

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED JAN 14 1980  
DATE ENTERED JUL 17 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

Central Railroad of New Jersey -- Fanwood Railroad Station Complex

AND/OR COMMON

Fanwood Community House (Fanwood/Scotch Plains North and South Stations

2 LOCATION

and Pedestrian Overpass - Determination of Eligibility)

STREET & NUMBER

238 North Avenue

NOT FOR PUBLICATION

CITY, TOWN

Fanwood

CONGRESSIONAL DISTRICT

12th

VICINITY OF

STATE

New Jersey

CODE

034

COUNTY

Union

CODE

039

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

**PUBLIC ACQUISITION**

**ACCESSIBLE**

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER:

4 OWNER OF PROPERTY

NAME

Borough of Fanwood

Conrail, Real Estate Department

STREET & NUMBER

130 Watson Road

466 Lexington Avenue, New York, NY

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Elizabeth Courthouse, Registry of deeds

STREET & NUMBER

CITY, TOWN

Elizabeth

STATE

New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Department of Transportation - UMTA (Determination of Eligibility)

DATE

2/16/1978

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS

Heritage Conservation and Recreation Service

CITY, TOWN

Washington

STATE

D.C.

# 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 type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE _____

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

The Fanwood Railroad Station is composed of the main outbound building, the inbound building and a covered overpass joining the two.

The main building was built in 1874 by the Central Railroad of New Jersey. The overpass was built in the 20th Century, and the small inbound building is early 20th Century. Both the inbound building and the overpass belong to the ConRail and are presently in a bad state of repair.

The main building is oriented northeast/southwest according to its largest dimension. It is 50 feet long, 20 feet wide and 25 feet high to the base of the pitched roof, and about 40 feet high to the top of the roof.

The building is entirely constructed of wood except the foundations which are of cut stones. The base course, the walls, and trims are in wood. The first floor is 10 feet 6 inches high and is composed of a large meeting room and a kitchen. The second floor is 8 feet 6 inches high and is composed of a large meeting room, a storage room and a room presently occupied by the police department. The overall condition of the building is good. Plumbing, heating and air-conditioning have been recently renewed, as well as the interior finishes. In the lower and upper meeting room used for communal activities by the Borough of Fanwood are old furnaces that used to warm passengers when the station was still in use before 1967. The original building was covered with richly decorated woodwork under the main roof and sub-roof overhangs. Evidence of the original appearance is found in old postcards and early photographs. Most of the lantern lights have disappeared. Although they were probably installed after the station was built, they were symbolic of the Central Railroad of New Jersey, and still can be found at the Somerville Railroad Station. The parking facilities around the station are used extensively by commuters. The careful landscaping and maintenance of the site owned by the Borough add to the value of the building and enhance its historical and communal significance.

The inbound station is a simple one story rectangular frame building with a clipped gable. The overhang to the track is frame. Windows are 2/2 sash.

The pedestrian overpass is frame and steel. The steps and landings to the truss overpass are frame. The overpass itself is a riveted connected Warren truss.

# 8 SIGNIFICANCE

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

SPECIFIC DATES Built in 1874 BUILDER/ARCHITECT Central Railroads of New Jersey

## STATEMENT OF SIGNIFICANCE

The stations have historical significance due both to their role in the development of Fanwood and their unique architectural character as one of the remaining examples of Victorian railroad stations in New Jersey.

When the railroad first came to the area in 1831, the Elisabethtowne-Somerville Railroad did not stop in Fanwood, known then as Scotch Plains. In 1838, the Scotch Plains station was built at the northeast corner of Midway and Martine Avenues. It was 1874, following the construction of a new right of way through Scotch Plains that the present station was built. Mr. John Taylor, President of the Central Railroad of New Jersey, selected the name Fanwood for the new station in honor of Miss Fanny Wood, journalist, daughter of one of the Railroad officials and frequent visitor to the area. The lands about the station became known as Fanwood Park. In 1895, when the residents of Fanwood Park elected to be an independent municipality, the new Borough of Fanwood was established. In 1965 the Fanwood Railroad Station became the property of the Borough of Fanwood and it now serves as a community house.

Although the ornamental woodwork which gave the main station much of its architectural character has been removed (probably around the year 1940), the station remains an important example of the Victorian influence on American architecture of the late nineteenth century. It is known that the Fanwood station was one of a series of at least seven Victorian stations in New Jersey of almost identical design. These included Bound Brook, Perth Amboy, Red Bank (now restored), Matawan, Branch Port, Asbury Park, and Fanwood. Most of them have been since torn down and replaced. The Victorian Railroad Station at Fanwood was highly symbolic of its age. It was the gateway and the focus of the new community. Today, it remains a stop along the New York-Philadelphia line (the northern route), and more than 700 people use each day the platforms, inbound building and parking facilities. Moreover, the building has been acquired by the Borough of Fanwood and transformed into a community house, testifying again to the importance of the Railroad Station in the community. This is a successful example of re-use of an old railroad station. The building is well-maintained, and it lacks only the magnificent woodwork that symbolized the Gingerbread age of the 1870's.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

The Collection of Justus Agnoli, Local Historian, 8A, Cambridge Circle, Lakehurst, NJ 08733.

The Vanishing Depot, p. 78, by Randolph Bye, 1973, Livingston Publ. Co., Wynnewood, PA.

Richard P. Browne Associates, Railroad Station Evaluation Study (in progress), Wayne, NJ.

**UTM NOT VERIFIED**

# 10 GEOGRAPHICAL DATA

Quadrangle Scale: 1:24,000

Quadrangle Name: Roselle

ACREAGE OF NOMINATED PROPERTY 0.320 Ac. ±

UTM REFERENCES 0.181 4C ±  
*total .501 acres see contin. sheet dated 7/14/80*

**ACREAGE NOT VERIFIED**

A	1 8	5 5 3 9 5 0	4 4 9 9 4 6 0
	ZONE	EASTING	NORTHING
C			

B			
	ZONE	EASTING	NORTHING
D			

## VERBAL BOUNDARY DESCRIPTION

The boundary of the Fanwood Community House is shown as the "proposed taking line" of Section 105A on the accompanying map entitled "Annex 1."

*This v.B.P. is supplanted with the v.B.P. dated 7/14/80.*

## 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

STREET & NUMBER  
 Engineering Quadrangle

CITY OR TOWN  
 Princeton

DATE  
 July 1, 1979

TELEPHONE  
 452-4655

STATE  
 New Jersey 08540

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL \_\_\_ STATE \_\_\_ LOCAL X

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 *[Signature]* DATE 11/7/79

TITLE Deputy Commissioner, Department of Environmental Prot. DATE

**FOR NPS USE ONLY**

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

*Sally J. Oldham* <sup>for Duty</sup> KEEPER OF THE NATIONAL REGISTER DATE 7/17/80

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: *Bill Ielovich* KEEPER OF THE NATIONAL REGISTER DATE February 27, 1980

FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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

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CONTINUATION SHEET

ITEM NUMBER

PAGE

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SIGNIFICANCE (continued)

Both stations are distinctive examples of the development of the Central Railroad Company of New Jersey and the overpass serves as an effective and functional link between the two suburban stations.

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet    Geographical Data    Item number 10    Page

Central Railroad of New Jersey  
(Fanwood Railroad Station Complex)  
Fanwood, Union County  
New Jersey

ADDENDA

Geographical Data

The geographical data for the Fanwood Railroad Station Complex should be amended as follows:

Acreage -	Area 105A	.320
	Area 105B	<u>.181</u>
	TOTAL	.501

Verbal Boundary Description

BEGINNING at the corner of Martine and South Avenues proceed north along the west right-of-way (ROW) of Martine Avenue to the south ROW of North Avenue. Thence, proceed south along North Avenue to the East ROW of central crossing. Thence, proceed to the north existing railroad property line. Thence, proceed Northeast 200 feet along the existing north railroad property line. Thence, proceed Southeast across the tracks to the existing south railroad property line. Thence, proceed Southeast along said line 40 feet; Southwest 90 feet; and South 60 feet to the intersection of South Avenue and Central crossing. Thence, proceed Northeast along the north ROW of South Avenue to the point of beginning.

The area is identified as Area 105A and 105B on the map supplied with the nomination.

T. Karschner  
3/1980

JUL 17 1980

ANNEX 1 Source: Richard Browne Associates Wayne NJ

BOROUGH OF FANWOOD  
COUNTY OF UNION

SCALE: 1" = 80'



NORTH AVENUE

AVENUE

UNNAMED STREET

105 A AREA = 0.320 AC. ±

105 B AREA = 0.181 AC. ±

CENTRAL CROSSING

MARTINE

N. J. S. H. ROUTE 28 (SOUTH AVENUE)

Nominated property

New Jersey  
Department Of Transportation  
**FANWOOD STATION**

C. R. R. CO. OF N. J.

M.P. # 20.6 Valuation Sec. # 16 Line Code # 0201

Borough Of Fanwood  
Scale: As Indicated

County Of Union  
May 3, 1977

Historical designation map prepared by T. Karschner  
3/1980

STANTON R.O.W. ENGINEERING OFFICE (C.A.B.)

Ret Railroad Tax Map # 41

G-1767

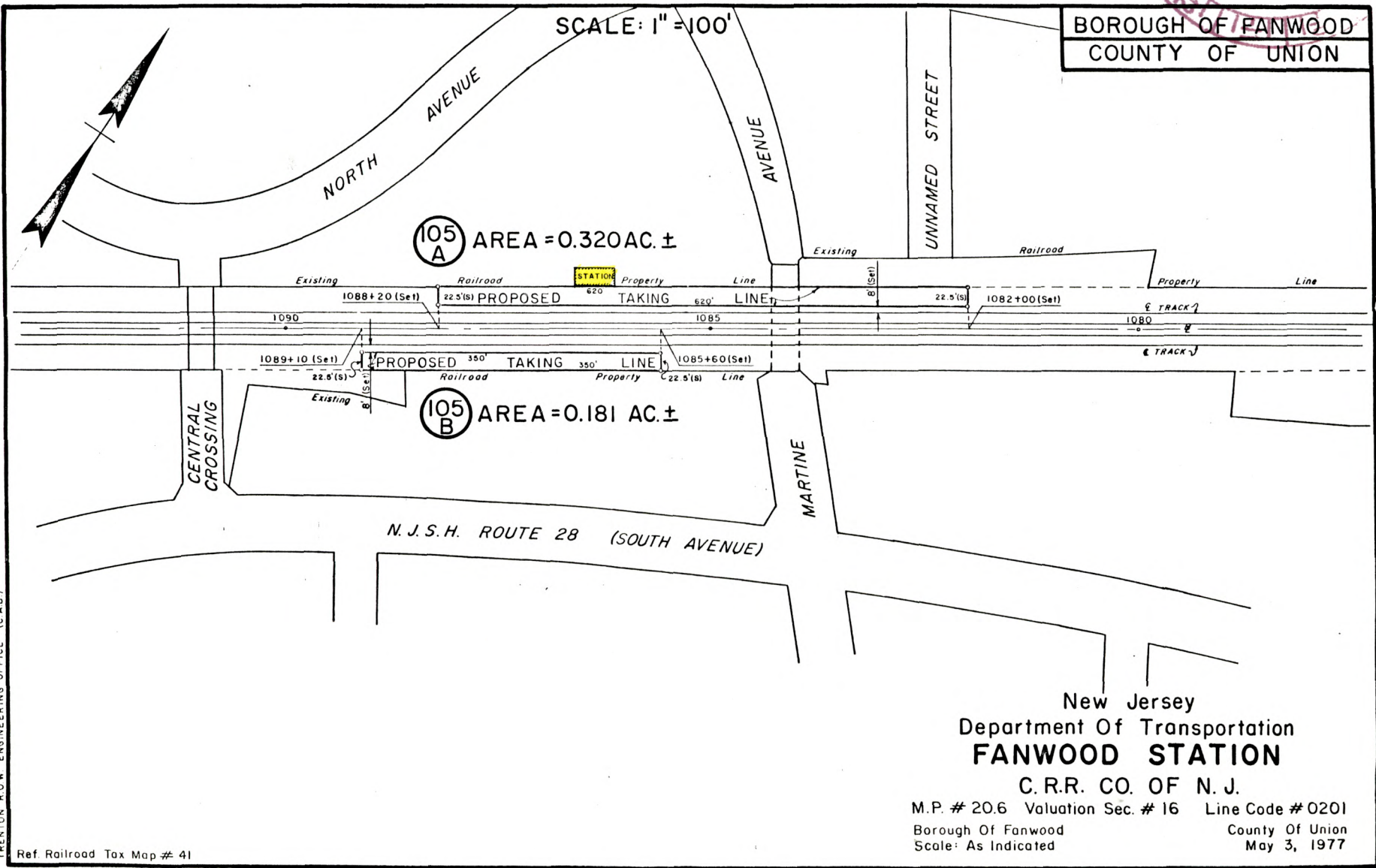
JUL 17 1980



BOROUGH OF FANWOOD  
COUNTY OF UNION

ANNEX 1 Source: Richard Browne Associates Wayne NJ

SCALE: 1" = 100'



105 A AREA = 0.320 AC. ±

105 B AREA = 0.181 AC. ±

New Jersey  
Department Of Transportation  
**FANWOOD STATION**

C.R.R. CO. OF N. J.

M.P. # 20.6 Valuation Sec. # 16 Line Code # 0201  
Borough Of Fanwood County Of Union  
Scale: As Indicated May 3, 1977

TRENTON R.O.W. ENGINEERING OFFICE (C.A.B.)

Ref. Railroad Tax Map # 41

This site map is supplanted by the one dated 7/14/80

G-1767



ANNEX 1 Source: Richard Browne Associates Wayne NJ

BOROUGH OF FANWOOD  
COUNTY OF UNION

SCALE: 1" = 80'



NORTH AVENUE

AVENUE

UNNAMED STREET

105 A AREA = 0.320 AC. ±

105 B AREA = 0.181 AC. ±

CENTRAL CROSSING

MARTINE

N.J.S.H. ROUTE 28 (SOUTH AVENUE)

Nominated property

New Jersey  
Department of Transportation  
**FANWOOD STATION**  
C.R.R. CO. OF N.J.

M.P. # 20.6 Valuation Sec. # 16 Line Code # 0201  
Borough Of Fanwood County Of Union  
Scale: As Indicated May 3, 1977

Historical designation map prepared by T. Karschner

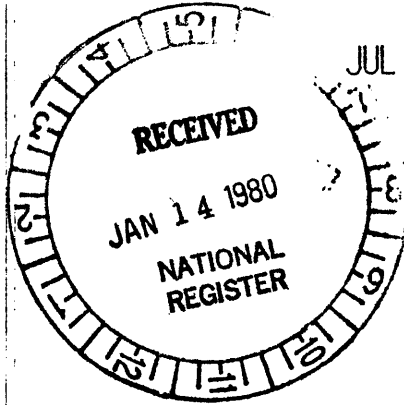
Ref Railroad Tax Map # 41

TRENTON R.O.W. ENGINEERING OFFICE (C.A.B.)

3/1980

G-1767

MAR 26 1980



INTER-RAIL BARRIER

ROUTE 78

MARTINE AVENUE

PARKING AREA #1 93 CARS

PEDESTAL BRIDGE

CANOPY 76'x12'

OUTBOUND BUILDING

SOUTH AVENUE

STAIR 'B'

STATION BUILDING

RETAINING WALL

PLATFORM 556'x12'

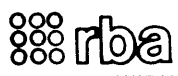
NORTH AVENUE

PARKING AREA #2 107 CARS

PLATFORM 530'xVARIES

OUTBOUND - PHILIPSBURG

INBOUND - NEWARK



FANWOOD RARITAN VALLEY LINE

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



