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DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Pennington Railroad Station was built by Daniel A. Clarkson. The station was completed in 1882. Clarkson hired Irish workers to come to Pennington with him and build the station. These workers settled together one mile west of Pennington, creating "Dublin", a small gathering of five or six homes, after which the present day Dublin Road is named.

The station is an excellent example of textbook Victorian architecture put into practice. The design is competent and well-executed. The Pennington station is an upright three-story structure made of sandstone with a mansard roof and a center pavillion. Its height and width cause the building to loom out of the background, making it a prominent landmark. This forcefulness is tempered by the smooth curved lines of the roof. The windows are spaced with six windows on each side, and two windows on each end. On the first floor, there are four windows and two doors on each of the sides, and two windows on the ends.

Despite the commanding appearance of the building, structurally, the presence of cut-outs and framework of each center pedimented archway and each dormer window, the spindlework of cornice brackets, and the joint work of an umbrella-frame canopy tone down the appearance. Carpentry and masonry are combined together, in a typically Victorian technique.

Originally, the roof was circumscribed with lacy case iron railings. And, a color scheme of browns and ochres added a festive spirit to the outside appearance. There was also a long staircase that led down to the loading platform, but that has deteriorated and been dismantled.

The interior waiting rooms were simply designed, with vertical bead woodwork. The designer kept in mind their usage with his utilitarian design. Presently, the interior has been remodeled into an apartment on the second floor, and the office space on the first floor. The third floor is unused.

Until the first World War, the station was surrounded by beautifully landscaped grounds, ornamental flower beds, and shrubberies. The grounds were maintained by a crew of gardeners who arrived each spring with fresh plants. During the summer, the lawns were cut every week, and the hedges and shrubs were trimmed. In the fall, the old plants were removed and the beds were prepared for winter. Up to 1925, there was a large fountain in the center of the lawn and it was turned on every summer afternoon. EE INSTRUCTIONS

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## Transportation

Service for Pennington and Hopewell for the Delaware and Bound Brook was inaugurated on May 20, 1876, with a gala ceremony at Pennington. The railroad celebrated the day by giving 700 townspeople free round trips to the Centennial Exposition in Philadelphia. The townspeople credited the railroad with making the 100th anniversary of the nation memorable. The Pennington station itself was completed in 1882.

In 1879, the D. and B.B. line was leased to the Philadelphia and Reading Company on a 990-year lease. The rent was initially set at \$275,000.00 plus taxes, then lowered to \$213,000.00 in 1906, and finally raised to \$213,107.50 plus taxes.

The station provided the only easy link with the outside world before the emergence of the automobile. Initially, the railroad made Trenton, previously an hour's stage ride away, easily accesible. For 34¢, people were able to travel to the area's only Catholic church in Trenton for Sunday services. And, many took advantage of the accessibility to Philadelphia via the railroad, and shopped there.

In 1882, twenty daily trains stopped; by 1897, this number was 21. And, during the first decade of the 1900's the station was busy with the arrival and departure of over fifty daily trains.

After the First World War, the station declined as the automobile increased in popularity and the Reading Company lost money. By 1945, all Sunday service was discontinued as an economy measure. In 1962, Reading drastically cut down service eliminating twelve daily trains, leaving only two trains stopping at Pennington. Finally, in 1967, all service at Pennington was discontinued.

(See Cont. Sheet 1)

SEE INSTRUCTIONS

A Nor Bibliography of New Jersey,     A Narrative and Descriptive Bibliography of New Jersey,     Princeton, New Jersey; 1964.     Annual Reports of the Reading Railroad; General Office,     Reading Torminal, Philadelphia, Pennsylvania, December 31,     1898-1952.     (See Continuation Sheet)      (S	0 114 100		FERENCES								1
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CITY OR TOWN:       Trenton       STATE       CODE       34         12       STATE LIAISON OFFICER CERTIFICATION       NATIONAL REGISTER VERIFICATION       34         As the designated State Liaison 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. The recommended level of significance of this nomination is:       I hereby certify that this property is included in the National Register.         Name       Juice       Local X       Juice of Archeology and Historic Preservation         Name       Juice       Local X       Late       DEC 31 1974         Name       Mattional J. Bardih       Keeper of The National Registor       Keeper of The Vational Registor         Date       November 4, 1974       DEC 31 1974	STREET	AND NUMBER:				•				· .	0
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Form 10-300a (July 1969)

#### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

(Continuation Sheet) 1

STATE	
New Jers	ev
COUNTY	
Mercer	
FOR NPS USE	ONLY
ENTRY NUMBER	DATE
DEC 3	3 1 <b>1974</b>

(Number all entries)

Pennington Railroad Station (Reading R.R.) Pennington Mercer County 021 New Jersey 34

6. Surveys (cont.)

HAER Inventory, 10/01/73

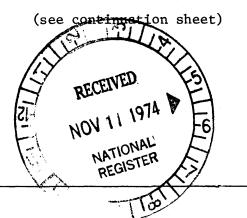
8. Significance (cont.)

Community History

The station was a center of town life for forty-five years. It provided important transport for all goods. Every morning, farmers would bring their milk to the station for the 6:45 a.m. train to Philadelphia. Frequently, train officials would hold up a train for a tardy farmer, as an act of good will. Cattle were driven from the station, through the streets of Pennington. and to the buyer. For the Pennington School, a private Methodist school founded in the 1830's, the station was vital. It provided transportation for the students, teachers, and guests. The school was dependent on the railroad for supplies and mail. This need was so great, that in 1889, a street was built from the school to the station to make that trip easier. The avenue was named Green Avenue, after Dr. G. Green, an alumnus of the school, who donated \$6,000.00 for the street's construction.

An early evening walk down to the station to sit on the benches beside the fountain and catch a glimpse of the luxurious dining cars on the 5:09 p.m. from St. Louis via Washington was considered one of the biggest events in the town.

Theodore Roosevelt stopped here during his Bull Moose Campaign of 1911. According to reports of the time, almost the whole town came out to see him.



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#### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

STATE

## NATIONAL REGISTER OF HISTORIC PLACES

## INVENTORY - NOMINATION FORM

(Continuation Sheet)

New Jersey COUNTY Mercer FOR NPS USE ONLY ENTRY NUMBER DATE

DEC 3 1 1974

(Number all entries)

Pennington Railroad Station (Reading R.R.) Pennington Mercer County 021 New Jersey 34

8. Significance (cont.)

The prosperity of the Pennington station closely paralleled the national and regional story. At the time of Pennington station's building, railway construction was at its peak, with over 125,542 miles of construction in 1884, as compared with 93,454 just three years before. For further comparison, from 1871-1881, only 488 miles of railroad were constructed. The Pennington station began service when many other stations were also beginning service. And, the peak of the Pennington station's use, the turn of the century, was considered the golden age of railroads, with all companies clearing huge profits. And, like all companies, the Pennington station declined following the First World War, with the advent of automobile transportation. Also, the time of the station's closing saw many railroads operating in the red and seriously concerned about their financial future. In other words, the Pennington station's history is an excellent small-scale example of the fate of the railroad from the late 1880's to the mid-1960's. In addition to this characteristic, the station will always remain a valuable asset to the community, as a vivid reminder of the past, and a testimonial that history will always play a part in the life of this small New Jersey town.



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STATE		
STATE	New	Jersey

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Mercer

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DEC 3 1 1974

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COUNTY

# NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

(Continuation Sheet) 3

(Number all entries)

Pennington Railroad Station (Reading R.R.) Pennington Mercer 021 New Jersey 34

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(see continuation sheet)

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#### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

New Jersey

COUNTY

# NATIONAL REGISTER OF HISTORIC PLACES

# INVENTORY - NOMINATION FORM

(Continuation Sheet) 4

Mercer	
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(Number all entries)

Pennington Railroad Station (Reading R.R.) Pennington Mercer 021 New Jersey 34

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