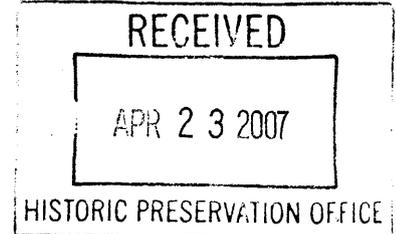
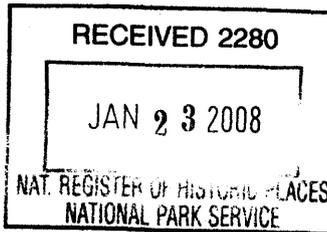


United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Pompton Plains Railroad Station

other names/site number _____

2. Location

street & number 33 Evans Place

not for publication

city or town Peguannock Township

vicinity

state New Jersey

code 034

county Morris

code 027

zip code 07444

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. See continuation sheet for additional comments.

Signature of certifying official/Title

Date

Amy Cradic, 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

Edson H. Beall

3.5.08

Pompton Plains Railroad Station

Name of Property

Morris County, New Jersey

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

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

Contributing	Noncontributing	
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

Transportation /rail related

Current Functions

Work in Progress

7. Description

Architectural Classification

Gothic Revival

Materials

foundation Concrete

walls Wood

roof Slate

other _____

Narrative Description (See attached continuation sheet)

8 Statement of Significance

Applicable National Register Criteria

- 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.

Narrative Statement of Significance

(See attached continuation sheet)

Areas of Significance

Transportation

Period of Significance

1872 - 1945

Significant Dates

1872

Significant Person

Cultural Affiliation

N/A

Architect/Builder

Unknown

9. Major Bibliographical References

Bibliography (See attached continuation sheet)

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:

Pequannock Township Public Library

Pompton Plains Railroad Station
Name of Property

Morris County, New Jersey
County and State

10. Geographical Data

Acreage of property 1/7

UTM References

1 18 559454 4535516
Zone Easting Northing
2

3
Zone Easting Northing
4

See continuation sheet

Verbal Boundary Description (See attached continuation sheet)

Boundary Justification (See attached continuation sheet)

11. Form Prepared By

name/title Edward S. Kaminski/Historian

organization _____ date April 2007

street & number 108 Stelling Ave. Telephone 201-845-3323

city or town Maywood state NJ zip code 07607

Additional Documentation

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.

Property Owner

name Pequannock Township

street & number 530 Newark-Pompton Turnpike telephone (973) 835-5700

city or town Pompton Plains state NJ zip code 07444

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
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Continuation Sheet

Pompton Plains Railroad Station
Morris County, New Jersey

Section number 7 Page 1

7. Narrative Description

The Pompton Plains Railroad Station is located at 33 Evans Place in the Township of Pequannock, Morris County, The wood framed railroad station features balloon framing using standard elements from the period with very little modification exhibited through the years. It was originally built in 1872 by the Montclair & Greenwood Lake Railroad, which was a predecessor of the Erie Railroad. The station is located at Erie Railroad milepost 26, signifying 26 railroad miles from Erie's former Jersey City, NJ terminal. The station was built to provide a waiting area for passengers, a baggage and freight loading and unloading area, and a stationmaster's quarters with telegraph communication in the bay window area. The station borders the east side of Evans Place and borders the west side of the abandoned railroad right-of-way. Evans Place runs north-south and the abandoned railroad tracks run north-south. The station is located within a quarter-mile of Pequannock Township's business district and numerous small businesses are located adjacent to the west side of the station.

The enclosed portion of the station measures approximately 16-feet by 32-feet and is 20-feet high to the peak of the roof. A gable roof with exposed rafters extends by 4-feet over all four sides of the building, terminating in a scissor truss on both ends (photo #7). The overhangs offered a covered shelter for passengers and for the freight and baggage areas (photo #11, #12, #16 and #21). Thus, the full extent of the roof measures approximately 24-feet by 40-feet.

The exterior of the station is clad in vertical board and batten siding with a mix of mostly molded and some chamfered battens (photos #7, #8 and #9). The roof still bears its original slate shingling and is mostly intact (photos #10 and #17). The original chimney remains and it is located towards the south end of the station (photo #8).

The door and window openings contain segmented arches and plain surrounds (photos #14, #15 and #22). All of the original two-over-two double-hung windows survive in good, operable condition (photo #13). The original full-story bay window also survives with its two-over-two double-hung windows, all in operable condition (photos #10 and #20). The original doors were presumably replaced in the 1970's with fire-rated ones in order to comply with local building regulations. All of the original exterior window and door trim still retain the original molding and patterns.

The interior of the station contains much of the original woodwork within a basic two-room layout (photo #3). The rooms retain their original beaded board walls and ceilings (photos #1 and #2). The height from floor to ceiling is 14-feet. The original wood floors are intact currently covered by carpeting. The station contains an attic, which was used by the railroad for storage. A small lift-out in the ceiling affords access to the attic, which runs the length of the roofline. The maximum height in the attic is 6-feet at the roof peak. Minimal modifications occurred to the interior of the station in the late 1960's, after it was sold by the railroad to a private individual and the partition was removed between the station masters quarters and waiting room as well as interior lighting was changed to reflect its new usage by the owner (photos #4, #5 and #6).

The station grounds are maintained and contain several trees and plantings of shrubbery. A small driveway area is found next to the station at the north end, which can accommodate parking for two automobiles. A telegraph pole still exists at the north end of the station, which previously had wires coming down under the eave and into the station. The telegraph served as a means of communication for the station agent as well as for a towns person who wished to send a telegraph (photo #16). In the 1890-1950 period, Western Union had a telegraph office inside the station, which was handled by the station agent. A circa-1920 train order pole is located on the east side of the station next to the bay window (photo #20). The pole originally had a positional semaphore blade at the top, which is long gone. The train order pole and semaphore was used as a signal indicator for train movements and was last used in the 1960's. There an approximate 12-foot by 40-

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Pompton Plains Railroad Station
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foot paved area on the east side of the station, which is presumed to have been added after the station was closed in 1968 and sold to a private individual. Originally, when the station was built, this area was a wooden plank platform used for passenger boarding and loading and unloading freight from trains. Parallel to the paved platform are old railroad ties with the tracks removed. This was formerly a siding where freight cars were kept for loading and unloading for the station and freight house. This siding was last used in the early 1970's and the rails were removed in the 1980's. An area is visible parallel to the former siding on the east side of the station that once was the railroad mainline. Current owner New York, Susquehanna & Western Railway, removed these tracks and ties about 5 years ago after abandonment of the line in the late 1980's. The grounds also contained a separate freight house approximately 40-feet north of the north end of the station used for freight handling and storage, which was built by the railroad presumably in the late 1890's. By the late 1960's, the freight house was no longer needed by the railroad and was dismantled shortly thereafter. Traces of the freight house foundation are still visible today.

Local Area

Pequannock Township is located in eastern Morris County approximately 5 miles north of the interchange of Route 23 and Interstate Route I-80 and U. S. Route 46. Route 23 runs just north of the township and Interstate Route I-287 crosses the northwest corner. The township encompasses two communities – Pequannock and Pompton Plains, each of which is served by its own Post Office. The township is primarily residential with a 2000 U. S. Bureau of Census population figure of 13,888.

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Pompton Plains Railroad Station
Morris County, New Jersey

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8. Narrative Statement of Significance

The Pompton Plains Railroad Station is an important representation of one of the many suburban railroad stations that, at one time, was commonly found throughout much of northern New Jersey. The train station is currently one of only a handful of stations in Morris County dating from the earliest period of railroad station development and meets the definition of Criteria A. It is a fine, intact example of early railroad architecture with Carpenter Gothic features and meets Criterion C. The Pompton Plains Railroad Station was built in 1872 in a relatively undeveloped area and was in operation as a passenger station and freight station until 1968. The existence of the Pompton Plains Railroad Station subsequently led to the residential, commercial and industrial development of Pequannock Township in the period of its significance of 1872 to 1945.

Transportation

The history of the railroad line that ran through Pequannock Township can be traced as far back as 1855 when the Newark and Bloomfield Railroad was completed between those two New Jersey communities in December of that year. In 1856, it was expanded westward to the southern end of present-day Montclair. Residents living in what would eventually become the northern section of Montclair and the town of Upper Montclair soon after requested the line to be extended to their communities but the Newark and Bloomfield Railroad was not in financial position at the time to expand.

At roughly the same time, the Cooper & Hewitt ironworks and mines in Ringwood, NJ were experiencing transportation problems with shipping iron out of the Ramapo Mountains. They proposed a railroad to be built between Ringwood and Pompton, NJ (present day Pompton Lakes) so pig iron and ore could be transferred to canal boats.

A decade passed without any new railroad construction in the above areas and in 1868, West Bloomfield broke away from Bloomfield and incorporated itself as the town of Montclair. The Montclair Railroad was then incorporated and built southward and eastward to a connection with the Erie Railroad near Newark and share their trackage to reach Jersey City, NJ. No direct connection was made with the Newark and Bloomfield Railroad. In 1869, the New York, Oswego Midland Railroad was looking for access into New York City from Middletown, NY. Their line originated on the shores of Lake Ontario and its eastern extent reached Middletown. The NYO&M then leased the Montclair Railroad in the expectation of connecting the two lines. The plan may have originally looked good in linking the two lines into a larger system that could transport passengers and freight between the Great Lakes and New York City, but construction obstacles prevented this through route from being made. A very costly tunnel was needed near Greenwood Lake and excessive grades would be encountered, which would cause higher operating costs. The Montclair Railroad continued to be leased by the NYO&M but in 1871, the New York, Oswego Midland found another entry to the New York City market by leasing the New Jersey Midland Railroad, which did not require a tunnel to be built, offered lower grades and lower operating costs.

The Montclair Railroad continued to build and in 1872, the first passenger train operated between Wanaque, NJ and Mountain View, NJ. Pompton Plains Station was first listed as a station stop during this year. Further expansion northward continued in 1872 as the line eventually reached Ringwood, NJ to serve the iron mines and Greenwood Lake

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Pompton Plains Railroad Station
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to transport vacationers during the summer months and ship ice to New York City during the winter months. The panic of 1873 sent the Montclair Railroad and many nearby lines into bankruptcy. In 1875, the Montclair railroad was sold to Abram S. Hewitt and Marcus Ward at a Sheriff's sale. Soon after, it was renamed the Montclair & Greenwood Lake Railroad and remained in receivership until 1878 while enduring a number of reorganizations. In 1878, Abram S. Hewitt gained control of the railroad and his stewardship would continue until 1898. Hewitt acquired the railroad to ensure transportation of iron ore south from his Ringwood Mines. The railroad had reached Greenwood Lake in 1876 and the line proved vital to Hewitt's ore mines. In the fall of 1878, Hewitt arranged for a number of bondholders to sell their notes to the Erie Railroad during another reorganization. This resulted in the Erie Railroad gaining majority control.

In 1882, the Montclair & Greenwood Lake began using the Erie Railroad Jersey City locomotive facilities and Hudson River terminal. Traffic increased slowly and in 1898, the Erie Railroad acquired all outstanding shares and officially merged the Montclair & Greenwood Lake Railroad into its system. The Montclair & Greenwood Lake had two branch lines, one to the Oranges and Llewellyn Park, NJ and the other to Cedar Grove and Essex Fells.

After being merged into the Erie Railroad in 1898, the railroad became the New York & Greenwood Lake Branch and its trackage at its northern extent began to become less important through the first half of the 20th century as the iron mines went through a series of closures and reopenings. In 1931, Peter's Mine closed in Ringwood ending the last of the iron ore freight traffic and in 1935; the line north of Erskine, NJ was abandoned. After World War II, the lines northern terminus was Wanaque-Midvale where a yard existed to handle commuter runs. The line south of Wanaque-Midvale enjoyed a robust commuter service that gradually began to dwindle after World War II. In 1966, the Erie Lackawanna Railway (in 1960, the Erie Railroad merged with longtime rival Delaware, Lackawanna & Western) ceased commuter service on the entire New York & Greenwood Lake Branch north of Mountain View, as losses were too much to continue. The train station, however, remained open another two years still handling local freight services until closing in 1968. The line remained open for freight service and its northern terminus was Wanaque-Midvale. In 1976, the Erie Lackawanna Railway was taken over by Conrail who continued to serve freight customers along the line until 1982, when freight service was cut back to Mountain View.

Today, the New York, Susquehanna & Western operates about 3 miles of the original trackage between Pompton Jct. and Riverdale, NJ that they acquired from Conrail in 1982 to service a few remaining freight customers. Conrail (now Norfolk Southern Railway Corp.) still operates freight service in the Mountain View vicinity. However, much of the former NY&GL north of Mountain View has been abandoned. New Jersey Transit completed a connection in 2003 between their Montclair Branch and the NY&GL in Montclair so that electrified commuter trains can run from Great Notch, NJ to Penn Station in New York City. In a strange twist, the lines that were connected were originally part of the Newark and Bloomfield Railroad and Montclair Railroad – two lines that refused to connect together in 1868. This allowed NJ Transit trains to be taken off the NY&GL east of Montclair and the line is currently dormant but still in place.

The growth of Pequannock Township is directly related to the advent of the railroad. Pompton Plains Railroad Station can be appropriately characterized as playing a key role in the development of Pequannock Township as seen through the population explosion in the late 19th century and first half of the 20th century as well as contributing to the growth of local industry and merchant business. The Montclair Railroad had built the line through Pequannock Township in 1872 and Pompton Plains Railroad Station began appearing on timetables that year. Local residents had requested a station stop be

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Pompton Plains Railroad Station
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made in Pequannock Township, which the railroad granted. Beginning in the 1880's gradual growth is evident in Pequannock Township in the area near the station and along the Montclair & Greenwood Lake Railroad. Before 1900, over 90-percent of the imported goods coming into the township came via the railroad through the station. The station fostered in the beginning of Pequannock Township's change from a rural farming community to a suburban community. When built in 1872, the station served as passengers as well as freight. By the late 1890's, due to increased freight moving through the station, a separate freight house was constructed approximately 40-feet from the north end of the station. The station was built with a 24-hour-a-day telegraph connection providing residents with their first means to communicate with the outside world, something they did not have within the immediate vicinity before. Unquestionably, the railroad and Pompton Plains Railroad Station contributed heavily to Pequannock Township's steady population and industrial growth as it offered opened up the area to accessible transportation and suburban development. Townspeople had easy means to commute to New York City or connections to other lines. The relationship between commuter and freight service serving Pequannock Township continued to prosper through the first half of the 20th century until shortly after World War II when a slow erosion of commuter patronage began. Subsequently, the station's importance to the township began to decline following World War II, thus the period of significance of Pompton Plains Railroad Station is identified as 1872-1945.

In 1966, due mainly to America's romance with the automobile and competition from other modes of transportation, including buses, the Erie-Lackawanna Railway ceased passenger service on the line. The station remained open another two years after passenger service ended and had a freight agent handling freight shipments until mid-1968. Shortly thereafter, it was sold to a private individual and most recently, until September 2005, was used as an office for a small self-help products company. In September 2005, Pequannock Township purchased the station. Pequannock Township will assign the station to their town historical committee who plan to create a museum inside which, will showcase town history and history pertaining to the station. The station is currently painted red with white trim. This paint scheme was a standard of the Erie Lackawanna Railway (successor of the Erie Railroad) and was commonly applied in the 1960's and 1970's to stations on their system.

Pequannock Township Development History

The history of the Pequannock Township dates to 1695 when the area first began to be settled. It was incorporated in 1740 and ranks as one of the earliest European settlements in northern New Jersey. Before the European settlers, Lenni Lenape Indians occupied the area in lands formed by the confluence of the Ramapo, Pompton and Pequannock Rivers. In 1695, Arent Schulyer and others purchased the land from the Lenni Lenape Indians. Shortly thereafter, Dutch settlers began to farm its green plains. As an early farming community, very limited residential growth occurred in the area for nearly the next 100 years. During the Revolutionary War, Pequannock Township was an important interior travel route for the Continental Army and served as a rest stop for General George Washington's troops. The area was also employed by Continental troops as a lookout during British General Cornwall's occupation of New York City. Pequannock Township contains one of the remaining original historic turnpikes named the Newark-Pompton Turnpike, which was built by the City of Newark between 1806 and 1811. The turnpike provided an early means of transportation for goods and allowed people to migrate further from cities. Several merchants located in the vicinity shortly afterward. In 1827, a feeder dam was built for the nearby Morris Canal. The canal further enhanced the early transportation network and allowed for further development in the region. The Historic First Reformed Church of Pompton Plains was built in 1736

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Continuation Sheet

Pompton Plains Railroad Station
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and its Historic Church Cemetery contains graves of several revolutionary War and Civil War veterans. There are also many privately owned historic homes within the township that date back to the 18th and 19th centuries. One especially remarked resident was named James Robert Evans who enlisted in the New York 62nd Infantry on July 3, 1861 and his efforts in saving the regimental flag from capture while under heavy Confederate fire at the Battle of the Wilderness, Virginia on May 5, 1864 earned him the Congressional Medal of Honor on February 24, 1895. Mr. Evans was station agent of the Pompton Plains Railroad Station from the 1880's through 1902. [Evans Place, the street on which Pompton Plains Railroad Station is located is named in his honor.

Architectural Significance

Pompton Plains Railroad Station, built in 1872, is a classic example of an early period railroad station popular in the region in the late 1800's. Railroad Stations of this period commonly contained evidence of Carpenter Gothic features and utilized "stick work" patterns, exposed trusses and rafters. These were made by vertical and diagonal applications of standard wooded boards. The interior was modified in the 1970's by an individual who purchased the station from the railroad for use as an office. The original doors were upgraded at this time and exterior window screening was also added. The original walls separating the interior waiting room from the station agent's room in the bay window were also removed at this time. Additionally, in the 1920's timeframe, a small bathroom was added in the northwest corner of the station interior. This bathroom still exists, and was built to replace the earlier outhouse that was used when the station was built. Except for these changes and the addition of electric and heat inside the station, the structure remains basically unaltered.

Pompton Plains Railroad Station consists of balloon framing using standard elements from the period. Most of the original materials and details remain intact in an unaltered state and are in exceptional condition based on their age with very minimal degradation exhibited. The interior contains the original wooden ceiling, beaded boards and decorative wooden cove moldings. All of the seven original two-over-two windows are in operable condition as well as the three, two-over-two windows which comprise the bay window. The majority of original slate roof remains intact. The station's board and batten exterior walls, deep overhanging roof with built-up wooden brackets and decorative trussed gables are ensconced in traditional American vernacular design.

This small, classic, suburban station is an excellent illustration of the earliest period of railroad station development in the State of New Jersey. Examples of surviving stations built to the basic designs of Pompton Plains Railroad Station exist today in Hackensack, Bergen County, NJ (1868), Maywood, Bergen County, NJ (1872), Wyckoff, Bergen County, NJ (1872) and New Foundland, Passaic County, NJ.

See continuation sheet

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Continuation Sheet

Pompton Plains Railroad Station
Morris County, New Jersey

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9. Major Bibliographic References

Published Works

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- Crist, Edward J. *Erie Memories*. New York: Quadrant Press, Inc., 1993. ISBN 0-941652-15-7.
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Maps and Atlases

1. Beers Map, "Town of Pequannock", 1868
2. "1887 Map of Pequannock Township"
3. Robert W. Headley, "Township of Pequannock Tax Map", Pompton Plains, NJ, 1949, last revision July 22, 2001 by David Disklin
4. Wm. F. Zimmerly & Associates Land Surveying, "Survey of Pompton Plains Railroad Station", Township of Pequannock, Morris County, NJ, April 27, 1990

Railroad Maps

1. Beers Map, "Civil Boundaries of New Jersey", 1860
2. New Jersey Midland Railway, "1870 Map Accompanying the Prospectus Issued by the New Jersey Midland Railway", 1870.



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Pompton Plains Railroad Station
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3. "Montclair Railway Time Table #1, January 1, 1872", reproduced in John T. Cunningham, *Railroads in New Jersey: The Formative Years* (see above).
4. "1907 Railroad Map of Northern New Jersey, reproduced in Cunningham, *Railroads in New Jersey: The Formative Years* (see above).

Floor Plans

1. Thomas A. Fenniman, Architect, "Pompton Plains Railroad Station: Existing Site Plan Drawing, Existing Floor Plan Drawing, Existing Elevation Drawing (West and South sides) and Existing Elevation Drawing (East and North sides)" New York, NY, Thomas A. Fenniman, Architect, December 1, 2006.



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Continuation Sheet

Pompton Plains Railroad Station
Morris County, New Jersey

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10. Geographical Data

Verbal Boundary Description

The nominated property encompasses all of Tax Lot 4.2 of Tax Block 230 of the Tax Maps of Pequannock Township (see attached). This is a rectangular shaped lot extending approximately 160-feet along Evans Place and the approximately 40-foot right-of-way of Jackson Avenue. On the north and south of the property, the line extends for approximately 40-feet. The east and west of the property extends for approximately 160-feet. The lot has frontage on the east side of the property along the railroad right-of-way of approximately 160-feet.

Boundary Justification

The nominated property includes the entire historical parcel that remains associated with the railroad station. The abandoned railroad right-of-way is a natural boundary and provides a setting for the parcel that includes the actual station.

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Pompton Plains Railroad Station
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Section number Photos Page 1

Black/White Photographs

Photographer: Edward S. Kaminski
108 Stelling Ave.
Maywood, NJ 07607

Date of Photographs: January 20, 2006

Location of Original Negatives: Edward S. Kaminski

Historic Photos are credited as noted.

Photo # **Description of Photograph**

HP #1 - Historical photo looking in a northeasterly direction taken circa 1875, a few years after completion of the station. (Photographer unknown, page 21 of "Pequannock Township, 1740 - 1956" by Carl Edwards)

HP #2 - Historical circa 1905 postcard view looking in a northwesterly direction. A freight house has been erected by this date and is shown just north of the station. (Ed Engelbart collection)

HP #3 - Historical photo looking in a northwesterly direction taken in 1910. (J. Bailey photograph, Syracuse University Archives)

HP #4 - Historical photo looking in a northerly direction with and Erie Railroad freight train on the tracks at the east side of the station. Note that signs for Wells Fargo & Co. Express and Western Union Telegraph and Cable Co. are visible in the photo illustrating these services were available at the station. (J. E. Bailey photograph, Syracuse University Archives)

HP #5 - Historical circa 1940 postcard view looking in a northwesterly direction. (Ed Engelbart collection)

HP #6 - Historical photo looking in a northeasterly direction taken in 1966 at the end of commuter service. The windows are shown boarded up and the freight house still exists just north of the station at this date. (Photo by Douglas Owen, Ed Engelbart collection)

PHOTO #1 - Interior view looking in a southerly direction. All original walls, windows and moldings are shown. Previous owner has modified interior lighting and doors. These will be replaced. The original floor is covered by carpeting installed by the previous owner.

PHOTO #2 - Interior view looking in a northeasterly direction showing the bay window area. All original components are shown except light fixtures.

PHOTO #3 - Interior view in northerly direction showing the bathroom area to the left. This small room is assumed to have been added in the 1930's.

PHOTO #4 - Interior view looking in an easterly direction showing the unaltered bay window and bay window ceiling.

See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Pompton Plains Railroad Station
Morris County, New Jersey

Section number Photos Page 2

PHOTO #5 - Interior view looking in an easterly direction showing the bay window area.

PHOTO #6 - Interior view looking in a southwesterly direction showing the bay window area. All original wood, windows and moldings are present and in excellent condition.

PHOTO #7 - Exterior view looking in a northerly direction showing original trusses, windows, moldings, gable, wall, battens and moldings.

PHOTO #8 - Exterior view looking in a northwesterly direction.

PHOTO #9 - Exterior view from the abandoned railroad right-of-way on the east side of the station looking in a northwesterly direction.

PHOTO #10 - Exterior view from the abandoned railroad right-of-way on the east side of the station looking in a westerly direction. The original slate roof is fully intact and in very good condition. All of the elements of the original windows, trusses, moldings, wall, battens and bay window are fully intact and in very good condition. The original early 1900's-vintage train order board (pole in center of photo) is also fully intact and in good condition missing only the semaphore signal at the top.

PHOTO #11 - Exterior close-up view of one of the trusses at the southeast end of the station looking in an easterly direction. The truss is in excellent condition and illustrates excellent early craftsmanship with decorative moldings with chamfered edges.

PHOTO #12 - Exterior close-up view of trusses at the southeast end of the station looking in a northerly direction. Standard construction elements from the period are also evident in the roofing framework.

PHOTO #13 - Exterior view close-up showing a window on the west side of the station looking in a easterly direction. A storm window was installed by the previous owner while the original window in intact behind it. All of the original wood molding including the decorative window hood molding is fully intact and in excellent condition.

PHOTO #14 - Exterior view close-up showing a window on the west side of the station looking in a easterly direction. The photo clearly shows the original decorative window hood molding and original wall and battens.

PHOTO #15 - Exterior view close-up taken on January 20, 2006 of a door on the northeast side of the station looking in a westerly direction. The door is not original but is a close replication of an original door used on the station. Original elements including walls, battens, trusses and decorative moldings are also shown. (Photo by Edward. S. Kaminski)

PHOTO #16 - Exterior view of the north end of the station looking in a southerly direction. All of the original elements of the station remain intact. A small fence that was added by the previous owner surrounds a heating and cooling unit under the window.

PHOTO #17 - Exterior view from Evans Place of the west side of the station looking in an easterly direction. The original slate roof is fully intact and in good condition.

See continuation sheet

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Pompton Plains Railroad Station
Morris County, New Jersey

Section number Photos Page 3

PHOTO #18 - Exterior view from Jackson Avenue of the south and west sides of the station.

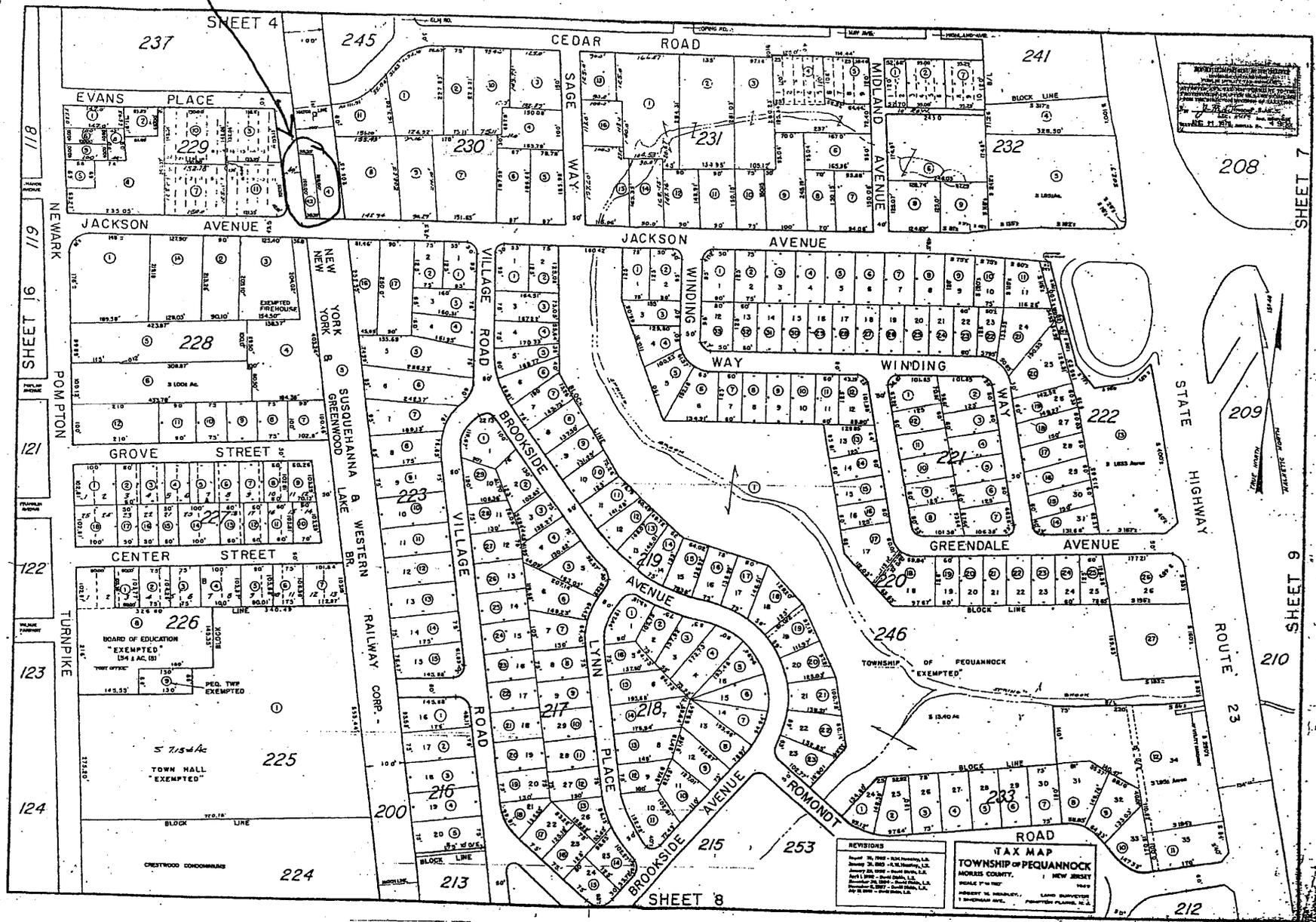
PHOTO #19 - Exterior view from Jackson Avenue of the south side of the station looking in a northeasterly direction with Evans Place paralleling the west side of the station.

PHOTO #20 - Exterior close-up view of the east side of the station looking in a northerly direction. The original bay window is fully intact with the train order board (pole next to the bay window) clearly visible.

PHOTO #21 - Exterior close-up of the west side of the station looking in a northerly direction. All of the original elements are intact.

PHOTO #22 - Exterior close-up showing a door on the west side of the station looking in an easterly direction. The photo clearly shows the original decorative door hood molding.

See continuation sheet



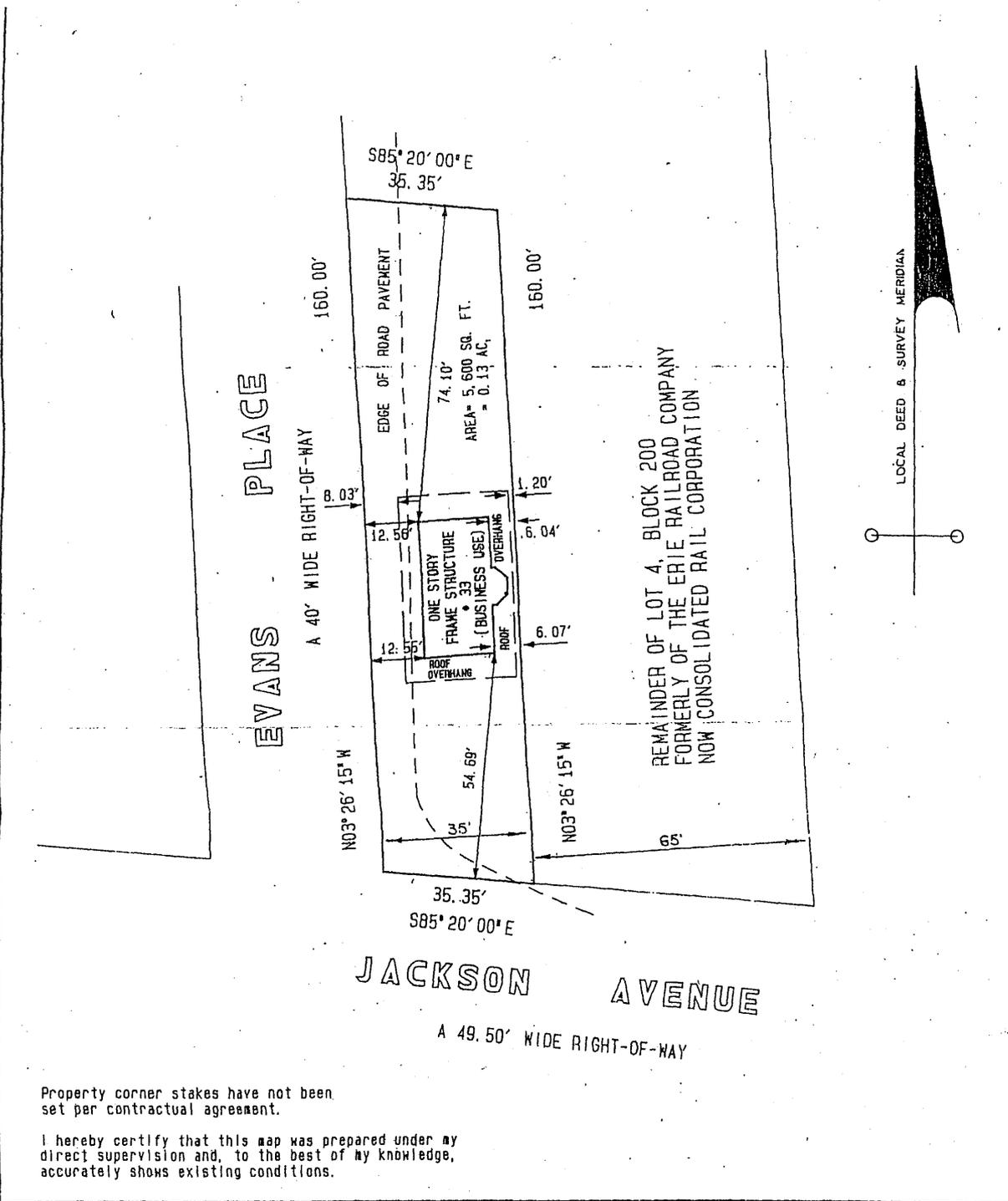
NOTICE TO THE PUBLIC: This map is a reproduction of the original map on file in the office of the Township Engineer. It is subject to change without notice. The Township Engineer is not responsible for any errors or omissions in this map.

REVISIONS
 Revised 10, 1988 - R.M. Hensley, L.L.
 Revised 01, 1989 - R.M. Hensley, L.L.
 Revised 01, 1990 - R.M. Hensley, L.L.
 Revised 01, 1991 - R.M. Hensley, L.L.
 Revised 01, 1992 - R.M. Hensley, L.L.
 Revised 01, 1993 - R.M. Hensley, L.L.

TAX MAP
 TOWNSHIP OF PEQUANNOCK
 MORRIS COUNTY, NEW JERSEY
 SCALE 1" = 100'
 PREPARED BY: LAND SURVEYOR
 JOHN W. HENSLY, INC.
 1 BIRCHWOOD DRIVE
 GREENWICH, N.Y. 10309

121 SHEET 4
 122 SHEET 6
 123 SHEET 8
 124 SHEET 7

NEWARK
 POMPTON
 TURNPIKE
 ROUTE 23
 STATE HIGHWAY



Property corner stakes have not been set per contractual agreement.

I hereby certify that this map was prepared under my direct supervision and, to the best of my knowledge, accurately shows existing conditions.

WM. F. ZIMMERLY & ASSOCIATES
LAND SURVEYING

SURVEYED FOR: VICTOR COSTANTIN
 FILED MAP OF: -----
 FILED: ----- MAP No. ----- DATE: APRIL 27, 1990
 FILED MAP LOT ----- BLOCK ----- TAX MAP LOT: PART OF 4 BLOCK 200
 SITUATED IN: TOWNSHIP OF PEQUANNOCK, MORRIS CO., N.J.
 CERTIFIED TO: VICTOR COSTANTIN
 and all parties in interest

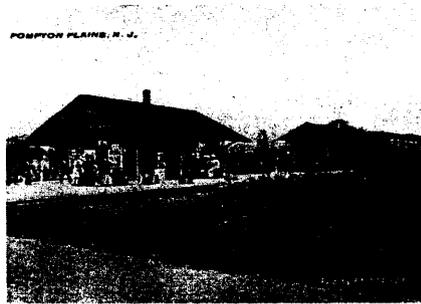
William F. Zimmerly
 WILLIAM F. ZIMMERLY
 LAND SURVEYOR N.J. LICENSE No. 26798

SCALE: 1" = 30' PROJECT No. 3-15-90 LAND SURVEYOR N.J. LICENSE No. 26798

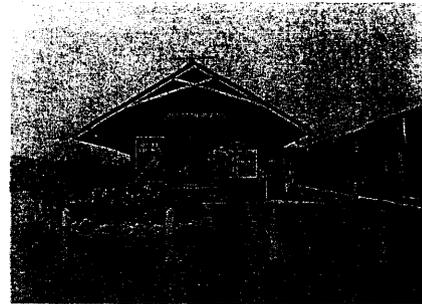
616-0209



A VINTAGE PHOTO



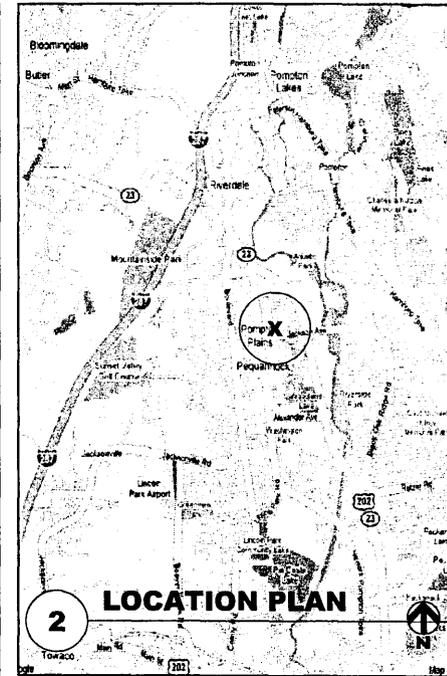
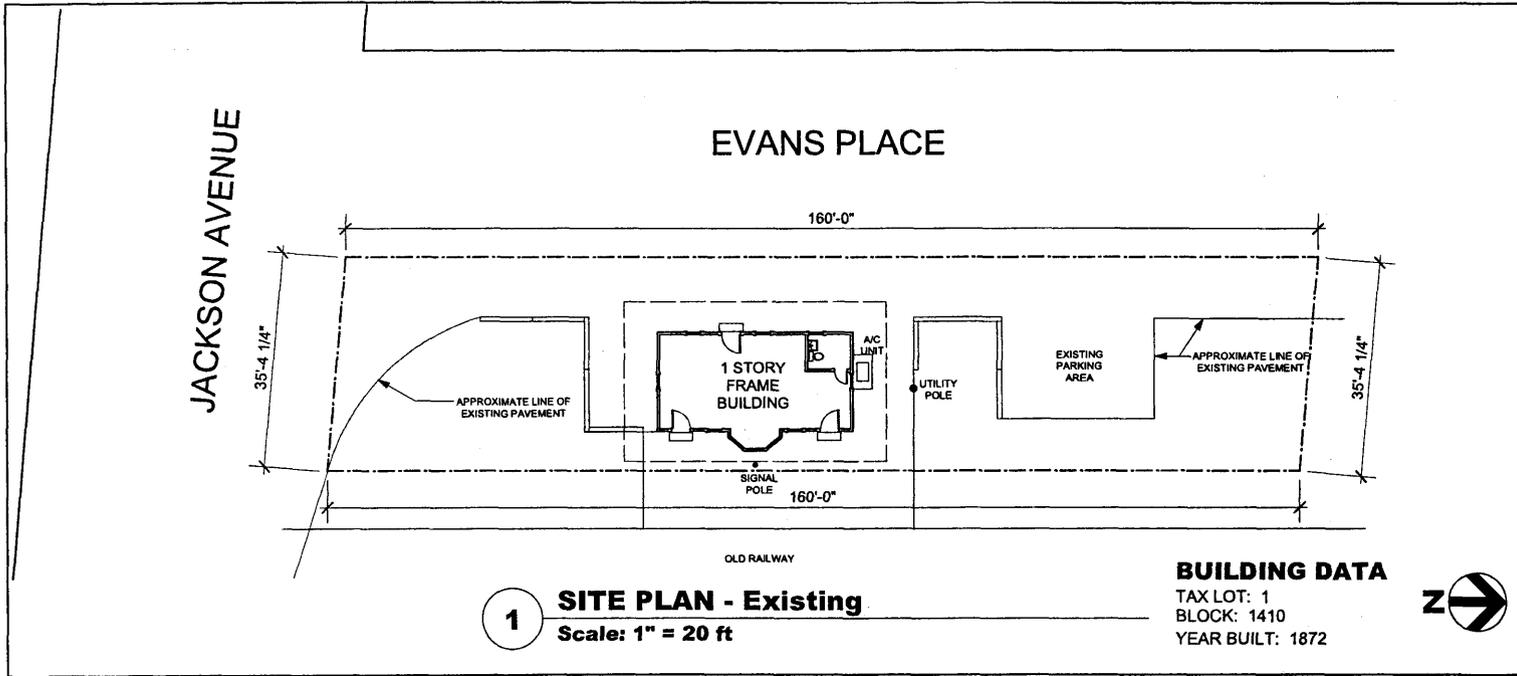
B VINTAGE POSTCARD



C VINTAGE PHOTO



D CURRENT PHOTO



THOMAS A. FENNIMAN
ARCHITECT
ONE UNION SQUARE WEST
NEW YORK, NEW YORK 10003
212.414.0250

POMPTON PLAINS TRAIN STATION

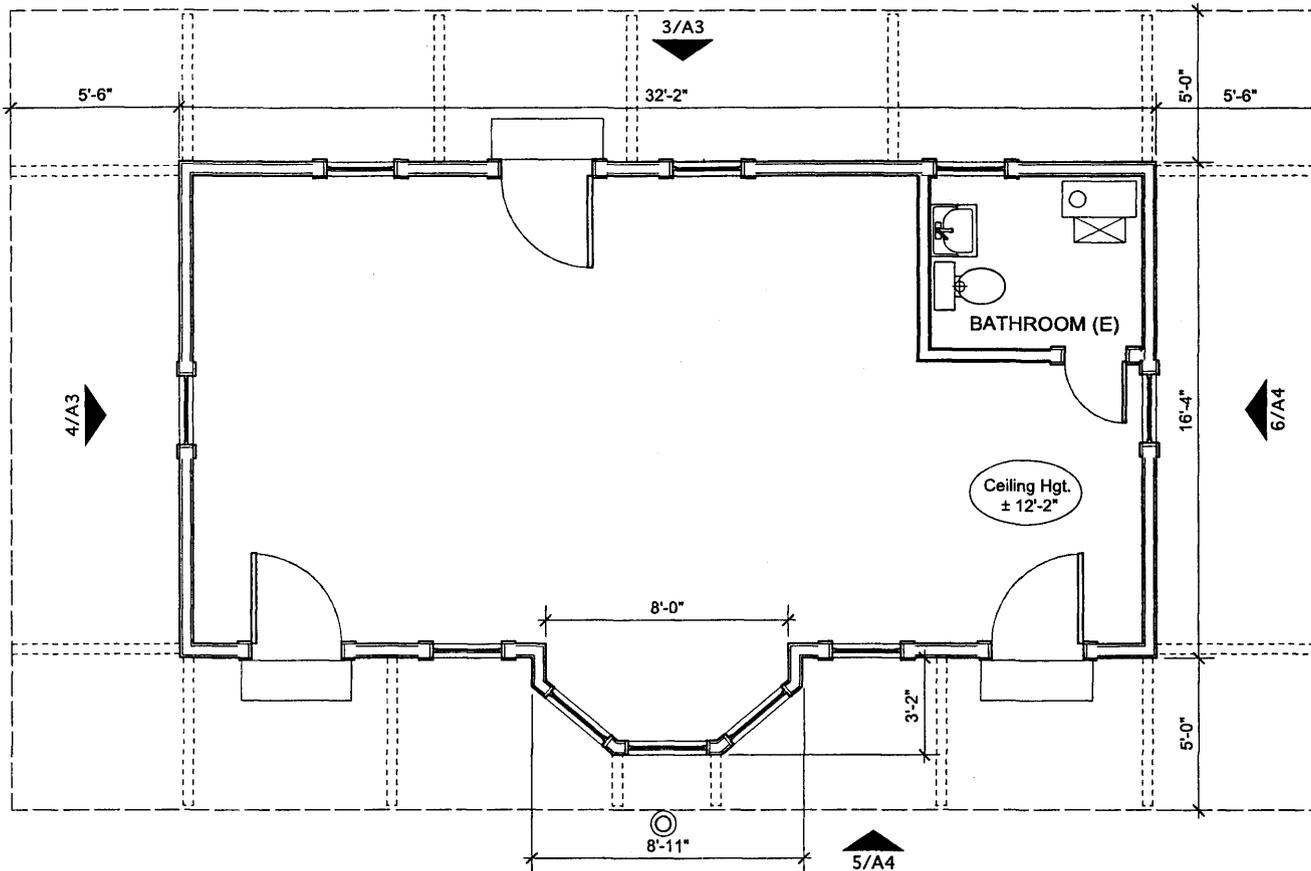
Pompton Plains, New Jersey 07444

EXISTING CONDITIONS SURVEY

DATE: 12/01/06

PROJECT NO: 30701

A-1



2 FLOOR PLAN - Existing
Scale: 1/4" = 1'-0"



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POMPTON PLAINS TRAIN STATION

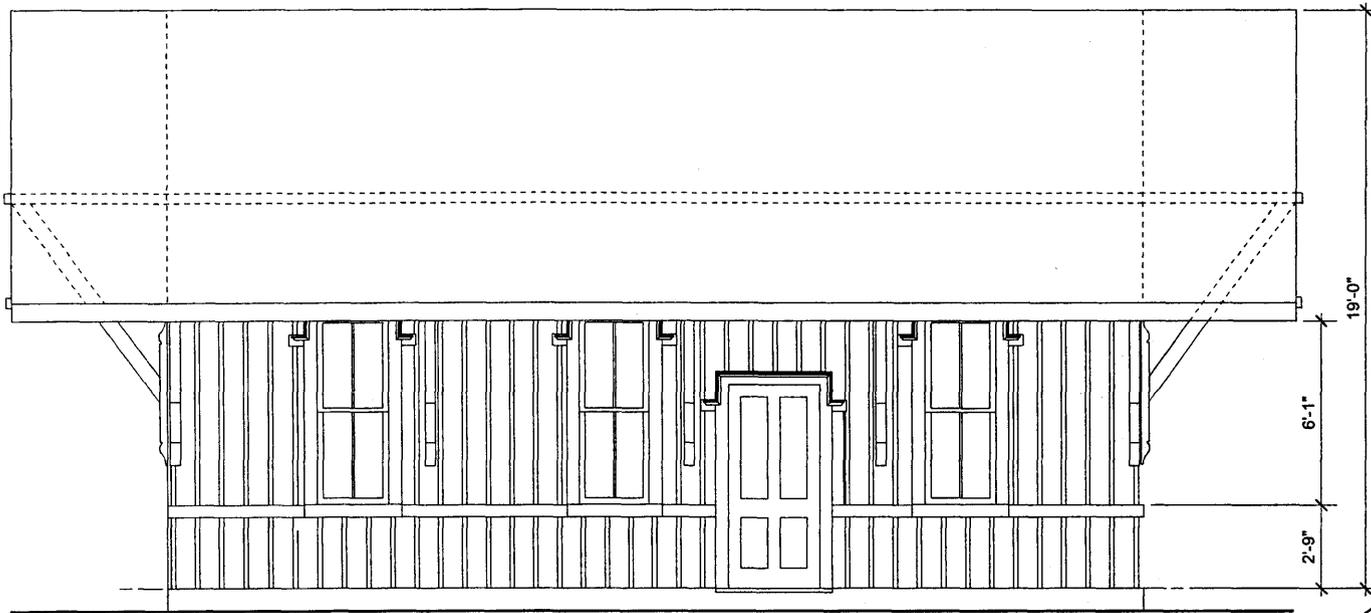
Pompton Plains, New Jersey 07444

EXISTING CONDITIONS
SURVEY

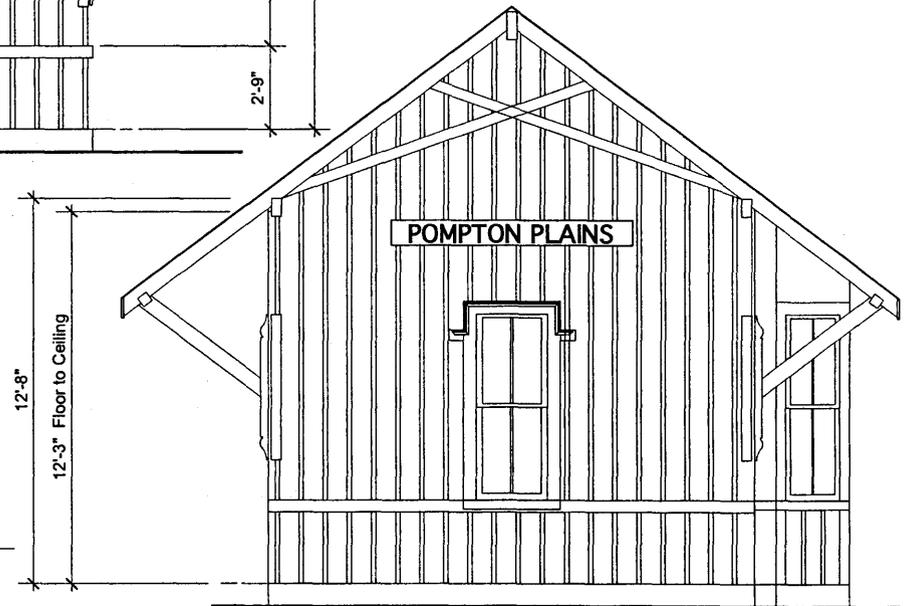
DATE: 12/01/06

PROJECT NO: 30701

A-2



3 ELEVATION - Existing
A3 Scale: 1/4" = 1'-0"



4 ELEVATION - Existing
A3 Scale: 1/4" = 1'-0"



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POMPTON PLAINS TRAIN STATION

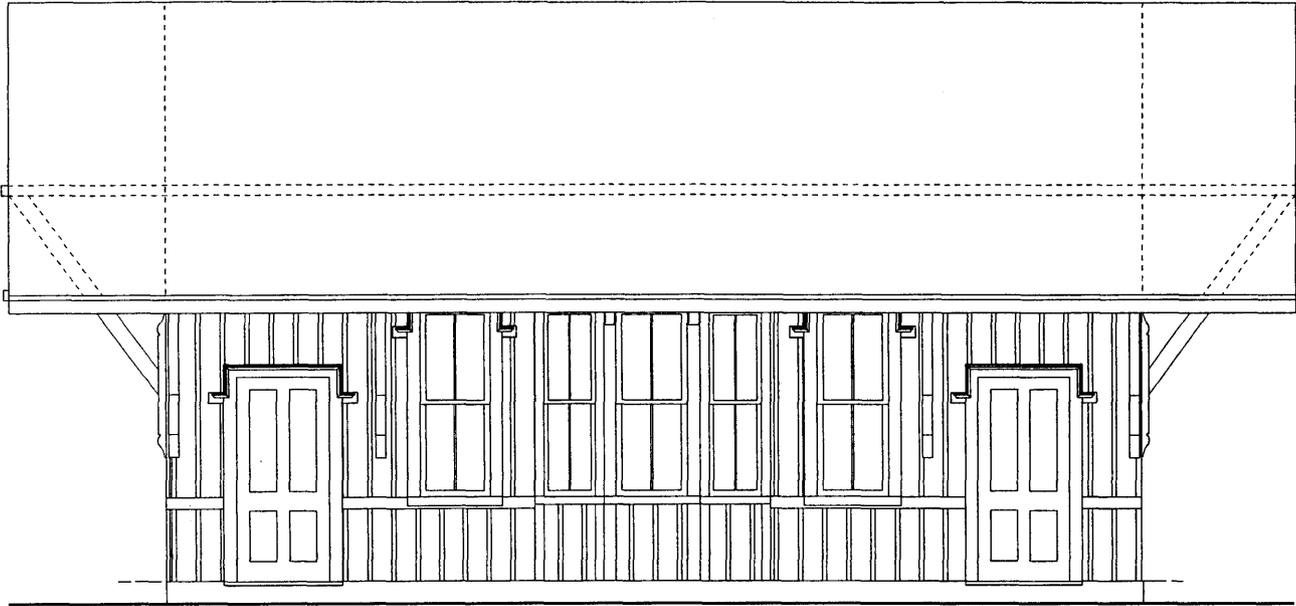
Pompton Plains, New Jersey 07444

EXISTING CONDITIONS
 SURVEY

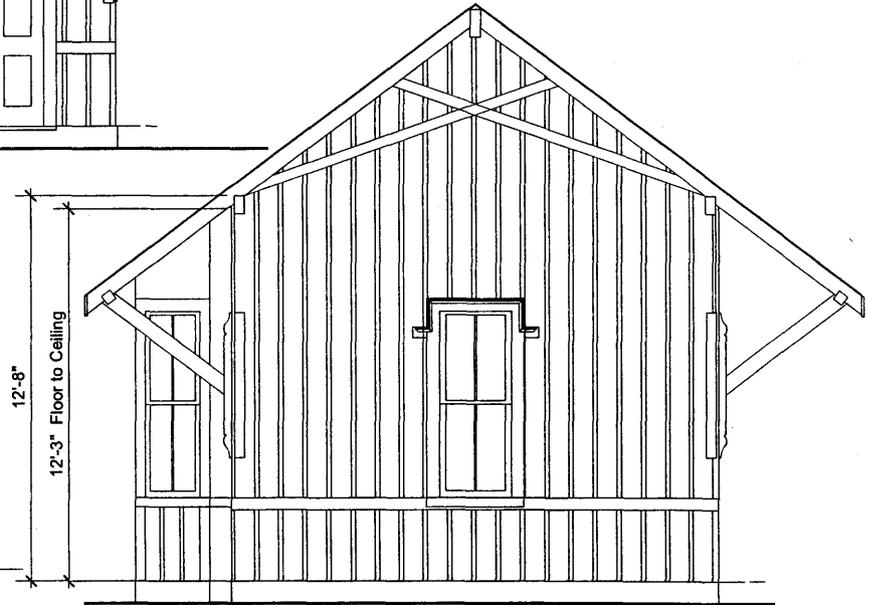
DATE: 12/01/06

PROJECT NO: 30701

A-3



5 ELEVATION - Existing
A4 Scale: 1/4" = 1'-0"



6 ELEVATION - Existing
A4 Scale: 1/4" = 1'-0"



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 NEW YORK, NEW YORK 10003
 212.414.0250

POMPTON PLAINS TRAIN STATION

Pompton Plains, New Jersey 07444

EXISTING CONDITIONS
 SURVEY

DATE: 12/01/06

PROJECT NO: 30701

A-4

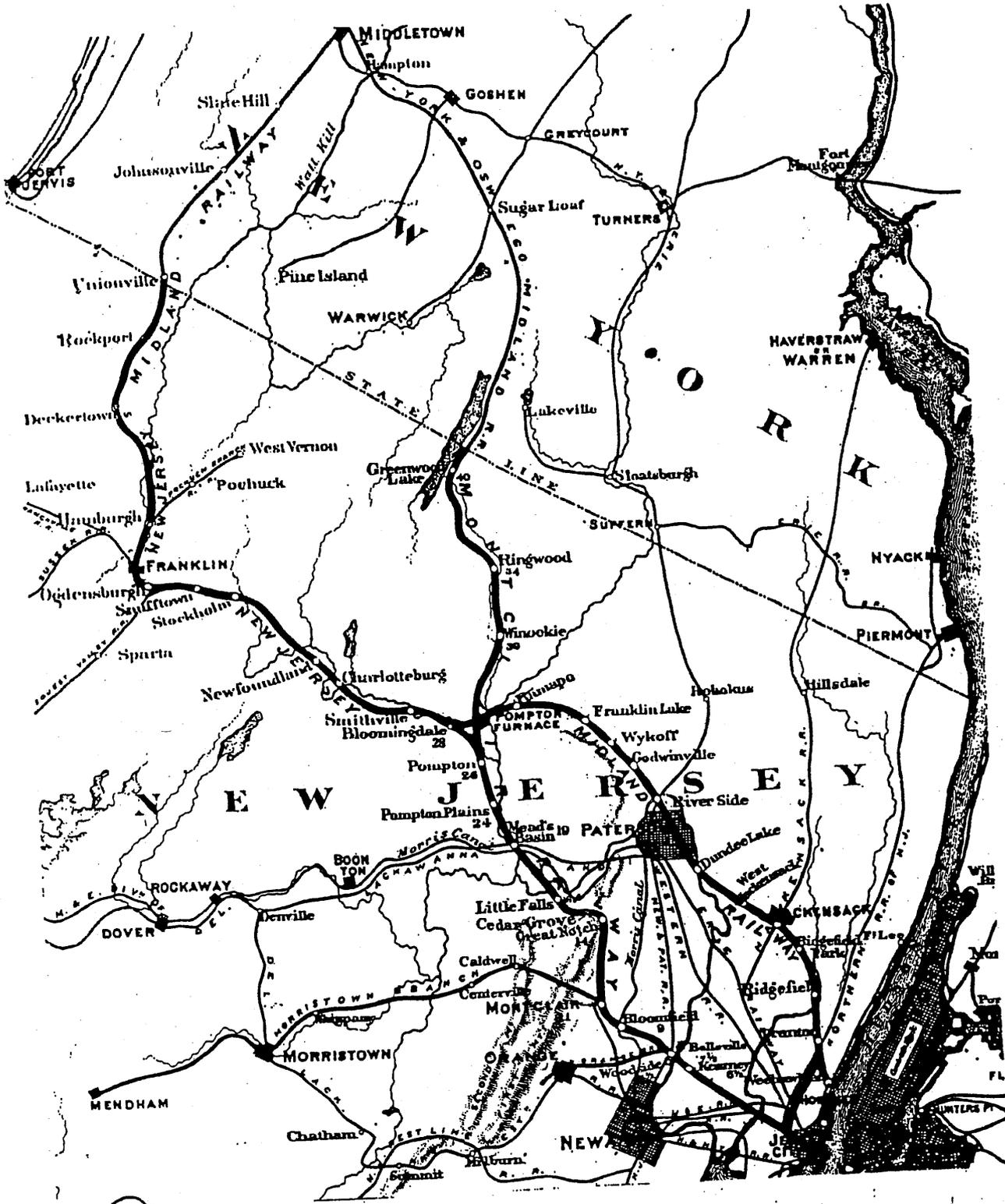
TOWN OF PEQUANNOCK

Morris Co. N.J.

Scale 1 1/2 Inches to the Mile

Beers, 1868

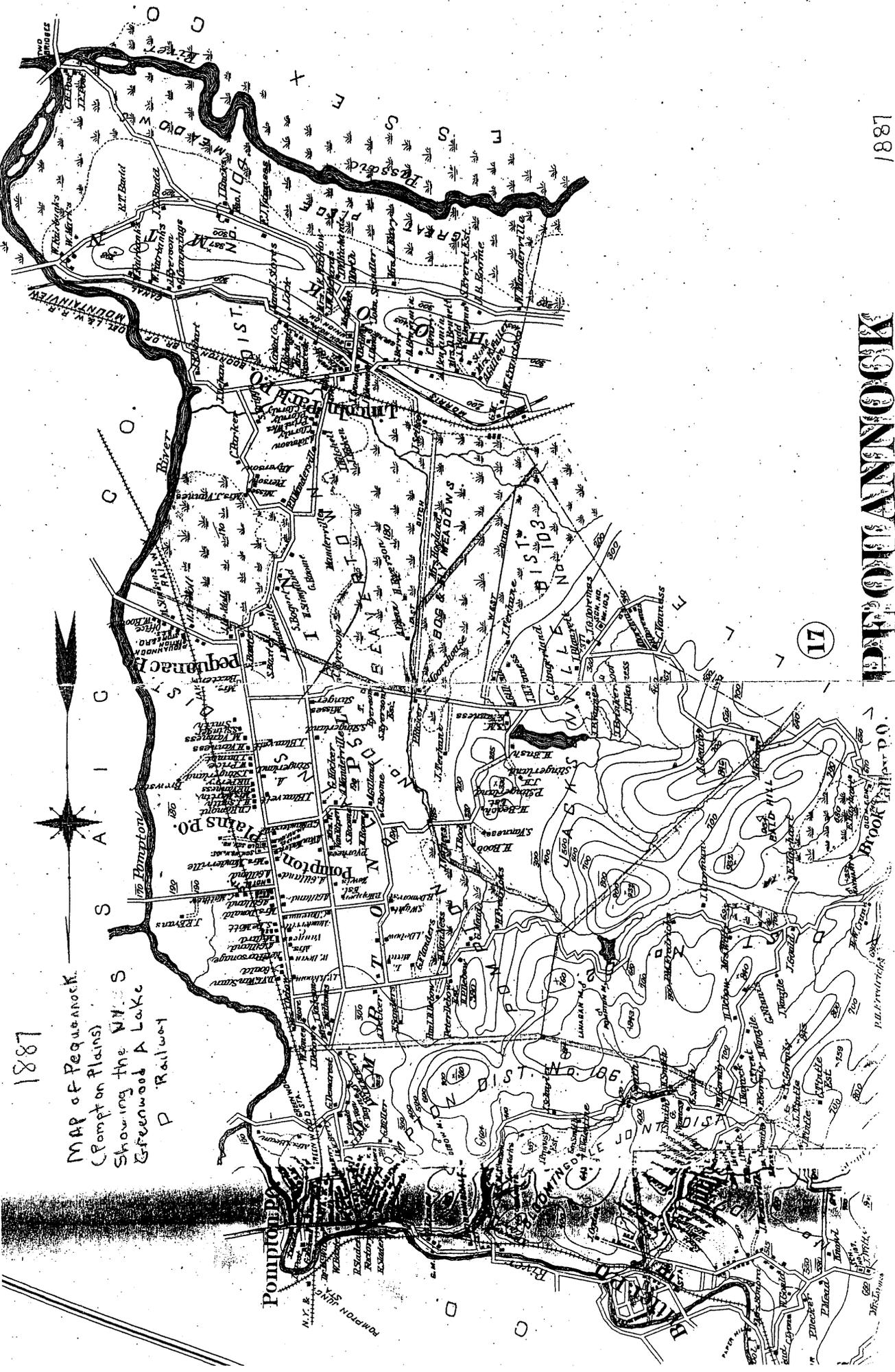




MAP ACCOMPANYING THE PROSPECTUS ISSUED BY THE NEW JERSEY MIDLAND RAILWAY IN 1870.

1887

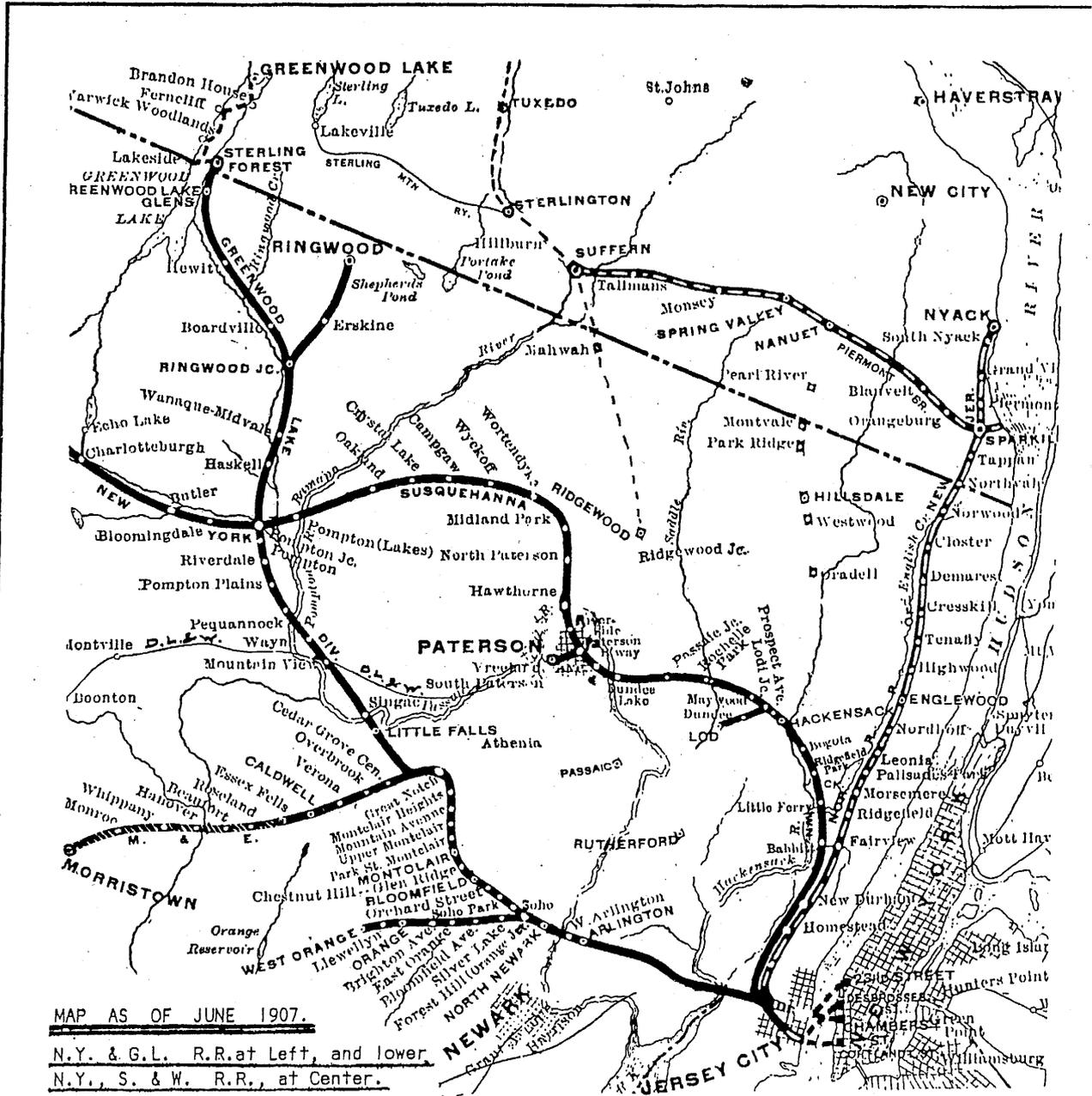
MAP of PEQUANOCK
(Pompton Plains)
Showing the N.Y. S
Greenwood A Lake
P Railroad



17

PEQUANOCK

1887



MAP AS OF JUNE 1907.

N.Y. & G.L. R.R. at Left, and lower
 N.Y., S. & W. R.R., at Center.

NORTHERN OF NEW JERSEY, and PIERMONT BRANCH, at Right, and Top.

(This is shown as it will be the subject of the next Volume)

Montclair Railway.

Foot of Barclay & Christopher sts. B. B. D. L. & W. R. R.

TIME TABLE No. 1.

To take effect January 1st, 1872.

PUBLISHED FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES.

Going North.		Stations.	Going South.	
No. 4.	No. 2.		No. 1.	No. 3.
A. M.	P. M.		A. M.	P. M.
7.00	4.50	New York	8.55	1.18
7.15	5.05	Hoboken	8.10	1.33
7.05	5.51	Paterson	7.51	3.19
7.23	6.10	Mountain View	7.38	3.47
7.30	6.12	Pequannac	7.25	3.27
7.37	6.21	Pompton Plains	7.20	3.23
7.12	6.29	Riverdale	7.15	3.18
7.16	6.33	Pompton	7.10	3.13
7.56	6.13	Winokle	7.03	3.03
9.00	6.17	Midvale	7.00	3.00

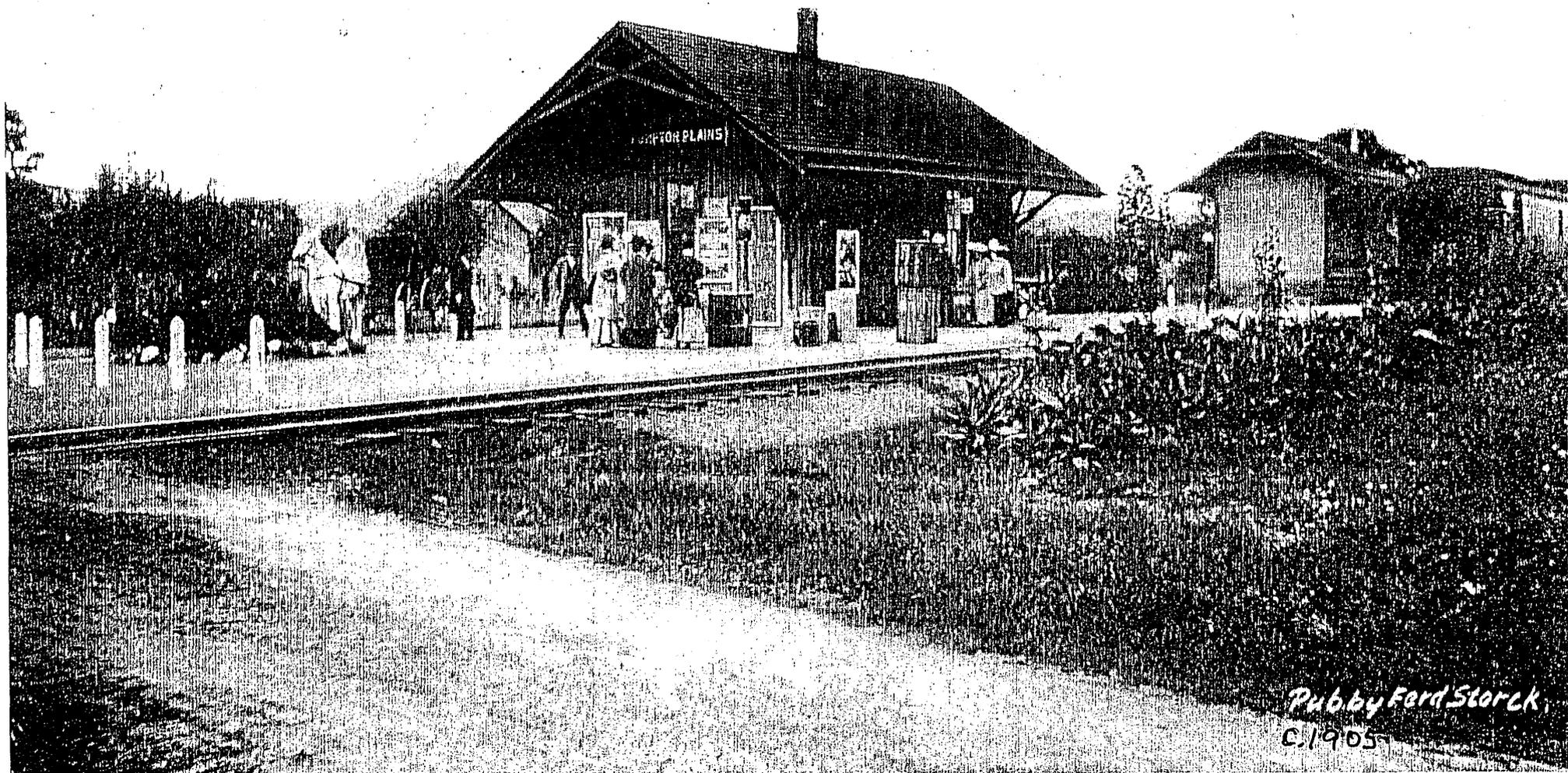
* Indicates that trains stop on signal. Trains must approach all bridges and trestle work with great care, and must run over all trestle work very slow. All trains must come to a FULL STOP before crossing the New Jersey Midland and D. L. & W. Railroads, and conductors and engineers must be sure to run according to signal instructions. At Pompton and Mountain View crossings the BALL WILL BE RAISED as a signal that trains have the right to go across. Trains are run by D. L. & W. Railroad time, and conductors and engineers must see that their watches agree with it. The Rules and Regulations must be carefully observed. Engineers and conductors are required to keep a copy of this table with them when on duty.

H. A. FULLER.

Time Table No. 1 of the Montclair Railway, "to take effect January 1, 1872."

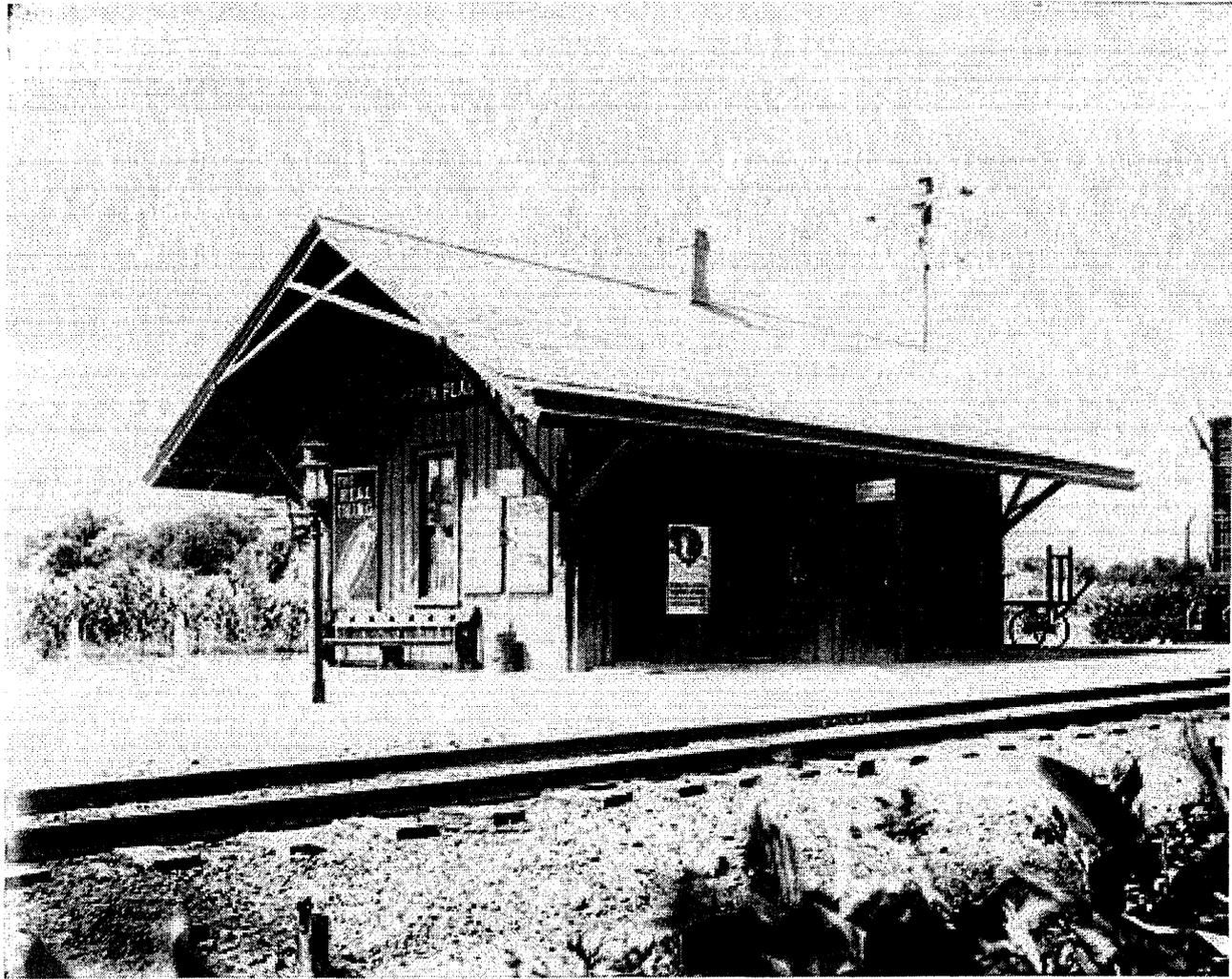
H.P. # 2

R. R. STATION, POMPTON PLAINS, N. J.



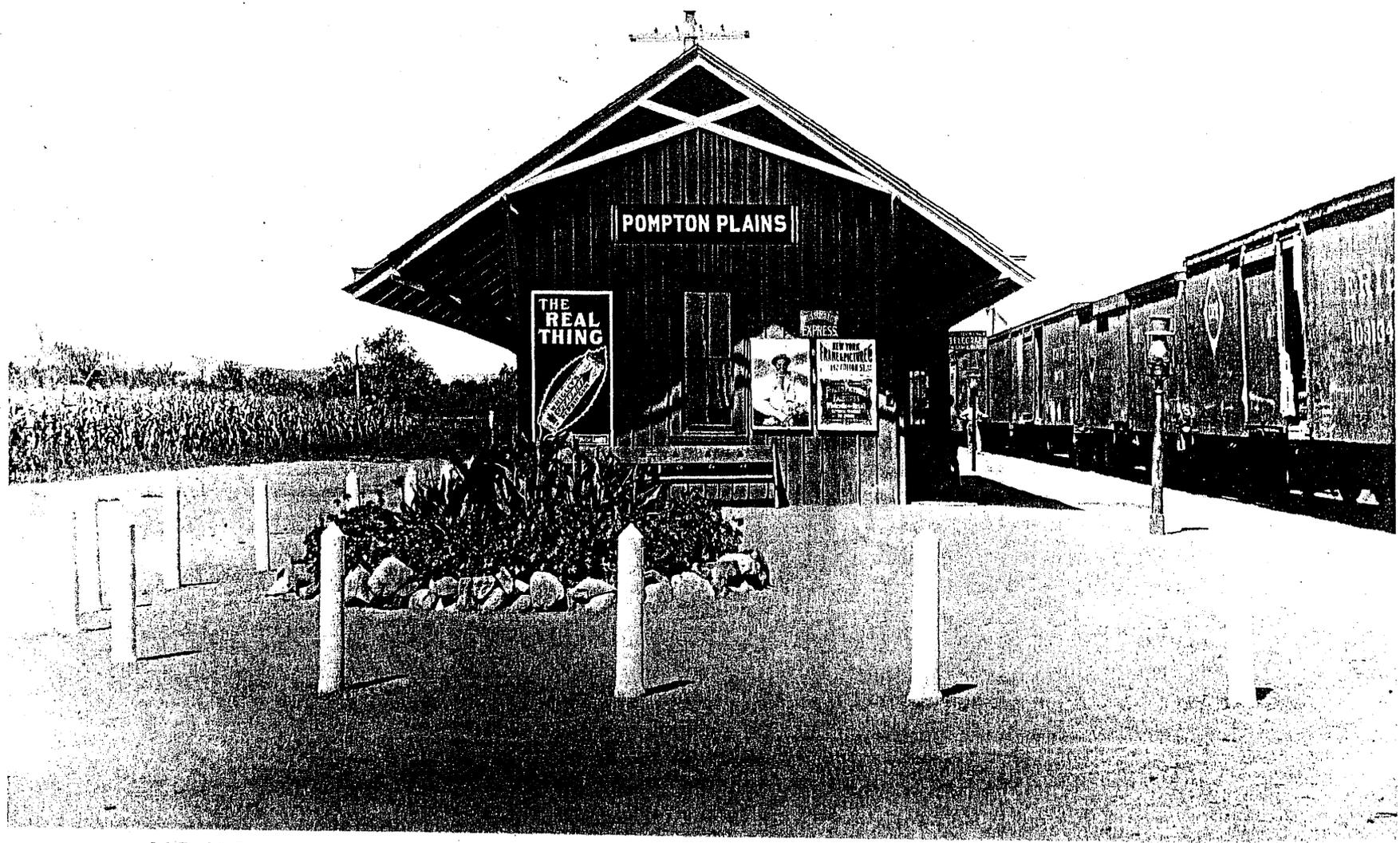
Rubby Ferd Storck
C. 1905

H.P. #3



H.P. #3

HP. # 4



M.P.-26.5
Cornfields no longer flourish alongside this unpretentious station at POMPTON PLAINS. Today, the area is typical suburbia — covered with modern homes and business establishments. The 1910 population of 4,044 has more than doubled.

R. R. STATION, POMPTON PLAINS, N. J.

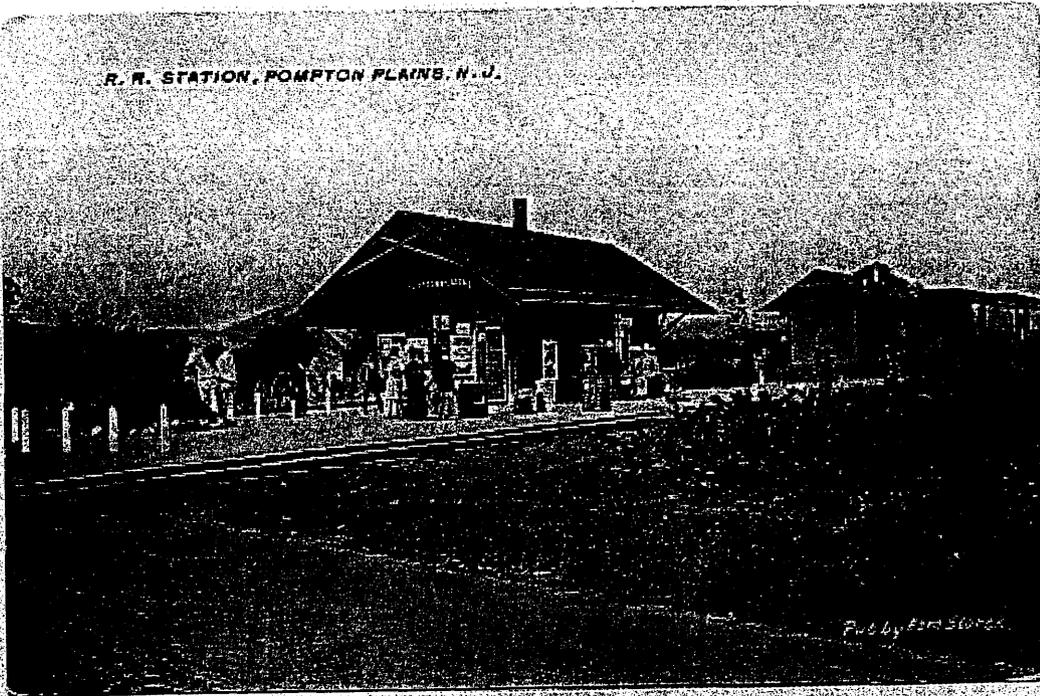


Photo by Edm. Storer

H.P. # 5



ERIE R. R. STATION,
POMPTON PLAINS, N. J.

H.P.#6

See back

1966

MAR • 66



H.P.#6