

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 0247-
Survey # 6-8

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- ✓ A. Name: Common Park Ridge *station* Historic Line: Hoboken Division - Peapack Valley (Erie) (NJ&NY)
- B. Address or location:
 - ✓ ~~NE corner~~ Hawthorne and Park Avenue
 - ✓ Park Ridge, NJ
 - ✓ County: Bergen
 - ✓ Municipality: Park Ridge Borough
 - Block & lot: part of 1519/1
- C. Owner's name: NJ Transit
Address: Newark, NJ
- D. Location of legal description: Recorder of Deeds, Bergen County Courthouse, Main Street, Hackensack, N.J.
- E. Representation in existing surveys: (give number, category, etc., as appropriate)

HABS _____ HAER _____ ELRR Improvement _____ NY&LB Improvement _____

Plainfield Corridor _____ NR(name, if HD) _____

NJSR (name, if HD) _____

NJHSI (#) _____

Northeast Corridor _____

Local _____ (date _____)

Modernization Study: site plan X floor plan _____ aerial photo _____

other views X photos of NR quality? X

2. EVALUATION

A. Determination of eligibility: SHPO comment? _____ (date _____)
NR det.? _____ (date _____)

B. Potentially eligible for NR: yes X possible _____ no _____
individual _____ thematic X

C. Survey Evaluation: 140/175 points

FACILITY NAME: Park Ridge

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 depress
 Station spans track Track elevated above street grade, multi-level station

- # of tracks: 1 plus siding
 Pedestrian access across tracks:
 Pedestrian bridge: at street grade elevated
 Pedestrian/vehicular bridge: at street grade elevated
 Tunnel
 None provided
 Vehicular grade crossing

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

The Park Ridge station, consisting of a one-story wood frame station in Railroad Stick Style with platforms, is located on a small plaza in the borough's business district. Tracks are aligned SW-NE. There is a small parking lot (1) W of the station and another much larger lot N of Market Street and W of Hawthorne Avenue. Parking is also available along neighboring streets. Pedestrian access is unrestricted, and there is no landscaping.

FACILITY NAME: Park Ridge.

3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound 356' asphalt platform, one MV lighting fixture on wood pole (all recent). No canopy.
- 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.

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FACILITY NAME Park Ridge

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 Park Ridge station, located NW of the tracks, consists of a wood frame one-story rectangular block with a moderately pitched gabled roof and jerkinheads, its main ridge paralleling the tracks. Walls are sheathed in board and batten, while the roofing is slate (portions not original). A central rectangular cupola with a hipped roof, flared eaves, and brackets once straddled the ridge (Next Station). Windows, framed in octagonal plain board surrounds are 1/1 (originally 2/2 or 6/6) or 4/4 and doors are (2/2) with one or two pane transoms (all were probably two pane originally). The SE (track) facade contains a central projection with four windows flanked on either side by (from center) a window and a door, while the NW facade contains two central doors flanked at the ends by windows. The NE facade contains a door and a window, the SW facade, a pair of windows. Two metal stove pipes rise symmetrically from the ridge. Most materials remain intact, including oversized shaped brackets and portions of a cut-out bargeboard.

FACILITY NAME Park Ridge

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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>wood frame</u>	_____
Foundation:	<u>probably brick</u>	_____
Base course:	<u>none</u>	_____
Walls:	<u>board and batten</u>	<u>(modern paint)</u>
Trim:	<u>shaped wood brackets, molded surrounds, shaped board ends in gable, shaped bargeboards (S)</u>	<u>(modern paint)</u>
Doors:	<u>(2/2) with transom</u>	_____
Roofing:	<u>slate</u>	<u>(some replaced)</u>
Soffit:	<u>board</u>	_____
Windows:	<u>4/4, 6/6, 2/2 all with octagonal surrounds</u>	<u>most are 1/1</u>
Lighting:	<u>probably gas</u>	<u>MV fixes.</u>
Signage:	<u>unknown</u>	<u>std Erie, painted board</u>
Drainage:	<u>wood gutters & metal downspouts</u>	<u>alum. gutters & leaders, plastic downspouts</u>
Other:	_____	_____

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FACILITY NAME Park Ridge

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.

The interior of the Park Ridge station was not accessible, but from the windows it appeared that the block originally was divided into three spaces, a center ticket office flanked by a waiting room on either side. Presently it comprises a single space with vertical beaded matched board walls. There are plain board benches built into the SE end and also in the bay; the latter are probably not original. There are two stove plates in the floor which correspond to the two stove pipes on the roof of the building.

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	unknown	source	
Date	1872	Source see below	Alteration dates ca. 1970s Source Tino
Style	Railroad Stick with Carpenter Gothic derivation		
# passenger trains/day (present)	14 in 1980	Peak (#, Yr.)	31 in 1930
Original station on site			12 in 1941
			30 in 1909

Source: Next Station; Stalton and Jones.

The Park Ridge station is a typical late nineteenth century suburban depot on the New Jersey and New York line. In addition to the board and batten walls and oversized shaped brackets common to many stations on the line, (eg. Woodbridge, Anderson Street, New Milford, Emerson, Woodcliff Lake, Montvale, Spring Valley, Union) Park Ridge was distinguished by cut out bargeboards (portions remain), jerkinheads at the gabel ends (like the former Mahwah station), octagonal window surrounds, and a cupola (missing). A Freight House once adjoined the station on the NE (Next Station). According to the picture caption on Next Station the station was built by the townspeople with the provision that all trains were to stop here. Subsequently, the railroad was largely responsible for the growth and development of the area. The station remains in good condition, although interior walls were recently removed.

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FACILITY NAME: Park Ridge

6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage: Less than 1/4 acre.

UTM coordinates: Zone: 18/Easting: 5 8 1 0 0 0/Northing: 4 5 4 2 6 3 0
USGS Quad Park Ridge Scale T:24 000

7. REFERENCES

BIBLIOGRAPHIC:

Stalton and Jones, Railway Historical Monograph, Crete, NE, Railroad Station Historical Society, 1973, p. 7.

The Next Station Will Be..., Vol. II, The Railroadians of America, 1974, n.p.

Tino, Nicholas A., Jr., personal recollection.

ICONOGRAPHIC:

No plans have been located.

Photos: (1909) Next Station, Ibid.

(n.d.) Pasack Valley Historical Society collection, Park Ridge, NJ.

(1966) Carleton, Paul D., The Erie-Lackawana Story, River Vale, NJ, 1974, p. 476.

8. PHOTO

Negative index # ?98 or NJT photo # -- slide # 6-8
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: Station from south

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FACILITY NAME: Park Ridge

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 | <u>X</u> (15) |
| iv. | Representative of a line's standard design | _____ (10) |
| v. | Constructed prior to 1900 | <u>X</u> (15) |
| vi. | Junction station | _____ (10) |
| vii. | Former long-distance service | _____ (10) |
| viii. | Other | _____ (10) |
| ix. | Less than 50 years old | _____ (-30) |

30

B. ARCHITECTURAL SIGNIFICANCE

- | | | |
|----|--|--------------------------------|
| i. | STYLE Railroad Stick with Carpenter Gothic derivation | |
| | a. Example of a particular architectural style (check one) | |
| | | Outstanding _____ (50) |
| | | Excellent _____ (40) |
| | | Very good <u>X</u> (30) |
| | | Good _____ (20) |
| | | Fair _____ (10) |
| b. | Rare survivor of style | |
| | | nationally _____ (20) |
| | | state-wide _____ (15) |
| | | locally <u>X</u> (10) |
| c. | As example of railroad architecture | |
| | | rare _____ (30) |
| | | unusual or early <u>X</u> (15) |

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CRITERIA CONT.

- ii. ARCHITECT (check one) unknown
 - 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)
 - 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 x (15) Octagonal window surrounds; cut out bargeboards; board and batten siding.
 - d. Average quality or interest _____(5)
- iv. SPECIAL QUALITIES
 - a. Noteworthy overall interior design or detailing _____(15)
 - b. Some noteworthy interior detailing _____(5)
(_____interior not accessible)
 - c. Part of cohesive complex
 - 1) station and shelter _____(5)
 - 2) more than two buildings _____(10)
- 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 | _____ | (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) | cupola missing,
partition walls
missing |
| f. Detrimental alterations and/or additions,
essentially irreversible | _____ | (-75) | |

ii. PHYSICAL CONDITION

- | | | |
|--------------------------|----------------|-------|
| a. Excellent | _____ | (10) |
| b. Good | <u>X</u> _____ | (5) |
| c. Fair | _____ | (0) |
| d. Poor | _____ | (-10) |
| e. Severely deteriorated | _____ | (-25) |

iii. RELATIONSHIP TO COMMUNITY

- | | | |
|-------------------------------|----------------|-------|
| a. Pivotal building | _____ | (40) |
| b. Integral part of townscape | <u>X</u> _____ | (30) |
| c. Compatible with townscape | _____ | (20) |
| d. Unrelated to townscape | _____ | (0) |
| e. Incompatible | _____ | (-30) |

iv. SUITABILITY FOR ADAPTIVE USE

- | | | |
|------------------------------|----------------|------|
| a. Excellent | <u>X</u> _____ | (30) |
| b. Very Good | _____ | (25) |
| c. Good | _____ | (20) |
| d. Average | _____ | (15) |
| e. Possible, with difficulty | _____ | (10) |

75

TOTAL

175

FACILITY NAME: Park Ridge

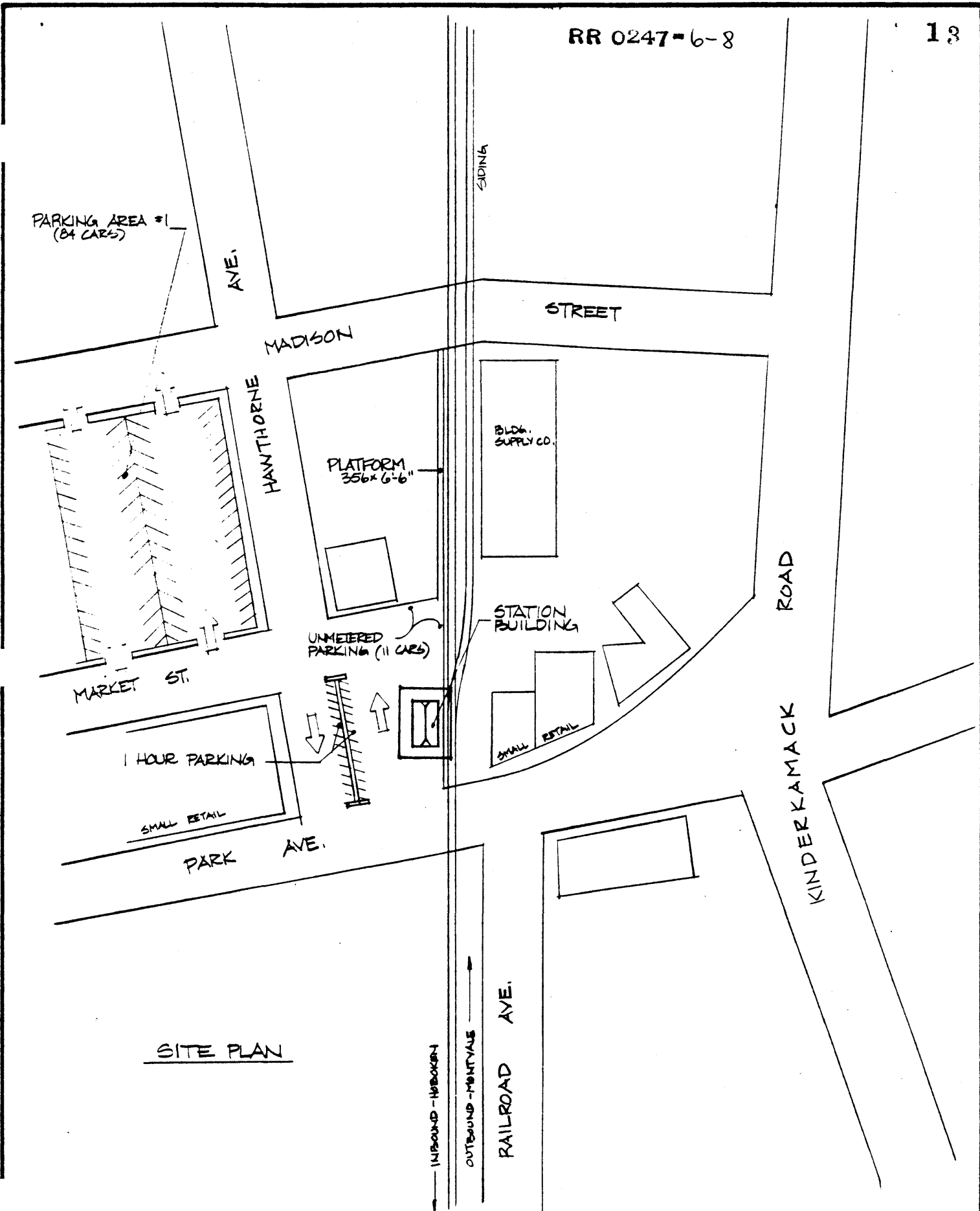
Attach copy of site plan

___ continuation sheets attached

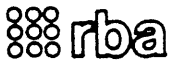
FORM PREPARED BY: Richard Meyer

Date: July, 1981

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



SITE PLAN



PARK RIDGE
PASCACK VALLEY LINE

SCALE: 1"=100'

DATE: JAN. 1979

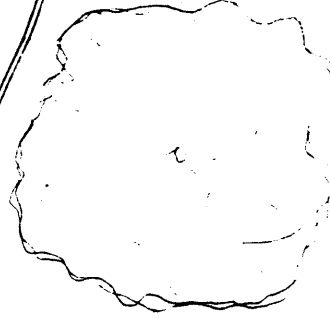
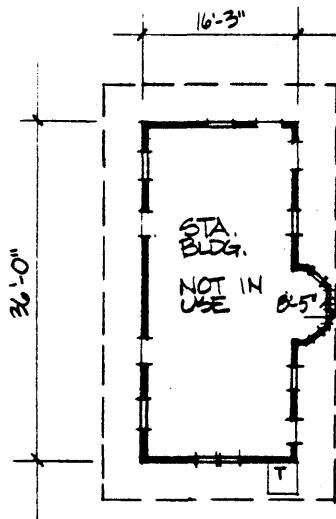


OUTBOUND - MONTVALE

INBOUND - HOBOKEN

SIPING

PARKING



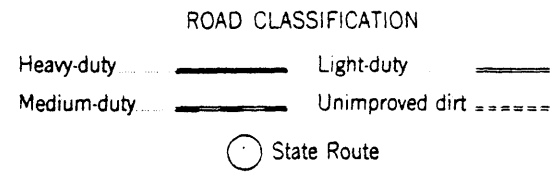
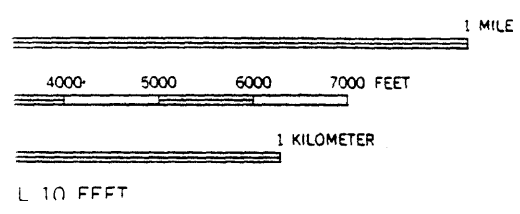
PARK

AVE.



CK) 2.7 MI. TO N. J. 17 2'30" WESTWOOD 0.5 MI. WESTWOOD 0.6 MI. INTERIOR-GEOLOGICAL SURVEY WASHINGTON, D. C. - 1963 - NS
 NEW MILFORD 4.5 MI. MR 5373 583000m. E. 590 000 FEET (N.Y.)

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NEW



M.P.-23.7

The station at PARK RIDGE was built by the townspeople with the provision that all trains stop there. Total receipts on opening day, November 1, 1872, were \$3.50.

SUMMARY

Station: Park Ridge Line: Pascack Valley

Index:

Field Survey Conducted January, 1979

- | | |
|----------|---|
| <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:

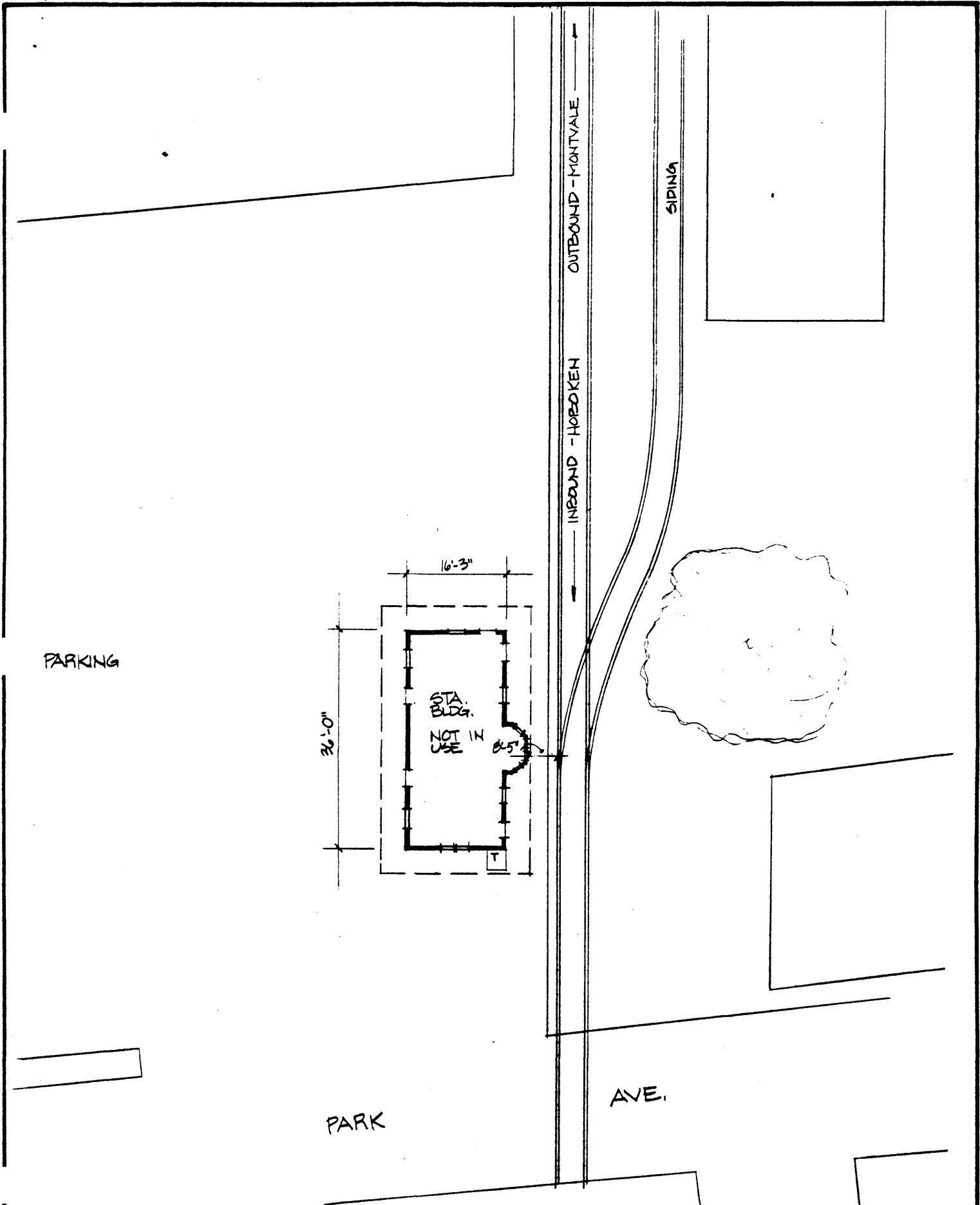
- | | |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| <u>X</u> | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| <u>X</u> | September 1974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

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 171

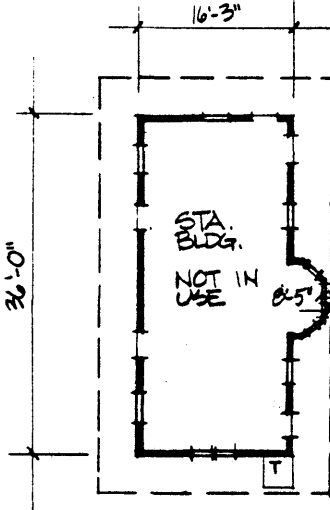
Station Ridership Category: 5 Ownership: N.J.D.O.T.

Agent: No Hrs/Days: _____

Rehabilitated (10 years or less) & Description:



PARKING



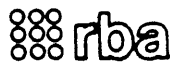
OUTBOUND - MONTVALE

INBOUND - HOBOKEN

SIPING

AVE.

PARK



PARK RIDGE
PASCACK VALLEY LINE

SCALE: 1"=20'
DATE: JAN. 1979



3 PLATFORMS & CANOPIES

Station: PARK EDGE

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

PLATFORMS	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u>356</u> X <u>6^{ft}</u>	<u>NA</u> X <u>NA</u>	<u>NA</u> X <u>NA</u>
Height Above Top of Rail	<u>FLUSH</u>		
Platform Material	<u>GRAVEL + DIRT</u>		
Edge Material	<u>CONC.</u>		
Safety Line, Material	yes/no <u>ONLY ON ASP4. PORTION</u>	yes/no <u>NA</u>	yes/no <u>NA</u>
Guardrail (Locate)	yes/ <u>(no)</u>	yes/no <u>NA</u>	yes/no <u>NA</u>
In-cut/Retaining Walls	<u>None</u>		
Lighting - Type,	<u>None</u>		
O.C., Setback f/rail			
Seating-Mat'l & Qty.	<u>None</u>		
Stairs: (ramps used: A	vert. rise <u>None</u> width <u>None</u>	vert. rise <u>None</u> width <u>None</u>	vert. rise <u>None</u> width <u>None</u>
yes / no) B			
Locate: C			

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

PLAT. - FAIR-POOR, JUST DIRT + GRAVEL AREA - MUDDY, OVERTGROWN AT EDGES.
 EDGE - GOOD COND.
 LIGHTING - NONE
 STAIRS - NONE

Continue on back of page _____

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

CONDITION (Note apparent poor conditions only):

Continue on back of page _____

4 STATION BUILDING X

SHELTER

STATION: PARK RIDGE

In-Bound (NY, H, N) X 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 LEVEL I.B. _____ O.B. _____
 Roof Overhang - width: 4' Location: (refer to Floor Plan X) _____
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
 a) width NONE vertical rise _____ b) width _____ vertical rise _____
 c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation WOOD ON EARTH ('MUDSILLS') Doors WOOD
 Base Course - (photo) _____ Roof Deck WOOD
 Walls WOOD Roofing SLATE
 Trim WOOD Soffit UNDERSIDE OF DECK
 Windows - operable - yes / no BOARDED UP
 Structural System (consultant _____) WOOD FRAME ROOF ON WOOD FRAME BEARING WALLS

Drainage ^{ALUM.} GUTTER ON TRACK SIDE TO 4" ATL. LDES.

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

Space	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room _____ S.F.	_____	_____	_____	_____	_____	_____	_____
2. Ticket Office	_____	_____	_____	_____	_____	_____	_____
3. Mens Toilet	_____	_____	_____	_____	_____	_____	_____
4. Womens Toilet	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

- 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
OUTSIDE
- 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 NA
 Lighting _____
 Condition _____

4a STATION BUILDING

X

SHELTER

STATION: PARK RIDGE

Record Photograph _____ 197

CONDITION: *

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

Foundations: WOOD STRUCTURE BEARS DIRECTLY ON EARTH 'HUDSILL'

Walls/Doors/Windows:

WALLS - FAIR - GOOD COND. - OLD + WORN, REQUIRES PAINTING
DOORS - OLD + BEATEN NEED TO BE REPLACED
WINDOWS - BOARDED UP

Stairs:

LSA

Roof/Drainage: SLATE SHINGLES BROKEN + MISSING IN SPOTS (PHOTO) WOOD DECK EXPOSED

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

UNKNOWN
BOARDED UP

Floor:

Ceiling:

Stairs:

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

8 Community & Security Aspects

Station: Park Ridge

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).

The station is located in the center of the town and is surrounded by small shops and businesses.

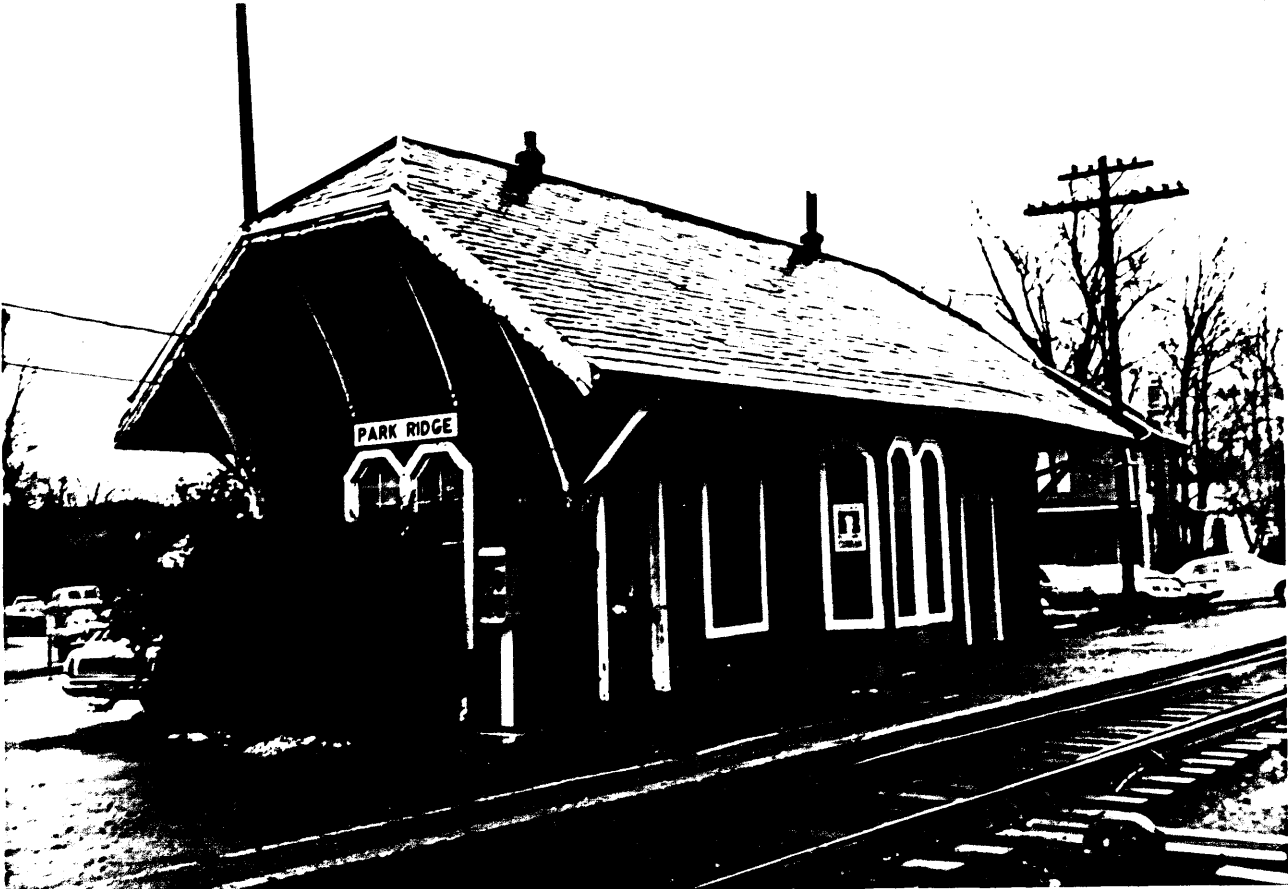
The station can be viewed easily from the local streets. There are no dark spots or hiding places.

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 is in the middle of pedestrian and vehicular traffic in the area. It could be part of the fabric of life in the community if it were open to the public. Non-commuters do not use the station site as a short-cut to other destinations.

3. Vandalism: Graffiti none / low / medium / high ; location:
Property damage none / low / medium / high (describe):

4. Question the ticket agent about vandalism problems.



Thematic Nomination of
Operating Passenger
RR Stations in New Jersey

Park Ridge RR Station, Park Ridge
Boro, Bergen County