

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

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

Jersey Central Station, Jim Thorpe Station

2 LOCATION

STREET & NUMBER

Susquehanna Street

--- NOT FOR PUBLICATION

CITY, TOWN

Jim Thorpe

CONGRESSIONAL DISTRICT

11th

STATE

Pennsylvania

--- VICINITY OF

CODE

42

COUNTY

Carbon

CODE

025

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME

Reading Railroad

STREET & NUMBER

Reading Terminal, 12th and Market Streets

CITY, TOWN

Philadelphia

--- VICINITY OF

STATE

Pennsylvania

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Carbon County Courthouse

STREET & NUMBER

Susquehanna and Broadway Streets

CITY, TOWN

Jim Thorpe

STATE

Pennsylvania

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

NONE

DATE

--- FEDERAL --- STATE --- COUNTY --- LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Central Railroad of New Jersey Station is a one and one-half story, red brick structure, five bays in length, featuring a three and one-half story cylindrical tower on the northeast corner. Located on the east, west, and south facades are a series of semi-circular door arches with multiple panels which together give an arcade or colonnade appearance to the station. Above the arches runs a granite belt course. The arches feature handsome dentil work and rest upon granite plinth caps supported by engaged brick columns. The columns in turn support an overhanging hipped roof. The roof extends out over the east facade and south along the tracks where it serves as a waiting platform. Three gabled dormers protrude from the east and west sides of the roof. Located slightly above and to either side of the gabled dormers are smaller hipped roof dormers, one of which also protrudes from the south side. The roof, originally composed of red tile, has been replaced by slate.

Perhaps the most impressive feature of the station is the three and one-half story cylindrical tower with conical roof on the southeast corner, which rises approximately seventy feet in height. A granite water table and belt course run around the bottom of the tower. First floor openings feature segmental arches with three rows of radiating voussoirs, second floor openings are flat-arched, while the third floor window openings are also flat-arched but feature a swept-shape moulded trim. Extending north from the tower along the tracks is an extension of the waiting platform.

The interior of the station originally consisted of a baggage room and office at the southernmost bay, a two bay vaulted area used as the men's waiting room, restrooms and station master's office in the next bay, and the north bay which served as the base of the tower was used as the ladies' waiting room. Recent alterations have included removal of several walls on the second floor tower area, the placing of a wall between the old ladies' and men's waiting rooms, and the changing of an entrance in the north bay. The station is structurally sound and the interior is currently in the process of restoration.

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1888 BUILDER/ARCHITECT Neast & Company/
Wilson Brothers, Philadelphia

STATEMENT OF SIGNIFICANCE

Throughout the 19th and the early 20th century, railroads have been an integral part of the history of Carbon County, Pennsylvania. The first railroad in the county and the first line of major importance in Pennsylvania was the Mauch Chunk Railroad, built in 1827, to haul coal from Summit Hill to Mauch Chunk (now known as Jim Thorpe). The anthracite beds near Mauch Chunk were the major incentive to railroad development and rail lines eventually connected Carbon County with the Philadelphia, the New York, and the Great Lakes routes.

The Central Railroad of New Jersey operated in Carbon County as early as 1855. By 1871, they had leased and were operating the tracks of the Lehigh and Susquehanna Railroad. The Central Railroad of New Jersey was built in 1888 on the property of the Lehigh and Susquehanna, which in turn was controlled by the Lehigh Coal and Navigation Company. The station was built next to an earlier depot which was being razed as the former was being constructed. The property is presently owned by the Reading Railroad, leased to the Lehigh Valley Railroad, and sublet to various local organizations.

With the importance of coal and the development of railroads, Jim Thorpe had become a major junction by the second half of the 19th century. The area attracted Asa Packer, the founder of the Lehigh Valley Railroad, and numerous prominent architects such as Richard M. Upjohn, Jr., and Addison Hutton. The community, to this day, retains much of the architectural character of the period. With its Queen Anne tower, the Jersey Central station is a remnant of the architectural quality of the Victorian years.

As the major junction in the anthracite region, as many as twenty-two passenger trains a day had scheduled stops during 1888. While at least ten trains were locals, both local and expresses ran to Wilkes-Barre and New York, with connectives to Philadelphia. As late as 1923, as many as twenty-four passenger trains a day still had scheduled stops.

The traffic stopped almost as fast as it started. The station is no longer in use as a railroad depot but remains as a monument to an earlier era of transportation and architecture.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Brenckman, Fred, History of Carbon County, Pennsylvania, Harrisburg, PA., James S. Nungesser, 1913.

Law, Robert W., Anthology of Mauch Chunk, Pennsylvania, San Jose, California, Delwood's Inc., 1966.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .5 acres

UTM REFERENCES

A	18	43,717,60	452,356,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE
David M. Berman, Curator

ORGANIZATION
Pennsylvania Historical & Museum Commission

STREET & NUMBER
William Penn Memorial Museum

CITY OR TOWN
Harrisburg

DATE
1975

TELEPHONE
717-787-4363

STATE
Pennsylvania

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE *William J. Wewer*

TITLE WILLIAM J. WEWER, Executive Director DATE 10-22-75
Pennsylvania Historical & Museum Commission

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

LEHIGH
ROAD

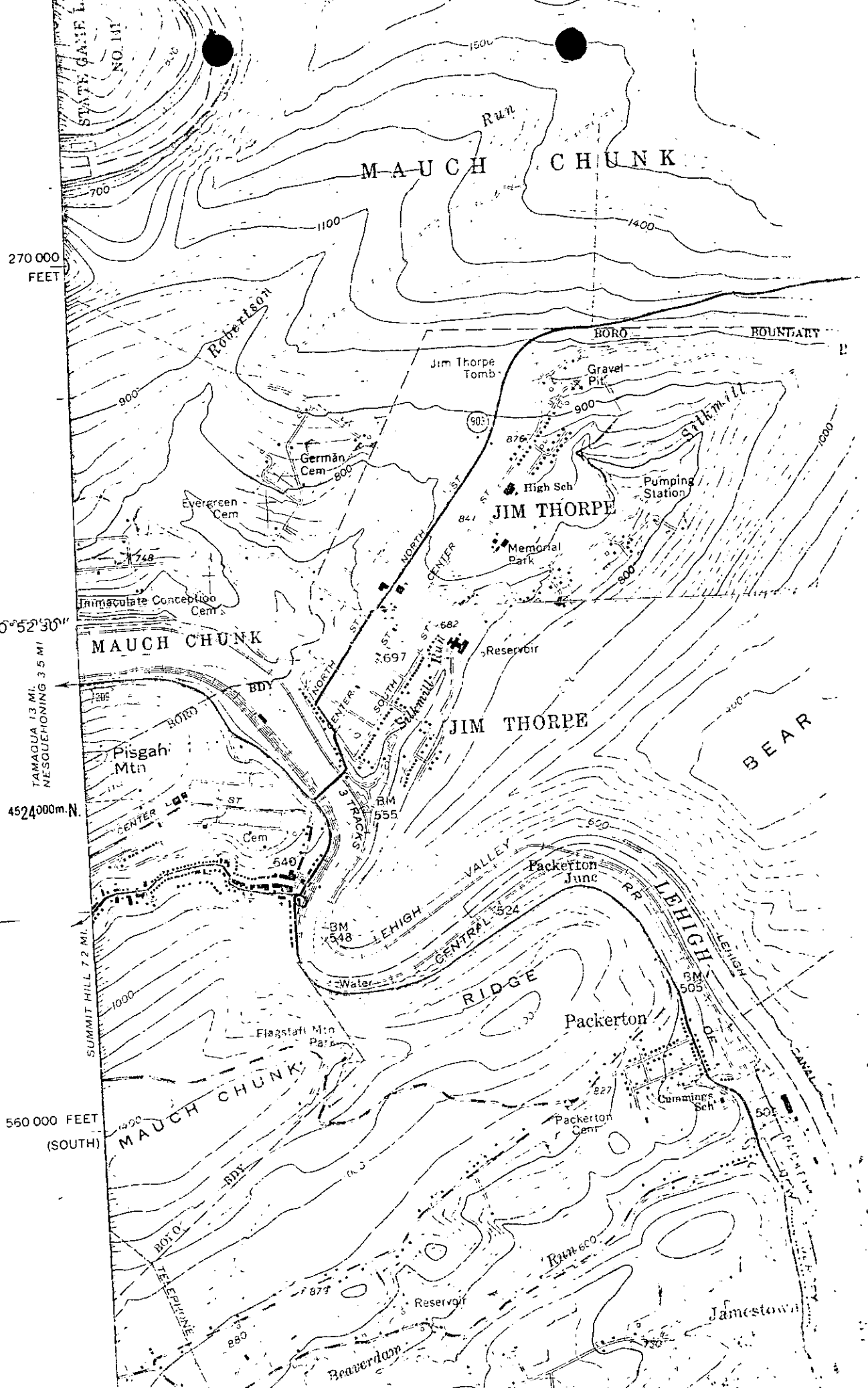
(N. J. Central)

112

STATION

Mauch
Chunk,
Pa.

(Now Jim
Thorpe)



270 000
FEET

40° 52' 30"
TAMAQUA 13 MI.
NESQUEHONING 3.5 MI.
4524000m.N.

560 000 FEET
(SOUTH)