

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 Westwood Railroad Station

other names/site number _____

2. Location

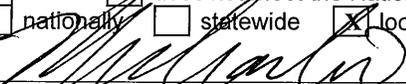
street & number Broadway and Westwood Avenue not for publication

city or town Westwood Borough vicinity

state New Jersey code NJ County Bergen zip code 07675

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.

 _____ Date 1/2/20

Deputy SHPO Assistant Commissioner for Natural & Historic Resources
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:

	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:) _____	_____	_____

Westwood Railroad Station
Name of Property

Bergen County, NJ
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	
<u>1</u>		buildings
		sites
	<u>1</u>	structures
	<u>7</u>	objects
<u>1</u>	<u>8</u>	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION / rail-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION / rail-related
SOCIAL / civic

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th-Century Revivals
Tudor Revival

Materials

(Enter categories from instructions)

foundation Concrete
walls Stone / sandstone

roof Stone / slate
other _____

Narrative Description

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

8 Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
[X] 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

(Explain the significance of the property on continuation sheets.)

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

Period of Significance

1932

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

King, Graham (Erie Railroad architect)

Mahony-Troast Construction Co. (builder)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey
#
recorded by Historic American Engineering Record #

Primary location of additional data

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

Westwood Railroad Station

Name of Property

Bergen County, NJ

County and State

10. Geographical Data

Acreage of property 2.44 acres

Latitude / Longitude Coordinates

(Note to Preparers: NJ HPO will complete this portion of the Registration Form for all Preparers, based on the coordinates derived from the Site Map or District Map that HPO produces.)

Datum: NAD 1983 State Plane New Jersey

1. Lat. 40.991517 Long. -74.033909
2. Lat. 40.991342 Long. -74.033164
3. Lat. 40.989781 Long. -74.032057
4. Lat. 40.990134 Long. -74.032993

(NJ HPO will place additional coordinates, if needed, on a continuation sheet for Section 10.)

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet for Section 10.)

Boundary Justification Statement

(Explain, on the section sheet following the Verbal Boundary Description, how the chosen boundaries meet the requirements for boundary selection and are the most appropriate boundaries for the nominated property or district.)

11. Form Prepared By

name/title Gregory Dietrich

organization Gregory Dietrich Preservation Consulting date January 2020

street & number 615 West 113th Street, #3 telephone 917-828-7926

city or town New York state NY zip code 10025

Additional Documentation

(Submit the additional items with the completed form that are outlined in the "Standard Order of Presentation" that NJ HPO provides. Each page must contain the name of the nominated property or district, and the State and the county in which the property or district is located. Consult with NJ HPO if you have questions.)

Property Owner

(Either provide the name and address of the property owner here or provide the information separately to NJ HPO. Check with NJ HPO for other requirements. All owners' names and addresses must be provided, including public and non-profit owners, but their presence on the form, itself, is not required).

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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. The proper completion of this form and the related requirements 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.

Direct questions regarding the proper completion of this form or questions about related matters to the Registration Section, New Jersey Historic Preservation Office, Mail code 501-04B, PO Box 420, Trenton, NJ 08625-0420.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 7 Page 1

Description Narrative

Summary Paragraph

Station Plaza

The Westwood Railroad Station is a 1-story, suburban railroad station built in 1932, that occupies a landscaped parcel historically known as Station Plaza (now part of Veterans' Memorial Park), which is bounded by the railroad alignment of the New Jersey Transit's Pascack Valley Line to the east, Park Avenue to the south, the former alignment of Madison Avenue and a parking lot to the west, and Washington Avenue to the north (Figures 1-4). Station Plaza is an irregularly-configured parcel, consisting of a concrete apron with an octagonal planter and a series of modern "lantern" streetlights lining the station's east side, along with manicured shrubs planted along the building's east façade (Photograph 1). A small handicapped-accessible parking lot lies immediately to the south of the station, with a 9/11 memorial and a "Garden of Service" monument located beyond the parking lot (Photographs 2-3). All of these features are set within patches of lawn that are intersected by concrete footpaths and accentuated by young and mature deciduous trees and/or evergreens; a red, white, and blue brick footpath forms a bow around the 9/11 memorial. A semi-circular driveway, with a series of angled parking spaces set within patches of lawn accentuated by young and mature deciduous trees and evergreens and bisected by two concrete footpaths, along with a monument to a local Eagle Scout named Harold Stegman, and a historic well, are located on the station's west side (Photograph 4). Small newspaper kiosks and a bike rack lie immediately to the north of the station, along with a military artifact and three war memorials (two of which honor local residents of Westwood who fought in World War I, and one of which honors local residents who fought in World Wars I and II, and the Korean, Vietnam, and Afghani Wars) (Photograph 5). All of these memorials are accessed by a series of orthogonal and curvilinear concrete footpaths and set within patches of lawn that are accentuated by young and mature deciduous trees and evergreens.

Railroad Station Description

Exterior

The Westwood Railroad Station is a five-bay, one-story, masonry building that was built in 1932 and designed in a late Tudor Revival style that incorporates an array of attributes, informed by Georgian, French Colonial, and Richardsonian Romanesque motifs (Photograph 14). It is clad in regularly-coursed, ashlar Briar Hill stone with multi-light windows and a polychromatic slate roof and Briar Hill stone chimney, embodying the late Tudor Revival style. Its massing, consisting of a center section, flanked by projecting gable-front pavilions that are in turn flanked by recessed, hipped-roof wings, reference a Palladian plan that is evocative of the Georgian style. Its low-slung character, crowned by a steeply pitched, hipped roof with flared eaves, embodies the French Colonial style, and its small eyebrow dormers, set within its main section's slate roof, reference a Richardsonian Romanesque design motif. Window openings throughout the station are characterized by flat arches with keystones and voussoirs also of Briar Hill stone, and are mostly metal-sash, multi-light windows with tilt-light units: fifteen-light units on the east façade and a combination of fifteen-light units and paired, twelve-light units on the west façade. In addition, there are three-light, fixed units within the wings. Small eyebrow dormers project from the center of the main roof's ridges on each side. The east and west façades contain centrally located, double wood-and-glass doors under five-light, wood-sash transoms (Photograph 15). The north elevation features a multi-light window, flanked by metal doors under four-light, wood-sash transoms, while the south elevation features a multi-light window (Photographs 16-17). The foundation is poured concrete.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 7 Page 2

Interior

The interiors are original to the building and feature walls and ceilings that are covered in rough plaster, accentuated by pendant lighting, and featuring wood-paneled doors throughout. Upon entering the building, a central waiting room incorporates a former ticket counter and baggage counter on the south end, flanking a door that connects to a storage room beyond (Photograph 18). The north end of the waiting room connects to men's and women's restrooms, flanking a door that leads to an exit (Photograph 19). The waiting room features molded-wood window surrounds (east and west sides), and blind, round-arched arcades (north and south sides); the flooring is laid in original red quarry tile (Photograph 20). The ticket office features built-in cabinets along its east wall, a newly restored bracketed ticket counter, a molded-wood chair railing, and original wood flooring (Photographs 21-22). The men's and women's restrooms feature replacement porcelain sinks and toilets, metal partitions, and original ceramic tile floors, executed in beige with a brown border (Photograph 23). A baggage counter, located in the southwest corner of the interior, fronts a baggage check room; a storage room that is void of finishes and features poured-concrete floors is located in the southern end of the station (Photographs 24-25).

The Setting

Beyond the former Station Plaza to the east is a low, spiked-metal fence that lines the east side of the railroad tracks, running parallel to the station, with angled parking spaces on the opposite side of the fence on Broadway. To the east of these parking spaces is Westwood's commercial district, which consists mostly of one- and two-story commercial buildings dating between the late nineteenth century and the present; to the south is a series of two- and two-and-a-half-story dwellings dating to the early twentieth century; and to the north is a one- and two-and-a-half-story commercial building that originally dates to the late nineteenth century that has been subject to multiple alterations (Photographs 26-28). The original village green, formerly known as Isaac D. Bogert Park, which predates the development of Station Plaza by more than fifty years and today comprises the western portion of Veterans' Memorial Park, contains a bandstand set within large patches of lawn, accentuated by shrubs and young and mature deciduous trees and evergreens that are intersected by a network of concrete footpaths (Photograph 29).

Objects and memorials on the Grounds

Memorials and Monuments and Old Well

9/11 Memorial (object – non-contributing): The 9/11 memorial is located in the center of a red, white, and blue bow, encircled by two polished-granite benches. It consists of a raised planting bed that is defined by a low, dry-laid, irregularly-coursed ashlar granite retaining wall containing an ornamental tree at its center surrounded by flowers. The wall is accentuated by a series of five polished-granite tablets with photo and text engravings commemorating local residents who were victims and heroes of the 9/11 attack (Dedicated c.2001) (Photograph 6).

Garden of Service Monument (object – non-contributing): The Garden of Service Monument honors active-duty service personnel of the five branches of the military (Army, Navy, Marine Corps, Air Force, Coast Guard), and consists of a bronze tablet bearing the seals of the five branches, a red-and-black brick pad, and a semi-circle containing five saplings representing each branch of the military, all set within a discreet concrete-block border (Dedicated 2017) (Photograph 7).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number 7 Page 3

Harold Stegman Monument (object – non-contributing): The Harold Stegman Monument honors a local resident who was a Boy Scouts of America Eagle Scout and an illustrator who contributed drawings to the Westwood Heritage Society. It consists of a modest wood-frame display case, containing photos and text, with concrete footings under a side-gable roof (Dedicated 2017) (Photograph 8).

Old Well (structure – non-contributing): The Old Well dates back to the early 1900s and was formerly part of the Onderdonk property, which was formerly located on the property. It consists of a cobblestone-clad well with a concrete cap that is sheltered by a small wooden hipped-roof structure, along with a small interpretive panel (Photograph 9).

World War I Artifact – 150mm Trench Mortar (object – non-contributing): The World War I 150mm Trench Mortar is a military artifact manufactured in France in 1917 that was donated by a local resident. It consists of a metal trench mortar atop a rough-faced, granite-block base that is fronted by a small interpretive panel (Originally installed 1927) (Photograph 10).

World War I Monument – Sgt. Ralph W. Lester (object – non-contributing): The Sgt. Ralph W. Lester monument honors a local hero who died in World War I. It consists of a tilted granite tablet engraved with a photo and text that rests on two concrete slabs, along with two granite benches, and a square granite medallion bearing the Veterans of Foreign Wars seal set within a concrete-block pad (Dedicated c.2015) (Photograph 11).

World War I Monument – Honor Roll (object – non-contributing): The Honor Roll commemorates local residents who sacrificed their lives in World War I. It consists of a medium-sized rough-faced granite stone with a bronze tablet affixed to it bearing the names of the fallen. A circular concrete footpath borders the monument (Dedicated 1922) (Photograph 12).

Monument to Local Residents Lost in Multiple Wars (object – non-contributing): This monument commemorates local residents who sacrificed their lives in World War I, World War II, the Korean War, Vietnam War, and Afghani War. It is constructed of granite and consists of a tall center tablet with a flared peak, flanked by two smaller tablets with scalloped tops, each representing a war, along with the local residents who fought in it (Originally dedicated 1967, with additions dedicated in subsequent years) (Photograph 13).

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 1

Significance Statement

Summary paragraph

The Westwood Railroad Station is a locally-significant piece of architecture in the Borough of Westwood in Bergen County, New Jersey. Designed by Graham King, the lead architect of the Erie Railroad, the station is distinguished in Westwood architecture by the use of Briar Hill stone, a cream-colored stone imported from New York State and otherwise not used elsewhere locally. King gave the building an austere, symmetrical design, adapting motifs from the Tudor Revival, Colonial Revival, and Shingle styles. The building was purposely set in a small park in a prominent location in the downtown area of Westwood, and has served from the beginning as a focal point for the town. This places the Westwood station as a very late example within the context of small-town New Jersey railroad stations that were given park-like settings since the 1860s, with the intention of promoting the towns in which they were located. Westwood is perhaps the last time that such a suburban railroad station was built in New Jersey under those circumstances. For these reasons, the Westwood Railroad station meets National Register Criterion C with local architectural significance. Its period of significance is 1932, corresponding to the date of its construction.

Historical Narrative

Washington Township

The Westwood Railroad Station has its origins in a modest train depot that became instrumental in transforming a township mostly of farms and mills from the mid-nineteenth century into a factory town by the late nineteenth century. The area that was to become Westwood was originally part of Harrington Township in Bergen County, the establishment of which by royal charter occurred in 1775. In the early nineteenth century, the area became a hamlet known as Pleasantville, numbering 6 houses by 1810.¹ On April 13, 1840, the New Jersey Legislature created Washington Township out of the western portion of Harrington Township, which included Pleasantville.² At this time, Washington Township encompassed 19,525 acres and, like several other municipalities in the state, was named in honor of George Washington.³ Bordered by the Hackensack River to the east, New Barbadoes Township to the south, Saddle River to the west, and the New York State boundary to the north, Washington Township boasted six stores, four schools, six grist mills, and fourteen sawmills in 1844.⁴ By 1861, there were fewer than twenty dwellings located in the Westwood area and residents relied on a stagecoach line that ran between Closter to the east and Park Ridge to the west, which connected to two rail lines terminating in Jersey City, as well as other stage lines that ran north and south.⁵

¹ Although it is unclear as to the origin of "Pleasantville," it was also the name of the local post office. Borough of Westwood, "Souvenir Program: History of Borough of Westwood, New Jersey, Station and Plaza Dedication, November 12, 1932" (Westwood, NJ: Westwood News Print, 1932), n.p.

² Ibid.

³ Ibid.

⁴ Wayne T. McCabe & Associates, Inc. Streetscape # 3, "Borough of Westwood, Bergen County, New Jersey Master Plan: Historic Preservation Element" (Wayne T. McCabe & Associates, Inc., Newtown, N.J.: 2007), 3.

⁵ Bergen County Office of Cultural & Historic Affairs, "Bergen County Historic Sites Survey: Borough of Westwood," Historic Sites Survey No. 0267-S3 1 (Bergen County Office of Cultural & Historic Affairs, Hackensack, N.J.: 1985), 9; The two rail lines connecting to Jersey City during this period included the Northern Railroad of New Jersey (opened 1859), with a stop in Closter, and the Paterson and Hudson River Railroad (opened 1834) and Paterson and Ramapo Railroad extension (opened 1848), with a stop in Park Ridge. John P. Snyder, *The Story of New Jersey's Civil Boundaries: 1606-1968* (Trenton, NJ: Bureau of Geology and

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 2

Hackensack and New York Extension Railroad / New Jersey and New York Railroad

The Hackensack and New York Extension Railroad (H&NYER) was the first railroad to serve the hamlet of Pleasantville.⁶ Prior to its incorporation, the New Jersey State Legislature chartered the Hackensack and New York Railroad (H&NYR) on March 14, 1856. This company initiated railroad service in 1858, running between Rutherford and Hackensack.⁷ In 1861, it was extended south from Hackensack to the Erie Terminal in Jersey City.⁸ Although the H&NYR had initially expressed interest in extending the line northward to Hillsdale as early as 1860, this effort was curtailed by the Civil War. However, it was revived again in 1866, when a railroad and real estate investor from Hillsdale named David P. Patterson (c.1840-1897) entered into an agreement with the company to raise \$100,000 from investors in order to finance construction.⁹ Patterson, who had substantial real estate holdings in Hillsdale, viewed the railroad as a means of stimulating commercial development along the alignment and beyond in the hamlet. Evidently, his objectives were aligned with many property owners along the proposed extension, who not only invested in the company, but also sold their property for \$1.00 per acre to facilitate its development.¹⁰

Beyond these commercial interests, there were also farmers who embraced the prospect of a railroad running through their farms. As railroad historian, Wilson E. Jones, observed in *The Pascack Valley Line: A History of the New Jersey and New York Railroad*:

Some farmers along the line practically abandoned their plows and began laying out avenues through their fields to make things attractive so as to lure new citizens to the area. They were aware of the fact that New York City was being filled rapidly and that the suburbs would be the target for new homeseekers. It was then (1870) predicted that, in a few years to come, Bergen County would rival all her sister counties in point of wealthy beautiful residences and untold benefits due to the energy of the inhabitants and the new railroads.¹¹

Another railroad historian observed that, prior to the introduction of the railroad, community life was historically centered on the church. However, by 1876, both commercial *and* community life were centered on

Topography), 27; Railway and Locomotive Historical Society, "An Outline History of the Erie," *Railroad History* 131 (Autumn 1974): 11.

⁶ John P. Snyder, *The Story of New Jersey's Civil Boundaries: 1606-1968* (Trenton, NJ: Bureau of Geology and Topography, 1969), 27

⁷ "Hackensack and New York Railroad," Wikipedia, accessed 12/5/2016, www.en.wikipedia.org/wiki/Hackensack_and_New_York_Railroad; John T. Cunningham, *Railroads in New Jersey: The Formative Years* (Andover, NJ: Afton Publishing Company, 1997), 168-169.

⁸ Patterson was particularly active in real estate speculation, acquiring large tracts of land in Hillsdale with the intent of selling them off at a profit. "David P. Patterson," Wikipedia, accessed 12/8/17, www.wikipedia.org/wiki/David_P._Patterson; Constance M. Greiff, Charles H. Ashton, Richard D. Meyer, and Nicholas A. Tino, Jr., Heritage Studies, Inc., "The Operating Railroad Stations of New Jersey: An Historical Survey," September 1981, 58.

⁹ Wilson E. Jones, *The Pascack Valley Line: A History of the New Jersey and New York Railroad* (Madison, NJ: The Railroadians of America, 1996), 29.

¹⁰ An agreement between the extension company and the investors, dated November 12, 1866, outlined the terms of sale of the properties, and was signed by many of the early settlers of Pleasantville and other hamlets along the route. *Ibid.*

¹¹ Jones, 32.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 3

the local railroad station, indicating a major shift in community values.¹² Bolstered by private investment and property, the H&NYER awarded the contract for the extension to Larry & Wood Company on February 20, 1869, with the stipulation that it would be completed by January 1st, 1870.¹³ Three days later, on February 23, 1869, the New Jersey Legislature granted a charter to the H&NYER to build the infrastructure that would link Hackensack to Hillsdale via Pleasantville. In addition to the charter, the H&NYER was incorporated and Patterson was installed as the President.¹⁴

However, less than a month after its charter and incorporation, both the H&NYR and its successor, H&NYER, were acquired by the Erie Railroad.¹⁵ In contrast to the objectives of Patterson and his investors to stimulate commerce along the Hackensack-Hillsdale route, the Erie Railroad's objectives were focused on linking New Jersey to Rockland County, New York for the transport of "heavy freight." A notice published on March 13, 1869, in the *Bergen County Democrat* stated:

On Wednesday last, the president, treasurer and board of directors of the Hackensack and New York Railroad ceased to exist, they having resigned their respective offices and the Erie Railroad will take possession on Monday morning, (March 16). All business hereafter will be transacted from the Erie buildings in New York City. The Erie, in purchasing the road, have also purchased the charter, allowing them to extend their road to the New York State line. They will do this without doubt, continuing the Hackensack Railroad through to Suffern, for the purpose of sending their heavy freight over it. Our Pascack Valley friends need not become nervous in regard to their extension, everything is being pushed rapidly, and on Monday next three gangs of men will be ready for operation. By the terms of the contract two thirds of the road has to be finished by the 1st of October and the balance by January 1, 1870.¹⁶

However, this newspaper account was only partially true since the H&NYR and H&NYER had relinquished ownership but had not completely disbanded. Instead, the Erie Railroad would retain control of these rail lines in the ensuing years, while allowing the H&NYR and H&NYER to operate as independent subsidiaries through lease agreements.¹⁷ Nevertheless, in spite of the company's deference to its subsidiaries, the local press would often refer to the rail line as the "Erie Road."¹⁸

On March 4, 1870, the segment of the extension to Hillsdale was officially opened to the public and included a stop at Westwood (formerly, Pleasantville).¹⁹ This railroad extension, augmented by the connection to the route of the Hackensack and New York Railroad, facilitated travel between Hillsdale and New York City via a ferry

¹² Anthony J. Bianculli, *Iron Rails in the Garden State: Tales of New Jersey Railroad* (Bloomington, IN: Indiana University Press, 2008), 39.

¹³ Jones, 29.

¹⁴ Ibid.

¹⁵ The Erie Railroad was originally chartered in New York as the New York and Erie Railroad in 1832, connecting Piermont at the Hudson River to Dunkirk at Lake Erie. It was re-organized as the Erie Railroad in 1861. Railway and Locomotive Historical Society, "An Outline History of the Erie," 5, 10.

¹⁶ As quoted in Jones, 32.

¹⁷ Bergen-Rockland Chapter of the National Railway Historical Society (Westwood, NJ: Bergen-Rockland Chapter, National Railway Historical Society, n.d.), n.p.

¹⁸ Jones, 32.

¹⁹ Ibid.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 4

originating from the Erie Terminal in Jersey City, with stops in Cherry Hill, River Edge, New Milford, Oradell, Kinderkamack, and Westwood.²⁰ Westwood's train station was a wood-frame building that was located on the east side of the tracks at the corner of Broadway and Westwood Avenue, and equipped with facilities for handling both passengers and freight.²¹ Funding of these railroad stations was the responsibility of the local community, and a resident of the Eastwood neighborhood of Rivervale named Mr. Scott donated the slate for the roof of the Pleasantville station with the stipulation that the hamlet be named Westwood instead of Pleasantville.²² On March 10, 1870, the H&NYER agreed to Scott's stipulation and the station became known as the Westwood Railroad Station, inspiring the renaming of the hamlet.²³ Upon construction, "Westwood" was spelled out in slate on the roof of the depot, which was customary of the time.²⁴

In 1873, the Erie Railroad merged the H&NYR and the H&NYER into a single company known as the New Jersey and New York Railway.²⁵ Also during this time, service had been extended into Rockland County, New York, with stops in Nanuet, Pearl River, Spring Valley, New City, and Haverstraw. By 1879, the line offered five round trips a day for passengers, and one round trip a day for freight. However, the following year, the New Jersey and New York Railway declared bankruptcy.²⁶ In 1882, the Erie Railroad re-organized the New Jersey and New York Railway as the New Jersey and New York Railroad (NJ&NYR), while also mandating a standard of 4'8½" for the track gauges of its entire rail network (aka the American Standard Gauge) in order to maintain hauling capacity, keep maintenance costs down, and facilitate the exchange of rail cars with other rail lines.²⁷ By the 1890s, ridership had increased in Westwood to such an extent that the Erie Railroad acquired 8 modern coal-burning locomotives from the Rogers Locomotive Works in Paterson and leased them to the NJ&NYR, while also leasing 32 passenger cars and 19 freight cars to the company.²⁸ In fact, Locomotive No. 6, which was originally commissioned in 1875, was christened the "Westwood" during this time.²⁹ By the early twentieth century, the NJ&NYR was carrying approximately three million passengers a year.³⁰

Westwood

The introduction of direct passenger rail service to Westwood in 1870 resulted in several hotels and the first wave of single-family dwellings constructed in the vicinity of the station, as the areas beyond these improvements remained sparsely populated with farms and mills.³¹ At the time of its introduction, there were

²⁰ Routes along the original segment of the Hackensack and New York Railroad included Jersey City; Erie Junction; Carlstadt; Woodridge; Lodi Junction; Essex Street, Hackensack; and Anderson Street, Hackensack.

²¹ Bergen-Rockland Chapter of the National Railway Historical Society.

²² Borough of Westwood.

²³ Bergen-Rockland Chapter of the National Railway Historical Society.

²⁴ Ibid.

²⁵ Ibid.

²⁶ In addition to its railroad station, the Hillsdale complex also housed an engine roundhouse and turntable, water tower to supply the steam for its locomotives, and a cooling station, along with the headquarters for the company officials. Ibid.

²⁷ A track gauge is the spacing of rails on a railroad track that is measured by the distance between the inner faces of the load-bearing rails. "Hackensack and New York Railroad." Robert Craig email to author, April 4, 2018.

²⁸ Bergen-Rockland Chapter of the National Railway Historical Society.

²⁹ Ibid.

³⁰ Ibid.

³¹ Bergen County Office of Cultural & Historic Affairs, 10.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 5

fewer than 25 houses in the hamlet.³² In addition, the Erie Railroad introduced telegraph service along the route of its Hackensack-Hillsdale rail line during this time.³³ Commercial establishments in the area were also limited, as evinced by a bakery, store, and several coal and lumber sheds.³⁴ However, by the 1880s, there were several distilleries, a grocery store, laundry, school, and cigar factories in Westwood.³⁵ As the demand for local services increased—commensurate with an expanding population—residents in the Westwood area articulated concerns about the need for local fire protection and a comprehensive water system. The citizens subsequently voted to secede from Washington Township and on May 8, 1894, Westwood incorporated as an independent borough.³⁶ During the 1890s, suburban development in Westwood was at its peak, resulting in an increase in commuter rail service to seventeen trains a day to meet the demand of its residents.³⁷ In fact, the Erie Railroad published a map of metropolitan New Jersey during this period entitled “The Land of Suburban Homes on the Lines of the Erie Railroad System Adjacent to New York,” promoting its network of rail lines and ease of access between New York City and the various bedroom communities that had sprung up along its routes.³⁸

Furthermore, the opening of the Pavonia Terminal in Jersey City in 1887, enabled commuters to transfer directly to ferries which ran every 15 minutes to major crossroads in Manhattan’s business district that included Chambers Street, Barclay Street, Christopher Street, and eventually West 23rd Street.³⁹ Among the many improvements precipitated by the Westwood’s independence was the introduction of the anticipated fire department and the privately commissioned water plant in 1899. In 1901, there were 828 inhabitants, which increased to 1,044 by 1905, and to 1,870 by 1910.⁴⁰ Additional improvements by 1910 included increased passenger rail service, as well as the introduction of electricity, telephones, and automobile transportation, while the introduction of the Hudson and Manhattan Railroad (today’s PATH trains) in Hoboken and Jersey City by 1909 provided even greater access to Midtown and Downtown Manhattan for its commuting population.

Westwood Railroad Station - Planning

The proposal to replace Westwood’s modest railroad depot with a new passenger rail station was the outgrowth of a civic improvement project that had been initiated nearly twenty years before.⁴¹ As the local population boomed during the late nineteenth century, the demand for passenger rail service increased, leading local officials to propose a new railroad station that would be larger than the existing depot, fireproof construction, and “enhance the downtown area and convince families looking for a home in the suburbs to settle in Westwood.”⁴² On April 10, 1913, the Borough passed an ordinance that authorized the purchase and/or condemnation of five properties located on an irregularly configured parcel of land on the west side of the railroad tracks running parallel to Broadway, just southwest of the existing station that would house the new

³² Borough of Westwood.

³³ Jones, 32.

³⁴ Wayne T. McCabe & Associates, Inc., 4.

³⁵ Ibid.

³⁶ Ibid.

³⁷ Bergen-Rockland Chapter of the National Railway Historical Society.

³⁸ Bianculli, 40.

³⁹ Bergen-Rockland Chapter of the National Railway Historical Society.

⁴⁰ Bergen County Office of Cultural & Historic Affairs, 13.

⁴¹ Unless otherwise noted, information on this section came from: Bergen-Rockland Chapter of the National Railway Historical Society.

⁴² Ibid.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 6

railroad station and a portion of a landscaped park that would be known as Station Plaza. The parcel that would eventually contain the new station building was owned by Westwood's first fire chief, Genest M. Ottington, who deeded it to the Borough in 1914, while the remainder of parcels constituting the larger Station Plaza were owned by George Brickell, John Lachmund, and Ed Sarson (Figure 5).⁴³ Concurrently, a village green dating back to the mid-late nineteenth century and lying west of the proposed Station Plaza, would be renamed Isaac D. Bogert Park after its donor.⁴⁴

In 1919, Westwood Mayor Frank Ward submitted a formal request to the Erie Railroad to replace the existing depot with a new railroad station. However, due to World War I, the station had been put under the temporary control of the United States Railroad Administration, and the company withheld its authorization, citing its lack of authority over the property. It would be ten years before the Borough revived its effort to build a new train station.⁴⁵ On June 25, 1929, Westwood Mayor Louis Rucker assigned Councilmember Irving J. Demarest to renew negotiations with the Erie Railroad for the planning and construction of the new station.⁴⁶ Following two years of meetings and negotiations involving representatives from the Erie Railroad; Borough Mayor, Council, and Engineer; and material specialists, the site plan for Station Plaza, containing the Westwood Railroad Station and occupying the site east of Madison Avenue, and Isaac D. Bogert Park, occupying the site west of Madison Avenue, were revived and approved by Mayor Rucker and the Council on March 18, 1931 (Figure 6).⁴⁷ Erie Railroad Architect Graham King was given the task of designing the station, which was to occupy the same location as had been originally proposed in 1915.⁴⁸ In addition, the estimated \$30,000 cost of the building was to be split between the Borough and the Erie Railroad.⁴⁹

Architectural Significance

Graham King

Graham King (1876-1943) was born in Genoa, New York, on September 6, 1876.⁵⁰ Between 1896 and 1899, he attended Stevens Institute of Technology, in Hoboken, New Jersey, and by the following year, was working as a mechanical engineer and residing with his mother and sister in East Orange, New Jersey.⁵¹ By 1910, he was working as an architect and was living in South Orange with his wife, Amy, and their daughter, Barbara.⁵² Between 1906 and 1939, he worked for the Erie Railroad, eventually becoming its lead architect and designing

⁴³ "The History of Veterans' Memorial Park in Westwood, NJ," Westwood, NJ—Pascack Valley Blog, accessed 4/12/18, www.mrwestwood.com/local-veterans/veterans-memorial-park/.

⁴⁴ Isaac D. Bogert was not only the earliest donor of land for a park, but also was one of the first officers of the Borough of Westwood when it was incorporated in 1894. It also bears noting that Bogert's land had informally served as a park prior to his donation and the Borough's subsequent initiative to implement a landscape plan. Borough of Westwood.

⁴⁵ Although no information was uncovered to explain the ten-year delay between 1919 and 1929 in reviving the plan for a new railroad station, it bears noting that two significant municipal projects were planned and completed during the 1920s: a new borough hall and a new elementary school, both completed in 1929. "Souvenir of Westwood's Progress—1929," *Bergenite*, n.d., n.p.

⁴⁶ Borough of Westwood.

⁴⁷ *Ibid.*

⁴⁸ Henry J. Hering, who most likely served as the Borough Engineer, is credited with the site plan of the station and the park, entitled "Isaac D. Bogert and Borough Park, Bergen County, N.J." and drafted on June 15, 1915. Borough of Westwood.

⁴⁹ "Westwood Approves New Railroad Station Contract," *New York Herald Tribune*, June 26, 1932.

⁵⁰ "Graham King," Certificate of Death, accessed 12/7/16, www.ancestry.com.

⁵¹ "Graham King," 1900 United States Federal Census, accessed 12/7/16, www.ancestry.com.

⁵² King had another daughter by 1920 named Emily. "Graham King," 1910 United States Federal Census, accessed 12/7/16, www.ancestry.com; "Graham King," 1920 United States Federal Census, accessed 12/7/16, www.ancestry.com.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 7

a range of purpose-built railroad buildings and structures that included depots, stations, terminals, and pier buildings, among others.⁵³ Some of his projects included the Passaic Street Public Market (Newark, NJ; 1910); Passaic Park Depot (Passaic Park, NJ; 1917); and the Erie Railroad Station (NRL; Jamestown, NY; 1932).⁵⁴ In describing King's Art Moderne-style Erie Railroad Station in Jamestown, architectural historian, Peter A. Lombardi, stated that "Erie's lead architect expressed the city's and the railroad's need for a building that was monumental and modern—especially in the streamlined entry pavilion with smooth stone and subtle classical detailing."⁵⁵ In addition to his commercial projects for the railroad, he also worked on some private residential commissions in popular period revival styles that included the R.H. Hollis House (Greenwood Lake, NY; 1910); Frederick H. Shipman House (Summit, NJ; 1915); and the Mrs. H.A. Potter House ((NRL; Llewelyn Park, West Orange, NJ; 1922).⁵⁶ After living in New Jersey, King was transferred and moved his family to Cleveland, Ohio, for several years, before settling in Philadelphia.⁵⁷ Graham King retired in 1939 and died of a coronary occlusion in Philadelphia on May 31, 1943, at the age of 66.⁵⁸

Westwood Railroad Station – Construction and Opening

After King completed his design for the station, the municipality and the Erie Railroad finalized their agreement to solicit bids.⁵⁹ However, the initial bids exceeded the budget for the project and King was asked to reduce the size of the building.⁶⁰ After a second round of bids for the proposed station, the contract was awarded to the Mahony-Troast Construction Company, headed by Arthur S. Mahony and Paul L. Troast of Passaic County, on June 14, 1932.⁶¹ In addition to the \$30,000 that had been earmarked for the station's construction, \$15,000 had been allocated for site improvements that included: a small plaza surrounding it, a discreet parking lot to the south of it, the widening of Broadway between Jefferson and Irvington Avenues to facilitate the introduction of angled parking spaces to serve its commuters, and the demolition of a neighboring freight house.⁶²

On June 29, 1932, the Borough held its ground-breaking ceremony for Station Plaza, led by Mayor Edwin Ringrose and Councilmember Demarest, and on October 25, 1932, the *New York Herald Tribune* reported that

⁵³ "Graham King," *Erie Railroad Magazine* (December 1939): 22, 29.

⁵⁴ NRL denotes National Register listing. "New Jersey," *The American Architect* CXI:2144 (January 3, 1917): 12; "Manhattan Miscellaneous," *Record and Guide* 101:2607 (March 2, 1918): 277; "Railways," *Engineering and Contracting* 34:4 (July 28, 1920): 44; *Sweets Engineering Catalogue* (New York: Sweets Cataloguing Service, 1922), 109; "Erie Builds Large Modern Livestock Station at East Buffalo," *Railway Age* 86:19 (May 11, 1929): 1,090-1,095; "Novel Floor Construction of New Pier," *Railway Age* 90 (1931): 361; and "At Jamestown Unveiling," *Erie Railroad Magazine* (July 1932): 13-49.

⁵⁵ Peter A. Lombardi, "Erie Railroad Station," *Jamestown, New York: A Guide to the City and Its Urban Landscape* (Albany, NY: Excelsior Editions, 2014), 69.

⁵⁶ K.N. Birdsall, "An Effective Stair Landing," *House and Garden* 18 (November 1910): 303; Cynthia B. Martin, *Summit Historic Homes* (Charleston, SC: Arcadia Publishing, 2013), 102; "New Jersey Dwellings," *Record and Guide* 110:1 (July 1, 1922): 26.

⁵⁷ "Graham King," 1940 United States Federal Census, accessed 12/7/16, www.ancestry.com.

⁵⁸ "Graham King," Certificate of Death.

⁵⁹ Owing to the significance of the event, the signed agreement was presented to the Mayor within a basket of flowers decorated with ribbons by two African-American boys dressed in high hats on June 9, 1931. Borough of Westwood.

⁶⁰ *Ibid.*

⁶¹ The Mahony-Troast Company had recently completed work on the Westwood Trust Company building (1922) at the northeast corner of Broadway and Westwood Avenue, which most likely contributed to its selection as the general contractor on this project. *Ibid.*; "Real Estate Notes," *New-York Tribune*, June 23, 1932.

⁶² A side track that was in the location of the existing railroad depot was to be relocated further north as part of the station plaza improvements as well. "Westwood Approves New Railroad Station Contract."

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 8

construction was under way (Figures 7-8).⁶³ As site work got under way, Mahony-Troast persuaded its client to use Briar Hill stone quarried from Ohio as the principal cladding material. Although there was some initial resistance to this unfamiliar material, the contractor provided samples that were available for public inspection, which ultimately won over any potential detractors from either the Erie Railroad or the Borough. In just over four months, the new station was completed and dedicated on November 12, 1932.⁶⁴ There were approximately 150 stores in Westwood by this date and the Borough had evolved into a regional shopping destination. Nevertheless, it was noted that, with the completion of the railroad station, “Westwood had realized her greatest ambition.”⁶⁵ Upon completion, the station measured 100 feet long and housed a central waiting room, ticket counter and office, baggage check and storage room, along with a pair of restrooms, all of which were to be maintained by the municipality.⁶⁶

Design Analysis

Graham King ultimately produced a late Tudor Revival design, distinguished by an organic palette of materials that included Briar Hill stone for its walls and chimney and a polychromatic slate roof, along with other Tudor Revival-style elements, such as multi-light windows and flush gable-front pavilions. Although these specific design attributes were not typically associated with public buildings designed in the Tudor Revival style, they did have precedent in the late Tudor Revival-style designs of single-family dwellings of the 1930s, as illustrated in Virginia and Lee McAlester’s *A Field Guide to American Houses*.⁶⁷ Beyond this prevailing late Tudor Revival design, the Westwood Railroad Station also incorporated an array of attributes, informed by Georgian, French Colonial, and Richardsonian Romanesque motifs.

Its massing, consisting of a center section, flanked by projecting gable-front pavilions that in turn were flanked by recessed, hipped-roof wings, offered an idiosyncratic twist on the traditional Palladian plan of the Georgian style. Historically, the Georgian style was informed by balance, order, and symmetry, with Palladian plans incorporating center sections, flanked by recessed wings that in turn were flanked by projecting pavilions. King’s massing, while maintaining the overall symmetry of a Palladian plan, inverted the sequence of the wings and pavilions, resulting in a more vertical concentration of massing at the center of his building than the more balanced and ordered massing of its stylistic counterparts. In addition, the station’s low-slung character, crowned by a steeply pitched, hipped roof with flared eaves, embodied aspects of the French Colonial style, while its small eyebrow dormers, set within its main section’s slate roof, referenced a Richardsonian Romanesque design motif, that further highlighted the anomalous and idiosyncratic nature of his design.⁶⁸

⁶³ Ibid.; “New Station Begun,” *New York Herald Tribune*, October 25, 1932.

⁶⁴ The development of the park was still under way at the time of the station’s dedication. Ibid.

⁶⁵ Ibid.

⁶⁶ “New Station Begun,” *New York Herald Tribune*, October 25, 1932.

⁶⁷ In *A Field Guide to American Houses*, Virginia and Lee McAlester offer two examples of stone-clad, slate-roofed houses with flush gable-front roofs dating to the 1930s. Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, Inc., 1984), 362-363.

⁶⁸ In addition to the precedent regarding late Tudor Revival residential designs found in the McAlester’s *A Field Guide to American Houses*, similar precedent concerning the French Colonial and Richardsonian Romanesque design influences were also found on pages 125 (French Colonial) and 304 (Richardsonian Romanesque). Ibid., 125, 304.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 9

One surveyor observed that the station “mak[es] formal gestures to several stylistic traditions in the region, possibly as an attempt to integrate the new building with the existing fabric.”⁶⁹ However, it bears noting that there was no precedent for a design like this in Westwood, which was largely composed of: wood-frame houses, designed mostly in the Colonial Revival and Queen Anne styles; stucco-parged houses and bungalows, designed in the Arts and Crafts style; and brick-and-half-timber-frame houses that were one-and-a-half to two-and-a-half stories with multiple gables, designed in the typical Tudor Revival style. Furthermore, Westwood’s business district was mostly comprised of a variety of commercial vernacular buildings, largely characterized by brick and/or stucco facades with no reference to this particular amalgamation of styles.

On the other hand, King’s design for the Westwood Railroad Station was a study in contrasts, combining vernacular detailing and materials with a semi-formal plan and roof form to produce a work that was simultaneously idiosyncratic, engaging, and enduring. Instead of relying on popular building materials historically used in other train stations (e.g., wood, brick, or stucco), King’s selection of Briar Hill stone, a non-indigenous, multi-colored stone, augmented by a polychromatic slate roof, offered an eye-filling, Tudor-inspired design that was further enhanced by a series of multi-light windows along all four facades and the accents of eyebrow dormers on its east- and west-facing facades. Complementing this amalgam of picturesque elements was the accessible scale of the building, which featured a low-slung design that was both engaging and inviting. By contrast, King’s version of a Palladian plan, with its pervasive symmetry, conveyed its prominent and permanent role as a public building, despite his re-sequencing of wing and pavilion. In fact, taken within the context of the station’s location, with Isaac D. Bogert Park lying to the west and the commercial district lying to the east, it is understandable as to why King would have created a design that straddled both the informal (village green) and the formal (commercial district) as a means of providing an appropriate gateway into both worlds, with the landscaped portions of Station Plaza also enhancing its connection to the older park lying to the west of it.

The Great Depression to the Postwar Era

The boom of the late-nineteenth- and early-twentieth-century ridership was countered by the effects of the Great Depression which resulted in a sharp decline. For example, at the onset of the Great Depression, the NJ&NYR ran 24 weekday, 8 Saturday, and 10 Sunday trains, whereas by 1939, it was only running 14 weekday and four Sunday trains, owing to higher unemployment decreasing demand.⁷⁰ This, despite the fact that Westwood’s population had increased from 4,884 in 1930 to 5,368 by 1940.⁷¹ In 1938, the NJ&NYR declared bankruptcy, though it continued to operate under the supervision of the Erie Railroad. Although the economic downturn was largely responsible for the decrease in ridership, there were other factors as well, including the rise in the popularity of the automobile and the completion of the George Washington Bridge and the Lincoln and Holland tunnels, making bus travel to and from Manhattan a viable and often more popular alternative. Although passenger service had decreased by 1940, the number of station stops to the north of Hillsdale had expanded to include Hillsdale Manor, Woodcliff Lake, Park Ridge, and Montvale.⁷² By 1949, Isaac D. Bogert Park had

⁶⁹ Richard Meyer, “New Jersey Transit Railroad Station Survey,” RR 0267, Survey #6-6 (Princeton, NJ: Heritage Studies, Inc., 1981), 14.

⁷⁰ Jones, 107.

⁷¹ Gloria Rogers, and Edward Knopf, *History of Westwood: Bergen County and New Jersey* (Westwood, NJ: The North Bergen Weekly, 1942), 58.

⁷² “Eric Branch Seeks to Drop 14 Trains,” *The New York Times*, March 1, 1940.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number 8 Page 10

become commonly known as Station Plaza Park to complement the original Station Plaza housing the train station. On Memorial Day of that year, Station Plaza and Station Plaza Park were dedicated as Veterans' Memorial Park to commemorate the sacrifices of the many Westwood residents who had served in World War II.⁷³

Although the former Station Plaza and Station Plaza Park comprise what is today known as Veterans' Memorial Park, all of the memorials are located in the former Station Plaza section, east of Madison Avenue, while the former Station Plaza Park (aka Isaac D. Bogert Park) with its historic designed landscape and bandstand situated west of the avenue, continues to convey the experience of a village green, due in part to its independent development. In the ensuing years, additional memorials would be introduced into the Station Plaza section of Veterans' Memorial Park to supplement the original installations dating to the 1920s, which consisted of a World War I honor roll (dedicated 1922) and a 150 mm trench mortar (dedicated 1927), and the renaming of the plaza and park in 1949. These included honor rolls commemorating local residents lost in multiple wars (World Wars I and II, Korean War, Vietnam War, Afghani War) (dedicated 1967 with subsequent additions), those who were in active service within one of the five branches of the military (2017), those who were lost on 9/11 (dedicated c.2001), and memorials to distinguished residents, such as World War I Sgt. Ralph W. Lester (dedicated c.2015) and Boy Scouts of America Eagle Scout Harold Stegman (dedicated 2017). None of these memorials were found to be either historically or architecturally significant to render them contributing resources to the Westwood Railroad Station. Today, Veterans' Memorial Park continues to evolve as a living civic space commemorating those who have served Westwood and their country through the ongoing introduction of new memorials.

After World War II, the Erie Railroad retired its steam locomotives and replaced them with diesel trains. In 1956, the Delaware, Lackawanna & Western Railroad Terminal in Hoboken replaced the Pavonia Terminal as the intermodal transit hub. On October 17, 1960, the Erie Railroad and the Delaware, Lackawanna & Western Railroad merged to become the Erie-Lackawanna Railroad; the intent of the merger was to reduce costs and consolidate operations.⁷⁴ In fact, between 1930 and 1960, ridership had decreased by nearly 20 million passengers per year on these lines, prompting the NJ&NYR to phase out weekend service altogether along its route by the latter year.⁷⁵ Moreover, the Erie-Lackawanna Railroad had petitioned the State of New Jersey to discontinue its passenger rail service in 1958. Although the State did not grant its request, it did agree to begin subsidizing its operations through the New Jersey Division of Rail Transportation, which was created in 1959 within the New Jersey Highway Department to ensure that commuter service was sustained. After the original lease of the Hackensack and New York Railroad expired in 1968, the New Jersey Department of Transportation (NJ-DOT) began managing the rail line's passenger division and renamed it the Pascack Valley Line.⁷⁶

⁷³ "The History of Veterans' Memorial Park in Westwood, NJ."

⁷⁴ "The Erie Lackawanna Railway," American-Rails.com, accessed 12/4/16, www.american-rails.com/erie-lackawanna.html.

⁷⁵ Bianculli, 41.

⁷⁶ Although the New Jersey Department of Transportation assumed management of the rail's commuter operations, the Erie-Lackawanna Railroad continued to be responsible for managing the trains' day-to-day operations.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJSection number 8 Page 11

Mid- to Late Twentieth Century to the Present

In 1971, NJ-DOT purchased new passenger cars and diesel trains for the line, and in 1976, several Erie-Lackawanna Railroad lines merged to form Conrail (aka the Consolidated Rail Corporation).⁷⁷ Three years later, the New Jersey Transit Corporation was organized to “acquire, operate and contract for public transportation in the public interest.”⁷⁸ Although the merger of the Erie-Lackawanna Railroad lines meant that Conrail would oversee both freight and commuter service, Congress directed it to end its passenger rail operations by the end of 1982. On January 1, 1983, New Jersey Transit Corporation (NJT) created New Jersey Transit Rail Operations to oversee the state’s commuter rails.⁷⁹ Although NJT inherited a large network of railroads that were in various states of neglect, it eventually upgraded its trains and infrastructure, contributing to a commuter rail revitalization. Since then, the Pascack Valley Line, including its rails, stations, and infrastructure, has been under the control of New Jersey Transit and ridership has increased from 460,116 passengers in 1986 to 678,853 in 2016.⁸⁰ In addition, the station itself currently serves as the headquarters for the Westwood Heritage Society, which holds its monthly meetings and houses its archives there. Between 2008 and 2009, the station underwent a restoration, entailing the repair of its exterior walls, utilizing Briar Hill stone from the original quarry in Ohio, and its slate roof in kind. Fulfilling its promise to enhance and attract families to the Borough of Westwood, the Westwood Railroad Station has played a leading role in its growth as a commuter suburb, as witnessed by its population surge from 4,884 in 1930 to 11,000 today, thereby enhancing Westwood’s identity as the “Hub of the Pascack Valley.” Furthermore, as a station that was originally conceived in 1913 to be a focal point of civic pride and improvement, its later construction in 1932 makes it one of the last examples of its kind in New Jersey.

⁷⁷ Conrail was created by the federal government as a government funded private company in 1976 to revitalize rail service (e.g., Erie-Lackawanna Railroad, Penn Central Transportation Company) in the Northeast and Midwest and eventually become a for-profit company. After turning a profit during the 1980s, a public offering plan was introduced in 1986, followed by its transformation into a private company in 1987. In 1997, after Norfolk Southern Corporation (NS) and CSX Corporation (CSX) agreed to acquire Conrail through a joint stock purchase, and in 1998, the two companies assumed control of its rail lines, focusing on shipping and freight. “Brief History of Consolidated Rail Corporation,” Conrail, accessed 12/12/17, www.conrail.com/history; “Pascack Valley Line,” Wikipedia, accessed 12/4/16, www.en.wikipedia.org/w/index.php?title=Pascack_Valley_Line; Jones, 109.

⁷⁸ Bianculli, 151.

⁷⁹ Ibid.

⁸⁰ New Jersey Transit owns the rails, stations, and infrastructure of the entire Pascack Valley line, with the Metro-North Railroad leasing its Pearl River, Nanuet, and Spring Valley stations from NJT. “Pascack Valley Line”; “Table 3: 1986-2016 Annual West of Hudson Ridership (Based on Ticket Sales Data), 2016 MNR Ridership Report Appendix,” accessed 12/19/17, www.mta.info/mta/news/books/docs/2016%20MNR%20RIDERSHIP%20REPORT%20APPENDIX.pdf.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number 9 Page 1

Major Bibliographic References

Books

- Bianculli, Anthony J. *Iron Rails in the Garden State: Tales of New Jersey Railroading*. Bloomington, IN: Indiana University Press, 2008.
- Brown, T. Robins, and Schuyler Warmflash. *The Architecture of Bergen County, New Jersey: The Colonial Period to the Twentieth Century*. New Brunswick, NJ: Rutgers University Press, 2001.
- Cunningham, John T. *Railroads in New Jersey: The Formative Years*. Andover, NJ: Afton Publishing Company, 1997.
- Jones, Wilson E. *The Pascack Valley Line: A History of the New Jersey and New York Railroad*. Madison, NJ: The Railroadians of America, 1996.
- Lombardi, Peter A. "Erie Railroad Station." *Jamestown. New York: A Guide to the City and Its Urban Landscape*. Albany, NY: Excelsior Editions, 2014.
- Martin, Cynthia B. *Summit Historic Homes*. Charleston, SC: Arcadia Publishing, 2013.
- McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc., 1984.
- Rogers, Gloria, and Edward Knopf. *History of Westwood: Bergen County and New Jersey*. Westwood, NJ: The North Bergen Weekly, 1942.
- Snyder, John P. *The Story of New Jersey's Civil Boundaries: 1606-1968*. Trenton, NJ: Bureau of Geology and Topography, 1969.
- Sweets Catalogue Service. *Sweets Engineering Catalogue*. New York: Sweets Catalogue Services, 1922.

Journals and Newspapers

- "At Jamestown Unveiling." *Erie Railroad Magazine* (July 1932).
- Birdsall, K.N. "An Effective Stair Landing." *House and Garden* 18 (November 1910).
- "Erie Branch Seeks to Drop 14 Trains." *The New York Times*. March 1, 1940.
- "Erie Builds Large Modern Livestock Station at East Buffalo." *Railway Age* 86:19 (May 11, 1929).
- "Graham King." *Erie Railroad Magazine* (December 1939).
- "Manhattan Miscellaneous." *Record and Guide* 101:2607 (March 2, 1918).
- "New Jersey." *The American Architect* CXI:2144 (January 3, 1917).
- "New Jersey Dwellings." *Record and Guide* 110:1 (July 1, 1922).
- "New Station Begun." *New York Herald Tribune*. October 25, 1932.
- "Novel Floor Construction of New Pier." *Railway Age* 90 (1931).
- Railway and Locomotive Historical Society. "An Outline History of the Erie." *Railroad History* 131 (Autumn 1974).
- "Railways." *Engineering and Contracting* 34:4 (July 28, 1920).
- "Real Estate Notes." *New-York Tribune*. June 23, 1932.
- "Westwood Approves New Railroad Station Contract." *New York Herald Tribune*. June 26, 1932.

Other

- Bergen County Office of Cultural & Historic Affairs. *Bergen County Historic Sites Survey: Borough of Westwood*. Historic Sites Survey No. 0267-S3 1. Hackensack, N.J.: Bergen County Office of Cultural & Historic Affairs, 1985. On file with the New Jersey Historic Preservation Office, Trenton, NJ.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number 9 Page 2

-
- Bergen-Rockland Chapter of the National Railway Historical Society. "The Railroad in Westwood." Westwood, NJ: Bergen-Rockland Chapter, National Railway Historical Society, n.d. On file with the Westwood Heritage Society, Westwood, NJ.
- Borough of Westwood. "Souvenir Program: History of Borough of Westwood, New Jersey, Station and Plaza Dedication. November 12, 1932." Westwood, NJ: Westwood News Print, 1932. On file with the Westwood Heritage Society, Westwood, NJ.
- "Brief History of Consolidated Rail Corporation." Conrail. Accessed 12/12/17. www.conrail.com/history.
- "Brief History of Westwood, NJ." Borough of Westwood, New Jersey. Accessed 12/6/17. www.westwoodnj.gov.
- "David P. Patterson." Wikipedia. Accessed 12/8/17. www.wikipedia.org/wiki/David_P._Patterson.
- "The Erie Lackawanna Railway." American-Rails.com. Accessed 12/4/16. www.american-rails.com/erie-lackawanna.html.
- "Graham King." Certificate of Death and entries from the 1900, 1910, 1920, and 1940 U.S. Censuses. accessed 12/7/16. www.ancestry.com.
- Greiff, Constance M., and Charles H. Ashton, Richard D. Meyer, and Nicholas A. Tino, Jr. "The Operating Railroad Stations of New Jersey: An Historical Survey." Princeton, NJ: Heritage Studies, Inc, September 1981. On file with the New Jersey Historic Preservation Office, Trenton, NJ.
- "The History of Veterans' Memorial Park in Westwood, NJ." Westwood, NJ—Pascack Valley Blog. Accessed 4/12/18. www.mrwestwood.com/local-veterans/veterans-memorial-park/.
- "Hackensack and New York Railroad." Wikipedia. Accessed 12/5/2016. www.en.wikipedia.org/wiki/Hackensack_and_New_York_Railroad.
- Meyer, Richard. "New Jersey Transit Railroad Station Survey." RR 0267. Survey #6-6. Princeton, NJ: Heritage Studies, Inc, 1981. On file with the New Jersey Historic Preservation Office, Trenton, NJ.
- "Pascack Valley Line." Wikipedia. Accessed 12/4/16. www.en.wikipedia.org/wiki/Pascack_Valley_Line.
- "Souvenir of Westwood's Progress—1929," Bergenite, n.d., n.p. On file at the Westwood Heritage Society, Westwood, NJ.
- "Table 3: 1986-2016 Annual West of Hudson Ridership (Based on Ticket Sales Data), 2016 MNR Ridership Report Appendix." Accessed 12/19/17. www.mta.info/mta/news/books/docs/2016%20MNR%20RIDERSHIP%20REPORT%20APPENDIX.pdf.
- "Washington Township, Bergen County, New Jersey." Wikipedia. Accessed 12/5/16. www.en.wikipedia.org/wiki/Washington_Township,_Bergen_County_New_Jersey.
- Wayne T. McCabe & Associates, Inc. "Streetscape # 3." "Borough of Westwood, Bergen County, New Jersey Master Plan: Historic Preservation Element." Newtown, NJ: Wayne T. McCabe & Associates, Inc., 2007. On file with the Borough of Westwood, Westwood, NJ.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number 10 Page 1

Verbal Boundary Description

All of the property contained in Block 906, Lots 1 and 2 of the Borough of Westwood, County of Bergen, New Jersey.

Boundary Justification

Lots 1 and 2 of Block 906 retain their significance as the location of the Westwood Railroad Station within Station Plaza as it was originally planned in 1915 and constructed in 1932.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number 7 Page 1

Current Photographs:

Name of Property: Westwood Railroad Station

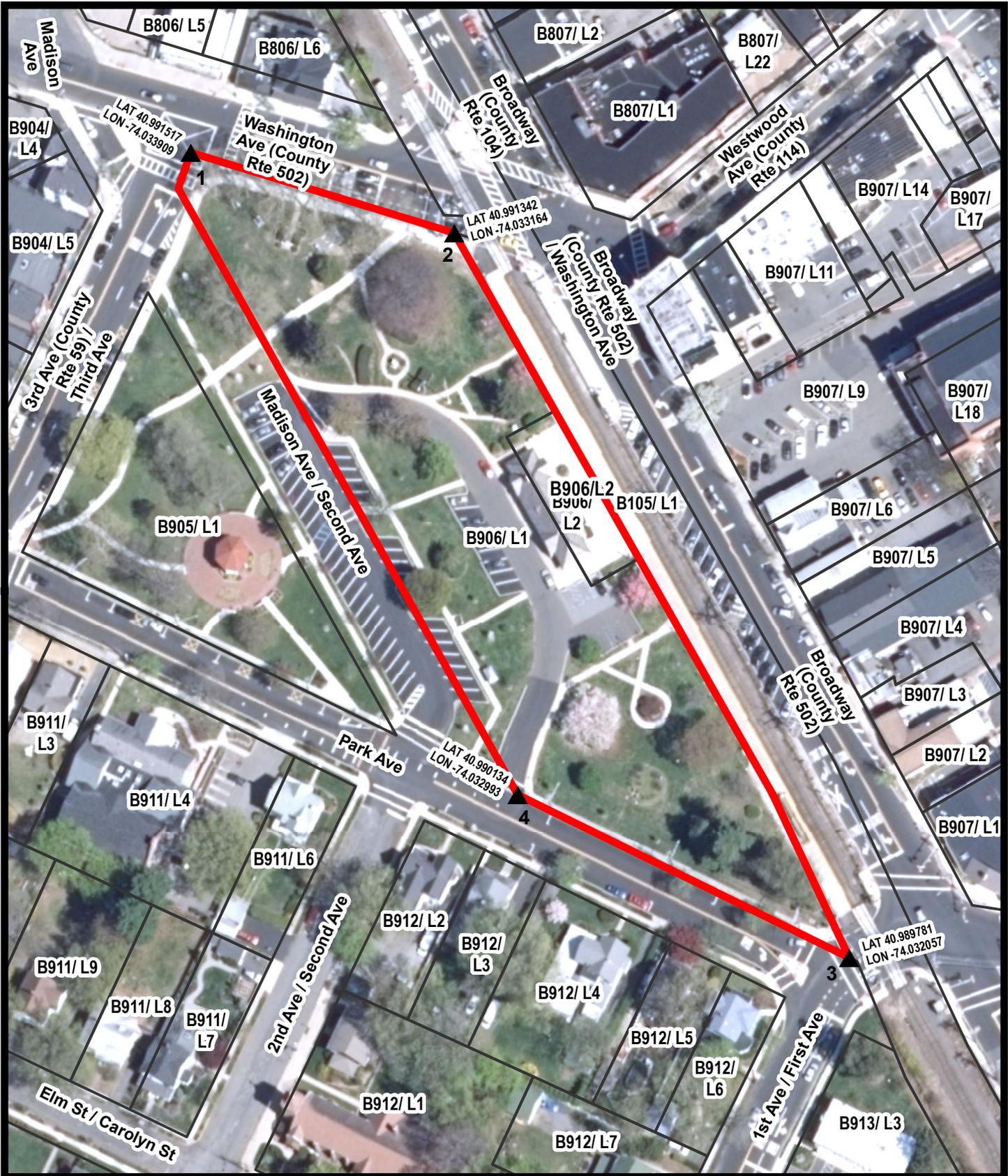
City or Vicinity: Borough of Westwood

County: Bergen State: NJ

Photographer(s): David Hohmann / Lauren Letizia

Date(s) Photographed: DH: 12/20/2017,* and 4/24/2018** and LL: 2/11/2018***

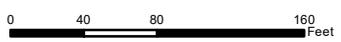
1. Westwood Railroad Station within Station Plaza, view southwest.*
2. Station Plaza showing small handicapped-accessible parking lot, view southwest.**
3. Garden of Service monument (l) and 9/11 memorial (r), view south.**
4. Station Plaza semi-circular driveway and parking lot (l) and park with bandstand (r), view southeast.**
5. Station Plaza showing war memorials and plantings, view southeast.**
6. 9/11 memorial, view southeast.**
7. Garden of Service monument, view northwest.**
8. Harold Stegman memorial with Westwood Railroad Station (r), view northeast.**
9. Old Well, view southwest.**
10. 150mm trench mortar WWI military artifact, view southeast.**
11. Sgt. Ralph W. Lester WWI monument, view west.**
12. Honor roll WWI monument, view southeast.**
13. Monument to local residents lost in multiple wars, view south.**
14. Westwood Railroad Station, view southwest.*
15. Westwood Railroad Station, view east.*
16. Westwood Railroad Station, view southeast.*
17. Westwood Railroad Station, view northwest.*
18. Westwood Railroad Station waiting room interior, showing ticket counter (l), storage room entrance (c), and baggage counter (r).***
19. Westwood Railroad Station waiting room interior, showing men's restroom (l), ancillary exit (c), and ladies' restroom (r).***
20. Westwood Railroad Station waiting room interior, showing west wall.***
21. Westwood Railroad Station interior, showing ticket office.***
22. Westwood Railroad Station restored ticket window detail.***
23. Westwood Railroad Station interior, showing mens restroom.***
24. Westwood Railroad Station interior, showing baggage check room.***
25. Westwood Railroad Station interior, showing storage room.***
26. Westwood Railroad Station platform, showing Veteran's Memorial Park (l) and Pascack Valley Line railroad tracks (r), view north.*
27. Early-twentieth-century single-family dwellings south of Station Plaza, view southeast.**
28. Late-nineteenth-century commercial building north of Station Plaza, view northwest.**
29. Former Isaac D. Bogert Park, now Veterans' Memorial Park, view northwest.**



Westwood Railroad Station

New Jersey and National Registers Nomination
 Westwood Borough,
 Bergen County, New Jersey

Boundary and Tax Map



Datum: NAD 1983 State Plane New Jersey

Legend

- NJ & NR Nomination
- Coordinates
- Tax Parcels

2.44 Acres



NJDEP,
 Historic Preservation Office
 January 2020

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number _____ Additional Documentation _____ Page 1

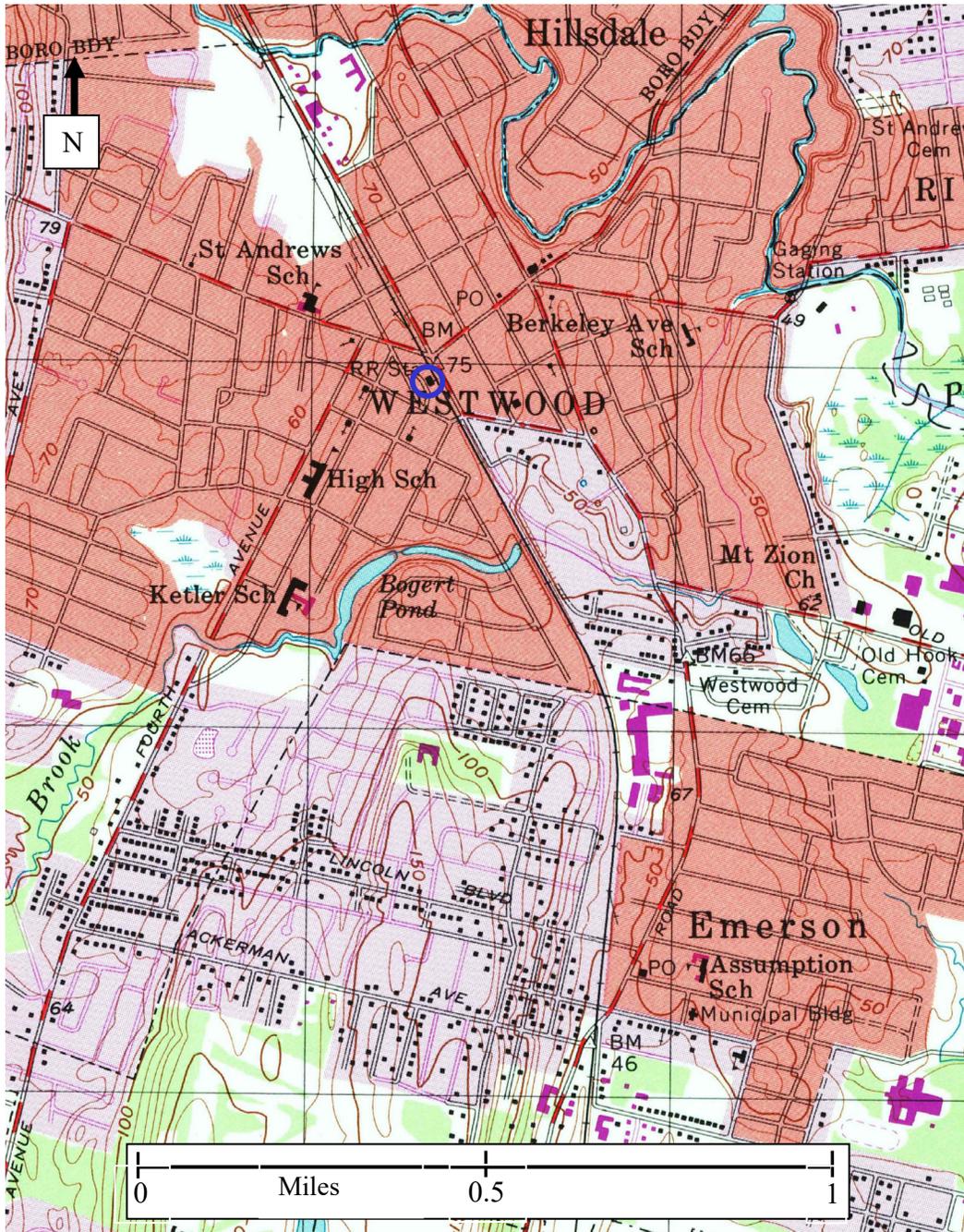


Figure 1. USGS Map showing the location of the Westwood Railroad Station circled in blue, Hackensack, NJ Quadrangle, 7.5 Minute Series, 1997.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number Additional Documentation Page 3

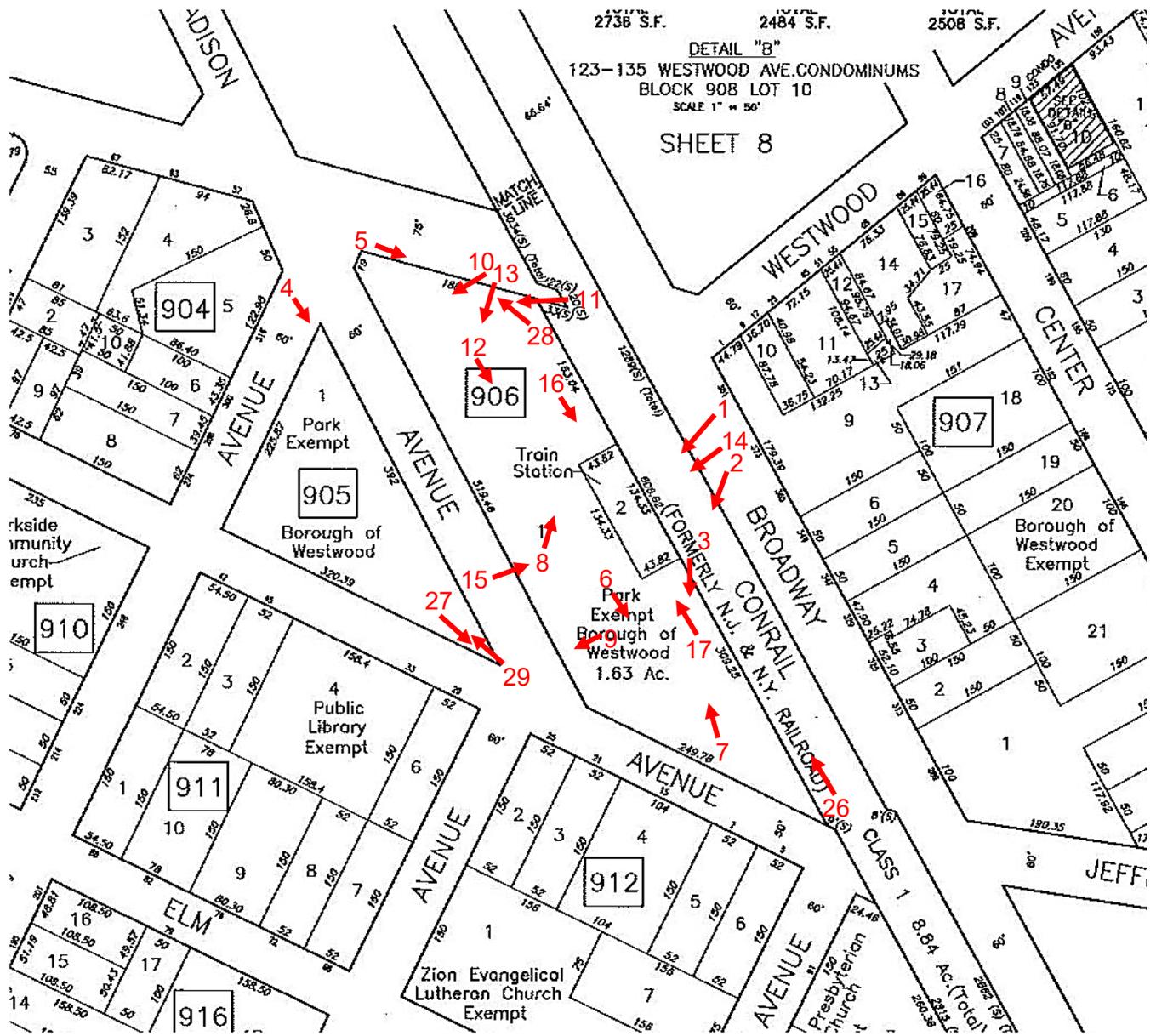


Figure 3. Photo key, Borough of Westwood, NJ Tax Map, 2012.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number Additional Documentation Page 4

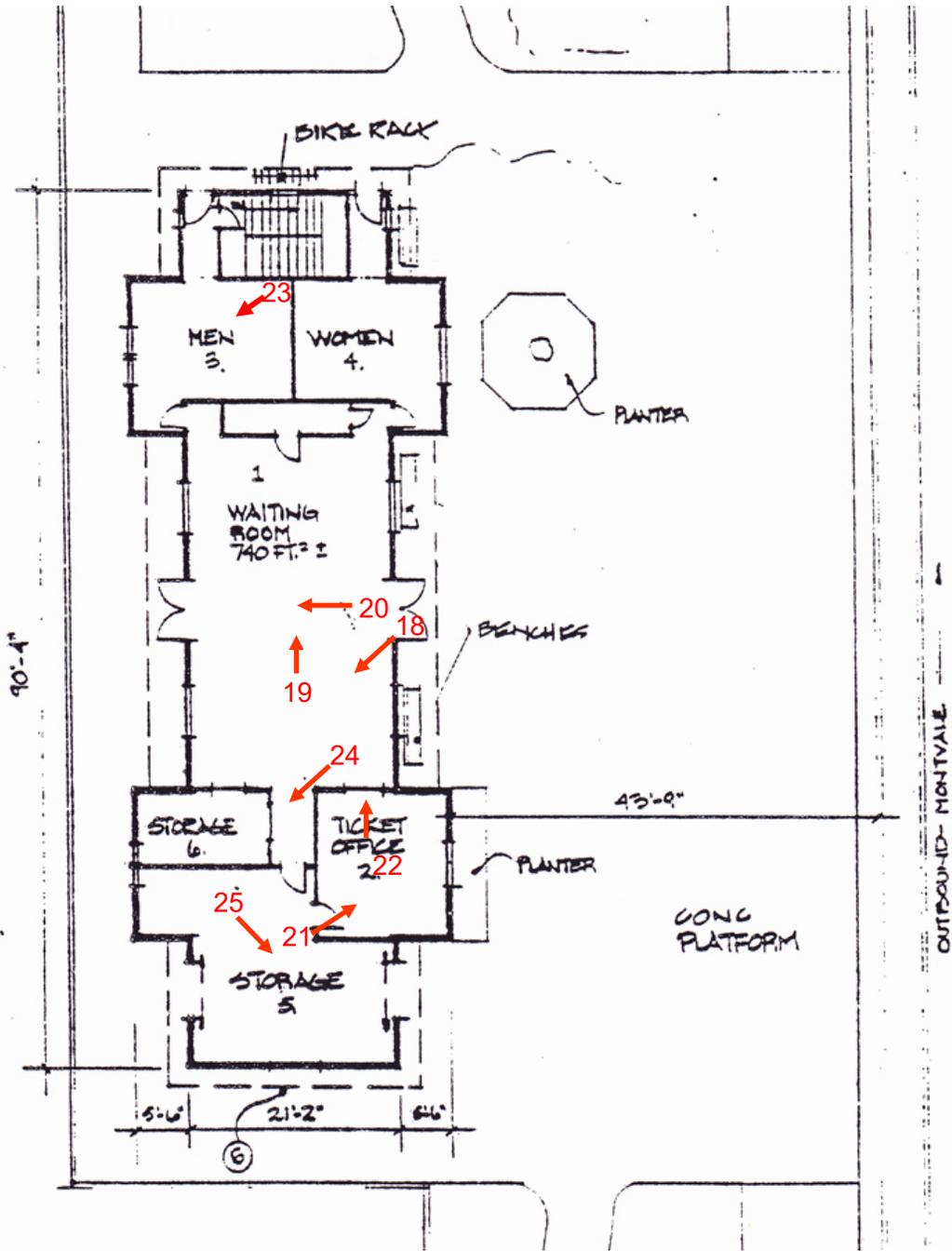


Figure 4. Photo key, Westwood Railroad Station Floor Plan, RBA, 1979.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number Additional Documentation Page 5

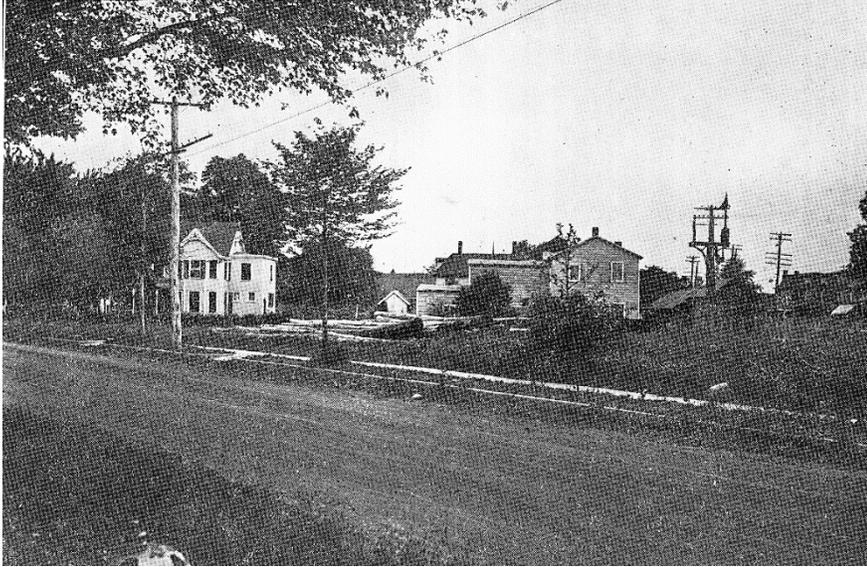


Figure 5. Broadway, view south from Westwood Avenue showing future site of the Westwood Railroad Station, 1912.

Source: "Souvenir Program: History of Borough of Westwood, New Jersey, Station and Plaza Dedication"

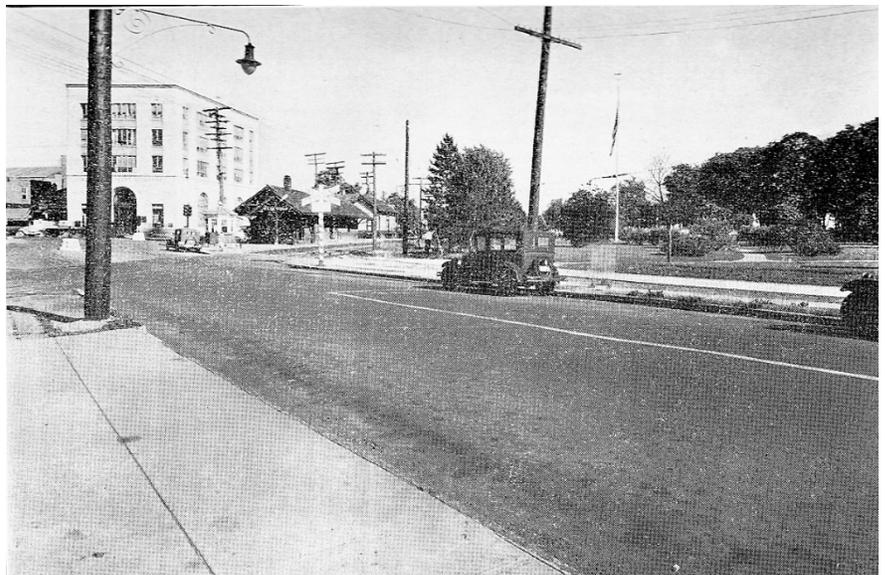


Figure 6. Westwood Avenue, view east showing original Westwood Railroad Station (middle) with Westwood Trust Company Building (left), 1932.

Source: "Souvenir Program: History of Borough of Westwood, New Jersey, Station and Plaza Dedication"

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Westwood Railroad Station
Bergen County, NJ

Section number Additional Documentation Page 6



Figure 7. Excerpt from the Westwood Railroad Station Dedication showing completed station, 1932.
Source: "Souvenir Program: History of Borough of Westwood, New Jersey, Station and Plaza Dedication"

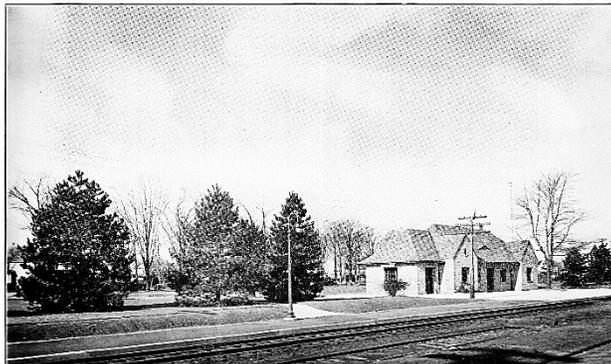


Figure 8. Westwood Railroad Station, view northeast from Veteran's Memorial Park, 1932.

Source: "Souvenir Program: History of Borough of Westwood, New Jersey, Station and Plaza Dedication"





Westwood Railroad Station, Westwood Borough, Bergen County
Photo 1



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 2



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 3



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 4



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 5



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 6



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 7



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 8



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 9



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 10



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 11



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 12



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 13



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 14



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 15



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 16



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 17



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 18



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 19



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 20



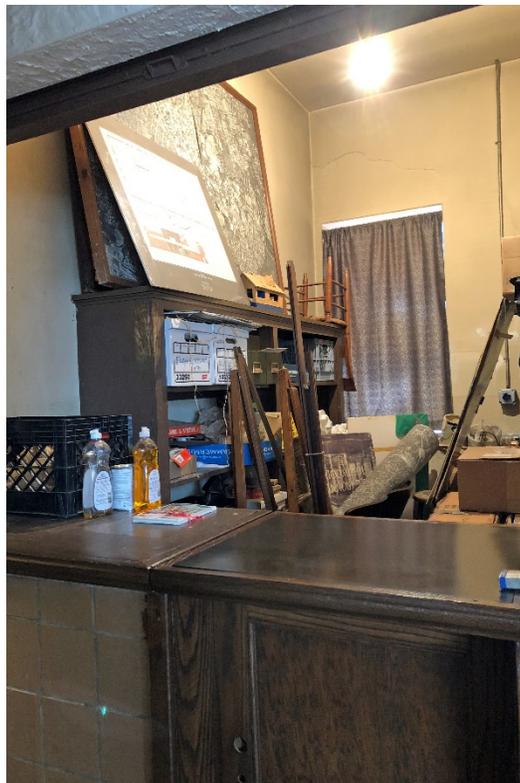
Westwood Railroad Station, Westwood Borough, Bergen County
Photo 21



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 22



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 23



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 24



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 25



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 26



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 27



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 28



Westwood Railroad Station, Westwood Borough, Bergen County
Photo 29