

PH0367711

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED FEB 5 1976
DATE ENTERED MAY 28 1976

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
 AND/OR COMMON
Red Bank Passenger Station

LOCATION

STREET & NUMBER: Ridge and Monmouth Streets
CITY, TOWN: Red Bank
STATE: New Jersey
VICINITY OF: Monmouth
COUNTY: Monmouth
CONGRESSIONAL DISTRICT: _____
CODE: _____

CLASSIFICATION

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

OWNER OF PROPERTY

NAME: Central Railroad of New Jersey
STREET & NUMBER: 1100 Raymond Boulevard
CITY, TOWN: Newark
STATE: New Jersey
VICINITY OF: _____

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
STREET & NUMBER: Hall of Records
CITY, TOWN: Freehold
STATE: NJ

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: _____
DATE: _____
DEPOSITORY FOR SURVEY RECORDS: _____
CITY, TOWN: _____ STATE: _____
FEDERAL STATE COUNTY LOCAL: _____

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE <u>10/30/75</u>

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The station is a two story wood frame structure approximately 52' by 21', oriented north west-south east, parallel to the railroad tracks. The ground floor contains an octagonal ticket office projecting from the southwest wall, and a waiting room, originally segregated into separate men's and ladies' waiting facilities. The second floor contains railroad offices, and once was used as living quarters for station personnel. An 11' overhang encircles the station at the second floor. A 25' wide platform shelter extends along the platform for 168'.

Roof

The roof is gabled with slate shingles and small hipped portions at each end. Two large gabled dormers are located at the center of each side, each flanked by two smaller dormers placed symmetrically.

Openings

Doorways and doors: Two entrance doors are symmetrically placed on both the northeast and southwest facades of the building. All are four panel chestnut, originally with a two light transom. Wood enclosures have been built around the northeast doors.

Windows: Windows are wood double hung on the first and second floors, with two-over-two light sash. Shutters are attached to second floor windows. One-over-one light vertical sliding windows are located in each dormer. In the center dormers, the upper light of each window has an arched frame.

Structural System

Walls are constructed of white pine chapboards over 2" x 4" studs on 16" center. Floors are maple on first floor and spruce on second, supported on 3" x 10" joists, 16" on center. Roof rafters are 3" x 5" on 22" centers. All structural framing is of hemlock.

Foundation & Basement

Foundation walls are 13" thick brick on stone footings. Southwest half of basement is excavated to 6'-6", with a brick floor. The northeast half of the basement is a 2'-6" crawl space.

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 type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1878

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Significance Architectural

The Red Bank R.R. Station is an excellent, if retardare, example of the early Gothic Revival style, as it was disseminated in the architectural pattern books of Andrew Jackson Downing and Calvert Vaux. Although much of the ornamental wood work has been removed, much remains; on the interior, molding, benches and staircase, and on the exterior, porch posts. Moreover, plans for a complete exterior restoration are underway. Indeed this has become a popular community project, which is receiving revenue from the station parking lot.

Transportation

Red Bank is one of the few 19th Century RR Stations which is still actively used, and still a focal point of the town. Historically, the existance of the station provided the impetus for a 10 fold growth of the town, between 1875 and 1900.

In its persent use and situation, it stands as a working museum piece of 19th century transportation technology.

The growth of Red Bank from a farming village in the early 19th century to a regional commercial center in 1975 is largely due to the presence of two major rail routes, which intersected at the Red Bank Station. The Raritan and Delaware Bay Railroad Company, later renamed the New Jersey Southern Railroad Company, was first chartered in 1854, and tracks were laid to Red Bank around 1860. By 1870, financial problems resulted in a takeover by the Philadelphia and Reading. In 1868, the New York and Long Branch Railraod was chartered, backed by local business who, aware of financial and operational problems of other railroads, desired to maintain local control of this vital commercial artery. The New York and Long Branch, presided over by Anthony Reckless, built their passenger terminal in 1878, two blocks south of the New Jersey Southern terminal. Tracks of the New Jersey Southern, now abandoned, passed immediately behind the present station, making the site an important crossroads.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Interstate Commerce Commission, Division of Valuation, D.V. Form No. 67-R, New York & Long Branch Railroad, Red Bank and Mattawan station inventories, May 15, 1916, courtesy of F. Petraitas, Central Railroad of New Jersey, Newark, New Jersey.

John Maass, The Gingerbread Age, Rinehart & Company, New York, 1957.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2 acres

UTM REFERENCES

A 18 518 587560 4466 4460560
 ZONE EASTING NORTHING

B [] [] [] [] [] [] [] []
 ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

see address

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

STATE	CODE	COUNTY	CODE
New Jersey	34	Monmouth	025
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Prof. Jerome Lutin

ORGANIZATION

Princeton University

STREET & NUMBER.

DATE

Oct. 1975

TELEPHONE

(609) 452-4655

CITY OR TOWN

Princeton

STATE

New Jersey

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

David J. Broun

TITLE Commissioner, Department of Environmental Protection

DATE Jan. 7, 1976

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE 01/28/96

DATE 5-23-76

ATTEST: *John L. Page*
 DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
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PAGE 1

Description of Present and Original...

Ornamental Woodwork*

- original, not present condition *LeBouch*
4/76

The second floor roof is edged with an ornamental cut shingle fringe, or bargeboard, composed of Gothic cusps. Both central dormers have bargeboards cut to resemble Gothic pointed arches. Each of the four smaller dormers has a small ornamental frieze around the roof. The middle windows of the second floor are flanked by half-timber style cross panels and topped with a 2'-6" panel of ornamental woodwork. Above this panel, the large central dormer windows are framed in pointed arched wood trim. A two foot ornamental wood fringe of quatrefoil motif cutouts surrounds the second floor under the windows. First floor overhang roof supports are changed with ornamental brackets. Under each first floor window is an ornamental scrollwork panel.

Color

Presently, the station is painted light green with dark green trim. The original color scheme, however, had the clapboard siding painted cream. All wood trim was dark brown, and windows sash and chamfered corners on wood supports were painted rust color.

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Significance...

The influence of the railroad on Red Bank can be shown on its rapid growth from about 366 adults in 1875 before it became a rail junction to 3352 adults in 1900, an increase of almost ten fold. One-third of Red Bank's citizens in 1900 were immigrants, about 38 percent of whom were Irish. Many of these were drawn to work on the railroads, one of Red Bank's most important industries.

Red Bank station was one of a series of a least seven stations in New Jersey of almost identical design. These included stations at Bound Brook, Perth Amboy, Fanwood, Mattawan, Branch Port and Asbury Park. Of these, only the stations at Mattawan and Red Bank remain. All others have since been torn down and replaced. It is likely that others of the same design existed as well.

The Victorian railroad station was highly symbolic of its age. As John Maass writes,

"Today the railroad station is often a backwater on the wrong side of town. In the nineteenth century it was the hub of the community, the link to the Great World - the wretched roads were blocked by snow and mud for months, good highways came only after the automobile. Railroading was the nineteenth century's premier industry, it offered the finest careers to ambitious men, the most jobs to skilled workers. The Victorian railroad depot was a place of glamour and excitement and designed to look the part.¹"

The station at Red Bank was the gateway to the town. For many years it was brightly painted and its grounds were carefully landscaped to provide a stately appearance. Important visitors frequently disembarked from their trains here. Of all travelers to use the Red Bank station, most notable were King George VI of England and his queen who, during their visit to the 1939 New York World's Fair, rode by special train from Washington D.C. to Red Bank where they disembarked and were driven to Sandy Hook, to board a British cruiser. Shortly thereafter, President Franklin Roosevelt took a similar journey, also stopping at the Red Bank station.

1" - John Maass, The Gingerbread Age, Rinehart, & Co., New York 1957, p. 145

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Significance...

Since its opening in 1878, the station has been in continuous use. Today, thirty-four trains each weekday still use the station, serving nearly two thousand daily riders. Most are New York bound commuters, but the station has been a stop for inter-city trains as well. In the years from 1929 to 1941, the Reading Railroad's famed "Blue Comet" stopped regularly at Red Bank on its trip from Jersey City to Atlantic City. At Red Bank it switched from the tracks of the New York and Long Branch to those of the New Jersey Southern.

Since the coming of the railroad, Red Bank has been a commuter town. Many of the Wall Street's financial leaders are daily commuters from Red Bank. In past years, it was not uncommon to see many liveried chauffeurs and limousines awaiting the arrival of the evening trains from New York. Even today, a vestige of this once-opulent commuter service remains in the several private commuter club cars one sees attached to the rear of trains passing through Red Bank station, including one named "The Red Eagle".

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Reference...

Timothy J. McMahon, Red Bank Graphic 1870-1970, published by
T. J. McMahon, Fair Haven, New Jersey, 1970.

Carroll L. V. Meeks, The Railroad Station An Architectural History,
Yale University Press, New Haven, 1956

Pictorial References:

Measured drawings of the Red Bank Station were developed by
Jerome M. Lutin, c/o Transportation Program, Room E-420
Engineering Quadrangle, Princeton, New Jersey 08540.

Pictures of the station as it originally appeared can be found
primarily in picture postcards printed during the late nineteenth
and early twentieth centuries. These photos included here were
made from postcards in the excellent collection of Timothy J.
McMahon, 143 Lexington Avenue, Fair Haven, New Jersey.

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 1340-

Survey # 10-5

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- A. Name: Common Red Bank Line: North Jersey Coast
Historic
- B. Address or location: Bridge and Monmouth Streets County: Monmouth
Red Bank, NJ Municipality: Red Bank Borough
Block & lot: 41 / 1
41 / 3
- C. Owner's name: NJ Transit
Address: Trenton, NJ
- D. Location of legal description: Hall of Records, Freehold, NJ
- E. Representation in existing surveys: (give number, category, etc.,
as appropriate)

HABS _____ HAER _____ ELRR Improvement _____ NY&LB Improvement J1, pp. 10
46-79, 90

Plainfield Corridor _____ NR (name, if HD) 5-28-76

NJSR (name, if HD) 1-7-76

NJHSI (#) 2603.22

Northeast Corridor _____

Local _____ (date _____)

Modernization Study: site plan floor plan 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 ___ possible ___ no ___
individual _____ thematic _____
- C. Survey Evaluation: 165/190 points

FACILITY NAME: Red Bank

RR 1340-
Survey # 10-5

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) parking lots

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

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 Red Bank complex consists of a 2½-story, wood frame station with Carpenter Gothic and Stick style elements, an attached wood frame canopy, a free-standing frame canopy, and platforms on either side of the tracks. It is situated on the western edge of the central business district, and is surrounded on all sides by expansive parking lots (1,2). There are a few shrubbery plantings along the platform, but these are easily lost in the sea of asphalt and automobiles. A few late 19th century street lamp reproductions have recently been located around the station, but they too are overwhelmed by the parked cars. The station is scheduled for refurbishing in mid-1981.

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RR 1340-
Survey # 10-5

FACILITY NAME: Red Bank

3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound 706' platform, asphalt

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.

The canopy is 7 bays long and is constructed of wood frame with a shallow gable supported by square wood columns and corbelled brackets. Several of the columns have been replaced by simpler columns spaced further apart in order to accommodate a door to a subsurface fuel tank. The canopy is a continuation of the station canopy for 4 of its bays. There are 5 steel frame and wood plank benches. A single incandescent bulb with circular shade hangs from each bay. There is a locational sign at the N end. The roof is asphalt shingle, possibly slate originally. Most materials appear original.

FACILITY NAME: Red Bank

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.

The outbound canopy is five bays long and it is of steel frame construction. Its gabled roof, sheathed in corrugated metal, is supported by a single row of steel columns with splayed brackets and brick bases with concrete coping. To accommodate a door to a subsurface fuel tank, one of the columns has been replaced by a pair of timber beams. The canopy is free-standing. There are 2 small concrete backless benches. Lighting consists of a string of incandescent bulbs hanging from the rafter ends. The outbound canopy is a later addition.

RR 1340-

FACILITY NAME Red Bank

Survey # 10-5

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 consists of a 2½-story wood frame block, 6 bays wide and 1 deep, with a gabled roof, its ridge paralleling the tracks, a central transverse gabled flanked by gabled dormers on the E and W facades and jerkinheads on the N and S facades. There are 3 windows in the attic, 4 on the second floor, and on the first floor, marked by a polygonal projection, there are 6 windows and 3 doors. On the E facades there are 3 windows in the attic, 4 on the second floor, and 4 windows and 2 doors on the first floor. On the N and S facades there are 3 windows each.

A broad canopy supported by wood brackets encircles the building. A small brick chimney rises just E of the center of the building. Walls are clapboard and roofing, asphalt shingle (possibly slate, originally). Most materials appear original.

FACILITY NAME Red Bank

RR 1340-
Survey # 10-5

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.

The spaces of the Red Bank Station are on two levels. The first floor comprises the Waiting Room (1). Built centrally into the W wall is an elongated octagonal Ticket Office, which may be a later addition. Along the S wall is a stairway to the second floor. The stairs rise into a small hall at the SE corner of the block. Adjoining the hall on the W is the Toilet Room, and adjoining them both on the N is another hall, similar to the first. The N half of the block consists of two large rooms, the northernmost of which contains a shallow alcove along its E wall. The first floor is finished in board floors, wainscot, walls, and ceiling. The second floor spaces probably had a simpler treatment, originally, possibly plaster walls and ceiling. They have since been remodeled (see finish schedules). Many of the lighting fixtures are recent, as well.

FACILITY NAME: Red Bank

-5A
RR 1840
Survey # 10-5

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>6</u>
NAME <u>Waiting Room</u>	NUMBER ON FLOOR PLAN <u>1</u>
(originally segregated into separate <u>Original</u> men's and women's waiting rooms)	<u>Existing, if different</u>
Floors: <u>board (maple)</u>	<u></u>
Base: <u>none</u>	<u></u>
Wainscot: <u>vertical boards, possibly varn.</u>	<u>(brown paint)</u>
Walls: <u>vertical boards, poss. varn.</u>	<u>(yellow paint)</u>
Ceiling: <u>boards</u>	<u>(yellow paint)</u>
Trim: <u>classical surrounds chairrail, stair rail</u> (brown paint) and newel post; balustrade spindles, cornice (yellow paint) molding, poss. varn.	
Doors: <u>wood 5-panel, possibly varn.</u>	<u>(brown paint)</u>
Seating: <u>wood built-in benches(E)</u> (brown paint) radiator behind, simplified classical detail, poss. varn.	
Lighting: <u>(4) hanging incandescent fixtures with</u> (3) MV fixtures rectilinear ceiling molding surrounds	
Other: <u></u>	<u></u>

FACILITY NAME: Red Bank

-5A
Survey # 10-5
BK 1340-

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 6NAME Toilet RoomNUMBER ON FLOOR PLAN 3

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u>linoleum (bray)/board</u>
Base:	<u>board</u>	<u>linoleum</u>
Wainscot:	<u>none</u>	<u>tile (missing)</u>
Walls:	<u>plaster</u>	<u>(beige paint)</u>
Ceiling:	<u>plaster</u>	<u>(beige paint)</u>
Trim:	<u>wood surrounds, possibly varn.</u>	<u>(brown paint)</u>
Doors:	<u>wood, single panel, possibly varn.</u>	
Seating:	<u>none</u>	
Lighting:	<u>(1) hanging incandescent fixture with circular shade</u>	
Other:	<u>wood partition</u>	

FACILITY NAME: Red Bank

-5A
RR 1840=
Survey # 10-5

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 6NAME Hall (upstairs)NUMBER ON FLOOR PLAN

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u>linoleum/board</u>
Base:	<u>wood</u>	<u>(purple paint)</u>
Wainscot:	<u>none</u>	<u> </u>
Walls:	<u>inset panel, plaster</u>	<u>(beige paint)</u>
Ceiling:	<u>inset panel, plaster</u>	<u>(beige paint)</u>
Trim:	<u>wood surrounds, possibly varn.</u>	<u>(purple paint)</u>
Doors:	<u>wood, single panel, possibly varnish</u>	<u> </u>
Seating:	<u>none</u>	<u> </u>
Lighting:	<u>(2) ceiling mounted incandescent fixtures with brass base, garland relief</u>	<u> </u>
Other:	<u>iron radiator, semi-circular</u>	<u> </u>

FACILITY NAME: Red Bank

-5A
RR 1340-
Survey # 10-5

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 6

NAME Center Room

NUMBER ON FLOOR PLAN

Original

Existing, if different

Floors: board (maple)

linoleum/board

Base: probably board

(missing)

Wainscot: none

Walls: probably plaster

wood paneling

Ceiling: plaster

acoustical tile

Trim: wood surrounds, possibly varn.

none

Doors: probably wood panel, varn.

none

Seating: none

Lighting: hanging incandescent fixtures

recessed fluorescent fixtures

Other: iron radiator (E)

FACILITY NAME: Red Bank

-5A
RR 1340-
Survey # 10-5

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 6NAME N Room and alcoveNUMBER ON FLOOR PLAN

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u>linoleum/board</u>
Base:	<u>probably board, varn.</u>	<u>missing</u>
Wainscot:	<u>none</u>	<u> </u>
Walls:	<u>plaster</u>	<u>(green paint)</u>
Ceiling:	<u>plaster</u>	<u>(white paint)</u>
Trim:	<u>wood surround, probably varn.</u>	<u>(green paint) 2 missing</u>
Doors:	<u>(2/2) panel, probably varn.</u>	<u>(green paint)</u>
Seating:	<u>none</u>	<u> </u>
Lighting:	<u>hanging incandescent fixtures</u>	<u>(2) fluorescent fixtures</u>
Other:	<u>probably cast iron radiator</u>	<u>baseboard heating units</u>

FACILITY NAME: Red Bank

RR 1340-
Survey # 10-5

5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	_____	source	_____
Date	1876	Source	Matawan
Alteration dates	_____	Source	_____
Style	Stick, Carpenter Gothic		
# passenger trains/day (present)	35 in 1980	Peak (#, Yr.)	CNJ, 31 PRR, 20 in 19
			CNJ, 33 PRR, 18 in 19
<u>x</u> Original station on site			CNJ, 32 PRR, 23 in 19

The Red Bank Station is a fine, if restrained, example of the Stick style applied to a small town, combination station. Much of the ornamentation relates to the Carpenter Gothic tradition. It was one of a series of at least seven stations in New Jersey of similar design. These included stations at Bound Brook, Perth Amboy,* Mattawan, Branch Port, and Asbury Park, of which, only Matawan and Red Bank remain. The second floor was intended as living quarters for the station agent.

The growth of Red Bank from farming village to regional commercial center is due largely to the presence of two major rail routes, intersecting at the station. The Raritan and Delaware Bay Railroad Co., later renamed the New Jersey Southern Railroad Co., was chartered in 1854, and tracks were laid to Red Bank ca. 1860. By 1870 financial problems had resulted in a takeover by the Philadelphia and Reading Railroad. In 1868 the New York and Long Branch Railroad was chartered, backed by local businesses which hoped to maintain local control over the vital commercial artery. In 1878 the NY & LB Railroad built the present station two blocks south of the New Jersey Southern station, whose abandoned tracks passed immediately to the east of the site (Lutin, Register)

The Red Bank station has long served as gateway to the town. Frequently, important visitors have disembarked from trains there, among them King George VI of Britain and his Queen, who were enroute from Washington to the 1939 World's Fair. They were driven from Red Bank to Sandy Hook where they boarded a British cruiser for the remainder of their trip (Lutin, Register).

Improvements to the station are planned for 1981.

* Identical to Red Bank (Tino)

FACILITY NAME: Red Bank

-7
RR 1840-
Survey # 10-5

6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

See Red Bank National Register form.

Acreage:

UTM coordinates: Zone: 18 /Easting: 5 7 8 5 8 0 /Northing: 4 4 6 6 6 0 0
USGS Quad Long Branch Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

- Lutin, Jerome, National Register form, Oct. 1975
 , Red Bank Railroad Station Restoration Study, Transportation
 Program, Princeton University, 7 April 1976.
 McMahon, Timothy J. Red Bank Graphics 1870-1970, T.J. McMahon, Fair Haven, N.J. 1970.
Matawan Journal, Jan. 1876
Red Bank Daily Register, 16 June 1939. (see continuation sheet)

ICONOGRAPHIC:

Postcard collection, Timothy J. McMahon, 143 Lexington Ave. Fairhaven, N.J.
 Measured drawings, Jerome M. Lutin, c/o Transportation Program, Room E-420
 Engineering Quad. Princeton, N.J. 08540

Photo album, Red Bank Public Library, vol. III, p. 23 and Vol. IV, p. 14

8. PHOTO

Negative index # _____ or NJT photo # _____ slide # 10-5
 Date 1980 Photographer Charles Ashton
 Loc. of negative NJ Transit Direction of view: Station from East

FACILITY NAME: Red Bank

RR 1340-
Survey # 10-5

CONTINUATION SHEET (INCLUDE ITEM NO.)

7. BIBLIOGRAPHIC

Tino, Nicholas A. Jr. personal recollection

FACILITY NAME: Red Bank

9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

- i. Associated with important events or broad movements in history
 - nationally _____ (30)
 - state-wide _____ (25)
 - locally X (20)

Visit of King George V
- 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 _____ (10)
- vii. Former long-distance service _____ (10)
- viii. Other (important transfer point) X (10)
- ix. Less than 50 years old _____ (-30)

45

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Eclectic - Stick, Carpenter Gothic elements
 - a. Example of a particular architectural style (check one)
 - Outstanding _____ (50)
 - Excellent _____ (40)
 - Very good X (30)
 - Good _____ (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 X (15)

FACILITY NAME: Red Bank

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 _____(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 x (25) gingerbread ornamentation
 - 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)

RR 1840--10
Survey # 10-5

FACILITY NAME: Red Bank

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- | | | |
|---|----------|-------|
| a. Original condition | ____ | (40) |
| b. Alterations and/or additions,
beneficial (restoration) | <u>X</u> | (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 | <u>X</u> | (10) |
| b. Good | ____ | (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 (isolated from
downtown) | <u>X</u> | (20) |
| d. Unrelated to townscape | ____ | (0) |
| e. Incompatible | ____ | (-30) |

iv. SUITABILITY FOR ADAPTIVE USE

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

75

TOTAL

190

FACILITY NAME: Red Bank

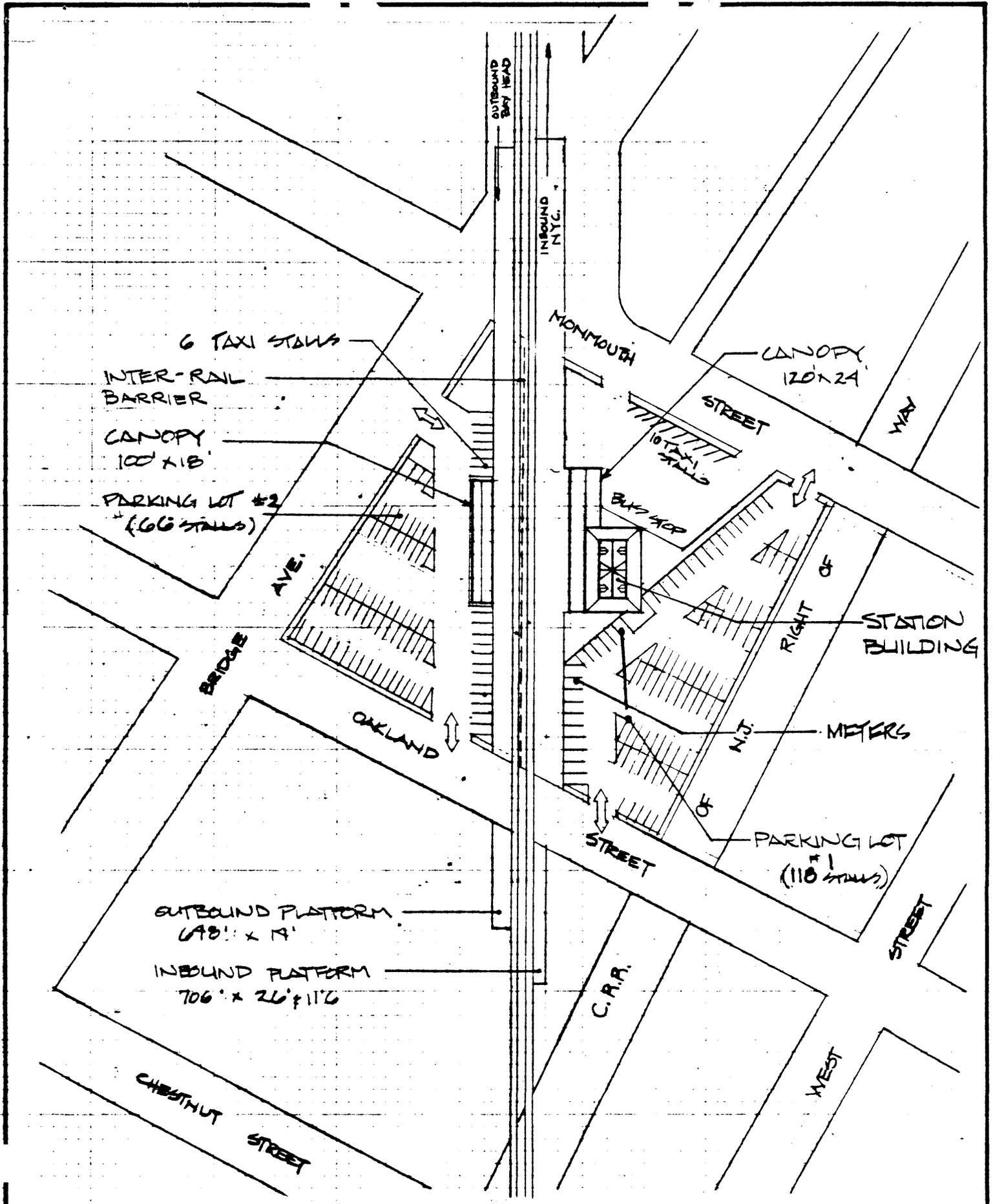
Attach copy of site plan

1 continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: February, 1981

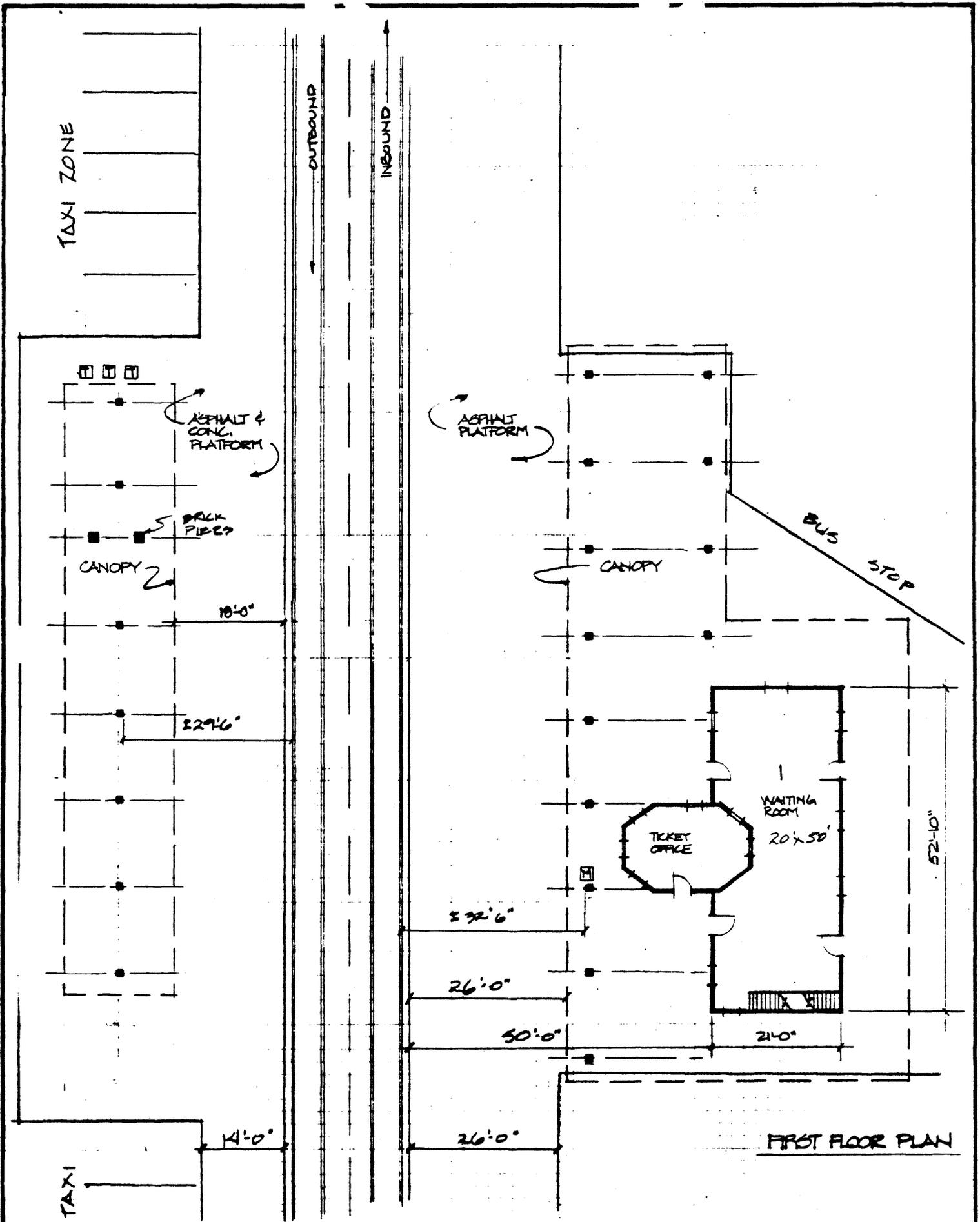
HERITAGE STUDIES, INC.
RD 4 Box 864, Mapleton Road
Princeton, N.J. 08540
609-452-1754



RED BANK
NORTH JERSEY COASTLINE

SCALE: 1" = 100'-0"
DATE: AUG. 1978





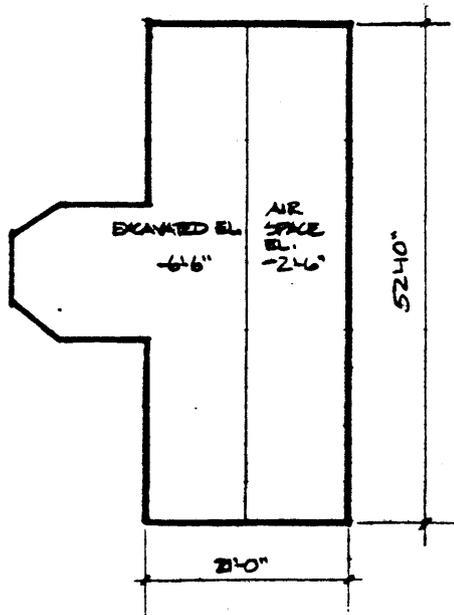
FIRST FLOOR PLAN



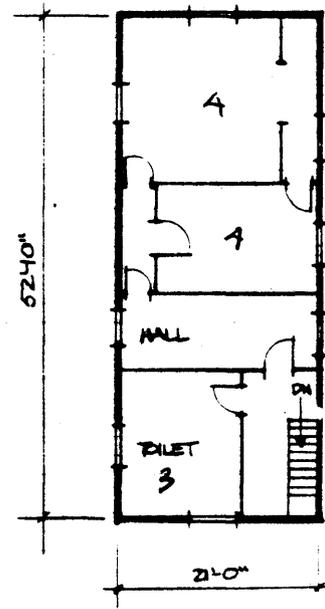
RED BANK
NORTH JERSEY COAST LINE

SCALE: 1"=20'
DATE: AUG. 1978



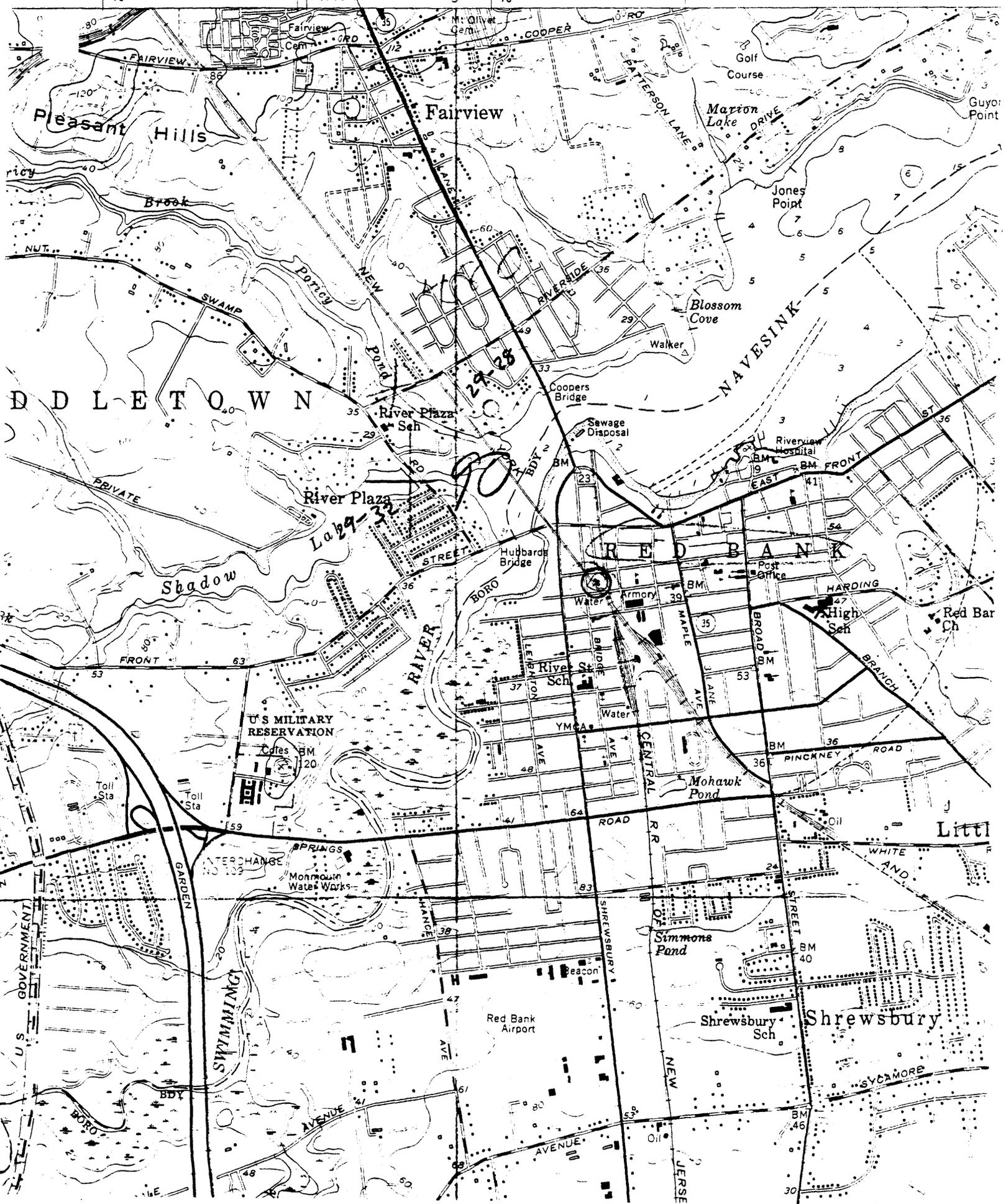


CELLAR PLAN



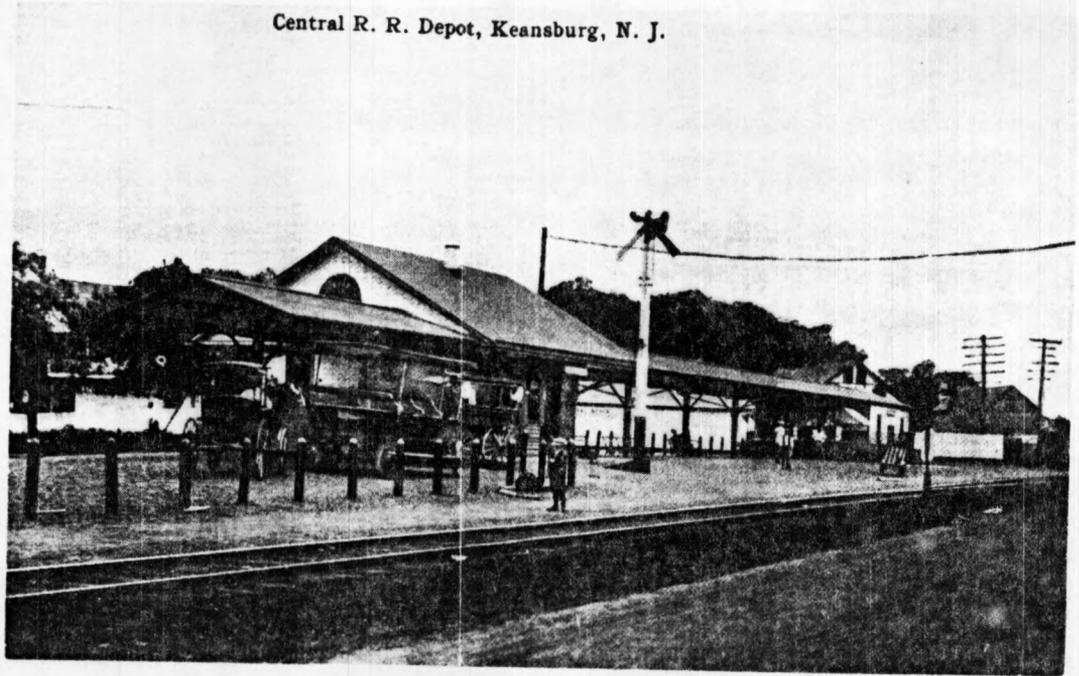
SECOND FLOOR PLAN

18 MI TO INTERCHANGE NO. 11, N.J. TURNPIKE
7.4 MI. TO N.J. 36

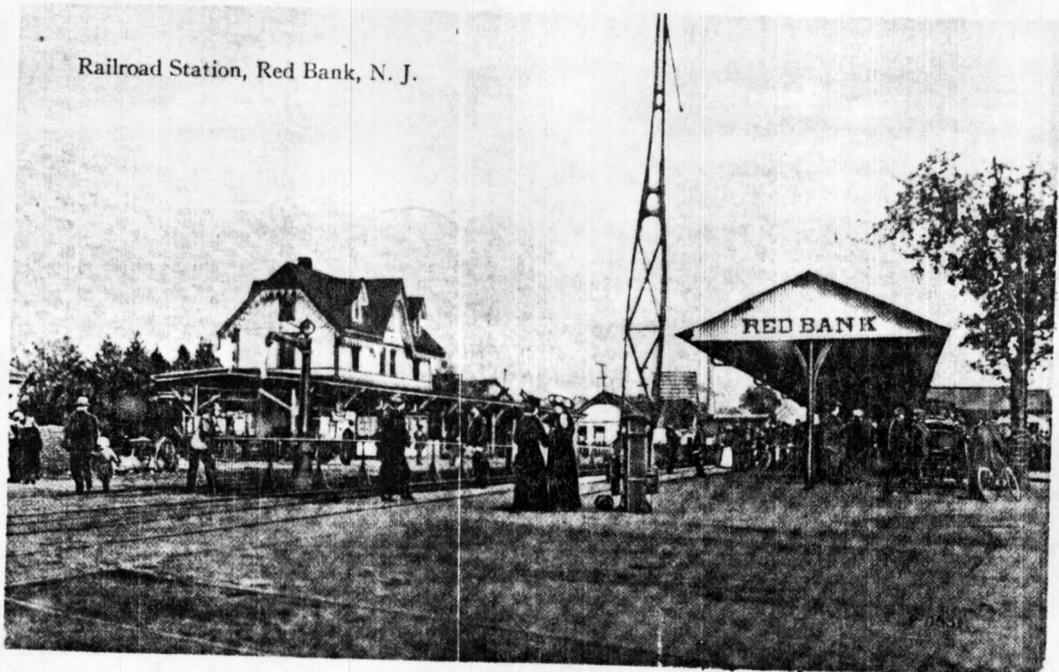


10-5 Red Bank Railroad Station (Gardner, Jersey, Reading, Mauch, n.p.)

Central R. R. Depot, Keansburg, N. J.



Railroad Station, Red Bank, N. J.



SUMMARY

Station: Red Bank Line: North Jersey Coast

Index:

SURVEYED July, 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 |
| _____ | 9. Record Photograph of Station _____ Detailed Field Photographs |

Information File:

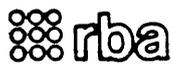
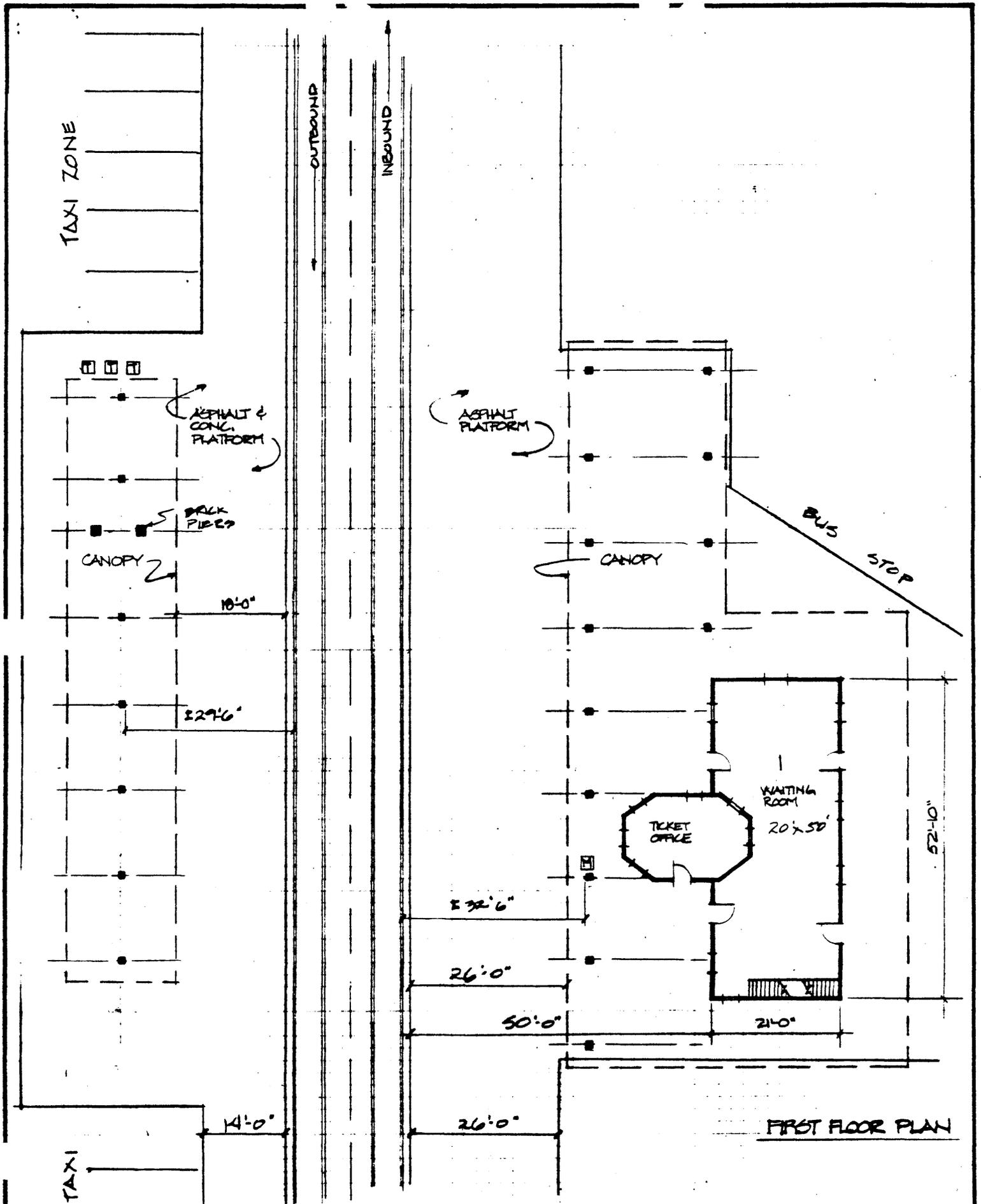
- | | |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| <u>X</u> | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| <u>X</u> | September 1974 Survey - NJ DOT (Dept. of Commuter Services) |
| <u>X</u> | Tri-State Aerial Photo Survey of Rail Parking 1970 |
| <u>X</u> | Conrail Data Survey for Station |
| <u>X</u> | TOPICS or Traffic Improvements Planned in Station Area |
| <u>X</u> | Community Renewal Plans for Station (Already completed) |
| _____ | Historical File for Station |
| <u>X</u> | Schedule of Trains and Buses |
| <u>X</u> | Other Tax & Zoning Maps |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 1467

Station Ridership Category: 2 Ownership: N.J.D.O.T.

Agent: Yes Hrs/Days: 5:40 a.m. - 9:40 p.m. Monday through Friday
5:40 a.m. - 10:05 p.m. Saturday; 6:00 a.m. - 10:00 p.m.
Rehabilitated (10 years or less) & Description: Sunday

The exterior has been restored.

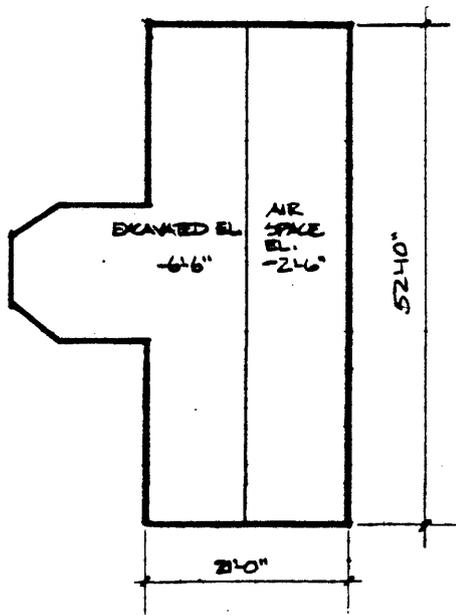


RED BANK
 NORTH JERSEY COAST LINE

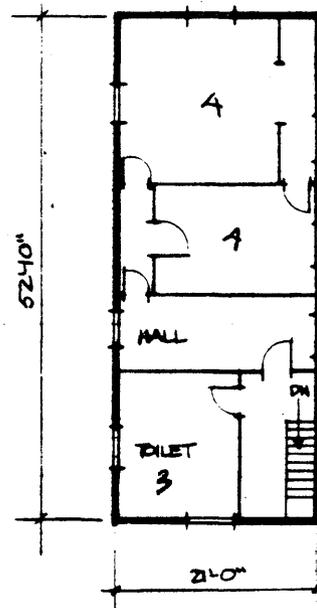
SCALE: 1"=20'

DATE: AUG. 1978





CELLAR PLAN



SECOND FLOOR PLAN

3 PLATFORMS & CANOPIES

Station: Red Bank

O. of TRACKS: 2 In-Bound (N, H, N)* 1 Out-Bound 1 By-Pass Inactive I.B. O.B.
 † Grade X In-Cut(Walls) Cross Slope Elevated Embankment Structure
 Straight X 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>706' x 26' & 11'6"</u>	<u>648' x 14'</u>	<u> </u> X <u> </u>
Height Above Top of Rail	<u>00"</u>	<u>00"</u>	<u> </u>
Platform Material	<u>Asphalt</u>	<u>Asphalt</u>	<u> </u>
Edge Material	<u>Treated wood</u>	<u>Treated wood</u>	<u> </u>
Safety Line, Material	<u>yes/no</u>	<u>yes/no</u>	<u>yes/no</u>
Guardrail (Locate)	<u>yes/no (Conc. curb at park.)</u>	<u>yes/no (Conc. curb at lot)</u>	<u>yes/no</u>
In-cut/Retaining Walls	<u> </u>	<u> </u>	<u> </u>
Lighting - Type,	<u>Incond. at canopy</u>	<u>Incond. at shelter</u>	<u> </u>
O.C., Setback f/rail	<u> </u>	<u> </u>	<u> </u>
Seating-Mat'l & Qty.	<u>Yes</u>	<u>Yes</u>	<u> </u>
	vert. rise width	vert. rise width	vert. rise width
Stairs: (ramps used: A	<u>NONE</u>	<u>NONE</u>	<u> </u>
yes / no) B	<u> </u>	<u> </u>	<u> </u>
Locate: C	<u> </u>	<u> </u>	<u> </u>

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

Platforms continue across streets as does safety line.

Trains are discharged and boarded in street areas.

Continue on back of page

CANOPY/OVERHANG

	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>120 x 24'</u>	<u>100 x 18'</u>	<u> </u> X <u> </u>
Height (Lowest)	<u>10' 10"</u>	<u>9' 4"</u>	<u> </u>
Setback from Rail	<u>28' 6"</u>	<u>18' 0"</u>	<u> </u>
Structure w/Spacing	<u>Wood post & beam</u>	<u>Steel with brick piers</u>	<u> </u>
Setback-Rail to Support	<u>+32' 6"</u>	<u>+29' 6"</u>	<u> </u>
Deck Material	<u>Wood</u>	<u>Corr. metal/painted</u>	<u> </u>
Roofing	<u>Asphalt</u>	<u> </u>	<u> </u>
Shape	<u>Slope / Gable / Flat</u>	<u>Gable</u>	<u> </u>
Drainage	<u>Edge drip</u>	<u>Edge Drip</u>	<u> </u>
Lighting	<u>New incand. being installed</u>	<u>5 incand. bare bulbs</u>	<u> </u>

CONDITION (Note apparent poor conditions only):

Inbound--painted in 1976, but has leaks causing extensive peeling. Needs new roof and paint.

Outbound--lighting needs replacement.

4 STATION BUILDING _____ X _____

SHELTER _____

STATION: Red Bank

In-Bound (NY, H, N) X In-Use X; 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: 10' 0" 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 _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation Brick Doors Wood
 Base Course _____ (photo) _____ Roof Deck Wood
 Walls Wood clapboard Roofing Slate (O.H. --asphalt shingles)
 Trim Wood Soffit Wood
 Windows - operable - yes / no; Wood
 Structural System (consultant _____) Wood framing

Drainage Aluminum gutters 3 sides

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>1000</u> S.F.	<u>wood</u>	<u>wood</u>	<u>----</u>	<u>wood</u>	<u>wood</u>	<u>12' 8"</u>	<u>Incand.</u>
2. Ticket Office	<u>wood</u>	<u>wood</u>	<u>----</u>	<u>wood</u>	<u>wood</u>	<u>varies</u>	<u>Fluor.</u>
3. Mens Toilet	<u>N/A</u>	<u>locked</u>	<u>----</u>	<u>----</u>	<u>----</u>	<u>----</u>	<u>----</u>
4. Womens Toilet	<u>----</u>	<u>----</u>	<u>----</u>	<u>----</u>	<u>----</u>	<u>----</u>	<u>----</u>
5. Rooms	<u>wood</u>	<u>wood</u>	<u>----</u>	<u>wood</u>	<u>wood</u>	<u>----</u>	<u>----</u>
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

- A. Concessions and Businesses: Taxi _____ Newspaper stand coin box _____ Pay Toilet _____ Vending Machines _____
 Other: _____
- B. Waiting Room Seating: describe (photo): Perimeter wood benches Capacity 15
- C. Number of Public Phones and Locations: Inbound--2 outside, 3 inside, all wall-hung
- D. Indicate Visibility of approaching trains from waiting area and direction of visibility, I.B. good O.B. good
Outbound--3 outside
outside
- 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 _____). Only partially
- 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 # 1
 platform I.B. (NY) # 2, platform O.B. # 1, pick/up areas: _____ (photos)
- I. Mailbox: yes / no
- J. Water fountain: yes / no; location: In waiting room
- K. Describe other commuter conveniences:

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 NONE
 Lighting _____
 Condition _____

4a STATION BUILDING X SHELTER _____

STATION: Red Bank

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows:

Doors in poor condition

Stairs:

Roof/Drainage: Soffits in poor repair. Paint peeling.
Slate roof has several leaks.

Other Asphalt shingles in poor condition.
Downspouts are bent or broken.

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

Floor: Wood floor is in poor condition and is not level.

Ceiling:

Stairs: Stairway to second floor is weak and sagging.

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

4b MECHANICAL & ELECTRICAL

STATION: Red Bank

HEATING

Location of Heating Unit: _____
Type of Unit: Gas fired steam boiler 25# Output: _____ Fuel: _____
Controls: _____ Zones: _____ Storage Capacity: _____
Burner Size: _____ Make of Unit: _____ Make of Burner: _____
Distribution System: Radiators throughout

REMARKS:

Some pipe insulation is missing.

AIR CONDITIONING

Location: None
Type: _____ Capacity: _____
Distribution System: _____
Spaces Handled: _____

REMARKS:

VENTILATION

Windows: Yes / No Door: Yes / No Toilet Rooms: Mechanical Natural
Is air quality good: Yes / No

ELECTRIC

Location of Service Entrance: _____
Location of Main Panel: _____
Characteristics: 150 Amps 120/240 Volts 3 Wire 1 Phase
_____ Circuit Breakers _____ Circuits Fused
Apparent Major Deficiencies in wiring: Conduit Yes / No

GENERAL LIGHTING EVALUATION (Interior)

Description / Condition / Quantity:

Lighting does / does not appear to be adequate; there are / are not dark spots; there is / is not glare.

Continue on back of page _____

8 Community & Security Aspects

Station: Red Bank

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 centrally located in town, in a wide open area surrounded by retail shops and businesses, et al. bus terminal office, cleaners, bar, drug store, liquor store and diner. There are no hiding places, as the site and the station are clearly visible from all approaching streets.

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 in the mainstream of pedestrian and vehicular activity. There are many non-commuters walking through the area, using it as a short-cut to the commercial concerns surrounding the station site.

3. Vandalism: Graffiti - none / low / medium / high; location:
Property damage none / low / medium / high (describe):

4. Question the ticket agent about vandalism problems.
N/A



Thematic Nomination of
Operating Passenger
RR Stations in New Jersey

Red Bank RR Station, Red Bank
Boro, Monmouth County