

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

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HISTORIC PRESERVATION OFFICE

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 Demarest Railroad Depot  
other names/site number Demarest Railroad Depot

2. Location

street & number 38 Park Street  not for publication  
city or town Demarest Borough  vicinity  
state New Jersey code 034 county Bergen code 003 zip code 07627

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] Date 5/13/04  
Signature of certifying official/Title  
John S. Watson, Jr., 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

Date of Action

[Signature] Edson H. Beall 7/7/04

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**

(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		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**

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

Transportation (rail related)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Current Functions**

(Enter categories from instructions)

Clubhouse (social club)

Meeting Hall

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Late Victorian (Romanesque Revival)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Materials**

(Enter categories from instructions)

foundation Unknown

walls Sandstone

\_\_\_\_\_

roof Slate

other \_\_\_\_\_

\_\_\_\_\_

**Narrative Description**

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

**Demarest Railroad Depot**

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.

**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.

**Areas of Significance**

(Enter categories from instructions)

Transportation  
Architecture

**Period of Significance**

1872-1950

**Significant Dates**

1872

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

**Architect/Builder**

Cady, J. Cleveland

**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:

Demarest Historical Society Archives

**Demarest Railroad Depot**

Name of Property

**Bergen County, New Jersey**

County and State

**10. Geographical Data**Acreage of property 0.192 Acres**UTM References**

(Place additional UTM references on a continuation sheet.)

1 18 587238 4534471  
Zone Easting Northing3  
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 Margaret M. Hickey, Historic Preservation Specialistorganization HJGA Consulting, Architecture & Historic Preservation, Inc. date December 1, 2003street & number 36 Park Street telephone 973 746 4911 ext. 109city or town Montclair state NJ zip code 07042**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets****Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **Sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional items**

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

**Property Owner**

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

name Borough of Demareststreet & number 108 Serpentine Road telephone 201-768-0167city or town Demarest state NJ zip code 07627**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.

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### OVERALL

The Demarest Railroad Depot is one and one-half stories, three bays in length and one bay wide, measuring 22 feet by 50 feet with a portico located slightly off-center on the east (track) side. It is constructed of rough-cut brown sandstone masonry with delicate yellow and gray sandstone detailing. A steep sweeping hip roof with flared eaves projects beyond the building footprint six feet on all sides and interrupted on the east side by the portico. Rafters with decorative tails are exposed under the overhang. The portico stands higher than the depot building and is topped with a slightly flared pyramidal hip roof, belfry and steeple.<sup>1</sup> The predominant architectural motif is Romanesque Revival as articulated in the windows, doors and other openings, the heavy rough-cut stone, and decorative features on the exterior and interior. The interior of the depot is a single five bay long room measuring 18'-7" x 46'-8". Each bay is articulated with exposed wood ceiling trusses that are decoratively adorned with tracery. The central bay, which coincides with the east and west entrances, and the two outer bays, one to the north and one to the south, are equal. The two bays between the outer and central bays are shorter. The current main entrance, articulated with a wood frame angled bay projection, is located off-center on the west elevation.

### LOCAL AREA

The Borough of Demarest is situated in Northern Valley of Bergen County, New Jersey on the eastern edge of the Piedmont physiographic region. Demarest is adjacent to the basalt ridge known as the Palisades. The Borough of Demarest consists of 2.1 square miles in area and is bounded by Haywood to its west, Closter to its north, Alpine to its east and Cresskill to its south. The main thoroughfare is Hardenburgh Avenue running east/west and the Tennakill Brook, which runs north/south through the Borough, is its major water tributary creating a small pond in Demarest Park.

### SITE

The railroad depot is located within Demarest Park. Park Street, a commercial street in downtown Demarest, runs along the west side of the depot; the railroad tracks run along the east side of the building. The grade around the building slopes gently toward the railroad tracks. There are a number of trees planted to the north and south of the building creating a picturesque setting.

A concrete walk has been laid along the perimeter of the building except in front of the portico, which has a grass perimeter. There is a broad expansive sidewalk between the west elevation and Park Street.

### ROOFS

The main body of the depot has a hip roof with flared eaves projecting beyond the depot wall. The roof over the portico consists of three components. (Image No. 11) The lower component is a pyramidal hip roof with flared

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<sup>1</sup> The use of the term "belfry" is for descriptive purposes only and does not imply that a bell was ever located at the Demarest Railroad Depot.

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eaves separated by the belfry supporting the steeple. The roofs were recently restored including installation of new slate shingles, copper gutters, leaders, ridge rolls and flashing, and cast iron cresting, finials and weathervane.

The projection of the main roof creates a large overhang on all four sides interrupted only by the portico on the east side. Wood rafters with decorative tails are spaced approximately two feet on center and support the projected sections of the roof. (Image No. 14) A girder with chamfered edges, located approximately at mid-span of the rafters, creates an intermediate support for the rafters. Stone corbels support wood pendant posts and wood brackets which then support the girder of the roof overhang. The brackets, the undersides of which are curved, spring from the stone corbels to the girder, at the girder connection the brackets are decoratively shaped. (Image No. 9) These corbels, posts and brackets are located at both corners on the west, north and south elevations, slightly offset from the corner of the building. Two supports are ganged at each end of the west elevation. The east elevation is an anomaly; the supports, except the two end supports, are more randomly placed. There are three supports south of the portico and two north of the portico. The underside of the roof overhang is clad with painted tongue-and-groove wood sheathing.

A dormer with a slate hip roof and slate clad cheeks walls projects from the main roof on the west side of the building. The dormer, adorned with a pair of single-hung windows set in a decorative wood surround, is centered above the west entrance projection. (Image No. 13)

Storm water runoff on the main roof is a restored copper pole gutter on all four sides draining to four copper leaders located at each corner of the building. These leaders drain to cast iron leader sleeves to an existing dry well.

The pyramidal hip roof of the portico engages the main roof of the station along its west side. At the center of the portico roof on the west side a large cricket diverts the storm water from the main roof around the portico. The pyramidal hip roof of the portico projects slightly beyond its masonry wall creating a shallow overhang. Similar to the main roof, but on a smaller scale, the rafters with decorative tails and tongue-and-groove sheathing are exposed. A mid-span girder connects the rafters horizontally. Wood brackets spring from stone corbels to the mid-span girder engage the girder at their decoratively shaped ends. Two brackets are located at each corner of the elevation except at the intersection with the main roof where there is only one. The belfry, which is square in plan, sits on top of the pyramidal hip roof and extends to the base of the steeple. The belfry is clad with wood trim encasing open wood louvers. The louvers cover earlier round medallion detailing, most of which remain. The steeple has flared eaves that projects beyond the belfry, giving the appearance that the steeple rests on the belfry like a hat. Wood rafters with decorative tails and tongue-and-groove sheathing are exposed at the underside of projection. The steeple is topped by a cast iron weather vane.

A dormer projects from the east side of the portico roof. (Image No. 11) The dormer, adorned with a leaded-glass window recessed in a wood frame opening, is centered above the portico. It has a projecting hip roof clad in slate

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and topped with a cast iron finial at its peak. Wood rafters with decorative tails and tongue-and-groove sheathing are exposed at the underside of projection.

The pyramidal roof of the portico also has restored copper pole gutters that drain to the main roof. Copper ridge rolls accentuate the ridges at each roof, portico, steeple and dormer.

### ELEVATIONS

The main building of the station, set back in elevation from the sweeping overhanging roof, is predominantly multi-shades of brown sandstone except at the corners, which have gray sandstone quoins. The west and east sides are the long sides and the north and south sides are the short sides of the rectangular building mass. A brown sandstone water table and table course with a yellow sandstone belt course define the base of the masonry body of the building. Typically, the masonry openings are detailed with yellow sandstone voussoirs. Each masonry window opening contains two-over-two wood single-hung windows recessed in the masonry opening. These windows have a round head; the top sash is approximately a quarter of the size of the bottom sash and is fixed. The masonry window sills are integral with the belt course.

Gray sandstone corbels, mentioned above, are located at each corner of the building on each elevation, as well as intermittently on the east elevation. Single corbels are located slightly inset from the corners on the north, south and east elevations. The west elevation has ganged corbels, approximately three feet apart from each other. The corbels, positioned in elevation just above the level of the spring of the arch of the window, carry the pendant post and wood bracket that support the roof overhang.

#### West (Image No. 4)

The west façade is the street entrance to the station and faces Park Street. A wood frame angled bay projection, extending from grade to the underside of the roof and located off-center of the building, defines the entrance and breaks the horizontal continuity of the masonry. A wood door set in a wood frame located within the central bay is flanked at each cant by a wood window in wood frames. The six-panel wood door is within a slightly recessed arched surround. The windows are two-over-two single-hung; the upper sash is a quarter of the size of the lower sash and is fixed. Below each window is a wood panel with applied criss-cross stickwork and a wood flower box is fastened to each window sill.

Two gray sandstone former chimneys that are terminated below the roof are located one either side of the entrance bay. Two round arch windows penetrate this elevation. One each located at the south and north ends of the façade, between the corners and the chimneys.

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### North (Image No. 3)

The north façade faces Hardenburgh Avenue. The portico projects from the east side of the building, extending vertically above the roof line. Two openings penetrate the masonry on this façade. One door opening is located at the west end and one window opening at the east end of the façade. The door opening has a stone lintel. The window masonry opening is detailed with yellow sandstone voussoirs. Both openings have been infilled with brown sandstone masonry, recessed in the openings.

### East (Image No. 1)

The east façade is adjacent to the railroad facing the park and Tenakill pond. A sandstone masonry portico projects beyond the building approximately eight feet interrupting the main roof line. The portico, the focal point of this elevation, is positioned slightly off-center on the façade.

To the north of the portico is a single round arched masonry window opening. To the south of the portico are ganged window and door openings. The window is in the south position and the door the north position. A dwarf sandstone column, acting as a mullion, separates each opening. The sandstone sill of the window creates the plinth that supports the column. The column components include a base, shaft and capital of multi-shaded yellow sandstone. The column base is composed of, from the plinth, torus, scotia and apophyge moulds. The elongated bell of the capital is unadorned and set between the similarly unadorned neck molding and abacus. The door occupies the position of what was formerly a window opening. The original stone sill was cut and the opening lengthened to accommodate the flush wood door. The door has an arched wood surround and is recessed in the masonry opening.

The five gray sandstone corbels are more randomly placed than those found on the other facades. In addition to the two inset from each corner, a third one is located between the window and portico on the north end of the building, and two others are located each side of the ganged window and door south of the portico.

### South (Image No. 2)

The south façade overlooks a small area of plantings. Three ganged round arched masonry window openings are located in the center of the façade. These windows have the same detailing as the east ganged window and door, using identical dwarf columns as mullions. (Image No. 10)

### Portico (Image No. 12)

The portico projects approximately eight feet from the east side of the building, interrupting the main roof line. Its masonry body extends vertically above the roof line and is topped by a pyramidal hip roof, belfry and steeple. A single round arched opening punctuates each projecting façade. The arches on the north and south façades are approximately 8'-0" high and detailed with single-rows of sandstone voussoirs. The east façade arch, approximately 10'-0" high, has a double-row of sandstone voussoirs. Stout sandstone masonry piers support each



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of the arches. The west piers are engaged with the main wall of the station and the east piers create the outside corners of the portico. The piers continue the water table from the main walls. The arches spring from stone impost blocks set approximately 3'-6" above the water table. The impost blocks are lighter sandstone than the body of the portico and are detailed with floral carvings. The arched openings are infilled with brown sandstone masonry laid in a random ashlar pattern, changing the original form and function of the architecture. The portico was infilled in 1978 as part of the conversion as a Senior Citizen Center. Centered on the east façade, between the two inner corbels and at the same level in elevation, is a stone sign measuring approximately 1'-2" x 8'-8" set flush with the face of the building that is incised "D E M A R E S T."

### INTERIOR

The interior of Demarest Railroad Depot has an open plan, five bays long, one bay wide, and one and one-half stories high. The main space is accessed through a small front entrance vestibule on the west side. The portico currently serves as an enclosed mechanical room on the east side.

#### Main Room (Image Nos. 5, 7 and 8)

The main room is the primary space within the station. A kitchenette, accessible restroom and a balcony creating a partial second level are located at the south end of the room. The balcony is accessible via a stair located in the southeast corner.

The walls are clad with a knotty-pine tongue and groove wainscot with "v" joint. A plain wood baseboard extends the perimeter of the room except at the north wall and the north end of the east wall where the base is boxed out to conceal piping and wiring. Two other mouldings embellish the wainscot, a rounded trim piece with three center beads serving as a chair rail on the north, east and west walls and an arched mould caps the wainscot on all of the walls. Vertical lengths of beaded composition board one foot wide clad the walls above the wainscot. The half wall serving as the railing at the balcony is also clad in the same composition board. The floors are covered in 1'-0" x 1'-0" resilient tile. The ceiling is covered with 1'-0" x 1'-0" acoustic tile. The window and door wood trim is modern, flat, and four inches wide.

The walls of the main space are 13'-4" high. The walls meet the ceiling which slopes upward, following the roof pitch, to a flat area of ceiling 18'-8" from the floor. The dominant features of this space are the arched heavy timber trusses decoratively adorned with foils that spring from corbels, 8'-0" from the floor. (Image No. 15) Four main roof trusses span the full width of the building east to west articulating the five bays. The two outer trusses spring from stone corbels and the two inner trusses from wood corbels. The two outer bays coincide with the hips of the roof. Within these bays three half trusses converge at the center of the first full truss springing from stone corbels at each corner and at the center of the outer wall. A large bead articulates the underside of the lower member of each truss. The edges of each truss member are chamfered ending in a lambs tongue chamfer stop

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shortly before each juncture. Purlins define the transitions between the vertical wall, the sloped ceilings and the flat ceiling. Rafters, centered between each truss at the sloped section of the ceiling, end just beyond each of these purlins. Both the rafters and the purlins have chamfered edges similar to the trusses.

A dormer over the west entrance, within the center bay, provides clerestory light. (Image No. 6) Although the windows are set in an arched frame, the dormer ceiling is flat and flush with the ceiling of the main room. Two exposed rafters that begin at the upper purlins of the flat and sloped ceilings define the sides. These rafters interrupt the lower purlin between the sloped ceiling and vertical wall. A sloped sill extends from the windows to approximately one foot below the lower transition member.

Fluorescent light fixtures are located in the flat area of the ceiling, two between each of the four center trusses. A central hanging fixture is chandelier in the design of a ship's wheel.

Aside from the dormer, the west exterior wall has five openings including two original exterior window openings at either end of the elevation and a door located off-center leading to the vestibule, which is flanked by two fixed interior windows. A small sliding door above the entry door and below the dormer allows access to the small space over the vestibule. The southwest corner wall is angled to accommodate the southwest window in the main room. The northwest corner below the cap moulding is enclosed by a small closet housing the gas service. The north wall is without penetrations. The east exterior wall has four openings: one exterior window located at the north end; an exterior door and window ganged together at the south end; and a double door located slightly off-center leading to the mechanical room (the enclosed portico). Two vents are located above the double doors and the opening for an attic fan is in the sloped ceiling above these. The south elevation is dominated by the modern amenities: the stair to balcony, kitchenette and accessible restroom. There are two openings: a double door that leads to the kitchenette, and a single door that leads to the accessible restroom. The balcony projects out over these rooms and is supported by two posts engaged in the exterior walls and encased by a stained pine veneer.

### Accessible Restroom

The accessible restroom occupies the southwest corner of the main room. The restroom measures 6'-10" x 6'-8". The northwest corner is angled to accommodate the southwest window opening in the main room. The walls are gypsum board with a 4 x 4 ceramic tile wainscot. The ceiling is gypsum board. The floor is 2 x 2 ceramic tile. The baseboard and the door and window trim are flat wood. The toilet is in the southeast corner below the window. The sink is on the west wall adjacent to a plumbing chase occupying the southwest corner. The flush wood door leading to the main room is in the northeast corner. An exhaust fan vents this space through the masonry wall.

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### Kitchenette

The kitchenette is between the stair to the east and the accessible restroom to the west. The kitchenette measures 7'-8" x 6'-8". A portion of the southeast corner is enclosed to accommodate the stair creating a small under stair closet for the hot water heater. The ceiling is sloped from the front of this closet up to the ceiling following the stair run above. The walls and ceiling are gypsum board and the floor is 1'-0" x 1'-0" vinyl tile. The baseboard, and door and window trim are flat wood. A kitchenette unit including an electric stove, base cabinet, sink and counter is installed along the west wall. The double doors leading to the main room are centered on the north wall. There are two window openings in the south wall, ganged single-hung windows that are partially obscured by the underside of the stair. A relief valve for the hot water heater is installed through the east window sash.

### Balcony

The balcony is open to the main room above the kitchenette and accessible restroom. It extends north about one third of the way into the main room beyond the utility spaces of the kitchenette and accessible restroom. A carpeted staircase in the southeast corner of the main room provides access to the balcony. It is a dogleg stair with a landing in the southeast corner. The walls of the kitchenette enclose the stair.

The balcony measures approximately 18'-7" x 13'-4". The floor space is carved out for the stair and for two small toilet rooms along the west wall in the southwest corner. A low wall, clad with knotty pine paneling, at the north perimeter and around the stair opening serves as a railing. The walls are similarly clad as the main room, a knotty pine wainscot and composition board above. The floor is currently carpeted. Each toilet room contains a toilet and sink. There is a sink with a base cabinet located along the west wall between the toilet room and the end of the balcony.

### Mechanical Room (enclosed portico)

The mechanical room, which was originally an exterior space, is packed with mechanical equipment and wood storage shelves. The piers, capitals, voussoirs and other exterior elements of the portico are visible on the interior. The stone infill within the former archways is parged with concrete. The floor is concrete and slopes gradually from west to east. The ceiling is gypsum board and contains a small access hatch to the attic. The mechanical equipment is vented up through the belfry.

### Vestibule

The interior vestibule is created within the projecting wooden bay and an interior wood frame partition set flush with the interior masonry walls. One exterior window is centered in each of the canted walls with a recessed panel below it. The exterior door is centered on the west wall within a recessed wood surround with a low arched opening. The interior wall is clad with wood panels. It has three openings; a central six-panel door with lights in the two top panels, which is flanked on each side by single fixed interior windows. The ceiling is plywood and the

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flooring is covered with 1'-0" x 1'-0" carpet squares. The small space over the vestibule is currently used for storage. It is clad with wood beaded board.

### ARCHITECTURAL EVOLUTION

The original exterior form and many of the predominant architectural features of the Demarest Railroad Depot have been retained, but the building has been modified since its construction. Historic photographs from the 1880's show a small wood frame enclosure on the north side of the building that extends beyond the overhanging roof. (Image Nos. HP-1 and HP-2) The enclosure was located west of the window opening on the north elevation. Whether this frame building was part of the original design or an early addition has not been determined nor is its function known. An exterior door located on the track side of the wood enclosure may indicate it served as the baggage room. Scars in the masonry indicate that this early wood frame enclosure covered the north exterior door providing access to the main building. This enclosure was later expanded extending the length of its north elevation to the edge of the east overhang. Historic photographs show that this building may have served as the western union office. (Image Nos. HP-7 and HP-8) The enclosure was still present in 1917 but had been removed by 1928. (Image Nos. HP-8 and HP-9) The west dormer window sash was also originally very decorative; historic photographs show the dormer with tracery. It is unknown when these sash were changed to match those on the first floor. There were two masonry chimneys on the west side of the building, located either side of the entrance. The chimneys appear to have been brick with stone bands; the north chimney was capped with an ornamental coping.

No archival evidence of the complete original or early interior plan of the station has been located. Given the lack of evidence, the type and location of the original services provided at the station, such as a ticket office, general waiting room, gentlemen's or ladies' waiting rooms, toilet rooms, etc. cannot be identified. There is only one description found in "Summer in the Palisades; A Description of the Northern Railroad of New Jersey and the Palisades", published in 1875 states "...the windows are stained glass and the reception rooms fitted up in panels and ornamental work."<sup>2</sup> There is some indication of the original wall treatment where there is vertical wood beaded board extant within the gas meter closet, the vestibule attic and the water heater closet.

Two historic photographs of the interior show part of the layout of the ticket master's office within the core of the building at the turn of the twentieth century. (Image Nos. HP-10 and HP-11) Whether this was the original location of the office is unknown. The north door and the lower portion of an interior truss appear in the right-hand corner of the 1928 photograph indicating this room was at the north end of the building. Extant scars in the north wood trusses correlate with the location of the ceiling within the ticket master's space. The stove pipe shown on the interior view corresponds to that on the exterior views. (Image Nos. HP-7 and HP-8)

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<sup>2</sup> E.G. Tucherman, "Summer in the Palisades; A Description of the Northern Railroad of New Jersey and the Palisades," (1875), 22

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The Depot began to be used as an American Legion Post and for various community functions as well as a passenger station after World War II. As a result of this added use, at least one modification was made to the interior, the addition of the balcony constructed by a local craftsman.<sup>3</sup> Other interior changes included covering the existing flooring with resilient tile, cladding the walls with knotty pine tongue and groove wainscot and composition board above, and covering the ceiling with acoustic tiles. The American Legion Post and community activities continued through 1978, at which time the Borough purchased the depot and converted it into a senior citizen's center. The conversion, based on architectural drawings prepared for the work, included adding the two restrooms at the balcony level and three rooms under the balcony. The door and window on the north elevation were in-filled, the portico was enclosed and converted into a mechanical room, and a new door inserted in the position of the window on the east elevation as a second means of egress.<sup>4</sup> At that time, two stoves were located at the north end of the building; the stove pipes are still extant above the roof. In 1997, the interior underwent additional changes including the removal of the three rooms under the balcony and the construction of the present kitchenette and accessible restroom.

### SUMMARY DESCRIPTION OF THE PHYSICAL CHANGES TO THE BUILDING SINCE CONSTRUCTION:

The dates indicate the earliest evidence of the change but may not indicate the date of the change.

1872

- Date of original construction.

1876

- The smaller wooden enclosure on the north elevation constructed. It is unknown whether this was original to construction or a very early addition.

1917

- Wooden enclosure expanded by this date.
- Detailing at the pole gutter altered by this date.

1928

- Wooden enclosure demolished by this date.
- The ornamental coping on north chimney removed by this date.

1950's

- Roof Alterations: Slate roof changed to asphalt shingles. Through this alteration the saw-tooth shingle detailing was lost, and the roof cresting, finials and east dormer were demolished. The side walls of the west

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<sup>3</sup> Harold Collins. Personal Communication, November 7, 2001.

<sup>4</sup> Raymond R. Wells Architect and Planner, *Senior Citizen's Center Demarest New Jersey Floor Plans and Elevations* September 15, 1978, drawings, Borough of Demarest, Demarest, New Jersey.

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dormer were changed from slate to wood clapboard. The pole gutter system was removed and hanging gutters installed.

- The two masonry chimneys were removed by this date.
- The interior finishes were removed or covered. Modern finishes were installed.
- Window trim was removed and modern trim installed.
- The balcony was constructed to better serve the community functions within the depot.
- The interior transition between the vestibule and the main room was probably added at this time. A modern infill wall with a door and two interior windows was constructed flush with the interior masonry wall. A ceiling was constructed in the vestibule, creating a small space for storage.

1978 – Conversion to a Senior Center

- Portico alterations. The portico was enclosed for the installation of the mechanical room. The original door opening was replaced with a modern double door. The center elements of the belfry medallions were removed and louvers installed to provide ventilation.
- Two small restrooms were constructed on the balcony and three additional rooms were located under it; one room served as a kitchenette.
- The original arch topped opening and double doors of the west entrance were removed. The frame was infilled with wood and a single door installed.
- The east double window was altered. A door was inserted in the north opening providing a second means of egress and the south sash was altered to fit a window air conditioning unit.

1997

- The kitchenette and accessible restroom were constructed under the balcony replacing rooms constructed during the 1950's.

2002 - 2003

- Asphalt shingle roof removed and slate roof restored including restoration of the roof drainage system and the cast iron finials, cresting and weathervane. This work also included restoring the track side dormer window and the painting the exterior to its earlier paint scheme based on historic paint analysis.

Proposed for 2004

- Reestablish historic masonry opening at north and east sides of the building including reopening the portico and restoring the entrance doors at the portico. This work is part of Borough of Demarest's plans to complete the exterior restoration of the depot.

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### STATEMENT OF SIGNIFICANCE

#### Summary Statement

The Demarest Railroad Depot is eligible for the National Register of Historic Places under **Criterion A** for its association with the region's change from a self-sufficient rural community to one that was open to broader markets which coincides with the introduction of railroad service through Demarest in the early 1850s. The construction of the Demarest Railroad Depot in 1872 was directly influenced by the change in rail service for primarily freight transportation to one that expanded its passenger service in an effort to increase revenue. Passenger service along this rail line continued through much of the early twentieth century, but the dominance of the automobile as a major mode of transportation and the construction of the George Washington Bridge led to the closing of the depot in 1966.

The Depot is also eligible under **Criterion C** as a building designed by a master, i.e., J. Cleveland Cady and the early use of the Romanesque Revival style in railway station design. The Romanesque Revival detailing is found in the heavy rough-cut stone, round arches, squat dwarf columns, deeply recessed windows, and densely carved decoration and its construction personifies many of the typical railroad station characteristics with its dual frontage, low-overhanging roof and portico with steeple. The date of construction, 1872, marks the beginning of the period of significance under Criterion C. Due to the various changes to the building both on the exterior and interior, the end of the period of significance would include up to the period when the roof features, such as material, drainage, and accretions were removed. The last existing historic photograph to document these finishes and features was taken in 1928.

The construction of the Demarest Railroad Depot in 1872 marks the beginning of its period of significance, and the change in a dependence on the railroad to the automobile with the construction of the George Washington Bridge in 1932 marks the end of its period of significance.

#### Borough of Demarest

The Borough of Demarest's development began in the late seventeenth and early eighteenth centuries as a farming community. Its transformation into a dense suburban enclave in northern New Jersey has been mainly influenced by its proximity to New York City and advances in transportation.

The Borough of Demarest was originally part of the Township of Harrington, a colonial settlement in the northeast corner of New Jersey, then known as East Jersey. Settlement of this area began about 1680<sup>1</sup> and continued through the late seventeenth and early eighteenth centuries. The area was isolated given the rough

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<sup>1</sup> Peter O. Wacker and Paul G.E. Clemens, Land Use in Early New Jersey: A Historical Geography, (Newark: New Jersey Historical Society, 1995). 42-43.

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terrain of the Palisades and the unimproved roads that led south through Englewood to Paulus Hook. Early transportation in the region was limited, often taking two days to reach Manhattan by coach and ferry. Demarest remained a rural farming community well into the early 19th century, uninfluenced by developing transportation routes between New York City and Philadelphia.<sup>2</sup> The development of the steam railroad engine in the early 1830s helped to transform much of New Jersey's landscape and its economy but Demarest was not affected until 1859 when the Northern Railroad of New Jersey constructed a rail line connecting Piermont, New York with Jersey City, passing through Demarest; Demarest was a flag stop. At that time, Demarest consisted of approximately twenty homes, a distillery, a grist mill, a saw mill and a woolen mill. (Image No. HM-2)

In the decades following the railroad, the previous era of farming by the Jersey Dutch families gave way to other outside, railroad-related influences. Within twenty years of construction of the railroad, the number of houses and roadways had doubled, and there was increased development. The Tenakill Hotel was constructed in the 1860s and was able to accommodate 200 guests, the town had a general store, and there was an increase in the number and size of industry including the change of the existing woolen mill to an optical and camera lens manufacturer, and the expansion of the existing coal business. Many of the existing farms were subdivided to create new suburban homes and the area attracted such wealthy New York businessmen as George D. Lydecker, founder of the New York Clearing House, Crummond Kennedy, Editor of the Christian Union and a landowner of a substantial amount of property in the area, and New York City Alderman John A Taylor. Large homes constructed in the styles of the period were built within blocks of the railroad. The Tenakill Hotel as well as the Knickerbocker Race Track attracted many summer visitors.<sup>3</sup>

The Erie Railroad absorbed the railroad line in 1869 and the rapid increase in passengers began to necessitate a permanent passenger station requiring regular stops. The existing depot, designed by J. Cleveland Cady, was constructed in 1872.<sup>4</sup> (Image Nos. HM-3 and HP-1)

By the turn of the century, both the manufacturing facility and the hotel had burned and Demarest was becoming a year-round residential community. Religious affiliations grew beyond that of the Dutch Reformed Church. Baptist services began in the area in 1874, the first Catholic Mass was celebrated in Demarest in 1894, and a Methodist congregation was established in 1908.<sup>5</sup>

The Borough of Demarest was incorporated on April 8, 1903 and by 1905 there were 111 houses and 470 residents. After the construction of the George Washington Bridge connecting Northern New Jersey to New York City in

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<sup>2</sup> Johnson, James P., *New Jersey: History of Ingenuity and Industry*, (Northridge, CA: Windsor Publications, 1987), 96, 113-114.

<sup>3</sup> "Demarest, Its People and History: Commemorating New Jersey Tercentenary." (Demarest: 1964), 21-22.

<sup>4</sup> *Bergen County Democrat*, June 21, 1872.

<sup>5</sup> "Demarest, Its People and History: Commemorating New Jersey Tercentenary," 22-23.



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1932, the population of Bergen County expanded rapidly. By 1950, the population of Demarest had grown to almost 1900 and by 1964, almost 5,000 people were living in approximately 1,340 homes.<sup>6</sup>

### Demarest Railroad Depot

Demarest was initially a flag stop on the Northern Railroad of New Jersey, which was later absorbed by the Erie Railroad. The Erie Railroad first began operations in the 1840s in New York State at the Piermont terminus. By 1848, they had expanded into New Jersey and by the 1860s began taking over local or regional routes that fell on bad times or could not operate effectively without access to Erie's main lines. Both the Northern Railroad of New Jersey and the New Jersey & New York Railroad were leased in 1869, the Bergen County Railroad in 1881, and the New York & Greenwood Lake Railroad in 1896. (Image No. HM-1)

Demarest was initially a flag stop, meaning the train would stop only when "flagged" by a hand or lantern, or when the conductor was given advanced notice by a passenger. According to Buildings and Structures of American Railroads (published in 1892), there was little distinction between buildings for a flag stop and a local passenger stop. The flag-depots were generally small local passenger depots, the smallest and cheapest class of structures. There is no archival evidence to indicate that there was a railroad structure in Demarest, such as a flag depot, prior to the construction of the existing passenger station. The form and architectural articulation, as well as services and interior arrangements of local passenger stations varied. Smaller stations may have contained waiting rooms, a ticket-office and a baggage room. Larger stations were often two stories high and contained more amenities such as large waiting rooms, toilet-rooms, smoking-room, dining room, baggage room, express-room, mailroom, telegraph-office and ticket-office.<sup>7</sup> At small depots, the same office was often used for the telegraph-office, ticket-office, and the station agent.<sup>8</sup> Depending on the amount of rail traffic, a station may have had an auxiliary room for baggage or mail sorting.<sup>9</sup>

Low massing and trackside frontage was typical for stations of the time and there was often a focal point, frequently in the form of a bell or clock tower. A typical depot was designed so that one façade faced the community and the other faced the railroad so that the back door was equally as important as the front door. Circulation through and around the depot had to allow for the continuous comings and goings of passengers. Partial shelter on the exterior was often articulated through deep overhanging roofs or canopies, supported by brackets or free-standing posts; the platform articulation offering protection from the elements was a defining architectural feature.

<sup>6</sup> "Demarest, Its People and History: Commemorating New Jersey Tercentenary,." 25-26.

<sup>7</sup> Walter C. Berg, C.E., Buildings & Structures of American Railroads. (1893. Reprint, Newton K. Gregg), 278

<sup>8</sup> Buildings & Structures of American Railroads, 283.

<sup>9</sup> Janet Greenstein Potter, Great American Railroad Stations. (New York: John Wiley & Sons, Inc., 1996), 25.

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The Demarest Railroad Depot, designed by J. Cleveland Cady, was constructed in 1872 using many Romanesque revival style characteristics including heavy rough-cut stone, round arches, squat dwarf columns, deeply recessed windows, and densely carved decoration. (Image Nos. HP-1 and HP-2) It was described as “an elaborate work of art designed by Mr. J. Cleveland Cady, and built of freestone, with trimmings of a lighter tint, all of which was quarried on the Palisades slope in the immediate vicinity...The building is surmounted by a tower. The stone of which the depot is constructed was donated for the purpose. The work cost \$6,000.”<sup>10</sup>

J. Cleveland Cady, most notable for his design of New York’s Metropolitan Opera House (1881-1884) and the American Museum of Natural History (1888-1899), was well versed in the use of Romanesque Revival detailing. This detailing was also used in a number of his designs for structures at Yale University, and Saint Anthony Hall (1877-1878) at Trinity College. Very little is written about the entire body of works of J. Cleveland Cady having been overshadowed by such contemporary architects as Frank Furness, H.H. Richardson, Calvert Vaux, and Louis Sullivan. Many of his buildings, such as the Metropolitan Opera House and a number of his buildings on the Yale campus have been demolished.

The exterior architectural articulation of railroad stations varied from region to region and evolved as more stations were constructed through the mid to late 19th century. Gothic revival detailing was the predominant architectural articulation of stations constructed in the region. The Tenafly Railroad Station, which is attributed to another architect and constructed around the same time as the Demarest station, is a local example of the use of Victorian Gothic detailing in the articulation of the façade. The Tenafly Railroad Station has some similar design motifs to that of the Demarest Railroad Depot, such as the cresting, finials, and overhanging roof; however, the Tenafly station has Victorian Gothic detailing in the articulation of the trim, and window and door openings.

Although stations built as early as the Union Depot in Providence, Rhode Island constructed in 1848, utilized Romanesque revival detailing, it remained rare until the 1880s. It was then that Henry Hobson Richardson, who was the chief architect for the Boston and Albany Railroad Company, began to routinely draw from the Romanesque for the articulation of railroad stations. Richardson is often credited with being the progenitor of its prolific use on stations in the last two decades of the nineteenth century.<sup>11</sup> According to Leland Roth, architectural historian, “since the historical associations of the Romanesque were not so rigidly fixed as were those of Gothic, it could be used for new building types whose functions suggested no clear associations. The railroad station was one.”<sup>12</sup> Given the prominent use of Romanesque forms and features for the exterior, the Demarest Railroad Depot could be considered atypical for railroad stations constructed in the region. The articulation of the

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<sup>10</sup> E.G. Tucherman, “Summer in the Palisades; A Description of the Northern Railroad of New Jersey and the Palisades,” (1875), 22.

<sup>11</sup> It is important to note that the articulation of the Romanesque by Richardson was considered unique in that he attached his own designs and variations to a classical form creating a personal style.

<sup>12</sup> Leland Roth, A Concise History of American Architecture, (New York, Harper & Row, Publishers, 1979), 116.

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roof trusses on the interior and the use of foils for a decorative appearance show the transition between the use of the Romanesque and Gothic.

The Depot began to be used as an American Legion Post and for various community functions as well as a passenger station after World War II. The reliance on the automobile, the quality of the roads, the increase in means of vehicular access between New York and New Jersey, as well as the increase in buses for mass transit all contributed to the decline in use of the region's railroads.<sup>13</sup> The Erie Railroad merged with the Lackawanna Railroad in 1960 but the steady decline in passengers and the increased cost to maintain and run the system forced the Erie Lackawanna to begin abandoning passenger lines. In January of 1966, the railroad company petitioned to close all passenger train service in the state. A substantial state subsidy was provided and over half of the service continued.<sup>14</sup> Unfortunately the Northern Branch was deemed expendable and on October 3, 1966, the Demarest Railroad Depot ended service as a passenger depot.

Although passenger service had ceased, the American Legion Post and community activities continued through 1978, at which time the Borough purchased the depot and converted it into a senior citizen's center. The depot has served the seniors for over twenty years.

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<sup>13</sup> H. Jerome Cranmer, New Jersey in the Automobile Age: A History of Transportation. (Princeton: D. Van Nostrand Company, Inc., 1964), 36-39.

<sup>14</sup> Richard Hyer and John Zec, Railroads of New Jersey. (N.p., 1975), 23.

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"Historic Map c. 1876," Courtesy of the Demarest Historical Society.

Site Diagram. HJGA Consulting, Architecture & Historic Preservation, Inc., 22 January 2004. Site Diagram showing Geographic Boundary as based on the Survey of Demarest Railroad Station, Borough of Demarest, Bergen County, New Jersey prepared by Azzolina Engineering Company, James P. Azzolina, P.E. & L.S., Borough Engineer, and dated May 23, 1978.

### Floor Plans

Existing Conditions of the Demarest Railroad Station: First Floor Plan. The Office of Herbert J. Githens, Architect and Planner, January 10, 2002. Annotated plans of existing conditions as prepared for the *Demarest Railroad Station Historic Preservation Plan*.

Existing Conditions of the Demarest Railroad Station: Second Floor Plan. The Office of Herbert J. Githens, Architect and Planner, January 10, 2002. Annotated plans of existing conditions as prepared for the *Demarest Railroad Station Historic Preservation Plan*.

Existing Conditions of the Demarest Railroad Station: Reflected Ceiling Plan. The Office of Herbert J. Githens, Architect and Planner, January 10, 2002. Annotated plans of existing conditions as prepared for the *Demarest Railroad Station Historic Preservation Plan*.

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### GEOGRAPHICAL DATA

#### Verbal Boundary Description

The nominated property is located within Demarest Park and encompasses Tax Lot 1 of Tax Block 17D and .0182 acres of Tax Lot 1 of Tax Block 18 in its roof overhang and portico in the Borough of Demarest. Tax Lot 1, Block 17D is a rectangular shaped lot extending approximately 250 feet along the 47.5 foot right-of-way of Park Street in the Borough of Demarest. On the north and south ends of the property the line extends for approximately 33 feet. On the east and west ends, the property extends for approximately 250 feet. The lot has frontage on the railroad right-of-way of approximately 250 feet. The railroad station is immediately adjacent to the railroad right-of-way extending at the building and portico footprints and at the roof overhang on the railroad property, Lot 1, Block 18. The building and portico occupies .0064 acres (215 SF) of the railroad property and the railroad overhangs the railroad property for .0118 acres (398 SF). The boundary of Lot 1, Block 18 is limited to the extent of the roof overhang of the building and portico.

#### Boundary Justification

The nominated property includes the parcel of land upon which the Demarest Railroad Depot occupies as well as a portion of the surrounding open acreage of Tax Lot 1 of Tax Block 17D which also includes a portion of the modern park to the south of the station. The tracks run past the east side of the station. The tracks are active on a minimal basis, but continue to provide a context for the parcel that includes the actual station.

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### LIST OF PHOTOGRAPHS

Demarest Railroad Depot  
38 Park Street  
Demarest Borough, Bergen County New Jersey

Photographer: Margaret M. Hickey  
Montclair, New Jersey  
(except at noted)

Date of Photographs: November 2003

Location of Original Negatives: HJGA Consulting, Architecture & Historic Preservation  
36 Park Street  
Montclair, New Jersey 07042

Image Number	Description of Photograph
1	East side (track side) of the Demarest Railroad Depot showing the portico.
2	South side of Demarest Railroad Depot.
3	North end of the depot. The slate roof, copper pole gutter, cresting, finials and weathervanes and the dormer at the portico roof were recently restored by the Borough of Demarest.
4	West side (Park Street) of the Depot showing the primary entrance to the building.
5	Interior of the Demarest Railroad Depot looking north. The original wood truss ceiling is exposed amidst modern finishes. Based on some limited areas of wainscot found in various locations on the interior, it is feasible some of the original or early architectural finishes remain below the modern wainscot, wallboard and acoustic tiles.
6	Interior of the depot looking west at the dormer window, which provides clerestory light to the space.
7	Interior of the depot looking south at the balcony which was constructed after World War II when the building was used by the American Legion.

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- 8 Detail of the interior showing modern kitchen and accessible restroom on the ground floor for use by the Senior Citizens.
- 9 Detail of the roof overhang showing the girder with chamfered edges which provides intermediate support for the rafters and the supporting wood brackets set on the stone corbels at the building.
- 10 Detail of the south elevation showing three ganged round arched masonry window openings. Dwarf sandstone columns, acting as a mullion, separate each opening. The sandstone sill of the window creates the plinth that supports the column. The column components include a base, shaft and capital of multi-shaded yellow sandstone.
- 11 Detail of the portico on the east elevation showing the restored dormer, and steeple roofs including pole gutters, copper ridge rolls and finials. Restoration of the belfry level is planned for the next phase.
- 12 Detail of the portico on the east elevation showing the arched opening which was infilled in the 1970s. The interior of the portico serves as a mechanical room. Restoration of this opening is planned for the next phase.
- 13 Detail of the west elevation dormer window.
- 14 Detail of the underside of the overhanging roof showing the wood roof rafters with decorative tails, the girder with chamfered edges which provides intermediate support for the rafters and the supporting wood brackets set on the stone corbels.
- 15 Detail of the interior showing the arched heavy timber trusses which are decoratively adorned with foils and spring from a combination of stone and wood corbels.
- HP-1 Historic view of the station circa 1880 showing north and east sides of the Demarest Railroad Depot. Note the wood frame addition at the north end of the building. (Photograph provided by the Demarest Historical Society. Source is unknown.)
- HP-2 Historic view of the Demarest Railroad Depot circa 1900 looking at the north and east sides of the building. This image shows the building in more detail including the north wood frame addition. (Photograph provided by the Demarest Historical Society. Source is unknown.)



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- HP-3 Historic view of the Demarest Railroad Depot at the northwest corner. Note the two brick masonry chimneys and the north wood frame addition which has been enlarged to the east. The date of this image is unknown. (Photograph provided by the Demarest Historical Society. Source is unknown.)
- HP-4 Historic view of the Demarest Railroad Depot looking at the west and south sides of the building. This image shows the two chimneys in more detail as well as the west entrance, roof cresting and other architecturally defining features of the depot. The date of the photograph is unknown. (Photograph provided by the Demarest Historical Society. Source is unknown.)
- HP-5 Historic view of the depot looking at the southeast corner. At the far north end of the building, the north frame addition as extended is visible. Date of photograph is unknown. (Smithsonian Institution.)
- HP-6 Historic view of the depot looking at the southeast corner. At the far north end of the building, the north frame addition as extended is visible. Date of photograph is unknown. (Photograph provided by the Demarest Historical Society. Source is unknown.)
- HP-7 Historic view of the depot in 1917 looking at the east and north side of the building included the extended north frame addition. (Photograph provided by the Demarest Historical Society. Source is unknown.)
- HP-8 Historic view of the depot showing the north frame addition. Photograph dates to circa 1917. (Photograph provided by the Demarest Historical Society. Source is unknown.)
- HP-9 Historic view of the depot in 1928. Note the wood frame addition on the north end of the building has been removed. (Frederick F. Shields, Sr.)
- HP-10 Demarest Railroad Depot in 1928. View of the interior of the ticket master's office looking west. Note the impost block and ceiling truss in the northwest corner; the ceiling of the office was cut into the wood trusses. Cuts in the trusses visible on the interior remain today as evidence of this ceiling. Stove pipe location fits position shown on exterior view in Figures 23 and 24. (Frederick F. Shields, Sr.)

United States Department of the Interior  
National Park Service

Demarest Railroad Depot  
Bergen County, New Jersey

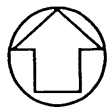
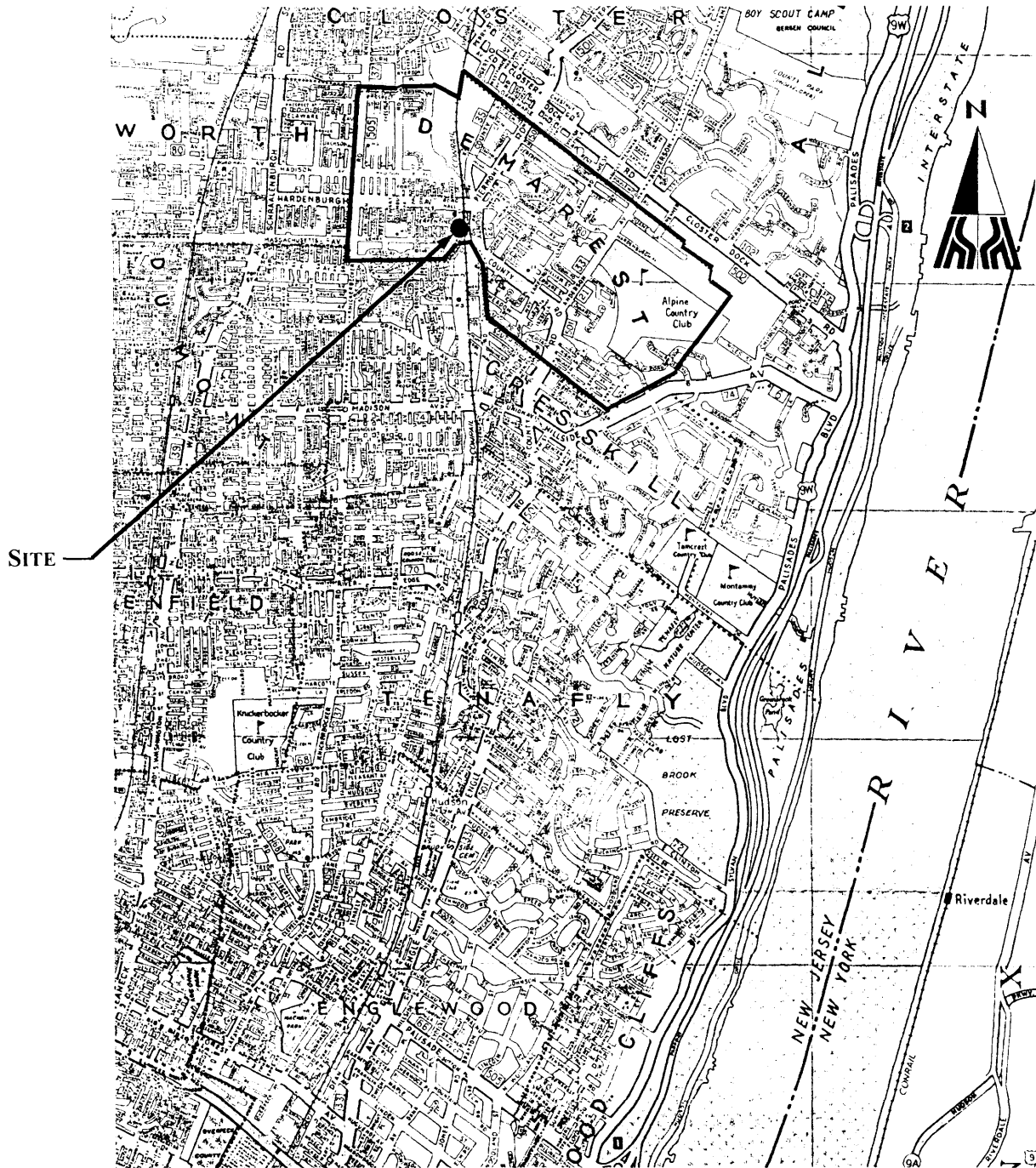
## National Register of Historic Places Continuation Sheet

Section number 11 Page 4

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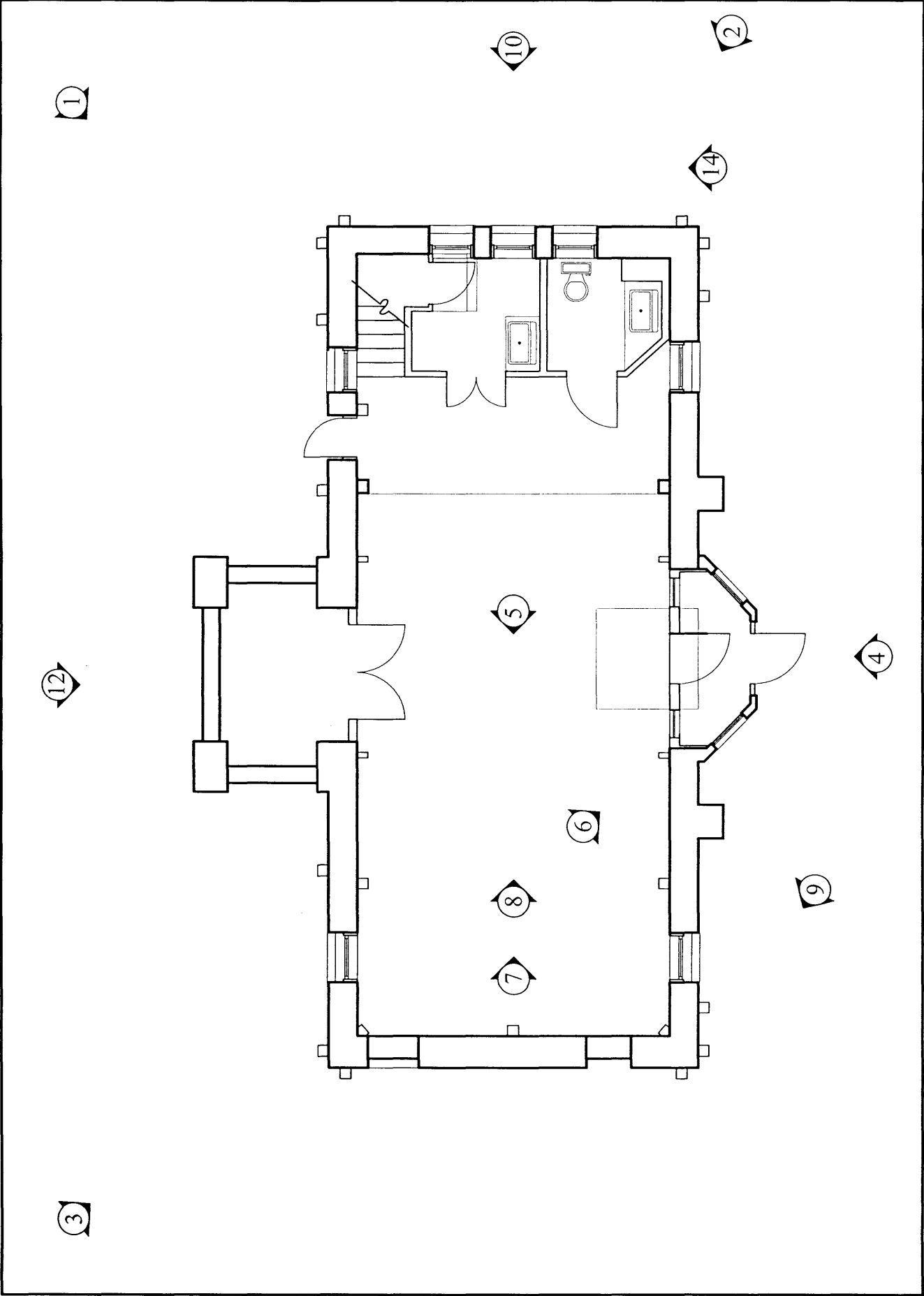
- HP-11 Historic view of the interior of the ticket master's office looking east. The date of this image is unknown, but light coming in the window on the north elevation may indicate the photograph was taken after the north addition was removed. Note the light fixtures are different from the one visible in the interior photograph from 1928. (Frederick F. Shields, Sr.)
- HP-12 Demarest Railroad Depot in circa 1950. Note the significant changes to the roof including the removal of the cresting and finials, change to an asphalt shingle roof, removal of the tower dormer, and removal of the pole gutter. (Photograph provided by the Demarest Historical Society. Source is unknown.)

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY



Map of Bergen County Showing Site of Railroad Station

Credit: *Hagstrom Map of Bergen County, New Jersey.* (Maspeth, New York: Hagstrom Map Company, Inc., 1994)

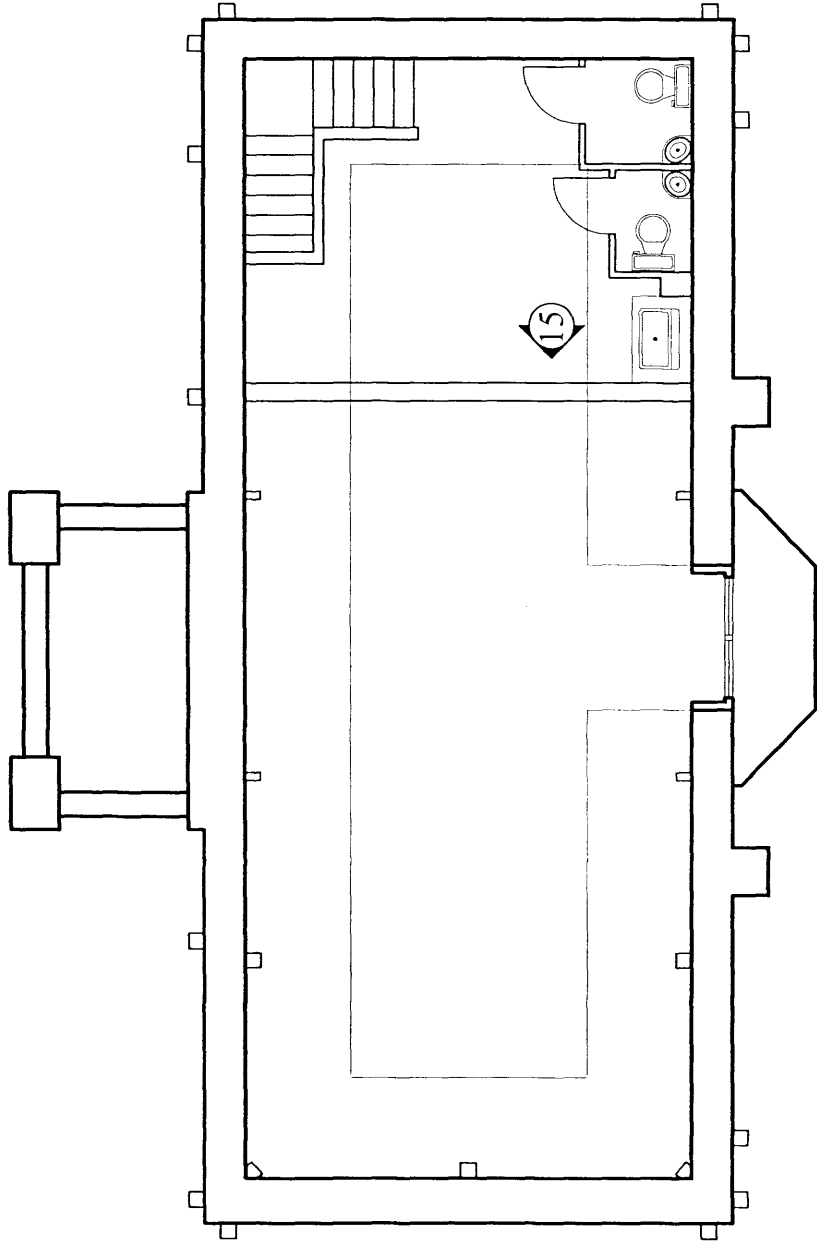


FIRST FLOOR  
 PLAN  
 1/8" = 1'-0"



DEMAREST RAILROAD DEPOT  
 DEMAREST BOROUGH, BERGEN COUNTY, NJ

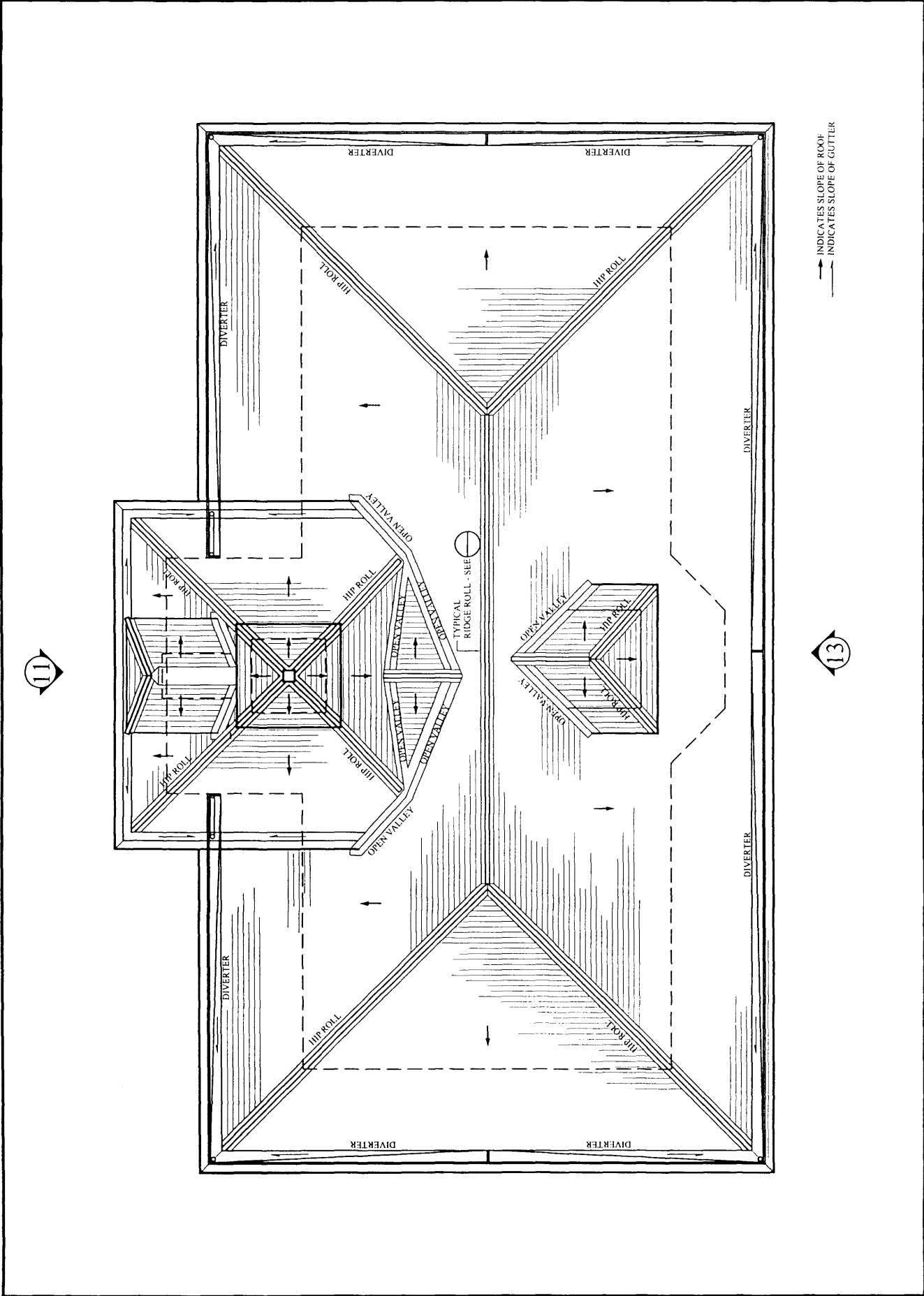
PHOTOGRAPH  
 KEY PLAN



SECOND  
FLOOR PLAN  
1/8" = 1'-0"

DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY, NJ

PHOTOGRAPH  
KEY PLAN



ROOF PLAN  
 1/8" = 1'-0"

DEMAREST RAILROAD DEPOT  
 DEMAREST BOROUGH, BERGEN COUNTY, NJ

PHOTOGRAPH  
 KEY PLAN

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY

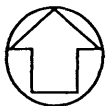
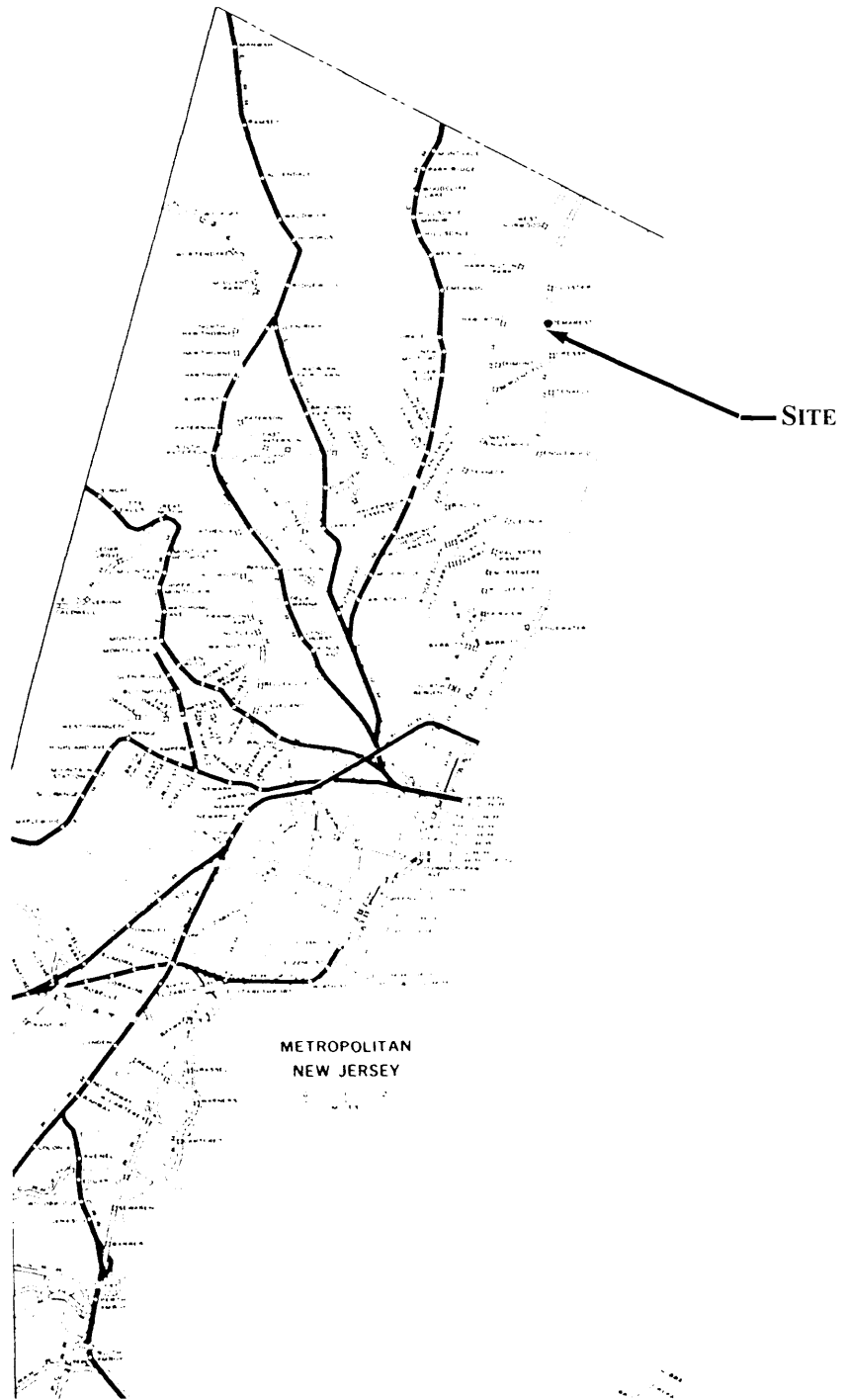
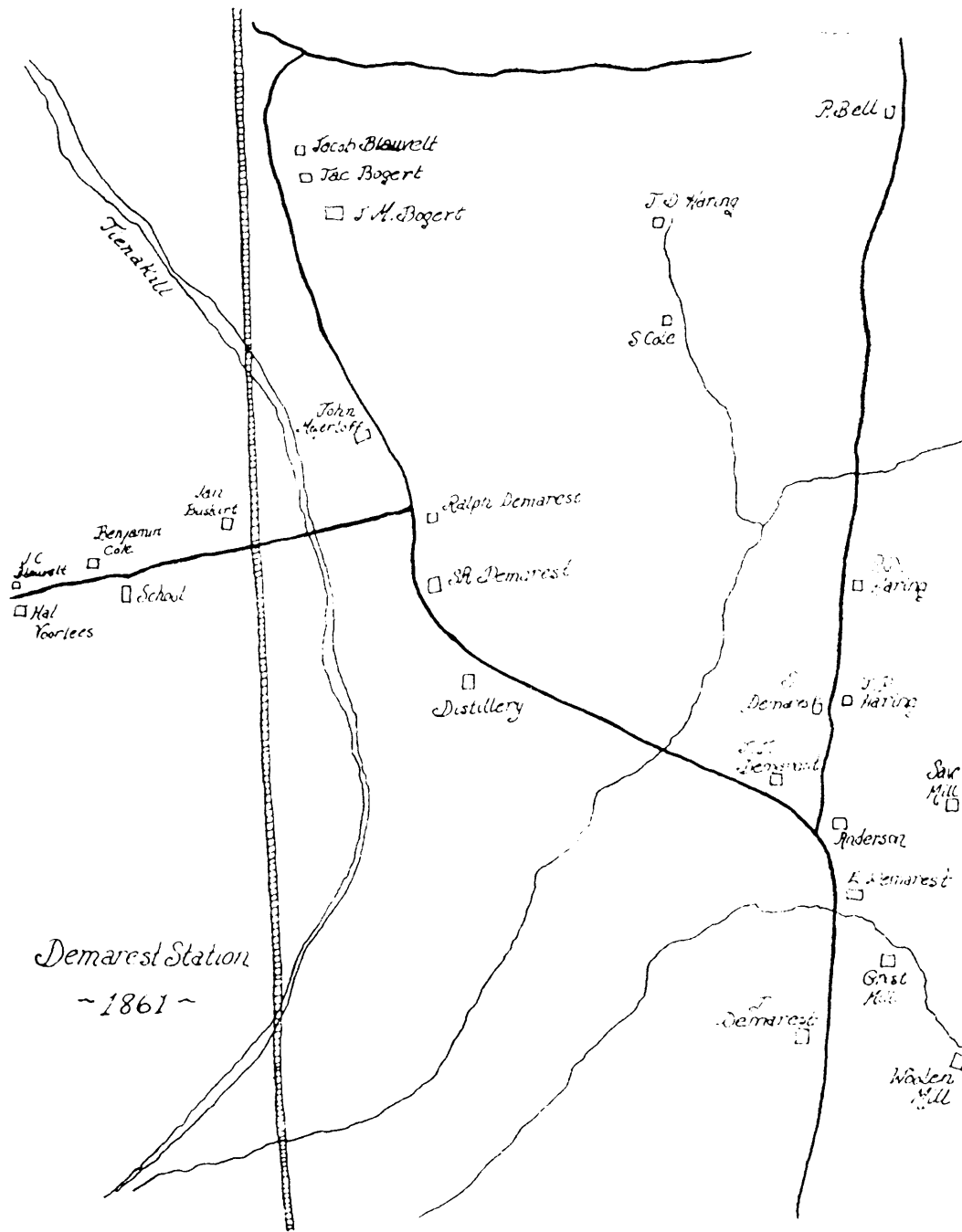


Image No. HM-1: Map of Railroad Lines in Metropolitan New Jersey, undated

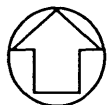
Credit: NJ Public Utilities Commission as published in Railroads of New Jersey.

NATIONAL REGISTER NOMINATION  
 DEMAREST RAILROAD DEPOT  
 DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY



"Demarest Station" — 1861

Image No. HM-2: Historic Map c. 1861



Credit: "Demarest, Its People and History: Commemorating New Jersey Tercentenary." (Demarest: 1964). 17.



NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY

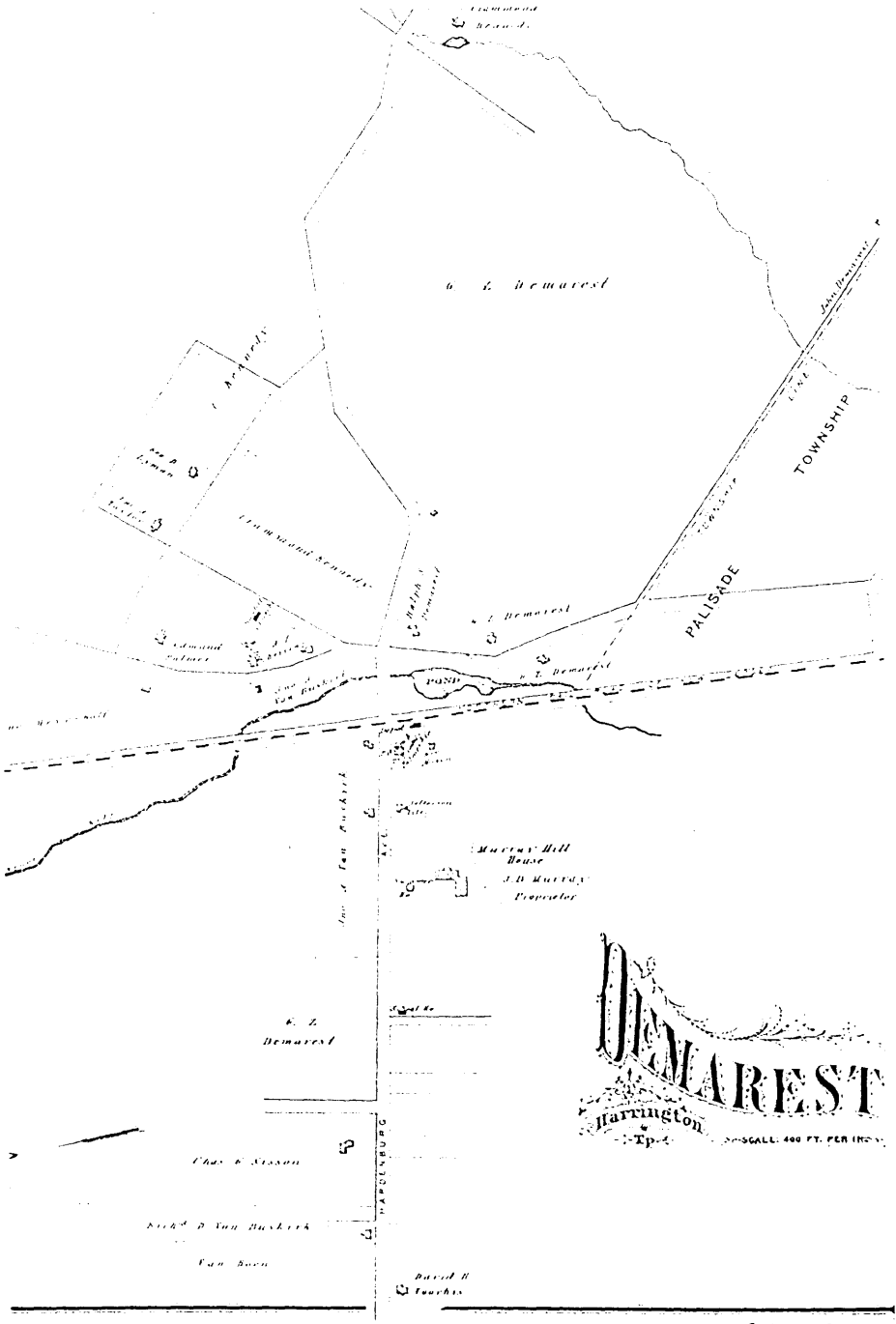
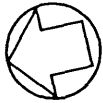


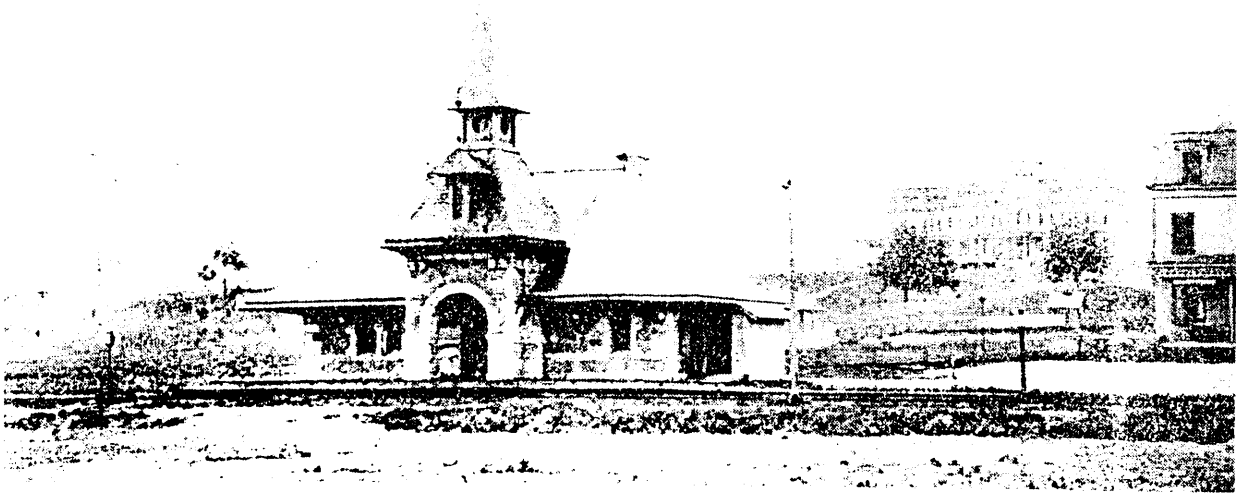
Image No. HM-3: Historic Map c. 1876



Map provided by the Demarest Historical Society

Source is unknown.

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY



Demarest Station in the 1880's.

IMAGE NO. HP-1

View of north and east side of the Demarest Railroad Depot, circa 1880.

Image No. HP-1

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY

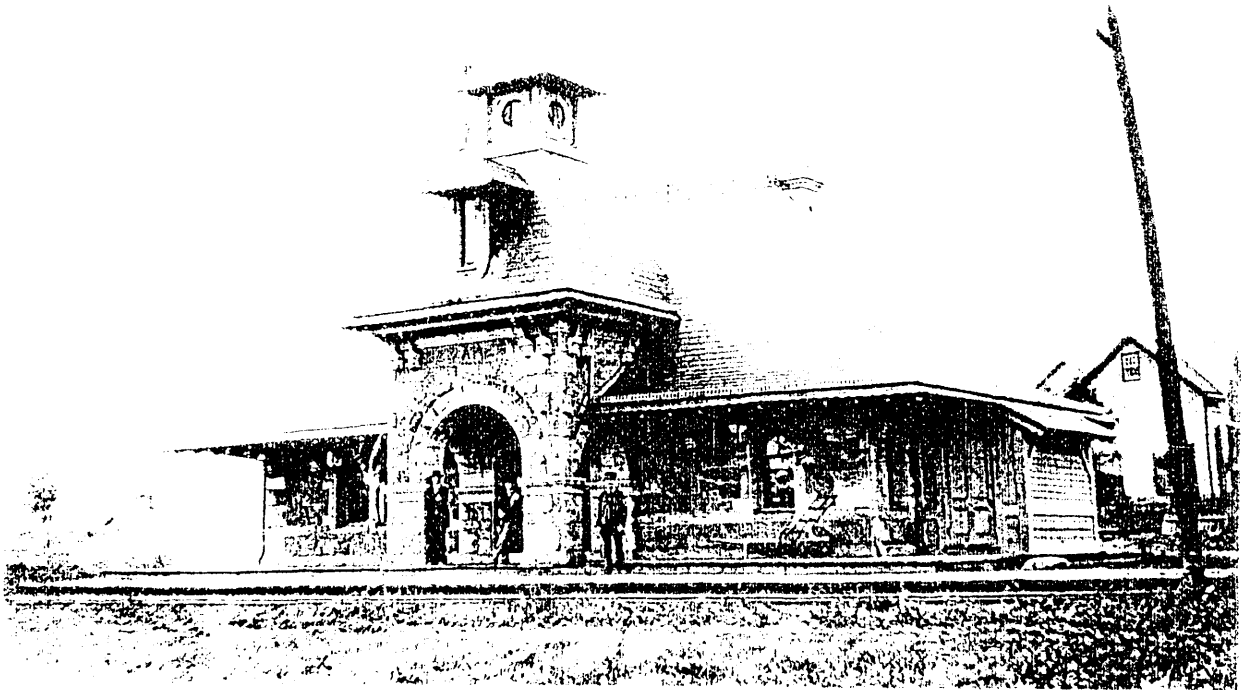


IMAGE NO. HP-2

The Demarest Railroad Depot northeast, circa 1900. Note the small wood frame addition on the north side of the building.

Photograph provided by the Demarest Historical Society. Source unknown.

Image No. HP-2

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY

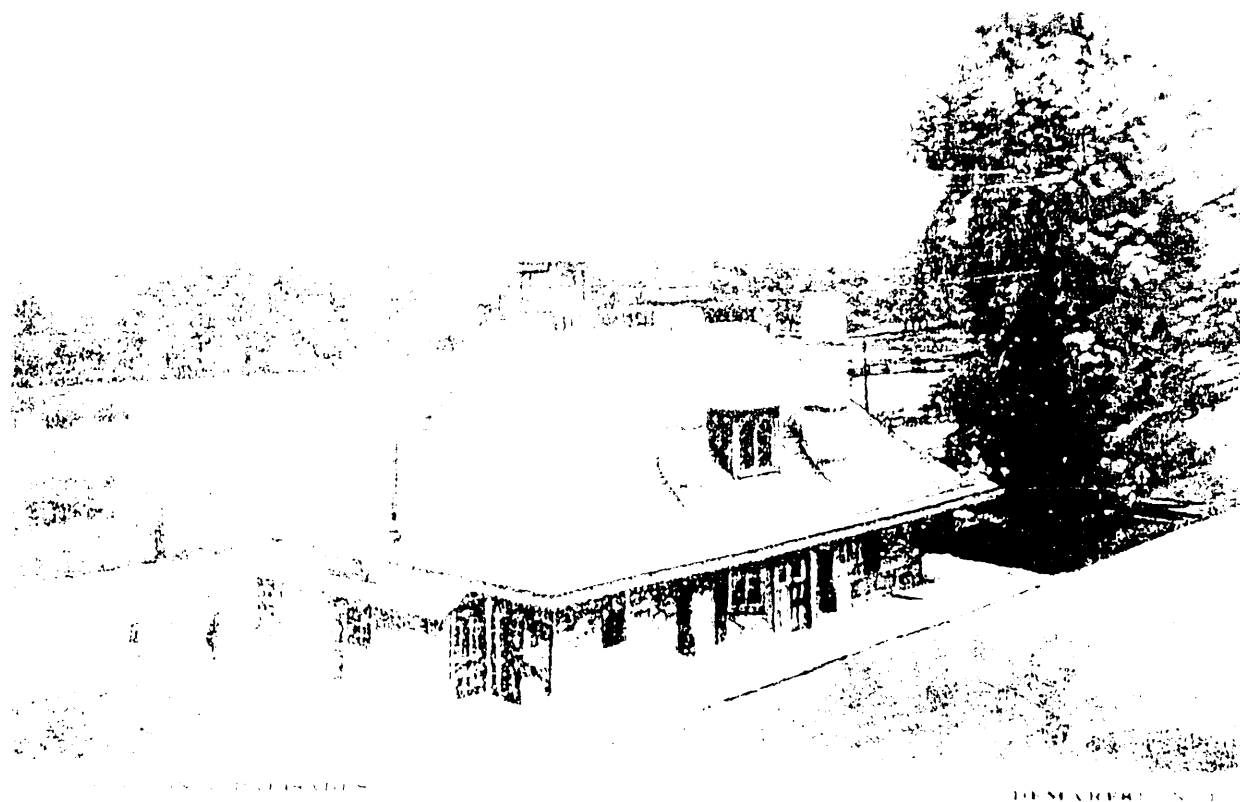


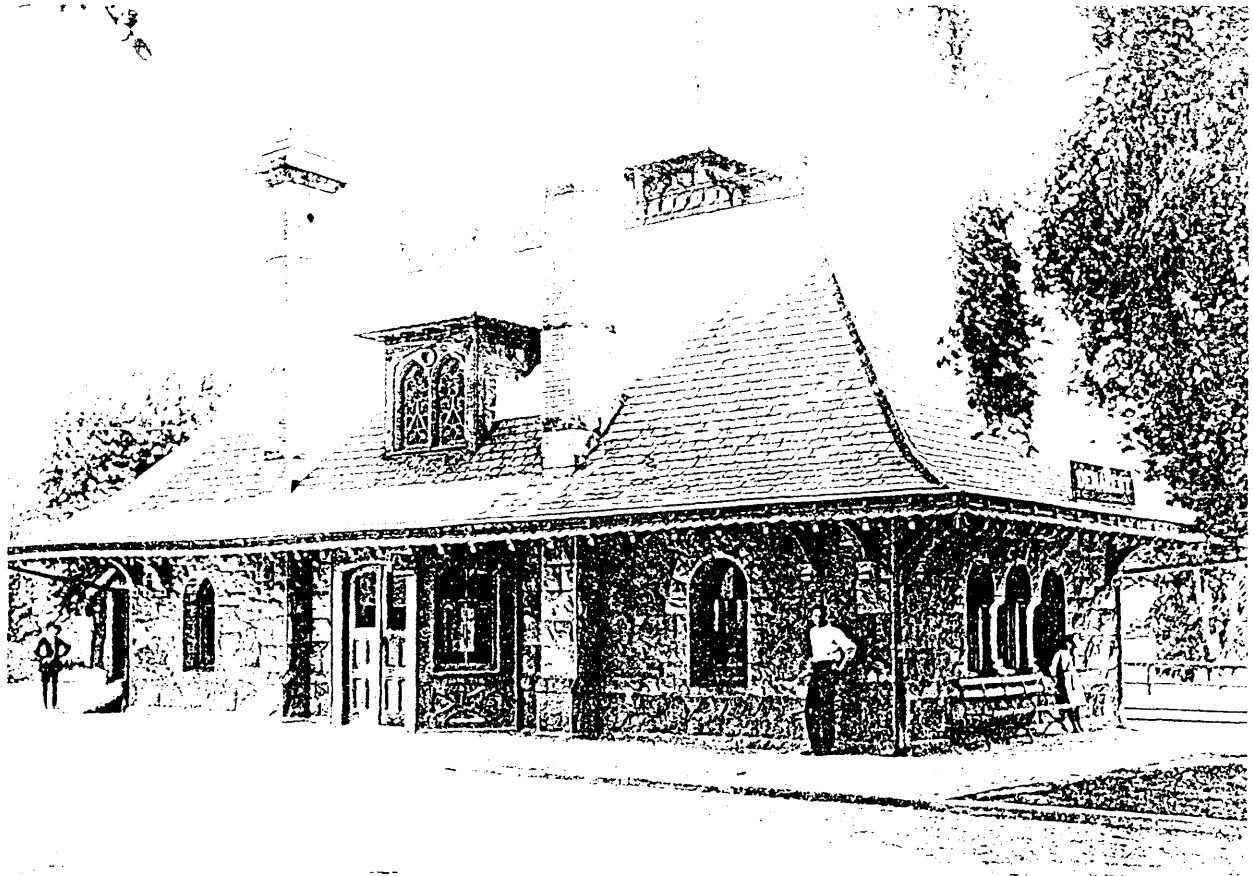
IMAGE NO. HP-3

The Demarest Railroad Depot northwest corner, date unknown.

Photograph provided by the Demarest Historical Society. Source unknown.

Image No. HP-3

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY



M.P. 197  
Similar to the Tenafly station in construction but differing in detail, the fine DEMAREST depot was built in 1874 at the cost of \$6000. It was designed by J. Cleveland Cady, who, a few years later, planned the first Metropolitan Opera House in New York.

**IMAGE NO. HP-4**

The Demarest Railroad Station northeast corner, date unknown.

Photograph provided by the Demarest Historical Society. Source unknown.

**Image No. HP-4**

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY

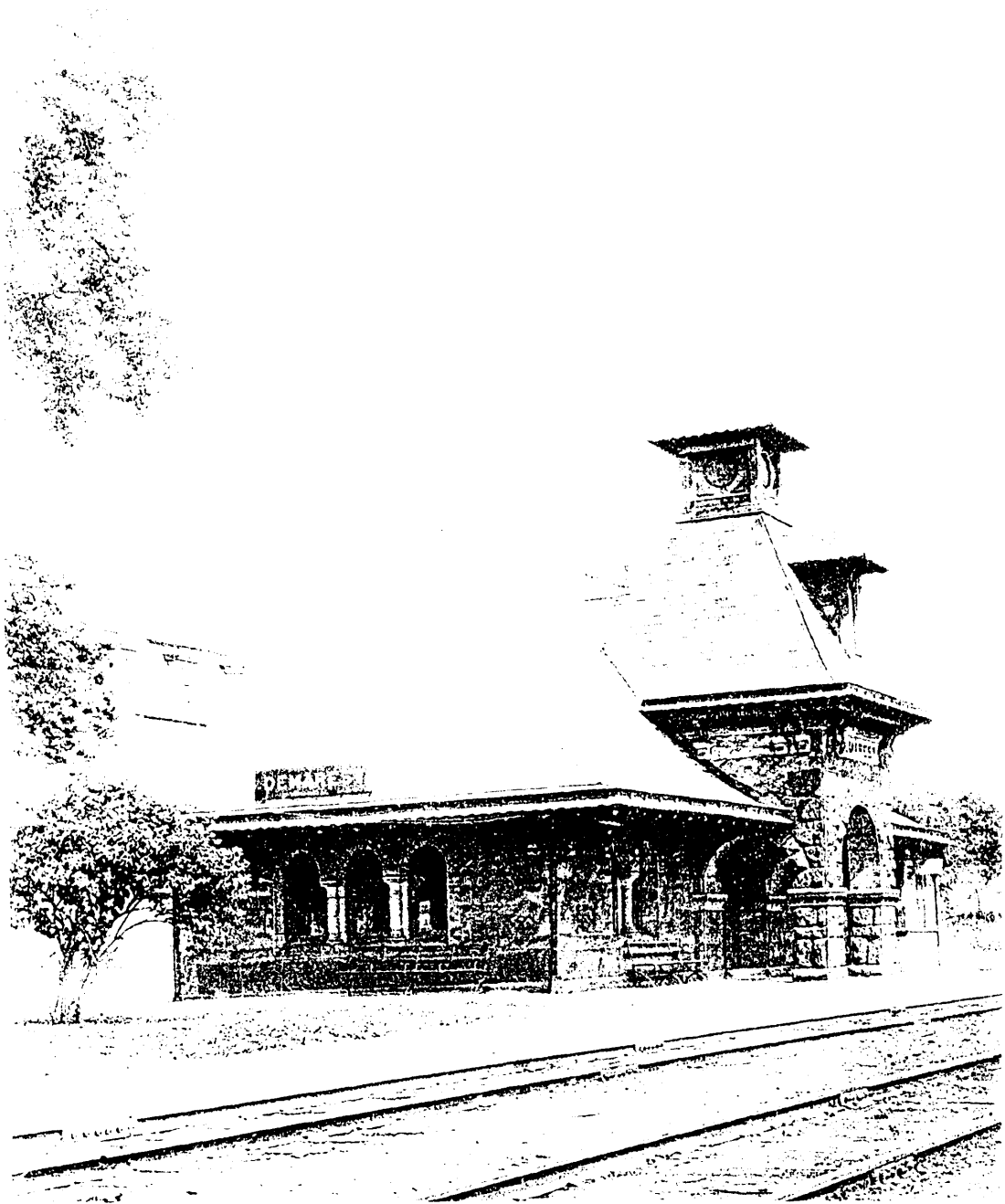


IMAGE NO. HP-5

The Demarest Railroad Station southeast corner, date unknown.

Credit: Smithsonian Institution.

Image No. HP-5

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY



M.P. 19.2  
DEMAREST was originally a flag stop on the Northern. At the time of these pictures, eighteen trains in each direction made weekday stops.

IMAGE NO. HP-6

The Demarest Railroad Station southeast corner, date unknown.

Photograph provided by the Demarest Historical Society. Source is unknown.

Image No. HP-6

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY

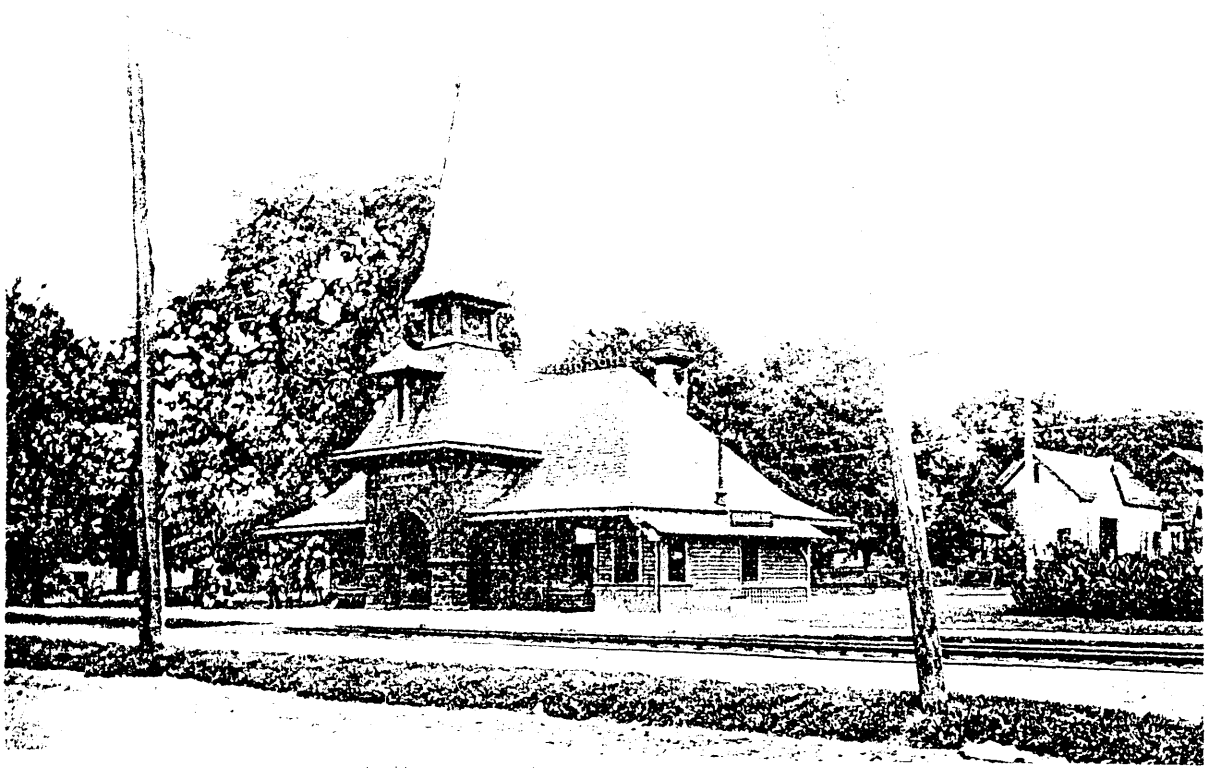


IMAGE NO. HP-7

Demarest Railroad Station in 1917. Note the wood frame addition on the north end of the building. It has been extended, probably in the first decade of the twentieth century. It may have served as a telegraph office.

Photograph provided by the Demarest Historical Society. Source unknown.

Image No. HP-7



NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY



IMAGE NO. HP-8

View of north wood frame extension circa 1917.

Photograph provided by the Demarest Historical Society. Source unknown.

Image No. HP-8

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY

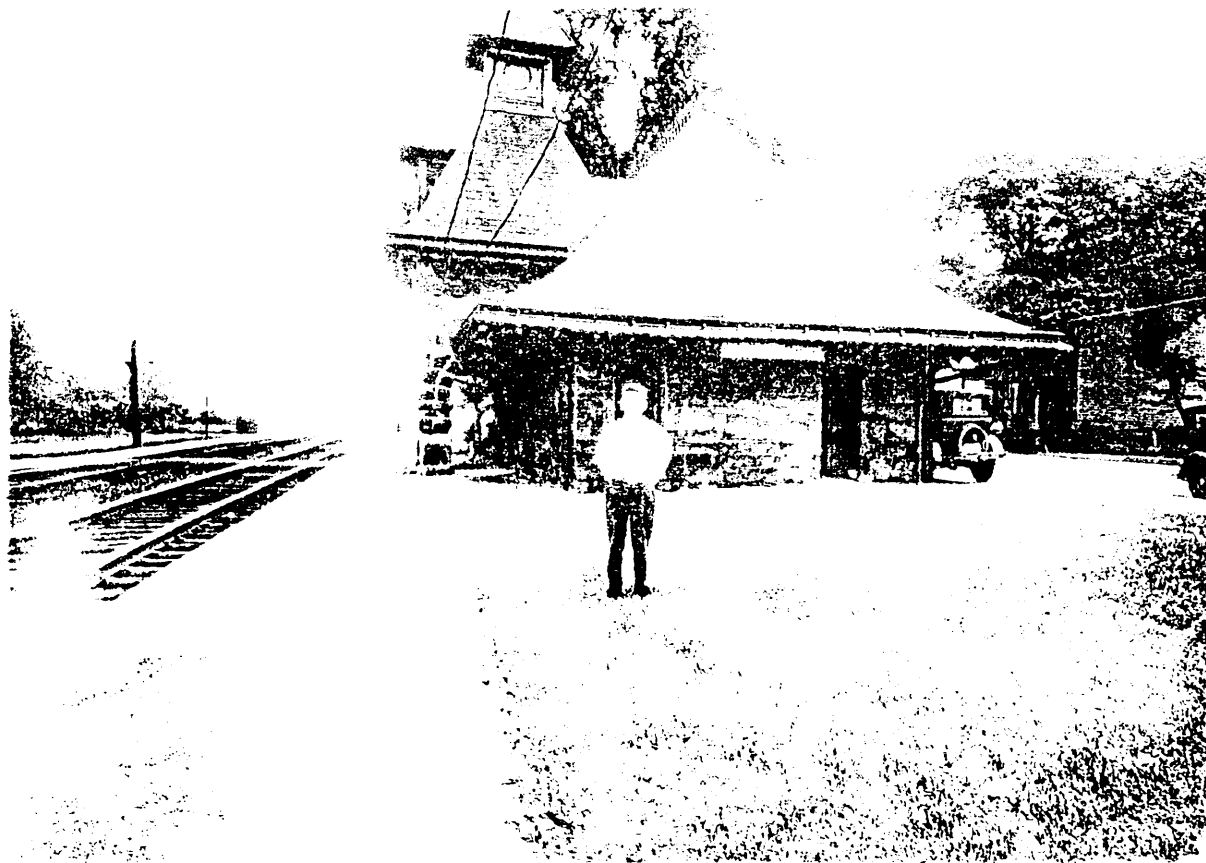


IMAGE NO. HP-9

Demarest Railroad Station in 1928. Note the wood frame addition on the north end has been removed from the building.

Credit: Frederick F. Shields, Sr.

Image No. HP-9

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY



IMAGE NO. HP-10

Demarest Railroad Station in 1928. View of the interior of the ticket master's office looking west. Note the impost block and ceiling truss in the northwest corner; the ceiling of the office was cut into the wood trusses. Cuts in the trusses visible on the interior today remain as evidence of this ceiling. Stove pipe location fits position shown on exterior views on Figures 12 and 13.

Credit: Frederick F. Shields, Sr.

Image No. HP-10

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY

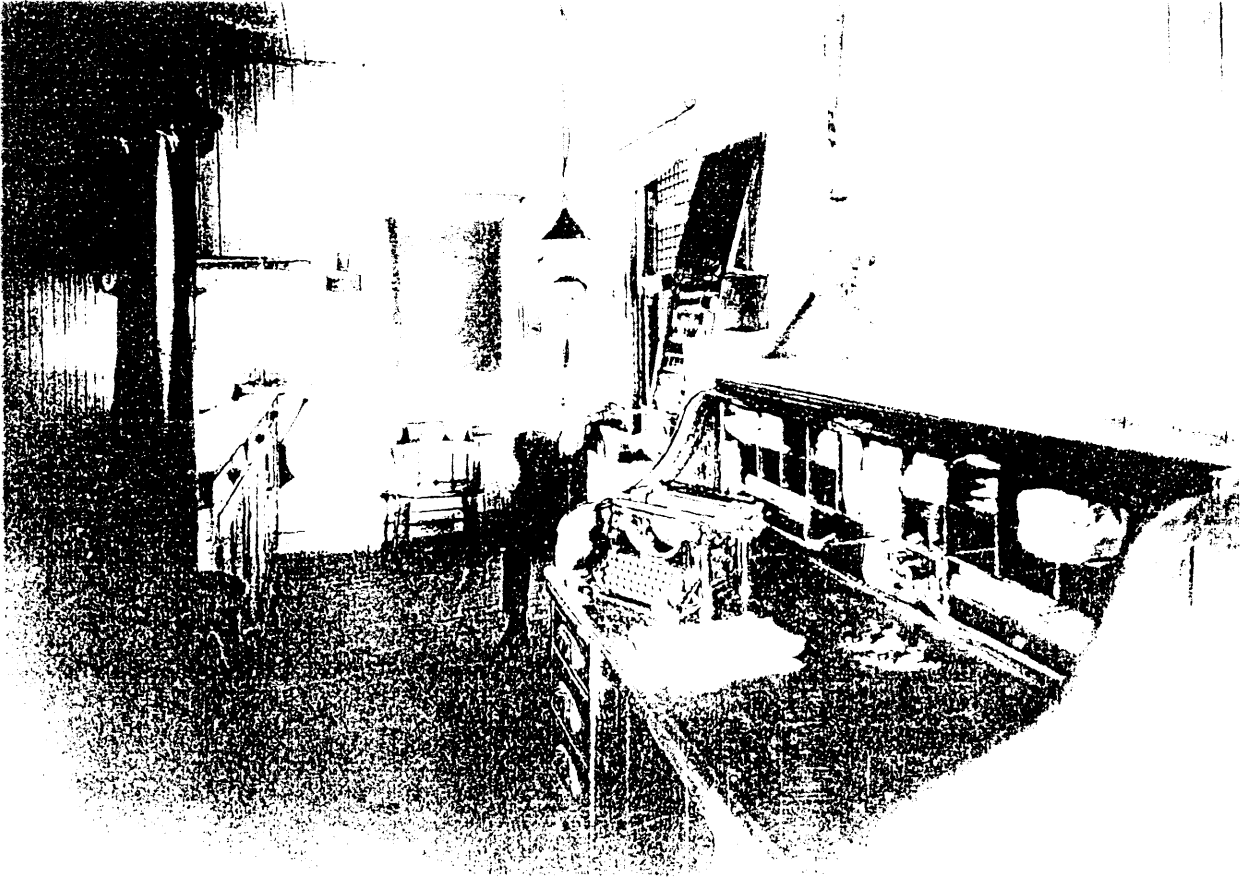


IMAGE NO. HP-11

View of the interior of the ticket master's office looking east. The date of this picture is unknown, but light coming in the window on the north elevation may indicate the photograph was taken after the north addition was removed. Note the light fixtures are different from the one visible in the interior photograph from 1928.

Credit: Frederick F. Shields, Sr.

Image No. HP-11

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY NEW JERSEY

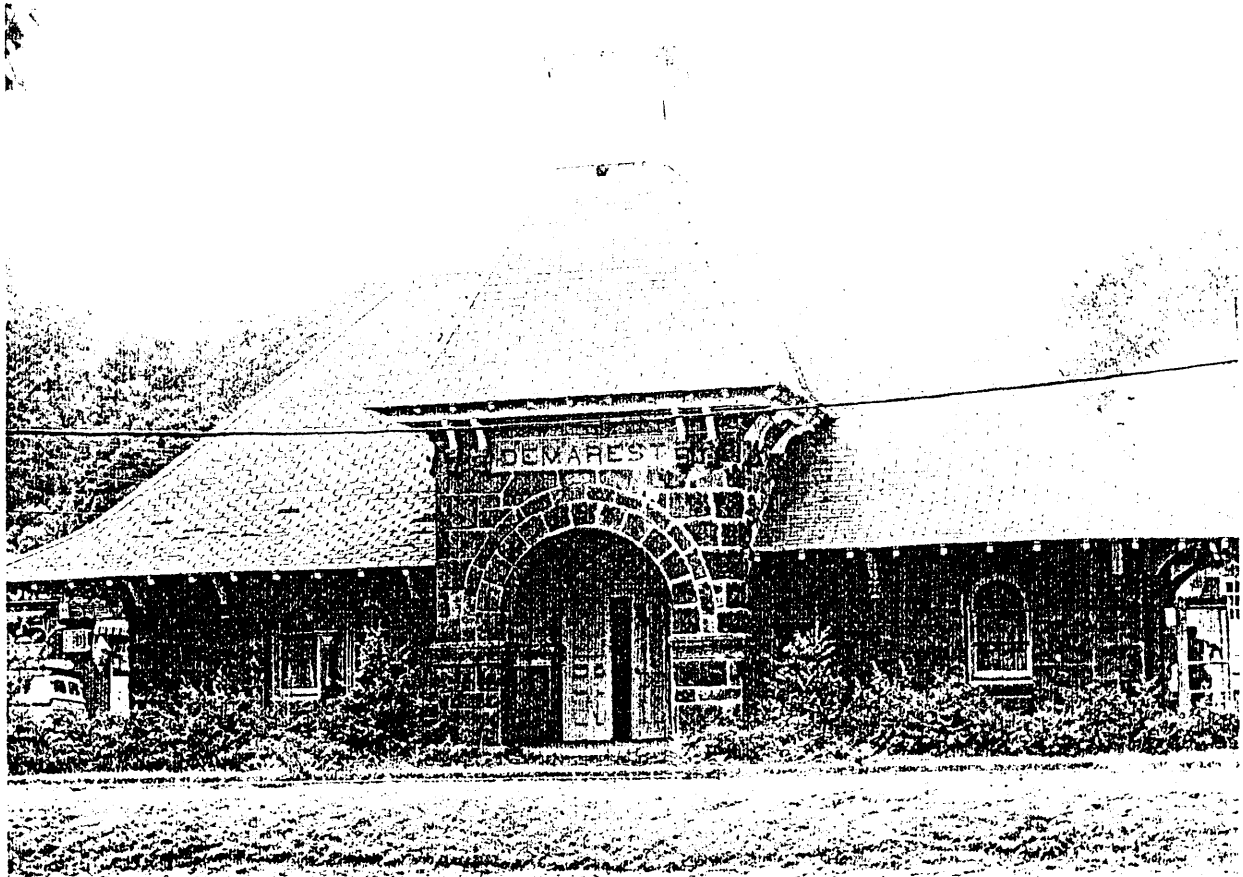


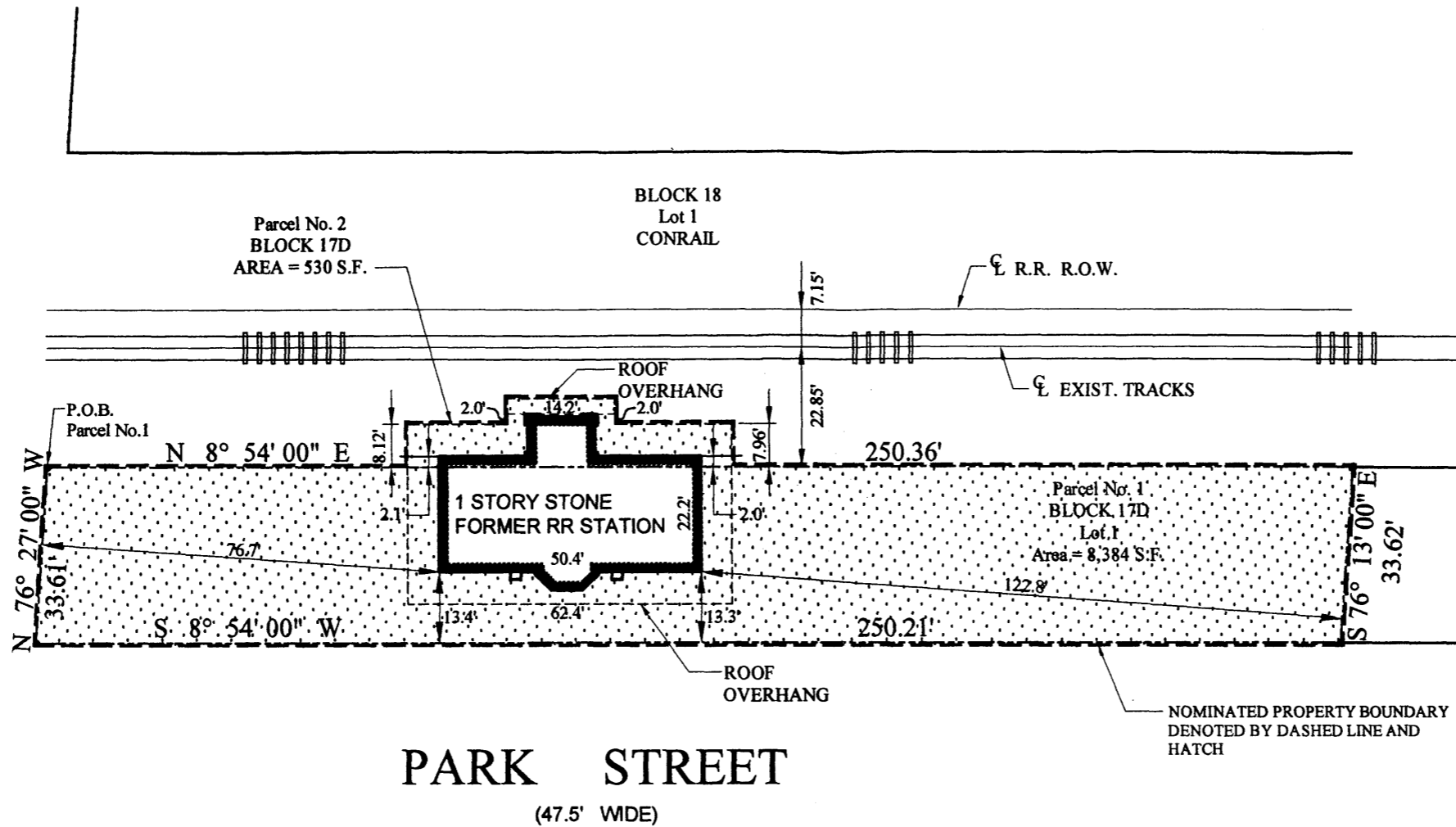
IMAGE NO. HP-12

Demarest Railroad Station circa 1950. Note the significant changes to the roof including removal of the cresting and finials, change to an asphalt shingle roof, removal of the tower dormer, and removal of the pole gutter.

Photograph provided by Demarest Historical Society. Source is unknown.

Image No. HP-12

HARDENBURGH AVENUE  
(60.0' WIDE)

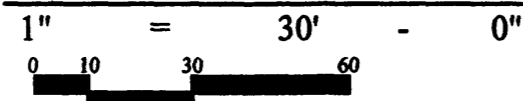


PARK STREET  
(47.5' WIDE)

NOMINATED PROPERTY BOUNDARY  
DENOTED BY DASHED LINE AND  
HATCH



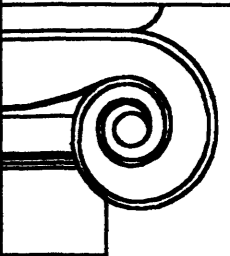
**SITE DIAGRAM**



NOTE: THIS DIAGRAM IS BASED ON SURVEY DONE BY AZZOLINA ENGINEERING CO., BOROUGH OF DEMAREST, 23 MAY 1978.

NOTES:

1. PARCEL NO. 1 IS LOT 1 BLOCK 17D.
2. PARCEL NO. 2 IS A PORTION OF LOT 1 BLOCK 18 OCCUPIED BY THE ROOF OVERHANG AND PORTICO OF THE EXISTING RAILROAD STATION. THE PORTE COCHERE OCCUPIES .0064 ACRES (215 SQ. FT.) OF LOT 1 BLOCK 18 AND THE ROOF OVERHANG OCCUPIES .0118 ACRES (398 SQ. FT.) OF LOT 1 BLOCK 18
3. THIS DRAWING IS FOR INFORMATIONAL PURPOSES ONLY AND MAY NOT REFLECT ALL SITE IMPROVEMENTS CURRENTLY IN PLACE.



HJGA CONSULTING  
ARCHITECTURE &  
HISTORIC PRESERVATION  
36 Park Street  
Montclair, N.J. 07042  
973 746-4911

C.E. JOHN WAY, RA  
NJ 21A100610100  
NY 008814-1

PROJECT No. 0305

DATE: 22 JANUARY 2004

NATIONAL REGISTER NOMINATION  
DEMAREST RAILROAD DEPOT  
DEMAREST BOROUGH, BERGEN COUNTY,  
NEW JERSEY

**SD**

MODERN 4x4 POST  
TO SUPPORT  
LEADER - MODERN  
GUTTER HAS BEEN  
REMOVED

AIR  
CONDENSING  
UNIT

TYPICAL SHORT SPAN  
OF GIRDER TO REMAIN

DOOR INSERTED IN  
WINDOW OPENING

AIR CONDITIONING UNIT -  
WINDOW SASH ALTERED

MODERN 4x4  
POST TO  
SUPPORT  
LEADER

MECH ROOM

ASSEMBLY ROOM

KITCHEN

TOILET 1

BALCONY,  
KITCHEN AND  
TOILET ROOM  
ARE MODERN  
ADDITIONS

MASONRY  
INFILL

MODERN  
PARTITION

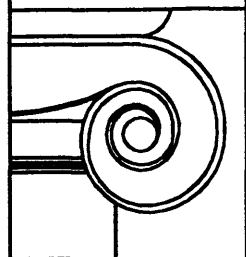
MODERN INTERIOR  
FINISHES OUTLIVED  
USEFUL LIFE

LINE OF  
BALCONY  
ABOVE

MODERN  
PARTITION

MASONRY  
INFILL

TYPICAL LONG  
SPAN OF  
GIRDER TO BE  
REPLACED



HERBERT J. GITHENS

ARCHITECT & PLANNER

36 Park Street

Montclair, N.J. 07042

973 746-4911

ARCHITECT NJ 08547  
PA B 9308  
NY 022059

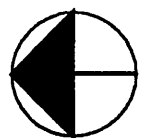
PLANNER NJ 04321

PROJECT No. 0108

DATE: 01/10/02

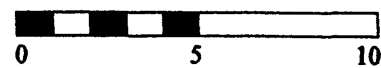
EXISTING CONDITIONS OF THE  
DEMAREST RAILROAD STATION  
DEMAREST, NEW JERSEY

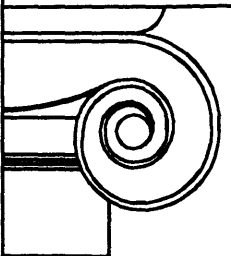
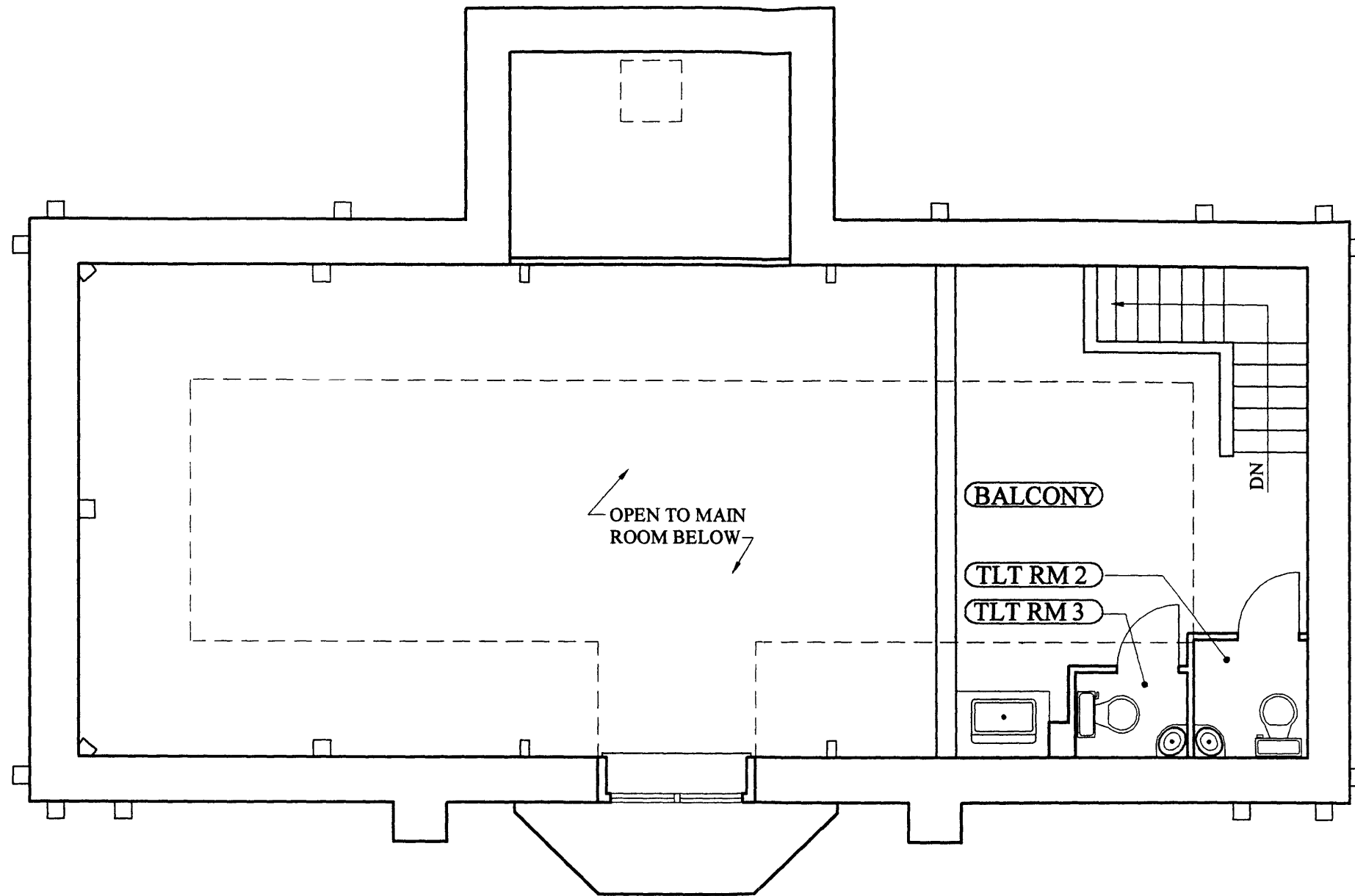
1



# FIRST FLOOR PLAN

NOT TO SCALE





**HERBERT J. GITHENS**  
 ARCHITECT & PLANNER  
 36 Park Street  
 Montclair, N.J. 07042  
 973 746-4911

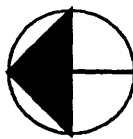
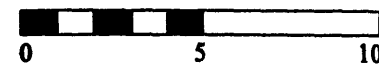
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PLANNER NJ 04321

PROJECT No. 0108  
 DATE: 01/10/02

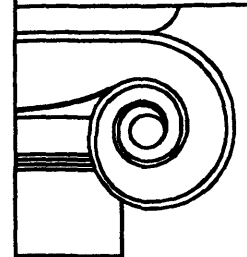
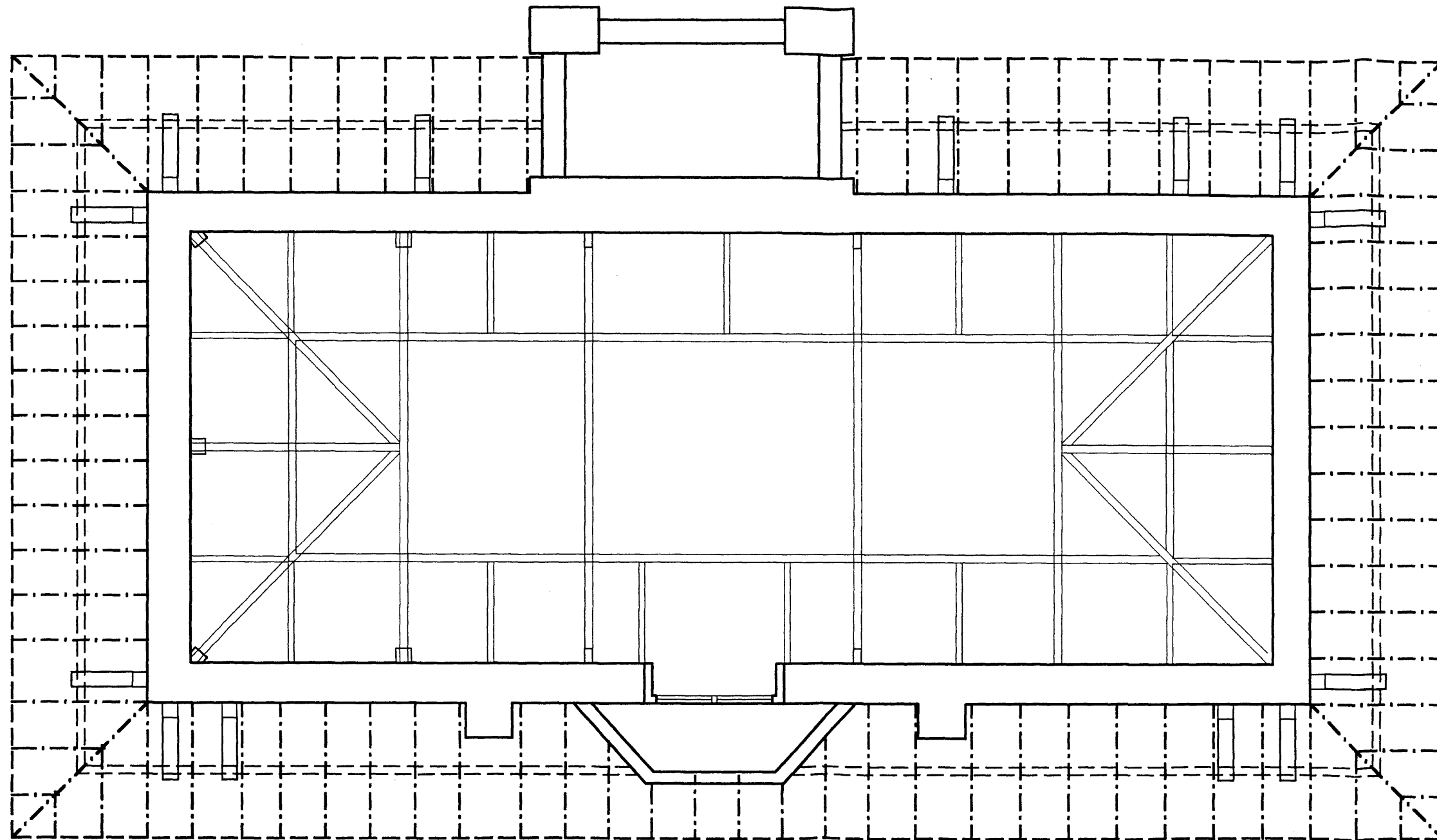
**EXISTING CONDITIONS OF THE  
 DEMAREST RAILROAD STATION  
 DEMAREST, NEW JERSEY**

**SECOND FLOOR PLAN**  
 NOT TO SCALE

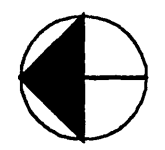
**2**





**HERBERT J. GITHENS**  
 ARCHITECT & PLANNER  
 36 Park Street  
 Montclair, N.J. 07042  
 973 748-4911  
 ARCHITECT NJ 08547  
 PA B 9308  
 NY 022059  
 PLANNER NJ 04321  
 PROJECT No. 0108  
 DATE: 01/10/02

**EXISTING CONDITIONS OF THE  
 DEMEREST RAILROAD STATION  
 DEMEREST, NEW JERSEY**



**REFLECTED CEILING PLAN**  
 3/16" = 1'-0"

**7**