

N.J. Office of Cultural and Environmental Services, 109 W. State Street,  
Trenton, N.J. 08625 609-292-2023  
Prepared by Heritage Studies, Inc. Princeton, N.J. 08540 609-452-1754  
RR 1804-  
Survey # 8-7

# NEW JERSEY TRANSIT RAILROAD STATION SURVEY

## 1. IDENTIFICATION

- A. Name:  Common  Bound Brook  Line: Raritan Valley  
Historic (Jersey Central)
- B. Address or location:  
 E. Main Street at Hamilton St.  County: Somerset  
 Bound Brook, N. J. Municipality: Bound Brook Borough  
Block & lot: part of 1 / 68
- C. Owner's name: N.J. Transit  
Address: Newark, N. J. (track right of way included)
- D. Location of legal description: Recorder of Deeds, Somerset County  
Courthouse, Somerville, N.J. 08876
- E. Representation in existing surveys: (give number, category, etc.,  
as appropriate)

HABS \_\_\_\_\_ HAER \_\_\_\_\_ ELRR Improvement \_\_\_\_\_ NY&LB Improvement \_\_\_\_\_

Plainfield Corridor J3 NR(name, if HD) \_\_\_\_\_

NJSR (name, if HD) \_\_\_\_\_

NJHSI (#) \_\_\_\_\_

Northeast Corridor \_\_\_\_\_

Local \_\_\_\_\_ (date \_\_\_\_\_)

Modernization Study: site plan X floor plan X aerial photo \_\_\_\_\_

other views X photos of NR quality? X

## 2. EVALUATION

- A. Determination of eligibility: SHPO comment? X (date 2/21/79)  
NR det.? \_\_\_\_\_ (date \_\_\_\_\_)
- B. Potentially eligible for NR: yes X possible \_\_\_\_\_ no \_\_\_\_\_  
individual \_\_\_\_\_ thematic X
- C. Survey Evaluation: 105/135 points

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### 3. DESCRIPTION--COMPLEX IN GENERAL

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

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

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

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

# of tracks: 6

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

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

The Bound Brook complex consists of a 2-story red brick station in Classical Revival style with an attached steel frame canopy, a similar shelter with attached canopy, platforms on either side of the tracks, and a concrete pedestrian tunnel connecting them. The complex is located at the S edge of the commercial district between E Main St. on the N and the Raritan River on the S. Tracks are aligned E-W. There is a small parking lot and drive through (1) N of the station with additional parking available several hundred feet W of the station and along neighboring streets. Pedestrians may approach the outbound platform from stair B at the E end or directly from the parking lot (1). The inbound platform may be reached via stair A at the E end or via the underpass from the parking lot (1). Landscaping is confined to an island park bounded by the parking lot, entry streets and E Main St. Presently, the shelter is not in use.

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### 3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound

Outbound 410' concrete and gravel platform, lined with MV lighting fixtures mounted on iron poles. Poles are original; fixtures are recent.

Between tracks Original fixtures were incandescent.

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

The outbound canopy at Bound Brook, similar to the inbound, is attached to the station and extends 2 bays W of the building and 3 bays E. Of steel frame construction with a gabled roof of corrugated metal sheets, the canopy is supported on a single row of steel columns (green) with concrete bases. Several fluorescent lighting fixtures are attached to the fascia beam along the N side. These replace the original fixtures which were incandescent. Gutters and downspouts are copper and appear original.

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4. DESCRIPTION - BUILDINGS (EXTERIOR)

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

Station  X  Shelter   Freight House   Other   (specify)

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

The Bound Brook Station, located N of the tracks, consists of a brick 2-story rectangular block with a central polygonal projection on the S facade, and a central cube-like porch on the N. The porch roof is supported by 2 square brick columns at the outside corners, and has concrete steps on 3 sides. A brick balustrade with limestone coping encloses the roof deck which is flat. The outbound canopy, with steel frame and corrugated metal deck, adjoins the S facade and is suspended from six chains anchored in a line above the canopy, between gutters and string course and terminating in metal bosses shaped to resemble the heads of lions. The S facade contains (4) 1/1 windows in the projection, symmetrically flanked on either side by double 1/2 panel doors with single pane transoms, and triple groupings of 1/1 windows (some of which are boarded up). The N facade contains central double 1/2 panel doors with single-pane transoms symmetrically flanked on either side by (2) triple groupings of 1/1 windows. Beneath the windows of the second groups, at either end of the facade, are corresponding single pane basement windows. The W facade contains (3) 1/1 windows, while the E facade contains (S to N) a double width surround with a 1/plain panel door with transom (originally 1/2p?) flanked on the N by a fixed panel with a single pane window at the top, a 1/2 panel door, and a 1/1 window. With the exception of the boarded windows and the MV lighting fixtures at the NW and NE corners, materials appear original. According to an inscription on one of the ceiling beams in the attic, the roof was replaced in July 1959.

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4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station  X  Shelter \_\_\_\_\_ Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall/steel beam, wood frame roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>tooled limestone</u>	_____
Walls:	<u>brick, red, Flemish double stretcher bond</u>	_____
Trim:	<u>tooled limestone water table, lintels, string course, frieze, cornice, capitals, bases, bench quoins, copper rail on stairs</u>	_____
Doors:	<u>(1) 1/2 panel with transom, doubled</u>	<u>(1) 1/plain panel with transom</u>
Roofing:	<u>unknown</u>	_____
Soffit:	<u>copper</u>	_____
Windows:	<u>(23) 1/1; (6) single pane</u>	_____
Lighting:	<u>incandescent fixture on iron brackets</u>	<u>MV fixtures</u> NW, NE corners
Signage:	<u>logo (metal, red &amp; white)</u> (N, E side)	_____
Drainage:	<u>copper gutters and downspouts, flashing</u>	_____
Other:	_____	_____

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#### 4. DESCRIPTION - BUILDINGS (INTERIOR)

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

Station  X  Shelter \_\_\_\_\_ Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

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

Except for the attic and basement, the spaces of the Bound Brook Station are on one level. The Waiting Room (1) comprises the central half of the block. Fitted into the S facade projection and extending into the Waiting Room space is the octagonal Ticket Office (2). Comprising the W quarter of the block with doors to the Waiting Room are the lounges and rest rooms (3)(4). Comprising the E quarter of the block are the Baggage Room, above it, an unfinished attic room, and below, the Basement, also unfinished. Except for the Baggage Room and Ticket Office (see schedules), floors are terrazzo, wainscots are tile, and walls and ceilings, plaster. Most all materials are original.

FACILITY NAME: Bound Brook

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>9</u>
NAME <u>Waiting Room</u>	NUMBER ON FLOOR PLAN <u>1</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>terrazzo (gray, tan border black tile border)</u>	<u></u>
Base: <u>quarry tile (red)</u>	<u></u>
Wainscot: <u>quarry tile (red)</u>	<u></u>
Walls: <u>plaster</u>	<u>paint (tan)</u>
Ceiling: <u>plaster, moulded borders</u>	<u>paint (white)</u>
Trim: <u>wood moulded surrounds; chairrail, pilasters, volute, frieze, cornice on ticket window projection, prob. varn.</u>	<u>paint (light blue)</u>
Doors: <u>(8) 1/2 panel</u>	<u>(1) plain board to baggage room</u>
Seating: <u>(2) double slat board benches (varnished)</u>	<u></u>
Lighting: <u>(5) hanging incandescent fixtures</u>	<u>(5) hanging fluorescent fixtures</u>
Other: <u>(6) iron radiators</u>	<u>paint (light blue)</u>





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## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 9NAME Men's LoungeNUMBER ON FLOOR PLAN         OriginalExisting, if differentFloors: terrazzo (gray, tan border)  
(black mosaic tile)Base: quarry tile (red)Wainscot: quarry tile (red)Walls: plasterpaint (tan)Ceiling: plasterpaint (white)Trim: wood moulded surrounds, prob. varn.paint (light blue)Doors: (2) 1/2 panel, prob. varn.paint (light blue)Seating: built-in matched board benches  
(N,S) (stain)Lighting: hanging incandescent fixturehanging fluorescent fixtureOther:

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## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	9
NAME <u>Men's Room</u>	NUMBER ON FLOOR PLAN	3
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo (gray, maroon mosaic tile border)</u>	
Base:	<u>ceramic tile (white)</u>	
Wainscot:	<u>ceramic tile (white)</u>	
Walls:	<u>plaster</u>	<u>paint (tan)</u>
Ceiling:	<u>plaster</u>	<u>paint (white)</u>
Trim:	<u>wood moulded surrounds , prob. varn.</u>	<u>paint</u>
Doors:	<u>(2) 3-panel to toilets</u>	<u>(1) single panel to toilet</u>
Seating:	<u>none</u>	
Lighting:	<u>hanging incandescent fixture</u>	<u>hanging fluorescent fix.</u>
Other:	<u>iron radiator (E)</u> <u>marble partition walls</u> <u>plumbing fixtures</u>	

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## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 9NAME Ladies' LoungeNUMBER ON FLOOR PLAN         OriginalExisting, if differentFloors: terrazzo (gray, tan border, black tile border)Base: quarry tile (red)Wainscot: quarry tile (red)Walls: plaster paint (tan)Ceiling: plaster paint (white)Trim: wood moulded surrounds, prob. varn. paint (light blue)Doors: (2) 1/2 panel, prob. varn. paint (light blue)Seating: noneLighting: hanging incandescent fixture hanging fluorescent fixtureOther: iron radiator (S)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 9

NAME Ladies' Room

NUMBER ON FLOOR PLAN 4

Original

Existing, if different

Floors: terrazzo (gray, maroon tile border)

Base: ceramic tile (white)

Wainscot: ceramic tile (white)

Walls: plaster

paint (tan)

Ceiling: plaster

paint (white)

Trim: wood moulded surrounds, prob. varn.

paint (light blue)

Doors: (2) 5-panel to toilets

Seating: none

Lighting: hanging incandescent fixtures

hanging fluoresent fixtures

Other: iron radiator (S)  
(1) toilet

(1) toilet

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 9

NAME Baggage Room

NUMBER ON FLOOR PLAN         

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>concrete</u>	<u>linoleum</u>
Base:	<u>board (stain or varn.)</u>	<u>paint (green)</u>
Wainscot:	<u>board (stain or varn.)</u>	<u>paint (green)</u>
Walls:	<u>plaster</u>	<u>paint (lt. green)</u>
Ceiling:	<u>plaster</u>	<u>paint (lt. green)</u>
Trim:	<u>wood moulded surrounds (stain or varn.)</u>	<u>paint (green)</u>
Doors:	<u>1/2 panel to attic (stain or varn.)</u>	<u>paint (green)</u>
Seating:	<u>none</u>	<u>        </u>
Lighting:	<u>(2) hanging incandescent fixtures</u>	<u>(2) hang. fluorescent fixtures</u>
Other:	<u>iron radiator (N)</u>	<u>        </u>

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## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME	NUMBER ON FLOOR PLAN
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>Attic</u> <u>board</u>	<u>9</u> <u></u>
Base: <u>none</u>	<u></u>
Wainscot: <u>none</u>	<u></u>
Walls: <u>brick, red, modern English bond</u>	<u></u>
Ceiling: <u>board, unfinished</u>	<u></u>
Trim: <u>none</u>	<u></u>
Doors: <u>none</u>	<u></u>
Seating: <u>none</u>	<u></u>
Lighting: <u>2 incandescent fixtures attached to beams</u>	<u></u>
Other: <u>iron pipe rail around stair</u> <u>steel risers.</u>	<u></u>

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## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	9
NAME <u>Basement</u>	NUMBER ON FLOOR PLAN	
<u>Original</u>	<u>Existing, if different</u>	
Floors: <u>poured concrete</u>		
Base: <u>none</u>		
Wainscot: <u>none</u>		
Walls: <u>poured concrete</u>		
Ceiling: <u>poured concrete</u>		
Trim: <u>none</u>		
Doors: <u>none</u>		
Seating: <u>none</u>		
Lighting: <u>(4) incan. fixtures</u>		
Other: <u>boiler</u> <u>coal bin</u> <u>steel risers</u> <u>pipe rail</u>		

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## 3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound 332' concrete and gravel platform, lined with MV lighting fixtures mounted on iron poles. Poles are original; fixtures are recent. Original fixtures were incandescent.
- Outbound
- Between tracks

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

The inbound canopy at Bound Brook is attached to the shelter and extends 2 bays W of the building and 5 bays E. Of steel frame construction with a gabled roof of corrugated metal sheets, the canopy is supported on a single row of steel columns painted (green) with concrete bases. Several fluorescent lighting fixtures are attached to the fascia beam along the N side. These replace the original fixtures which were incandescent. Gutters and downspouts are copper and appear original.



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#### 4. DESCRIPTION - BUILDINGS (EXTERIOR)

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

Account for original materials and finishes where different from existing.

Station \_\_\_\_\_ Shelter X Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

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

The Bound Brook shelter, located S of the tracks, consists of a brick, 1-story rectangular block with a flat roof, and is adjoined by the inbound shelter along its N facade. The N facade contains (3) central 1/1 windows, flanked on either side by double doors with transoms (1/2 panel?) while the S facade contains (7) 1/1 windows and the E and W facades, (2) windows each (1/1?). Although most openings have been boarded up, visible materials appear original.

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4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station \_\_\_\_\_ Shelter X Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall, wood frame roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>tooled limestone</u>	_____
Walls:	<u>brick, red, Flemish double stretcher</u>	_____
Trim:	<u>tooled limestone water table, lintels, string course, frieze, cornice brick quoins</u>	_____
Doors:	<u>(2) 1/2 panel with transom, doubled</u>	<u>(boarded)</u>
Roofing:	<u>unknown</u>	_____
Soffit:	<u>copper</u>	_____
Windows:	<u>(14) 1/1 windows; (2) single pane</u>	_____
Lighting:	<u>incandescent fixtures (see inbound canopy description)</u>	<u>fluorescent fixtures</u>
Signage:	<u>none</u>	_____
Drainage:	<u>copper gutters and downspouts</u>	_____
Other:	_____	_____

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## 4. DESCRIPTION - BUILDINGS (INTERIOR)

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

Station \_\_\_\_\_ Shelter X \_\_\_\_\_ Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

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

NOT ACCESSIBLE



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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on site plan.

Acreage: c. 1.5 acres

UTM coordinates: Zone: 18 /Easting: 5 3 9 7 2 0 /Northing: 4 4 8 9 9 1 0  
USGS Quad Bound Brook Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Bound Brook Chronicle, 15 Aug. 1913, 1.

McKelvey, William J. Jr., The Delaware & Raritan Canal, York, Pa., Canal Press, 1975, 4.

Industries of New Jersey, part 7 Trenton, Historical Publishing Co., 1883, 64.

ICONOGRAPHIC:

(3 views) Chronicle

Photos: (1913) Gardner, Edward F., A Pictorial Review: Central of New Jersey, Wilkes-Barre, Pa.

Pennisi, Bob, The Northeast Railroad Scene, Vol V., Flanders, N.J., 1980, 38, 40.

postcards, archives, Bound Brook Public Library.

8. PHOTO

Negative index # 1158 or NJT photo # - slide # 8-7  
Date 1978 Photographer Richard Browne Assocs.  
Loc. of negative N.J. Transit Direction of view: Station from North

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## 9. CRITERIA FOR EVALUATION

## A. HISTORICAL SIGNIFICANCE

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

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## B. ARCHITECTURAL SIGNIFICANCE

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

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## CRITERIA CONT.

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

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CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

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

ii. PHYSICAL CONDITION

- a. Excellent        (10)
- b. Good   x   ( 5)
- c. Fair        ( 0)
- d. Poor        (-10)
- e. Severely deteriorated        (-25)

iii. RELATIONSHIP TO COMMUNITY

- a. Pivotal building        (40)
- b. Integral part of townscape   x   (30)
- c. Compatible with townscape        (20)
- d. Unrelated to townscape        ( 0)
- e. Incompatible        (-30)

iv. SUITABILITY FOR ADAPTIVE USE

- a. Excellent        (30)
- b. Very Good   x   (25)
- c. Good        (20)
- d. Average        (15)
- e. Possible, with difficulty        (10)

100

TOTAL

135



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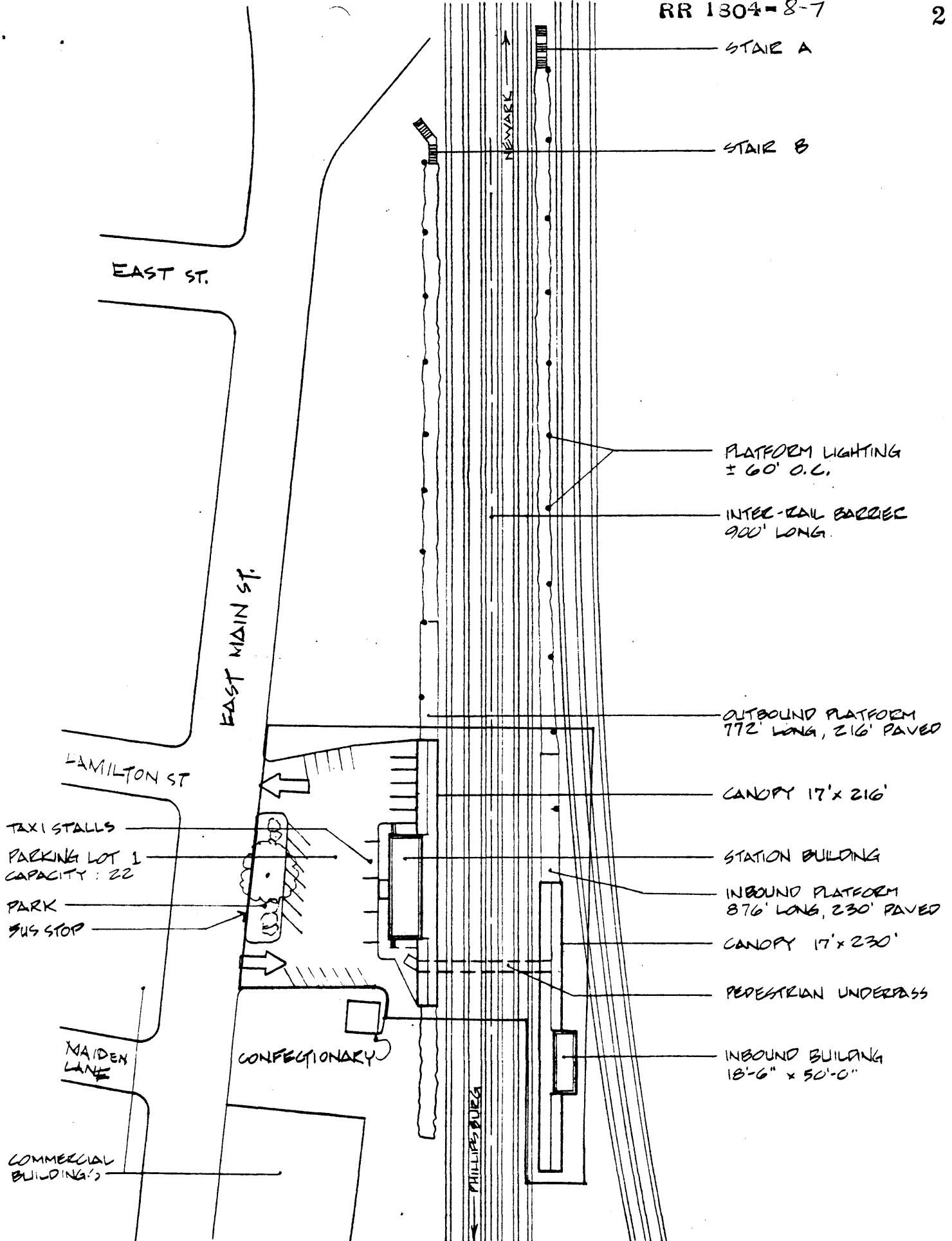
Attach copy of site plan

     continuation sheets attached

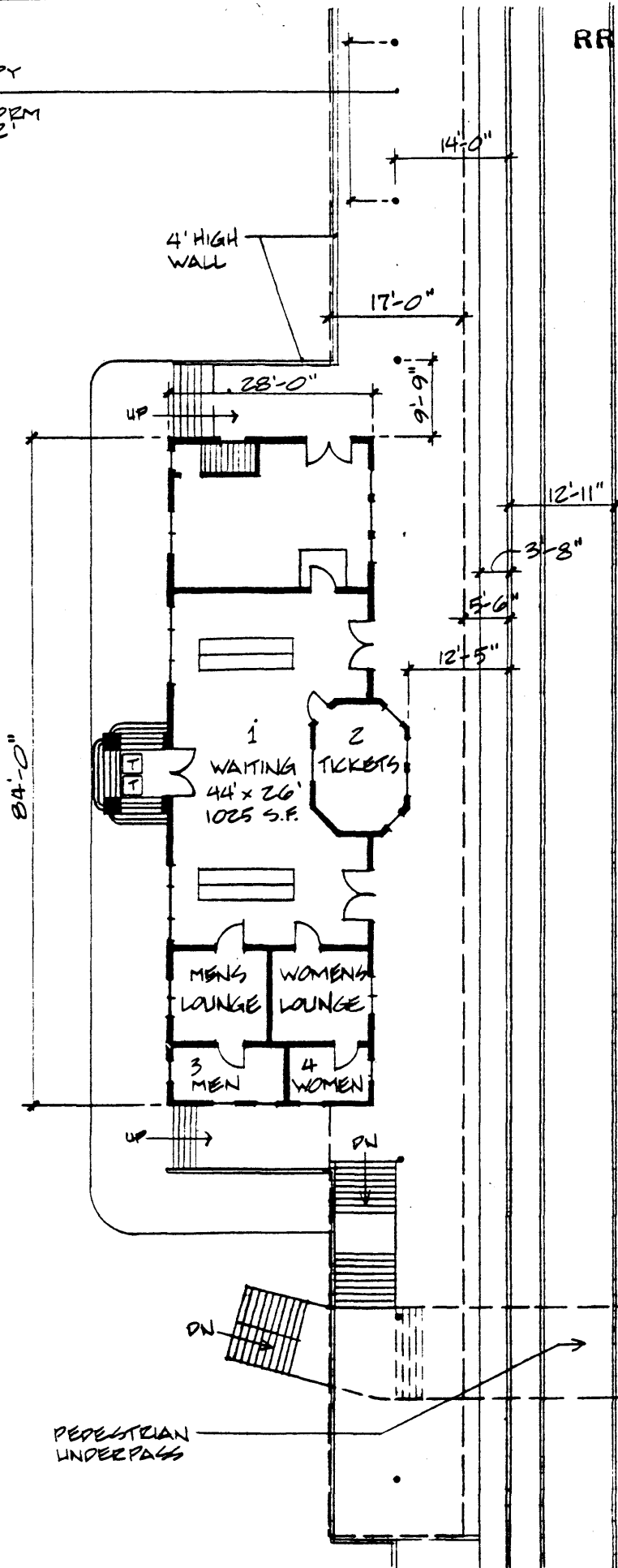
FORM PREPARED BY: Richard Meyer

Date: May 1981

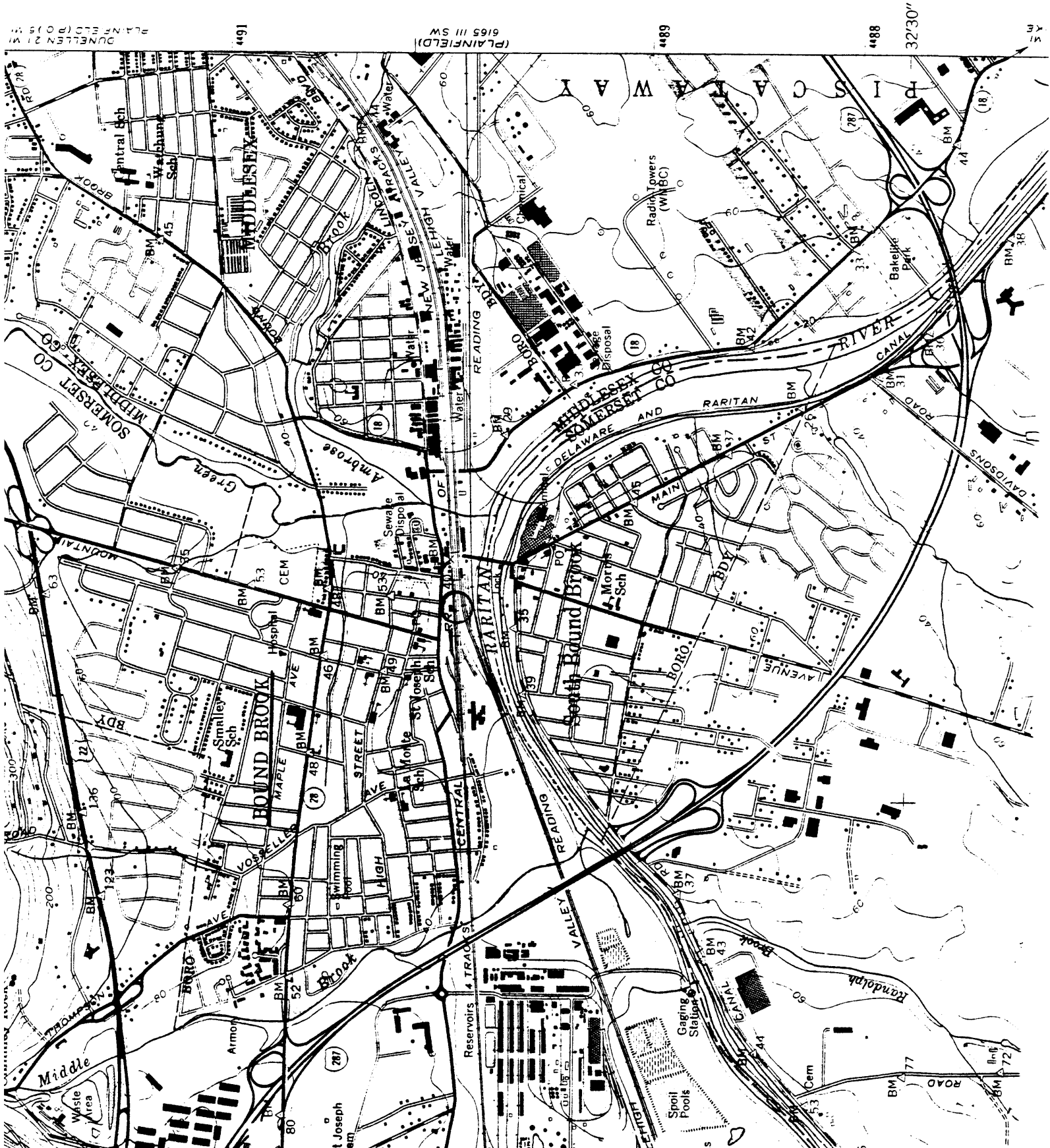
HERITAGE STUDIES, INC.  
RD 4 Box 864, Mapleton Road  
Princeton, N.J. 08540  
609-452-1754



CONCRETE  
PLATFORM  
UNDER CANOPY  
216' LONG  
FULL PLATFORM  
LENGTH 772'



PHILLIPSBURG



DUNELLEN 21 W  
PLAINFIELD 015 W

4491

(PLAINFIELD)  
6165 III SW

4489

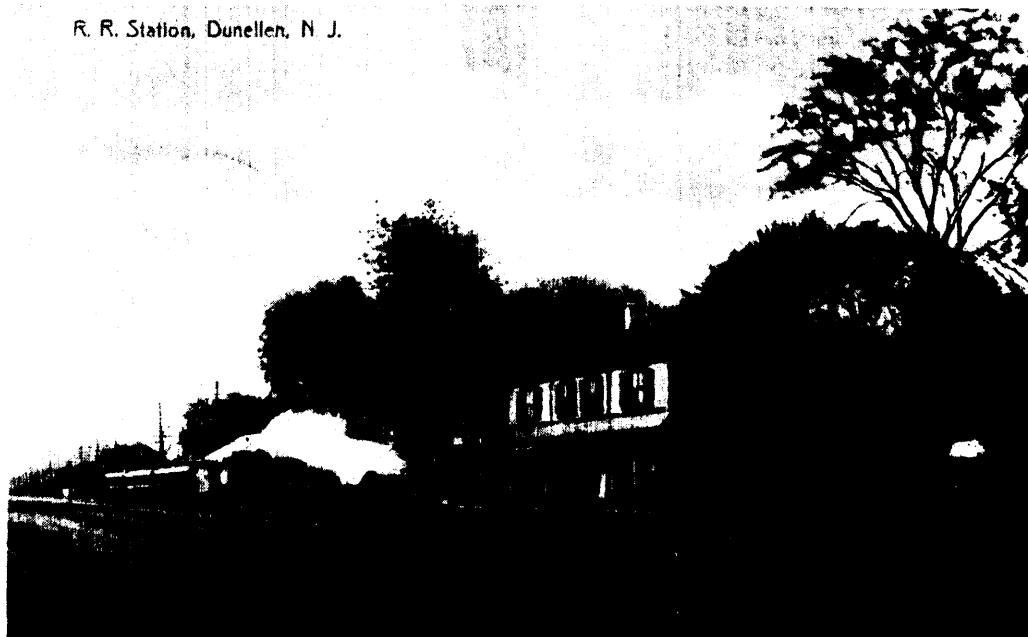
4488

32'30"

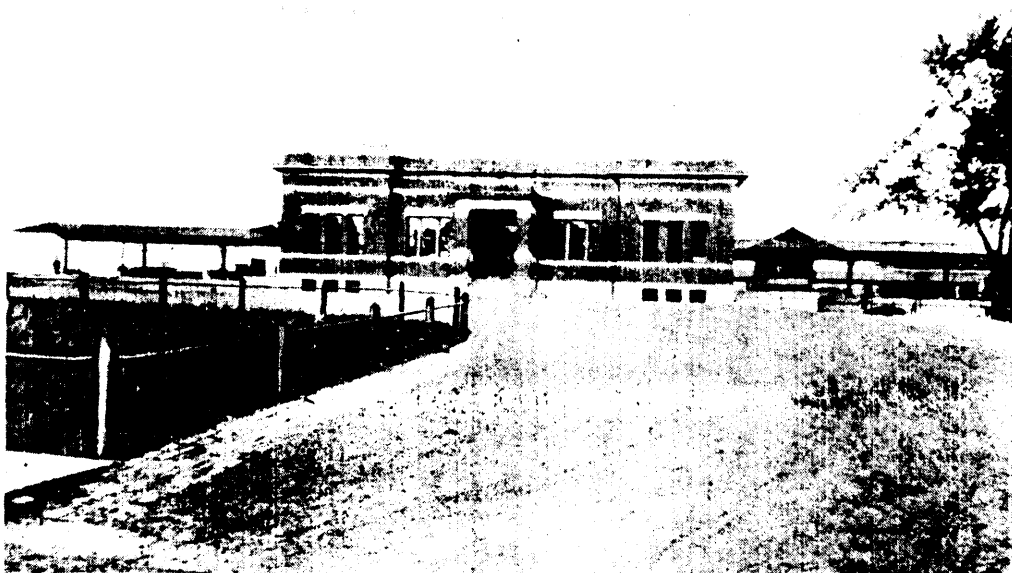
44

8-7 Bound Brook Railroad Station (Gardner, Jersey, n.p.)

R. R. Station, Dunellen, N. J.



Central New Jersey Railroad Station, Bound Brook, N. J.



# SUMMARY

Station: Bound Brook

Line: Raritan Valley

Field Survey Conducted 11/78

## Index:

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

## Information File:

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

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 342

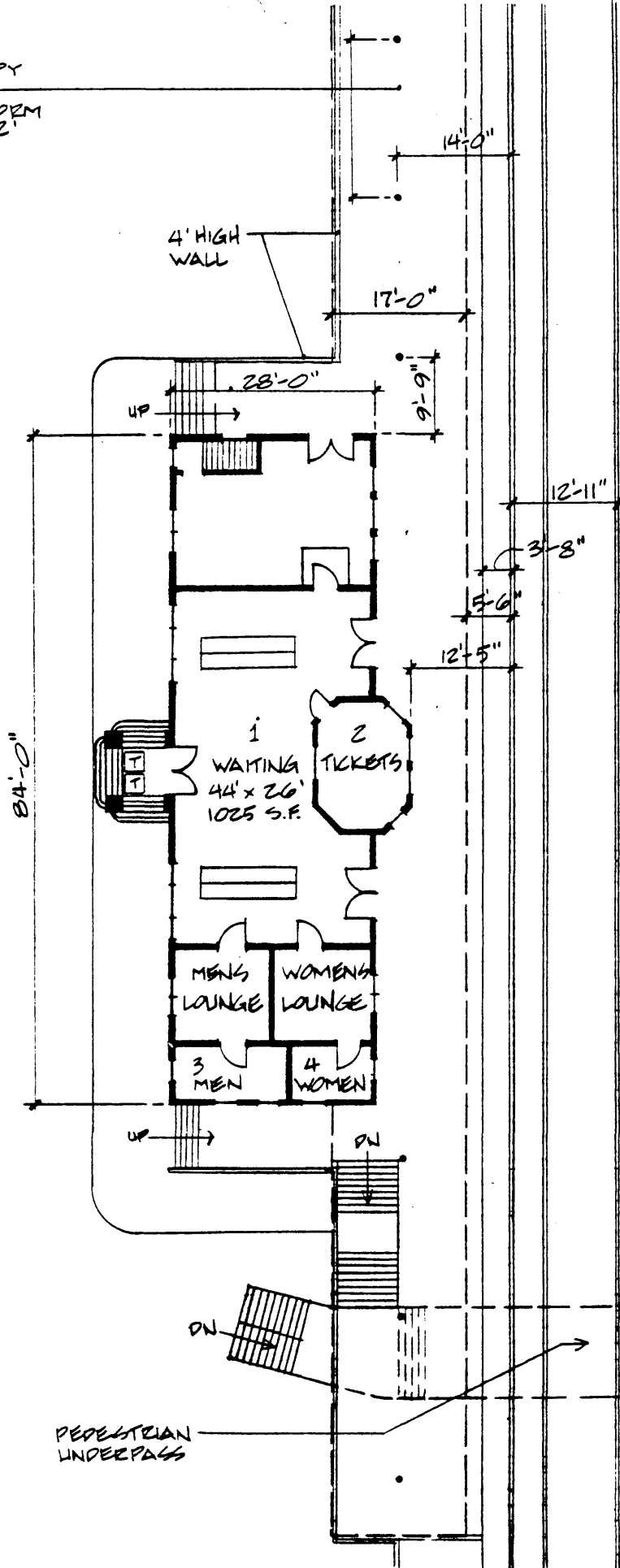
Station Ridership Category: 4 Ownership: N.J.D.O.T.

Agent: Yes Hrs/Days: 5:00 a.m. - 3:10 p.m. Monday

6:25 a.m. - 3:10 p.m. Tuesday through Friday

Rehabilitated (10 years or less) & Description:

CONCRETE  
 PLATFORM  
 UNDER CANOPY  
 216' LONG  
 FULL PLATFORM  
 LENGTH 772'



# 3 PLATFORMS & CANOPIES

Station: 101st Street

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

PLATFORMS	IN-BOUND SIDE 12' BEYOND	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u>332' X 17' @ CANOPY</u>	<u>410' X 17' @ CANOPY</u>	<u>17' BEYOND X</u>
Height Above Top of Rail	<u>      </u>	<u>      </u>	<u>      </u>
Platform Material	<u>CONCRETE &amp; GRAVEL</u>	<u>CONCRETE &amp; GRAVEL</u>	<u>      </u>
Edge Material	<u>NONE</u>	<u>NONE</u>	<u>      </u>
Safety Line, Material	<u>yes/no</u>	<u>yes/no</u>	<u>yes/no</u>
Guardrail (Locate)	<u>yes/no</u>	<u>yes/no</u>	<u>yes/no</u>
In-cut/Retaining Walls	<u>      </u>	<u>      </u>	<u>      </u>
Lighting - Type,	<u>15' HIGH H.V.</u>	<u>15' HIGH H.V.</u>	<u>      </u>
O.C., Setback f/rail	<u>± 50' O.C.</u>	<u>± 50' O.C.</u>	<u>      </u>
Seating-Mat'l & Qty.	<u>NONE</u>	<u>NONE</u>	<u>      </u>
Stairs: (ramps used: A	<u>vert. rise</u>	<u>width</u>	<u>vert. rise</u>
yes / no ) B	<u>12' - 24"</u>	<u>7'</u>	<u>      </u>
Locate: C	<u>SEE OVER</u>	<u>      </u>	<u>      </u>

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

BOTH CANOPIES BOTH PLATFORMS ARE ZOLAN GRADED AND OVERGROWN.  
 BOTH ARE COVERED WITH PILES OF STONE & RAILROAD TIES.  
 CONCRETE SECTION (LENGTH OF CANOPY) HAS FLUSH TRAIN @ EDGE, STRONG  
 PROTRUSION, HAS NO EDGE.  
 TO BOARD INBOUND TRAINS COMMUTERS MUST CROSS 2 ACTIVE SIDE TRACKS  
 TO BOARD OUTBOUND, ONE ACTIVE SIDING MUST BE CROSSED.  
 SIGNS A & B AT INBD ENDS OF PLATFORMS IN POOR CONDITION.  
 HANDRAILS MISSING OR BULGED, SOME RAILS CRACKED OVER.

Continue on back of page       

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>332' X 17'</u>	<u>410' X 17'</u>	<u>      X</u>
Height (Lowest)	<u>4' 6"</u>	<u>4' 6"</u>	<u>      </u>
Setback from Rail	<u>12'</u>	<u>12'</u>	<u>      </u>
Structure w/Spacing	<u>WOODEN PILES</u>	<u>WOODEN PILES</u>	<u>      </u>
Setback-Rail to Support	<u>12'</u>	<u>12'</u>	<u>      </u>
Deck Material	<u>      </u>	<u>      </u>	<u>      </u>
Roofing	<u>WOODEN PLANKS</u>	<u>WOODEN PLANKS</u>	<u>      </u>
Shape	<u>Slope / Gable / Flat</u>	<u>      </u>	<u>      </u>
Drainage	<u>      </u>	<u>      </u>	<u>      </u>
Lighting	<u>      </u>	<u>      </u>	<u>      </u>

CONDITION (Note apparent poor conditions only):

WOODEN PILES CRACKED, SOME MISSING AND OTHERS BULGED  
 ROOFING NOT COVERED WITH GRAVEL, AND IS MISSING IN PLACES.  
 BOARDING PLATFORMS DAMAGED BY TRAINS WITH PAINT ON PLATFORMS.  
 SIGNAGE & RAILS IN POOR CONDITION.

Continue on back of page



# 4 STATION BUILDING \_\_\_\_\_

# SHELTER \_\_\_\_\_

STATION: BOUND BROOK

In-Bound (NY, H, N) \_\_\_\_\_ In-Use \_\_\_\_\_; Out-Bound \_\_\_\_\_ In-Use YES; Number of Levels \_\_\_\_\_ I.B. \_\_\_\_\_ O.B. \_\_\_\_\_

Relation of Main to Track (under, over, level) \_\_\_\_\_ Relation of Entry to Street \_\_\_\_\_ I.B. BEHIND O.B. \_\_\_\_\_

Roof Overhang - width: NONE Location: (refer to Floor Plan \_\_\_\_\_)

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

- a) width \_\_\_\_\_ vertical rise \_\_\_\_\_
- b) width \_\_\_\_\_ vertical rise \_\_\_\_\_
- c) width \_\_\_\_\_ vertical rise \_\_\_\_\_
- d) width \_\_\_\_\_ vertical rise \_\_\_\_\_

## EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD  
 Base Course LIMESTONE (photo) \_\_\_\_\_ Roof Deck WOOD FRAME  
 Walls BRICK Roofing FLAT ROOF - UNKNOWN MATERIAL  
 Trim CONCRETE & COPPER Soffit CORNER @ CORNICE  
 Windows - operable - yes / no; WOOD \_\_\_\_\_  
 Structural System (consultant \_\_\_\_\_)

Drainage UNKNOWN

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lightin
1. Waiting Room <u>S.F. TERRAZZ &amp; TILE</u>	<u>CONC</u>	<u>GRY TILE</u>	<u>GRY BRICK</u>	<u>PLASTER</u>	<u>"</u>	<u>10'-0"</u>	<u>FLUOR</u>
2. Ticket Office	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>"</u>	<u>"</u>	<u>10'-0"</u>	<u>"</u>
3. Mens Toilet	<u>TERRAZZ &amp; TILE</u>	<u>GRY TILE</u>	<u>GRY BRICK</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
4. Womens Toilet	<u>TERRAZZ &amp; TILE</u>	<u>GRY TILE</u>	<u>GRY BRICK</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
<u>LADIES SMOKING</u>	<u>"</u>	<u>GRY TILE</u>	<u>GRY BRICK</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
<u>MENS SMOKING</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
<u>FOREFRONT OFFICE</u>	<u>CONC</u>	<u>WOOD</u>	<u>PLASTER</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>

A. Concessions and Businesses: Taxi \_\_\_\_\_ Newspaper stand/coin box \_\_\_\_\_ Pay Toilet \_\_\_\_\_ Vending Machines \_\_\_\_\_  
 Other: SEE OVER

B. Waiting Room Seating: describe (photo): \_\_\_\_\_ Capacity \_\_\_\_\_

C. Number of Public Phones and Locations: 1 @ WAITING RM  
2 @ FRONT STAIR OUTSIDE GOOD O.B. GOOD  
 INSIDE NONE O.B. NONE

D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. GOOD O.B. GOOD  
 INSIDE NONE O.B. NONE

E. Describe visibility for surveillance for waiting rooms with and without agents: GOOD

F. Is passage from the station to platforms sheltered: yes / no (photo description \_\_\_\_\_).

G. Are public toilets, telephones and other station conveniences identified: yes / no

H. Are lockers provided: yes / no; trash receptacles: yes / no, location: waiting room # \_\_\_\_\_  
 platform I.B. (NY) # \_\_\_\_\_, platform O.B. # \_\_\_\_\_, pick/up areas: \_\_\_\_\_ (photos)

I. Mailbox: yes / no

J. Water fountain: yes / no; location: \_\_\_\_\_

K. Describe other commuter conveniences: \_\_\_\_\_

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

CONDITION: \*

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

Foundations:

FOUNDATION: POURED CONCRETE WITH BRICK. BUILDING HAS 18" SQUARE CONC. PIERS 10' C.T.C. - TOTAL (14)-UNDER FLOOR.

Walls/Doors/Windows:

DOORS ARE WORN WITH MISSING HARDWARE. WINDOWS OPERABLE BUT MOST BOARD UP.

Stairs:

Roof/Drainage:

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

Floor:

Ceiling:

CRUMBLING OVER DUE FROM PADDING MAT. BALANCE SEEMS SOUND.

Stairs:

\*Note: Indicate apparent poor conditions only, not routine maintenance conditions. Write informal recommendations, i.e., suggestions for improvements on reverse side.

# 4 STATION BUILDING

# SHELTER

BUILDING NOT DRAWN - SEE WORK SHEETS STATION: BOUND BROOK

In-Bound (NY, H, N)  In-Use NO; Out-Bound        In-Use       ; Number of Levels 1 I.B.        O.B.         
 Relation of Main to Track (under, over, level) Relation of Entry to Street N/A I.B.        O.B.         
 Roof Overhang - width:        Location: (refer to Floor Plan       )  
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):  
 a) width        vertical rise        b) width        vertical rise         
 c) width        vertical rise        d) width        vertical rise       

## EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors (BOARDED UP)  
 Base Course LIMESTONE (photo) Roof Deck WOOD FRAME  
 Walls BRICK Roofing FLAT ROOF - UNKNOWN MATERIAL  
 Trim LIMESTONE & COPPER Soffit COPPER @ CORNICE  
 Windows - operable - yes / no (BOARDED UP)  
 Structural System (consultant       )

Drainage UNKNOWN

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lightin
1. Waiting Room <u>S.F.</u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
2. Ticket Office	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
3. Mens Toilet	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
4. Womens Toilet	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>

Bldg. is BOARDED UP

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

OPEN SHELTER - location: I.B. (NY, H, N)        O.B.        (indicate on site plan or aerial; photos or sketch)

Size Width        Length        Height         
 Material         
 Base         
 Lighting         
 Condition

# 8 Community & Security Aspects

Station: Bound Brook

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

This station is located in a downtown business district on East Main Street. It is near small businesses, shops, a bank, a concert hall, among others.

The area has undergone general renewal, i.e. - tree planting, storefront and facade renovations. However, the station has been vandalized and is poorly maintained, making it an eyesore in the community.

The station building is set back from the street by a small, landscaped seating area and drop-off/pick-up area, but is highly visible from the street. There are stairs on the far east end of the platform which are not visible and their elimination is recommended.

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

The station platforms are used strictly by commuters and little through traffic is noted. The tunnel connects only the platforms and no other destinations can be reached from here.

The parking mall at the station is used extensively by patrons of the bank and of the small confectionary store within the mall. It is also used by drivers making turns from Main Street. Also, it provides access to the permit parking area behind the stores, which causes additional pedestrian/vehicular activity.

The station is within the main stream of the town, but most, if not all, pedestrian traffic is parallel with the station as opposed to crossing over.

3. Vandalism: Graffiti - none / low / medium / high ; location:

All other areas / In tunnel  
Property damage - none / low / medium / high (describe):

Bent and missing railings, lights and shields, especially in tunnel.

4. Question the ticket agent about vandalism problems. No breakins.