

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

Survey # **RR 1022-**
8-10

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- ✓ A. Name: Common White House ^{Station} Historic Line: Raritan Valley (Jersey Central)
 - B. Address or location:
 - ✓ Main Street
 - ✓ White House, ^{Station} _{NJ}
 - ✓ County: Hunterdon
 - Municipality: Readington Township
 - Block & lot:
 - C. Owner's name: NJ Transit
Address: Newark, NJ
 - D. Location of legal description: Recorder of Deeds, Hunterdon County
Courthouse, Flemington, N.J. 08822
 - E. Representation in existing surveys: (give number, category, etc.,
Y-1 (see Bibliography), pp. 48-49 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 X aerial photo _____
- other views No photos of NR quality? No

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: 210/235 points

FACILITY NAME: White House

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 disuse

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

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: 1

- 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 station, a one-story stone building in the Richardsonian Romanesque style, is located in downtown White House Station, south of (and parallel to) the tracks. There is no canopy except for the building's eaves, and there is a concrete platform. The 35' (±) from the station to the tracks is mostly gravel, indicating that one or two tracks have been removed.

Some parking is provided southwest of the station (1), and on the street immediately south.

Because of the station's village location, on Main Street, there is notable pedestrian activity, and access is primarily from the street.

There is no landscaping.

FACILITY NAME: White House

3. DESCRIPTION--PLATFORMS AND CANOPIES

 Inbound

 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.

Except for a concrete area which extends slightly beyond the eaves, there is no platform. The eaves form the canopy (see building description).

There is a gravel area, 122' x 24' (approx.) between the station and the tracks.

FACILITY NAME White House

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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 station is a one-story, hipped-roof building constructed of uncoursed rubble, with a battered base.

Form and detailing reveal this to be an exceptional station. The elongated main mass terminates on the east (toward Main Street) in a semi-octagonal open portico; the roof in this area is supported on paired wooden columns, with foliated Romanesque capitals, resting on a stone wall as high as the batter. Centrally located in this facade is a Syrian-arched entry consisting of a segmentally-arched door flanked by two half-height sidelights over panels. This arrangement is used in all pedestrian entries in the building.

The north (track) facade contains (E to W) the portico, then a door (as described above) to the waiting room, a projecting office bay, another pedestrian door, and a two-part freight door.

The west facade contains only a high central group of three small windows, lighting the freight room.

The south facade contains (W to E) a two-part freight door (which, like its counterpart, has a sealed transom), a curved projecting bay with four curved windows with leaded transoms, and two thermae windows.

The roof is slate, and there is a stone chimney at the ridge near the west end. The north and south slopes each contain a single eyelid dormer.

All materials appear to be original. The only alterations apparent are the removal of benches in the portico, and repointing of the stonework.

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FACILITY NAME White House

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.

(Interior not accessible; all observations made through windows.)

The station at White House contains two public spaces and two "official", all on one level. As far as can be determined, all interior finishes are varnished wood, without paint. Floors are board; walls are matchboard, as are the ceilings; and a matchboard bench is on the S wall of the main waiting room (1). An unusual feature in this room is a small full-height screen of turned posts on a waist-high wall, projecting into the room about 2' from the N and S walls.

On axis with the main waiting room is a double-leaf swinging door to the Ladies Waiting Room (5), on the far (W) wall of which, still on axis, is an arched fieldstone fireplace. This room is marked on the exterior by a separate entrance (N) and the curved projecting bay (S). It also has its own ticket window.

One awkward feature of the plan, apparently original, is that the ticket agent would have to pass through both waiting rooms, then go outdoors, to reach the freight room.

FACILITY NAME: White House

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME <u>Main Waiting Room</u>	4
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	
Base: <u>board, with molding (varn.)</u>	
Wainscot: <u>vert. matchbd. (to door lintel level) (varn.)</u>	
Walls: <u>vert. matchbd. (varn.)</u>	
Ceiling: <u>matchbd. (varn.)</u>	
Trim: <u>wrought iron ticket win., N; turned spindle screens, N and S</u>	
Doors: <u>seg. arched 1-light/1-panel, N and E; dbl. leaf to Rm. 5.</u>	
Seating: <u>matchbd. bench, S wall</u>	
Lighting: <u>probably incan.</u>	<u>fluor. ceiling. fixt.</u>
Other: <u>cast iron radiators</u>	

FACILITY NAME: White House

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 4

NAME Ticket Office

NUMBER ON FLOOR PLAN -

Original

Existing, if different

Floors: board

Base: not visible

Wainscot: vert. matchbd.

Walls: vert. matchbd.

Ceiling: not vis.

Trim: wrought iron tkt. window grille

Doors: not vis.

Seating: not vis.

Lighting: not vis.

Other: built-in desks, cabinets

FACILITY NAME: White House

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 4NAME Ladies Waiting RoomNUMBER ON FLOOR PLAN 5

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u></u>
Base:	<u>board, with molding (varn.)</u>	<u></u>
Wainscot:	<u>vert. matchbd. to lintel level (varn.)</u>	<u></u>
Walls:	<u>vert. matchbd. (varn.)</u>	<u></u>
Ceiling:	<u>matchbd. (varn.)</u>	<u></u>
Trim:	<u>curved proj. bay, S arched stone fireplace, W wall</u>	<u></u>
Doors:	<u>seg. arched 1-light/1-panel, N; double leaf, E</u>	<u></u>
Seating:	<u>none visible</u>	<u></u>
Lighting:	<u>1 hanging incan.</u>	<u></u>
Other:	<u>curved counter in proj. bay, sill level</u>	<u>lockers, wardrobe</u>

FACILITY NAME: White House

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

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 4

NAME Freight Room

NUMBER ON FLOOR PLAN 6

Original

Existing, if different

Floors: NOT ACCESSIBLE, NOT VISIBLE

Base: _____

Wainscot: _____

Walls: _____

Ceiling: _____

Trim: _____

Doors: _____

Seating: _____

Lighting: _____

Other: _____

FACILITY NAME: White House

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect Bradford L. Gilbert source plans
 Date 1892 Source plans Alteration dates - Source
 Style Richardsonian Romanesque
 # passenger trains/day (present) 7 Peak (#, Yr.) 13(1912, 1941)
no Original station on site

The White House station, besides giving its name to the village (although not this building--the stop is shown in an 1866 timetable), is important as the work of a well-known architect and for its nearly original condition.

Stylistically it is derived from the work of H. H. Richardson, specifically from the widely-published Auburndale (MA) station on the Boston and Albany (1881). The massive stone walls, broad arches, and sweeping roof lines are all indicative of the pedigree.

The only alteration visible is the installation of fluorescent lighting and storage facilities on the interior, and the removal of benches and addition of a masonry loafers rail in the portico. Most notable is the Ladies Waiting Room, intact and complete with stone fireplace and curved glass in the windows.

The station is one of several built at the end of the century when the railroad commissioned outside architects for design work. Another of these is in Elizabeth (Bruce Price, architect).

Primarily a rural community, White House gained importance in 1888 with the incorporation of the Rockaway Valley Railroad which ran 25 miles from here to Morristown, making this a junction stop.

FACILITY NAME: White House

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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 1 9 3 6 0/Northing: 4 4 9 5 8 6 0
USGS Quad Flemington Scale 1:24 000

7. REFERENCES

BIBLIOGRAPHIC:

Grossman, Joel. An Archaeological and Historical Survey of the Proposed Raritan Confluence Force Main and Pump Station: Somerset and Hunterdon Counties, NJ (draft, unpublished, on file at NJ Office of Historic Preservation, Trenton), pp. 48-49. Cited earlier as Y-1.

ICONOGRAPHIC:

Eagleson, Mike. Motive Power of the Jersey Central (NY: Quadrant Press, 1978). Photo c. 1966.Gardner, Edward F. A Pictorial Review: Central Railroad of New Jersey (Wilkes Barre: privately printed, n.d., n.p.).

Plans on file at Conrail, Philadelphia.

8. PHOTO

Negative index # - or NJT photo # slide # 8-10
Date 1980 Photographer Charles Ashton
Loc. of negative NJ Transit Direction of view: Station from East

FACILITY NAME: White House

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 _____ (10)
- v. Constructed prior to 1900 x (15)
- vi. Junction station x (10)
- vii. Former long-distance service _____ (10)
- viii. Other _____ (10)
- ix. Less than 50 years old _____ (-30)

25

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Richardsonian Romanesque
 - a. Example of a particular architectural style (check one)
 - Outstanding _____ (50)
 - Excellent x (40)
 - Very good _____ (30)
 - Good _____ (20)
 - Fair _____ (10)
 - b. Rare survivor of style
 - nationally _____ (20)
 - state-wide _____ (15)
 - locally x (10)
 - c. As example of railroad architecture
 - rare _____ (30)
 - unusual or early _____ (15)

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CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

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

ii. PHYSICAL CONDITION

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

iii. RELATIONSHIP TO COMMUNITY

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

iv. SUITABILITY FOR ADAPTIVE USE

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

95

TOTAL

235

FACILITY NAME: White House

Attach copy of site plan

____ continuation sheets attached

FORM PREPARED BY: Charles Ashton

Date: May 1981

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

SIDING

INBOUND - NEWARK

OUTBOUND - PHILLIPSBURG

RAILROAD AVENUE

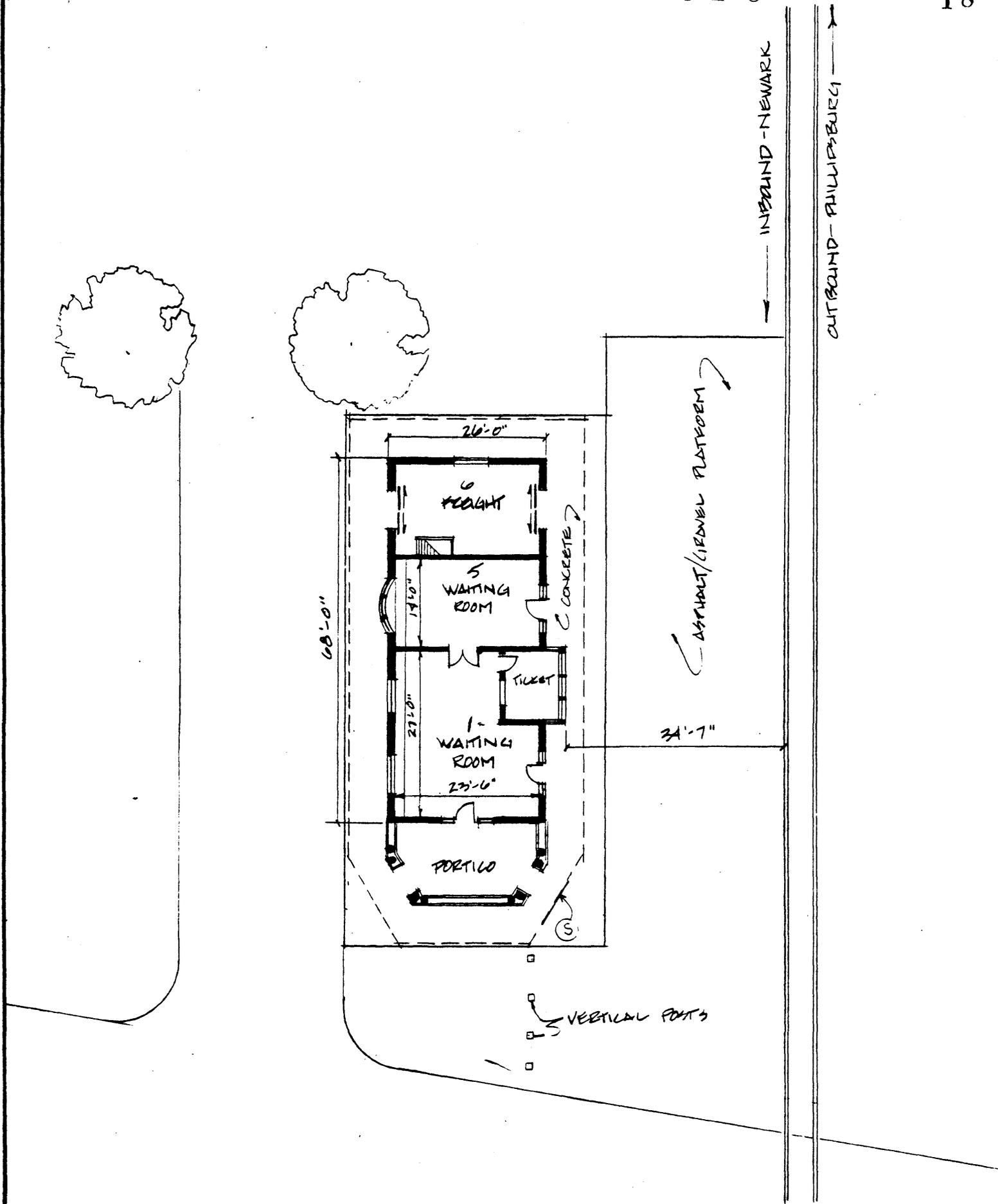
PARKING LOT
CAPACITY 32 CARS

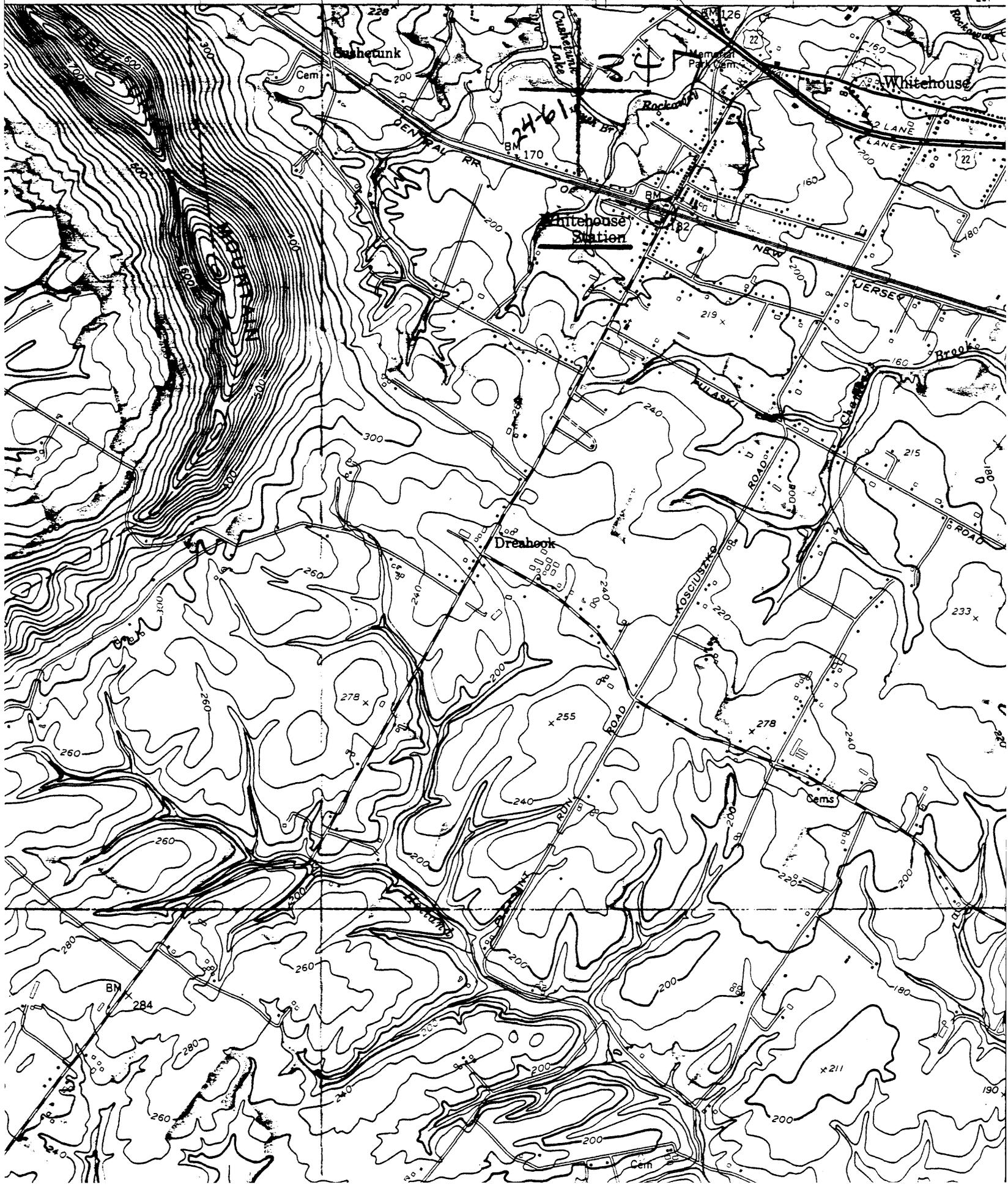
STATION BUILDING

PLATFORM AREA
122' x 24'

MAIN

STREET

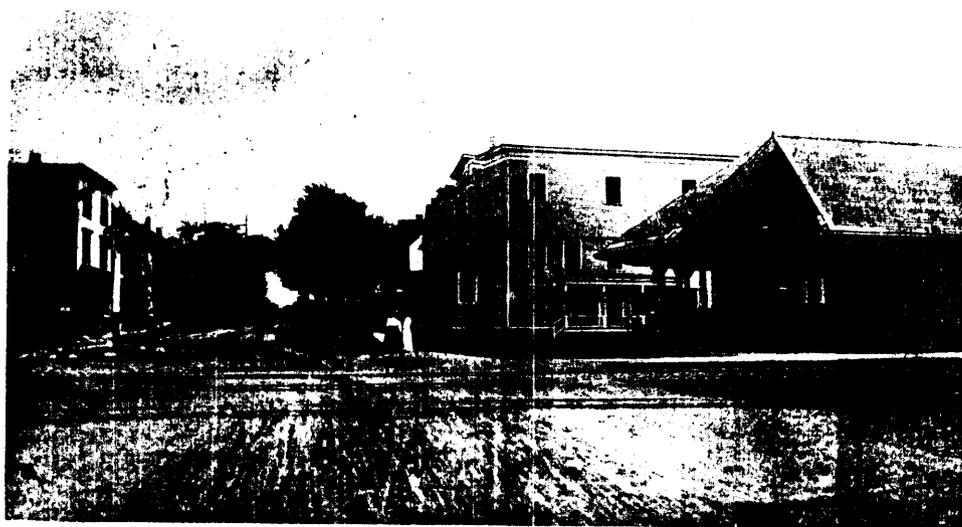




8-10 White House Railroad Station (Gardner, Jersey, n.p.)



Marlsburg, Filter Station, ... Station, N. J.



Main Street, Looking South, White House Station, N. J.

SUMMARY

Station: White House

Line: Raritan Valley

Index:

Field Survey Conducted November, 1978

- | | |
|----------|---|
| <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 |
| | 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 |
| <u>X</u> | Conrail Data Survey for Station |
| | TOPICS or Traffic Improvements Planned in Station Area |
| <u>X</u> | Community Renewal Plans for Station |
| | Historical File for Station |
| <u>X</u> | Schedule of Trains and Buses |
| <u>X</u> | Other Tax & Zoning Map |

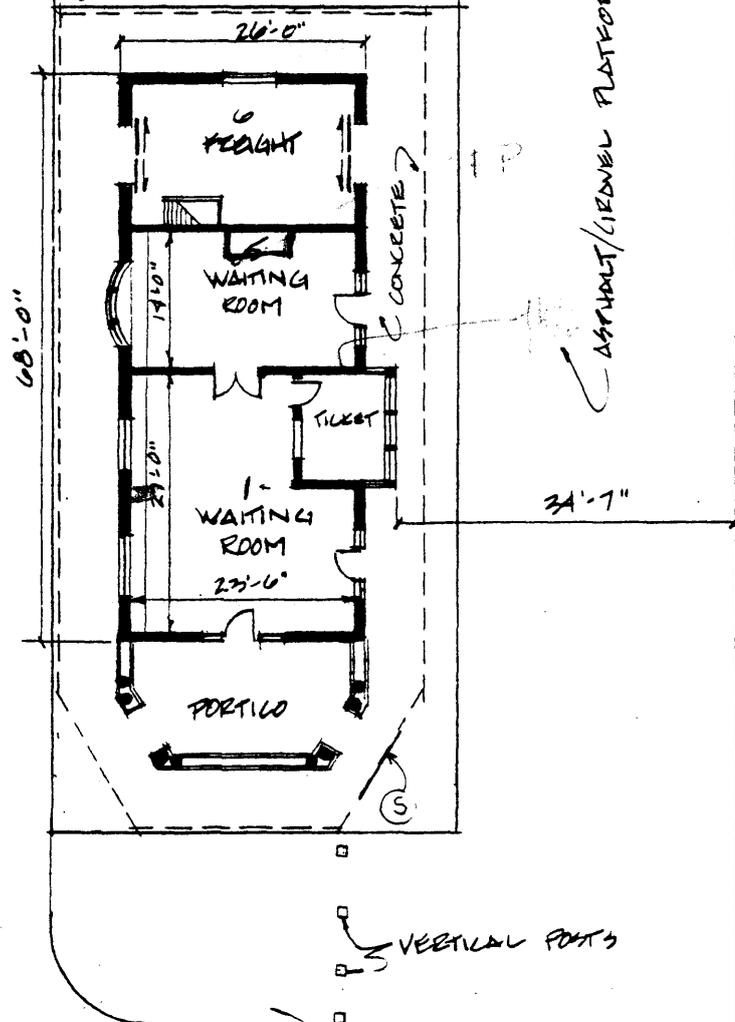
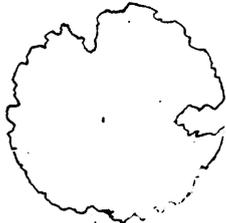
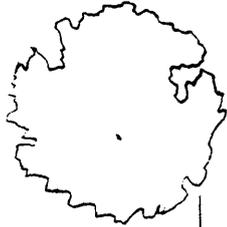
Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 32

Station Ridership Category: 6 Ownership: N.J.D.O.T.

Agent: Yes Hrs/Days: 6:30 a.m. - 2:30 p.m. Monday through Friday

Rehabilitated (10 years or less) & Description:

There was minimal roof repair done several years ago.



INBOUND - NEWARK

OUTBOUND - PHILIPSBURG

3 PLATFORMS & CANOPIES

Station: WHITE HOUSE

NO. of TRACKS: 1 In-Bound (NY, H) NY Out-Bound 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	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u>122'</u> X <u>±24'</u>	_____ X _____	_____ X _____
Height Above Top of Rail	<u>00"</u>	_____	_____
Platform Material	<u>ASPHALT & GRAVEL</u>	_____	_____
Edge Material	<u>NONE</u>	_____	_____
Safety Line, Material	yes/no <u>no</u>	yes/no _____	yes/no _____
Guardrail (Locate)*	yes/no <u>no</u> *	yes/no _____	yes/no _____
In-cut/Retaining Walls	_____	_____	_____
Lighting - Type,	<u>NONE</u>	_____	_____
O.C., Setback f/rail	_____	_____	_____
Seating-Mat'l & Qty.	<u>WOOD BENCH (PARTIC)</u>	_____	_____
	vert. rise _____ width _____	vert. rise _____ width _____	vert. rise _____ width _____
Stairs: (ramps used: A	_____	_____	_____
yes / no) B	<u>NONE</u>	_____	_____
Locate: C	_____	_____	_____

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

PLATFORM - CONCRETE CURB & SIDE AROUND BUILDING. ±3' WIDE
 ASPHALT STRIP - VERY ROUGH AND BROKEN UP. REMAINDER
 OF PLATFORM AREA IS GRAVEL (PHOTO 37, 38)

*VERTICAL RAILROAD RAILS BETWEEN STATION BUILDING AND STREET

Continue on back of page _____

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	_____ X _____	_____ X _____	_____ X _____
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):

4 STATION BUILDING

SHELTER

STATION: WHITEHOUSE

In-Bound (NY, H, N) In-Use _____; 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 _____ I.B. _____ O.B. _____
 Roof Overhang - width: 5'9" 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 N/A vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation STONE Doors WOOD
 Base Course STONE (photo) _____ Roof Deck WOOD
 Walls STONE Roofing SLATE
 Trim WOOD Soffit WOOD
 Windows - operable - yes / no
 Structural System (consultant _____) MASONRY BEARING WALLS, WOOD FRAME ROOF

Drainage COPPER GUTTERS/LEAVES

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>10</u> S.F.	<u>WOOD</u>	<u>WOOD</u>	<u>-</u>	<u>WOOD</u>	<u>WOOD</u>	<u>10'-0"</u>	<u>FLOOR.</u>
2. Ticket Office	<u>WOOD</u>	<u>WOOD</u>	<u>-</u>	<u>WOOD</u>	<u>WOOD</u>	<u>10'-0"</u>	<u>INLAND</u>
3. Mens Toilet	<u>N/A</u>						
4. Womens Toilet							
5. <u>WAITING ROOM</u>							
6. <u>FREIGHT</u>	<u>WOOD</u>	<u>-</u>	<u>-</u>	<u>BRICK</u>	<u>WOOD</u>	<u>10'-0"</u>	<u>INLAND</u>

A. Concessions and Businesses: Taxi _____ Newspaper stand/coin box _____ Pay Toilet _____ Vending Machines _____
 Other: _____

B. Waiting Room Seating: describe (photo): ONE LONG BENCH Capacity 25

C. Number of Public Phones and Locations: NONE AT STATION
1 BOOTH ACROSS STREET AT STORE

D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. 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 # 0
 platform I.B. (NY) # 0, platform O.B. # 0, pick/up areas: 0 (photos)

I. Mailbox: yes / no

J. Water fountain: yes / no ; location: (WATER COOLER)

K. Describe other commuter conveniences: NONE

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 N/A
 Lighting _____
 Condition _____

*Label rooms on floor plan by function and numerical no. to aid cross referencing.

CONDITION: *

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

Foundations:

Walls/Doors/Windows: DOORS HAVE SPACES BETWEEN FRAMES, FILLED WITH PAPER. FRAME/DOOR IS OLD AND WORN

Stairs: N/A

Roof/Drainage: ROOF LEAKS BADLY INTO WAITING ROOM (S) BY BAY WINDOWS. MANY MISSING SLATES. PHOTOS (A, 15, 3, 1)
DRAINAGE - VERY OLD

Other: SOFFITS ARE ROTTED AND SHOULD BE REPLACED (PHOTO #1)

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows: BAY WINDOW - WATER DAMAGE FROM ROOF LEAKS

Floor: OAK FLOOR - VERY WORN AND DRIED-OUT BUT SALVAGABLE

Ceiling:

Stairs:

8 Community & Security Aspects

Station: White House

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).

White House is a quiet rural community with small shops and local stores. The station is located on Main Street in the center of town.

The station area is open and visible from the surrounding area. There are scrub trees and brush along the dirt road; these provide the only hiding places.

The overall station area is dark. The only lighting is from the street.

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 part of the fabric of community life, but there is little non-commuter use of the station or the site. Pedestrians walk along Main Street, and the dirt road is used by businesses and trucks loading and unloading at the siding.

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

Property damage - none / low / medium / high (describe):

4. Question the ticket agent about vandalism problems.