

487

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or 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 listed in the instructions. 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 Maywood Railroad Station
other names/site number New York, Susquehanna, & Western Railroad Station at Maywood

2. Location

street & number 271 Maywood Avenue not for publication
city or town Maywood vicinity
state New Jersey code NJ county Bergen code 003 zip code 07607

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I 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

Marc A. Matsil, Assistant Commissioner, Natural & Historic Resources / DSHPO
State or Federal agency and bureau

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

4. National Park Service Certification

I hereby certify that this 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
Edson H. Beall

Date of Action

5/29/05

Maywood Railroad Station

Name of Property

Bergen County, New Jersey

County and State

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	
_____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	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- rail related

Current Functions

(Enter categories from instructions)

Transportation- rail related

Work in progress

7. Description

Architectural Classification

(Enter categories from instructions)

Victorian/ Gothic

Materials

(Enter categories from instructions)

- foundation concrete
- walls Wood-weatherboard
- roof asphalt
- other _____

Narrative Description

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

Maywood Railroad Station

Name of Property

Bergen County, New Jersey

County and State

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.

Areas of Significance

(Enter categories from instructions)

Transportation
Architecture

Period of Significance

1872-1939

Significant Dates

1872

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

unknown

Criteria considerations

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

Property is:

- A** owned by a 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.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

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 # _____

Primary location of additional data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Maywood Public Library

Maywood Railroad Station

Name of Property

Bergen County, New Jersey

County and State

10. Geographical Data

Acreage of property 1/6

UTM References

(Place additional UTM references on a continuation sheet.)

1	18	578678	4527428	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 Edward S. Kaminski/ Project Administrator revisions by Terry Karschner, NJ Historic Preservation Office

organization Maywood Station Historical Committee date 7/31/2002

street & number 108 Stelling Avenue telephone 201-845-3323

city or town Maywood state NJ zip code 07607

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 New York Susquehanna & Western Railway

street & number 1 Railroad Avenue telephone 607-547-2555

city or town Cooperstown state NY zip code 13326

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.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Maywood Railroad Station

**Maywood Railroad Station
Maywood, Bergen County
New Jersey**

Narrative Description

The Maywood station of the New York, Susquehanna & Western Railroad is located at 271 Maywood Avenue in the Borough of Maywood, Bergen County, New Jersey. The wood frame railroad station was originally built in 1872 by the New Jersey Midland Railroad, which was a predecessor of the New York, Susquehanna & Western. The New York, Susquehanna & Western took over the operations of the New Jersey Midland in 1880. The station was built to provide a waiting area for passengers, a freight loading and unloading area and a station master's quarters with telegraph communication. From the late 1800's to about 1920, the station also served as the United States Post Office location for Maywood.

The station borders the west side of Maywood Avenue and borders north side of the New York, Susquehanna & Western tracks. Maywood Avenue runs north-south and the railroad tracks run east-west. The station is located about 1/2-mile south of Maywood's main business district; however several small businesses are located adjacent to the station on the south side of the railroad tracks. Maywood's main industrial and commercial area is located about 1/8-mile southwest of the station.

The enclosed portion of the station measures approximately 16-feet by 50-feet and is 20-feet in height. A gable roof with exposed rafters projects over all four ends of the building and offers a covered shelter for passengers and for the freight platform. When taking into effect the roof overhang, the station measures approximately 22-feet X 60-feet. The station is surrounded by a gravel parking lot.

The exterior of the station is characterized by vertical board and batten siding surmounted by a gable roof with deep projected eaves, supported by chamfered trusses and rafters. [photos 4, 5, 14] The original slate roof material has subsequently been replaced with composite asphalt shingles. The gable ends once exhibited exposed braced king post trusses [photo 25]. These were typical of the early railroad stations of the period, but they were removed and only recently reinstalled. [photos A & B] Both of the gable ends exhibit their original verge boards, which display the intricate combination dentil work and decorative scroll saw work. Only one of the original chimneys remains and it is located in the northeast end of the station.

The west end of the station has a 6-foot X 16-foot freight platform, protected by the projected roof, with the roof supported by chamfered posts and chamfered trusses. The freight platform provided an area for loading and unloading freight. The original freight house door still exists resting against a wall in the interior of the station.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2

Maywood Railroad Station

**Maywood Railroad Station
Maywood, Bergen County
New Jersey**

Fenestration is primarily door and window openings with segmental arches and plain surrounds. All of the twelve over twelve double hung windows survive, as does one of the original interior doors. The original full story bay window, shown in earlier photos, was removed in the 1950's. All of the original doors were replaced in the 1960's and were replaced with fire-rated ones in order to comply with local building regulations. Most of the exterior window and door trim still retains the original molding and patterns. [photos 2, 4, 5, 18]

The interior of the station retains much of the original woodwork within a basic two-room layout. These rooms retain their original beaded board walls and ceilings. The height from floor to ceiling is 14-feet. The original wood floors were removed long ago with carpeting over a 12-inch cement slab floor. Modifications to the interior of the station in the 1960's removed the partition between the stationmaster's quarters and the waiting room. [photos 22, 23]

In 1920, the railroad modified the station by constructing a 16-foot by 20-foot freight house addition onto the west end of the building. This addition was facilitated by extending the original freight platform and enclosing it. The addition was not built with a foundation and deteriorated to such a point combined with numerous points of structural sagging that it was deemed irreparable and the railroad demolished it in 1999 leaving the west wall of the station exposed to the elements. During the modification, the entire building was parged with a stucco finish. This has been recently removed. [photos 18, A & B]

After passenger service ceased on the railroad in 1966, the station was used by the railroad to store maintenance equipment until 1975. In 1976, the Veteran's of Foreign Wars leased the building from the railroad and utilized it as a meeting hall and for social events. The VFW continued to lease the station until 1995 but due to declining membership, maintenance was deferred during the late 1980's and early 1990's. After 1995, the station was vacant as the railroad and the Borough of Maywood could not agree on a use of the structure. The Borough refused to rezone the station for commercial use and the railroad could not find any potential leasing opportunities. During 1995 to 2002, the station was not maintained and it deteriorated.

In June 2002, after years of disuse, a volunteer group formed the non-profit Maywood Station Historical Committee and entered into a long-term agreement with the railroad to restore, revitalize and maintain the station as a meeting hall for the group as well as a museum containing railroad and town historical artifacts. The Maywood Station Historical Committee commenced restoration work immediately and it is anticipated that the station will be fully restored by late 2003 or early 2004. The group has also arranged to operate seasonal steam locomotive-powered

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3

Maywood Railroad Station

**Maywood Railroad Station
Maywood, Bergen County
New Jersey**

excursion passenger trains from the station in conjunction with the non-profit New York, Susquehanna & Western Technical & Historical Society, a group dedicated to the preservation of history of the New York, Susquehanna & Western Railroad.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 1

Maywood Railroad Station

**Maywood Railroad Station
Maywood, Bergen County
New Jersey**

Narrative Statement of Significance

Maywood Railroad Station is an important representation of the many suburban railroad stations covering much of northeastern New Jersey. One of only a handful of stations in Bergen County dating to the earliest period of railroad station development, it is a very good example of railroad architecture with Carpenter Gothic features. The Maywood Railroad Station, in operation as a passenger and freight station for nearly a hundred years, was built in 1872 in a relatively undeveloped area. Maywood Station subsequently led to the residential, commercial, and industrial development of Maywood in the late 19th - early 20th century.

Transportation.

The history of the rail line that runs through Maywood can be traced as far back as 1826 when John L. Sullivan, an engineer, proposed a railroad through parts of the states of New York and New Jersey, and made the first survey for a railroad from the Hudson River through Maywood to the Pennsylvania coal fields. The route he chose was substantially the one used by the New Jersey Midland Railroad, which later became the New York, Susquehanna & Western. The significance of such a route through Paterson, in particular, can be easily understood, as the city had heavy manufacturing facilities, and was in close proximity to the iron mines in Northern New Jersey. A group of local businessmen decided to take action on Mr. Sullivan's survey, and on March 8, 1832 the state legislature granted their petition for a charter for The New Jersey, Hudson & Delaware Railroad. The incorporators included: Jacob M. Ryerson, Samuel Fowler, Thomas C. Ryerson, James Stoll, William Dickey, John Bell, Daniel M. Broadhead, Joseph E. Edsall, William Heyberger, John Haggerty, John Moore, and James M. Porter. All of these men were closely associated with iron mining and manufacturing concerns in Sussex, Morris and Passaic counties. The charter authorized construction of a railroad commencing at any point or places on the Delaware River, between the New York State line and where the Paulinskill River empties into the Delaware River, along with the authority to construct a bridge or bridges across the Delaware River by and with the consent of the State of Pennsylvania. From that point of crossing of the Delaware, the line would extend east through Snufftown (now Stockholm in Hardyston Township in Sussex County) to the Hudson River, opposite New York City, or join any other railroad chartered or proposed to be chartered, that would lead to a terminus on the Hudson River.

The group of men planned to raise the necessary capital through stock offerings, but the plan ran into problems due to the financial panic of 1837. The planned railroad then laid dormant until 1853, when

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 2

Maywood Railroad Station

**Maywood Railroad Station
Maywood, Bergen County
New Jersey**

the Charter was transferred to the Pennsylvania Coal Company. However, the financial panic of 1857 caused the proposed railroad to once again be delayed.

In 1867, the original owners of the charter purchased it back from the Pennsylvania Coal Company. Plans to finance the new railroad once again encountered problems, since it would be built near the general are of the successful Morris Canal, which was built years earlier. However, due to ever increasing per ton prices for coal delivered by the canal, there was an added incentive to have the railroad built, and thus permit coal to be transported more cheaply to the major manufacturing centers in northern New Jersey. Work on the new railroad was finally started on January 31, 1867 with grading taking place in Bloomingdale, New Jersey. As work slowly progressed the original route changed, and the deadline for completion was extended. A new deadline was established as July 4, 1873 and the result of the re-chartering was the formation of the New Jersey Midland Railroad, combining four (4) other existing railroad lines. The New Jersey Midland would assume responsibility for constructing the railroad line in accordance with the charter granted to the New Jersey, Hudson & Delaware Railroad.

The New Jersey Midland was able to raise sufficient capital funds to begin construction of the line. On March 11, 1872, the railroad opened for its entire distance between Hackensack and Newfoundland, New Jersey.

When the railroad was proposed, right-of-ways were obtained from property owners, some by gift and some by purchase. They were obtained by young lawyers representing the company, who apparently convinced the landowners of the value of the railroad. They were shortly thereafter followed by salesmen who sold substantial amounts of stock in the railroad. The Maywood Station, which everyone at the time expected the railroad to build, was in fact financed by the residents who raised the money by subscription among themselves. The station was first listed as "West Hackensack", but as local legend has it, the station master hung a sign on the station naming it "Maywood". Shortly thereafter, the area around the station began to be called "Maywood" instead of "West Hackensack" at the request of the local inhabitants. Prior to the station being built in Maywood, the nearest railroad station was about a mile and one half east, on Essex Street in Hackensack, on the New Jersey and New York Railroad.

Perhaps because of the ensuing Panic of 1873, Maywood does not seem to have developed substantially immediately following the construction of the station in 1872 by the New Jersey Midland Company. It was only after the NYS&WRR assumed control of the line in the 1880's and upgraded service that

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 3

Maywood Railroad Station

**Maywood Railroad Station
Maywood, Bergen County
New Jersey**

Maywood blossomed as a town. Unquestionably, however, the railroad and station contributed materially to Maywood's steady population and industrial growth. When the station was erected in 1872, about 50 people lived in what would become Maywood. When Maywood was incorporated as a Borough in 1894, nearly 300 people called Maywood home. Even though the railroad station had been build 22 years earlier, significant growth did not develop until after July 4, 1894, when regular passenger service commenced between Jersey City, New Jersey, and Wilkes-Barre, Pennsylvania. Maywood's first suburban homes began to be built in the area immediately around the station beginning at this time. Regular passenger service expanded Maywood dramatically, and by 1920, nearly 2000 people resided in Maywood. By 1930, the population had doubled. The advent of freight railroad service in Maywood allowed the numerous existing manufacturing facilities to expand their operations. This created new jobs, which, in turn, created a demand for commercial, retail and service sector businesses. There was also a dramatic increase in the demand for new housing. Passenger rail service allowed people to commute to jobs in the larger cities.

The growth of Maywood is directly related to the advent of the railroad. The relationship between passenger and freight service serving Maywood continued to prosper through the first half of the 20th Century. In 1966, due mainly to America's romance with the automobile and competition from other modes of transportation, including buses, The New York, Susquehanna & Western ceased passenger service throughout its lines. Presently, only freight service and an occasional passenger excursion is carried on the tracks past the station.

In conclusion, the Maywood Station can be appropriately characterized as playing a key role in developing the town of Maywood, as seen through the dramatic population explosion in the late 19th Century and first half of the 20th Century, as well as contributing to the growth of local industry and merchant businesses.

Maywood Development History

The area that became the Borough of Maywood in 1894 was originally settled by Dutch families from Long Island and New York City as early as the 17th century. They settled along the Hackensack River, gradually spreading out into what became known as Bergen County. The first deed was given by the Indians in 1630. The area, called Midland Township, was predominately agrarian until the last quarter of the 19th century. In 1885, Midland Township, which was also known as West Hackensack, became part of Hackensack. Around this time, several German businessmen transformed a great deal of the rural area

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 4

Maywood Railroad Station

**Maywood Railroad Station
Maywood, Bergen County
New Jersey**

into suburban development. Gustav L. Jaeger, who made his money in paper manufacturing in New York, developed a tract of farmland with fellow German, Henry Lindermeier. Jaeger paved the streets with macadam and persuaded the Hackensack Water Company and the Electric Light Company to supply his new development with utilities. He sponsored industries such as the Maywood Art Tile Company. In 1894, he was instrumental in forming a new borough, separate from Hackensack, with 350 inhabitants, which was named Maywood.

Successful development of the new town was made possible by the presence of the New York, Susquehanna & Western Railroad, built to connect the Hudson River to the Pennsylvania coalfields. The central part of the town near the railroad station began to develop with two-story suburban wood frame houses on long narrow lots lining the streets, providing homes for workers commuting to New York City but wanting to live in rural areas. The main settlement was along Maywood Avenue between Essex Street and Passaic Street, with houses built of local red sandstone in the Dutch Colonial Style. It is estimated that in 1876, a total of thirteen houses were within the limits of the present borough, mostly concentrated along Maywood Avenue, between Essex & Passaic Streets.

Although primarily a residential community for people working in surrounding cities, Maywood did attract industry in late 19th century and the early years of the 20th century due to the access to rail transportation. Chemical plants were established by German chemical manufacturers who had moved from New York City to Maywood to both live and conduct businesses. Ernst Bilhuber, manager of the Maywood Tile Works, induced Dr. Louis Schaefer to settle in Maywood, where he built The Schaefer Alkaloid Works in 1896, close to the railroad line and the station. Other German chemical companies soon followed, and by 1909, three more chemical companies operated in Maywood – The Thorien Chemical Company, The Herman de Lair-Schaefer Company, and The Standard Essen Company. These three companies and Mr. Bilhuber's Maywood Tile Works merged in 1910 to become the Maywood Chemical Works. The Citro Chemical Company was established shortly thereafter adjacent to The Maywood Chemical Works by Dr. Emerson, the manufacturer of Bromo-Seltzer. Today, Stepan Company and Myron Manufacturing Company are indicative of industries in Maywood that are located near the railroad station.

When the railroad was constructed some 130 years ago, Maywood consisted of mainly farms and nearly 100 inhabitants. The railroad offered the opportunity to commute to jobs in other cities in a timely manner. Maywood would continue to develop and change from a farming community to a suburban

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 5

Maywood Railroad Station

**Maywood Railroad Station
Maywood, Bergen County
New Jersey**

community as the railroad provided an easy means of transportation during the late 19th century and first half of the 20th century. Rail access in a growing suburb was very attractive to those looking to relocate from the cities before America's romance with the automobile took hold after World War II. By 1920, Maywood grew to nearly 2000 residents and by 1940 nearly 5000 people called Maywood home. The corresponding growth in population and industry can be directly credited to the easy accessibility of the railroad and the Maywood station.

Architectural Significance

The Maywood Station, built in 1872, is a classic example of an early period railroad station popular in the 1860s and 1870s. Railroad stations of the period evidence Carpenter Gothic features and relied on exposed trusses, rafters, and "stick work" patterns made by vertical and diagonal arrangements of the standard wooden boards. There are also elements of the "Italianate Style", which can be seen in the hood moldings of the tall narrow proportioned windows.

The building was constructed utilizing balloon framing with standardized elements, which were slightly modified over the years as the function of the Station changed. However, most of the original materials and detailing remain intact. The interior beaded board walls, wooden ceiling, and decorative wooden cove moldings have only minor damage, and all of the original twelve over twelve windows are in operable condition. The board and batten exterior walls, combined with the deep overhanging roof, supported by built-up wooden brackets and decorative trussed gables, are marked by their simplistic plan in traditional American vernacular design.

This small classic suburban station embodies the earliest period of railroad station development in New Jersey is one of the earliest examples still standing in the state.

Statement of Architectural Significance prepared by Thomas A. Fenniman, Architect, One Union Square West, New York, NY 10003, (212) 414-0250.

United States Department of the Interior
National Park Service

Maywood Railroad Station
Bergen County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

- The History of the New York, Susquehanna & Western Railroad – Walter A. Lucas, ©1939, Railroadians of America, New York
- Railroads in New Jersey – John T. Cunningham, © 1997, Afton Publishing Co., Inc., Andover, NJ ISBN 8-89359-015-0
- History of Bergen County, New Jersey – J. M. Van Valen, 1900, New Jersey Publishing and Engraving Co. New York, N. Y.
- History of Bergen and Passaic Counties, New Jersey – Woodford W. Clayton, 1882, Everts & Peck, Philadelphia, PA
- Borough of Maywood, 1844-1944 – Borough of Maywood, 1944 (Brochure)
- Maywood 1952 Annual – Borough of Maywood, 1952, Maywood Our Town, Inc., Maywood, NJ
- Maywood, N.J. 75th Anniversary, 1894-1969 – Borough of Maywood, 1969, Maywood Our Town, Inc., Maywood, NJ
- Susquehanna-New York, Susquehanna & Western RR – John Krause and Ed Crist, ©1980 and 1991, Carstens Publications, Newton, N.J. ISBN 911868-80-1 (second printing)
- Susquehanna – From Shortlines to Stackpicks – Ken Karlewicz and Scott Hartley, ©1987, Railpace Company, Inc., Piscataway, N.J. ISBN 87-20698
- New York, Susquehanna & Western – In Color – Paul Tupaczewski, ©2002, Morning Sun Books, Inc., Scotch Plains, N. J. ISBN 1-58248-070-2
- The Next Station Will Be,Volume I – The New Jersey Midland Historical Society, 1994, ISBN 0-941652-15-7
- Erie Memories – Edward J. Crist, ©1993, Quadrant Press, Inc. New York, N. Y. ISBN 0-915276-53-4
- Bergen County Historical Sites Survey – N. J. Midland (New York, Susquehanna & Western) Maywood, N. J. Railroad Station, Inventory #0234-13
- Great American Train Stations – Hans and April Halberstadt, ©1997, Barnes & Noble Books, ISBN 0-7-7607-0541
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- The Operating Railroad Stations of New Jersey – Constance Greiff of Heritage Studies, 1981

United States Department of the Interior
National Park Service

Maywood Railroad Station
Bergen County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

MAPS AND ATLASES

Hackensack, N.J. Quadrangle – 7.5-minute series (topographic), United States Department of Interior, U.S. Geological Survey, 1997

Hackensack, Bergen County – Sanborn Map, 1920

Hackensack, Bergen County – Sanborn Map, 1976

Tax Map, Borough of Maywood – Gerard Scott, PLS; Azzolina and Feury Engineering Co., Paramus, NJ, June 1986

Survey of Station, Borough of Maywood – Behar Surveying Associates, East Rutherford, N.J. December 1995

RAILROAD MAPS

1904 Valuation Map – Stations 0 00 to 942 00, New York, Susquehanna & Western RR (Detailing Maywood Station)

1870 Map Accompanying the Prospectus issued by The New Jersey Midland Railway – prepared by New Jersey Midland Railway

1894 Map of the New York, Susquehanna & Western Railroad Terminal Property – Prepared by New York, Susquehanna & Western Railroad

1894 Map of the New York, Susquehanna & Western Railroad and Connections – Poor's Manual, 1894

1939 Map of the New York, Susquehanna & Western Railroad and Connections – Drawn by Ed Crist, 1980

1928 Track & Structures Map of Maywood, N.J. – New York, Susquehanna & Western Railroad

FLOOR PLANS

Proposed Maywood Station Restoration – Thomas A. Fenniman, Architect, New York, N.Y. July 1, 2002. Proposed south elevation from site inspection and original station drawings.

Proposed Maywood Station Restoration – Thomas A. Fenniman, Architect, New York, N.Y. July 1, 2002. Proposed east elevation from site inspection and original station drawings.

Proposed Maywood Station Restoration – Thomas A. Fenniman, Architect, New York, N.Y. July 1, 2002. Proposed interior plan from site inspection and original station drawings.

See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Maywood Railroad Station
New York, Susquehanna & Western RR Station
Bergen County, New Jersey

Section number 9 Page 1

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MAPS AND ATLASES

- Hackensack, N.J. Quadrangle – 7.5-minute series (topographic), United States Department of Interior, U.S. Geological Survey, 1997
- Hackensack, Bergen County – Sanborn Map, 1920
- Hackensack, Bergen County – Sanborn Map, 1976

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Maywood Railroad Station
New York, Susquehanna & Western RR Station
Bergen County, New Jersey

Section number 9 Page 2

- Bergen County Atlas – Hagstrom Map Co., Maspeth, N. Y. 1999
- Tax Map, Borough of Maywood – Gerard Scott, PLS; Azzolina and Feury Engineering Co., Paramus, NJ, June 1986
- Survey of Station, Borough of Maywood – Behar Surveying Associates, East Rutherford, N.J. December 1995

RAILROAD MAPS

- 1904 Valuation Map – Stations 0 00 to 942 00, New York, Susquehanna & Western RR (Detailing Maywood Station)
- 1870 Map Accompanying the Prospectus issued by The New Jersey Midland Railway – prepared by New Jersey Midland Railway
- 1894 Map of the New York, Susquehanna & Western Railroad Terminal Property – Prepared by New York, Susquehanna & Western Railroad
- 1894 Map of the New York, Susquehanna & Western Railroad and Connections – Poor's Manual, 1894
- 1939 Map of the New York, Susquehanna & Western Railroad and Connections – Drawn by Ed Crist, 1980
- 1928 Track & Structures Map of Maywood, N.J. – New York, Susquehanna & Western Railroad

FLOOR PLANS

- Proposed Maywood Station Restoration – Thomas A. Fenniman, Architect, New York, N.Y. July 1, 2002. Proposed south elevation from site inspection and original station drawings.
- Proposed Maywood Station Restoration – Thomas A. Fenniman, Architect, New York, N.Y. July 1, 2002. Proposed east elevation from site inspection and original station drawings.
- Proposed Maywood Station Restoration – Thomas A. Fenniman, Architect, New York, N.Y. July 1, 2002. Proposed interior plan from site inspection and original station drawings.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Maywood Railroad Station
New York, Susquehanna & Western RR Station
Bergen County, New Jersey

Section number 10 Page 1

GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated property encompasses all of the Tax Lot 124 of Tax Block 56 of the Tax Maps of the Borough of Maywood (see attached). This is a rectangular shaped lot extending approximately 125 feet along the 50 foot right-of-way of Maywood Avenue in Maywood Borough. On the east and west of the property the line extends for approximately 50 feet. The north and south end of the property extends for approximately 125 feet. The lot has a frontage on the railroad right-of-way of approximately 125 feet. The railroad station is immediately adjacent to the railroad right-of way.

Local Area

The Borough of Maywood is a 1.3 square mile area on the plateau between the Hackensack and Saddle Rivers. Coles Brook separates Maywood from the City of Hackensack. Essex Street forms Maywood's southern boundary with the Borough of Lodi. The Township of Rochelle Park and the Borough of Paramus are to the west. Paramus is also Maywood's northern neighbor.

Boundary Justification

The nominated property includes all of the historical parcel that remains associated with the railroad station. The tracks running past the south side of station. The tracks remain active for freight service and provide a context for the parcel that includes the actual station.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Maywood Railroad Station
New York, Susquehanna & Western RR Station
Bergen County, New Jersey

Section number 11 Page 1

LIST OF PHOTOGRAPHERS
NEW YORK, SUSQUEHANNA & WESTERN RAILROAD STATION
271 MAYWOOD AVENUE
MAYWOOD BOROUGH, BERGEN COUNTY, NEW JERSEY

Photographer: Timothy Moses
Wayne, New Jersey
(except as noted)

Date of Photographs: June/July 2002

Location of Original Negatives: Edward S. Kaminski
108 Stelling Avenue
Maywood, NJ 07607

Photograph Number	Description of Photograph
1	View taken of south side of station looking in a northerly direction.
2	View taken of the southwest corner of the station looking in a northeasterly direction.
3	View of the east end of the station looking in a northwesterly direction. The original station sign from the 1940's is shown.
4	View of the east end of the station looking in a westerly direction with volunteer on ladder shown removing stucco from original board and batten.
5	View of east end of the station looking in a westerly direction. The stucco has been removed and the original 1872 boards and roof supports are shown.
6	View of northeast end of the station looking in a southwesterly direction.
7	View of northeast end of the station looking in a southwesterly direction.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Maywood Railroad Station
New York, Susquehanna & Western RR Station
Bergen County, New Jersey

Section number 11 Page 2

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- 8 View of the southwest end side section of the station looking in a northerly direction.
 - 9 View of west end of the station looking in an easterly direction.
 - 10 View of northwest end of the station looking in a southwesterly direction.
 - 11 View of the northwest end side section looking in a southerly direction.
 - 12 View of the west end of the station looking in an easterly direction. Original 1872 end wall is shown.
 - 13 View of inside of northwest end section on original 1872 freight platform looking in a northerly direction.
 - 14 View of original roof supports at southeast end of station looking in a westerly direction. 1940's applied station light and original end roof features are shown.
 - 15 View of southwest end section of station looking in a westerly direction. Insulators for telegraph into the station is visible to left top of door.
 - 16 View of boarded over window on east end of the station looking in a westerly direction. Original station window is behind the board. The window was boarded over in the 1970's. Original decorative wood pattern is shown below the window.
 - 17 View of original window on north side of station looking in southerly direction. Decorative wood framing remains intact.
 - 18 View of door on south side of station looking in a northeasterly direction. Original door framing and 1920's applied door hardware and decorative stained glass windows are shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Maywood Railroad Station
New York, Susquehanna & Western RR Station
Bergen County, New Jersey

Section number 11 Page 3

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- 19 View of original decorative wood pattern is shown below a window on the south side of the station looking in a northerly direction. Wood strips are remains from the wire mesh that held the 1920's applied stucco to the boards.
- 20 View of a board on the north side of the station looking in a southerly direction. The board is original from when the station was built in 1872. The view was taken after the stucco was removed and shows an inscription in pencil which reads "John Ackerman '09" – presumably 1909. John Ackerman was a citizen of Maywood who enlisted in the Army during World War I and died as a private in 1918 at age 26. A street in Maywood is named after him.
- 21 View of the original west end wall and rafters looking in an easterly direction. View was taken while standing on the freight platform.
- 22 Interior view of station taken from east end looking west. Original ceiling and walls are shown.
- 23 Interior view of station taken from the west end looking east showing original ceiling and walls.
- 24 Historic view of the southeast end of the station looking in a north westerly direction taken circa 1875. View is from a stereo image from negative lensed by J. P. Doremus, a resident at the time. (John Tammi collection)
- 25 Historic view of the east end of the station looking in a westerly direction. Taken circa 1910. Original board and batten siding, bay window, end gable and freight loading platform is shown.
- 26 Historic view of the southeast side of the station looking in a northwesterly direction on March 6, 1948. Stucco was applied to station exterior walls in the early 1920's and the bay window was removed in the 1940's. (James Speer photo)

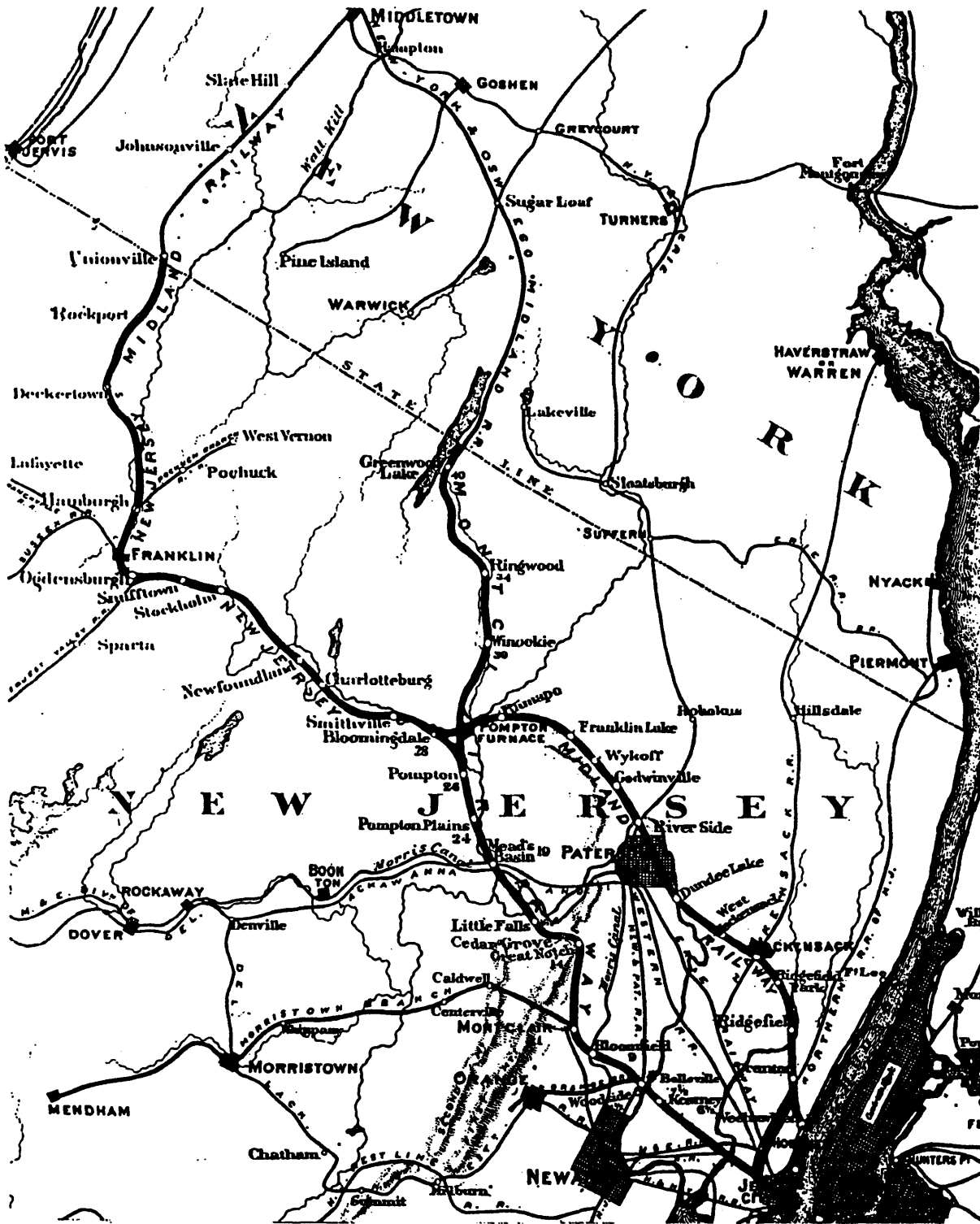
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National Register of Historic Places
Continuation Sheet

Maywood Railroad Station
New York, Susquehanna & Western RR Station
Bergen County, New Jersey

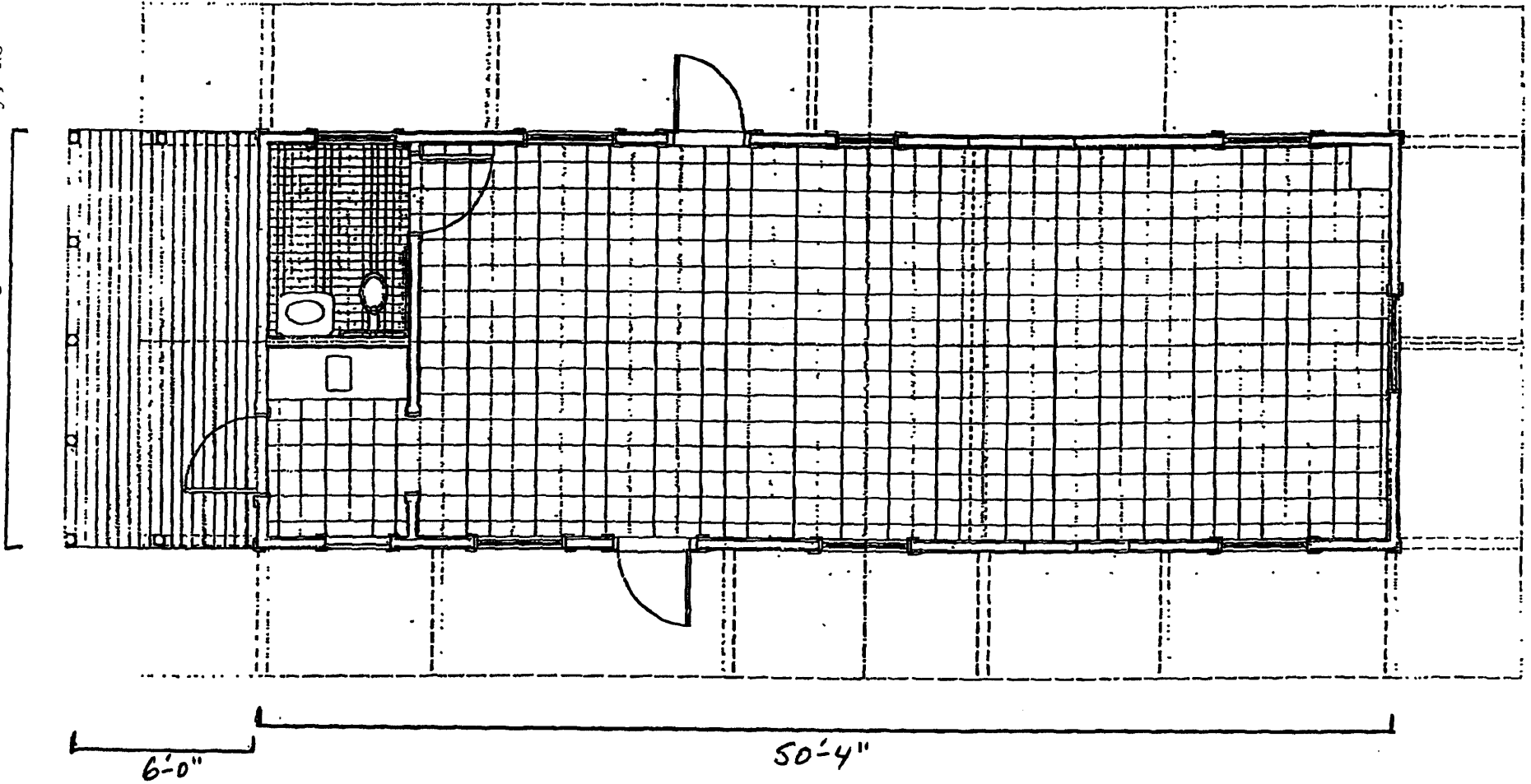
Section number 11 Page 4

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- 27 Historical view of the south side of the station looking in a westerly direction circa 1950. Also shown in the photo's insert is a view looking in a westerly direction down the tracks of the east end of the station (Harold H. Carstens Photo)
- 28 Historic view of east and south sides of the station taken on June 14, 1953, looking in a northwesterly direction. The end freight house, which was added in 1920, is clearly shown. The freight house addition as not built on a foundation and deteriorated to a point that it could not be salvaged. The railroad later removed it in 1999. (Walter E. Zullig, Jr. photo)
- 29 Historic view of the west end of the freight house addition looking in an easterly direction on April 18, 1953. The freight house was added onto the original station in 1920 and was later demolished by the railroad in 1999. (Walter E. Zullig, Jr. photo)
- 30 Historic view of the west end of Wyckoff, New Jersey station looking in an easterly direction on July 15, 1950. The Wyckoff station still exists and was virtually identical to the Maywood station. The view is used to show the similarities in design. (John F. Minke III photo)
- 31 Historic postcard view of east and south sides of Maywood station, looking in a northwesterly direction. The view shows the original size of the station before the freight house addition was put on in 1920. The restoration goal is seen in the photo. (Postcard courtesy of Maywood Historical Society Collection)
- 32 Historic view of east and south side of Maywood station taken in the late 1920's looking in a northeasterly direction. The view shows that stucco has been applied over the original board and batten. The stucco had been applied around 1920, at roughly the same time that the freight house extension was added. The bay window, front gable and ticket office front window are clearly visible. The siding with freight cars that led up to the freight house can be seen in the left center of the photo. A portion of the siding still exists but hasn't been used since the 1950's.



MAP ACCOMPANYING THE PROSPECTUS ISSUED
BY THE NEW JERSEY MIDLAND RAILWAY IN 1870.

Maywood Railroad Station,
Bergen County, NJ
16'-3"



THOMAS A. FERRIMAN
ARCHITECT

ONE UNION SQUARE WEST
NEW YORK, NEW YORK 10003

WWW.TFARCHITECT.COM
THOMAS@TFARCHITECT.COM

MAYWOOD TRAIN STATION RESTORATION

271 MAYWOOD AVENUE, MAYWOOD, NJ 07607

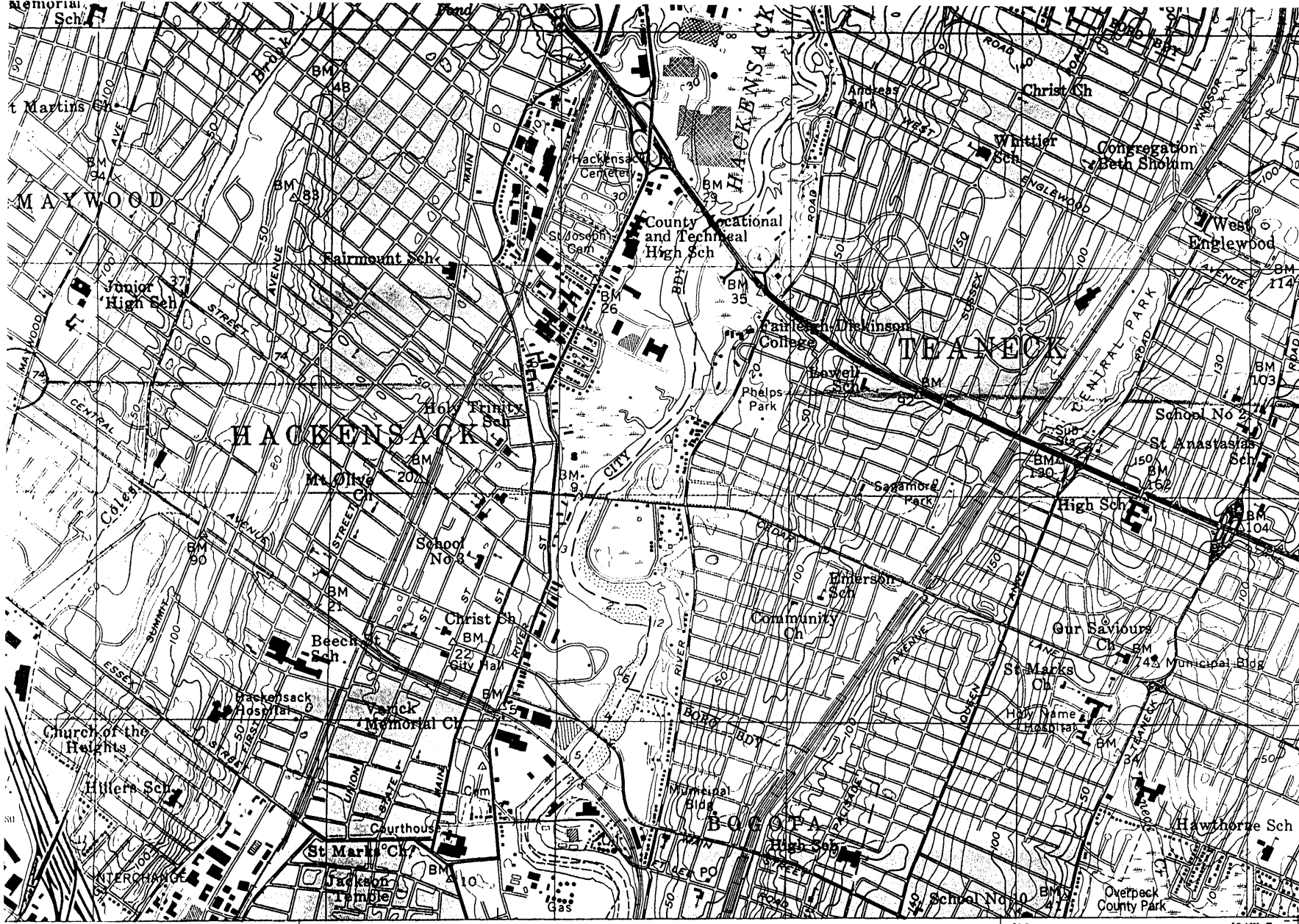
MAYWOOD STATION HISTORICAL COMMITTEE • NEW YORK SUSQUEHANNA & WESTERN RAILWAY

PROPOSED PLAN

DATE: JULY 1, 2002
SCALE: 1/8" = 1'-0"
PROJECT NO: 2800

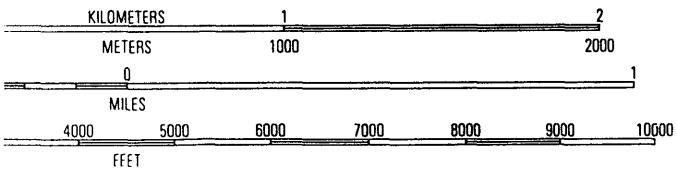
A-1

REDUCED 64%



MAYWOOD
RAILROAD
STATION,
BERGEN,
NJ
①
UTM 18-57867
452790

SCALE 1:24 000



QUADRANGLE LOCATION

INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 1998

ROAD CLASSIFICATION

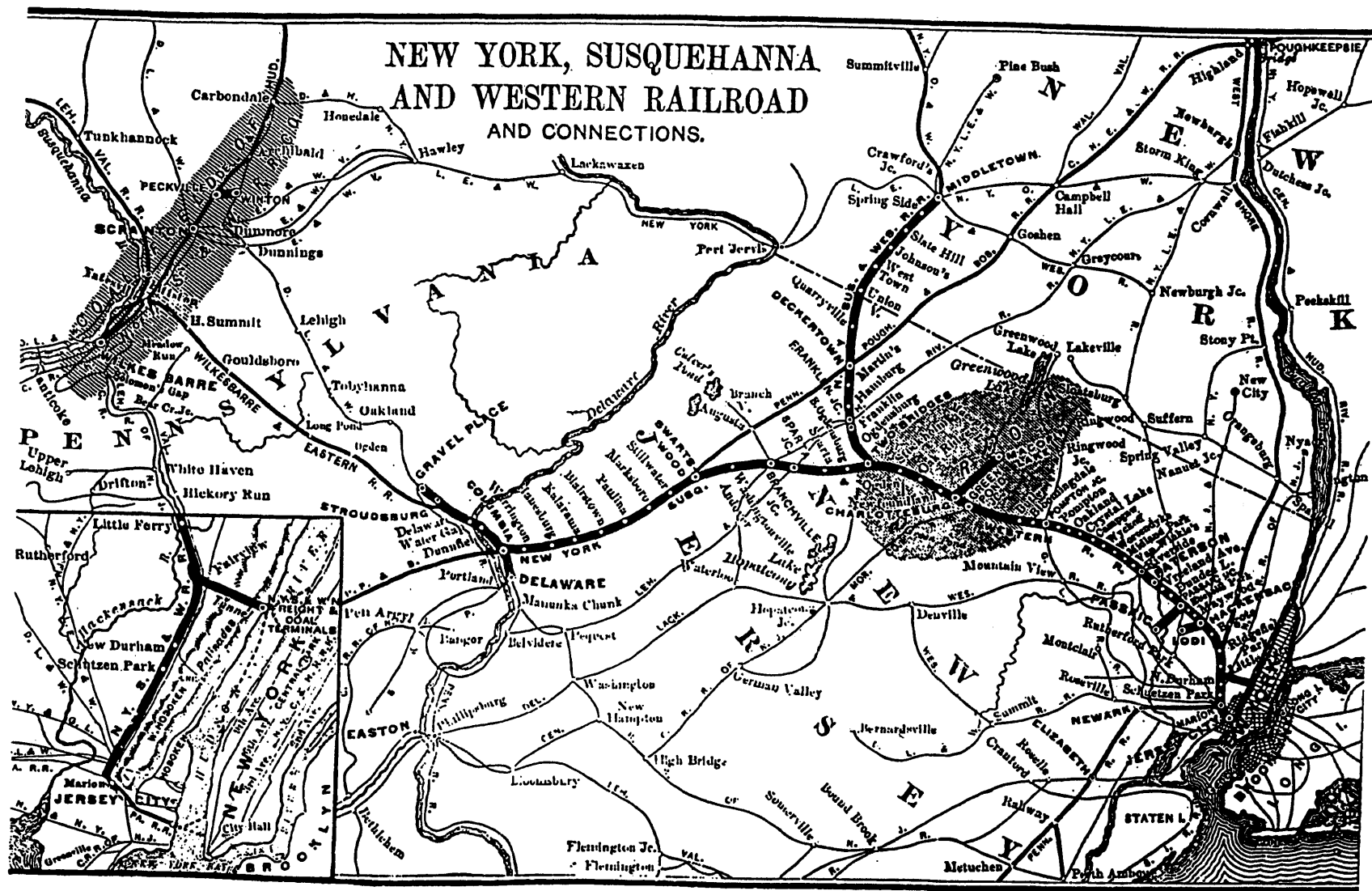
Primary highway hard surface	Light-duty road, hard or improved surface
Secondary highway hard surface	Unimproved road

Interstate Route
 U.S. Route
 State Route

IN FOUR INTERVAL 10 FEET
GLOID TIC VERTICAL DATUM OF 1929

1 Ramsey

1-89729-5
|||



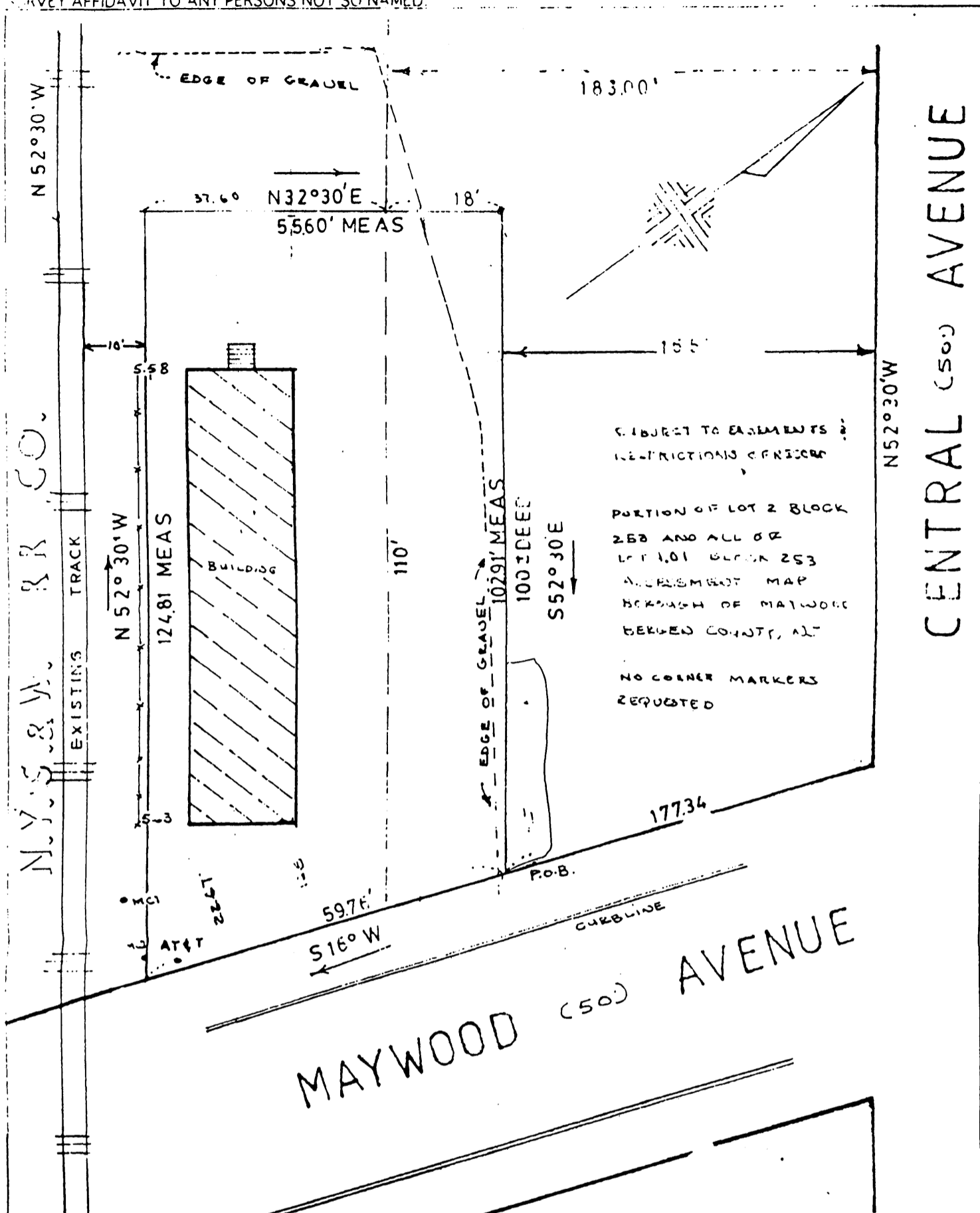
From Poor's Manual, 1894, showing the complete N.Y.S. & W.R.R. and W.B. & E.R.R. extending from Jersey City, N. J. to the west bank of the Susquehanna river at Wilkes-Barre, Pa.
 This map is diagrammatic and shows the railroad running in a more direct line than it actually does.

Maywood Railroad Station
 Bergen County, NJ

Maywood Railroad Station

Bergen County, NJ

IF UNDERSIGNED WILL NOT BE RESPONSIBLE OR LIABLE FOR ANY ASSIGNMENT OF THIS SURVEY THROUGH A SURVEY AFFIDAVIT TO ANY PERSONS NOT SO NAMED.



SUBJECT TO EASEMENTS & RESTRICTIONS OF RECORD

PORTION OF LOT 2 BLOCK 252 AND ALL OF LOT 1.01 BLOCK 253 ACCORDING TO MAP HEREAFTER OF MAYWOOD BERGEN COUNTY, NJ

NO CORNER MARKERS REQUESTED

MAYWOOD (50) AVENUE

SURVEY OF PROPERTY FOR
William B. Klapper
MAYWOOD, N.J.
 SCALE 1" = 20' DEC. 6, 1995
BEHAR SURVEYING ASSOCIATES, P.C.
 LAND SURVEYING & PLANNING
 200 MURRAY HILL PARKWAY
 EAST RUTHERORD, N.J. 07073
 201-939-8170 FAX 933-0214 **A-5230**

THIS SURVEY IS CERTIFIED AS HAVING BEEN PREPARED UNDER MY DIRECT SUPERVISION

William B. Klapper
WILLIAM B. KLAPPER, P.L.S.
 N.J. LICENSE NO. 33175