



FACILITY NAME: West Trenton

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

# of tracks: 2 + siding  
 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 West Trenton complex consists of a 2-story, red brick station in Georgian Revival style with attached steel frame canopy; a similar 1-story shelter also with attached steel frame canopy, platforms on either side of the tracks, and a concrete-lined pedestrian tunnel connecting the sides. The complex is located on a spacious site at the S. edge of the community. Tracks are generally aligned N-S. There are parking lots SE of the station (1) and N. of the shelter (2). Pedestrians may approach the platform from the lots, station or shelter, or via stairs (A,B) from Sullivan Way to the S. of the complex. Landscaping consists of several informal plantings of mature trees along the slopes W. and S. of the platforms.

Presently the station and shelter are not in use.

FACILITY NAME: West Trenton

### 3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound 656' asphalt and concrete platform

Outbound 556' asphalt and concrete platform

Between tracks

Nature and extent of existing original material and alterations: roof type, material, supports; freestanding or attached to building; seating; lighting; signage; other.

The two canopies at West Trenton consist of riveted steel frame roofs with wood decks and copper flashing, supported on single rows of steel columns and steel brackets. The inbound canopy is in three sections: seventeen bays adjoin the shelter on the N., six adjoin on the S., while the portion adjoining the E. facade is cantilevered from the wall. N. of the shelter the canopy nearly doubles in width for 1½ bays to accommodate the stair to the subway, and is enclosed on the W. and N. by multi-paned window walls. Likewise, the outbound canopy is divided: sixteen bays adjoin the station on the N., five are attached to its W. facade, and ten adjoin on the S. There are no gutters. Materials appear original.

FACILITY NAME West Trenton

RR 1102-  
Survey # 9-1

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 West Trenton station, designed in Georgian Revival style and located E. of the tracks, consists of a central brick two-story block with a hipped slate roof, its main ridge paralleling the tracks. There are very shallow central gabled projections on both the E. and W. facades. Adjoining the block on the N. and S. are symmetrical, one-story wings with their own hipped slate roofs. The W. facade contains a central door above which is a tripe sash grouping. Flanking these elements on either side and at either level are pairs of 6/6s. The S. wing contains a door and two 6/6s, while the N. contains a bay with a window on each of three sides. Except for the bay, which is replaced by a pair of 6/6s, the configuration of the E. facade is the same but in reverse. The N. facade contains a freight door, a pedestrian door, and a 6/6, with a 4/4 on the second floor. The S. facade contains a 4/4 on the second floor and two six-pane casements below. A simple rectangular brick chimney rises inside the N. wall of the block. There are no alterations.



FACILITY NAME West Trenton

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

Fill out separate sheets for each building at facility. Refer to, and key with, floor plan.

Station  Shelter \_\_\_\_\_ Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

General architectural description of all spaces, including original materials and finishes, if known, any remodeling, etc.

Not Accessible

FACILITY NAME West Trenton

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 \_\_\_\_\_ Shelter  X  Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

General architectural description, including style, shape, roof type, # stories, # bays, orientation to track, location of entrances, etc.

The shelter at West Trenton also designed in the Georgian Revival style and located W. of the tracks consists of a brick, one-story rectangular block, three bays wide and one deep, with a hipped slate roof, its main ridge paralleling the tracks. A central double leaf one panel door with transom faces the tracks. Windows are 6/6 sash (most are boarded). Materials appear original.

FACILITY NAME West Trenton

RR 1102-  
Survey # 9-1

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station \_\_\_\_\_ Shelter  Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall, steel frame roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>brick, Flemish bond, red</u>	_____
Walls:	<u>brick, Flemish bond, red</u>	_____
Trim:	<u>glazed terra cotta drip molding keystones, cornice; brick voussoirs, flat arch</u>	_____
Doors:	<u>1/panel with transom</u>	_____
Roofing:	<u>slate</u>	_____
Soffit:	<u>none</u>	_____
Windows:	<u>2/2, 4/4, 6/6</u>	_____
Lighting:	<u>metal lanterns, incan. fixs. flank door</u>	_____
Signage:	<u>std. Reading paint board</u>	_____
Drainage:	<u>terra cotta gutters and copper leaders</u>	<u>gal. leaders</u>
Other:	<u>rect. brick chimney, terra cotta trim</u>	_____



FACILITY NAME West Trenton

RR 1102-  
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4. DESCRIPTION - BUILDINGS (INTERIOR)

Fill out separate sheets for each building at facility. Refer to, and key with, floor plan.

Station \_\_\_\_\_ Shelter  Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

General architectural description of all spaces, including original materials and finishes, if known, any remodeling, etc.

Not Accessible

FACILITY NAME: West Trenton

RR 1102-  
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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Chief Engineer and Architect, Reading RR  
 Architect Clark Dillenbeck, Source plans  
 Date 1930 Source plans Alteration dates \_\_\_\_\_ Source \_\_\_\_\_  
 Style Georgian Revival  
 # passenger trains/day (present) 4 (NJT) Peak (#, Yr.) 20 (through)  
No Original station on site 32 (SEPTA) in 1980 39 (local) in 1941  
 Replaced Trenton Junction station, designed by Frank Furness. 32 (through)  
16 (local) in 1916

The West Trenton station is a good example of the Georgian Revival style adapted to the functions of a modern medium-sized suburban station. It was built as part of a grade separation and electrification project which effected many of the suburban lines of the Reading system. Located in the western suburbs of the state capitol, this station has always served as the terminus for one of these commuter branches but in 1930 it became the terminus for electrification on the mainline as well. Until the late 1950's it was also a junction station for a short line to downtown Trenton. However, as early as the 1930s bus service had begun to replace many of the less patronized midday runs. Presently the station is closed and the future of passenger service on this line is uncertain. The complex itself appears to be in nearly original condition.

FACILITY NAME: West Trenton

RR 1102-<sup>-7</sup>  
Survey # 9-1

6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage: c. 4 acres

UTM coordinates: Zone: 18 / Easting: 5 1 5 6 6 0 / Northing: 4 4 5 6 1 3 0  
USGS Quad Pennington Scale 1:24 000

7. REFERENCES

BIBLIOGRAPHIC:

plans, West Trenton station, Conrail, Philadelphia, Pa.

ICONOGRAPHIC:

plans, Ibid.

photos: (1930) Dillenbeck, Clark and George I. Wright, brochure to commemorate the opening of electrified lines to Doylestown, West Trenton and Hatboro, Reading RR, 1930, n.p. (Philadelphia Public Library)

(n.d.) postcards, Timothy J. McMahon Collection, Fair Haven, N. J.

(n.d.) Railroad Collection, Philadelphia Public Library

(n.d.) Middleton, William D., When the Steam Railroads Electrified, Milwaukee, Kalmbach Publishing Co., 1974, p. 307.

8. PHOTO

Negative index # 1176 or NJT photo # \_\_\_\_\_ slide # 9-1  
Date 1978 Photographer Richard Browne Assocs.  
Loc. of negative NJ Transit Direction of view: Station from East

FACILITY NAME: West Trenton

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 X (10) grade separation and electrification
- iii. Original station on site \_\_\_\_\_ (15)
- iv. Representative of a line's standard design \_\_\_\_\_ (10)
- v. Constructed prior to 1900 \_\_\_\_\_ (15)
- vi. Junction station X (10)
- vii. Former long-distance service \_\_\_\_\_ (10)
- viii. Other X (10) commuter terminal
- ix. Less than 50 years old \_\_\_\_\_ (-30)

30

B. ARCHITECTURAL SIGNIFICANCE

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

FACILITY NAME: West Trenton  
CRITERIA CONT.

- ii. ARCHITECT (check one)
- 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   X  (20)  
Clark Dillenbeck
- 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 crafts-  
manship, or possessing especially  
picturesque or unusual exterior detailing \_\_\_\_\_(25)
- c. Possessing some detail(s) of particular  
interest and/or quality   X  (15) terra cotta trim
- d. Average quality or interest \_\_\_\_\_( 5)
- iv. SPECIAL QUALITIES
- a. Noteworthy overall interior design or  
detailing \_\_\_\_\_(15)
- b. Some noteworthy interior detailing \_\_\_\_\_( 5)  
(   X   interior not accessible)
- c. Part of cohesive complex
- 1) station and shelter   X  ( 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)

FACILITY NAME: West Trenton

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- a. Original condition   X   (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)
- f. Detrimental alterations and/or additions, essentially irreversible        (-75)

ii. PHYSICAL CONDITION

- a. Excellent        (10)
- b. Good   X   ( 5)
- c. Fair        ( 0)
- d. Poor        (-10)
- e. Severely deteriorated        (-25)

iii. RELATIONSHIP TO COMMUNITY

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

iv. SUITABILITY FOR ADAPTIVE USE

- a. Excellent        (30)
- b. Very Good        (25)
- c. Good        (20)
- d. Average   X   (15)
- e. Possible, with difficulty        (10)

60

TOTAL

150

FACILITY NAME: West Trenton

Attach copy of site plan

\_\_\_ continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: August 1981

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

UNPAVED

PLATFORM  
556' x 26'

PARKING LOT 2  
CAPACITY: 42

CANOPY  
556' x 12'

ENCLOSED  
SHELTER

SULLIVAN WAY

STAIR 'B'

SIDEWALK & ROAD  
SEPARATED BY  
CONC RETAINING  
WALL & IRON FENCE

PHILADELPHIA

NEWARK

SIDING

8' WIDE CANOPY

PLATFORM 502' x 28'-6"  
(152' SECTION 15'-0" WIDE  
@ INB'D END)

UNPAVED

PEDESTRIAN UNDERPASS

STATION BUILDING

OVERHANG

12' WIDE CANOPY  
TOTAL CANOPY LENGTH 656'

PARKING LOT 1  
CAPACITY ± 82

INTER-RAIL BARRIER 475'

STAIR 'A'



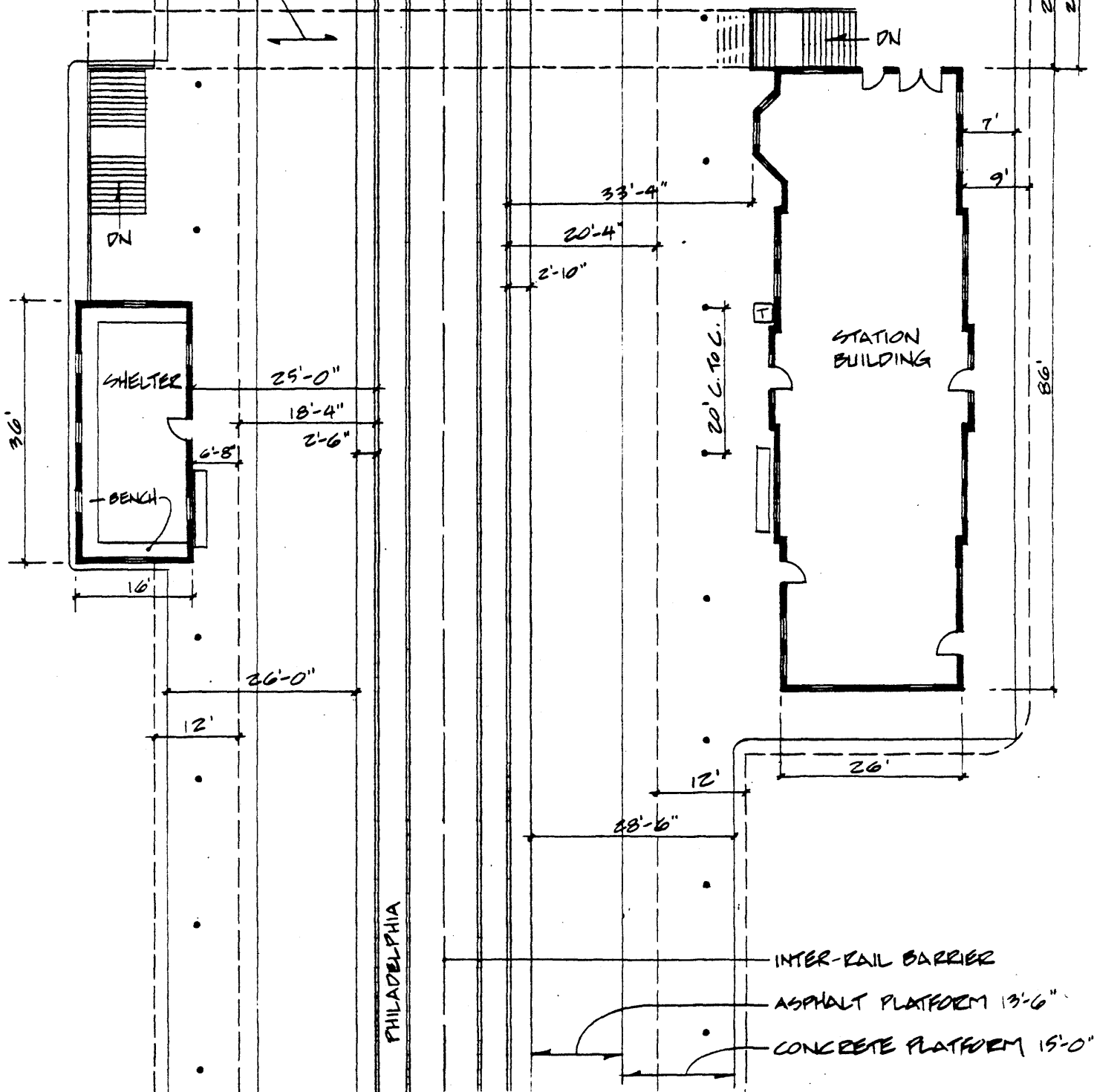
ASPHALT PLATFORM 14'-0"

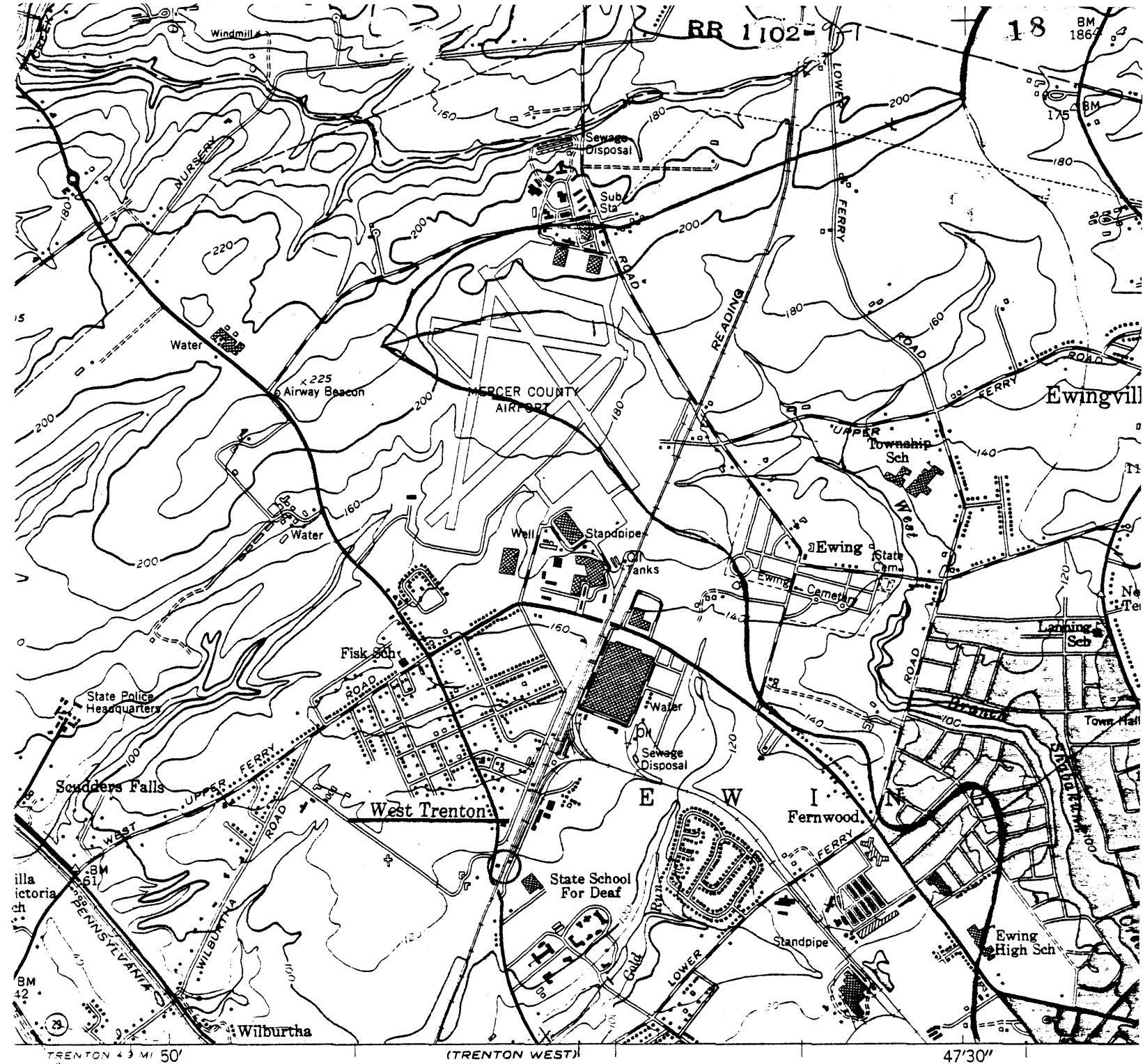
CONC. PLAT. 12'-0"

PEDESTRIAN UNDERPASS

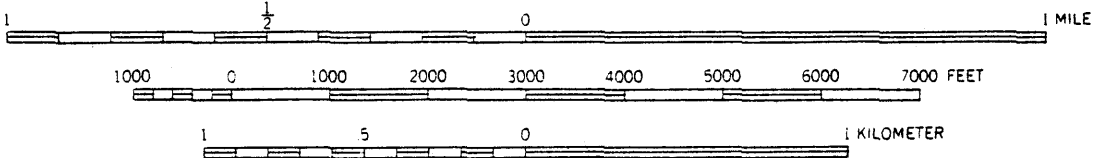
NEWARK

PHILADELPHIA





SCALE 1:24000



CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL

TRUE NORTH

TO MEAN  
DATE, 1954

NEW JERSEY  
QUADRANGLE LO

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON 25, D. C.  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

# SUMMARY

Station: West Trenton

Line: Reading Line

Index:

Field Survey Conducted November, 1978

- X 1. Site Base at 1" = 100'
- X 2. Floor Plan at 1" = 20'
- X 3. Platform and Canopies
- X 4. Station Building \_\_\_\_\_ Structural \_\_\_\_\_ Mech. & Elec.
- X 5. Track Crossings and Barriers
- X 6. Parking Access and Circulation
- X 7. Information System
- X 8. Notes on Community & Security Aspects
- X 9. Record Photograph of Station X Detailed Field Photographs

Information File:

- X Aerial Photograph at 1" = 200'
- X Station Location Plan from USGS maps or Hagstrom Maps
- X Proposed Taking Lines of 900 Day Option Station Parcels
- \_\_\_\_\_ Summer 1970 Ground Survey of Rail Parking - NJ DOT
- \_\_\_\_\_ 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
- X Schedule of Trains and Buses
- X Other \*

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 36

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

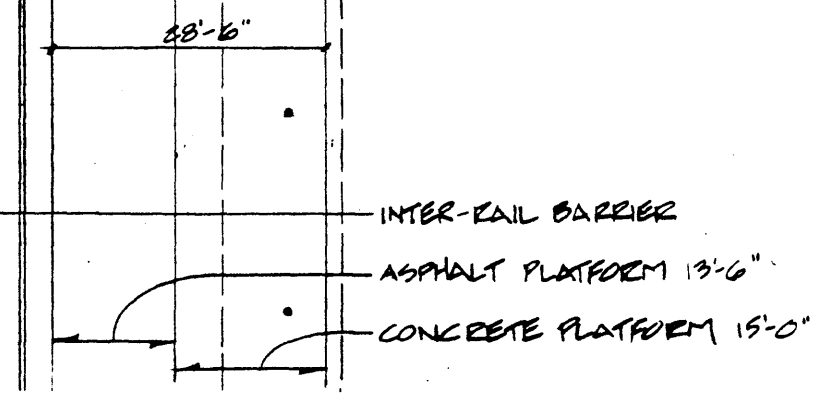
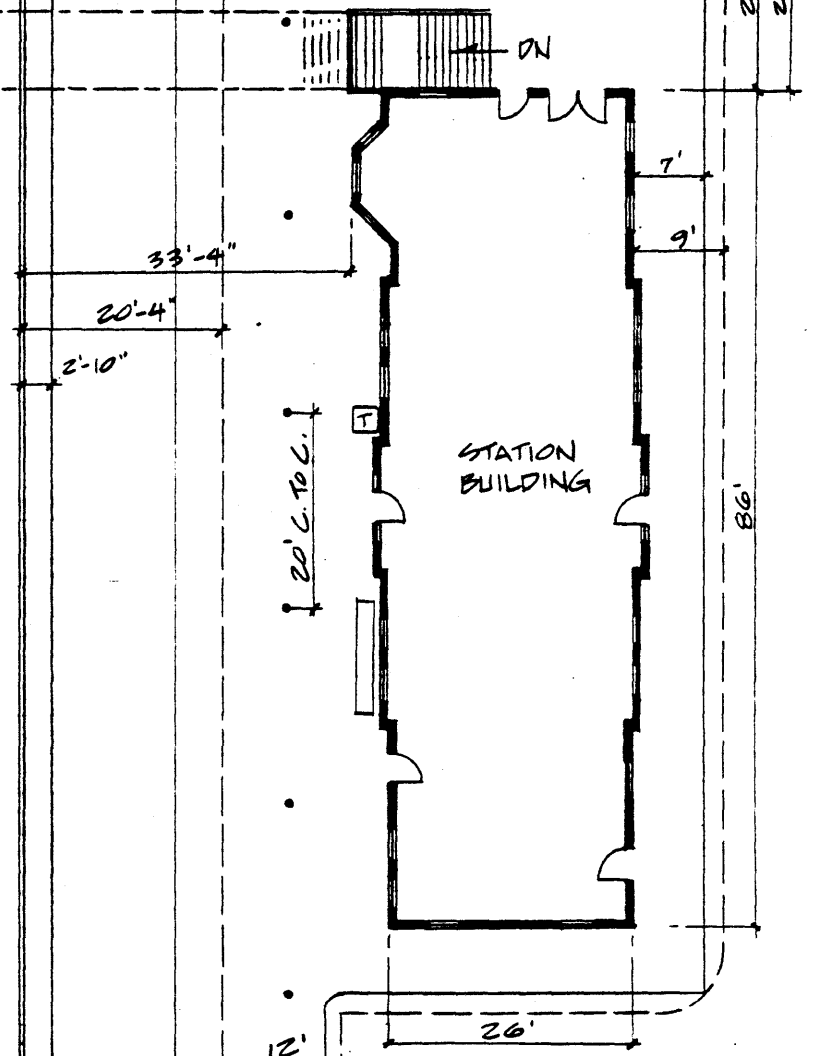
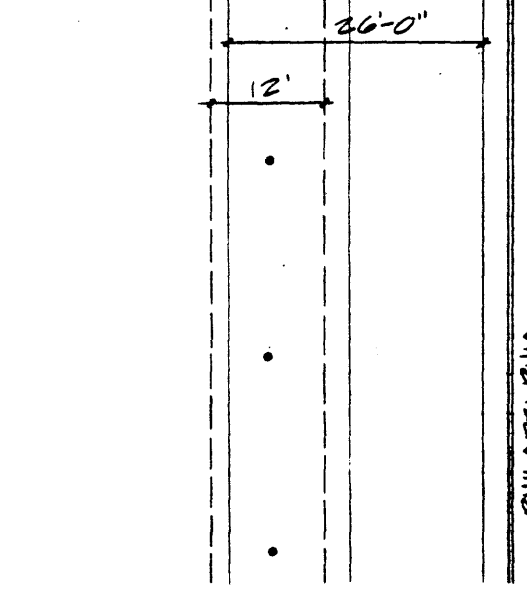
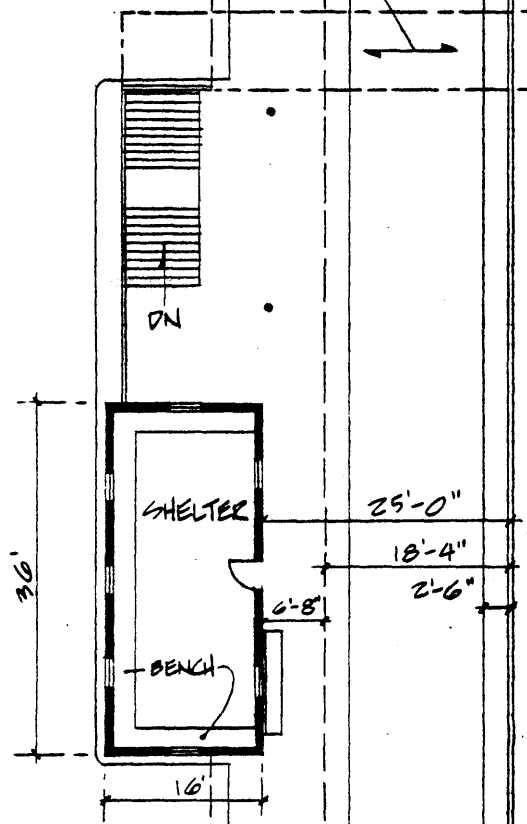
Agent: No Hrs/Days: \_\_\_\_\_

Rehabilitated (10 years or less) & Description:

- \* Zoning Map
- 1976 Mercer County Land Use Report
- Mercer County Public Transportation Maps
- Mercer County Bus Schedules
- Mercer County Utilities Sketch Plan

ASPHALT PLATFORM  
14'-0"  
CONC. PLAT.  
12'-0"  
PEDESTRIAN UNDERPASS

NEWARK



INTER-RAIL BARRIER  
ASPHALT PLATFORM 13'-6"  
CONCRETE PLATFORM 15'-0"

# 3 PLATFORMS & CANOPIES

Station: WEST TRENTON

NO. of TRACKS: 2 In-Bound (NY, H, N)\* 1 Out-Bound 1 SIDING 1 Inactive 1 I.B. 0 O.B. 0  
 At Grade  In-Cut(Walls)                      Cross Slope                      Elevated                      Embankment                      Structure                       
 Straight  Curved                      Visibility Problem                      Yes                      No (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>656' x 23'-6"</u>	<u>556' x 26'-0"</u>	<u>                    </u> x <u>                    </u>
Height Above Top of Rail	<u>4"</u>	<u>4"</u>	<u>                    </u>
Platform Material	<u>ASPHALT &amp; CONCRETE</u>	<u>ASPHALT &amp; CONCRETE</u>	<u>                    </u>
Edge Material	<u>TREATED WOOD</u>	<u>TREATED WOOD</u>	<u>                    </u>
Safety Line, Material	<u>(yes/no) WHITE</u>	<u>(yes/no) WHITE</u>	<u>                    </u> yes/no <u>                    </u>
Guardrail (Locate)	<u>(yes/no) *</u>	<u>(yes/no) *</u>	<u>                    </u> yes/no <u>                    </u>
In-cut/Retaining Walls	<u>                    </u>	<u>                    </u>	<u>                    </u>
Lighting - Type,	<u>INLAND UNDER CANOPY</u>	<u>INLAND UNDER CANOPY</u>	<u>                    </u>
O.C., Setback f/rail	<u>40' O.C.</u>	<u>40' O.C.</u>	<u>                    </u>
Seating-Mat'l & Qty.	<u>GANG BENCH (10)</u>	<u>GANG BENCH 12</u>	<u>                    </u>
Stairs: (ramps used: A	vert. rise <u>12'-3"</u>	vert. rise <u>                    </u>	vert. rise <u>                    </u>
yes / no) B	width <u>8'-0"</u>	width <u>                    </u>	width <u>                    </u>
Locate: C	<u>13'-5"</u>	<u>8'-0"</u>	<u>                    </u>

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

PORTIONS OF CONCRETE PLATFORM ARE SPALLED AND HAVE WEED OVERGROWTH (PHOTOS 45, 8, 25, 31, 39, 10)

\* NO GUARDRAIL, BUT CURBING BETWEEN LOT & PLATFORMS Continue on back of page

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>656' x 8'*</u>	<u>556' x 12'-0"</u>	<u>                    </u> x <u>                    </u>
Height (Lowest)	<u>12'-6"</u>	<u>12'-0"</u>	<u>                    </u>
Setback from Rail	<u>20'-4"</u>	<u>18'-4"</u>	<u>                    </u>
Structure w/Spacing	<u>IBEAMS/LENS BRACE 20' O.C.</u>	<u>IBEAM/LENS BRACE 22' O.C.</u>	<u>                    </u>
Setback-Rail to Support	<u>26'-10"</u>	<u>25'-0"</u>	<u>                    </u>
Deck Material	<u>WOOD</u>	<u>WOOD</u>	<u>                    </u>
Roofing	<u>UNKNOWN</u>	<u>UNKNOWN</u>	<u>                    </u>
Shape	<u>Slope / Gable (Flat)</u>	<u>FLAT</u>	<u>                    </u>
Drainage	<u>CENTRE DRAINS TO 4" φ STEEL</u>	<u>WIN. DRAINS TO STEEL PIPE</u>	<u>                    </u>
Lighting	<u>INLAND 40' O.C.</u>	<u>INLAND 40' O.C.</u>	<u>                    </u>

CONDITION (Note apparent poor conditions only):

CANOPY WOOD DECK IS WEATHERED

\* CANOPY ± 12' WIDE SOUTH OF STATION

# 4 STATION BUILDING ✓

# SHELTER

STATION: WEST TRENTON

In-Bound (NY, H, N)  In-Use NO; Out-Bound  In-Use ; Number of Levels 2 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: 9'-0" TYPICAL 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 CONCRETE Doors WOOD  
 Base Course BRICK (photo) \_\_\_\_\_ Roof Deck WOOD  
 Walls BRICK Roofing SLATE  
 Trim WOOD & CONCRETE Soffit WOOD  
 Windows - operable -  yes / no; DOUBLE HUNG, WOOD FRAME  
 Structural System (consultant \_\_\_\_\_)

Drainage GALV. DOWN SPOUTS, BUILT IN GUTTERS

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

NOT ACCESSIBLE

Space	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>S.F.</u>	<u>TERRAZ</u>	<u>TERRAZ</u>	<u>PANEL</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>NOT DETER.</u>	<u>FLUOR.</u>
2. Ticket Office	<u>CONC.</u>	<u>WOOD.</u>	<u>WOOD.</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>NOT DETER.</u>	<u>FLUOR.</u>
3. Mens Toilet	_____	_____	_____	_____	_____	_____	_____
4. Womens Toilet	_____	_____	_____	_____	_____	_____	_____
<u>SECOND FLOOR USED BY CONRAIL POLICE</u>							

- 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: 1 - ON PLATFORM
- 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
- 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: 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 \_\_\_\_\_

4a STATION BUILDING ✓

SHELTER

STATION: WEST TRENTON

Record Photograph \_\_\_\_\_ 197 \_\_\_\_\_

CONDITION: \*

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

Foundations:

Walls/Doors/Windows:

Stairs:

Roof/Drainage: OVERHANGS AND SOFFITS ARE DETERIORATING  
AND ROTTED.

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

INTERIOR NOT ACCESSIBLE

Floor:

Ceiling:

Stairs:

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

# 8 Community & Security Aspects

Station: West Trenton

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 a well-landscaped, semi-rural area, near state agency complexes, factories, apartment complexes and single family detached housing.

The station area is set among trees on top of small hill removed from sight of the main road. However, the station and platforms are open and visible from the immediately surrounding area.

There are few hiding places except in the trees on the outbound side. The overall area is dark.

Note: CONRAIL police maintain offices in the second floor of the station building but usage and frequency of patrol is unknown.

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 \_\_\_\_\_):

There is no non-commuter pedestrian activity because of the location of the station. Vehicular activity during the day occurs, with cars traveling to the plastiglass factory.

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

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

Parking meters

4. Question the ticket agent about vandalism problems.

N/A