

PH 0504335

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED SEP 21 1977
DATE ENTERED FEB 23 1978

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 **
WALDWICK RAILROAD STATION

AND/OR COMMON

LOCATION

STREET & NUMBER
Hewson Avenue and Prospect Street
CITY, TOWN
Waldwick
STATE
New Jersey
VICINITY OF
7th
COUNTY
Bergen
CODE
034
CONGRESSIONAL DISTRICT
7th
CODE
003

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" 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 type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" 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
Consolidated Rail Corporation (Conrail)
STREET & NUMBER
740 Midland Building
CITY, TOWN
Cleveland
STATE
Ohio
VICINITY OF

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
Bergen County Court House
STREET & NUMBER
CITY, TOWN
Hackensack
STATE
New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
New Jersey Historic Sites Inventory
DATE
1976
DEPOSITORY FOR SURVEY RECORDS
Historic Sites Office,
Department of Environmental Protection
CITY, TOWN
Trenton
STATE
New Jersey
_FEDERAL STATE _COUNTY _LOCAL

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	<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 Waldwick Railroad Station is a simple 1 1/2 story suburban railroad terminal with exposed half-timber framing and panels of stucco-covered vertical batten board. The roof of the building is gable and has a substantial overhang on the back side for protection of railroad passengers from the elements. There are curved incised brackets under these wide eaves. A square brick chimney with corbelled cap sits atop the cross gable. The gable roof has crenelated pressed metal cresting with decorative gable end stick ornamentation. The windows are mostly large pane 6/6 sash.

Forming a crude T-shape when viewed from the air, the station has 3 interior sections clearly distinct from another. The center portion, a waiting room, is 24 feet by 17 1/2 feet. The open space is broken somewhat by a small pot-bellied stove about at the center of the diamond shaped stone tile floor. Along the parallel walls are wooden benches, all original. The walls have vertical board paneling and wainscotting. The ticket window with an iron grill is in the corner.

The long (18') narrow (6 1/2') unit projecting out from the north gable end of the waiting room is a coal and merchandise storage facility partitioned into two small rooms. The interior of this section was not investigated.

Crossing the south gable end is the station master's office. This unit is 10 1/2' by 25 1/2' and also has a pot-bellied stove in addition to a master's desk contemporary with the construction of the building.

There is no foundation, merely a concrete platform.

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 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 checked="" type="checkbox"/> TRANSPORTATION
<input 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 1886

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Transportation:

The Waldwick Railroad Station is one of the few extant frame terminals predating 1900 on the Erie Railroad line in New Jersey. Built in 1886 the structure is a representative example of the small suburban railroad depots erected throughout the United States in the last quarter of the 19th century.

America's first wealth was bound to the maritime and agrarian activities. By the mid-19th century New England's ship technology had linked the produce of an infant rural country to international marketplaces with unprecedented swiftness.

Until the railroads came, however, much of the continent was inaccessible to industrialization. Inland transport was by tedious horse-drawn vehicles or ship and barges on natural waterways. In the second quarter of the 19th century the reach of barges was extended by canals, but it was not sufficient for growing industrial needs. Consequently, the rapid rise of the United States economy came from a phenomenal industrial and physical growth closely dependent upon the railroads.

The railroads gave rise to an increasing urbanization of small and large communities and created new cities, impoverished those it ignored, and heaped riches on those it favored. Some communities joined together and built roadbeds with volunteer labor, hoping to entice tracks into town.

Even more important was the personal mobility the railroads brought. The rich had always been mobile, but through the railroads it became increasingly accessible to everyone. Americans began to assume an inalienable right to mobility, and soon everyone got used to cheap and convenient transportation.

Railroads also made it possible for the middle class and lower classes to separate home from work. Railroad-fostered industrialization made manufacturing plants the center of dreary but lucrative factory towns. Soon the gigantic scale of these plants and their overcrowded neighborhoods encouraged the separation of work places from the living environment, and passenger trains made the idea practical. Thus the dream of suburbia was born - ideal, green, dormitory communities in which, theoretically at least, pastoral pleasures could be combined with selected urban amenities.

The Waldwick Depot was the product of such an ideal. Primarily agrarian for the first three quarters of the 19th century, much of Bergen County developed into a bedroom community for nearby Paterson and the more distant New York City after 1875.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Van Valen, J.M. History of Bergen County, New Jersey. New York, 1900.

"Rural Summer Homes on the Picturesque Erie". Passenger Department of the Erie Railroad Company. New York, 1897.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY lot (less than 1/8th)

UTM REFERENCES

A

1	8
5	7,3
6	8,0
4	5
4	0
2	7,0

 ZONE EASTING NORTHING

B

 ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

Block 117, Waldwick Boro. Consolidated Railway Corporation right-of-way between Prospect Avenue and Walter Nightingale Place.

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Terry Karschner, Historian-Curator

ORGANIZATION

Office of Historic Preservation, Dept. of Environmental Protection March, 1977

STREET & NUMBER

109 West State Street

TELEPHONE

609-292-2028

CITY OR TOWN

Trenton

STATE

New Jersey

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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

Terry Karschner
 Assistant Deputy
 Commissioner, Dept. of Environmental Protection

8-26-77

TITLE

DATE

FOR NPS USE ONLY

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

[Signature]
 DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
 ATTEST: *[Signature]*
 KEEPER OF THE NATIONAL REGISTER

DATE 2-23-78
 KEEPER OF THE NATIONAL REGISTER
 DATE 2-21-78

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

Waldwick Railroad Station

Waldwick

Bergen County

New Jersey 034

CONTINUATION SHEET

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8. SIGNIFICANCE (Continued)

The Township of Orvil was first established in early 1886, created from Ho-Ho-Kus and Washington Townships. In the same year the Waldwick Station was erected on the New Jersey Erie and Western Railroad line. This line connected the riches of the mineral and agrarian region of the Hudson Valley with Paterson and thence New York City. The agreement with the railroad stipulated that the terminal was to be completed in one year at a cost of less than \$1,000.

The station was a prime factor in Waldwick's subsequent growth (renamed Waldwick Borough in 1911) - approximately 500 residents in 1897 to nearly 2,500 inhabitants by 1940. The depot formed a focal point for Waldwick Borough in the late 19th and first half of the 20th century.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

Waldwick Railroad Station
Waldwick
Bergen County
New Jersey 034
CONTINUATION SHEET

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9. BIBLIOGRAPHICAL REFERENCES (Continued)

Bergen County Democrat. January 4, 1887.

Conrail. 740 Midland Building, Cleveland, Ohio. Letter dated 2/10/77 establishes construction date as 1886.

N.J. Office of Cultural and Environmental Services, 109 W. State Street,
Trenton, N.J. 08625 609-292-2023
Prepared by Heritage Studies, Inc. Princeton, N.J. 08540 609-452-1754
RR 0264-
Survey # 5-12

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- A. Name: Common Waldwick Historic Line: Hoboken Division - Main/ Bergen Co. (Erie)
- B. Address or location: Hewson Avenue and Prospect Street Waldwick, N.J. 07463. County: Bergen Municipality: Waldwick Borough Block & lot: 117
- C. Owner's name: N.J. Transit Address: Newark, N.J.
- D. Location of legal description:
- E. Representation in existing surveys: (give number, category, etc., as appropriate)

HABS _____ HAER _____ ELRR Improvement _____ NY&LB Improvement _____

Plainfield Corridor _____ NR(name, if HD) 2/23/78 _____

NJSR (name, if HD) 8/27/77 _____

NJHSI (#) _____

Northeast Corridor _____

Local _____ (date _____)

Modernization Study: site plan floor plan aerial photo _____

other views photos of NR quality?

2. EVALUATION

A. Determination of eligibility: SHPO comment? _____ (date _____)
NR det.? _____ (date _____)

B. Potentially eligible for NR: yes ___ possible ___ no ___
individual _____ thematic _____

C. Survey Evaluation: 135/160 points

FACILITY NAME: Waldwick

RR 0264-
Survey # 5-12

3. DESCRIPTION--COMPLEX IN GENERAL

Describe the entire railroad complex at this site; mention all buildings and structures, with notation of which are not historic. Check items which apply and discuss in narrative:

- Moved buildings (original location, date of and reason for move)
 Any non-railroad uses in complex (military recruiting, etc.)
 Any unusual railroad building types, such as crew quarters, etc. (specify)
 Known threats to complex or individual structures

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

Relationship of station grade to track grade:

- Station and track grade at same level Station at street grade, track depressed
 Station spans track Track elevated above street grade, multi-level station

of tracks: 4

Pedestrian access across tracks:

- Pedestrian bridge: at street grade elevated
 Pedestrian/vehicular bridge: at street grade elevated
 Tunnel
 None provided

Discuss character of vehicular and pedestrian approaches to complex; landscaping; relationship to parking. Refer to, and key with, site plan.

The Waldwick complex consists of a one-story Stick and Queen Anne style station, platforms on both sides of the tracks, and a steel frame pedestrian bridge linking the two (not historic). The tracks run N-S through the community and prohibit E-W vehicular traffic in the vicinity of the complex. The pedestrian bridge adjoining Prospect Street provides the only access between the platforms, as well as the two sections of the community. There is a small parking lot N. and S. (1) of the station, while additional parking is available along neighboring streets. There is no landscaping on the site.

FACILITY NAME: Waldwick

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3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound 731' asphalt platform (recently resurfaced) lined with MV lighting fixtures on metal poles (recent)
- Outbound 856' asphalt platform (recently resurfaced). Lighting is borrowed from the parking lot (1) and is recent.
- Between tracks

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

There are no canopies on either platform. The inbound platform contains a metal frame shelter with plastic window walls (recent). The pedestrian overpass consists of a metal and concrete through truss with stair towers at either end. (recent)

FACILITY NAME Waldwick

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4. DESCRIPTION - BUILDINGS (EXTERIOR)

Fill out separate sheet for each building at facility. Refer to, and key with, site plan. Account for original materials and finishes where different from existing.

Station X Shelter Freight House Other (specify)

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

The Waldwick station, located E. of the tracks, consists of a frame 1-story block, 3 bays wide and 2 deep, with a gabled roof, its ridge paralleling the tracks. Adjoining the block on the S. is a smaller transverse block with its own gable roof; adjoining on the N. is a wing 2 bays long and 1 wide, its gable paralleling that of the main block. The main block contains central 6/2 panel doors with transoms (E. and W. facades), flanked on either side by 6/6's. There is another 5/5 on the N. facade. The transverse block contains (2) 6/6's on the W., (2) on the S., and (1) on the E. Between the windows on the S. is a (4/2) door. The N. wing contains (2) single pane windows on each side (E&W) and a door on the end (N). The S. gable end of the main block contains a single pane window, while the N. end is louvered. There is a rectangular corbeled brick chimney near the crossing and a cylindrical metal chimney astride the ridge of the wing. Except for the stuccoed siding and asphalt roofing, materials appear original.

FACILITY NAME Waldwick

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Survey # 5-12

4. DESCRIPTION - BUILDINGS (INTERIOR)

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

Station Shelter _____ Freight House _____ Other _____ (specify)

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

The spaces of the Waldwick station are on one level. The main block comprises the Waiting Room (1), while the transverse block is divided into Ticket Office (2) and Baggage Room (3). The wing comprises the Coal Room(5) and a Storage Room (4). Spaces have similar board wainscot, wall, trim, and ceiling finishes. There are cast iron stoves in both the Waiting Room and Ticket Office. Materials appear original.

FACILITY NAME: Waldwick

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE		NUMBER OF ROOMS <u>5</u>
NAME <u>Waiting Room</u>		NUMBER ON FLOOR PLAN <u>1</u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u>scored concrete</u>
Base:	<u>molded board, prob. varn.</u>	<u>paint (burgundy)</u>
Wainscot:	<u>vert. match boards, prob. varn.</u>	<u>paint (burgundy)</u>
Walls:	<u>hor. match boards, prob. varn.</u>	<u>(cream paint)</u>
Ceiling:	<u>board</u>	<u>(cream paint)</u>
Trim:	<u>wood molded surrounds chairrail prob. varn.</u>	<u>(cream paint) (beige paint)</u>
Doors:	<u>(2) 6/2 panel; (2) 4/2 panel</u>	<u></u>
Seating:	<u>(2) wall attached slat benches</u>	<u></u>
Lighting:	<u>possibly gas</u>	<u>(3) hang. incan. fix. 1 missing</u>
Other:	<u>cast iron coal stove in center</u>	<u></u>

FACILITY NAME: Waldwick

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5-12

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 5

NAME Ticket Office

NUMBER ON FLOOR PLAN 2

Original

Existing, if different

Floors: board

Base: molded board, prob. varn.

paint (burgundy)

Wainscot: vert. matched boards, prob. varn.

paint (burgundy)

Walls: hor. matched boards, prob. varn.

(cream paint)

Ceiling: matched boards, prob. varn.

(cream paint)

Trim: wood molded surrounds, chairrail
cornice molding prob. varn.

(beige paint)
(creampaint)

Doors: (4/2) panel prob. varn.

(beige, cream paint)

Seating: none

Lighting: possibly gas

(2) hang. incan. fix.
with cir. metal shades

Other: 1905 coal stove, cast iron (SE)
1909 phone (Western Electric)
wood counter under ticket window
prob. varn.

(beige paint)

FACILITY NAME: Waldwick

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Survey # **RR 0264-**
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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>5</u>
NAME <u>Baggage Room</u>	NUMBER ON FLOOR PLAN <u>3</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	<u>poured concrete</u>
Base: <u>molded board, prob. varn.</u>	<u>(green paint)</u>
Wainscot: <u>vert. matched board, prob. varn.</u>	<u>(green paint)</u>
Walls: <u>hor. matched board, prob. varn.</u>	<u>(lt. green paint)</u>
Ceiling: <u>matched board, (attic entry) prob. varn.</u>	<u>(lt. green paint)</u>
Trim: <u>wood molded chairrail</u>	<u>(green paint)</u>
<u>surrounds cornice molding prob. varn.</u>	<u>(lt. green paint)</u>
Doors: <u>(4/2) prob. varn.</u>	<u>(green paint)</u>
Seating: <u>none</u>	<u></u>
Lighting: <u>probably gas</u>	<u>(1) hang. incan. fix.</u>
Other: <u>matched board</u>	<u></u>
<u>partition wall to ticket office</u>	<u></u>

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FACILITY NAME: Qaldwick

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	<u>5</u>
NAME <u>Storage Room</u>	NUMBER ON FLOOR PLAN	<u>4</u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u></u>
Base:	<u>none</u>	<u></u>
Wainscot:	<u>none</u>	<u></u>
Walls:	<u>vert. matched boards, prob. varn.</u>	<u>(green paint)</u>
Ceiling:	<u>matched boards, prob. varn.</u>	<u>(green/yellow paint)</u>
Trim:	<u>wood molded surrounds, ceiling molding, prob. varn.</u>	<u></u>
Doors:	<u>5 panel</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>none</u>	<u></u>
Other:	<u></u>	<u></u>

FACILITY NAME: Waldwick

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 5

NAME Coal Room

NUMBER ON FLOOR PLAN 5

Original

Existing, if different

Floors: board

poured concrete

Base: none

Wainscot: none

Walls: vert. matched board (prob. varn.)

(green/yellow paint)

Ceiling: matched board (prob. varn.)

(yellow paint)

Trim: wood molded surrounds,
ceiling molding (prob. varn.)

(green paint)

Doors: (4/2)

Seating: none

Lighting: none

Other: _____

FACILITY NAME: Waldwick

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	A. Mordecai or his staff			source	(plans)
Date	1887	Source	(plans)	Alteration dates	ca. 1977
Style	Stick, some Queen Anne detailing				
# passenger trains/day (present)	60	in 1980	Peak (#, Yr.)	68	in 1938
				62	in 1899
<u>Original station on site</u>					

The Waldwick station is the only surviving station from a group of Erie depots having similar form and materials. This group included Hillburn, N.Y., Suffern, N.Y., Shohola, Pa., and Palisades Park, N.J. (The stations at Tuxedo, N.Y. and Grey Court, N.Y. had similar materials and style, but more elaborate formal characteristics.) All of these stations were built in the then popular Stick Style, but possessed some detailing, such as the shingled gable ends, corbeled chimneys, and square pane window borders, which derived from the Queen Anne style. A. Mordecai may have been the architect for all of these stations; in addition to Waldwick he is known to have designed Hillburn and Palisades Park, as well as some larger Erie stations, including Port Jervis, N.Y. and Marion, Ohio.

Prior to the rapid increase in suburban house construction since the 1950s, when Waldwick assumed importance as a commuter stop, the complex served two important roles: as a shipping center for nearby berry farms and as a train order and register office. Many trains began and terminated their runs from this point and until recently, there were a large coach yard and four-stall engine house just north of the station. These have been demolished and the station property refurbished with new paving, fencing, and lighting. The walls of the station have been stuccoed over and most surfaces, interior and exterior, have been repainted. Otherwise, materials and finishes are original.

FACILITY NAME: Waldwick

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

See Waldwick Railroad Station National Register form, Office of Historic Preservation, Trenton, N.J..

Acreage:

UTM coordinates: Zone: 18 / Easting: 5 7 3 6 9 0 / Northing: 4 5 4 0 2 2 0
USGS Quad Park Ridge Scale 1:24 000

7. REFERENCES

BIBLIOGRAPHIC:

plans, Waldwick station, Wilson Jones collection, Hackensack, N.J.
(partial copy at New Jersey Transit)

Tino, Nicholas A., Jr., personal recollection.

ICONOGRAPHIC:

plans, Ibid.Photos: (1909) The Next Station Will Be..., Vol. VI, The Railroadians of America, 1979.
(1978) Harwood, Herbert H., Jr., "The Train Stopped Here," Historic Preservation, Apr. - June 1978.

8. PHOTO

Negative index # unknown or NJT photo # -- slide # 5-12
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: Station from east

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FACILITY NAME: Waldwick

9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

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

Train order and
register office25

B. ARCHITECTURAL SIGNIFICANCE

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

FACILITY NAME: Waldwick
CRITERIA CONT.

- ii. ARCHITECT (check one)
 - a. building by architect important
 - nationally _____(25)
 - state-wide _____(20)
 - locally _____(15)
 - b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer _____(20)
 - c. building designed by railroad and is known or appears to be the work of the staff _____(5)
 - d. architect identified but not considered to be of special importance _____(5)
- iii. OVERALL ARCHITECTURAL QUALITY (check one)
 - a. Outstanding composition, siting, or craftsmanship _____(40)
 - b. Notable composition, siting, or craftsmanship, or possessing especially picturesque or unusual exterior detailing (25) bargeboards
ridge cresting
 - c. Possessing some detail(s) of particular interest and/or quality _____(15)
 - d. Average quality or interest _____(5)
- iv. SPECIAL QUALITIES
 - a. Noteworthy overall interior design or detailing _____(15)
 - b. Some noteworthy interior detailing _____(5)
 - (____ interior not accessible)
 - c. Part of cohesive complex
 - 1) station and shelter _____(5)
 - 2) more than two buildings _____(10)
- v. CONSTRUCTION
 - a. Noteworthy example of particular construction method _____(30)
 - b. Rare or early survivor of particular method _____(20)
 - c. Interesting example of method _____(5)

FACILITY NAME: Waldwick

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

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

ii. PHYSICAL CONDITION

- a. Excellent _____(10)
- b. Good X (5)
- c. Fair _____(0)
- d. Poor _____(-10)
- e. Severely deteriorated _____(-25)

iii. RELATIONSHIP TO COMMUNITY

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

iv. SUITABILITY FOR ADAPTIVE USE

- a. Excellent _____(30)
- b. Very Good _____(25)
- c. Good X (20)
- d. Average _____(15)
- e. Possible, with difficulty _____(10)

35

TOTAL

160

FACILITY NAME: Waldwick

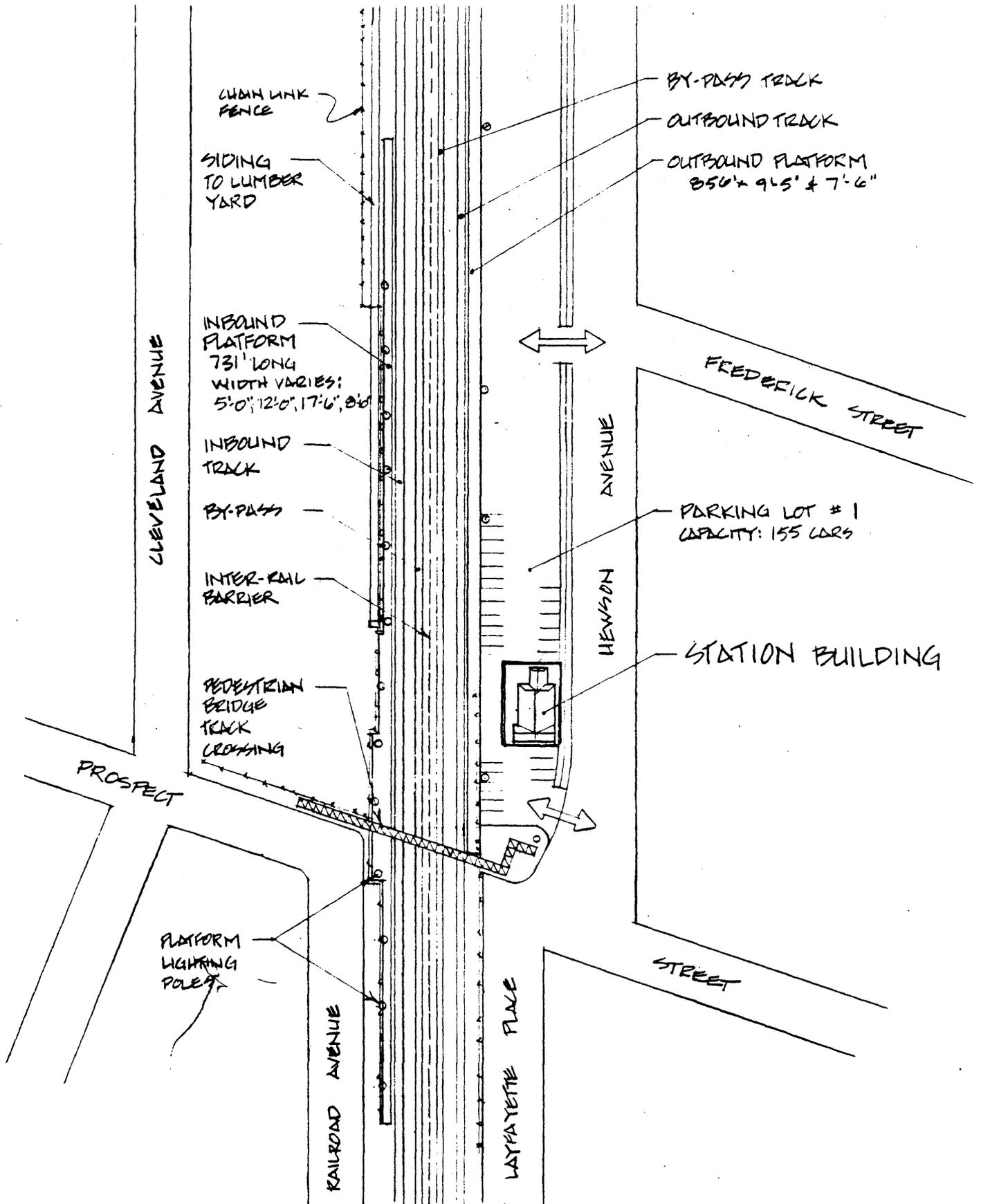
Attach copy of site plan

 continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: August 1981

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



CHAIN LINK FENCE

SIDING TO LUMBER YARD

INBOUND PLATFORM 731' LONG WIDTH VARIES: 5'0", 12'0", 17'6", 20'0"

INBOUND TRACK

BY-PASS

INTER-RAIL BARRIER

PEDESTRIAN BRIDGE TRACK CROSSING

CLEVELAND AVENUE

PROSPECT

PLATFORM LIGHTING POLE

RAILROAD AVENUE

LAYFAYETTE PLACE

BY-PASS TRACK

OUTBOUND TRACK

OUTBOUND PLATFORM 85'0" x 9'5" x 7'6"

AVENUE

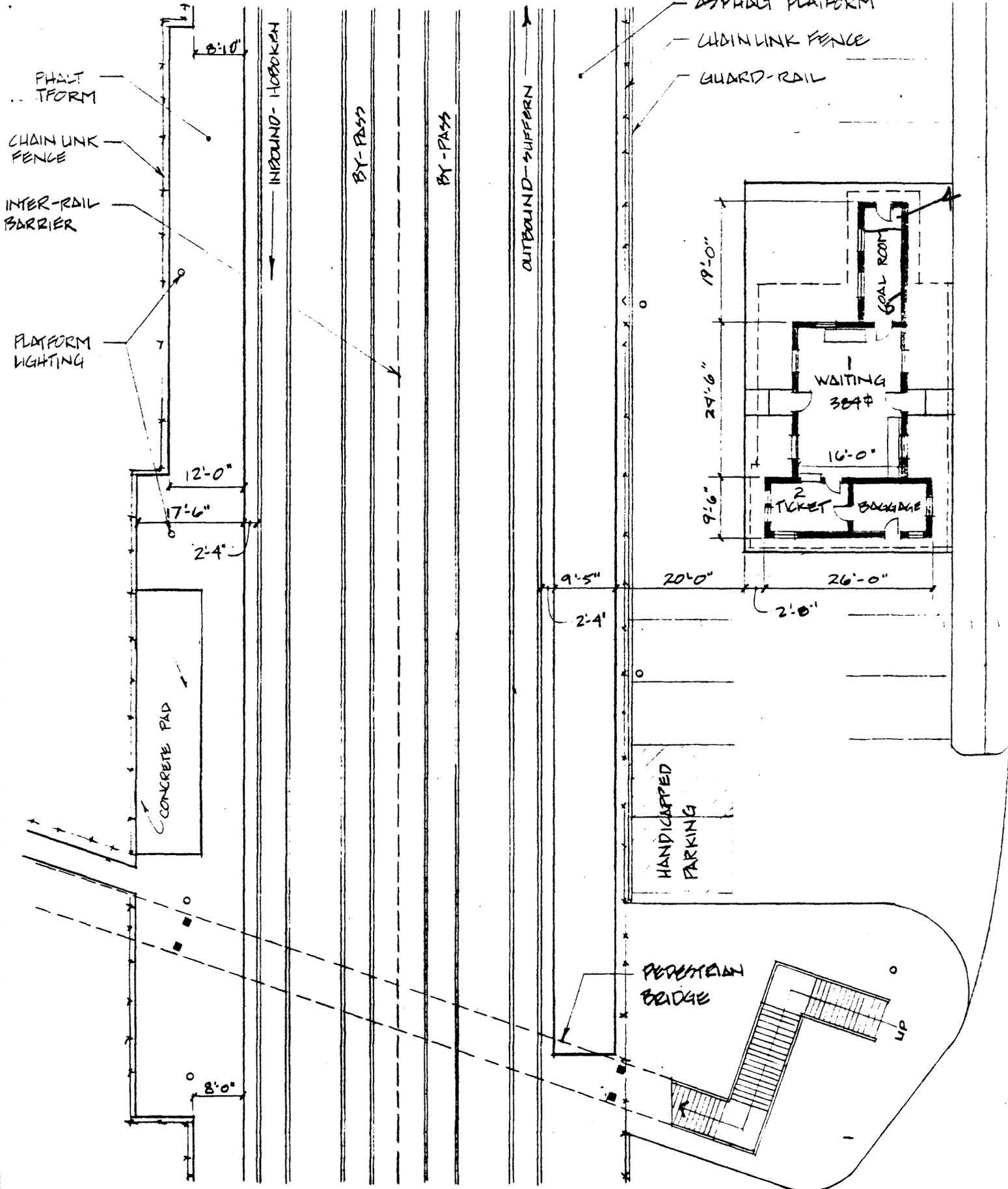
HEWSON AVENUE

FREDERICK STREET

PARKING LOT # 1 CAPACITY: 155 CARS

STATION BUILDING

STREET





00' 07' 30" 2150 000 FEET (N.J.) 1.4 MI. TO N. J. 17 GARDEN STATE PKWY 4.4 MI HACKENSACK (COURTHOUSE) 3.7 MI 5'

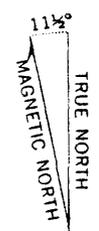
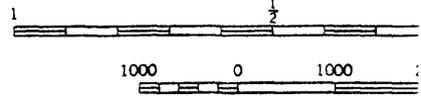
20

Mapped, edited, and published by the Geological Survey
 Control by USGS, USC&GS, and New Jersey Geodetic Survey
 Topography by planetable surveys 1934 and 1943-1944
 Revised 1955

RR 0264-5-12

Polyconic projection. 1927 North American datum
 10,000-foot grid based on New Jersey coordinate system
 and New York coordinate system, east zone
 1000-meter Universal Transverse Mercator grid ticks,
 zone 18, shown in blue

Red tint indicates areas in which only
 landmark buildings are shown



APPROXIMATE MEAN
 DECLINATION, 1955

CON
 D)

THIS MAP COMPLIES
 FOR SALE BY U. S. GE
 A FOLDER DESCRIBING TOPOGR.



M.P. 23.3

WALDWICK was founded by the Erie to provide yard and servicing facilities for its intermediate distance commuter runs. This trackage, including a "Y" to turn locomotives and a four-stall engine house, are to the north of this jewel of a Victorian depot, built in 1887.

SUMMARY

Station: Waldwick

Line: Main Line

Index:

Field Survey Conducted January, 1979

- | | |
|----------|---|
| <u>X</u> | 1. Site Base at 1" = 100' |
| <u>X</u> | 2. Floor Plan at 1" = 20' |
| <u>X</u> | 3. Platform and Canopies |
| <u>X</u> | 4. Station Building _____ Structural _____ Mech. & Elec. |
| <u>X</u> | 5. Track Crossings and Barriers |
| <u>X</u> | 6. Parking Access and Circulation |
| <u>X</u> | 7. Information System |
| <u>X</u> | 8. Notes on Community & Security Aspects |
| <u>X</u> | 9. Record Photograph of Station <u>X</u> Detailed Field Photographs |

Information File:

- | | |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| <u>X</u> | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| <u>X</u> | September 1974 Survey - NJ DOT (Dept. of Commuter Services) |
| _____ | Tri-State Aerial Photo Survey of Rail Parking 1970 |
| _____ | Conrail Data Survey for Station |
| _____ | TOPICS or Traffic Improvements Planned in Station Area |
| _____ | Community Renewal Plans for Station |
| _____ | Historical File for Station |
| <u>X</u> | Schedule of Trains and Buses |
| _____ | Other |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 644

Station Ridership Category: 3 Ownership: N.J.D.O.T.

Agent: Yes Hrs/Days: 6:30 a.m. - 3:30 p.m. (Lunch 11:30 - 12:30)

Monday through Friday; closed Saturday and Sunday

Rehabilitated (10 years or less) 3 Description:

- The station is on the National Register.
- A new station is to be built on the inbound platform; there is pad already in place (see floor plan sheet), will include ticket office.
- Platforms and parking area resurfaced in 1978

3 PLATFORMS & CANOPIES

Station: WALDWICK

NO. of TRACKS: 4 In-Bound (NY, H, N)* 1 Out-Bound 1 By-Pass 2 Inactive 1 I.B. 0 O.B. 1 SIDING AT END

Grade In-Cut(Walls) _____ Cross Slope _____ Elevated _____ Embankment _____ Structure _____

Straight Curved _____ Visibility Problem _____ Yes _____ No

To Board must Commuter walk on tracks: _____ yes no (Ask Ticket Agent). Note other obstructions on Platform & setback f/rail:

PLATFORMS

	IN-BOUND SIDE <small>SITE</small>	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u>731</u> X <u>SEE PLAN</u>	<u>856</u> X <u>95, 76</u>	<u>X</u>
Height Above Top of Rail	<u>8"</u>	<u>8"</u>	<u>NA</u>
Platform Material	<u>ASPH.</u>	<u>ASPH.</u>	<u>NA</u>
Edge Material	<u>CONC.</u>	<u>CONC.</u>	
Safety Line, Material	<input checked="" type="checkbox"/> yes / <input type="checkbox"/> no <u>WHITE PAINT STRIPE</u>	<input checked="" type="checkbox"/> yes / <input type="checkbox"/> no <u>WHITE STRIPE</u>	yes/no _____
Guardrail (Locate)	<input checked="" type="checkbox"/> yes / <input type="checkbox"/> no	<input checked="" type="checkbox"/> yes / <input type="checkbox"/> no	yes/no _____
In-cut/Retaining Walls	<u>-</u>	<u>-</u>	
Lighting - Type,	<u>HPV 12' HTL POLES.</u>	<u>NONE</u>	
O.C., Setback f/rail	<u>NONE</u>	<u>BORROWED FROM PARKING</u>	
Seating-Mat'l & Qty.	<u>NONE</u>	<u>NONE</u>	
	vert. rise _____ width _____	vert. rise _____ width _____	vert. rise _____ width _____
Stairs: (ramps used: A	<u>NA</u>	<u>NA</u>	
yes / no) B			
Locate: C			

CONDITION/LOCATION - (platform, lighting, stairs, guardrails, retaining walls. Note apparent poor conditions only)

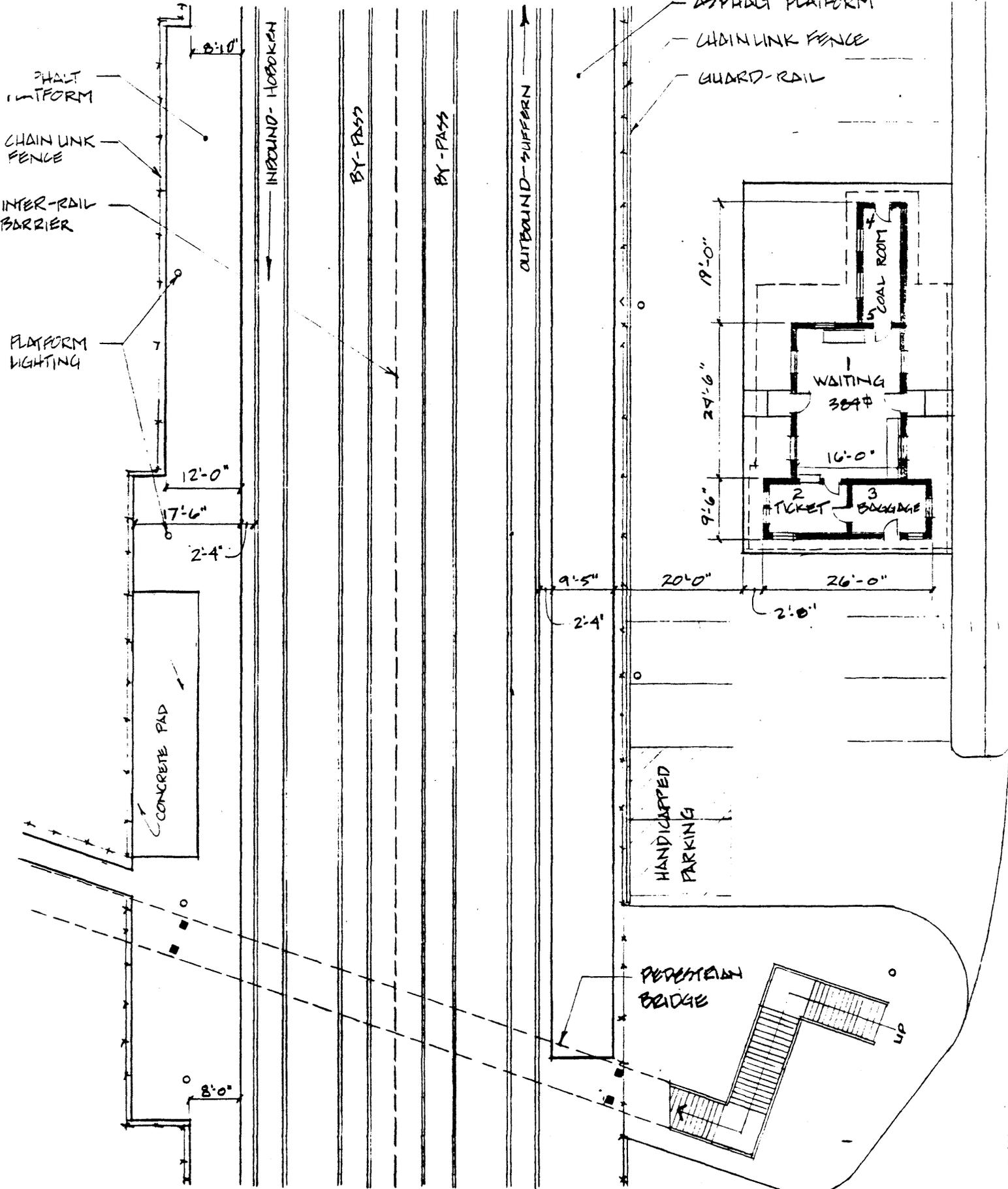
PLATFORMS - BOTH NEW, EXCEL. COND.
LIGHTING - NEW, EXCEL. COND.
STAIRS - N/A
GUARDRAIL ON PARKING EDGE OF PLATF. - NEW - EXCEL. COND.
CHAIN LINK FENCES - NEW EXCEL. COND.

Continue on back of page _____

CANOPIY/OVERHANG

	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>X</u>	<u>X</u>	<u>X</u>
Height (Lowest)			
Setback from Rail			
Structure w/Spacing	<u>NA</u>		
Setback-Rail to Support			
Deck Material			
Roofing			
Shape	<u>Slope / Gable / Flat</u>		
Drainage			
Lighting			

CONDITION (Note apparent poor conditions only):



4 STATION BUILDING X

SHELTER _____

STATION: WALDWICK

In-Bound (NY, H, N) _____ In-Use _____; Out-Bound X In-Use YES; Number of Levels _____ I.B. 1 O.B. _____

Location of Main to Track (under, over, level) Relation of Entry to Street _____ I.B. LEVEL O.B. _____
 of Overhang - width: 2', 6" Location: (refer to Floor Plan X) _____

Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
 a) width NONE vertical rise _____ b) width _____ vertical rise _____
 c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation ASSUMED CONC. Doors WOOD
 Base Course NONE (photo) _____ Roof Deck WOOD
 Walls STUCCO & FLUSH TIMBERS Roofing ASPHALT SHINGLES
 Trim WOOD Soffit WOOD
 Windows - operable - yes / (no) DOUBLE HUNG
 Structural System (consultant _____) WOOD FRAME

Drainage WOOD PERIMETER GUTTER & METAL LEADERS

INTERIOR ROOM AND FINISH SCHEDULE: (Locate on Floor Plan)

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room _____ S.F.	<u>CONC</u>	<u>WD.</u>	<u>WD.</u>	<u>WD.</u>	<u>WD.</u>	<u>14'-0"</u>	<u>INCAND.</u>
2. Ticket Office	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
3. Mens Toilet	<u>N/A</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
4. Womens Toilet	<u>N/A</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
<u>BAGGAGE</u>	<u>CONC</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
<u>COAL</u>	<u>CONC</u>	<u>-</u>	<u>-</u>	<u>WD.</u>	<u>WD.</u>	<u>11'-0"</u>	<u>NONE</u>
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

A. Concessions and Businesses: Taxi _____ Newspaper stand/coin box _____ Pay Toilet _____ Vending Machines _____
 Other: _____

B. Waiting Room Seating: describe (photo): WOOD GANG BENCH (2) Capacity 2 @ 6 ED
 C. Number of Public Phones and Locations: _____

D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. POOR O.B. GOOD

E. Describe visibility for surveillance for waiting rooms with and without agents: GOOD

F. Is passage from the station to platforms sheltered: yes / (no) (photo description _____).

G. Are public toilets, telephones and other station conveniences identified: yes / no

H. Are lockers provided: yes / (no); trash receptacles: (yes) / no, location: waiting room # 0
 platform I.B. (NY) # 0, platform O.B. # 0, pick/up areas: 2 (photos)

I. Mailbox: yes / (no)

J. Water fountain: yes / (no); location: _____

K. Describe other commuter conveniences: NONE

OPEN SHELTER - location: I.B. (NY, H, N) _____ O.B. _____ (indicate on site plan or aerial; photos or sketch)
 Size Width _____ Length _____ Height _____
 Material _____
 Base _____
 Lighting _____
 Condition N/A

4a STATION BUILDING ✓ SHELTER

STATION: WALDWICK

Record Photograph _____ 197 _____

CONDITION: *

Exterior (indicate board-up areas; locate elements being described using floor plan/photos)
(Consultant)

Foundations: ASSUMED GOOD

Walls/Doors/Windows:

- WINDOWS PAINTED SHUT - OLD BUT IN FAIR COND.
- SOME STUCCO MISSING, OTHERWISE GOOD
- DOORS - OLD + BEATEN - PANELS BROKEN, NOT SQUARE

Stairs: NA

Roof/Drainage: SOME LEADERS MISSING
 ASPH. SHINGLES - OLD BUT IN FACT.
 WD. GUTTERS - OLD BUT WORKING

Other SOFFIT - UNDERSIDE OF ROOF DECK

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

- WALLS - HORIZONTAL SIDING - GAPS BETWEEN BOARDS - FAIR COND.
- DOORS/WINDOWS - SEE ABOVE

Floor: GOOD COND.

Ceiling: SAME COND. AND MATERIAL AS WALLS

Stairs: NA

*Note: Indicate apparent poor conditions only, not routine maintenance conditions.
Write informal recommendations, i.e., suggestions for improvements on reverse side.

4b MECHANICAL & ELECTRICAL

STATION: WALDWICK

EATING

Location of Heating Unit: WAITING RM & TICKET OFFICE
Type of Unit: COAL STOVE Output: NA Fuel: COAL
Controls: NA Zones: NA Storage Capacity: SEE PLAN
Burner Size: NA Make of Unit: NA Make of Burner: NA
Distribution System: NATURAL CONVECTION !

REMARKS:

AIR CONDITIONING NA

Location: _____
Type: _____ Capacity: _____
Distribution System: _____
Spaces Handled: _____

REMARKS:

VENTILATION

Windows: Yes / No / No Door: Yes / No Toilet Rooms: Mechanical Natural
Is air quality good: Yes / No NA

ELECTRIC

Location of Service Entrance: _____
Location of Main Panel: _____
Characteristics: _____ Amps _____ Volts _____ Wire _____ Phase
_____ Circuit Breakers _____ Circuits Fused
Apparent Major Deficiencies in wiring: Conduit Yes / No
PRACTICALLY NON-EXISTANT

GENERAL LIGHTING EVALUATION (Interior)

Description / Condition / Quantity: POOR
LIGHTING CONSISTS OF SEVERAL HANGING BULBS

Lighting does appear to be adequate; there are not dark spots; there is not glare.

Continue on back of page _____

8 Community & Security Aspects

Station: Waldwick

1. Describe the setting of the station in terms of the activity in the surrounding area (land use and condition described in section 6). Describe the visibility of the station and site from surrounding areas of streets in terms of security through surveillance. Describe screening and shielding (note #6, page 4) and shadows, nooks and crannies, and other hiding places).

There is a lumber company on the inbound side of the station; residences and a building supply company across Hewson Avenue. There are small retail businesses in the remaining area surrounding the station.

Visibility of the station for surveillance purposes is adequate from Hewson Avenue. The track side provides no visibility at all, but the station can be viewed easily from the parking lot.

Surveillance could be accomplished from a police patrol car; there are no hiding places or dark spots.

2. Is the station out of the "main stream" of pedestrian/vehicular activity, or is it part of the fabric of life in the community? Do non-commuters walk through the station building or use any part of the station facilities/site to shorten their path to a final destination; to shop; to conduct business such as banking (refer to #4 Station Building/Interior Space _____):

Non-commuters use the bridge very frequently, especially school children on their way to and from school.

Many non-commuters cross the tracks on grade.

3. Vandalism: Graffiti - none / low / medium / high; location:

Property damage - none / low / medium / high (describe):

4. Question the ticket agent about vandalism problems.