

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JAN 14 1980
DATE ENTERED MAR 11 1980

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

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

1 NAME

HISTORIC

Delaware Lackawanna & Western Railroad Station at Morristown

AND/OR COMMON

Morristown Railroad Station

LOCATION

STREET & NUMBER

132 Morris Street

NOT FOR PUBLICATION

CITY, TOWN

Morristown

VICINITY OF

CONGRESSIONAL DISTRICT

5th

STATE

New Jersey

CODE

034

COUNTY

Morris

CODE

027

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input checked="" type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME

ConRail, Real Estate Department

STREET & NUMBER

466 Lexington Avenue

CITY, TOWN

New York

VICINITY OF

STATE

New York

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Morris County Courthouse, Hall of Records

STREET & NUMBER

Courtstreet and Western Avenue

CITY, TOWN

Morristown

STATE

New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

New Jersey Historic Sites Inventory

DATE

1979

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Office of Historic Preservation

CITY, TOWN

Trenton

STATE

New Jersey

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	slightly <input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Morristown Railroad Station was built in 1914 by the Erie Lackawanna Railroad Company. The station consists of three separate buildings. The largest is the main station located on the eastbound side of the tracks about 200 feet from the Morris Street crossing. Directly opposite stands the shelter house for westbound passengers. This building contains a waiting room (now not open to the public) and rooms that served once as the express building, at a point west of the underpass joining the two buildings. The third building is the control tower located west of the westbound building, on the northern side of Route 287 passing under the tracks.

The platforms are over 600 feet long and extend from Morris Street across the driveway bridge west of the station. Canopies are of steel construction and cover the concrete platforms. The main building dimensions are about 140' long, 40' wide, and 40' high at the top of the roof. The waiting room is 70' long and 357 wide. All buildings are entirely built of fireproof materials. The only wood used (old English oak) forms the windows, door frames and interior decoration. The roofs have steel trusses supporting concrete slabs, covered with green glazed tiles. Partitions are constructed of terra cotta brick and the floor constructed of reinforced concrete over steel girders and beams. The exterior wall surfaces are made with hydraulic pressed bricks of "Washington" gray, laid in headers and stretchers. (Flemish bond) Headers are of a darker gray. All trimming is done in the same material. Inside, floors of all rooms are made of marble chip terrazo, bordered with marble. Over the main entrance to the waiting room is a marquee of steel and glass supported by chains and ornamental scroll brackets, extending over the sidewalk to the curb.

Inside the waiting room, gang benches can seat 80 people. Four of the benches centrally disposed in the room support four magnificent glazed lamps, similar to the one in the Montclair Railroad Station, and still in use. The original wall lamps, in the same style of the bench lamps, have been replaced by modern ones. Aside from the wall lamps, the station itself has not changed since it was built in 1914. The area in front of the main building has been artificially shaped and heavily landscaped to integrate the "Italian" style of the station into an ornamental garden. Four pillars topped by luminous globes delimit the entrance of the station at the ends of the looping driveway. Six other pillars that were originally on the pedestrian axis perpendicular to the station (2) and on the western side (4) have also disappeared.

8 SIGNIFICANCE

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

SPECIFIC DATES Built in 1914 BUILDER/ARCHITECT F.J. Nies

STATEMENT OF SIGNIFICANCE

The Morristown Railroad Station was built in 1914 by the Erie Lackawanna Railroad Company. It was designed by the company's architectural team under the supervision of F.J. Nies, architect and G.J. Ray, Chief Engineer, who supervised the most interesting Lackawanna buildings, including the Lackawanna's Hoboken Terminal. The Station was built during a period of affluence for the Railroad company. Buildings should reflect the welfare of the company and give confidence to the stockholders. This policy came along with a desire to separate rail and street traffic to avoid dangerous crossings. For Morristown, it was decided to use current techniques and design concepts to build both station and tracks at one level about the street. As soon as it was completed, the station was recognized as one of the most beautiful stations ever built on the line.

The style of the station is strongly inspired by the Italian or Roman Villa (Modified Florentine or Italianate style). The size of the volumes, their proportions, the slope of the roof, the configuration and the forms of the openings, as well as the material used are determinant factors in the architecture. This architecture most probably inspired the nearby Theodore Vail mansion, Morristown built in 1918. This house, (Morristown Historic District) constructed of white Vermont marble and presenting very similar features to the station, is now the Morristown Municipal Building.

Moreover, the land around the station was heavily landscaped to match the character of the architecture, allowing for pedestrian access to the station. Benches were provided, turning the area into a small park. Today, the well-maintained park area in front of the station creates a valuable piece of green landscape in the heart of the town.

The station and its site represent one of the finest examples of railroad architecture in New Jersey. It is mentioned in the now classic Droege's passenger terminal book of 1916 as an example of a medium-sized railroad station. Not only the style, but the manner in which functional problems of circulation and lighting are resolved. The underpass becomes an open covered space under the shelter building on the westbound side. This allows the underpass to be lighted by natural light. The design of the space also permits a permanent visual control over the underpass, increasing the security.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Droege, John A. Passenger Terminals & Trains, New York McGraw Hill Book Co., 1916.
The Local History Section of the Morristown Public Library, Miss Ochmaneck, director.
The Archives of the Delaware & Lackawanna, c/o ConRail, 1528 Walnut Street, Philadelphia, PA, Mr. Chamberlain, director.
 Richard P. Browne Associates, Railroad Station Evaluation Study (in progress), Wayne, N.J.

10 GEOGRAPHICAL DATA **ACREAGE NOT VERIFIED** **UTM NOT VERIFIED**

ACREAGE OF NOMINATED PROPERTY 3.17
 QUADRANGLE NAME Morristown QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A	18	544320	4516170	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			
E				F			
G				H			

VERBAL BOUNDARY DESCRIPTION

The boundary of the Morristown Railroad Station is shown as "proposed taking line" of Section 60A on the accompanying map entitled "Annex 1." *see new letter*

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Jerome Lutin, Professor of Civil Engineering

ORGANIZATION

Transportation Program, Princeton University

DATE

July 1, 1979

STREET & NUMBER

Engineering Quadrangle

TELEPHONE

452-4655

CITY OR TOWN

Princeton

STATE

New Jersey 08544

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL XX

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

Deputy

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

[Handwritten Signature]

10-26-79

TITLE

Deputy Commissioner, Dept. of Environmental Protection

DATE

FOR NPS USE ONLY

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

[Handwritten Signature]
 KEEPER OF THE NATIONAL REGISTER

DATE 3/11/89

ATTEST: *[Handwritten Signature]*
 CHIEF OF REGISTRATION

DATE 3/11/80

FOR HCRS USE ONLY	
RECEIVED	MAR 11 1980
DATE ENTERED	

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER

PAGE

Delaware, Lackawanna and Western Railroad Station
at Morristown (Morristown Railroad Station)
Morristown, Morris County, New Jersey

10. Amendment to Geographical Data

The boundaries of the Delaware, Lackawanna and Western Railroad Station at Morristown should be amended as follows:

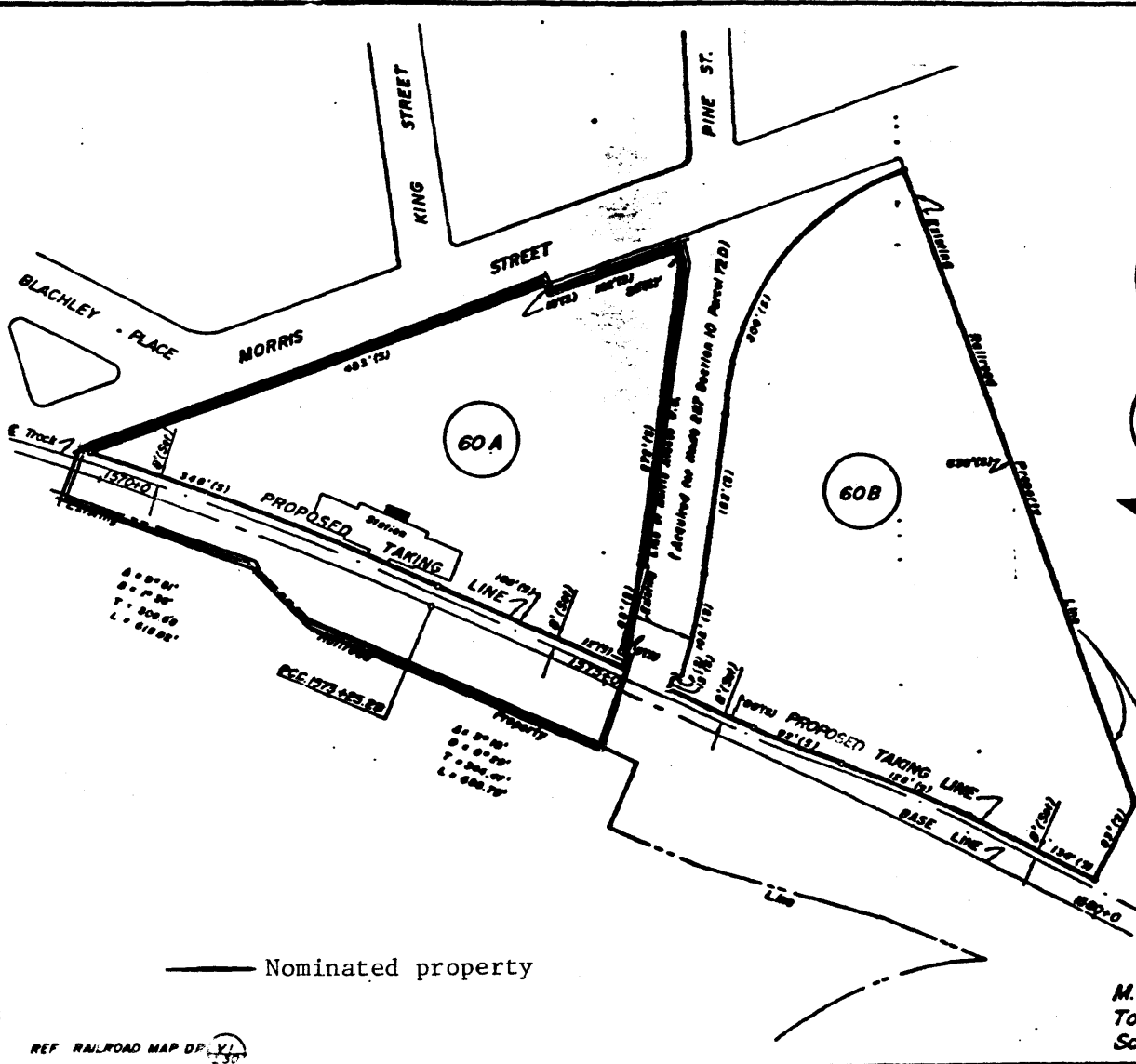
Main Station	2.366 acres
Westbound Station	<u>.804 acres</u>
TOTAL	3.170 acres

The following verbal boundary description now incorporates the westbound station on the east side of the tracks as well as the main terminal:

Beginning at Morris Street and the NW corner of property 60A proceed to the NE corner of said property projecting the line 85 feet to the railroad property line. Thence, proceed south along said railroad property line about 500 feet to a point even with the SW corner of property 60A. Thence, proceed to said SW corner. Thence, proceed NW along said property line to the point of beginning.

T. Karschner
3/1980

TOWN OF MORRISTOWN
 COUNTY OF MORRIS



60 A AREA = 2.366 AC. ±

60 B AREA = 3.622 AC. ±

New Jersey
 Department Of Transportation
MORRISTOWN STATION
 ERIE - LACKAWANNA (D.L. & W.R.R. CO.)
 M.P. # 29.8 Valuation Sec. 1 Line Code # 6801
 Town Of Morrystown County Of Morris
 Scale: As Indicated May 24, 1977

TRENTON ROW ENGINEERING OFFICE (N.B.Y.)

REF. RAILROAD MAP DP. V.I. 137

ANNEX I Source: Richard Browne Associates, Layne NJ

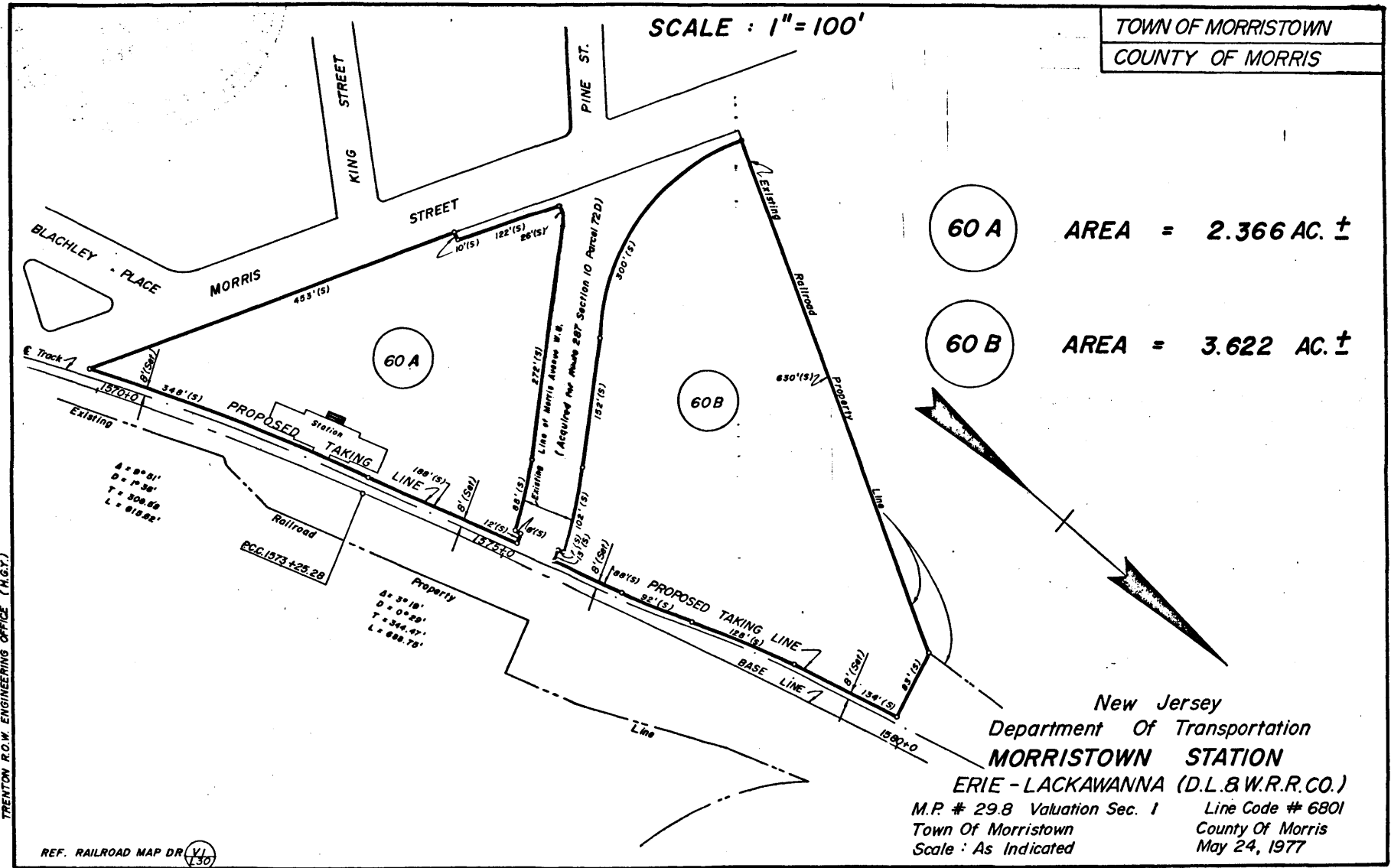
Office of Historic Preservation revisions. 3/1980

G-1722

TOWN OF MORRISTOWN
 COUNTY OF MORRIS

SCALE : 1" = 100'

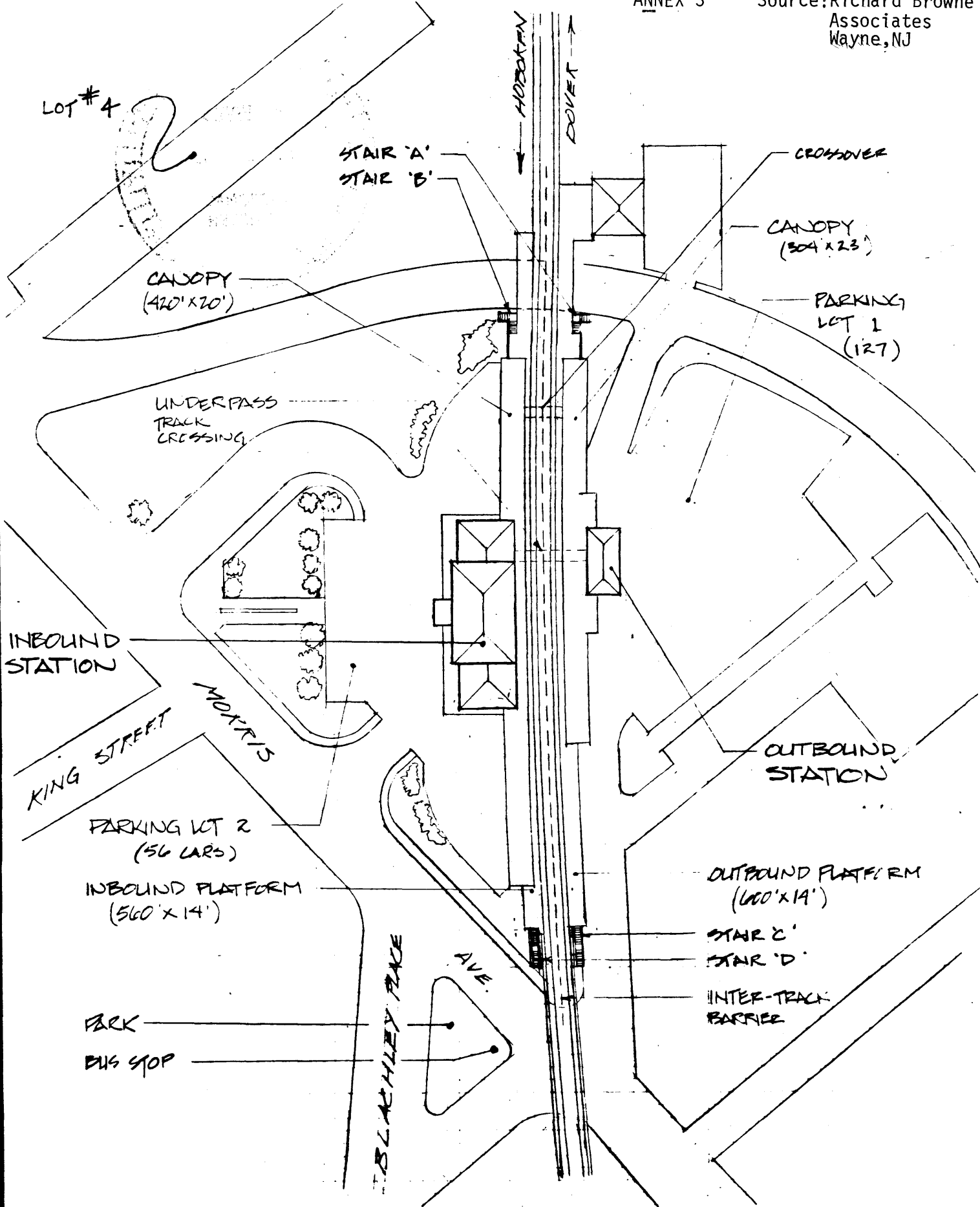
60 A AREA = 2.366 AC. ±
 60 B AREA = 3.622 AC. ±



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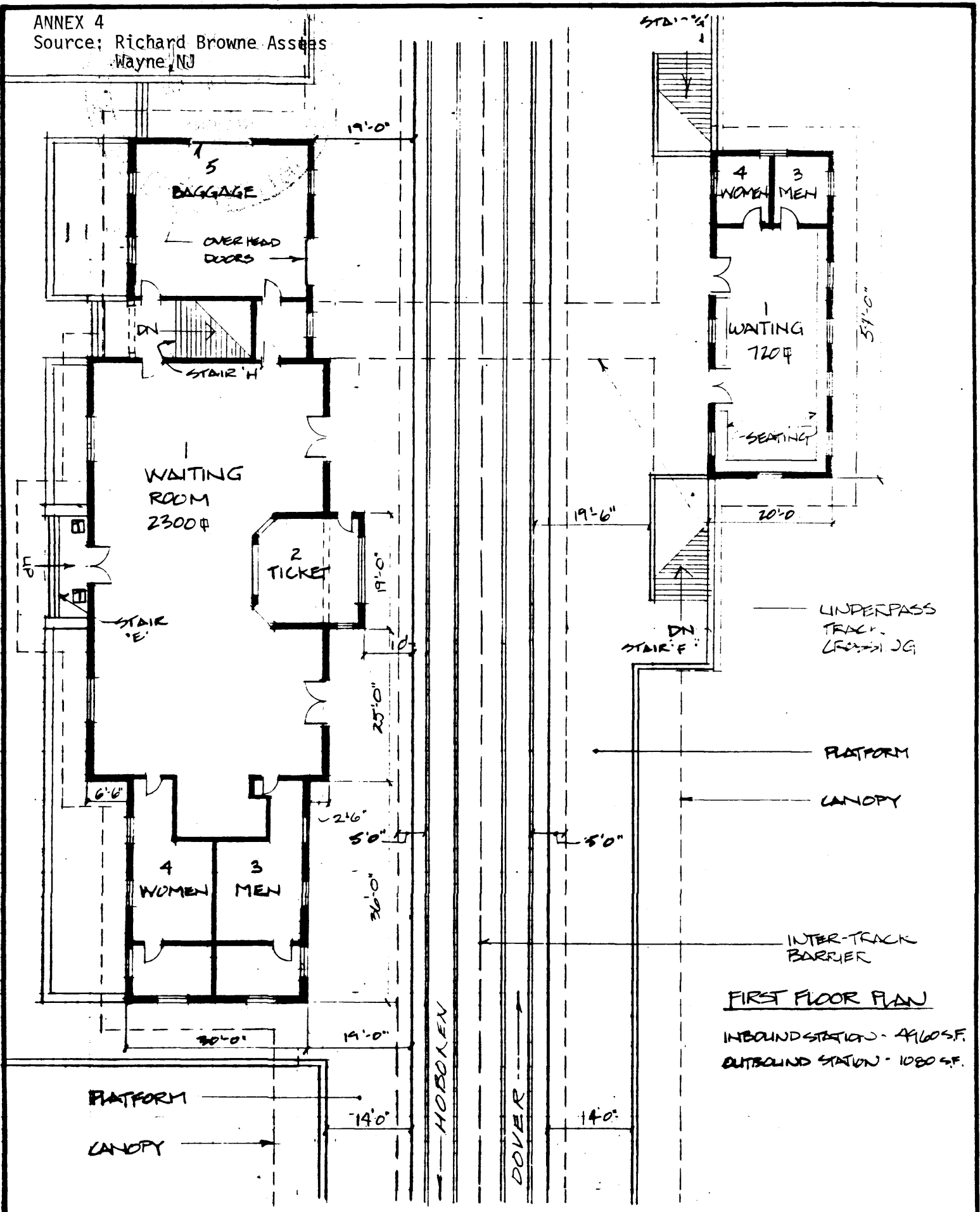
TRENTON R.O.W. ENGINEERING OFFICE (M.G.Y.)

REF. RAILROAD MAP DR (VI) 130



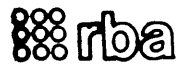
ANNEX 4

Source: Richard Browne Assocs
Wayne, NJ



FIRST FLOOR PLAN

INBOUND STATION - 4960 S.F.
OUTBOUND STATION - 1080 S.F.



MORRISTOWN
MORRISTOWN LINE

SCALE: 1" : 20'

DATE: SEPT. 1978

