

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

CENTRAL RAILROAD OF NEW JERSEY STATION

AND/OR COMMON

2 LOCATION

STREET & NUMBER

31 - 35 South Baltimore Street

CITY, TOWN

Wilkes-Barre

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

11th

STATE

Pennsylvania

CODE

42

COUNTY

Luzerne

CODE

079

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Reading Railroad Company

STREET & NUMBER

Sixth and Perry Streets

CITY, TOWN

Reading

VICINITY OF

STATE

Pennsylvania

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Luzerne County Courthouse

STREET & NUMBER

North River Street

CITY, TOWN

Wilkes-Barre

STATE

Pennsylvania

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Pennsylvania Inventory of Historic Places

DATE

1975

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

Pennsylvania Historical and Museum Commission

CITY, TOWN

Harrisburg

STATE

Pennsylvania

7 DESCRIPTION

AT

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Central Railroad of New Jersey Station, constructed in 1868, features many elements of Victorian architectural styles. Once considered as one of the finest passenger stations on the Jersey Central line, the station, although structurally sound, is presently in a deteriorated state. The interiors are in ruin, the first floor windows boarded, the second floor windows broken, and the roof in need of repair.

The station is basically a two and one-half story brick structure with one and one-half story wings on either side. One of the more prominent features is the large overhanging roof above the first floor level which skirts the entire building and extends out over the waiting platform on the east end. Here it becomes a low-pitched, hipped gable roof which is supported by four posts with ornate iron brackets. Window openings at both first and second floor levels extend the length of the structure, as do the iron brackets, and feature segmental arches with lug-sills.

The main mass of the station is seven bays in width and has a gable roof, also supported by brackets, with two gabled dormers on either side, double chimneys at either end, and a large wooden cupola which dominates the structure. The cupola is octagonal in shape with a pent roof and window openings above. Double chimneys are also located on the south side of the roof.

One and one-half story, two bay wings are featured on either side of the main mass. These are similar in appearance with centre gables on both north and south sides. The structure is therefore symmetrical in shape, although the overhanging roof which extends outward on the east end gives the station a slightly asymmetrical appearance.

8 SIGNIFICANCE

PERIOD

- PREHISTORIC
- 1400-1499
- 1500-1599
- 1600-1699
- 1700-1799
- 1800-1899
- 1900-

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION |
| <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LAW | <input type="checkbox"/> SCIENCE |
| <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SCULPTURE |
| <input checked="" type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN |
| <input type="checkbox"/> ART | <input type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER |
| <input type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION |
| <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input type="checkbox"/> OTHER (SPECIFY) |
| | <input type="checkbox"/> INVENTION | | |

SPECIFIC DATES 1868

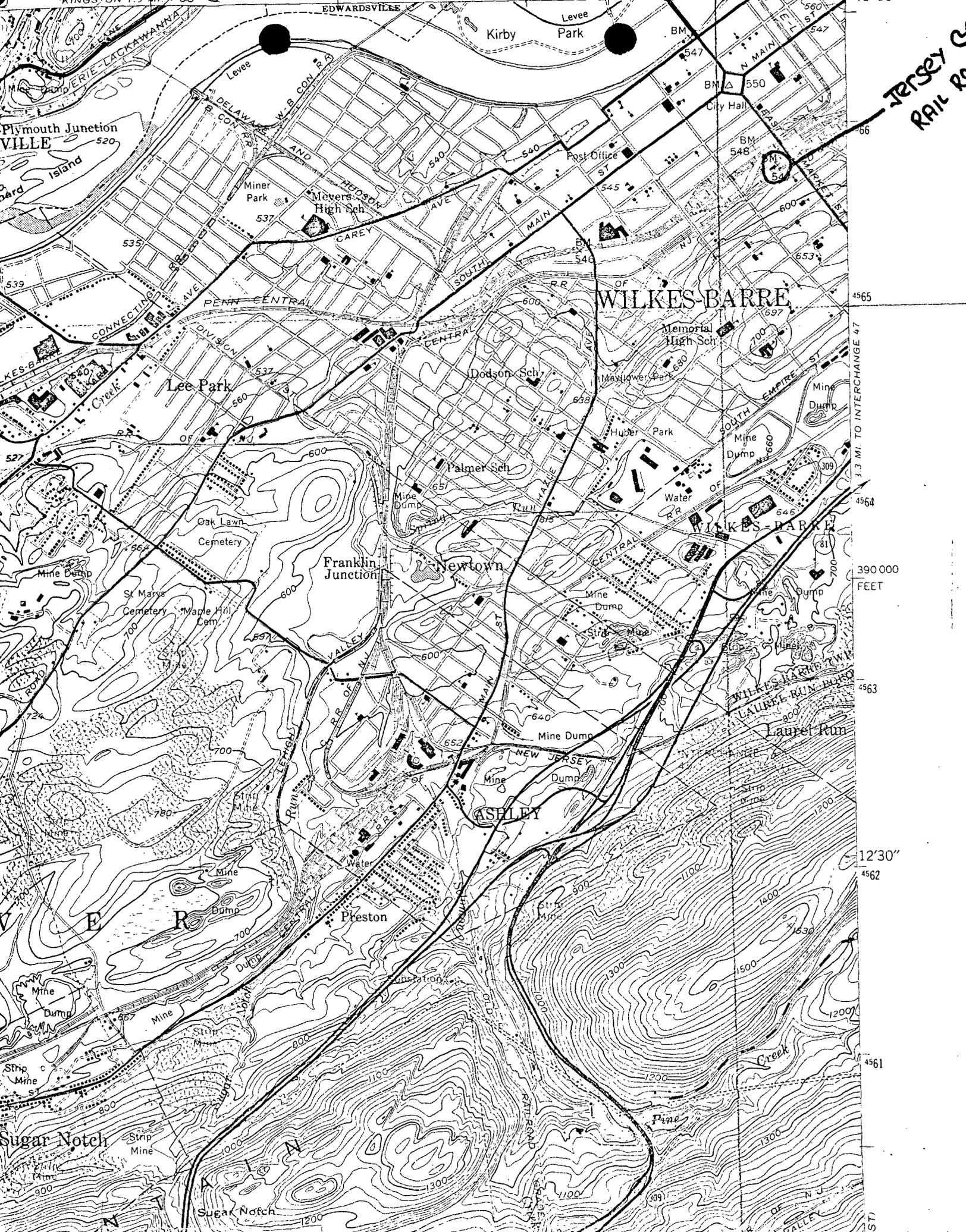
BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Work began on what was then the Lehigh and Susquehanna Railroad as early as 1838. By 1843, the first passenger train came in over the Ashley Planes. However, it was not until 1866 when the backtrack from Mountaintop to Wilkes-Barre was completed, eliminating the need for the Planes, that the first passenger train arrived in Wilkes-Barre on its own steam.

The Central Railroad of New Jersey Station was constructed soon after this in 1868 and is one of the very few remnants of the railroad which played an important role in the economic development of northeastern Pennsylvania. As the operational headquarters for the Lehigh and Susquehanna Division of the Jersey Central, the depot housed offices which routed the movement of anthracite coal from the area to markets around the world.

With its large iron brackets, centre gables, and cupola, the structure is one of the fine examples of the adaption of Victorian architecture to railroad stations. At the time of its construction, it was considered one of the most ornate and luxurious passenger stations on the line. However, with the discontinuance of passenger service in 1963, the station began to rapidly deteriorate. On March 31, 1972, 106 years to the day the Jersey Central had begun its operation of the Lehigh and Susquehanna Division, the station was officially closed.



Jersey
RAIL

WILKES-BARRE

3.3 MI TO INTERCHANGE 47
390 000 FEET
12'30"
4562
4561

Plymouth Junction
VILLE

Lee Park

Franklin Junction

Newtown

ASHLEY

Preston

Sugar Notch

Sugar Notch

WILKES-BARRE
LAUREL-RUN-BUSH

Laurel Run