

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

PH 0678074

FOR NPS USE ONLY  
RECEIVED MAR 14 1979  
DATE ENTERED

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

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Philadelphia and Reading Railroad Freight Station

AND/OR COMMON

**LOCATION**

STREET & NUMBER

260 North Willow Street

NOT FOR PUBLICATION

CITY, TOWN

Trenton

CONGRESSIONAL DISTRICT

4th

VICINITY OF

STATE

New Jersey

CODE

34

COUNTY

Mercer

CODE

021

**CLASSIFICATION**

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

**OWNER OF PROPERTY**

NAME

City of Trenton

STREET & NUMBER

City Hall East State Street

CITY, TOWN

Trenton

STATE

New Jersey

VICINITY OF

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Mercer County Courthouse

STREET & NUMBER

North Broad Street

CITY, TOWN

Trenton

STATE

New Jersey

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Trenton Industrial Inventory

HAER, National Park Service

NJ Historic Sites Office

DATE

March 17, 1977

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Trenton Department of Planning and Development

CITY, TOWN

Trenton

STATE

New Jersey

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The building numbered 268 by the Philadelphia and Reading Railroad has a stone base, is made of clarke red brick, has brownstone lintels and sills, light red brick trim, and light red moulded brick surrounding the arches. The longitudinal axis is oriented in an east-west direction. The east facade of the front portion of the building is four bays wide, two and one-half stories in height, has a stepped gable end, and red brick quoin detailing along its edges and those of its windows. There is an oculus in the center of the gable end which has four brownstone voussoirs. The side facade of the front portion is four bays wide. The section behind is one story high and has five round-arches doors along its sides, and two along its end. There is a brick dormer above each arched opening. Each has a pair of windows with brownstone sills and lintels. The eaves overhang fairly far and are supported by wooden brackets which rest on a brownstone shelf in the midst of combination pilasters/piers flank each doorway. Attached to the rear of this section are two wooden freight pavillions on platforms. There are six pairs of supports in the one closest to the station and four in the one beyond. The 2 story portion has an asbestos shingle roof as does the final shed section. All remaining roof surfaces including the dormers are flat-seam metal.

# 8 SIGNIFICANCE

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

SPECIFIC DATES      1888

BUILDER/ARCHITECT   Francis H. Kimball

## STATEMENT OF SIGNIFICANCE

The Philadelphia and Reading Railroad Freight terminal constructed in 1888 is the sole surviving 19th century railroad terminal (freight or passenger) in Trenton, and as such it is the last industrial structure which conveys an impression of the railroads' role in Trenton's development.

In 1876 the Delaware and Bound Brook Railroad extended a railroad line into Trenton from its main line at Trenton Junction, now called West Trenton. It constructed a temporary wood station at the Willow Street location and a larger permanent wooden terminal in 1880. The second terminal was destroyed by fire and in 1888 the existing brick station was constructed. Francis H. Kimball (1845-1918) a New York architect designed the terminal. His best known works are the Catholic Apostle Church at West 57th Street in Manhattan, Emanuel Heights Baptist Church in Brooklyn (1885), the Montauk Club in Brooklyn, Christ Episcopal Church in Nashville, Tennessee (1887-1892) and the Reading Railroad Terminal in Philadelphia.

The Delaware and Bound Brook Railroad Company determined to profit from the burgeoning industrial activities in Trenton, particularly of the pottery, rubber and iron industries, and to build a line into Trenton from the west. However, in doing so it had to cross the tracks of the Mercer and Somerset railroad, controlled by the Pennsylvania Railroad which was the dominant rail line in the area at that time. This need to lay a "frog" - an intersection in rail talk - precipitated the "Frog War." The Pennsylvania Railroad kept a train standing at the designated intersection for months. The engine would run off on a switch to permit its own trains to pass. On Wednesday, January 5, 1876 when the switch occurred, a crew of workers from the D & BB blocked the line engine and proceeded to furiously lay the frog. The "Pennsey" brought in a crew of its own, a battle ensued and the National Guard was called in. But the frog had been created and service into Trenton commenced.

In May 1879 the line was leased to the Philadelphia and Reading Railroad Company and in 1885 two additional freight spurs were carried into East Trenton. The creation of the line contributed to Trenton's industrial development especially in the north and east and fostered residential growth particularly in the area of Hillcrest.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

King, Moses, Notable New Yorkers, 1896-1899, New York: Moses King 1899  
Peplau, Carl, Reading Railroad, 215-WA2-6100 ext. 747.  
Trenton Sunday Times Advertiser, 8/4/40 (Trenton in By Gone Days,  
Vol. 3, pg. 113  
Trenton Free Library) Trenton Sunday Times Advertiser, 1/7/49,  
Trenton Sunday Times Advertiser, 1/9/49

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 1.4 acres  
UTM REFERENCES

A 1 8 5 1 9 7 8 0 4 4 5 2 6 6 0  
ZONE EASTING NORTHING  
C                     

Scale 1:24,000  
B                       
ZONE EASTING NORTHING  
D                     

VERBAL BOUNDARY DESCRIPTION

Lot 1 Block 25

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

**11 FORM PREPARED BY**

NAME / TITLE  
David V. Abramson, Senior Architect  
ORGANIZATION Department of Planning and Development DATE 3/22/77  
STREET & NUMBER 10 Capitol Street TELEPHONE (609) 989-3590  
CITY OR TOWN Trenton STATE New Jersey 08618

**12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL \_\_\_ STATE \_\_\_ LOCAL XX

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

Deputy *Joseph Wilson* 03 22 1977  
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Deputy Commissioner, Dept. of Environmental Protection DATE \_\_\_\_\_

FOR NPS USE ONLY  
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER  
*Shelton* DATE 5-14-79  
DIRECTOR, OFFICE OF HISTORIC AND HISTORIC PRESERVATION  
ATTEST: *Lynn D. Beck* KEEPER OF THE NATIONAL REGISTER  
KEEPER OF THE NATIONAL REGISTER DATE May 14, 1979

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CONTINUATION SHEET SIGNIFICANCE      ITEM NUMBER      PAGE 2

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The freight station is located in the North 25 project area, a renewal area, and it is the City's intention to rehabilitate the structure to serve as a focal point in the renewal area.