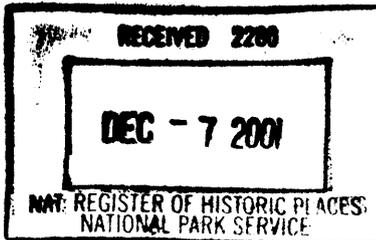


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



1492

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 instruction. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: New York Susquehanna & Western Railroad Station

other names/site number:

2. Location

street and number: Main Street

N/A not for publication

city or town: Butler Borough

N/A vicinity

state: New Jersey

county: Morris County

zip code: 07405

3. State/Federal/Tribal Agency Certification

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

Signature of certifying official/Title

Date

Assistant Commissioner, Natural & Historic Resources/DSHPO

State or Federal agency and bureau

American Indian Tribe

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

American Indian Tribe

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 - See continuation sheet.
- determined eligible for the National Register.
 - See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other. (explain:)

Signature of the Keeper

Date of Action

for
Edson H. Beall 1-24-02

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	
1		buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing

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

N/A

**Number of contributing resources previously listed
in the National Register**

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation

Current Functions

(Enter categories from instructions)

Recreation And Culture
Social

Historic Subfunctions

(Enter subcategories from instructions)

Rail-Related

Current Subfunctions

(Enter subcategories from instructions)

Meeting Hall
Museum

7. Description

Architectural Classification

(Enter categories from instructions)

Stick/Eastlake

Materials

(Enter categories from instructions)

Foundation Stone
Walls Wood
Roof Asphalt

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is

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

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1872-1951

Significant Dates

1872

Significant Person

(Complete if criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

N/A

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record
- See continuation sheet for additional HABS/HAER documentation.

Primary location of additional data:

- State Historic Preservation Office
-
-
-
-
- Other (Repository Name: Butler Historical Museum)

10. Geographical Data

Acreage of Property: 1.16

UTM References

(Place additional UTM references on a continuation sheet.)

1	18	555285	4539180	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title: Wayne T. McCabe, Professional Planner

organization: McCabe & Associates, Inc.

date: 8/1/1997

street & number: 83 Main Street

telephone: (973) 579-2525

city or town: Newton

state: New Jersey

zip code: 07860-

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative **black and white photographs** of the property

Additional items

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

Property Owner

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

name: Borough of Butler

street & number: 1 Ace Road

telephone: (973) 838-7200

city or town: Butler

state: New Jersey

zip code: 07405-

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

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

US GOVERNMENT PRINTING OFFICE : 1993 O - 350-416 QL 3

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

NY Susquehanna & Western RR Station
Morris County, New Jersey

Section number 7 Page 1

NARRATIVE DESCRIPTION

The present Butler station of the New York, Susquehanna and Western Railroad is located between the railroad tracks and Main Street in the Borough of Butler, Morris County, New Jersey. A wood frame railroad station was originally constructed in 1872 by the New Jersey Midland Railroad, which was the predecessor of the New York, Susquehanna and Western Railroad. This first railroad station was built on the opposite side of Main Street from the present station. The present station is situated immediately next to the east side of the current active freight rail line, and is separated from the west side of Main Street by an asphalt paved parking lot. The station is north of the center of the borough's central business district and just south of the former United Rubber industrial complex. The building, without the platforms, measures approximately 120 feet by 19 feet, and is 22 feet in height. The hipped roof of the station project over the north end of the building, so as to provide an open covered shelter for the freight loading platform. The station has board and batten siding.

In a deed dated September, 1888, Benjamin F. Howell and Charles E. Nobel deeded a parcel of land to the New York, Susquehanna & Western Railroad Company, for one dollar. This deed included the requirement that the N. Y. S. & W. Railroad construct a new and modern railroad station on this tract of land within one year of the date of the deed. The station that was erected in accordance with the deed requirements is the current station. The original section of the building was extensively remodeled by the N. Y. S. & W. R. R. in the 1890's. This renovation work fully established a separate men's and women's waiting room located on either side of the stationmaster's office in the middle. In 1907, the N. Y. S. & W. R. R. designed and shortly thereafter built the freight house portion of the building, which extended the station in a northwesterly direction. There was an addition to the northwestern end of the building, constructed sometime after 1915 and demolished around 1950. This one-story wood frame addition served as a supplemental freight storage area.

The station is surrounded by a paved parking lot on each end and between the building and Main Street. The railroad tracks are located on the west side of the building.

The station presently measures 136' - 6" by 18' - 8". The exterior of the building is distinguished by the vertical battened board walls surmounted by a modified hip roof. The roof has deep projecting eaves, supported by chamfered brackets. The north end of the

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National Register of Historic Places Continuation Sheet

Section number 7 Page 2

NY Susquehanna & Western RR Station
Morris County, New Jersey

station has a very deep porch, protected by the projecting roof, with the roof supported by chamfered posts and clusters of chamfered brackets. This porch structure wraps around the track-side of the structure, which provided the area for loading and unloading freight. The original slate roofing material has subsequently been replaced with composite asphalt shingles. Both gable-ends have the original 1890's verge boards, which display the intricate combination of dentil work and decorative scrollsaw work. Only one of the original chimneys remains.

The majority of the six over six double hung windows survive as do many of the interior wooden doors and three-lite door transoms. The original full-story bay windows in the stationmaster's office also remain. All of the exterior doors have been replaced with fire-rated metals doors, in order to comply with the present day building code requirements for the current uses. All of the exterior window and door trim still retains the original molding and patterns. The original 1907 wooded freight door on the Main Street side of the station still remains.

The interior of the station (pre-1907 section) still retains the vast majority of the original woodwork within the basic three room layout. Both the men's and women's waiting rooms have been converted to serve as museum display areas, while the former stationmaster's room serves as a small meeting room and office for the Butler Museum Commission. Each of these rooms measures approximately 23' - 0" by 18' - 0". These rooms still retain the original beaded board walls and ceilings. The original wood floors have been covered with carpeting, thus preserving the floor. Minor modifications to the rooms have been made in order to provide bathroom facilities, while still retaining the original wall and ceiling fabric.

The 1907 freight area has been extensively remodeled in recent years. This area of the building serves as the main meeting facility for local non-profit organizations, providing: a large meeting room; large kitchen facility and a handicapped accessible bathroom. All of the original woodwork in this part of the building has been either removed or covered over. Also, the original 1903 wooden freight door, leading onto the loading dock, has been replaced with two metal doors, so as to comply with fire egress requirements of the local construction code.

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Section number 8 Page 1

NY Susquehanna & Western RR Station
Morris County, New Jersey

NARRATIVE STATEMENT OF SIGNIFICANCE

The Butler passenger and freight station of the New York, Susquehanna and Western Railroad was originally constructed in 1888. The station was remodeled in the 1890's, enlarged in 1907 and then added onto after 1915, with the latter addition being demolished around 1950. The Butler station is located between the railroad tracks and Main Street in the Borough of Butler, Morris County, New Jersey. It was originally designed to provide waiting room facilities for passengers and a stationmaster's office, along with a telegraph station. The Butler station meets National register Criteria A for its association with the history of railroad transportation. The structure dates to the period of development of railroad stations that were constructed in the style of late Victorian period vernacular railroad architecture.

Originally known as the Bloomingdale section of Pequannock Township in Morris County, Butler was starting to become a well settled community shortly following the end of the Civil War. Like other small communities in this section of Morris County, the early industries relied upon a source of flowing water to provide power for mills and other manufacturing facilities. In the case of Butler, the Pequannock River provided the needed source of waterpower. The products not sold locally from these mills and factories had to be shipped to larger markets in Paterson or Newark by horse drawn wagons. These conditions dramatically changed when the railroad finally was brought into the community.

The genesis of this railroad can be traced to the late 1820's, when the concept of using an inexpensive means of transportation to bring anthracite coal from Pennsylvania to the large northern New Jersey cites began to be discussed. By 1828, John L. Sullivan a civil engineer had prepared a preliminary survey of such a route. The significance of such a route to Paterson, in particular, can be easily understood, as the city with all of its' heavy manufacturing facilities was in very close proximity to the iron mines of northern New Jersey.

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Section number 8 Page 2

NY Susquehanna & Western RR Station
Morris County, New Jersey

A group of local businessmen decided to take action on this idea, and on March 8, 1832, the state legislature granted their petition for a charter for the New Jersey, Hudson and Delaware Railroad. The incorporators included: Jacob M. Ryerson; Samuel Fowler; Thomas C. Ryerson; Joseph E. Edsall; James Stoll; John Bell; William Dickey, William Heyberger; James M. Porter; John Haggerty; John Moore and Daniel M. Broadhead. All of these men were closely associated with iron mining and manufacturing concerns in Sussex, Passaic and Morris Counties. The incorporators were empowered to issue up to one million shares worth of stock, and could, if the need arose, issue as many as two million shares.

The charter authorized the construction of a railroad commencing at any point or places on the Delaware River between the New York state line and where the Paulinskill empties into the Delaware, along with the authority to construct a bridge or bridges across Delaware River by and with the consent of the State of Pennsylvania. From that point of crossing the Delaware, the line would extend down through Snufftown (now Stockholm in Hardyston Township in Sussex County) to the Hudson River, opposite the City of New York, or to join any other railroad chartered or proposed to be chartered that would lead to a terminus on the Hudson River.

Following a series of twelve public meetings in mid-1836, throughout northern New Jersey, and designed to help raise the necessary capital for the line, it was agreed that a capital stock subscription of \$ 500,000 would be the initial target, with the stock to be valued at \$100 per share. This plan ran into trouble, however, as the beginning of what would later be referred to as the financial panic of 1837 was just beginning. This panic effectively was the cause for a fifteen year delay in any progress on the line, until 1853, when the charter for the railroad was transferred to the Pennsylvania Coal Company. Under the coal company's control, a more refined survey was completed at a cost of \$ 10,000. and in 1854-1855 arrangements were made to finally begin building the road. These arrangements were thwarted by the financial panic of 1857. The abandonment of the building project by the coal company caused the original owners of the charter to reorganize and in 1867, the charter was purchased back from the Pennsylvania Coal Company. This group retained their original intentions of bringing coal from Pennsylvania through the northern part of the state, and particularly into Paterson, which route became what is presently known as the New York, Susquehanna and Western Railroad. Their efforts faltered as the Morris Canal had been completed years earlier and was successfully operating in the same general area that the railroad intended on making its' territory. However, due to ever increasing per ton prices for coal delivered by the canal, there was

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NY Susquehanna & Western RR Station
Morris County, New Jersey

Section number 8 Page 3

an added incentive to have the railroad built and thus permit coal to be transported more cheaply to the major manufacturing centers of northern New Jersey.

The charter was again amended by the legislature, upon petition of the officers of the corporation, and work was finally begun January 31, 1867 with grading taking place at Bloomingdale (Butler). With various delays preventing the company from completing work within the time deadlines of the revised charter, the state once again reworked the charter, thus allowing a new deadline of July 4, 1873 for work to be done. This rechartering was followed by a long series of discussions with other railroads on where various connections would be made along the line. These discussions lead to numerous proposed changes in the route of the line, as well as various ideas on ownership and operation of the line that would finally be built. The outcome of all of these negotiations was an agreement to form the New Jersey Midland Railroad, combining at least four railroad lines. The Midland would assume the responsibility for constructing the railroad line in accordance with the charter granted to the New Jersey, Hudson and Delaware Railroad.

Through this new agreement, the Midland was able to raise sufficient capital funds to begin construction of the line. With the line being built, the village of Butler witnessed an unprecedented surge of commercial, manufacturing and residential growth. By 1887, as depicted on the atlas map of Butler by E. Robinson, the Butler Hard Rubber Company had already become a large established factory, and was supported by numerous other local businesses that were formed as a result of the factory locating in the community. The advent of freight railroad service in the community allowed numerous existing manufacturing facilities to expand their operations, thus creating new jobs, which, in turn, created a demand for more commercial retail and service sector businesses. There was also a resultant dramatic increase in the demand for new housing. The passenger rail service on the line also permitted people to commute to jobs in the larger cities to the east of Butler. With the resulting growth of manufacturing and commercial businesses in the community, the railroad constructed a major addition to the station in 1907, in the form of the freighthouse, which still exists as a part of the building. Again, sometime after 1915, the railroad constructed a supplemental storage area to the freighthouse, in order to accommodate the increased demand for shipping materials and products. This addition was demolished around 1950. This demolition reflected the beginning of the decline in freight rail shipping in the area after the second World War, as common freight was increasingly being carried by trucking companies that could offer more direct and timely service.

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NY Susquehanna & Western RR Station
Morris County, New Jersey

Section number 8 Page 4

This mutually supportive relationship of passenger and freight rail service with the growth of the community continued for approximately one hundred years, until service was dramatically cut back in the early 1970's. Presently, only freight rail service passes through Butler.

In summary, the existing combination passenger and freight station can be appropriately characterized as serving as the nexus of Butler to the larger north Jersey community during the late nineteenth and first half of the twentieth centuries.

ARCHITECTURAL SIGNIFICANCE

Architecturally, the railroad station has retained the vast majority of its original features including its distinguishing wooden chamfered posts and brackets, sliding wooden freight door, vertical battened board walls, modified hip roof with decorative verge boards, six over six double hung windows, structural framing, floor plan and massing. The interior contains much of the 1890's beaded board walls and ceilings window and door frames, while also having some modern interior finishes, particularly in the north freight storage area.

The Butler Railroad Station is significant as a rare intact example of late Victorian vernacular railroad architecture. Its association with the development of railroad transportation and the significant impact the railroad had on New Jersey's broad patterns of historical development warrants its recognition on the National Register of Historic Places.

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

NY Susquehanna & Western RR Station
Morris County, New Jersey

Maps and Atlases

Beers, F.W., Ellis, A.D. and Soule, G.G. *Atlas of Morris County, New Jersey*. New York: James McGuigan, Printer, 1868. Reprinted by Morris County Historical Society and Morris County Board of Chosen Freeholders, 1979 and 1990 respectively.

Robinson, E., *Robinson's Atlas of Morris County, New Jersey*. New York: E. Robinson, Publisher, 1887. Reprinted by Morris County Historical Society, 1979.

"Wanaque, N.J." topographic quadrangle map, United State Department of the Interior, Geological Survey, prepared in 1954, photorevised 1971.

Railroad Maps

"Erie R.R. Company - New York Susquehanna & Western R.R. Plan Showing Freight House Track - Butler, N.J." Prepared by office of engineer - Jersey City, N.J., dated September 5, 1912.

"United States R.R. Administration - Erie Railroad & New York Susquehanna & Western Railroad - Prop. Extension to Concrete Wall at Butler, New Jersey." Prepared by office of division engineer, Jersey City, N.J., dated September 6, 1919.

"Erie R.R. Company - N.Y.S.&W.R.R. - Plan, Proposed Track Changes - Pequannock Rubber Company - Butler, N.J." Prepared by office of engineer - Jersey City, N.J., dated May 5, 1911.

Floor Plans

"United States Railroad Administration - Erie Railroad, Division N.Y.S. & W., Butler, N.J. - Passenger Station Proposed Addition", Sheet 1 of 1, dated January 30, 1920.

"N.Y.S. & W. R.R. Extension of Station - Butler, N.J.", Scale: 1" = 10 feet, dated March 23, 1902, two (2) sheets.

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NY Susquehanna & Western RR Station
Morris County, New Jersey

GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated property encompasses all of Tax Lot 1 of Tax Block 113 of the Tax Maps of the Borough of Butler (see attached). This is an irregularly shaped lot extending approximately 200 feet along the 60 foot right-of-way of Main Street in Butler Borough. On the south end of the property, the line extends for approximately 57 feet. The north end of the property extends for approximately 120 feet. The lot has a frontage on the railroad right-of-way of approximately 230 feet. The railroad station is immediately adjacent to the railroad right-of-way, with a municipal parking lot situated between the railroad station and Main Street.

Boundary Justification

The nominated property includes all of the historic parcel that remains associated with the railroad station. The tracks immediately adjacent to the property remain active for freight service, and provides a context for the parcel that includes the actual station.

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Section number _____ Page 1

**LIST OF PHOTOGRAPHS
NEW YORK SUSQUEHANNA & WESTERN RAILROAD STATION
MAIN STREET
BUTLER BOROUGH, MORRIS COUNTY, NJ**

Photographer: Wayne T. McCabe
Newton, New Jersey

Date of Photograph: April 1997

Location of Original Negative: Wayne T. McCabe
83 Main Street
Newton, New Jersey 07860

<u>Photograph Number</u>	<u>Description of Photograph</u>
1	View taken along the southern edge of the subject property, looking in a northwesterly direction at the southern end of the Railroad Station.
2	View taken from the southeast corner of the subject property, looking in a westerly direction at the Railroad Station, showing the southern end and eastern side of the building. The eastern side of the building faces Main Street and has a parking lot between it and the municipal road.
3	Closeup view of the scroll cut barge board on the southern end of the Railroad Station.
4	First of three views taken from the eastern side of the parking lot, looking in a southwesterly direction at the eastern side of the Railroad Station. This view shows the southern end of the Station.

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National Park ServiceNational Register of Historic Places
Continuation SheetSection number _____ Page 2

<u>Photograph Number</u>	<u>Description of Photograph</u>
5	Second of three views taken from the eastern side of the parking lot, looking in a southwesterly direction at the eastern side of the Railroad Station. This view shows the middle of the Station.
6	Third of three views taken from the eastern side of the parking lot, looking in a southwesterly direction at the eastern side of the Railroad Station. This view shows the right hand end of the eastern side of the Station.
7	View taken from the railroad right-of-way, north of the Station, looking in an easterly direction showing the north end and west side of the Station. The track, which is still an active freight rail line, can be seen in the foreground.
8	View taken from the west side of the subject property, in the middle of the tracks, looking in a southeasterly direction at the north end and west side of the Station.
9	View taken from the west side of the subject property, along the tracks, looking in a southeasterly direction, showing a closeup of the north end of the Railroad Station.
10	Closeup view of the porch posts, brackets and barge board on the north end of the Railroad Station.
11	View taken from the tracks on the west side of the Railroad Station, looking in a northerly direction, showing the freight handling portion of the station, including the raised cast concrete freight platform that is located between the tracks and the building.

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National Register of Historic Places Continuation Sheet

Section number _____ Page 3

<u>Photograph Number</u>	<u>Description of Photograph</u>
12	View taken from the west side of the subject property, showing one of the original windows and detail of the window framing on the side facing the railroad tracks.
13	View taken from the railroad right-of-way, looking in a northerly direction, showing the western side and southern end of the Railroad Station.
14	View taken from the parking lot looking in a southwesterly direction at the freight loading door on the parking lot side of the building.
15	View taken from the western side of the property showing a closeup of the two entrances that flank that Station Master's Office, which is in close proximity to the railroad tracks.
16	Historic view of the southern end of the Railroad Station, taken in 1909. Note the elevated train semaphore signal to the left side of the Station.
17	Image taken from a post card depicting the Railroad Station c. 1892. Date of post card publication is unknown. The original image is in the collection of the Butler Historic Society.
18	Image depicts a copy of a post card, c. 1908 with the train heading south and the station on the right hand side of the image. The original post card is in the possession of the Butler Historic Society.

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National Register of Historic Places Continuation Sheet

Section number _____ Page 4

<u>Photograph Number</u>	<u>Description of Photograph</u>
19	Image of the station taken from a post card, c. 1906, the original of which is in the possession of the Butler Historic Society. The image shows the station, much as it appears today.
20	Image of a post card, c. 1910, the original of which is in the possession of the Butler Historic Society. The image shows a closeup of the southern end and western side of the railroad, with the image being taken from the railroad tracks.
21	Image taken from post card, c. 1910, showing the southern end and western side of the Railroad Station, the doubled tracks, and an engine house in the far left hand side of the image. Also in the image is the semaphore signal for the trains that was operated by the Station Master.
22	View of the Station taken from a post card, c. 1925, depicting the southern end and east side of the Station. Note in the background on the Station is the attached freight storage area that was later demolished. The original post card image is in the collection of the Butler Historic Society.
23	Image taken from a post card, depicting the demolition of the north end freight storage area, with the view looking toward the southeast. The train tracks would be on the right hand side, to the front of the two vehicles on the right side of the image. The original post card image is in the collection of the Butler Historic Society.

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National Register of Historic Places Continuation Sheet

Section number _____ Page 5

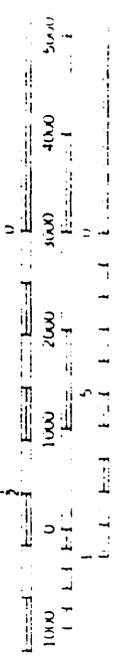
<u>Photograph Number</u>	<u>Description of Photograph</u>
24	Interior view of the southern end of the Railroad Station, showing the southern wall (left side) and western wall (right side) of the building. Note the double doors in the middle of the image are seen on the outside of the building in image No. 13.
25	Interior view of the southern room of the Railroad Station, showing the southern wall of the building, flanked on the left by the eastern side and on the right by the western side wall.
26	Interior view of the southern room of the original section of the Railroad Station, showing the western wall and the interior partition that separated this waiting room from the Station Master's Office (right side). The double door mentioned in Photo No. 24 can be seen on the far left side of this image.
27	Interior view of the southern waiting room in the passenger section of the station. The view shows the room partition separating this waiting room from the Station Master's Office.
28	Interior view of the Station Master's Office, looking west at the projecting window unit which is seen in Photo Nos. 8, 13 and 15 from the outside.
29	Interior view of the Station Master's Office, in the reverse direction of the image shown in Photo No. 28, illustrating the interior eastern wall of the office area.
30	Interior view of the Station Master's Office showing the radio control unit still located in the office area.

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National Park ServiceNational Register of Historic Places
Continuation SheetSection number _____ Page 6

<u>Photograph Number</u>	<u>Description of Photograph</u>
31	Interior view of the Station Master's Office, showing the metal grilled window that separated the Station Master's Office from the southern waiting room area.
32	Detail of door window transom on an exterior door.
33	Interior view of the northern waiting room, showing the eastern wall of the structure. Note that the exterior door depicted on the right side of the image presently served as the main entrance into the building from the parking lot.
34	Interior view of the northern waiting room, showing the partition wall separating the waiting room area from the Station Master's Office.
35	Detail view of four panel interior wood door.
36	Interior view showing the renovated freight storage area on the northern end of the original section of the station. The door located to the left hand side of the American Flag (center of image) now leads into a hallway that connects this room to the two passenger waiting rooms.



SCALE 1:24,000



CONTOUR INTERVAL 20 FEET

Mapped by the Army Map Service
 Edited and published by the Geological Survey
 Control by USGS, USC&GS, and New Jersey Geologic Survey
 Topography from aerial photographs by photogrammetric
 methods. Aerial photographs taken 1942. Field check 1943
 Culture revised by the Geological Survey 1954

NY Susquehanna & Western RR Station
Morris County, New Jersey

1:24,000

(POMPTON PLAINS)
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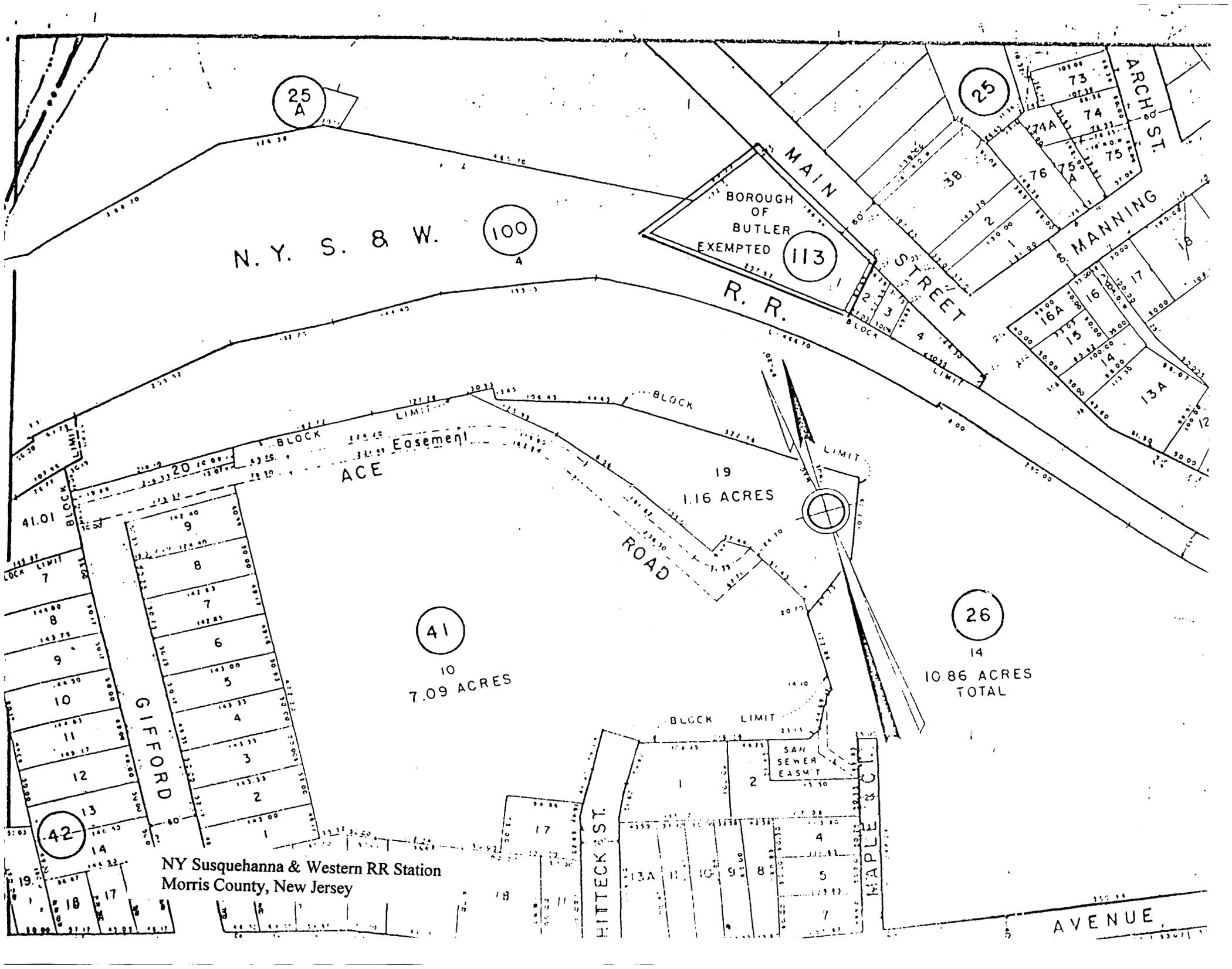
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N. Y. S. & W.

100
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BOROUGH
OF
BUTLER
EXEMPTED
R. R.

MAIN
STREET

113

25

MANNING
STREET

ARCH ST.

Easement
ACE

19
1.16 ACRES

41
10
7.09 ACRES

26
14
10.86 ACRES
TOTAL

41.01
BLOCK
LIMIT

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GIFFORD

HITTECK ST.

MAPLE & C...

AVENUE

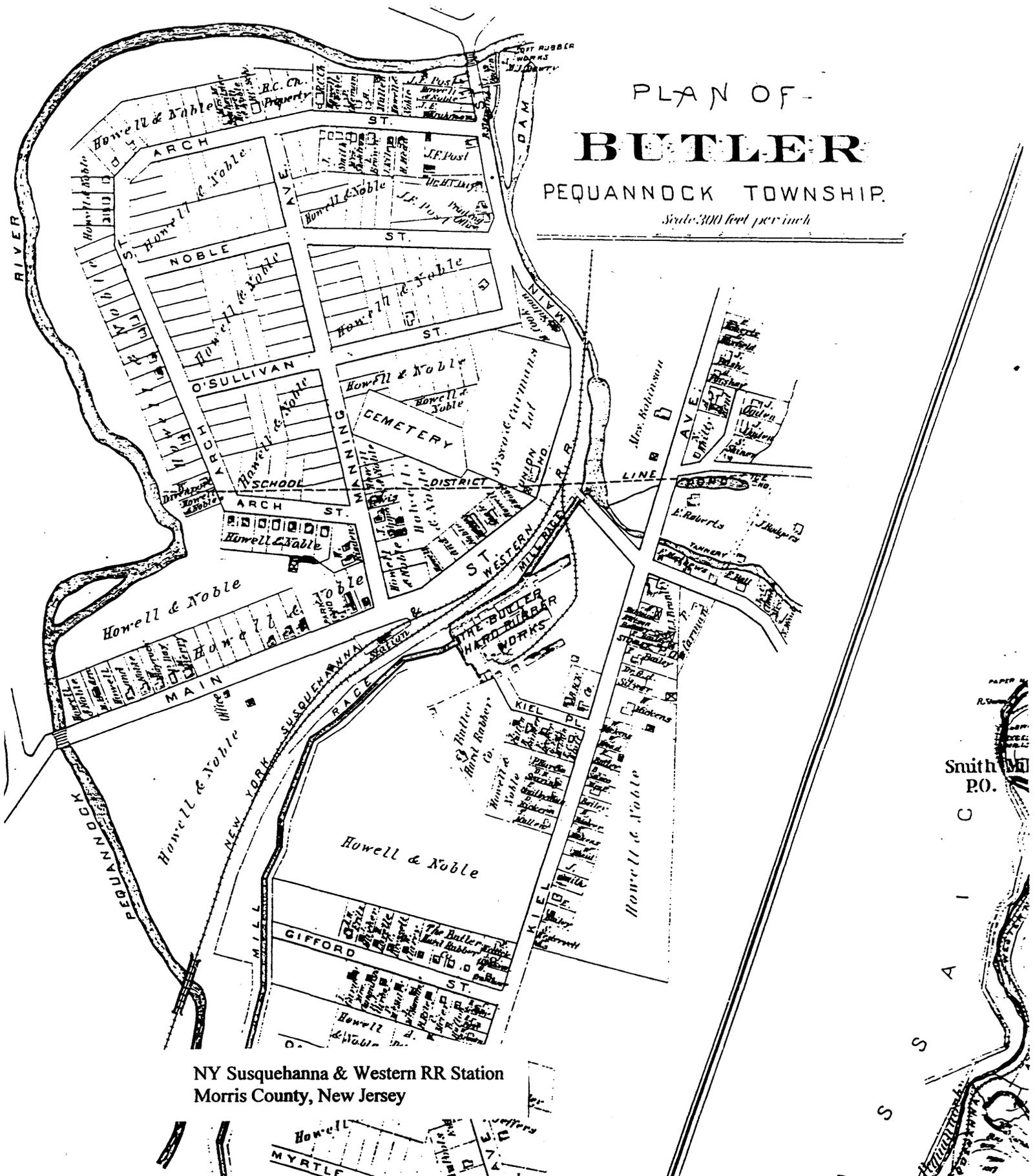
NY Susquehanna & Western RR Station
Morris County, New Jersey

SAN
SEWER
EASMT

PLAN OF BUTLER

PEQUANNOCK TOWNSHIP.

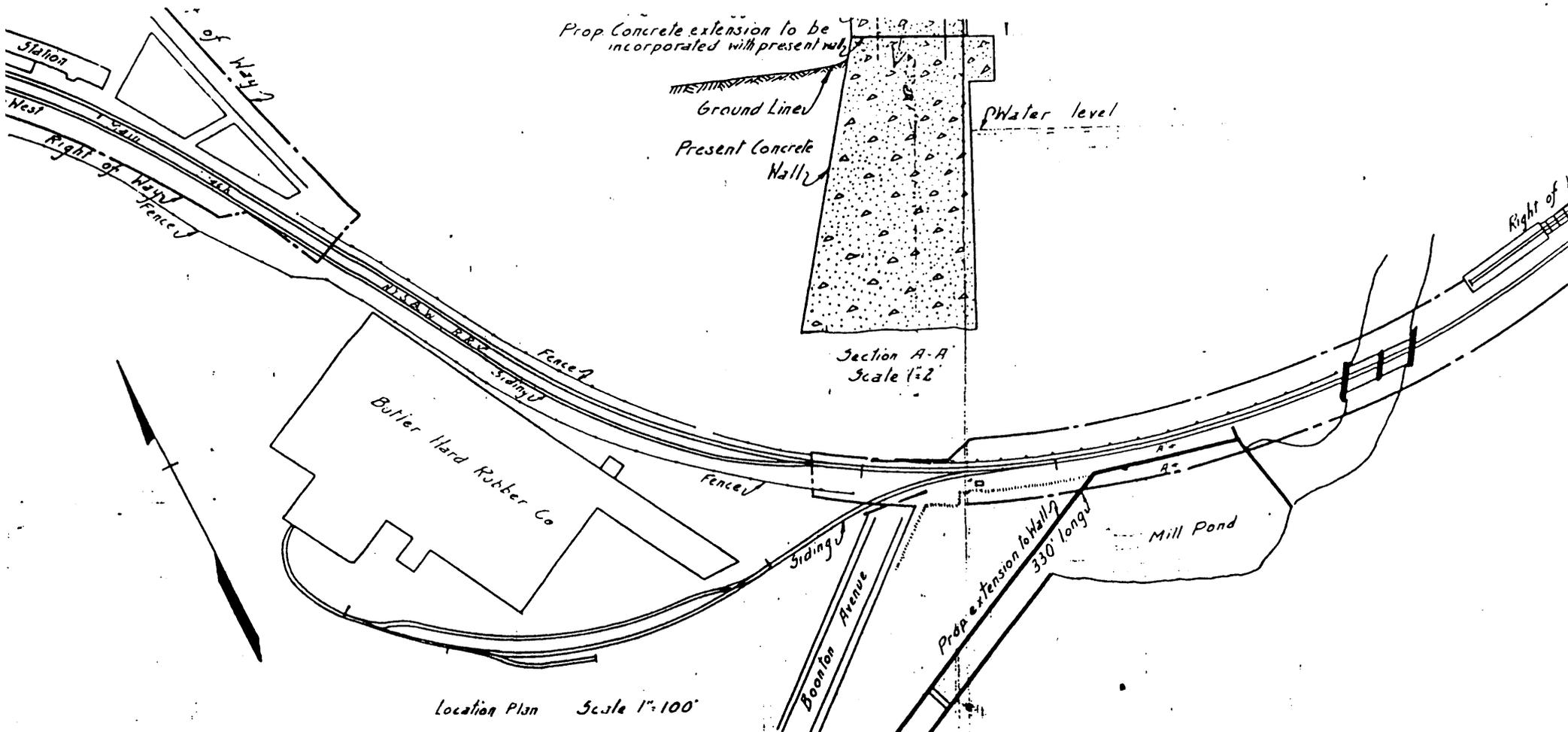
Scale 300 feet per inch



NY Susquehanna & Western RR Station
Morris County, New Jersey

Smith
P.O.

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Location Plan Scale 1"=100'

Section A-A
Scale 1/2"

NY Susquehanna & Western RR Station
Morris County, New Jersey

UNITED STATES R.R. ADMINIS.
ERIE RAILROAD N.Y.S.
PROP. EXTENSION TO CONCRETE
AT BUTLER NEW JI
 OFFICE DIV. ENG'R. JERSEY
 SCALE AS SHOWN
 Made by V.B.M.
VAL. SEC. 3 N.J.
 SEP
 Checked by

Let's protect our earth



State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
DIVISION OF PARKS AND FORESTRY
OFFICE OF NEW JERSEY HERITAGE
CN 404
TRENTON, N.J. 08625-0404
(609)292-2023

ONJH-A90-59

January 10, 1990

Mr. Alan D. Bird
Butler Museum Commission
c/o Butler Municipal Building
1 Ace Road
Butler, New Jersey 07405

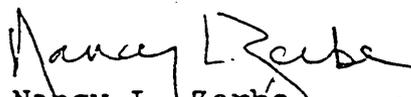
Dear Mr. Bird:

This letter is in response to your request for a formal certification of eligibility for the New York Susquehanna & Western Railroad Station (Old Railroad Station), Butler, Morris County.

It is my opinion that the New York Susquehanna & Western Railroad Station is eligible for listing in the New Jersey Register of Historic Places. Originally constructed in 1872 by the New Jersey Midland Railroad and extensively remodeled in the 1890's by the New York Susquehanna & Western Railroad as their western commuter terminal, the Butler Railroad Station is a rare surviving 19th century frame combination passenger/freight facility. It is a fine intact example of late Victorian vernacular railroad architecture and represents the importance of the New York Susquehanna & Western Railroad to the growth and development of Butler during this historic period.

If you have further questions, please feel free to contact me or Mr. Terry Karschner of my staff.

Sincerely,


Nancy L. Zerbe
Deputy State Historic
Preservation Officer

NLZ/MS/rw

c. NJHT

NY Susquehanna & Western RR Station
Morris County, New Jersey

made the Sixth

day of September in the year of Our Lord One Thousand Eight Hundred

and Eighty Eight Between

Benjamin F. Howell and Francis J. his wife

and Charles E. Noble and Sophronia A. his wife.

Town of Morristown in the County of Morris and State of New Jersey of the First Part;

And The New York, Susquehanna and Western Railroad Company,

of the County of Morris and State of New Jersey of the Second Part

Witnesseth, That the said party of the first part, for and in consideration of

One Dollar.

lawful money of the United States of America, to them in hand well and truly paid by the said party of the second part, at or before the sealing and delivery of these presents the receipt whereof is hereby acknowledged, and the said party of the first part being therewith full satisfied, contented and paid, has given, granted, bargained, sold, aliened, released, conveyed, confirmed, and by these presents do give, grant, bargain, sell, alien, release, convey and confirm unto the said party of the second part, and to his heirs and assigns, forever, All that certain

tract or parcel of land and premises, hereinafter particularly described, situate, lying and being in the Township of Pequannock in the County of Morris and State of New Jersey

BEGINNING at a point in the west side of the Highway leading from Butler to Bloomingdale and fifteen (15) feet distant at right angles easterly from the center line of the New York, Susquehanna and Western Railroad as there located and running thence (1) North twenty one degrees and thirty minutes west along the west side of said Highway Five hundred and twenty feet (520), thence (2) South sixty eight degrees and twenty minutes West One hundred and twenty two feet (122) to a point eighty five feet (85) at right angles Northerly from said center line, thence (3) North forty eight degrees and fifteen minutes West three hundred and fifty five feet (355), thence (4) North seventy eight degrees and thirty minutes West

Red book 112 page 298
Re. 2/9/20/1877

NY Susquehanna & Western RR Station
Morris County, New Jersey

One hundred and fifty one feet (151) to a small tree, thence
(5) South fifty eight degrees and forty minutes West one hun-
dred feet (100), thence (6) North eighty seven degrees and
thirty five minutes West One hundred and thirty eight feet
(138) to a point thirty three feet (33) at right angles North-
only from said center line, thence (7) North westerly paral-
lel with said center line to the Southerly side of the Pequannock
river, thence (8) Southwesterly along the southerly side
of said river to a point thirty three feet (33) at right an-
gles southerly from said center line, thence (9) Southeasterly
parallel with said center line about thirteen hundred and
twenty feet (1320) to the Butler Hard Rubber Company's proper-
ty, thence (10) Easterly along the same twenty five feet (25)
thence (11) Southeasterly along the same ninety feet (90),
thence (12) Northeasterly thirty eight feet (38) to the Point
or Place of BEGINNING. CONTAINING Four and Twenty hundredths
acres of land more or less.

Together with a right of way from the said Southerly side
of the Pequannock River North westerly along the present route
of the rail road of the party of the second part over the land
of the parties of the first part so far as their lands extend,
to be in width thirty three feet on each side of the present
center line of the said route, provided the parties of the
first part are not disturbed or interfered with in the exer-
cise and enjoyment of all the rights, privileges and powers
now vested in them respecting the waters of said river, and
the use thereof.

This conveyance is made upon and subject to the condi-
tion that the party of the second part shall within one year
after the date hereof build and thereafter maintain a passen-
ger depot of fair appearance and convenient size upon the
premises hereby conveyed near the building now standing about
station
one hundred and fifty feet North of the present house and

NY Susquehanna & Western RR Station
Morris County, New Jersey

keep so much of the said premises as shall lie South easterly
of the said passenger depot and between the public highway
and the main track of the rail road of the said party of the
second part, free and clear from all obstructions and accu-
mulations and not to use or permit the same to be used for
the purpose of ingress or egress to or from its said railroad
or passenger depot, the parties of the first part to have the
right however of entering upon at all reasonable times for
the purpose of beautifying or enclosing the same, it being
understood however and it is hereby agreed, that the party of
the second part shall have the right to use so much of said
lands as may be necessary or proper for reasonable using, op-
erating and maintaining an additional main track.

And this conveyance is made upon the further condition

that the party of the second part shall lay and maintain a
side track to run Easterly of and near its engine house and
turntable, upon and over the lands hereby conveyed, at the
same elevation and grade as the main track, so as to connect
the main track of its rail road with a trestle to be erected
by the parties of the first part upon their lands adjoining
the premises hereby conveyed on the North, and deliver on such
trestle without unnecessary delay and with reasonable dispatch
all cars of coal or merchandise that the parties of the first
part, their heirs, assigns or lessees, may desire, and furnish
to them the same facilities and despatch for their coal or
other business that are or may be granted or accorded by it
to other persons along the line of its rail road having similar
arrangements.

And it is further understood and agreed that in case the
above described and hereby conveyed lands or any part thereof
hereafter at any time abandoned or cease to be used for
depot or passenger purposes the title to the part abandoned
or unused shall revert to and vest in the said Charles E.
Howell and Benjamin E. Howell, their heirs or assigns.

And it is further understood and agreed that any land
heretofore conveyed to the party of the second part out of
the above described premises is hereby excepted from this con-
veyance.

NY Susquehanna & Western RR Station
Morris County, New Jersey

Together with all and singular the houses, buildings, trees, ways, waters, profits, privileges, and advantages, with the appurtenances to the same belonging or in anywise appertaining:

Also all the estate, right, title, interest, property, claim and demand whatsoever, of the said party of the first part, of, in and to the same, and of, in and to every part and parcel thereof,

To have and to Hold, all and singular the above described land and premises, with the appurtenances, unto the said party of the second part, ~~his~~ heirs and assigns, to the only lawful use, benefit and behoof of the said party of the second part, ~~his~~ heirs and assigns forever.

And the said Benjamin F. Howell & Charles B. Noble for themselves their executors and administrators, do covenant, promise and agree to and with the said party of the second part, his heirs and assigns, that they have not made, done, committed, executed or suffered any act or acts, thing or things whatsoever, whereby or by means whereof the above mentioned and described premises, or any part or parcel thereof, now are, or at any time hereafter shall or may be impeached, charged or encumbered, in any manner or way whatsoever.

In Witness Whereof, the said party of the first part have hereunto set their hand and seal, the day and year first above written.

Signed, Sealed and Delivered
in the presence of

John B. Keelans

Benjamin F. Howell
Charles B. Noble
John B. Keelans
John B. Keelans

DEC 3 1995

JOHNSON, MURPHY, HUBNER, MCKEON & WUBBENHORST

A PROFESSIONAL CORPORATION

COUNSELLORS AT LAW

RIVERDALE SOUTH

P.O. BOX 70

51 ROUTE 23 SOUTH

RIVERDALE, NEW JERSEY 07457

(201) 835-0100

FAX

(201) 835-1732

1443 UNION VALLEY ROAD

P.O. BOX J

WEST MILFORD, N.J. 07480

(201) 728-3796

FAX (201) 728-5988

521 FIFTH AVENUE

17TH FLOOR

NEW YORK, NEW YORK 10175

(212) 682-5844

CARI BANK BUILDING

1500 N.W. 49TH STREET

FORT LAUDERDALE, FLORIDA 33309

PLEASE REPLY TO
RIVERDALE OFFICE

WILLIAM F. JOHNSON (RET.)
JAMES L. MCKEON, JR. (1922-1951)

WILLIAM F. JOHNSON, JR.
N.J. & N.Y. & FLA. BAR

MARTIN F. MURPHY
N.J. & N.Y. BAR

MICHAEL E. HUBNER
JAMES L. MCKEON, III

N.J. & N.Y. BAR
ANDREW M. WUBBENHORST

MICHAEL J. ANDALAFI
ROBERT H. OOSTDYK, JR.

KARIN H. SWANSON
N.J. & ILL. BAR
OF COUNSEL

April 16, 1991

Ms. Carol Whritenour, Clerk
Borough of Butler
One Ace Road
Butler, New Jersey 07405

RE: New York, Susquehanna and Western Railway Corporation

Dear Carol:

Enclosed please find the original Deed made by the New York, Susquehanna and Western Railway Corporation to the Borough of Butler dated March 5, 1991 and recorded in the Morris County Clerk's Office on April 4, 1991 in Deed Book 3417, page 264. This deed is being provided to you for safekeeping.

Also enclosed is a copy of the Deed of Easement which the Borough of Butler gave to the New York, Susquehanna and Western Railway Corporation dated March 12, 1991 and recorded April 4, 1991 in Deed Book 3417, page 269. The original Deed has been forwarded to Mr. Fenno, the attorney for New York, Susquehanna.

Very truly yours,

JOHNSON, MURPHY, HUBNER,
MCKEON & WUBBENHORST, P.C.



Martin F. Murphy

MFM/cjg
Encs

NY Susquehanna & Western RR Station
Morris County, New Jersey

SK
170

Consult your Lawyer before signing this deed — it has important legal consequences.

Deed

22640

Date This Deed is made on March 5, 19 91 between

Parties

Grantor
Full name(s) and post office address
THE NEW YORK, SUSQUEHANNA AND WESTERN RAILWAY CORPORATION
1 Railroad Avenue
Cooperstown, New York 13326
Grantor, and

Grantee
Full name(s) and post office address
BOROUGH OF BUTLER
10 High Street
Butler, New Jersey 07405
Grantee.

(The words "Grantor" and "Grantee" include all Grantors and all Grantees under this Deed.)

Consideration In return for the payment to them of
-----One----- Dollars (\$ 1.00),

Conveyance the Grantor grants and releases to the Grantee all of the claims of the Grantor upon the land located in the Borough of Butler County of Morris and State of New Jersey, specifically described as follows:

Description of Land See Exhibit "A" attached hereto.

COUNTY OF MORRIS	
Consideration	1.00
Base Tax	—
Additional Tax	—
REALTY TRANSFER FEE	EXE MBT-5
Date	4-4-91 By SK
RECORDING FEE	26.00 2100

Johnson, Murphy

RECEIVED
APR 4 9 12 AM '91
ALFONSE W. GERBO
MORRIS CO. CLERK

NY Susquehanna & Western RR Station
Morris County, New Jersey

This Deed was prepared by

[Signature]
Nathan R. Fermo, Esq. 803417 P264

Signature

Parcel I:

BEGINNING at a point located on the westerly headwall of the New York, Susquehanna & Western Railroad, Bridge No. 37.36, said point further being 10.34 feet northerly from the centerline intersection formed by the main railroad track and said abutment of the New York, Susquehanna & Western Railroad as shown on a Plan as Station 0 + 30 entitled, "New York, Susquehanna & Western Railroad Proposed Track Changes and Sale of Lands to the Borough of Butler, Morris County, New Jersey, dated November 1, 1969, Scale 1 inch = 30 feet, Plan No. 745", as prepared by Pyramid Engineering & Contracting Corp., 512 Maple Avenue, Glen Rock, New Jersey, and from thence running: (1) Westerly along a curve to the right, having a radius of 955.366 feet and a degree of curvature of 6 degrees, a distance of 345 feet more or less to a point of compound curvature entitled Station 3 + 75 as shown on said plan referenced above; thence (2) Westerly and northerly along a curve to the right, having a radius of 819.02 feet and a degree of curvature of 7 degrees, a distance of 555 feet more or less to a point entitled Station 9 + 30 as shown said map referenced above; and thence (3) continuing in a northerly direction, a distance of 290 feet more or less to a point entitled Station 12 + 20 as shown on said map referenced above, said point terminating at the southwesterly elongation of the most southerly division line of Lot 3-C in Block 113 and further being 20.00 feet northeasterly from the centerline of the main track of the New York, Susquehanna & Western Railroad and there

1

DB3417 P265

to end.

Parcel II:

BEGINNING at a point in the westerly line of Main Street where the same is intersected by the division line between Lot 4, in Block 100 on the north and Lot 3A in Block 113 on the south and from thence running (1) South 55 degrees 47 minutes 40 seconds West along said last mentioned division line 67.69 feet to a point; thence (2) North 43 degrees 32 minutes 09 seconds West 257.92 feet to a point; thence (3) North 77 degrees 39 minutes 30 seconds east 172 feet more or less to a point in the westerly right-of-way line of Main Street; thence (4) South 19 degrees 27 minutes 30 seconds east along said westerly right-of-way line of Main Street 196.94 feet to the point or place of Beginning.

Being the same premises conveyed to the New York, Susquehanna and Western Railroad Company by Benjamin F. Howell and Francis H. Howell, his wife and Charles E. Noble and Sophronia A. Noble, his wife, by deed dated September 6, 1888 and recorded in the Morris County Clerk's Office in Book M-12 of Deeds at Page 298.

ALSO BEING THE SAME PREMISES conveyed to the Borough of Butler by Joseph B. Howell and Joanne L. Howell, Sidney K. Howell and Mildred H. Howell, and Catherine H. Caffey by deed dated April 30, 1979 and recorded in the Morris County Clerk's Office in Liber 2516 of Deeds at Page 863.

Municipal Lot
and Block or
Account Number

The land is now designated as Lot _____ in Block _____
on the municipal tax map (or as Account No. _____).

Check box
if applicable

No property tax identification number for the land is available at the
time of this conveyance.

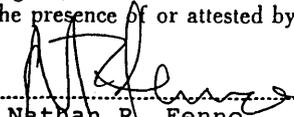
**Receipt of
Consideration**

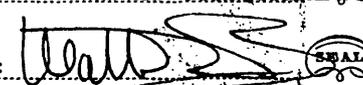
The Grantor has received the full payment from the Grantee.

**Signature of
Grantor**

The Grantor signs this Deed on the first date above. If the Grantor is
a corporation this Deed is signed by its corporate officers and its corporate
seal is affixed.

Signed, sealed and delivered in THE NEW YORK, SUSQUEHANNA AND
the presence of or attested by: WESTERN RAILWAY CORPORATION


Nathan R. Fenno
Assistant Secretary

By:  
Walter G. Rich
President

CERTIFICATE OF ACKNOWLEDGMENT BY INDIVIDUAL

State of New Jersey, County of _____

I am a _____
an officer authorized to take acknowledgments and proofs in this State. I sign this acknowledgment below to certify that it was made
before me.

On _____, 19_____,

appeared before me in person. (If more than one person appears, the words "this person" shall include all persons named who appeared
before the officer and made this acknowledgment). I am satisfied that this person is the person named in and who signed this Deed.
This person acknowledged signing, sealing and delivering this Deed as this person's act and deed for the uses and purposes expressed
in this Deed.

This person also acknowledged that the full and actual consideration paid or to be paid for the transfer of title to realty evidenced
by this Deed, as such consideration is defined in P.L. 1968, c. 49, §1(c), is \$_____.

Officers signature. Print, stamp or type name and title directly beneath.

York

CORPORATE PROOF BY THE SUBSCRIBING WITNESS

State of ~~New Jersey~~, County of Otsego

I am a Notary Public
an officer authorized to take acknowledgments and proofs in this State.

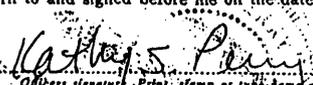
On March 5, 19 91, Nathan R. Fenno

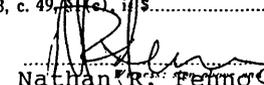
(from now on called the "Witness") appeared before me in person. The Witness was duly sworn by me according to law under oath and
stated and proved to my satisfaction that:

1. The Witness is the Assistant Secretary of the Corporation which is the Grantor in this Deed.
2. Walter G. Rich the officer who signed this Deed, is the President of the Corporation (from now on called the "Corporate Officer").
3. The making, signing, sealing, and delivery of this Deed have been duly authorized by a proper resolution of the Board of Directors of the Corporation.
4. The Witness knows the corporate seal of the Corporation. The seal affixed to this Deed is the corporate seal of the Corporation. The seal was affixed to this Deed by the Corporate Officer. The Corporate Officer signed and delivered this Deed as and for the voluntary act and deed of the Corporation. All this was done in the presence of the Witness who signed this Deed as attesting witness. The Witness signs this proof to attest to the truth of these facts.

The Witness also acknowledged that the full and actual consideration paid or to be paid for the transfer of title to realty
evidenced by this Deed, as such consideration is defined in P.L. 1968, c. 49, §1(c), is \$_____.

Sworn to and signed before me on the date written above.


KATHY S. PERRY
Notary Public, State of New York
No. 4765617
Qualified in Otsego County
Commission Expires 4-20-92


Nathan R. Fenno (print or type name below)

NY Susquehanna & Western RR Station
Morris County, New Jersey

DB3411 P267

2

Consult your Lawyer before signing this deed — it has important legal consequences.

Deed

22641

Date **This Deed** of Easement /is made on **March 12** 19 **91** between

Parties **Grantor** **BOROUGH OF BUTLER**
Full name(s) 10 High Street
and post Butler, New Jersey 07405
office address

Grantor, and

Grantee **THE NEW YORK, SUSQUEHANNA AND WESTERN RAILWAY CORPORATI**
Full name(s) 1 Railroad Avenue
and post Cooperstown, New York 13326
office address

Grantee.

(The words "Grantor" and "Grantee" include all Grantors and all Grantees under this Deed.)

Consideration In return for the payment to them of
Conveyance -----One----- Dollars (\$1.00),
the Grantor grants and releases to the Grantee all of the claims of the Grantor upon the land located in the Borough of Butler County of Morris and State of New Jersey, specifically described as follows:

Description of Land See Exhibit "A" attached hereto.

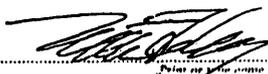
COUNTY OF MORRIS	
Assessment	100
Base Tax	
Additional Tax	
REALTY TRANSFER FEE	EXEMPT
Date	4-4-91 By SK
RECORDING FEE	24.00 chg.

Johnson, Murphy

RECEIVED
Apr 4 9 13 AM '91
ALFONSE W. SCERBO
MORRIS CO. CLERK

NY Susquehanna & Western RR Station
Morris County, New Jersey

This Deed was prepared by


Martin F. Murphy, Esq.

DB3417 P269

Exhibit "A"

BEGINNING at a point in the Westerly line of Main Street where the same is intersected by the Northerly boundary of property conveyed to the Borough of Butler by Deed dated April 30, 1979 and recorded in the County of Morris in Book 2516 at Page 863, and running thence (1) Westerly along said Northerly boundary 172 feet more or less to the Westerly boundary of said Borough of Butler property; thence (2) Southerly along the said Westerly boundary 40 feet; thence (3) Easterly along a line parallel to and 40 feet distant from the Northerly boundary line of Main Street; thence (4) Northerly along the Westerly line of Main Street to the place of beginning.

The purpose of this transaction is to create a right of ingress and egress only as described above.

NY Susquehanna & Western RR Station
Morris County, New Jersey

DB3417 P270

Municipal Lot
and Block or
Account Number

The land is now designated as Lot _____ in Block _____
on the municipal tax map (or as Account No. _____).

Check box
if applicable

No property tax identification number for the land is available at the
time of this conveyance.

Receipt of
Consideration

The Grantor has received the full payment from the Grantee.

Signature of
Grantor

The Grantor signs this Deed on the first date above. If the Grantor is
a corporation this Deed is signed by its corporate officers and its corporate
seal is affixed.

Signed, sealed and delivered in
the presence of or attested by:

BOROUGH OF BUTLER



Carol M. Whritenour
Carol Whritenour,
Borough Clerk

By: *Ron Assante*
Ron Assante, Mayor



CERTIFICATE OF ACKNOWLEDGMENT BY INDIVIDUAL

State of New Jersey, County of _____

I am a
an officer authorized to take acknowledgments and proofs in this State. I sign this acknowledgment below to certify that it was made
before me.

On _____, 19____,

_____ appeared before me in person. (If more than one person appears, the words "this person" shall include all persons named who appeared
before the officer and made this acknowledgment). I am satisfied that this person is the person named in and who signed this Deed.
This person acknowledged signing, sealing and delivering this Deed as this person's act and deed for the uses and purposes expressed
in this Deed.

This person also acknowledged that the full and actual consideration paid or to be paid for the transfer of title to realty evidenced
by this Deed, as such consideration is defined in P.L. 1968, c. 49, §1(c), is \$_____.

Officers signature. Print, stamp or type name and title directly beneath.

CORPORATE PROOF BY THE SUBSCRIBING WITNESS

State of New Jersey, County of Morris

I am an attorney-at-law of the State of New Jersey
authorized to take acknowledgments and proofs in this State.

On March 13, 1991, Carol Whritenour

(from now on called the "Witness") appeared before me in person. The Witness was duly sworn by me according to law under oath and
stood and proved to my satisfaction that:

1. The Witness is the Borough Clerk ~~Secretary~~ of the Corporation which is the Grantor in this Deed.
2. Ron Assante the officer who signed this Deed, is the Mayor ~~President~~
of the Corporation (from now on called the "Corporate Officer").
3. The making, signing, sealing, and delivery of this Deed have been duly authorized by a proper resolution of the Board of
Directors of the Corporation.
4. The Witness knows the corporate seal of the Corporation. The seal affixed to this Deed is the corporate seal of the Corpora-
tion. The seal was affixed to this Deed by the Corporate Officer. The Corporate Officer signed and delivered this Deed as and for the
voluntary act and deed of the Corporation. All this was done in the presence of the Witness who signed this Deed as attesting witness.
The Witness signs this proof to attest to the truth of these facts.

The Witness also acknowledged that the full and actual consideration paid or to be paid for the transfer of title to realty
evidenced by this Deed, as such consideration is defined in P.L. 1968, c. 49, §1(c), is \$ 1.00.

Sworn to and signed before me on the date written above.

Carol M. Whritenour
Carol Whritenour, Borough Clerk

Carol M. Whritenour
Witness: sign above and print or type name below.

Carol Whritenour, Borough Clerk

William F. Murphy
An Attorney At Law of New Jersey

DE NY Susquehanna & Western RR Station
Morris County, New Jersey

Deed

BOROUGH OF BUTLER

to

THE NEW YORK, SUSQUEHANNA AND
WESTERN RAILWAY CORPORATION

Record and return to:

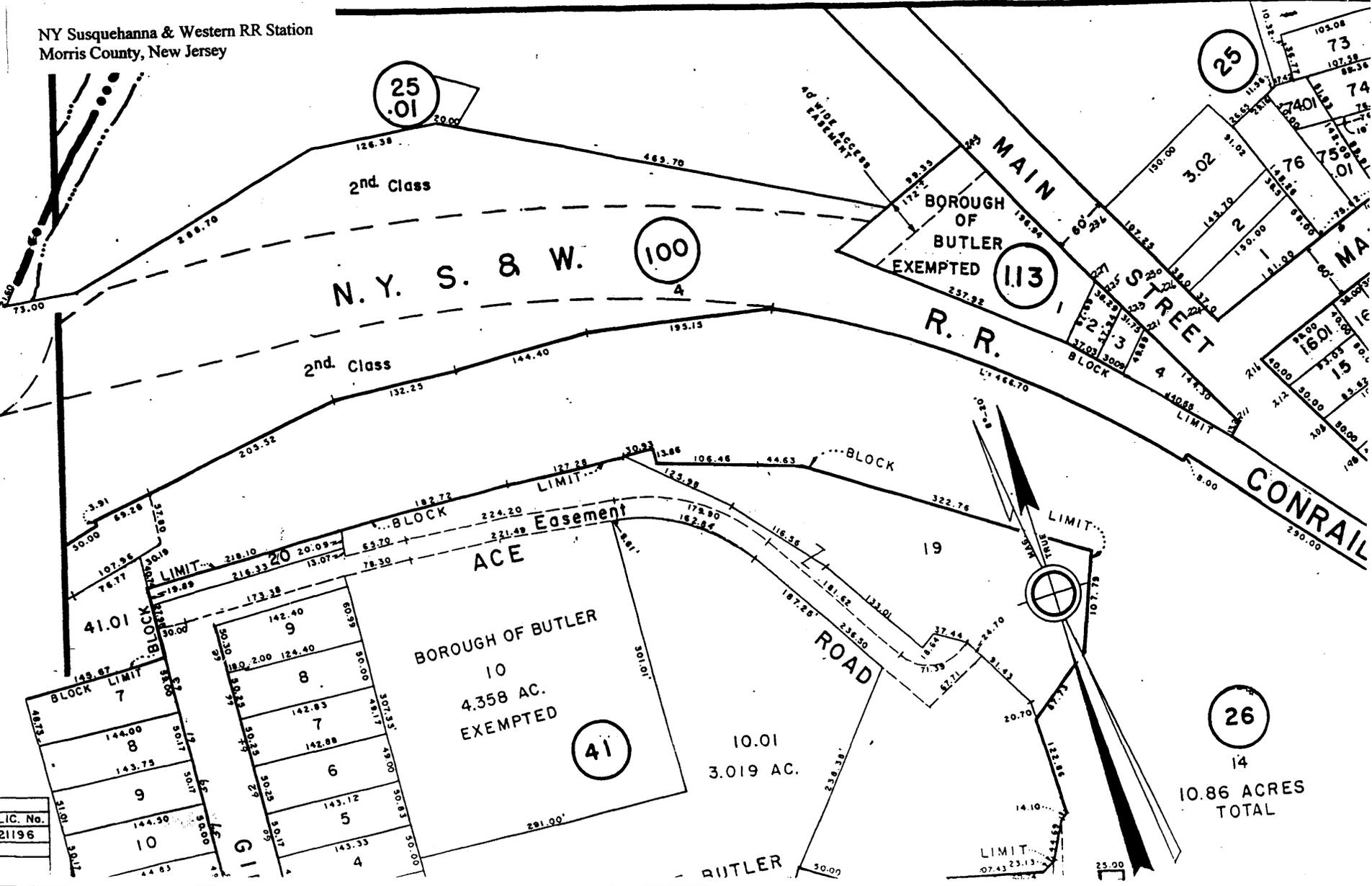
Martin F. Murphy, Esq.
Johnson, Murphy, Hubner,
McKeon & Wubbenhorst, P.C.
51 Route 23 South, P.O. Box 70
Riverdale, New Jersey 07457

NY Susquehanna & Western RR Station
Morris County, New Jersey

DB3417 P272

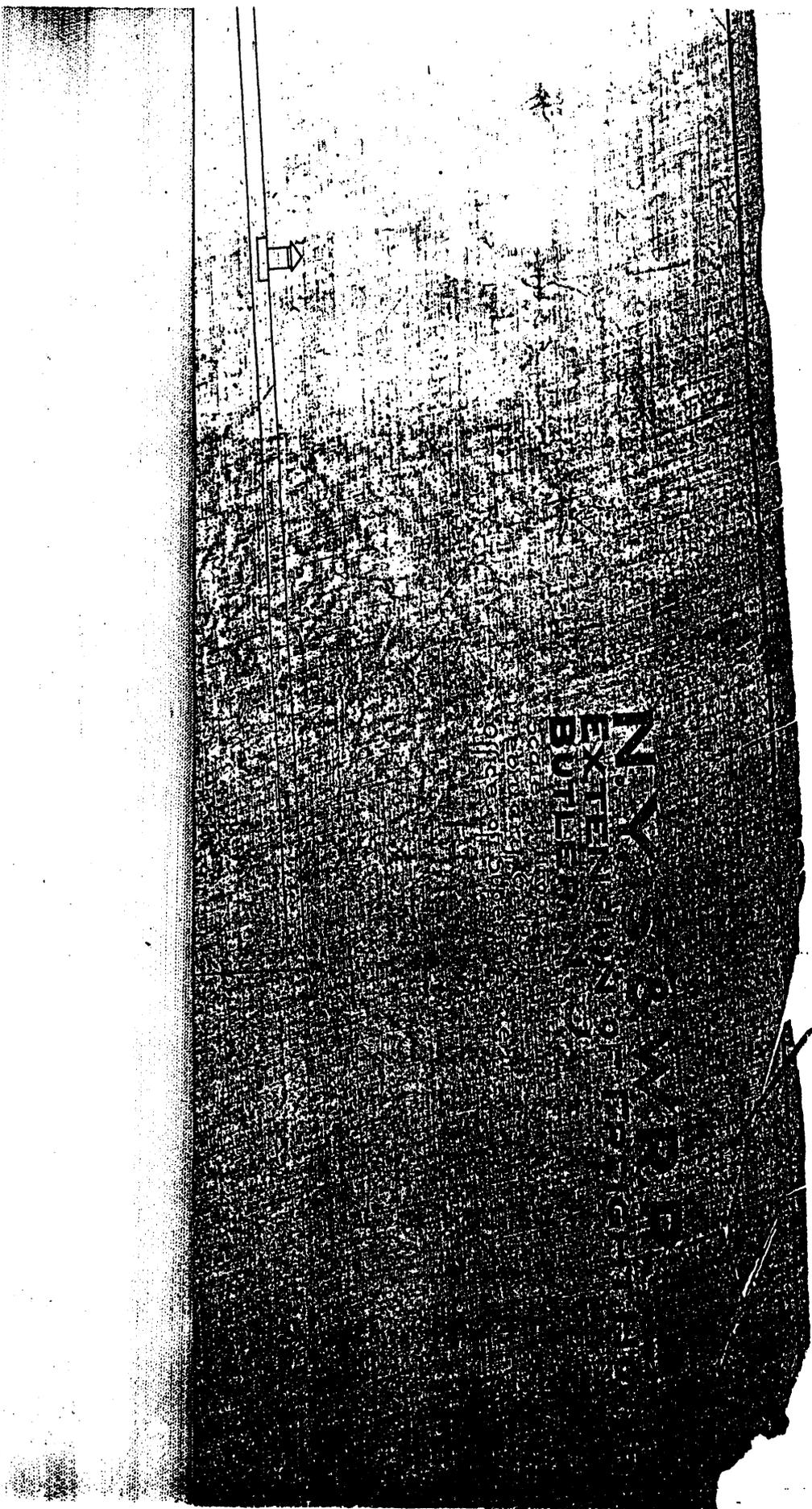
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 2/20/73
 2/18/74
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 12/26/79
 5/30/81
 1/17/82

NY Susquehanna & Western RR Station
 Morris County, New Jersey

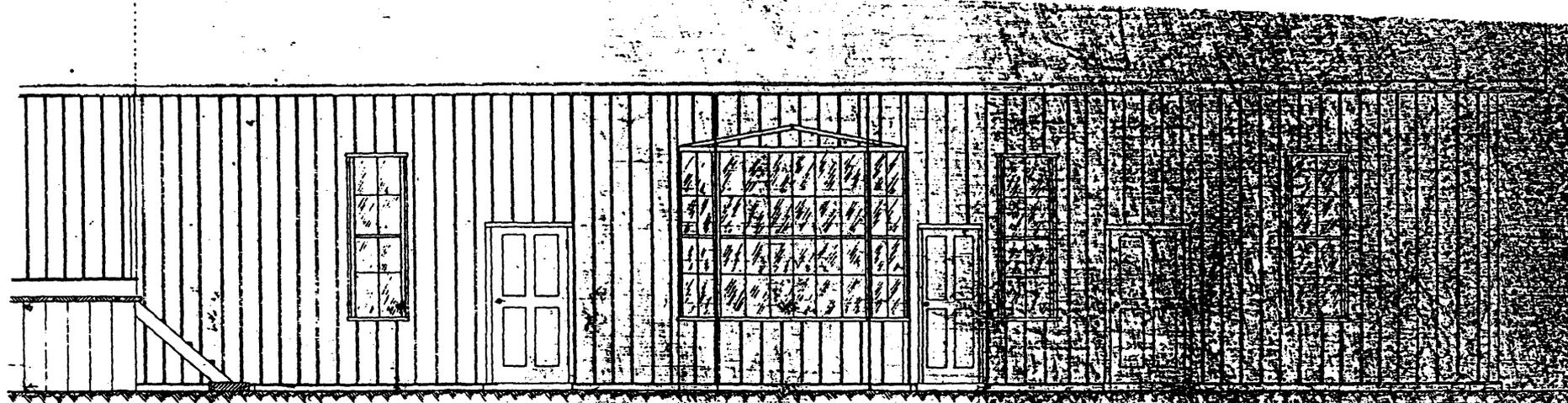


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 STATE OF NEW JERSEY
 DEPARTMENT OF TREASURY
 DIVISION OF TAXATION
 TAX MAP NO. 300

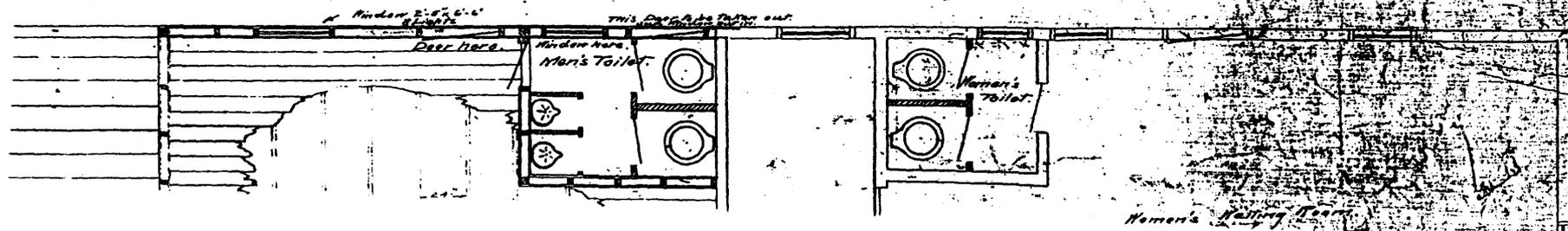
REVISIONS	
NAME	LIC. No.
ALD'E. WALBY	21196



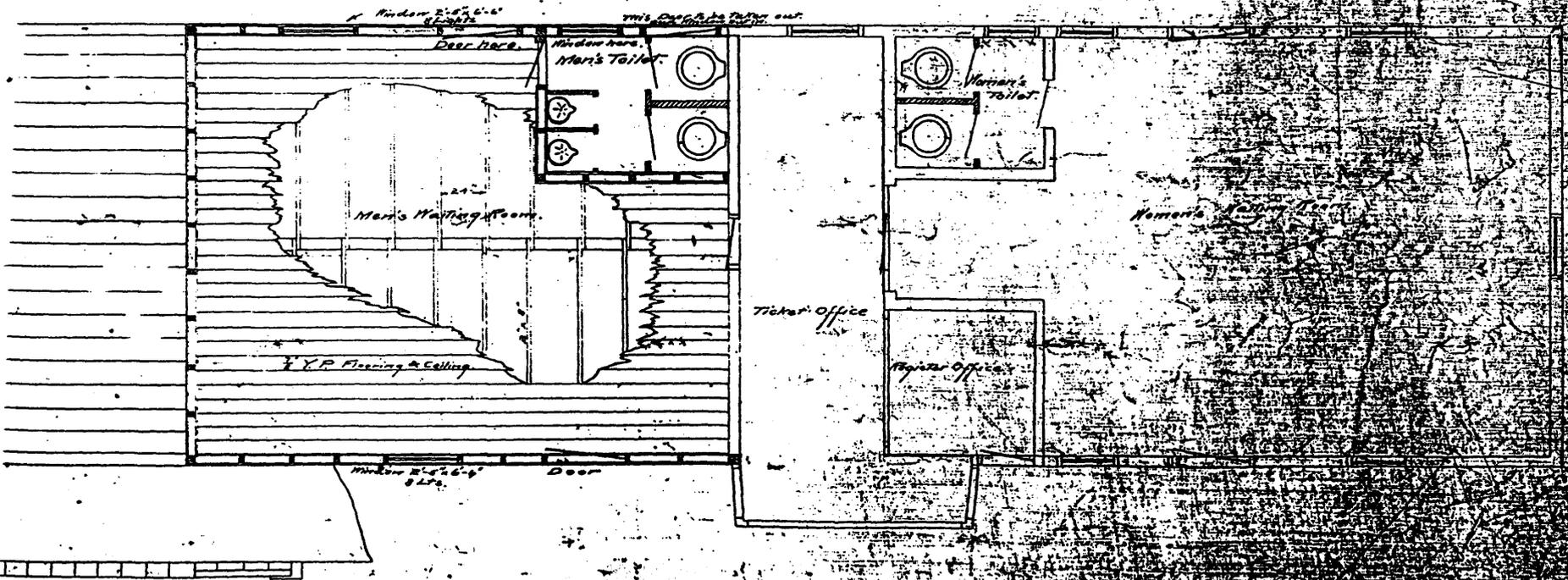
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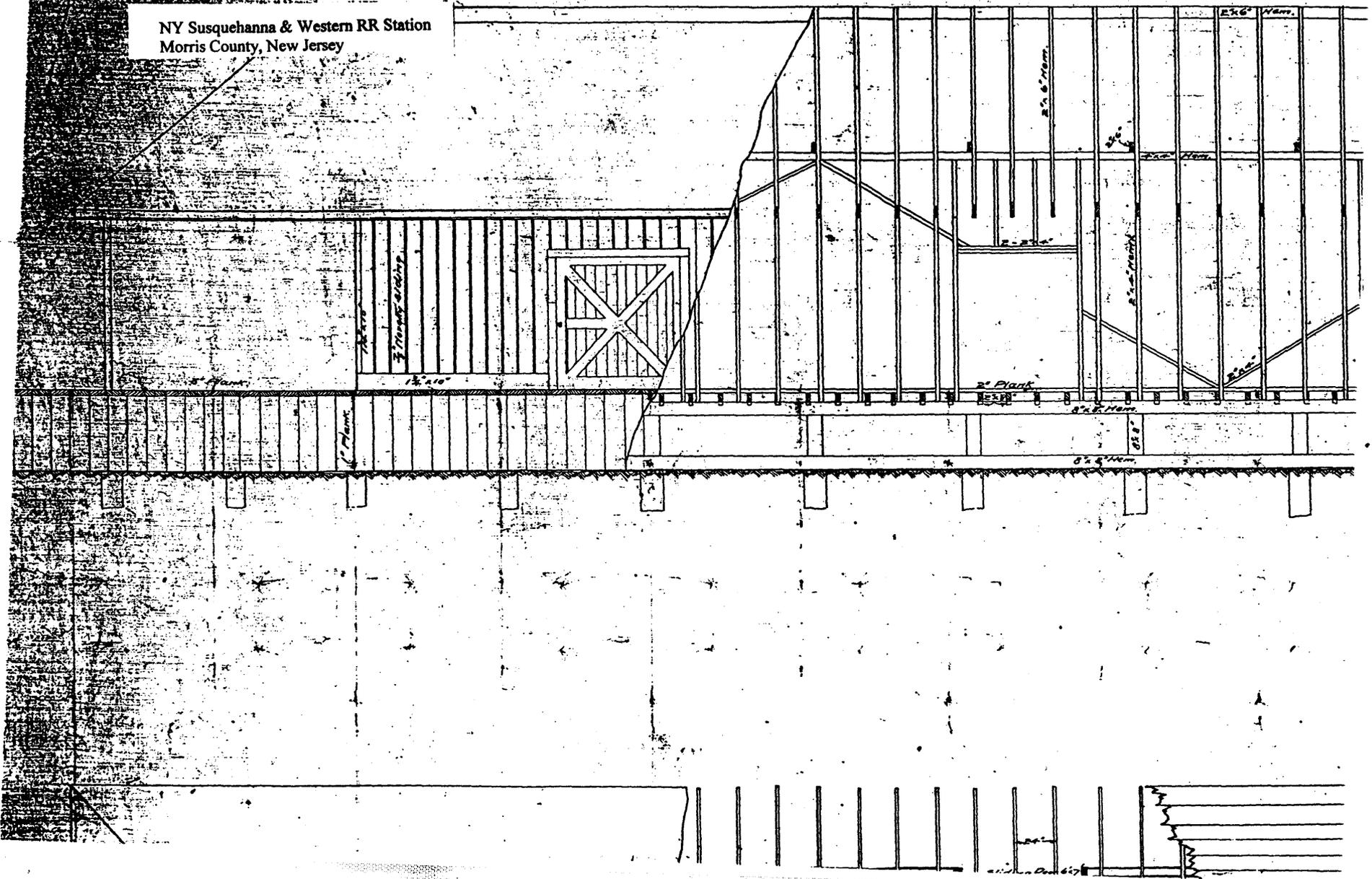
NY Susquehanna & Western RR Station
Morris County, New Jersey

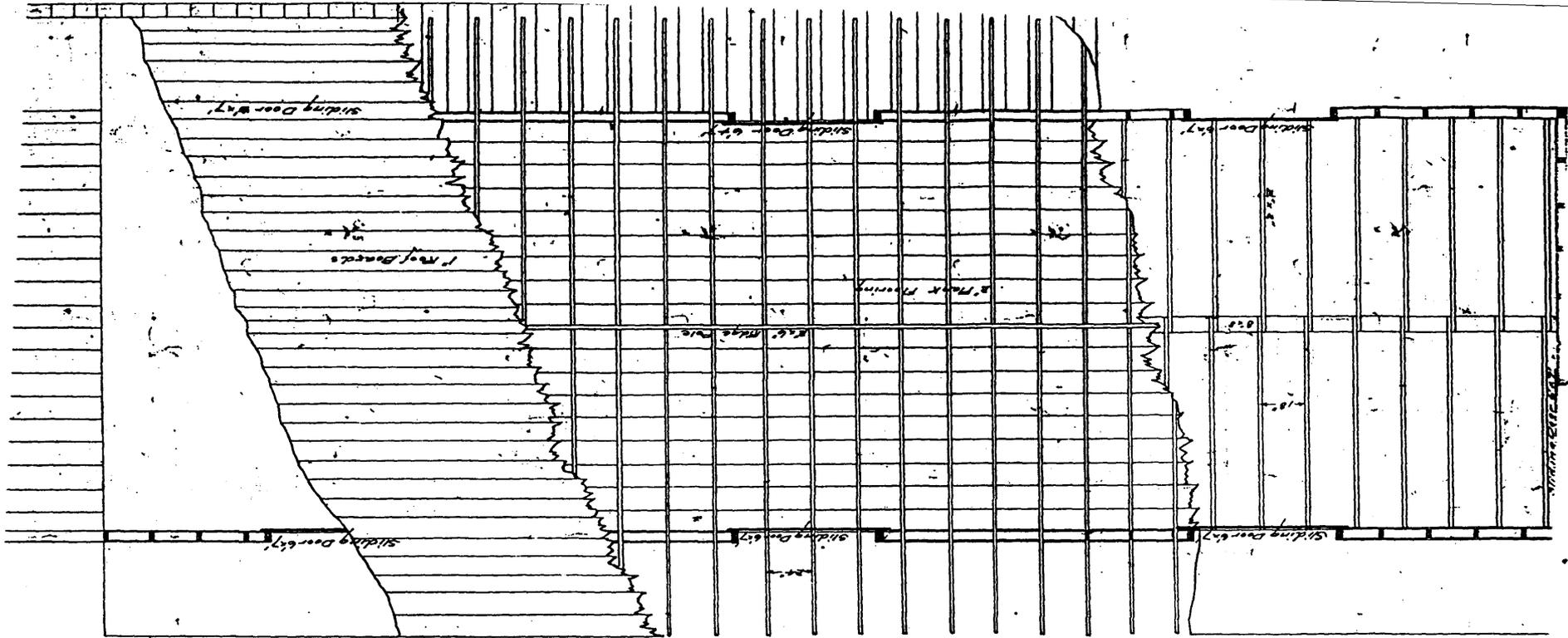


NY Susquehanna & Western RR Station
Morris County, New Jersey

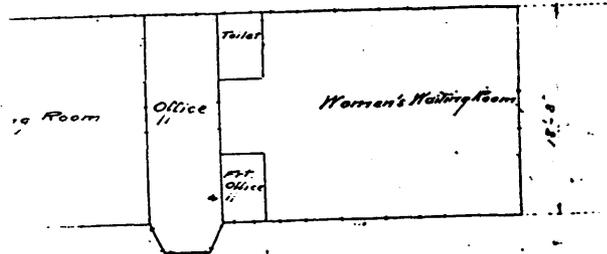


NY Susquehanna & Western RR Station
Morris County, New Jersey





NY Susquehanna & Western RR Station
 Morris County, New Jersey



NY. S. & W. R. R.

EXTENSION OF STATION

BUTLER AVE.

SCALE 1" = 30 FEET

MARCH 23rd 1908

RAILROADS

Edmund W. Wines
Architect

TRACK SIDE ELEVATION

5877

NEW VATORS

FREIGHT ROOM

Ladies Toilet

LADIES

W.C.

ROOM II

OFFICE

General Toilet

Men

W.C.

Passenger

Waiting Room

Men

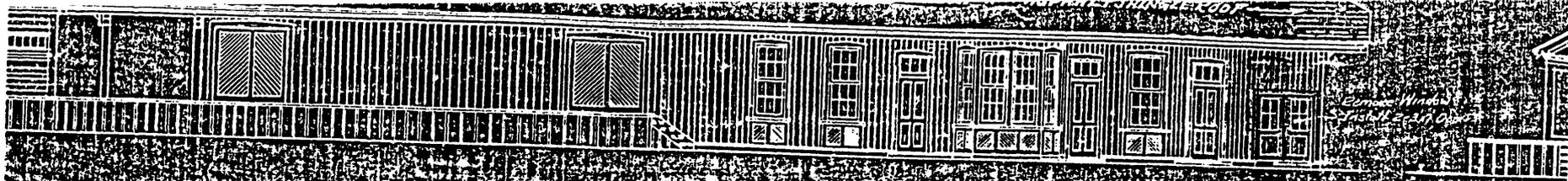
W.C.

PLAN

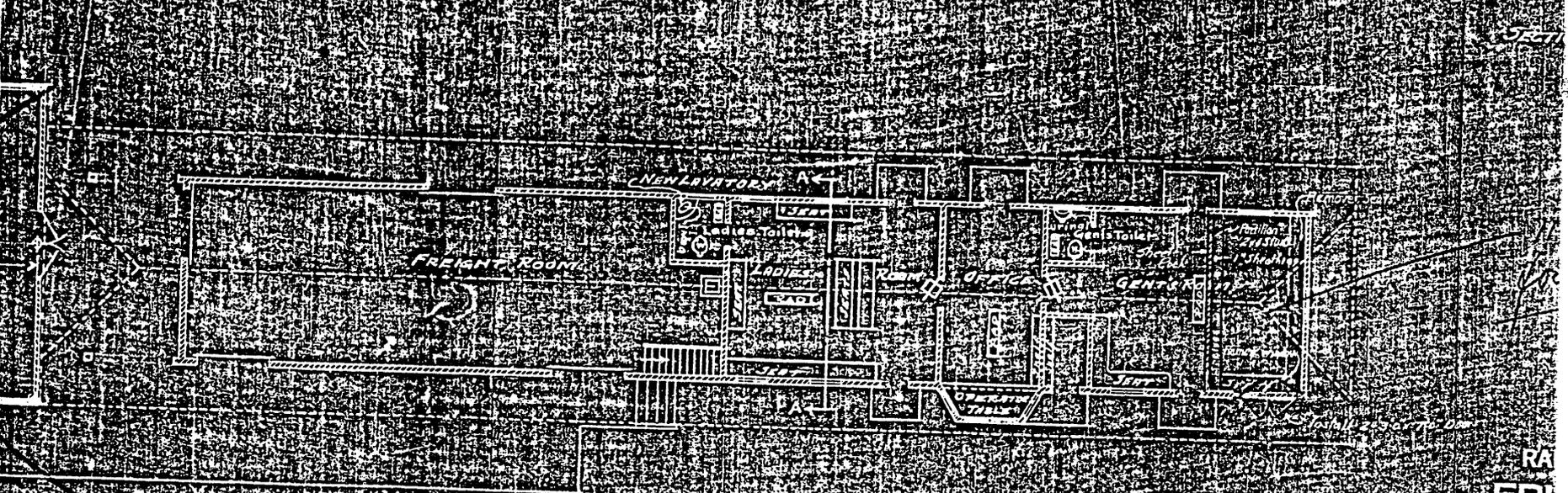
TO JERSEY CITY

RAILROADS
ENGINEERING
DIVISION
BUILDING
PASSAGE
PROGRAM

SCALE
OFFICE
DATE



TRACK SIDE ELEVATION



PLAN

TO JERSEY CITY

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1300 511 2 1/2 ...

See P. 13 ...

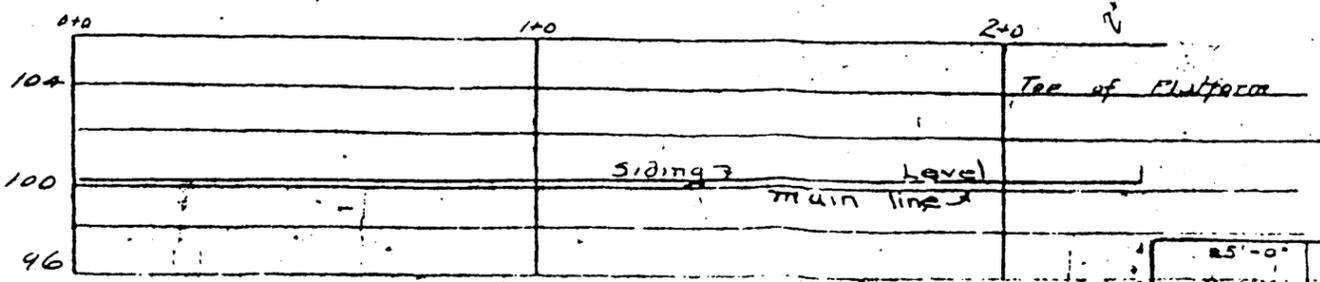
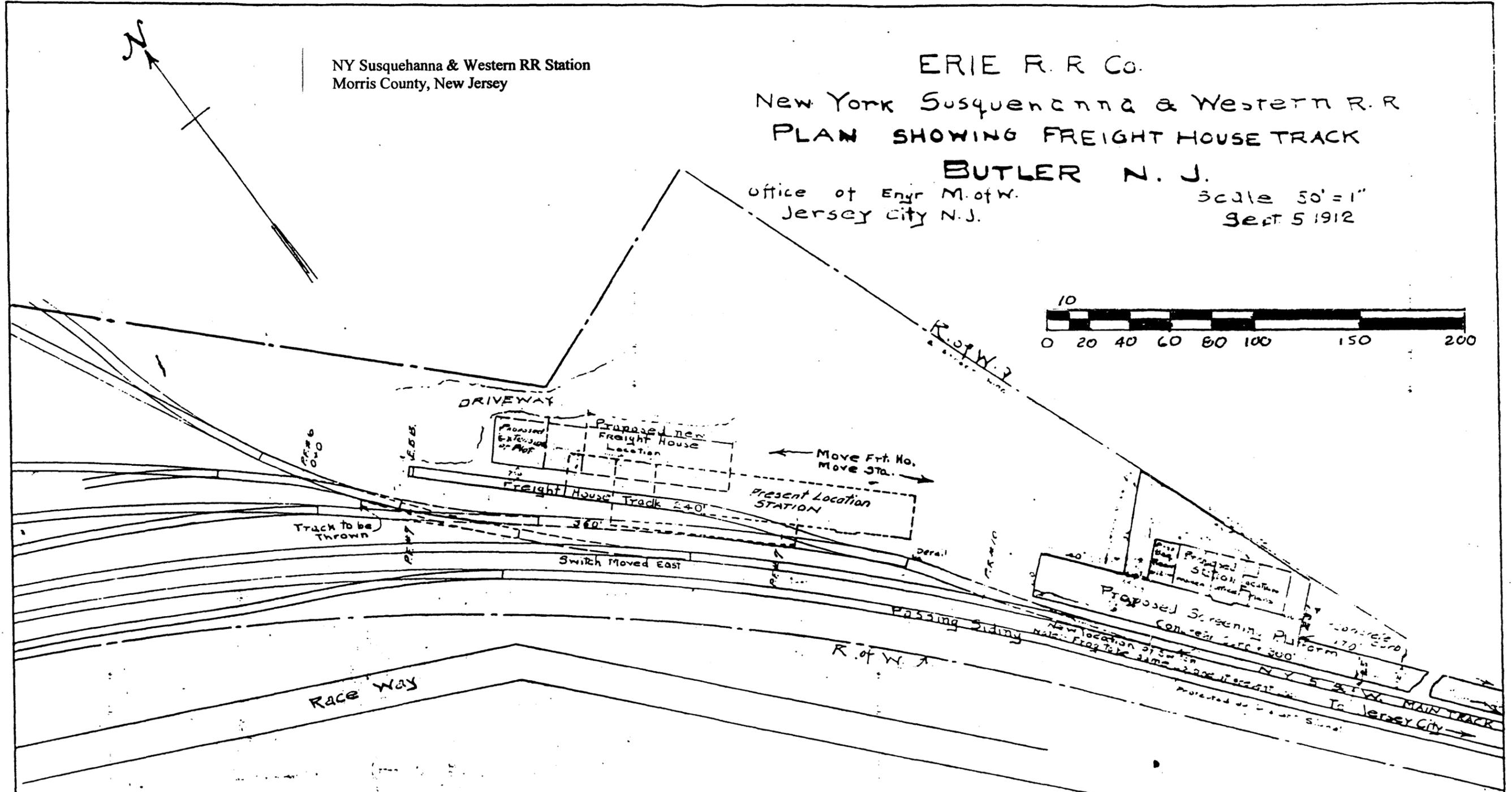
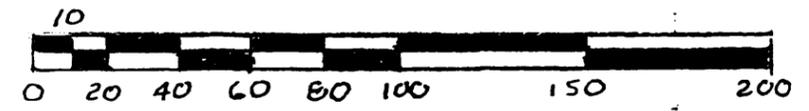
NY Susquehanna & Western RR Station
Morris County, New Jersey

ERIE R. R. Co. New York Susquehanna & Western R. R. PLAN SHOWING FREIGHT HOUSE TRACK

BUTLER N. J.

Office of Engr M. of W.
Jersey City N. J.

Scale 50' = 1"
Sept 5 1912



Profile

