

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

(Type all entries - complete applicable sections)

STATE: New Jersey
COUNTY: Mercer
FOR NPS USE ONLY
ENTRY DATE DEC 31 1974

1. NAME

COMMON:
Pennington Railroad Station

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Corner, Franklin and Green Avenue

CITY OR TOWN:
Pennington

CONGRESSIONAL DISTRICT:
Thirteenth

STATE:
New Jersey

CODE:
34

COUNTY:
Mercer

CODE:
021

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)

4. OWNER OF PROPERTY

OWNER'S NAME:
Delaware and Bound Brook Railroad Company

STREET AND NUMBER:
2118 Two Girard Plaza

CITY OR TOWN:
Philadelphia

STATE:
Pennsylvania

CODE:
37

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Borough Hall

STREET AND NUMBER:
North Main Street

CITY OR TOWN:
Pennington

STATE:
New Jersey

CODE:
34

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
New Jersey Historic Sites Office 2405.5 Sheet (See Construction)

DATE OF SURVEY: **1974**
 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Historic Sites Office

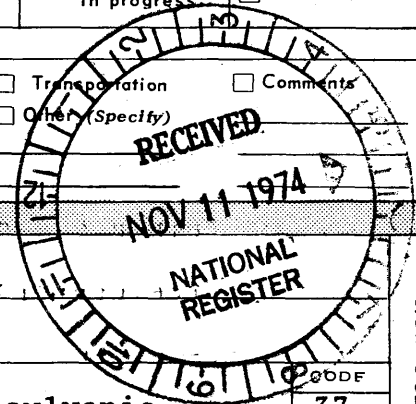
STREET AND NUMBER:
Box 1420

CITY OR TOWN:
Trenton

STATE:
New Jersey

CODE:
34

SEE INSTRUCTIONS



STATE: New Jersey
 COUNTY: Mercer
 ENTRY NUMBER: DEC 31 1974
 DATE: DEC 31 1974
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7. DESCRIPTION

CONDITION

(Check One)			
<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated
(Check One)		(Check One)	
<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site

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 cast 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.

SEE INSTRUCTIONS

B. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) **C 1882**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	<u>Community</u>
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	<u>History</u>
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input checked="" type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Architecture	<input type="checkbox"/> Theater	_____
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Literature	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military		_____
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music		_____

STATEMENT OF SIGNIFICANCE

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 accessible. 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

9. MAJOR BIBLIOGRAPHICAL REFERENCES

A Narrative and Descriptive Bibliography of New Jersey,
Nelson R. Burr; D. Van Nostrand Company, Incorporated,
Princeton, New Jersey; 1964.

Annual Reports of the Reading Railroad; General Office,
Reading Terminal, Philadelphia, Pennsylvania, December 31,
1898-1952.

(See Continuation Sheet)

10. GEOGRAPHICAL DATA

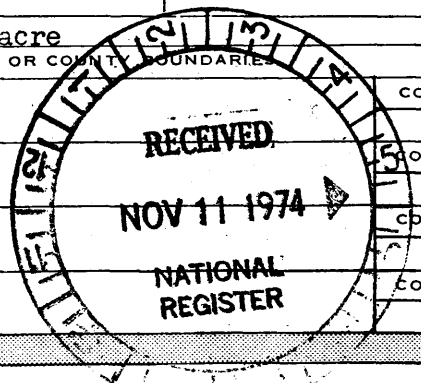
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	0 . .	0 . .		40° 19' 59"	74° 47' 40"	
NE	0 . .	0 . .				
SE	0 . .	0 . .				
SW	0 . .	0 . .				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Less than 1 acre

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

UTM
18/517430
4464510
CD



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Nancy Israel,
Historic Sites Staff, Research - Terry Ward

ORGANIZATION: Historic Sites Office DATE: July, 1974

STREET AND NUMBER: Box 1420

CITY OR TOWN: Trenton STATE: New Jersey CODE: 34

12. STATE LIAISON OFFICER CERTIFICATION

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:

National State Local

Name: David J. Bardin
David J. Bardin
Commissioner
Title: Department of Environmental Protection
Date: November 4, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

A. R. Weathers
Director, Office of Archeology and Historic Preservation

Date: DEC 31 1974

ATTEST: [Signature]
Keeper of The National Register

Date: DEC 31 1974

NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet) 1

STATE	New Jersey	
COUNTY	Mercer	
FOR NPS USE ONLY		
ENTRY NUMBER		DATE
		DEC 31 1974

(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.)

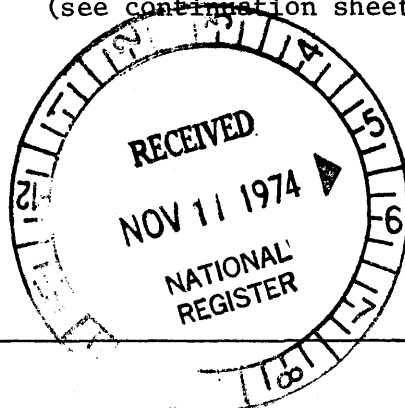
Community History

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.

(see continuation sheet)



NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet) 2

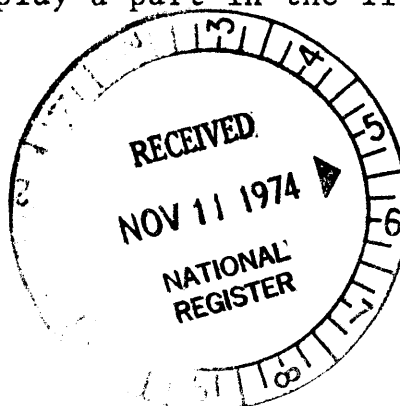
STATE New Jersey	
COUNTY Mercer	
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	DEC 31 1974

(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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(Continuation Sheet) 3

STATE New Jersey	
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(Number all entries)

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

9. Bibliography

BiCentennial, The First Presbyterian Church of Pennington, New Jersey; Sunday, January 16, 1909, delivered by Reverend George H. Bucher, Pastor; Printed by the direction of the Session and Trustees, Pennington, New Jersey; 1909.

Cramner, H. Jerome, New Jersey in the Automobile Age; A History of Transportation; D. Van Nostrand Company, Incorporated, Princeton, New Jersey; 1964.

"Daily Trenton American"; June 5, June 20, May 23, May 20, May 29, 1876.

Gray, Nomer, Healthful, Historic Hopewell; C.E. Voorhees, Newspaper, Book, and Job Printer, Hopewell, New Jersey; 1897.

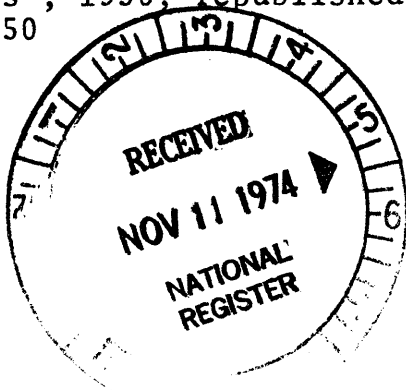
Historic Buildings in Pennington, New Jersey, delivered by A.D. Clarkson; before the Pennington Lions Club, April 21, 1950.

History of the Reading, the Collected Articles by Jay V. Hare which appeared as a serial in "The Pilot and Philadelphia and Reading Railway Men", May 1909-February 1914; published in book-form by John Henry Strock, Philadelphia, Pennsylvania; 1966.

"Hopewell Herald"; January 11, 1882; Volume VII, Number 10.

O'Connell, Margaret J., Pennington Profile, A Capsule of State and Nation; Margaret J. O'Connell, Pennington, New Jersey; 1960.

Railroading in New Jersey, seventeen articles by John T. Cunningham; published for the magazine section of the "Newark Sunday News", 1950; republished by Associated Railroads of New Jersey; 1950



(see continuation sheet)

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 4

STATE	New Jersey	
COUNTY	Mercer	
FOR NPS USE ONLY		
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		DEC 31 1974

(Number all entries)

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Pennington
Mercer 021
New Jersey 34

9. Bibliography

Report of the Bureau of Statistics of Labor and Industries of New Jersey; Sinnickson Chew and Sons, Company, Camden, New Jersey; December 31, 1882, 1883, 1888, 1901, 1902, 1909, 1915, 1916.

Return Made to the Comptroller, by the Commissioner of Railroad Taxation of New Jersey; John L. Murphy, State Gazette Printing House, Trenton, New Jersey; December 31, 1876, 1877, 1879, 1880, 1881, 1893, 1899, 1905-1915.

Sipes, William B., The Pennsylvania Railroad--Its Origin, Construction, Condition, and Connections; The Passenger Department, Philadelphia, Pennsylvania; 1875.

"The Hopewell Valley News", July 14, 1960, March 30, 1961, April 5, 1962, September 3, 1964, October 22, 1964, December 3, 1964.

"Trenton, Princeton, Hightstown, Pennington, and Hopewell", Industries of New Jersey; Historical Publishing Company, Publishers, New York; 1882.

