5 1 1 6 0 0  
USGS Quad Caldwell Scale 1: 24 000

## 7. REFERENCES

### BIBLIOGRAPHIC:

Delaware, Lackawanna, Western Railroad, annual report 1915.

Plans, Mountain Station, New Jersey Transit, Newark, New Jersey

### ICONOGRAPHIC:

plans, Ibid.

(ca. 1916) Taber, Thomas T., The Delaware, Lackawanna and Western Railroad in the Twentieth Century, 1899-1960, part I, Muncy, Pa., author, 1981, p. 86.

## 8. PHOTO

Negative index # 1067 or NJT photo # - slide # 2-9  
Date 1978 Photographer Richard Browne Assocs.  
Loc. of negative N.J. Transit Direction of view: Station from West  
Shelter from East

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## 9. CRITERIA FOR EVALUATION

## A. HISTORICAL SIGNIFICANCE

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

## B. ARCHITECTURAL SIGNIFICANCE

0

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

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## CRITERIA CONT.

- ii. ARCHITECT (check one)
- a. building by architect important
- |            |     |      |
|------------|-----|------|
| nationally | ___ | (25) |
| state-wide | ___ | (20) |
| locally    | ___ | (15) |
- b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer \_\_\_\_\_(20)
- c. building designed by railroad and is known or appears to be the work of the staff X ( 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) Sited on elevation station and shelter unusually well related and integrated with highway bridge
- 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) Simulated "stained-glass" panel in ceramic tile  
( \_\_\_ interior not accessible)
- c. Part of cohesive complex
- |                            |          |      |
|----------------------------|----------|------|
| 1) station and shelter     | <u>X</u> | ( 5) |
| 2) more than two buildings | ___      | (10) |
- v. CONSTRUCTION
- a. Noteworthy example of particular construction method \_\_\_\_\_(30)
- b. Rare or early survivor of particular method \_\_\_\_\_(20)
- c. Interesting example of method \_\_\_\_\_( 5)

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## CRITERIA CONT.

## C. CONDITIONS

## i. INTEGRITY

- |   |                     |
|---|---------------------|
| a. Original condition   | <u>  X  </u> (40)   |
| b. Alterations and/or additions,<br>beneficial  | <u>      </u> (30)  |
| c. Alterations and/or additions, not<br>detrimental                                       | <u>      </u> (20)  |
| d. Minor detrimental alterations and/<br>or additions, not affecting overall<br>integrity | <u>      </u> (10)  |
| e. Detrimental alterations and/or<br>additions, reversible at considerable<br>expense     | <u>      </u> (-25) |
| f. Detrimental alterations and/or additions,<br>essentially irreversible                  | <u>      </u> (-75) |

## ii. PHYSICAL CONDITION

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

## iii. RELATIONSHIP TO COMMUNITY

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

## iv. SUITABILITY FOR ADAPTIVE USE

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

105

TOTAL

175

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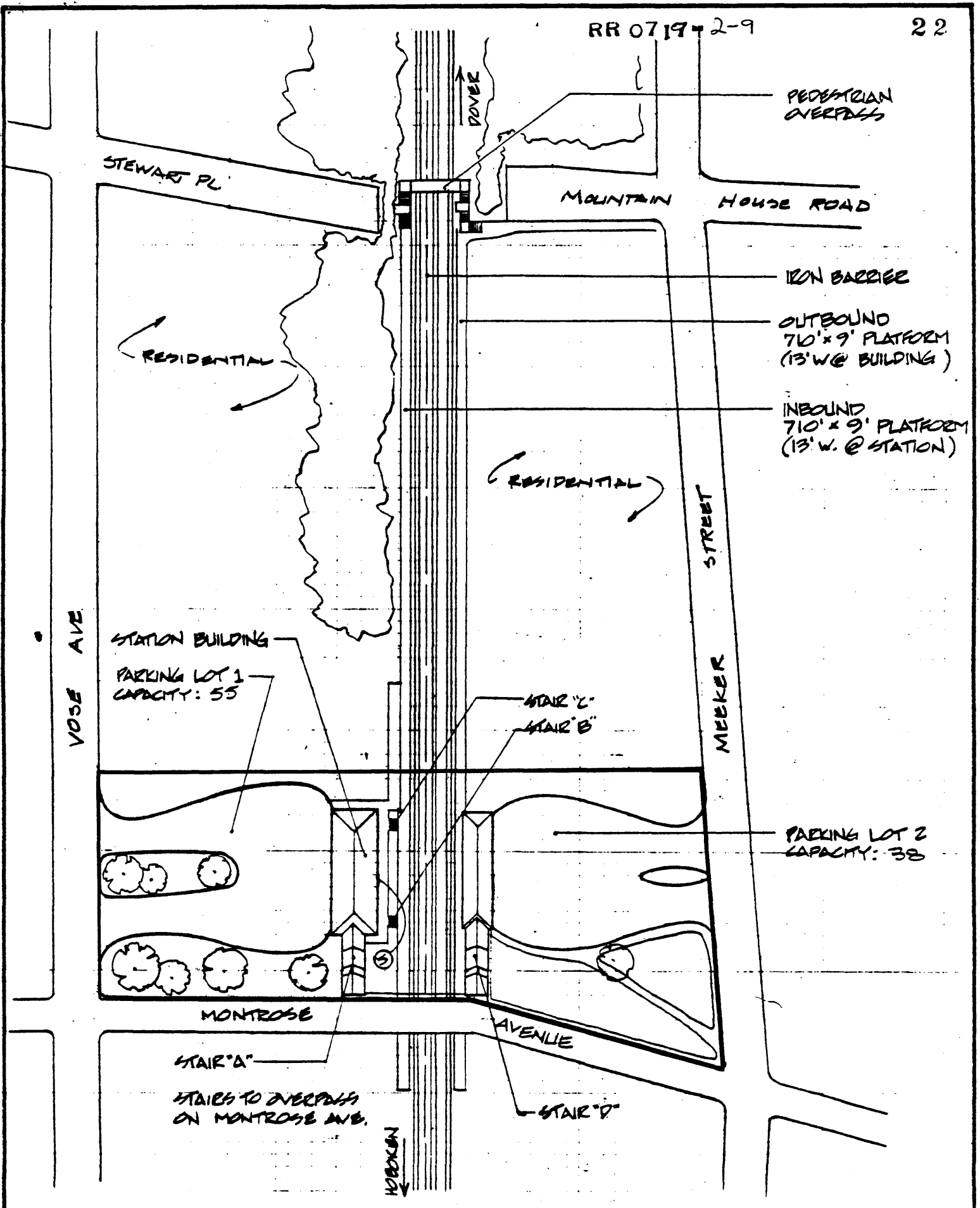
Attach copy of site plan

     continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: April 1981

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

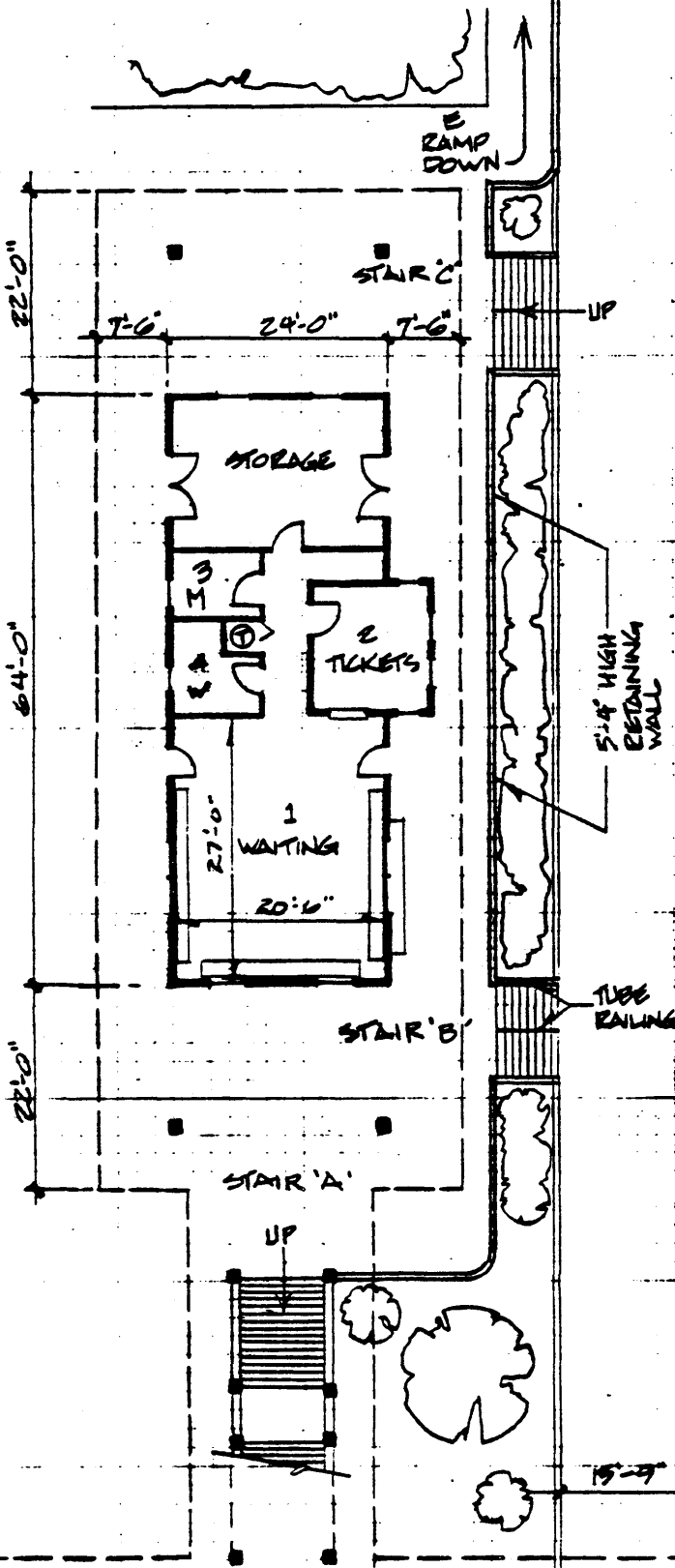


**MOUNTAIN STATION**  
MORRISTOWN LINE

SCALE: 1" = 100'

DATE: SEPT. 1978

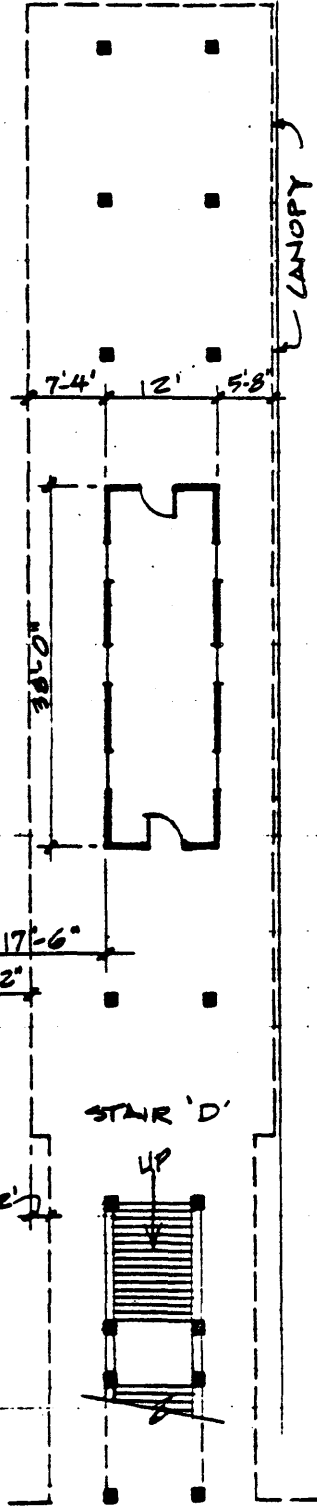




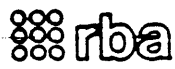
HOBOKEN

4'-6" BARRIER

POWELL



MONTROSE AVE, PEDESTRIAN OVERPASS ABOVE



# MOUNTAIN STATION

MORRISTOWN LINE

SCALE: 1" = 100'  
DATE: SEPT. 1978





47°30'

40°45'

74°15'

4512000m STA.

56,300m E.

561

17°30' 160

559

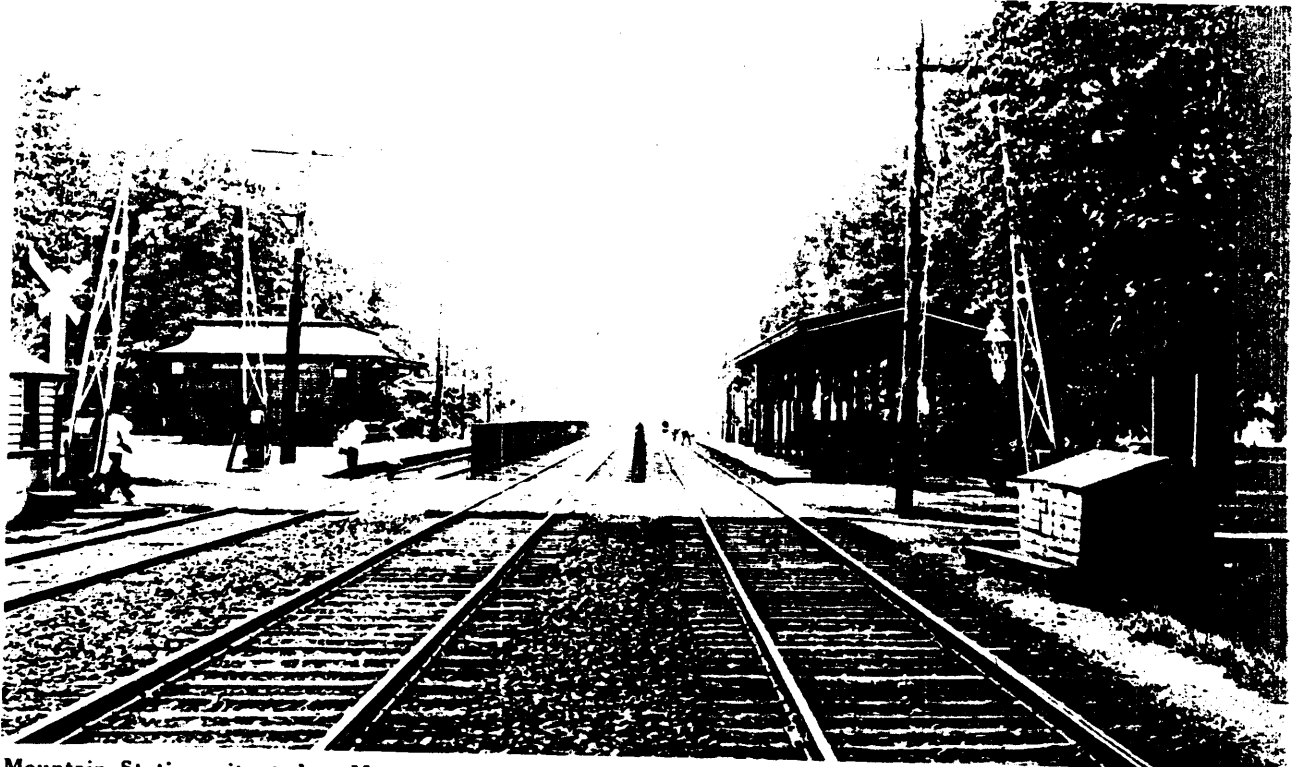
1905



1905

(ROSELLE) 1905

86 2-9 Mountain Railroad Station (Taber, 20th, p. 86)



Mountain Station, situated at Montrose Avenue, received a third track probably in 1901 as part of adding the section of third track to the Morristown line. The 1901 annual report mentions construction of a third track South Orange to Maplewood, but makes no mention in any report of the track addition to Mountain Station picture looks west in September 1913. The small station is the same one shown in photographs taken back in the 1



Mountain Station in South Orange was somewhat unique between Maplewood and Harrison. It was the only loc where the track elevation was not changed. In 1914 and 1915 Montrose Avenue was elevated over the tracks and new brick station constructed. At the same time the tracks were elevated at South Orange station.

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Thematic Nomination of  
Operating Passenger  
RR Stations in New Jersey

Mountain RR Station, South  
Orange Village, Essex County

