

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

RR 2004-  
Survey # 1-2

# NEW JERSEY TRANSIT RAILROAD STATION SURVEY

## 1. IDENTIFICATION

- ✓ A. Name: Common Elizabeth station Line: Raritan Valley Line  
Historic (CNJ)  
*near Main Ave. and Broad St.*
- B. Address or location: SW cor. junction of Central RR of N.J. and Penn Central Railroad Elizabeth, N.J. ✓ County: Union ✓ Municipality: Elizabeth City Block & lot:
- C. Owner's name: Penn Central Transportation Company Address: Room 1310 6 Pennsylvania Central Plaza, Philadelphia, PA.
- D. Location of legal description: Recorder of Deeds, Union County Courthouse, Broad St., Elizabeth, N.J. 07207
- E. Representation in existing surveys: (give number, category, etc., 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 No floor plan No aerial photo No

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: 205 / 225 points

FACILITY NAME: Elizabeth

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### 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 deterioration

- 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: 4

Pedestrian access across tracks:

- Pedestrian bridge:  at street grade  elevated
- Pedestrian/vehicular bridge:  at street grade  elevated
- Tunnel
- None provided
- asphalt path at grade

Discuss character of vehicular and pedestrian approaches to complex; landscaping; relationship to parking. Refer to, and key with, site plan.

The Elizabeth complex, consisting of a 1-story buff brick Victorian Romanesque station with a central tower and platforms on either side of the tracks, is located SW of the point where the Pennsylvania Railroad passes over the Central of N.J. on an imposing track elevation with (3) rock-faced stone arches. The Central of New Jersey tracks lie nearly E-W at this point. There are large parking areas both N and S of the tracks, while additional parking is available along neighboring streets. Pedestrian access is unrestricted. Just E of the station is a small plaza with several tree and shrub plantings. These are a recent addition.

FACILITY NAME: Elizabeth

## 3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound Concrete platform, lined with a pipe rail in some places. No lighting.

Outbound Concrete platform, patched with asphalt in places and discontinuously lined with a pipe rail. No lighting.

Between tracks No canopy.

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

All platform materials (with the exception of the asphalt) appear original.

The inbound canopy, 8 bays long, is centrally attached to the N facade of the station. It assumes the form of broad eaves supported by T-beam brackets except for the bays which extend beyond the station. These have a gabled, wood frame roof supported on (3) steel columns with concrete bases. Each column is composed of (4) L beams bolted together. Brackets consist of (2) L beams bolted together. The end bays do not appear to be original.

FACILITY NAME Elizabeth

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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 Elizabeth station, located S of the tracks, consists of a buff brick, 1-story, rectangular block with a hipped roof and broad eaves, the main ridge paralleling the tracks. The base course and trim are done in rock-faced limestone. Projecting centrally from the N facade and rising more than twice the height of the ridge is a rectangular tower with a steeply pyramidal roof with a curved profile. Each side is marked by a single column of narrow window openings capped by a fanlight of similar width. Projecting from each corner near the top of the tower is a polygonal turret with a very steeply pitched, conical roof and lightning rod. Each turret contains four windows which have since been boarded. Between turrets on each of the (4) facades is a gigantic clock face (black) with raised numerals and hands (gold color). The turrets and clock surrounds are sheathed in copper. Beneath the windows the sheathing is applied in a herringbone pattern. A copper finial surmounts the apex of the roof. Roofing is asphalt shingle, although originally it was probably slate. All doors and windows in the station have been boarded over.

The tower projection on the N. facade contains a (3)-window oriel grouping. Flanking the projection on the E are (E to W) (2) windows, a door with sidelights and transom, and another window. On the W are (E to W) a window, a door, a window, and another door, all similar to those on the E. The E and W facades each contain a central door, while a circular projection with four windows and transoms anchors the NE corner of the block under the eaves. The S facade contains central double doors with sidelights recessed in a shallow segmental arch entry. Flanking the entry on either side (from center) are a triple round arch surround with window separated by simplified Romanesque pilasters and a pair of smaller windows. A small rectangular brick chimney with copper flashing rises S of the main ridge on the W side of the block. Most materials appear original.



FACILITY NAME Elizabeth

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

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

NOT ACCESSIBLE

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	Bruce Price	source	(Starting)	
Date	1893	Source	(Starting)	Alteration dates 1953 Source Tino
Style	Victorian Romanesque			int. refurbished
# passenger trains/day (present)	0	Peak (#, Yr.)	150 (commuter)	
Original station on site			* 23 (CNJ, RDJ, B&O long dist.)	in 1912.

The Elizabeth station was designed by a prominent late nineteenth century architect, Bruce Price (1845-1903), who was obviously influenced by the Romanesque adaptations popularized by Henry Hobson Richardson. His debt to Richardson is particularly evident in his designs for Windsor Station, Montreal, Quebec (begun in 1888), and his Lorillard and Kent houses, Tuxedo Park, New York (1885-1886). In the Elizabeth station he has retained much of the massive rock-faced detailing of these earlier works, but has attained a certain lightness of form in the use of smooth brick walls and the steeply pitched turrets of the tower. The contrasts in color and texture achieved through the measured juxtaposition of the various exterior materials combined with the soaring quality of the tower place the building within the High Victorian tradition.

The complex was built as part of a massive track elevation and station improvement program undertaken by CNJ and PRR between 1891 and 1894. Before then, many streets were crossed at grade and the tracks of the two lines intersected just E of the site. (The PRR built a long stone viaduct through the center of the city. Commonly termed "the arches" the elevation has since become a traffic hazard in a congested commercial area.) The complex once included a shelter on the westbound side and some long platform canopies. These have long since been removed. The station, owned by the city, is unused and completely boarded up. Formally, it is related to several other stations on the line, among them, Westfield, Netherwood, and Whitehouse.

\* conditional stop, stops to pick up long distance passengers westbound and discharge them eastbound; no local passengers served.

RR<sup>-7</sup> 2004-

FACILITY NAME: Elizabeth

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the Sanborn map.

Acreage: c. 1.-1.25 acres

UTM coordinates: Zone: 18/Easting:566200 /Northing: 4501870  
USGS Quad Elizabeth Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Starting with the Arches, New Haven, Ct. Yale University Press, 1969.

Tino, Nicholas A. Jr. N.J. Transit Cultural Resource Survey, 1981.

ICONOGRAPHIC:

Photos: Industrial and Prosperity Edition, Elizabeth Evening Times, Oct. 1913, 4.  
(4) Starting, n.p.  
Picture Collection, Elizabeth Public Library  
Picture Collection, Cranford Historical Society  
(ca. 1955) Trains, March 1981, Milwaukee WI, Kalmbach Publishing, 39.  
Bye, Ranulph, The Vanishing Depot, Wynnewood, Pa., Livingston Publishing Co., 1973, 77.

8. PHOTO

Negative index # - or NJT photo # - slide # 1-2  
Date 1980 Photographer Charles Ashton  
Loc. of negative NJ Transit Direction of view: Station from West

FACILITY NAME: Elizabeth

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
- 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 \_\_\_\_\_ (10)
- vii. Former long-distance service X (10)
- viii. Other \_\_\_\_\_ (10)
- ix. Less than 50 years old \_\_\_\_\_ (-30)

35

B. ARCHITECTURAL SIGNIFICANCE

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

FACILITY NAME: Elizabeth  
CRITERIA CONT.

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- ii. ARCHITECT (check one) Bruce Price
  - 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 \_\_\_\_\_ (20)
  - 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 craftsmanship, or possessing especially picturesque or unusual exterior detailing  (25) tower, window surrounds
  - c. Possessing some detail(s) of particular interest and/or quality \_\_\_\_\_ (15)
  - d. Average quality or interest \_\_\_\_\_ ( 5)
- iv. SPECIAL QUALITIES
  - a. Noteworthy overall interior design or detailing \_\_\_\_\_ (15)
  - b. Some noteworthy interior detailing \_\_\_\_\_ ( 5)
  - ( interior not accessible)
  - c. Part of cohesive complex
    - 1) station and shelter \_\_\_\_\_ ( 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: Elizabeth

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- a. Original condition \_\_\_\_\_(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   X  (10) enclosed soffit
- e. Detrimental alterations and/or additions, reversible at considerable expense \_\_\_\_\_(-25) new gutters
- f. Detrimental alterations and/or additions, essentially irreversible \_\_\_\_\_(-75)

ii. PHYSICAL CONDITION

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

iii. RELATIONSHIP TO COMMUNITY

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

iv. SUITABILITY FOR ADAPTIVE USE

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

70

TOTAL

225

FACILITY NAME: Elizabeth

Attach copy of site plan

\_\_\_\_ continuation sheets attached

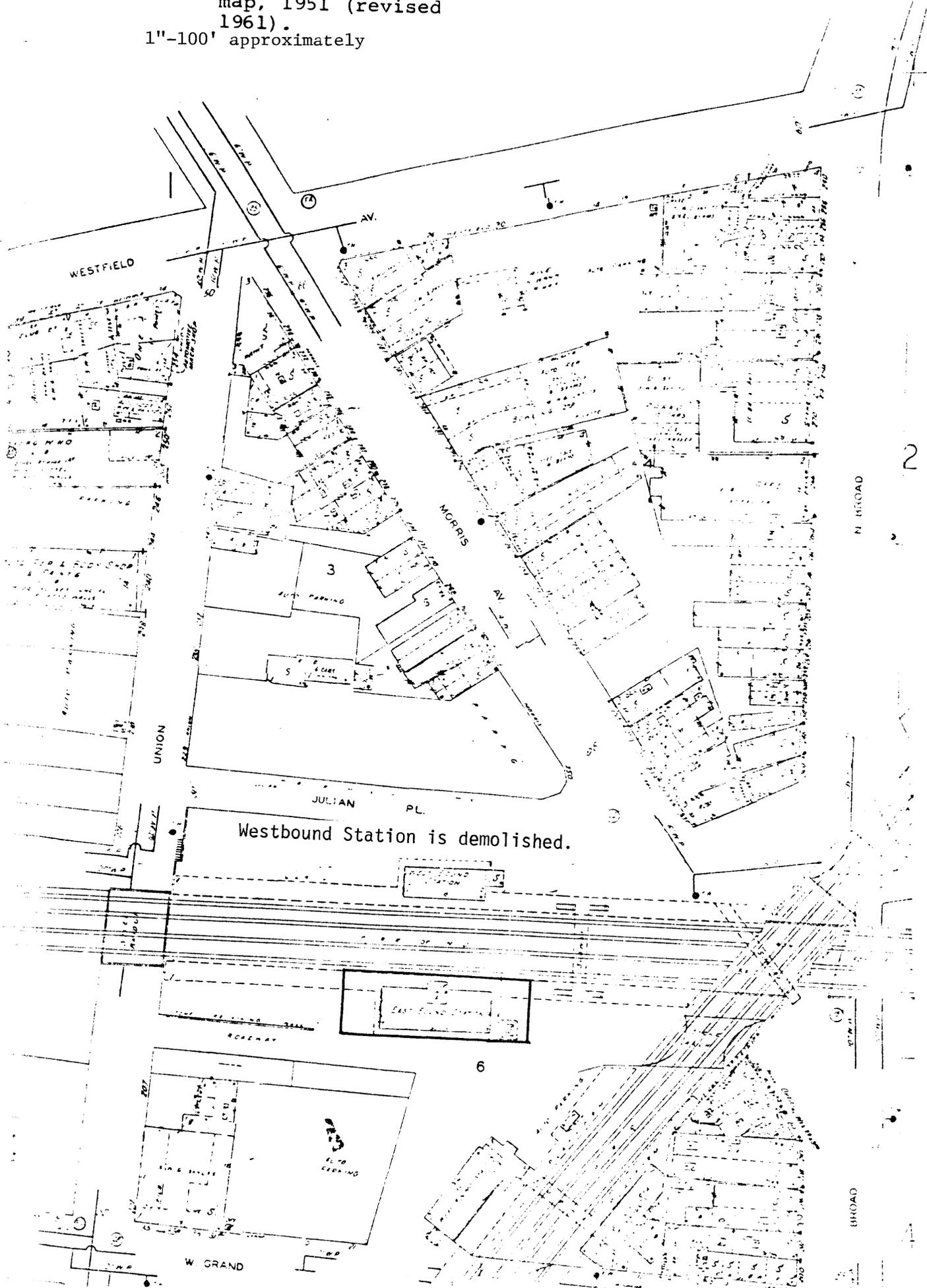
FORM PREPARED BY: Richard Meyer

Date: 6/81

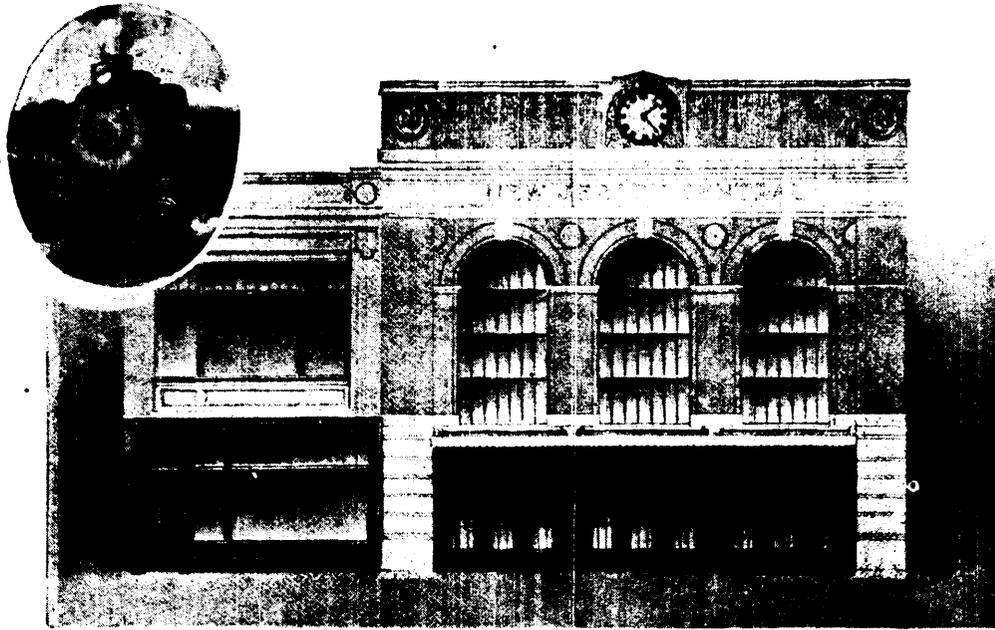
HERITAGE STUDIES, INC.  
RD 4 Box 864, Mapleton Road  
Princeton, N.J. 08540  
609-452-1754

Sanborn  
map, 1951 (revised  
1961).

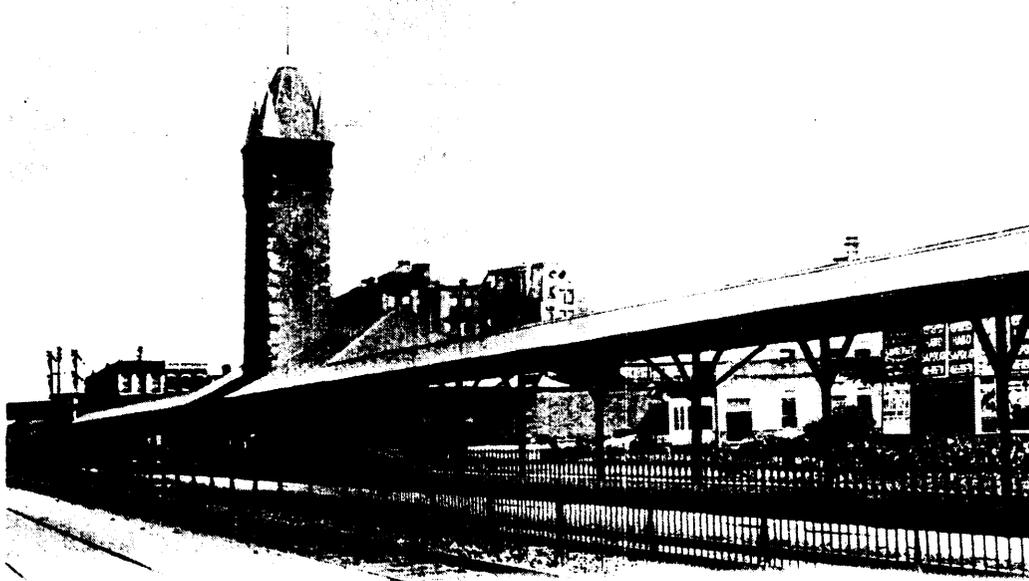
1"-100' approximately



1-2 Elizabeth Railroad Station (Gardner, Jersey, n.p.)



New Station of the C. R. R. of N. J., Newark, N. J.



Central R. R. Station, Elizabeth, N. J.



4503  
4502  
40'  
PLAINFIELD 9 MI.  
GARDEN STATE PARK 2 MI.  
4500  
1000 FEET (N.J.)  
4499  
4498  
37'30"  
74°15'  
64 2 120 000 FEET (N.J.) 65  
TRENTON 42 MI  
2.3 MI TO INTERCHANGE 12 TRENTON 51 MI  
12'30"  
68

Mapped, edited, and published by the Geological Survey



Mapped, edited, and published by the Geological Survey

2.3 MI. TO INTERCHANGE 12  
TRENTON 51 MI

# I. SUMMARY

Station: ~~Durham~~ Elmleeth

Line: ~~Charlotte Durham~~  
Rastan Valley Line

## Index

- 1. Site Base at 1" = 100'
- 2. Platform and Canopies
- 3. Station Building  Shelter Only
- 4. Track Crossings and Barriers
- 5. Parking Access and Circulation
- 6. Information System
- 7. Notes on Community & Security Aspects
- Record Photograph of Station

## Information File:

- Aerial Photograph at 1" = 200'
- Conrail Data Survey for Station
- 1970 Parking Survey for Station
- Historical File for Station
- Schedule of Trains and Bus
- TOPICS or Traffic Improvements Planned in Station Area
- Community Renewal Plans for Station
- Other
- Station Location Plan From USGS Maps

Station Ridership Category: \_\_\_\_\_

Ownership: \_\_\_\_\_

Agent: \_\_\_\_\_

Rehabilitated 10 Years or Less \_\_\_\_\_

	<u>Inbound</u>	<u>Outbound</u>
Boarding Ridership:	_____	_____
All Day:	_____	_____
Peak:	_____	_____

MGT. CTR. 22105

MP 11.5

ELIZABETH, N.J.



OWNER Consolidated Rail Corporation  
 LOCATION Eastbound Side  
 EMPLOYEES One Agent  
 DAYS A WEEK Five  
 AGENCY HOURS 6:30 A.M. to 3:00 P.M. Lunch 10:10 to 10:40 A.M.

YEARLY REVENUES	<u>1976</u>	<u>1977</u>	<u>1978</u>
	\$10,208.35		
	<u>1979</u>	<u>1980</u>	<u>1981</u>

TRAINS SERVING	<u>WEEKDAYS</u>	<u>SAT.</u>	<u>SUN. &amp; HOL.</u>
Eastbound	20	19	13
Westbound	21	17	13

PASSENGER COUNT WEEKDAY 127 Eastbound 69 Westbound

PHONE 201-352-7500 Ext. 216

MISCELLANEOUS SERVICES Pay Toilets, Pay Phones

ESTIMATED EXPENSE TO UPGRADE

RECOMMENDED REPAIRS AND COST

DIVISION: NEW JERSEY  
DISTRICT: BAYONNE LINE

STATION: ELIZABETH

MGT. CTR. 59711

MP 11.5 from Jersey City

<u>INTERIOR</u>	<u>CONDITION</u>	<u>ESTIMATE TO REPAIR</u>
Paint	Fair	\$ 700
Floor	Poor	6,000
Plumbing	Fair	350
Heating System	Fair	500
Other	Fair	4,000
Lights	Fair	250
	Sub Total	\$11,800

EXTERIOR

Paint	Fair	\$ 3,900
Roof	Fair	6,000
Eaves	O.K.	--
Down Spouts	Fair	500
Windows	Fair	500
Platforms	Gravel -poor-Install Black-	
	top	33,500
Tunnels	Good	1,000
Pedestrian Bridges	None	--
Lights	Poor	2,000
Driveways	Fair	2,000
Parking	Fair	14,800
Other	Fair	14,650
	Sub Total	\$78,850
	Grand Total	\$90,650

Elizabeth RR Station, (Central of NJ),  
Elizabeth, Union County, NJ



Thematic Nomination of  
Operating Passenger  
RR Stations in New Jersey