

7 DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

General.

Within the Morristown District there are over fifty worthwhile structures, many of them public buildings at present. Only a few of the buildings date earlier than 1840. Most houses are of the post-Civil War era and the public buildings, for the most part, are early 20th century.

Generally, with a few exceptions, buildings are well maintained and in good repair and exhibit a certain character of Victorian life in the 19th century.

The following is a short descriptive paragraph of select structures within the district:

Municipal Building. South Street.

Built in 1918 as a private mansion and museum by the founder of AT&T this building is constructed of granite and Vermont marble in a modified Florentine Architecture style. The front doors, done in bold base-relief, depict scenes of local history.

St. Peters Church. South Street. Photo #1.

Directly across from the Municipal Building is St. Peters Church, built by the renowned architectural firm of McKim, Mead, and White. This church was in various stages of construction for 24 years. The church tower is 110 feet tall and houses a great carillon of 35 bells, cast in England at a cost of \$35,000.

Thomas Nast House. 50 Macculloch Avenue.

The Nast House, called "Villa Fontana", is a large rectangular Victorian Manor, built in 1869. It has a Mansard roof. Declared a National Historic Landmark due to the importance of its original owner.

"The Kedge". 49 Macculloch Avenue. Photo #2.

Built in 1870 as a summer cottage, this stick style house has a front facade entrance on the gable end. The oriental garden in the rear provides for a feeling of an Asian influence.

Macculloch Hall. 45 Macculloch Avenue. Photo #3.

This handsome brick house was built in three stages; the first being 1806, the second (the spacious center hall) within a few years, and the last, a large classroom, in 1815. The house is an excellent example of Federal Style Architecture.

Rodgers House. 40 Macculloch Avenue. Photo #4.

Built by Christopher Raymond Perry Rodgers around the year 1852 this Victorian Villa has a pedimented gable

SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Aboriginal | <input checked="" type="checkbox"/> Education | <input checked="" type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Religion/Phi-
losophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape
Architecture | <input checked="" type="checkbox"/> Social/Human-
itarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input checked="" type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

Architecture.

Architecturally, Morristown District can be classified into three divisions: Federal, Victorian, and Early 20th century Public Structures.

The Federal buildings are no more than half a dozen in number and include:

Macculloch Hall, built in 1810, and added to in 1819 by George Perot Macculloch. Evidence suggests that the 1810 section was incorporated into a yet earlier stone building. The 1819 addition was an academy room for young men. The house is an excellent example of the Federal period style.

What is now the Book Store, built in 1786, is an excellent example of brick Federal Architecture in the New Jersey area. The date in the gable end is somewhat unusual for the northern section of the state.

Victorian structures are by far the most common within the district. The private structures are nearly all quite substantial homes indicating the owners stature in society. Certain foreign influences are evident in many of these houses owned by well traveled retired career officers of the United States Armed Forces.

The religious structures within the district are mostly Gothic Revival Style.

The 20th century buildings are the municipal building, the post office, St. Peters Church, and the Morristown Library, to name a few.

Communications.

The Morristown Municipal Building was erected by Theodore N. Vail (though he never occupied it) and was given to Morristown for municipal purposes. Vail was founder and first president of AT & T (from 1900-1920). He formed the organization into the largest private business in the world. He also established Bell Laboratories, an industrial research center.

(cont.)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

History of Morris County, New Jersey. W.W. Munsell & Co., 1882.
Historic Morristown and the Morristown Area. Morris Area Chamber of Commerce, 1961?
Morristown: A Military Capital of the American Revolution. Melvin J. Weig, 1950.
Morristown, New Jersey. T.J. O'Donnell, 1876.
Historic Morristown, New Jersey: The Story of its First Century. Andrew M. Sherman, 1905.
Biographical Directory of the American Congress: 1774-1949. (cont.)

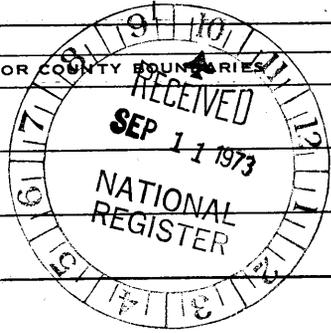
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE	LATITUDE		LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	40° 47' 56"	74° 29' 11"	0		
NE	40° 47' 56"	74° 28' 32"			
SE	40° 47' 22"	74° 28' 32"			
SW	40° 47' 22"	74° 29' 11"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 93

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

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Historic Sites Section Staff (Terry Kerschner, Historien-Curator)

ORGANIZATION: Dept. of Environmental Protection DATE: 7/13/1973

STREET AND NUMBER: P.O. Box 1420

CITY OR TOWN: Trenton STATE: New Jersey CODE: 34

12. STATE LIAISON OFFICER CERTIFICATION **NATIONAL REGISTER VERIFICATION**

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: Richard J. Sullivan

Title: Commissioner, Environmental Protection

Date: September 6, 1973

I hereby certify that this property is included in the National Register.

Ernest A. Connolly
 Associate Director, Professional Services OCT 20 1973

Date: OCT 30 1973

ATTEST:

Wm. M. ...
 Keeper of the National Register

Date: 10-25-73

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 1.

STATE	
New Jersey	
COUNTY	
Morris	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	OCT 30 1973

(Number all entries)

Morristown District
Morristown
Morris County, Code:027
New Jersey, Code:34

6. Representation in Existing Surveys (cont.)

New Jersey Historic Sites Inventory. 1960's. State Survey.
Numbers: 2064.3, .6, .10, .16, & .20.

National Historic Landmark. Thomas Nest House, Macculloch
Avenue and Miller Road, Morristown.

National Register of Historic Places. Dr. Condict House
(Women's Club), South Street, Morristown.



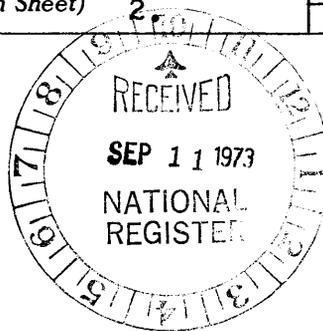
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

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COUNTY Morris	
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7. Description (cont.)

over the central door and a full length front portico, draped with wisteria brought back from Japan by Matthew Perry in 1854.

Sansay House. 17 DeHart Street. Photo #5.
This large five bay house, built in 1807, underwent alterations during the last half of the 19th century. The interior of the building is currently used for offices.

Morristown Library. 1 Miller Road. Photo #6.
Adjacent to St. Peters Church and built in 1917 this house exudes many of the characteristics of the church.

James Colles House. 25 Colles Avenue.
Built in 1837 by noted architect Martin E. Thompson. The architectural style of the building is Greek Revival.

General Fitz John Porter House. 1 Farragut Place. Photo #7.
This late Victorian residence is 2½ stories with gambrel roof and corbelled top brick chimneys. The house is clapboard.

Church of the Assumption. Maple Avenue and Madison Street. Photo #8
Built in 1872-3, this Roman Catholic Church is a fine example of Gothic Revival architecture. Constructed of brick with a brownstone foundation this building has a central nave, side aisles, and a side tower with steeple.

United Methodist Church Ruins. South Park Place.
Built in 1870 and somewhat Romanesque in style this religious edifice was gutted by fire in 1972. The exterior frame of the building, including two corner towers flanking the entrance facade, is still standing.

Morristown Green.
Originally set up to hold the courthouse and jail, in 1816 this park was designated to be the town "common" and has remained so since.

First Presbyterian Church and Cemetery. Park Place.
The earliest First Presbyterian Church in Morristown was constructed in 1738, probably to the front of the present structure. Although the present church was not

(cont.)

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 3.

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(Number all entries)

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7. Description (cont.)

until the late 19th century the cemetery still is extant, some of the stones going back to the mid-18th century.

Numerous other buildings, not herein described, continue to add character and integrity to this unique section of Morristown. Only because their owners were not so well-known or their use public were these structures not singled out in the description. They must be, nonetheless, for full feeling of the area, included within the district.



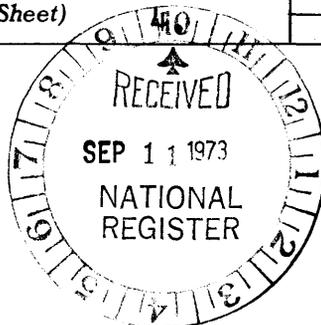
NATIONAL REGISTER OF HISTORIC PLACES
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8. Significance (cont.)

Military and Social/Humanitarian.

The importance of the southern section of Morristown District centers around Macculloch Hall, built by George Macculloch.

Macculloch is credited with conceiving the idea and implementing the construction of the Morris and Essex Canal in 1825.

George Macculloch conveyed his home to his son-in-law Jacob W. Miller in 1856. Jacob Miller, lawyer, was elected to the State Assembly in 1836, the State Council (Senate) in 1842, and as a member of the Whig Party he was elected a United States Senator in 1840. He was reelected in 1846.

One of the Senator's sons, Lieutenant Commander Henry W. Miller, graduated from the Naval Academy in 1852 and proceeded to serve faithfully in the Navy, seeing action during the Civil War. As a citizen Miller was a banker, President of the Morristown Bank (1881-1904), and Mayor of Morristown in 1880 and 1881, while living in two houses, both of which he built in Miller Road.

A younger son of Senator Miller was Commodore Jacob W. Miller, an 1867 graduate of the Naval Academy. Commodore Miller was secretary of the United States Nicaragua Commission which determined the best canal route across the Isthmus. Miller resigned in 1884, but was reinstated in 1898 during the Spanish-American War. Jacob Miller died in 1918 and was buried in the St. Peters churchyard in Morristown. Jacob occupied Macculloch Hall from 1903, to the time of his death in 1918.

Around the nucleus of Macculloch Hall grew a community of seasoned military veterans drawn to the area by numerous factors. It was an ideal climate, the land was available, and the surroundings were socially compatible and profitable for these career officers.

Among the military officers living within the area were: Christopher Raymond Perry Rodgers, General Fitz John Porter, General Joseph Warren Revere, and the widow of Commodore Alexander Slidell Mackenzie.

Christopher Raymond Perry Rodgers (1819-1892), of two distinguished naval families; on his fathers side, Commodore John Rodgers, and on his mothers side, Commodore Matthew Perry. Commodore Christopher Rodgers served in the Seminole, Mexican, and Civil Wars. He was also superintendent of the United States Naval Academy from 1874-1878. His house is

(cont.)

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(Continuation Sheet)

5.

(Number all entries)

Morristown District
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8. Significance (cont.)

at 40 Macculloch Avenue.

General Fitz John Porter (1821-1901), descended from a family of Revolutionary and War of 1812 naval heroes, served in the Mexican and Civil Wars. Promoted Major General shortly after the Civil War began Porter served under General Pope at the second battle of Manassas. Pope had Porter court-martialed for refusing to obey orders. A long controversy reigned over the Court-Martial. New Hampshire, New Jersey, and Pennsylvania passed resolutions in Porters favor. By 1879 a retrial was held and the inquiry recommended that the Court-Martial be set aside and that Porter be reinstated. The United States Senate passed a bill in 1880 to include Porter on the retired list of the Army. Finally, in 1886, President Grover Cleveland signed the bill reinstating Porter. General Porter came to Morristown in 1865. He became the superintendent of construction of the State Hospital at Morris Plains in 1869. Porter died at his home at 1 Farragut Place, Morristown in 1901.

General Joseph W. Revere (1812-1880) was the grandson of Paul Revere, and son of Dr. John Revere, an eminent physician and medical professor of New York. Joseph Revere, a naval merchant, retired from the Navy in 1849, but joined the Seventh New Jersey Volunteers as a Colonel in 1861. Revere, quickly to be promoted to Brigadier General, served effectively, and, at the end of the war, again resigned from the military and returned to his estate just outside of Morristown (known as "The Willows"). The size of this farm proved to be unmanageable for the weak Revere and, in 1872, he purchased the Sansay House at 17 DeHart Street. General Revere lived here until his death in 1880. His wife died in the house in 1910.

Morristown was the home of the widow of perhaps the most courageous Naval officer in the history of the United States. Commodore Alexander Slidell Mackenzie, from a illustrious military family, hung three men on board ship for mutiny while serving under his command. The ringleader was the son of the Secretary of War.

Numerous other military figures lived around the Macculloch Avenue area. Of lesser rank, or of lesser social status, their histories go unnoticed and unstudied. But many of their homes exist and, therefore, their lives and careers continue to be recognized.

(cont.)

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

6.

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8. Significance (cont.)

Education.

Macculloch Hall was enlarged around 1819 for the purpose of providing neighborhood youths with an Episcopalian education. The room also served as the church for several years.

Political.

Jacob Miller, of Macculloch Hall, was a noted local lawyer and was elected to the State Assembly and Senate prior to 1840. In 1840 he was elected a United States Senator from New Jersey. He was reelected in 1846.

At the corner of Miller Road and Macculloch Avenue lived possibly the most influential personality of the third quarter of the 19th century. Thomas Nast, a political cartoonist and satirist, was the motivating factor in the overthrow of the notorious "Tweed Ring" of New York. Nast also created the concepts of the elephant and donkey as symbols of the Republican and Democratic Parties.

Religion/Philosophy.

Episcopal: Until 1828, services of the Church of England were held in Macculloch Hall and from that congregation St. Peters Church was organized and built. The present building was designed by McKim, Mead and White sometime early in the 20th century.

Methodist: Morristown formed the Methodist Episcopal Society in 1825. Services were first held in the now demolished Baptist Church at Speedwell Avenue and Park Place 1827 when the first of three churches was completed. The present church, built in 1866-1877, is in ruins due to a recent fire. Although the interior was completely gutted plans at present call for using the shell of the old church and build within.

Roman Catholic: The Church of the Assumption, built in 1872, and the Rectory next door, built in 1890, have served the Morristown Catholic population for over a hundred years.

Presbyterian: The First Presbyterian Church, organized sometime around 1738 when the first church was built, is now a late 19th century Gothic Revival church. Many of the stones in the cemetery date back to the organization of the

(cont.)

NATIONAL REGISTER OF HISTORIC PLACES
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7.

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8. Significance (cont.)

... church in the 18th century. Present building has incorporated many of the old stones used in the original and second churches.

Other noteworthy religious or related structures within the district are:

- Church of the Redeemer Episcopal Church
- South Street Presbyterian Church
- Masonic Temple

Transportation.

George Perot Macculloch of Macculloch Hall is credited with the conception and building of the Morris Canal. During the summer of 1823, Macculloch gathered data on his proposed route for the canal and in July, Ephraim Beach, a canal engineer, began the engineering work. Construction was begun in 1825 and completed from Phillipsburg to Newark by 1831 and to the Hudson River in Jersey City by 1836. The canal was quite an engineering feat; more impressive even than the Erie Canal, or the later Delaware and Raritan Canal, also in New Jersey.

Macculloch's grandson, Commodore Jacob W. Miller, supervised all of the hydrographic work on the San Juan River and was also appointed secretary of the United States Nicaragua Commission to determine the best route for a canal across the Isthmus, thereby cutting enormously the travel time from the East Coast to the West Coast. Later, Miller was president of the Cape Cod Construction Company which built the Cape Cod Canal.



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8.

STATE	
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ENTRY NUMBER	DATE
OCT 30 1973	

(Number all entries)

Morristown District
Morristown
Morris County, Code:027
New Jersey, Code:34

9. Bibliography (cont.)

United States Government Printing Office, 1950.
Church of the Assumption, Morristown, New Jersey. Church of the Assumption, 1972.
The Celebrated Case of Fitz John Porter. Otto Eisenschiml, 1950.
Witness of the Spirit. Margaret Eckman, 1968.
Washington Valley, An Informal History. Hoskins, Roberts, Foster, and Foster, 1960.
Thomas Nast, His Period and His Pictures. Albert Bigelow Paine, 1904.

Additional information supplied by:

Carl Scherzer, Morristown Engineer.
Barbara Hoskins, Librarian, Morristown Library.



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

9.

STATE New Jersey	
COUNTY Morris	
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OCT 30 1973	

(Number all entries)

Morristown District
Morristown
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New Jersey, Code:34

10. Geographical Data (cont.)

Verbal Description.

Beginning at the NW corner of Madison Street and South Street proceed SW along Madison Street to a point midway between Macculloch Avenue and Green Street. Thence, proceed NW 400 feet to a point directly across from the SW corner of Perry Street. Thence, proceed NE to Macculloch Avenue. Thence, proceed NW to Miller Road. Thence, proceed along the curb of Miller Road to a point equidistance between Macculloch and Colles Avenues. Thence, proceed SE 125 feet, turn SW, and continue parallel to Miller Road to a point 250 feet SW of Colles Avenue. Thence, proceed NW parallel to Colles, across Miller Road and across Wetmore Avenue to a point 125 feet NW of Wetmore. Thence, proceed NE parallel to Wetmore and then parallel to DeHart Street, across Colles, Macculloch, and Maple Avenues, and South Street to the NE curb of South Street. Thence, proceed NE along that curb to North Park Place. Thence, proceed NE to East Park Place, turn SE, and continue in that direction 225 feet. Thence, proceed NE 150 feet. Thence, proceed NNE 400 feet following the First Presbyterian Church Cemetery property line to the SE curb of South Park Place. Thence, proceed SW to the Morristown Post Office and, including the Post Office within the district, proceed to the SW curb of Dumont Place. Thence, proceed SE along Dumont to Pine Street. Thence, turn SW and continue to the SW curb of King Place. At this juncture proceed SE along King Place, projecting this line to Elm Street. Thence, proceed SSW along Elm Street to the point of beginning.

All structures within the area herein described are part of the Morristown District unless otherwise noted.

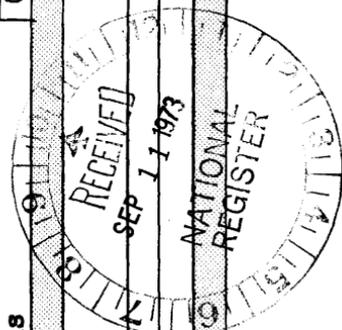


NATIONAL REGISTER OF HISTORIC PLACES PROPERTY MAP FORM

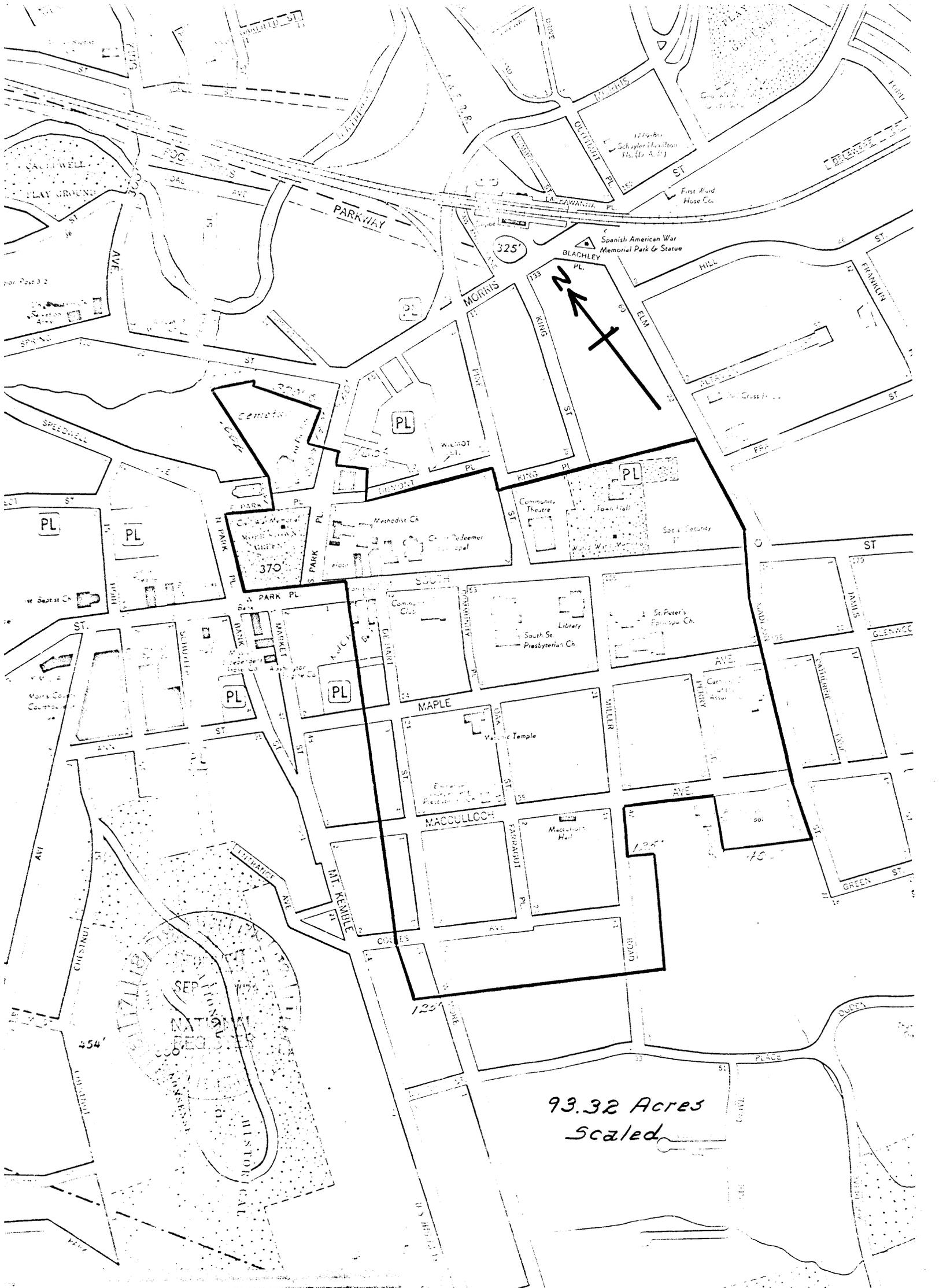
(Type all entries - attach to or enclose with map)

STATE	New Jersey
COUNTY	Morris
FOR NPS USE ONLY	
ENTRY NUMBER	OCT 30 1973
DATE	

1. NAME	
COMMON:	Morristown District
AND/OR HISTORIC:	
2. LOCATION	
STREET AND NUMBER:	Multiple
CITY OR TOWN:	Morristown
STATE:	New Jersey
CODE	34
COUNTY:	Morris
ENTRY CODE	027
3. MAP REFERENCE	
SOURCE:	Morristown Street and Road Map
SCALE:	1:6,000
DATE:	1960's
4. REQUIREMENTS	
TO BE INCLUDED ON ALL MAPS	
<ol style="list-style-type: none"> 1. Property boundaries where required. 2. North arrow. 3. Latitude and longitude reference. 	



S E P T E M B E R 1 9 7 3



Morristown District
 Morristown
 Morris County, Code:027
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	Latitude	Longitude
NW	40°47'56"	74°29'11"
NE	40°47'56"	74°28'32"
SE	40°47'22"	74°28'32"
SW	40°47'22"	74°29'11"

FACILITY NAME: Morristown

Survey # 2-18

3. DESCRIPTION--COMPLEX IN GENERAL

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

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

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

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

of tracks: 2
 Pedestrian access across tracks:
 Pedestrian bridge: at street grade elevated
 Pedestrian/vehicular bridge: at street grade elevated
 Tunnel
 None provided

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

The Morristown Station complex, located E of the edge of the business district, consists of a one-story, red brick station in Renaissance Revival style, a similar shelter, platforms and attached canopies on either side of the tracks, and pedestrian tunnel. Tracks are aligned generally N-S. There is a loop drive W of the station with a small parking lot (2) and E of the shelter, a drop-off curb zone and a large lot (1). Additional parking is available along neighboring streets. Pedestrians may approach from Morris Avenue via an axial sidewalk to the main door of the station, or directly onto the platform via stairs at the N and S ends of the complex (A,B,C,D). A low brick wall partially encloses the W parking lot. Between the wall and Morris Avenue is a symmetrical planting of trees and shrubs. The vehicular approach is visually enhanced by one's passage between entrance columns capped with decorative globe fixtures. There is a newsstand concession in the Waiting Room of the station and a red brick freight house just N of the complex.

FACILITY NAME: Morristown

Survey # RR 1424-
2-18

3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound 560' concrete platform

Outbound

Between tracks

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

The inbound canopy at Morristown, a steel beam and concrete butterfly, supported on steel columns and brackets, is 22 bays long. Its central nine bays are attached to the station wall. Original lighting fixtures, which were probably incandescent, have been replaced by mercury vapor fixtures which hang from the framing, one per bay. There is no seating provided.

FACILITY NAME Morrystown

RR 1424-
Survey # 2-18

4. DESCRIPTION - BUILDINGS (EXTERIOR)

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

Static Shelter Freight House Other (specify)

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

The station consists of a 1-story central rectangular block 3 bays wide and 3 deep with a slight projection on the E, and a shallow hipped roof. There are double doors in the central bay of the W facade and in the outside bays of the E facade. Alternate bays and lunettes above the doors contain windows. Wings at either side are 3 bays wide and 2 deep and have similar windows on both the W and E facades and lunettes on both end walls. Exceptions occur in the N bay of the E facade and the central bay of the N facade, where there are freight doors, and in the S bay of the N wing of the W facade, where there is an entry to the tunnel. Corbelled brick chimneys straddle the ridge of both wings.

FACILITY NAME Morristown

Survey # RR 1424-
2-18

4. DESCRIPTION - BUILDINGS (INTERIOR)

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

Station x Shelter _____ Freight House _____ Other _____ (specify)

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

The spaces of the Morristown station are on one level (basement excepted). The main block comprises the Waiting Room (1) and, fitted into the E facade projection, the Ticket Office (2). Adjoining the Waiting Room on the N are the Baggage Room (5) and the W entry to the pedestrian tunnel. To the S of the Waiting Room are the rest rooms (3,4). All spaces have typical D, L, and W finishes (see schedules) and are in original condition. Of particular interest are the classical detailing of the Ticket Office partition, and the terra cotta trim of the Waiting Room walls.

FACILITY NAME: Morristown

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 8
NAME Waiting Room NUMBER ON FLOOR PLAN 1

Original Existing, if different

Floors: terrazzo (beige) _____

Base: glazed brick (green/gray) _____

Wainscot: glazed brick (yellow; single grn. course) _____

Walls: plaster paint (beige)

Ceiling: smooth plaster, panel relief _____

Trim: olive terra cotta chairrail with grape vine relief; plaster cornice relief; plaster panel relief/lunettes; plaster blank transoms at ends

Doors: wood 6/panel 4/panel _____

Seating: wood benches, built-in radiators _____

Lighting: incandescent fixture attached to wainscot _____

Other: Ticket Room projects into space; dark stain Tuscan Doric pilasters, surrounds, keystones, brackets, cornice, frieze; projecting clock frame at top. Similar treatment for newsstand. Four lamps on backs of free-standing benches: iron bases and stems, art glass hipped shades. Green terra cotta drinking fountain, N wall.

FACILITY NAME: Morristown

Survey # RR 1424-
2-18

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8

NAME Ticket Office

NUMBER ON FLOOR PLAN 2

Original

Existing, if different

Floors: board

asphalt tile

Base: wood, stain or varn.

(natural)

Wainscot: wood vertical board, stain or varn.

(natural)

Walls: plaster

paint
(beige)

Ceiling: plaster

paint
(beige)

Trim: wood sills, surrounds, stain or varn.

(natural)

Doors: unknown

wood
(plain)

Seating: none

Lighting: incandescent fixture

2 fluorescent fixture

Other: built-in wood counter in front of ticket
window

2 cast iron radiators (track side)

FACILITY NAME: Morristown

-5A
RR 1424-
Survey # 2-18

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 8

NAME Ladies' Lounge NUMBER ON FLOOR PLAN 4

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo (beige/black) tile trim</u>	<u></u>
Base:	<u>ceramic tile (gray/green)</u>	<u></u>
Wainscot:	<u>wood panel</u>	<u>paint (brown)</u>
Walls:	<u>plaster</u>	<u>paint (beige)</u>
Ceiling:	<u>plaster</u>	<u>paint (beige)</u>
Trim:	<u>wood chairrail, sills, surrounds stain or varn.</u>	<u>paint (brown)</u>
Doors:	<u>wood panel, stain or varn.</u>	<u>paint (brown)</u>
Seating:	<u>free-standing bench, 2 chairs</u>	<u></u>
Lighting:	<u>2 hanging incandescent fixtures</u>	<u></u>
Other:	<u>wall radiator grill (streetside)</u>	<u></u>

FACILITY NAME: Morristown

-5A
RR 1424-
Survey # 2-18

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8NAME Women's ToiletNUMBER ON FLOOR PLAN 4T

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo (beige)</u>	<u></u>
Base:	<u>tile (white)</u>	<u></u>
Wainscot:	<u>tile (white)</u>	<u></u>
Walls:	<u>plaster</u>	<u>paint (beige)</u>
Ceiling:	<u>plaster</u>	<u>paint (beige)</u>
Trim:	<u>wood frames</u>	<u></u>
Doors:	<u>wood panel</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>1 hanging incandescent bulb</u>	<u></u>
Other:	<u></u>	<u></u>

FACILITY NAME Morristown

-5A
 RR 1424-
 Survey # 2-18

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8

NAME Men's Lounge

NUMBER ON FLOOR PLAN 3

Original

Existing, if different

Floors: terrazzo (beige) tile border

.

Base: ceramic tile (gray-green)

Wainscot: wood, panel

Walls: plaster

paint
(beige)

Ceiling: plaster

paint
(beige)

Trim: wood chairrail, sills, surrounds
stain or varn.

paint
(brown)

Doors: wood, single panel

Seating: wood built-in bench above radiator

Lighting: 2 hanging incandescent bulbs

Other: wood cornice

paint
(beige)

FACILITY NAME: Morristown

-5A
RR 1424-
Survey # 2-18

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8NAME Men's ToiletNUMBER ON FLOOR PLAN 3T

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo (beige)</u>	<u></u>
Base:	<u>ceramic tile (white)</u>	<u></u>
Wainscot:	<u>ceramic tile (white)</u>	<u></u>
Walls:	<u>plaster</u>	<u>paint (beige)</u>
Ceiling:	<u>plaster</u>	<u>paint (beige)</u>
Trim:	<u>wood frames</u>	<u></u>
Doors:	<u>wood panel</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>1 hanging incandescent bulb</u>	<u></u>
Other:	<u>cast iron radiator next to track window</u>	<u></u>

-5A
RR 1424-

FACILITY NAME: Morristown

Survey # 2-18

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8

NAME Baggage Room

NUMBER ON FLOOR PLAN 5

Original

Existing, if different

Floors: poured concrete

Base: none

Wainscot: none

Walls: red brick 5-course American bond

Ceiling: concrete

Trim: wood frames, brick voussoirs

Doors: wood panel (dark stain)

Seating: none

Lighting: 2 hanging incandescent bulbs

Other: door to attic; freight scale
in floor, measuring device with cast iron
Doric columns and wood entablature

FACILITY NAME: Morristown

-5A
RR 1424-
Survey # 2-18

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8

NAME Boiler Room

NUMBER ON FLOOR PLAN

Original

Existing, if different

Floors: poured concrete

Base: poured concrete

Wainscot: poured concrete

Walls: poured concrete

Ceiling: board

Trim: none

Doors: wood panel

Seating: none

Lighting: 1 hanging incandescent fixture

Other:

FACILITY NAME: Morristown

-3
RR 1424-
Survey # 2-18

3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound

Outbound 600' concrete platform, concrete and pipe rail

Between tracks

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

The outbound canopy at Morristown is similar to the inbound. Sixteen bays long, its central five bays are attached to the shelter wall.

FACILITY NAME Morristown

4. DESCRIPTION - BUILDINGS (EXTERIOR)

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

Station _____ Shelter x Freight House _____ Other _____ (specify)

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

The shelter, with similar form and materials to the station, consists of a rectangular block, 5 bays wide and 2 deep. The first floor comprises the entry to the pedestrian tunnel beneath the tracks. Just E of the tunnel and perpendicular to it, sheltered stairways lead N and S to the platform.

On the W wall of the second floor is a central window flanked on either side by double doors and an oculus. The E wall contains 3 windows, flanked by oculi, and the N and S walls each contain a single oculus.

FACILITY NAME

Survey # RR 1424-2-18

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station _____ Shelter x Freight House _____ Other _____ (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall/frame roof</u>	_____
Foundation:	<u>concrete</u>	_____
Base course:	<u>brick (yellow)</u>	_____
Walls:	<u>brick (yellow)</u>	_____
Trim:	<u>brick water table, voussoirs, double brackets, wood (probably varnish)</u>	<u>(modern paint)</u>
Doors:	<u>wood frame</u>	<u>(modern paint)</u>
Roofing:	<u>Spanish tile</u>	_____
Soffit:	<u>stucco</u>	_____
Windows:	<u>multi-pane casements in round arch surrounds, 9-pane oculi</u>	_____
Lighting:	<u>incandescent fixture</u>	<u>MV in tunnel entry</u>
Signage:	<u>painted board</u>	_____
Drainage:	<u>copper gutters and downspouts</u>	<u>Galvanized gutters and downspouts</u>
Other:	<u>iron balustrade on stairs, rectilinear pattern</u>	_____

FACILITY NAME Morristown

4. DESCRIPTION - BUILDINGS (INTERIOR)

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

Station _____ Shelter x _____ Freight House _____ Other _____ (specify)

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

The spaces of the Morristown Station are on one level. They consist of a Waiting Room (1) with rest rooms adjoining on the N (3,4). Finishes and detailing, in nearly original condition, are similar to those of the station.

FACILITY NAME: Morristown

-5A
RR 1424-
Survey # 2-18

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 3NAME Waiting RoomNUMBER ON FLOOR PLAN 1OriginalExisting, if differentFloors: terrazzo (beige)Base: glazed brick (green)Wainscot: glazed brick (yellow)Walls: plasterpaint
(beige)Ceiling: plaster panelspaint
(beige)Trim: plaster cornice relief, green terra
cotta chairrail (same as station)Doors: wood frames (dark stain)Seating: benches/radiators (dark stain)Lighting: 2 hanging incandescent bulbs

Other: _____

FACILITY NAME: Morristown

RR-1424-
Survey # 2-18

5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect Frank J. Nies source plans
 Date 1914 Source DL&W Alteration dates _____ Source _____
 Style Renaissance Revival
 # passenger trains/day (present) _____ Peak (#, Yr.) _____
no Original station on site Present station is fifth on this site.

The Morristown station, previously entered in the National Register of Historic Places, is a very good example of the Renaissance Revival mode of architecture popular with the DL&W's designers early in the 20th century, as adapted to the needs of a medium-sized facility. The station was designed in-house in concercert with the railroad's massive grade separation projects. It is similar to other stations on the line, many with similar form and materials, including Orange, Highland Avenue, Mountain, Convent, and Morris Plains. None of those, however, is as grand as Morristown.

The complex also includes significant landscaping features on the site. Elements include two drives and an axial pedestrian approach (see site plan). Handsome brick gateposts complete the arrangement.

The station justifiably received critical acclaim when it opened, and was included in John Droege's classic Passenger Terminals and Trains as a good example of a medium-size station.

FACILITY NAME: Morristown

-7
RR 1424-
Survey # 2-18

6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

New boundaries are outlined on site plan.

Acreage: c. 3.5 acres

UTM coordinates: Zone: 18/Easting: 544320/Northing: 4516160
USGS Quad Morristown Scale 1:24000

7. REFERENCES

BIBLIOGRAPHIC:

Delaware, Lackawanna and Western, Annual Report, 1914.
 Droege, John Albert, Passenger Terminals and Trains, New York, McGraw Hill, 1916.
 Files of local history section, Morristown Public Library, Morristown, NJ.
 Plans, Morristown Station, New Jersey Transit, Newark, NJ.

ICONOGRAPHIC:

3rd and 4th stations on site, respectively
 Alexander, Edwin P., Down at the Depot, Clarkson N. Potter, Inc., 1970,
 pp. 132-133.
 Taber, Thomas, The DL&W in the Twentieth Century, Muncy, PA,
 author, 1981, p. 98.

8. PHOTO

Negative index # 1271 or NJT photo # — slide # 2-18
 Date 1978 Photographer Richard Browne Assocs.
 Loc. of negative NJ Transit Direction of view: Station from South

RR 1424- -8
Survey # 2-18

FACILITY NAME: Morristown

9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

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

10

B. ARCHITECTURAL SIGNIFICANCE

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

RR 1424- -9
Survey # 2-18FACILITY NAME: Morristown
CRITERIA CONT.

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

RR 1424- -10
Survey # 2-18

FACILITY NAME: Morristown

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

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

ii. PHYSICAL CONDITION

- | | |
|--------------------------|---------------------|
| a. Excellent | <u> </u> (10) |
| b. Good | <u> X </u> (5) |
| c. Fair | <u> </u> (0) |
| d. Poor | <u> </u> (-10) |
| e. Severely deteriorated | <u> </u> (-25) |

iii. RELATIONSHIP TO COMMUNITY

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

iv. SUITABILITY FOR ADAPTIVE USE

- | | |
|------------------------------|--------------------|
| a. Excellent | <u> </u> (30) |
| b. Very Good | <u> </u> (25) |
| c. Good | <u> X </u> (20) |
| d. Average | <u> </u> (15) |
| e. Possible, with difficulty | <u> </u> (10) |

85

TOTAL

210

FACILITY NAME: Morristown

Attach copy of site plan

___ continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: August 1981

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

LOT # 4
2

STAIR 'A'
STAIR 'B'

HOBOKEN
DOVER

CROSSOVER

CANOPY
(504' X 23')

CANOPY
(420' X 20')

PARKING
LOT 1
(127)

UNDERPASS
TRACK
CROSSING

2ND
STATION

KING STREET

MORRIS

OUTBOUND
STATION

PARKING LOT 2
(56 CARS)

INBOUND PLATFORM
(560' X 14')

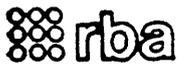
OUTBOUND PLATFORM
(600' X 14')

STAIR 'C'
STAIR 'D'

INTER-TRACK
BARRIER

PARK
BUS STOP

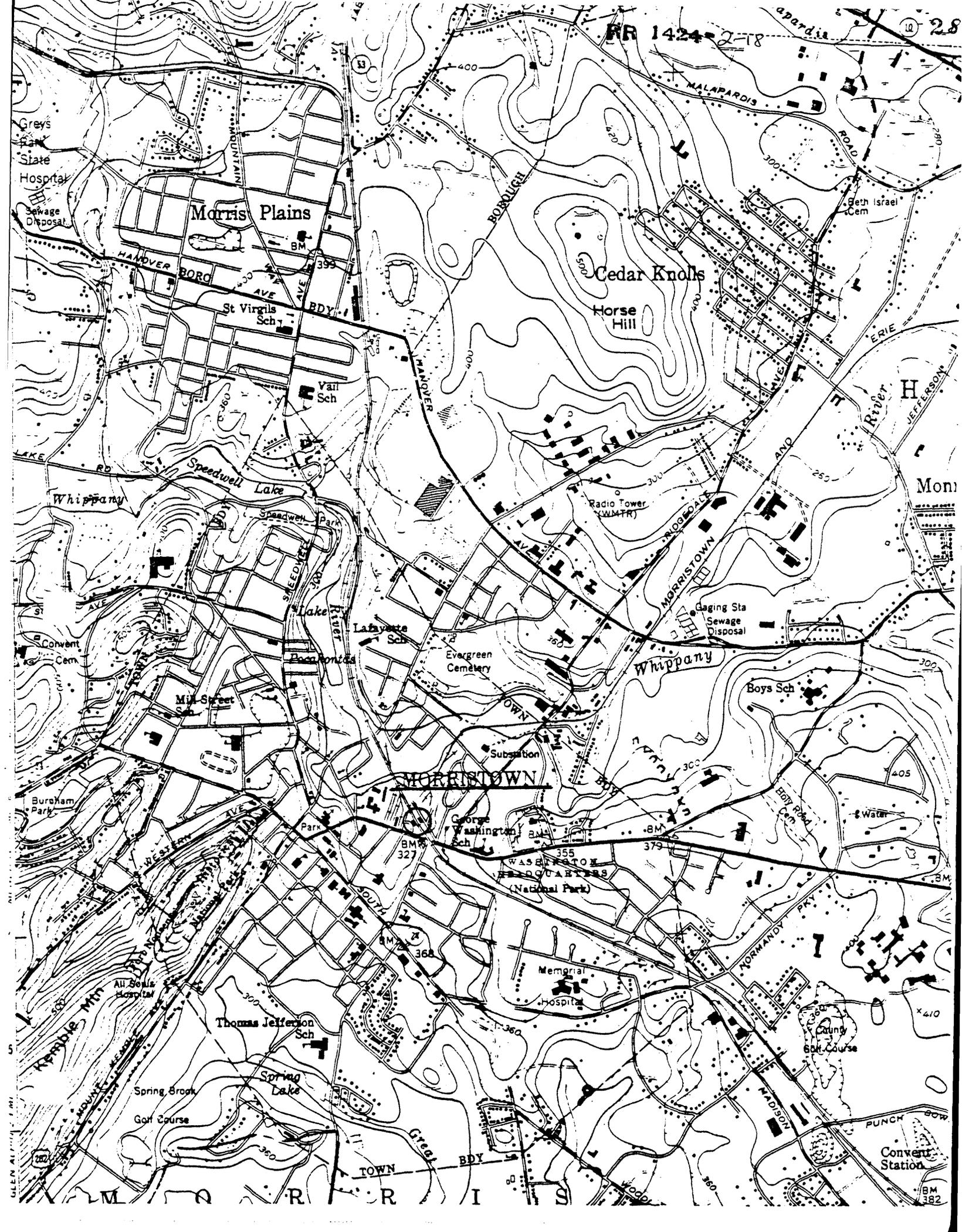
ASHLEY BLVD
AVE.



MORRISTOWN
MORRISTOWN LINE

SCALE: 1" = 100'-0"
DATE: SEPT. 1978





RR 1424-2-18

Morris Plains

Cedar Knolls

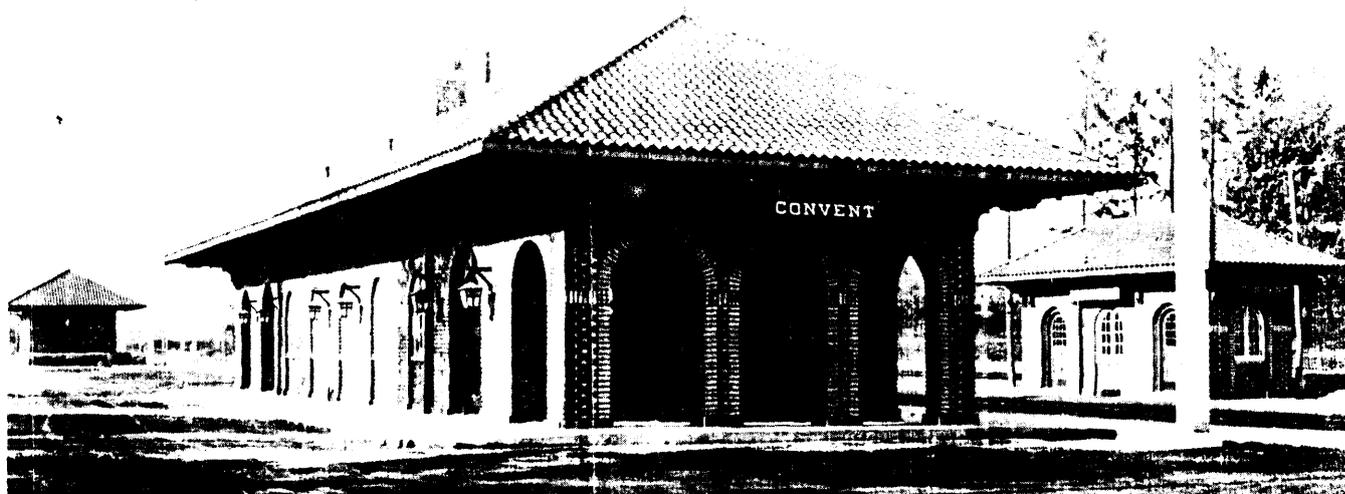
Horse Hill

MORRISTOWN

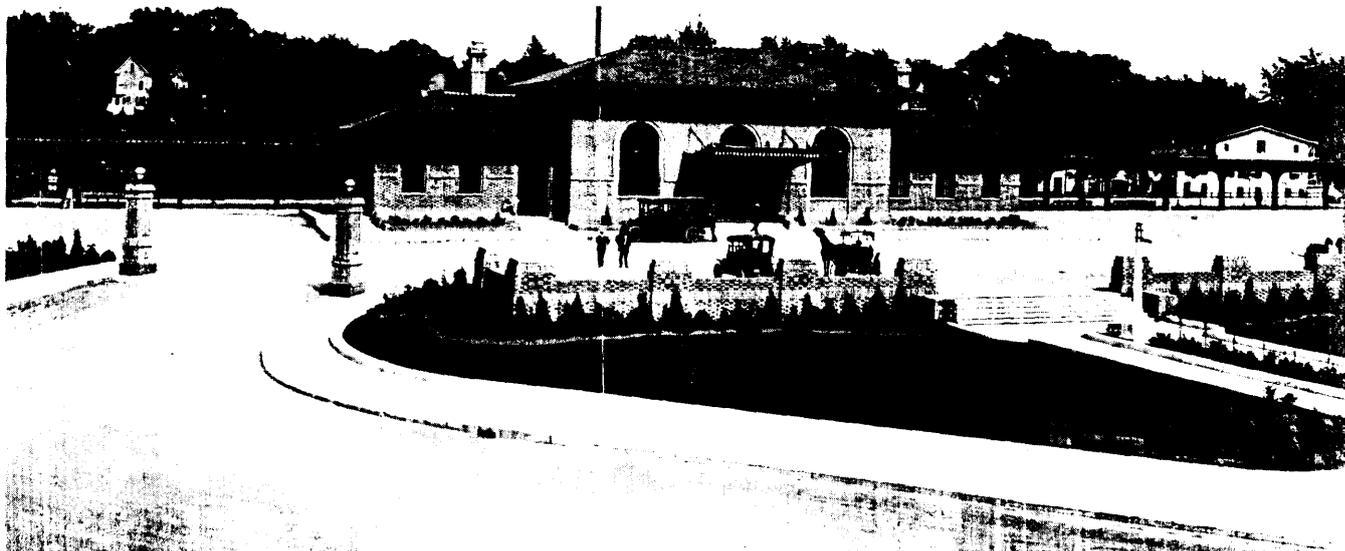
Thomas Jefferson Sch

Convent Station

98

2-18 Morristown Railroad Station (Taber, 20th, p. 98)

Convent received a new station in 1913-14 similar to several others to serve the College of St. Elizabeth students. On the far side of the westbound waiting room are the trolley tracks of the Morris County Traction Company. In the distance is the small freight house built at the same time. This picture was taken from adjacent to the grade crossing going into the college — the only grade crossing left east of Dover. Until after World War II, few people commuted from Convent, but all that changed rapidly, and the open fields around the station soon became paved parking lots.



Morristown, as the county seat of Morris County and the largest community west of the Oranges at one time, was the stopping point for the Buffalo trains. By 1910 the Lackawanna had completed plans for the elevation and was ready to start work until President Richard McEwan of the little Morristown and Erie Railroad said nothing doing unless the Lackawanna made a certain road under the tracks public and raised the tracks higher so that a trolley could run under them to his station. Not only would raising the tracks add additional expense, but it put the M. & E. in a potential position to seriously challenge the Lackawanna for New York commuters. The Erie occasionally considered completing the Montclair tunnel which would mean that the Morristown and Erie route would be two or three miles shorter than the Lackawanna. The M. & E. could foreseeably run its trains over the trolley tracks up into the center of Morristown whereas the Lackawanna station was three-eighths of a mile away. The stalemate continued throughout 1911 with thousands of words appearing each month in the local newspapers. Finally, in 1912 President Truesdale announced that they would not elevate through Morristown if President McEwan didn't give in. Truesdale agreed to make the private road public, and McEwan gave in on his height demand — thereby assuring that the Lackawanna would not lose business to McEwan. The new yellow brick station was opened for service November 3, 1913 and formally dedicated on December 10th. In front of the station in this view is the Morristown - Mendham jitney bus.

SUMMARY

Station: Morristown

Line: Morristown

Surveyed August, 1978

Index:

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

Information File:

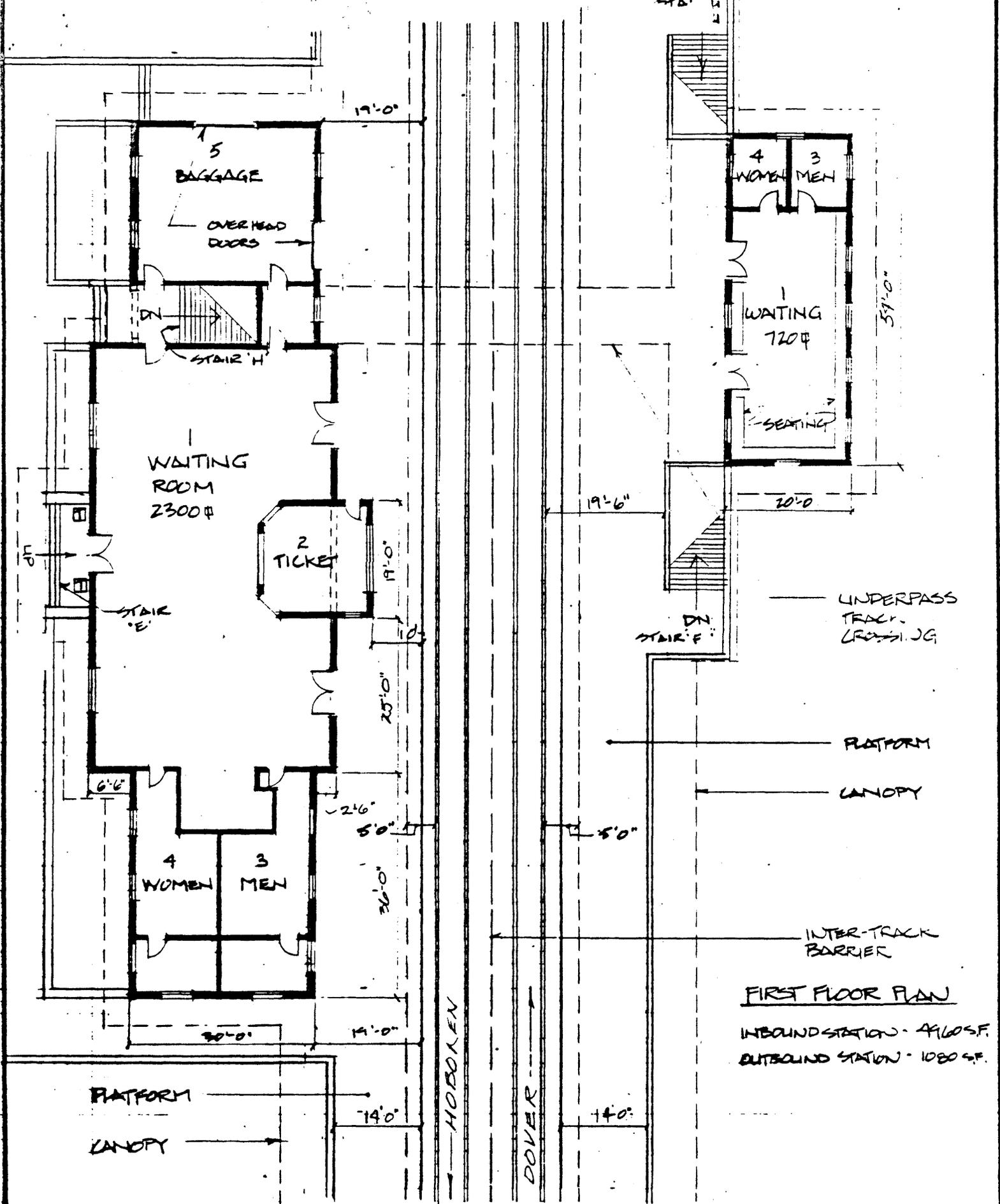
- | | |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| <u>X</u> | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| <u>X</u> | September 1974 Survey - NJ DOT (Dept. of Commuter Services) |
| <u>X</u> | Tri-State Aerial Photo Survey of Rail Parking 1970 |
| _____ | Conrail Data Survey for Station |
| <u>X</u> | TOPICS or Traffic Improvements Planned in Station Area |
| _____ | Community Renewal Plans for Station |
| _____ | Historical File for Station |
| <u>X</u> | Schedule of Trains and Buses |
| <u>X</u> | Other 1978 Morris County Railroad Station Survey |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 1428

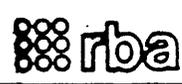
Station Ridership Category: 2 Ownership: N.J.D.O.T.

Agent: Yes Hrs/Days: 5:45 a.m. - 2:15 a.m. Monday through Friday

Rehabilitated (10 years or less) & Description: Platform in 1973



FIRST FLOOR PLAN
 INBOUND STATION - 4160 S.F.
 OUTBOUND STATION - 1080 S.F.



MORRISTOWN
 MORRISTOWN LINE

SCALE: 1" = 20'
 DATE: SEPT. 1978



3 PLATFORMS & CANOPIES

Station: 1 MORRISTOWN

NO. of TRACKS: 2 In-Bound (NY H N)* 1 Out-Bound 1 By-Pass 1 Inactive 1 I.B. 1 O.B. 1
 * Grade In-Cut(Walls) Cross Slope Elevated Embankment Structure
 sight Curved Visibility Problem Yes No
 Board must Commuter walk on tracks: yes no (Ask Ticket Agent). Note other obstructions on Platform & setback f/rail:

PLATFORMS	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK			
Length X Width	<u>500' x 14'*</u>	<u>600' x 14'</u>	<u> </u> x <u> </u>			
Height Above Top of Rail	<u>10"</u>	<u>10"</u>	<u> </u>			
Platform Material	<u>CONCRETE</u>	<u>CONCRETE</u>	<u> </u>			
Edge Material	<u>CONCRETE</u>	<u>CONCRETE</u>	<u> </u>			
Safety Line, Material	<u>yes/no WHITE STRIPE</u>	<u>yes/no WHITE STRIPE</u>	<u>yes/no</u>			
Guardrail (Locate)	<u>yes/no</u>	<u>yes/no CONG/PIPE RAIL</u>	<u>yes/no</u>			
In-cut/ <u>Retaining Wall</u>	<u> </u>	<u> </u>	<u> </u>			
Lighting - Type,	<u>UNDER CANOPY</u>	<u>UNDER CANOPY</u>	<u> </u>			
C.C., Setback f/rail	<u> </u>	<u> </u>	<u> </u>			
Seating-Mat'l & Qty.	<u>NONE</u>	<u>NONE</u>	<u> </u>			
Stairs: (ramps used: A	<u>± vert. rise</u>	<u>width,</u>	<u>vert. rise,</u>	<u>width,</u>	<u>vert. rise</u>	<u>width</u>
yes / no) B	<u>± 24'</u>	<u>6'</u>	<u>D. ± 15'</u>	<u>6'</u>	<u>G. ± 15'-6"</u>	<u>8'-6"</u>
Locate: C	<u>± 24'</u>	<u>6'</u>	<u>E. ± 21"</u>	<u>18'</u>	<u> </u>	<u> </u>
	<u>± 15'</u>	<u>6'</u>	<u>F. ± 15'-6"</u>	<u>8'-6"</u>	<u> </u>	<u> </u>

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

* PLATFORM - 19' WIDE AT BUILDING (SEE PLAN)

EDGE - BROKEN IN PLACES, AT CROSSOVER CONCRETE IS BROKEN AWAY EXPOSING REINFORCING RODS (SEE PHOTOS)

INBOUND PLATFORM - THERE IS A 6" Ø HOLE THROUGH PLATFORM AT NORTH END OVERPASS (CAN SEE TO BELOW) WHERE PLATFORM MEETS UNDER PASS WALL - VERY HAZARDOUS CONDITION

GUARDRAIL - 2' HIGH CONCRETE WALL WITH 2' HIGH PIPE RAILING, ENTIRE LENGTH OF PLATFORM

STAIRWAY 'C' - VERY POOR CONDITION / DISINTEGRATING, CRUMBLING. Continue on back of page

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>420' x 20'</u>	<u>304' x 23'</u>	<u> </u> x <u> </u>
Height (Lowest)	<u>12' 6"</u>	<u>12' 6"</u>	<u> </u>
Setback from Rail	<u>± 5' 0"</u>	<u>5' 0"</u>	<u> </u>
Structure w/Spacing	<u>I-BEAM/STEEL BRACE</u>	<u>I-BEAM STEEL BRACE</u>	<u> </u>
Setback-Rail to Support	<u>± 14'-0"</u>	<u>± 14'-0"</u>	<u> </u>
Deck Material	<u>CONCRETE</u>	<u>CONCRETE</u>	<u> </u>
Roofing	<u>CONCRETE</u>	<u>CONCRETE</u>	<u> </u>
Shape	<u>Slope / Gable / Flat</u>	<u>FLAT</u>	<u> </u>
Drainage	<u>COPPER BASINS / C.I.P. LEADERS</u>	<u>COPPER BAS. / C.I.P. LEADERS</u>	<u> </u>
Lighting	<u>H.I. MERC. VAPOR</u>	<u>H.I. MERC. VAPOR</u>	<u> </u>

CONDITION (Note apparent poor conditions only):

I-BEAMS AND STEEL BRACING SHOULD BE SCRAPED AND REPAINTED

4 STATION BUILDING

SHELTER

STATION: Moorstown

In-Bound (NY, H, N) In-Use yes; Out-Bound In-Use ; Number of Levels 1 I.B. O.B.
 Relation of Main to Track (under, over, level) Relation of Entry to Street level I.B. O.B.
 of Overhang - width: _____ Location: (refer to Floor Plan _____)
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
 a) width ± 10' vertical rise ± 15'6" b) width _____ vertical rise _____
 c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD AND GLASS
 Base Course BRICK (photo) Roof Deck CONCRETE
 Walls BRICK Roofing SPANISH TILE
 Trim CONCRETE Soffit STUCCO
 Windows - operable - yes / no; WOOD & GLASS
 Structural System (consultant _____) BRICK WALLS ON CONCRETE FOUNDATION, WOOD FRAME ROOF
 Drainage GALVANIZED GUTTERS & LEADERS (NEW)

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>ROOMS F.</u>	<u>TERRAZ.</u>	<u>GL BRICK</u>	<u>GL BRICK</u>	<u>PLASTER</u>	<u>PLASTER</u>		<u>INCLD.</u>
2. Ticket Office	<u>ASPL. TILE</u>	<u>WOOD</u>	<u>WOOD</u>	<u>PLASTER</u>	<u>CAGE</u>	<u>10'</u>	<u>FLUOR.</u>
3. Mens Toilet	<u>TERRAZ.</u>	<u>GR. TILE</u>	<u>GR. TILE</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>11'9"</u>	<u>INCLD.</u>
4. Womens Toilet	<u>TERRAZ.</u>	<u>GR. TILE</u>	<u>GR. TILE</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>11'9"</u>	<u>INCLD.</u>
5. <u>BID WASH</u>	<u>CONCRETE</u>	<u>BRICK</u>		<u>BRICK</u>	<u>PLASTER</u>	<u>15'</u>	<u>INCLD.</u>

- A. Concessions and Businesses: Taxi _____ Other: Newspaper stand/coin box Pay Toilet _____ Vending Machines _____
- B. Waiting Room Seating: describe (photo): LONG BENCHES Capacity 80
- C. Number of Public Phones and Locations: 2 - INSIDE ; 2 - OUTSIDE AT LOWER LEVEL OF OUTB'D. BUILDING
2 - OUTSIDE AT ENTRY STAIRS
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. NONE O.B. NONE
- E. Describe visibility for surveillance for waiting rooms with and without agents: _____
- F. Is passage from the station to platforms sheltered: yes / no (photo description _____).
- G. Are public toilets, telephones and other station conveniences identified: yes / no
- H. Are lockers provided: yes / no; trash receptacles: yes / no, location: waiting room # INSIDE
 platform I.B. (NY) # _____, platform O.B. # _____, pick/up areas: _____ (photos)
- I. Mailbox: yes / no
- J. Water fountain: yes / no; location: _____
- K. Describe other commuter conveniences: _____

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

CONDITION: *

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

Foundations:

Walls/Doors/Windows: - RETAINING WALLS AT PLANTERS - BROKEN AND IN
POOR CONDITION (PHOTO)
- SURFACE BRICK FALLEN AWAY IN PLACES (PHOTO)
- SOME DOORS NEED REPLACEMENT

Stairs:

- STAR TREADS ARE CHIPPED IN SPOTS

Roof/Drainage: - ROOF - MANY BROKEN TILES - NEED MAJOR REPAIRS

Other - SOFFIT - STUCCO IS FALLING FROM SOFFIT - HAZARDOUS.
THERE ARE NO GUTTERS/LEADERS ON PARKING LOT SIDE
WHERE STUCCO IS FALLING.

Interior (locate elements by room; photograph poor conditions)

Walls/Doors/Windows: . INTERIOR - NEED PAINTING
GLAZED BRICK & CERAMIC TILE - NEED - CLEANING
CAULKING IS MISSING

Floor:

Ceiling: NO CEILING IN TICKET OFFICE

Stairs:

4b MECHANICAL & ELECTRICAL

STATION: MORRISTOWN

HEATING

Location of Heating Unit: FURNACE ROOM
Type of Unit: OIL-FIRED Output: _____ Fuel: OIL 3.606 PH
Controls: _____ Zones: _____ Storage Capacity: _____
Burner Size: _____ Make of Unit: _____ Make of Burner: WEL-MELAN
Distribution System: _____

REMARKS:

HEATING SYSTEM SUPPLIES TO CERTAIN RADIATORS BEHIND BENCHES
PIPING IS NOT INSULATED; FURNACE ROOM HAS DIRT FLOOR;
WATER DRIPPING IN COAL BIN

AIR CONDITIONING

Location: TICKET OFFICE WINDOW
Type: PORTABLE WINDOW UNIT Capacity: _____
Distribution System: _____
Spaces Handled: TICKET OFFICE ONLY

REMARKS:

KELVINATOR WINDOW UNIT

VENTILATION

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

ELECTRIC

Location of Service Entrance: BAGGAGE ROOM
Location of Main Panel: BAGGAGE ROOM WALL
Characteristics: 100 Amps 120/240 Volts 3 Wire 1 Phase
Circuit Breakers _____ Circuits Fused _____
Apparent Major Deficiencies in wiring: Conduit Yes / No

36 CIRCUITS AVAILABLE

GENERAL LIGHTING EVALUATION (Interior)

Description / Condition / Quantity:

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

Continue on back of page _____

4 STATION BUILDING ✓

SHELTER

STATION: MORRISTOWN

In-Bound (NY, H, N) _____ In-Use _____; Out-Bound ✓ In-Use NO; Number of Levels _____ I.B. 2 O.B. _____
Location of Main to Track (under, over, level) Relation of Entry to Street _____ I.B. LEVEL O.B. _____
of Overhang - width: 416" Location: (refer to Floor Plan _____)

Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
a) width _____ vertical rise _____ b) width _____ vertical rise _____
c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD
Base Course BRICK (photo) _____ Roof Deck WOOD
Walls BRICK Roofing SPANISH TILE
Trim CONCRETE/BRICK/STUCCO Soffit _____
Windows - operable - yes / no; WOOD AND GLASS - (ARCH)
Structural System (consultant _____)

Drainage _____

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>200 S.F.</u>	<u>TERRAZ</u>	_____	<u>BENCH</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>11'</u>	<u>INCAUD</u>
2. Ticket Office	_____	_____	_____	_____	_____	_____	_____
3. Mens Toilet	_____	_____	_____	_____	_____	_____	_____
4. Womens Toilet	<u>NOT</u>	<u>ACCESSIBLE</u>	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

- A. Concessions and Businesses: Taxi Newspaper stand/coin box Pay Toilet Vending Machines
Other: _____
- B. Waiting Room Seating: describe (photo): LONG BENCH Capacity 50
- C. Number of Public Phones and Locations: 2 - AT TAXI STAND OUTSIDE - STREET LEVEL
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. _____ O.B. _____
- E. Describe visibility for surveillance for waiting rooms with and without agents: _____
- F. Is passage from the station to platforms sheltered: yes / no (photo description _____).
- G. Are public toilets, telephones and other station conveniences identified: yes / no
- H. Are lockers provided: yes / no ; trash receptacles: yes / no , location: waiting room # _____
platform I.B. (NY) # _____, platform O.B. # _____, pick/up areas: _____ (photos)
- I. Mailbox: yes / no
- J. Water fountain: yes / no ; location: _____
- K. Describe other commuter conveniences: _____

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

4a STATION BUILDING

✓
SH.ELTER

OUTBOUND

STATION: MORRISTOWN

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows:

DOOR & WINDOWS - NEED NEW GLAZING, NEED TO BE REPAINTED

Stairs:

Roof/Drainage: STULLO SOFFIT IS AGING AND BEGINNING TO SHOW

Other FATIGUE. DRAINAGE SYSTEM IS NEW.

BRACES AT SOFFIT SHOULD BE BIRD-PROOFED.

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

INTERIOR NOT ACCESSIBLE / NOT IN USE

Floor:

Ceiling:

Stairs:

4b MECHANICAL & ELECTRICAL

STATION: MORRISTOWN

OUTBOUND

EATING

Location of Heating Unit: _____
Type of Unit: _____ Output: _____ Fuel: _____
Controls: _____ Zones: _____ Storage Capacity: _____
Burner Size: _____ Make of Unit: _____ Make of Burner: _____
Distribution System: _____

REMARKS:

AIR CONDITIONING

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

REMARKS:

VENTILATION

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

ELECTRIC

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

GENERAL LIGHTING EVALUATION (Interior)

Description / Condition / Quantity:

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

Continue on back of page _____

8 Community & Security Aspects

Station: Morristown

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

The station is on the edge of the downtown business district, which has mixed office and commercial activity and some residential areas.

The station is visible from the streets. Surveillance of the exterior is good from passing patrol cars.

The underpass is visible from the outbound side from the parking lot (lower level).

The inbound parking lot has shadows from the trees, but it is close to a major throughfare.

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

During the summer months, transients and derelicts sleep in the wooded and planted areas.

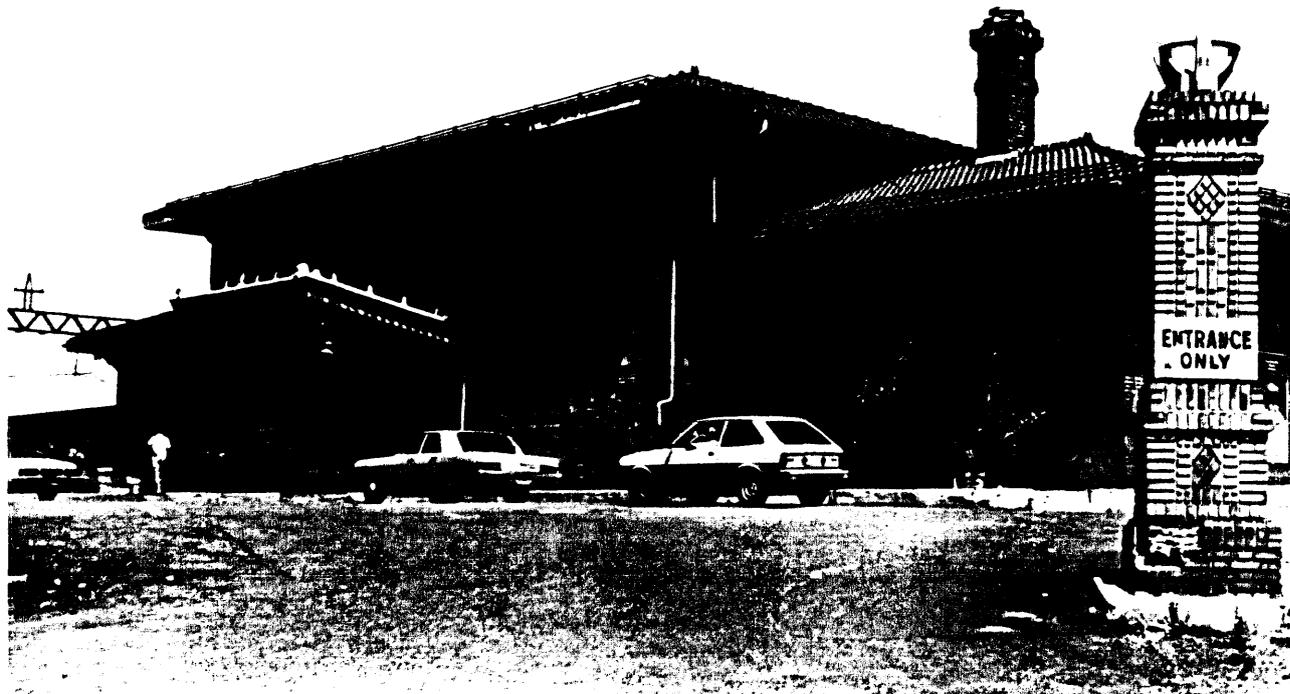
Small groups of teenagers also congregate in the vicinity.

Lavatories must be kept locked and only opened upon request by the agent to avoid undesirable activities believed to be occurring in these spaces.

3. Vandalism: Graffiti - none / low / medium / high ; location: Underpasses and stairways
Property damage - none / low / medium / high (describe):

4. Question the ticket agent about vandalism problems.

Agent: loitering and drinking in the station area is considerable.



Thematic Nomination of
Operating Passenger
RR Stations in New Jersey

Morristown RR Station,
Morristown Town, Morris County