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UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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

SEE INSTRUCTIONS IN <i>HOW T</i> TYPE ALL ENTRIES (
1 NAME			
HISTORIC **			
Delaware, Lackawanna & Weste	rn Railroad Sta	tion at Boonton	And the second second
The Station, Boonton			
LOCATION			
STREET & NUMBER Myrtle Avenue and Main & Div	ision Streets		
CITY TOWN	TSTOIL DELECTS	NOT FOR PUBLICATION CONGRESSIONAL DISTRI	CT
Boonton	VICINITY OF	13	
STATE	CODE	COUNTY	CODE
New Jersey	34	Morris	027
CLASSIFICATION			
CATEGORY OWNERSHIP	STATUS	PRESI	ENT USE
DISTRICTPUBLIC	OCCUPIED	AGRICULTURE	X_MUSEUM
$X_{BUILDING(S)}$ $X_{PRIVATE}$	_XUNOCCUPIED	X_COMMERCIAL	PARK
STRUCTUREBOTH	XWORK IN PROGRESS	$\mathbf{x}_{EDUCATIONAL}$	PRIVATE RESIDENCE
X SITE PUBLIC ACQUISITION	ACCESSIBLE	ENTERTAINMENT	RELIGIOUS
OBJECTIN PROCESS	XYES: RESTRICTED	GOVERNMENT	SCIENTIFIC
BEING CONSIDERED	YES: UNRESTRICTED	INDUSTRIAL	TRANSPORTATION
	NO	MILITARY	OTHER:
OWNER OF PROPERTY			
NAME Joseph Marcello			
STREET & NUMBER			
238 Roosevelt Street			
CITY, TOWN		STATE	
Boonton	VICINITY OF	New Jerse	ev
LOCATION OF LEGAL DESCR	IPTION		<u> </u>
1	·		
COURTHOUSE, REGISTRY OF DEEDS, ETC. MOORISTOWN CO	urt House		
STREET & NUMBER			
Court Street			
CITY, TOWN		STATE	
Morristown		New Jerse	ey
6 REPRESENTATION IN EXIST	ING SURVEYS		
TITLE			
New Jersey Historic Sites In	ventory (#462.9))	
DATE	· · · · · · · · · · · · · · · · · · ·	·	
1975	FEDERAL X	STATECOUNTYLOCAL	
DEPOSITORY FOR SURVEY RECORDS Historic Sites Off	igo Dont of T	Institute and Table 1	togtion
SURVEY RECORDS Historic Sites Off	rce, pept. of E	nvironmental Fig STATE	JUEC CIOII
Trenton		New Jerse	έλ



__FAIR

CONDITION

CHECK ONE

CHECK ONE

X_EXCELLENT __DETERIORATED __RUINS

__RUINS
__UNEXPOSED

__UNALTERED
X_ALTERED

X ORIGINAL SITE

_MOVED DATE_____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Erie-Lackawanna Railroad Station buildings were constructed in 1904 as the need became apparent for a new station and shelter house because of heavy use by travelers and for the shipment of goods. They were built on Myrtle Avenue (Route 202) and Division Street - the larger one - Eastbound - and the smaller one - Westbound - on Division Street. Construction was of brick and stone with a terra cotta roof.

The Boonton Railroad station, architecturally a Prairie-style structure, has a clean-cut simple rectangular block massing with axial open-air wings.

The central block is 2 1/2 stories at the street with three bays and a hip roof with a four foot overhang. This roof originally was a Spanish tile roof, but is currently asphalt. The elevation on the street facade is faced in stone on the first floor. The rest of the building is brick. The dimensions of this main block are approximately 56 feet by 28 feet with a 42 foot height at street and 32 foot height at track. The three windows on the street facade are tripartite form and the center window is 11 feet by 10 feet flanked by 11 feet by 7 feet windows.

A one story open air wing projects out from the west facade and is approximately forty feet by twenty-eight feet with a gable roof. An east wing complements the west wing, but is only 20 feet long.

A cement platform extends some three hundred feet on both sides of the railroad tracks and is partially covered by a passenger shed fifteen feet wide and 165 feet long supported by braced wooden columns.

The original architectural drawings showed the Eastbound building had a general waiting room (40' x 27'), ticket office forming a bay window with dimensions of 12' x 19', baggage room (14' x 27'), express office (15' x 27'), and telegraph office. The station building and the shelter house on the opposite side of the tracks are connected by a tunnel so that passengers would not have to cross the tracks when taking trains. With driveways on both Division Street and Myrtle Avenue, the surrounding areas had flower beds placed in various locations to add to the beauty of the station.

The street level held a smoking room, women's room, newsstand and express and baggage room and an elevator. The station on the westbound tract harmonizes in architectural construction with the main building and has a large waiting room. Both buildings are furnished throughout in oak and patent plaster walls.

8 SIGNIFICANCE

PERIOD	AF	REAS OF SIGNIFICANCE CH	IECK AND JUSTIFY BELOW	
—PREHISTORIC —1400-1499 —1500-1599 —1600-1699 —1700-1799	ARCHEOLOGY-PREHISTORICARCHEOLOGY-HISTORICAGRICULTUREARCHITECTUREART	COMMUNITY PLANNINGCONSERVATIONECONOMICSEDUCATIONENGINEERING	LANDSCAPE ARCHITECTURELAWLITERATUREMILITARYMUSIC	RELIGIONSCIENCESCULPTURESOCIAL/HUMANITARIANTHEATER
1800-1899 _ <u>X</u> 1900-	COMMERCECOMMUNICATIONS	EXPLORATION/SETTLEMENT INDUSTRY INVENTION	PHILOSOPHY POLITICS/GOVERNMENT	XTRANSPORTATION _OTHER (SPECIFY)
SPECIFIC DAT	ES 1904	BUILDER/ARCI	_ ' '	es, Architect

STATEMENT OF SIGNIFICANCE

Architecture

The Boonton Railroad Station, constructed as a purely functional edifice, is a representative example of the Prairie style of architecture as adopted by the Delaware, Lackawanna, and Western Railroad Company (later the Erie-Lackawanna Railroad) in the early 20th century. Designed by architect Frank J. Nies this terminal is a simple cleancut brick and stone structure with rectangular block massing and axial open-air wings. Little is known of the architect save the fact that Nies designed this station as evidenced by the original plans. This the only documented extant example of his work.

Transportation

In 1899 Samuel Sloan retired as the controlling figures of the Delaware, Lackawanna, and Western Railroad Company and William Haynes Truesdale was chosen to serve in his stead.

During his tenure Truesdale issued a modernization edict for the railroad line and ushered it into the 20th century. Rails were totally reconstructed incorporating all the most modern safety and convenience features; some of the countries most significant railroad bridges were erected; and an extensive terminal reconstruction program was begun.

Truesdale was in commend of the Lackawanna Railroad from 1899 to 1925 during which over 185 new passenger stations and freight houses were built - a most remarkable accomplishment.

The Boonton Railroad Termainal, built in 1904, is characteristic of the stations which were built during this massive reconstruction program and represents an exciting era in the history of transportation of the United States.

As in many towns, the Boonton Station served as the pulse of the communities vital signs in the first half of the 20th century.

The modern station and railroad, in effect, enabled Boonton to continue as one of New Jersey's prime iron manufacturing centers despite the overall decline in the profitability of such ventures in the state.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Cunningham, J. T. New Jersey - America's Mainroad Boonton Times Weekly Bulletin - March 17, 1904

Boonton Times Weekly Bulletin - June 23, 1904

Boonton Times Bulletin - July, 1969

10 GEOGRAP	INATED PROPERTY 2.5	acres			
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VERBAL BOUND	DARY DESCRIPTION				
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STATE		CODE	COUNTY		CODE
STATE		CODE	COUNTY		CODE
NAME / TITLE Sonya Coms ORGANIZATION	tock (revision	ns by Ter	ry Karschne		ites)
			Mar	ch 24, 1976	
STREET & NUMBER 408 Hillsi	de Avenue		Mar	ch 24, 1976 TELEPHONE	259 or 822-3800
	de Avenue		Mar	ch 24, 1976 TELEPHONE	259 or 822-3800 07005
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Form No. 10-300a (Rev. 10-74)

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Boonton Railroad Station Boonton Morris County New Jersey 100 SHEET

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7. DESCRIPTION (cont.)

Owner Joe Marcello hopes to soon operate the station as a minimall using the main station as a restaurant and the westbound waiting room as an ice cream parlor. Old passenger railroad cars are also being brought in which will be converted into small commercial shops.

The restoration of the station buildings is actually a double recycling project because owner Joe Marcello not only saved the building from demolition, but is providing the public with the rich history of railroading. The station was closed for 27 years, so the restoration was enormous. Sandblasting the brick to its natural state, and then patching and painting the outside trim, Marcello then concentrated on the inside. Not wanting to change actual rooms, he worked around them and highlighted them. A perfect example would be the Print Shop which was once the baggage room. A front door was added, but inside the elevator is still visible even though now sealed The newsstand will become a Hot Nuts Shop, and yet the only change was the addition of a door. Original signs have been put back in place. In another area of the station, where coal used to come through the chute, special attention was given to this chute by sealing it with a train light and leaving coal inside, but calling it to the public's attention by the addition of a small red light. The large waiting room with its 16' ceiling will become an old-fashioned restaurant with no structural changes. Apparent are all the rooms as described above, but now serving another purpose by way of shops. addition of such modern necessities as heat, air conditioning, modernized rest rooms and lights have been carefully worked in. dramatic entrance in the main building is the use of 1878 newspapers from the Town of Boonton's Historical Society as wall covering. dual purpose is what Joe Marcello had in mind when he leased these buildings from the Erie - to have a unique shopping center and to preserve the importance of the railroad for generations to come.

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Morris County
CONTINUATION SHEET

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8. SIGNIFICANCE (cont.)

Built in the Prairie style of architecture by Lackawanna Railroad architect Frank J. Nies the Boonton Railroad Station stands today as a solid and impressive reminder to the towns important industrial partrimony. The station responds to the memory of an earlier Boonton.

In addition to providing transportation for passengers to and from Boonton, the terminal also freighted in coal for the iron industry and transported out finished iron products (nails, bolts, rods, washers, etc.) until when the industry closed.

While the railroad was the most convenient mode of travel in the first and even second quarter of the 20th century, the increased availability of the automobile spelled the doom of the Lackawanna in the second half of the century. At present the railroad station in Boonton does not function as a passenger or freight terminal and only recently, has been acquired by a private citizen for commercial/educational purposes. Save the revitalization of mass transit it does not appear that The Boonton Station will ever again be a transportation mecca, but can function profitably as an economically viable venture.

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Boonton Railroad Station B conton Morris County New Jarsey 031

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9. BIBLIOGRAPHICAL REFERENCES (cont.)

"Elevations for the Passenger Station at Boonton, New Jersey for the D. L. and WRR Company" 1904. Sheets 5, 6, and 7. Possession of Historic Sites Office, Department of Environmental Protection.

Photograph of Boonton Railroad Station. Estimated date of photo ca. 1910.

The Lackawanna Story. Robert Casey and W.A.S. Douglas. New York, 1951.

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