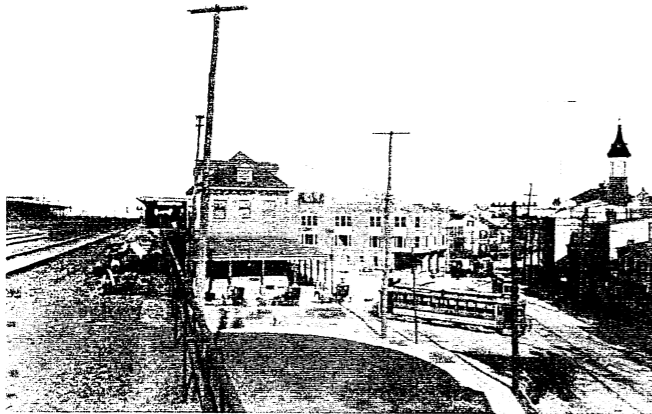


THE NEW BRUNSWICK RAILROAD STATION

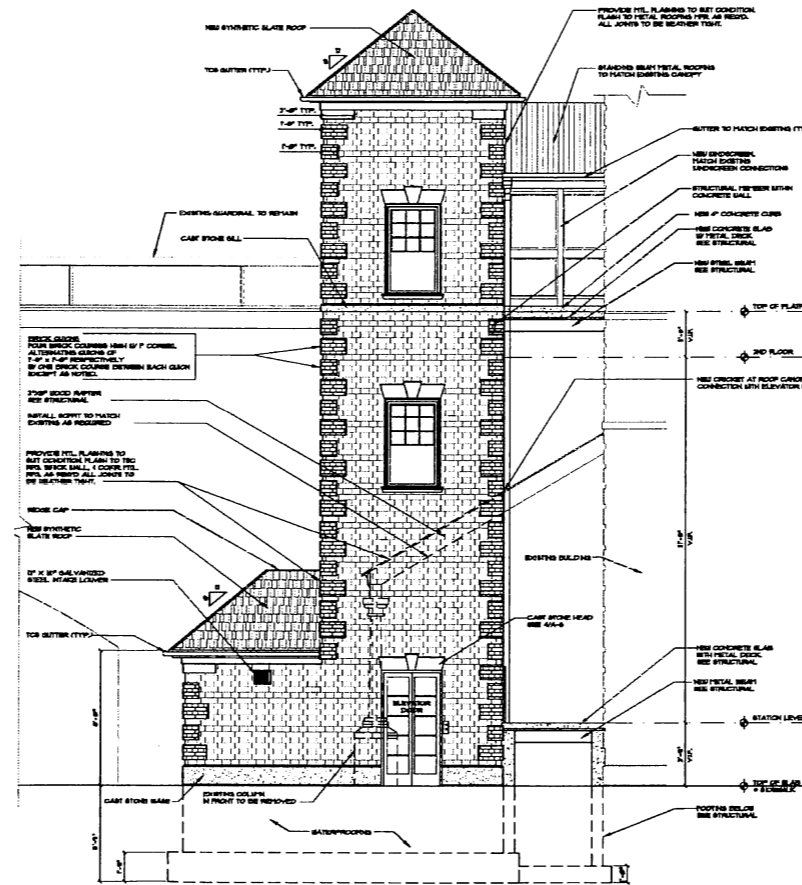
The New Brunswick Station, located at the northeast corner of Albany Street and Easton Avenue, was constructed by the Pennsylvania Railroad in 1903-04 in conjunction with the elevation of the railroad. The Georgian Revival style station was listed in the New Jersey and National Registers of Historic Places in 1984. According to a 1992 New Jersey Historic Trust Site Report, the station is significant as "the last New Jersey example of a standard station design by the Pennsylvania Railroad for medium-sized cities and is one of the most visible symbols of the city's important role as a transportation hub." A number of changes to the station complex occurred during the mid- to late-twentieth century, including the construction of high-level platforms and associated elevators, the construction of an outbound waiting shelter, and the renovation of the interior of the station building.



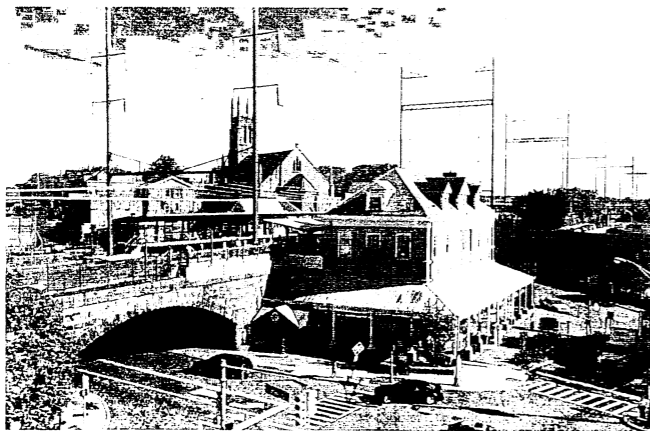
New Brunswick Railroad Station, 2006
Detail of Dormers and Windows



New Brunswick Railroad Station, 1903
Courtesy New Brunswick Free Public Library



Excerpt from Drawing A-3
New Brunswick Station Accessibility
Improvements Project
NJ TRANSIT, 2010

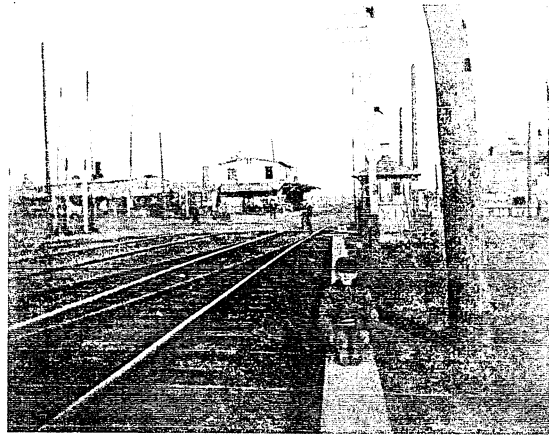


New Brunswick Railroad Station, 2008

In 2011-12 a new elevator was constructed adjacent to the station to provide handicap access to all levels of the building. In conjunction with the previously constructed platform elevators, the new elevator ensured that the entire complex satisfied the requirements of the Americans with Disabilities Act. The new elevator tower was designed to be compatible with the architecture and detailing of the historic station building. The tower has brick walls with brick quoins (or cornerstones) that match the color and design of the station. The walls are decorated with a cast stone base, and cast stone window sills and lintels similar to those on the station facades. The hipped roof of the tower is covered with faux slate simulating the slate roof of the historic building, and the heights of the two structures are similar enabling the new construction to blend well with the old. The careful detailing and sympathetic design of the new elevator tower ensured both the provision for safe and valuable access to the station building and the enhancement of the historic station complex.

RAILROAD HISTORY IN NEW BRUNSWICK

The Camden and Amboy Railroad, chartered in 1830 and constructed between Camden, Bordentown and South Amboy, was New Jersey's first railroad. The New Jersey Railroad was chartered in 1832, and was constructed westward from the Hudson River reaching New Brunswick in 1837. In 1804 the Trenton and New Brunswick

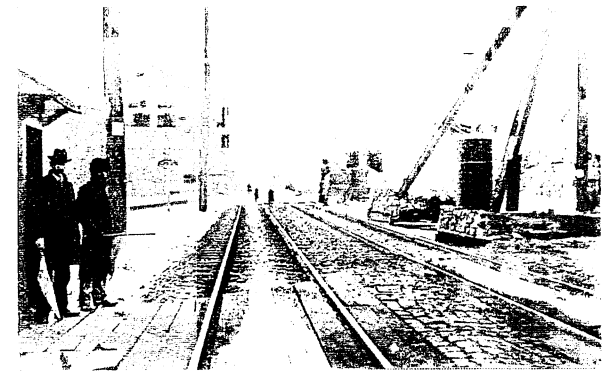


New Brunswick Railroad Station, Circa —
Courtesy New Brunswick Free Public Library



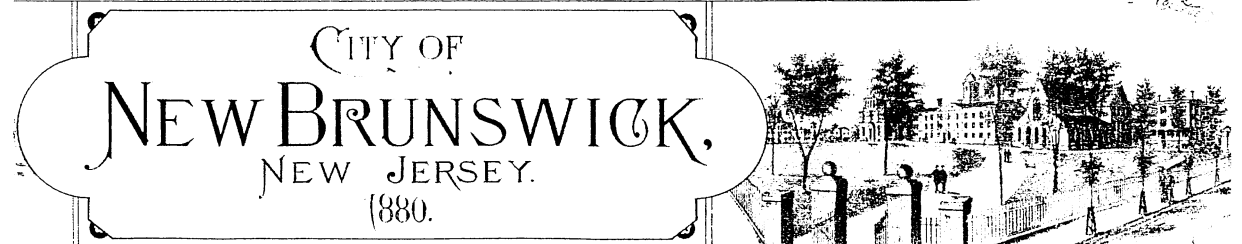
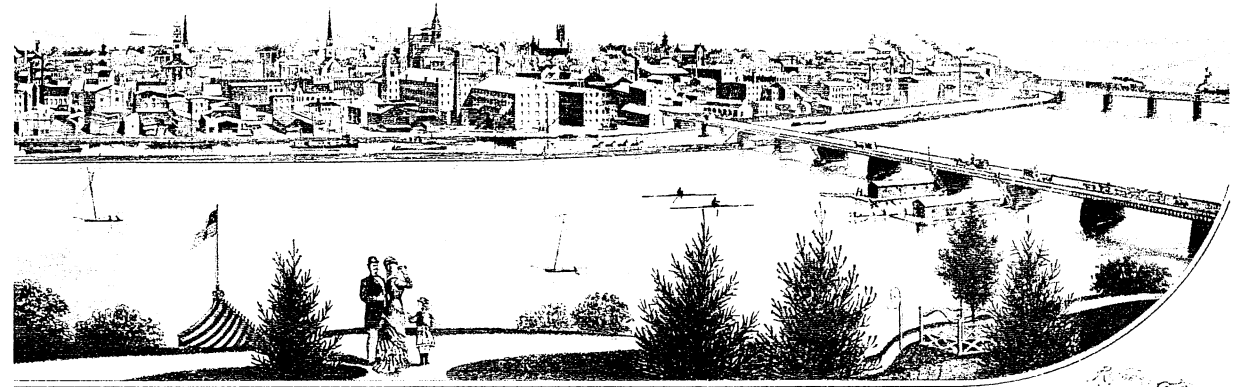
New Brunswick Railroad Station, 1870
Courtesy New Brunswick Free Public Library

Straight Turnpike Company was formed to construct a level, direct turnpike (now US Route 1) between the two cities that eventually caught the attention of the Philadelphia and Trenton Railroad. Chartered in 1832 to construct tracks between Philadelphia and Morrisville, Pennsylvania, this railroad's charter also granted the company authority to purchase the turnpike company and lay tracks to New Brunswick. Fierce rivalries between the three railroad companies resulted in agreements for the construction of lines connecting Bordentown and Trenton, and Trenton and New Brunswick, creating the first all rail route from Philadelphia to New York by 1839.



Construction of Railroad Station
In New Brunswick, Circa —
Courtesy New Brunswick Free Public Library

During the early 1860s, the New Jersey Railroad, dissatisfied with their agreement with the Camden and Amboy, threatened to construct a parallel route to Trenton, which prompted the Camden and Amboy to threaten to extend its corridor to Hoboken. In 1867 the two companies solved their differences by merging to form the United New Jersey Railroads and Canal Company. Chartered in 1846, the Pennsylvania Railroad owned and operated lines between Philadelphia, Chicago, St. Louis, Buffalo, Baltimore, and Washington D.C. by the end of the Civil War, but still did not have a direct route into New York City. In 1871 the company leased the recently merged United New Jersey for 999 years to form the New York Division of the Pennsylvania Railroad Company. Eventually growing to become one of the most powerful railroads in the country, by the mid-20th century the Pennsylvania Railroad was in decline. It merged with the New York Central Railroad in 1968 to form the Penn Central, which filed for bankruptcy in 1970. The New Jersey section of the railroad is a part of the Northeast Corridor that is now owned and operated by Amtrak.



Excerpt from Packard Butler Lithograph of New Brunswick, 1880
Courtesy New Brunswick Free Public Library

THE PENNSYLVANIA RAILROAD NEW YORK TO PHILADELPHIA HISTORIC DISTRICT

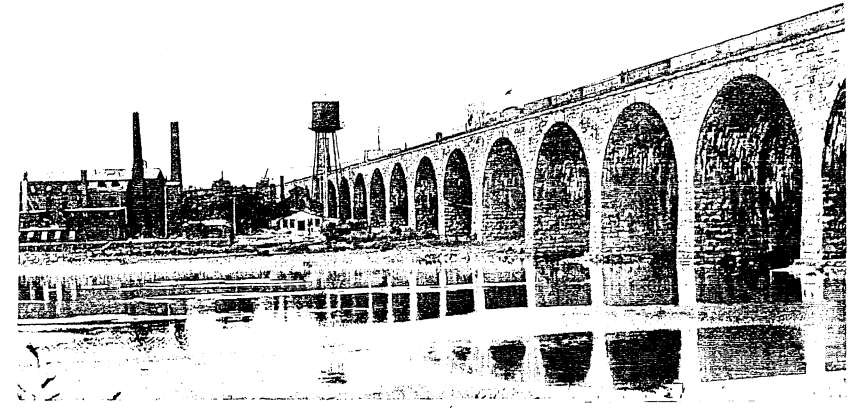
The Pennsylvania Railroad New York to Philadelphia Historic District, commonly known as the Northeast Corridor, extends from Philadelphia, Pennsylvania to New York, New York. The New Jersey State Historic Preservation Office determined that the line was eligible for listing in the National Register of Historic Places in 2003 as a corridor constructed to streamline rail service across New Jersey that continues to play a significant role in local, state, and national transportation. The Pennsylvania Railroad leased the line in 1871 to add direct access to New York City to its already extensive national rail network. By the 1880s the company had begun a program of standardization for stations, trains, financial management, and more, resulting in improved efficiency and increased profits and growth that gave it the name "the Standard Railroad of the World."

Between 1903 and 1938, the Pennsylvania Railroad Company electrified a number of its lines, including the main line between Washington D.C. and New York City, to help reduce traffic congestion and eliminate pollution from coal-burning steam locomotives. This massive program consisted of the installation of catenary poles, guy wires, electric lines and power sub-stations along a total of 1,405 miles of track.

The project was well worth its enormous cost as it increased the speed of trains, the frequency of service, and the safety and comfort of passengers. Upon the completion of what was the greatest railroad electrification project in the world, the Pennsylvania owned 33 percent of the nation's electrified track. Electric train service reached New Brunswick in 1932, and by 1935 full passenger and freight service had been inaugurated between New York and Washington, D.C. The railroad subsequently went on to construct powerful new electric locomotives designed specifically for high-speed operation. These vehicles were first available in 1935 and continued to be the company standard for high-speed trains for forty years. The electrification program and the development of high-speed locomotives enabled the Pennsylvania Railroad to retain its position as the country's largest and most powerful railroad through the first two-thirds of the twentieth century.



Section of 1965 Pennsylvania Railroad Map



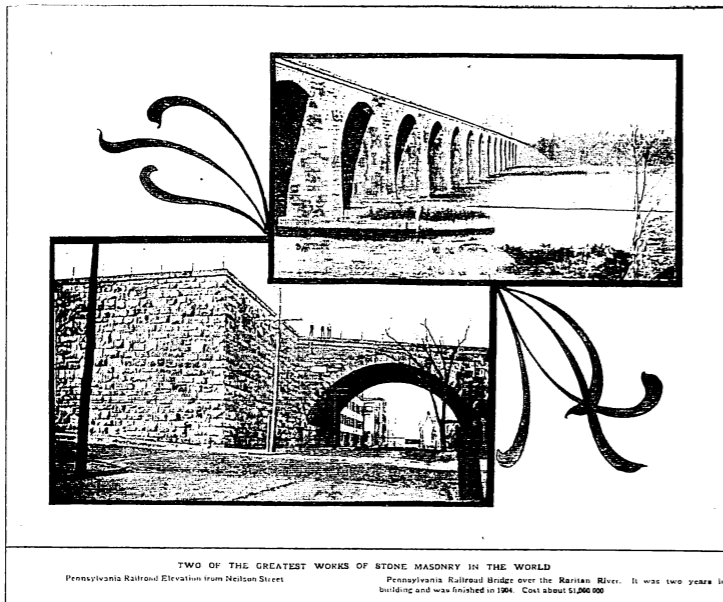
PENNSYLVANIA R. R. BRIDGE OVER RARITAN RIVER, NEW BRUNSWICK, N. J.

Pennsylvania Railroad Bridge over Raritan River, Postcard Circa —
Courtesy New Brunswick Free Public Library



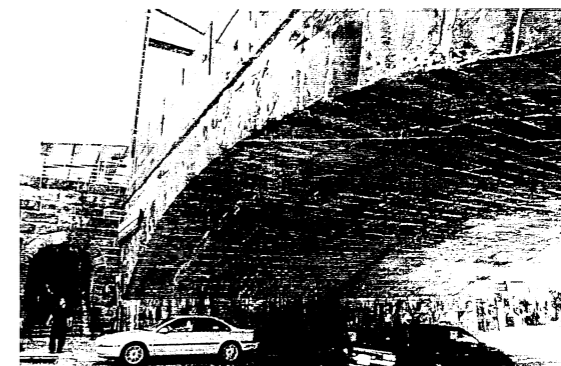
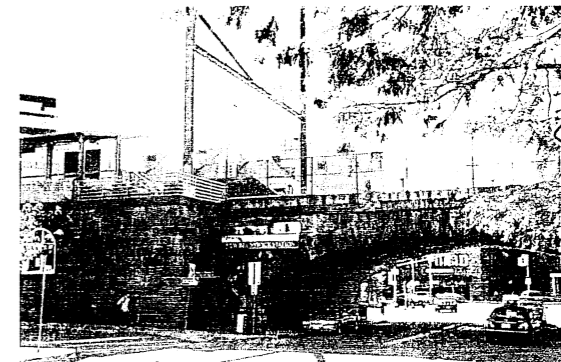
Electrified Railroad Through New Brunswick, 2008

THE PENNSYLVANIA RAILROAD ELEVATION THROUGH NEW BRUNSWICK HISTORIC DISTRICT



Card Illustrating Pennsylvania Railroad
Grade Elevation Structures, 1905
Courtesy New Brunswick Free Public Library

The Pennsylvania Railroad Elevation through New Brunswick Historic District extends from the railroad bridge over the Raritan River to approximately Delevan Street, and is located within the Pennsylvania Railroad New York to Philadelphia Historic District. The New Jersey State Historic Preservation Office determined that the Elevation was eligible for listing in the National Register of Historic Places in 2008. It is significant for its unique design of track elevation undertaken in conjunction with the construction of the New Brunswick Railroad Station, for its importance in the rail connection of New York and Philadelphia, and as a representative example of railroad efforts to eliminate grade crossings during the early twentieth century. According to the 1979 "Historic Sites Survey of the City of New Brunswick, New Jersey," the Elevation is "the largest single work of engineering in New Brunswick and is the most important edge and path shaping the spatial and visual character of the downtown area. Its massiveness, rough texture, length, proportions, and absence of small detail strike a bold contrast to its surroundings."



Bridge and Retaining Wall Structures
of the Railroad Elevation
Through New Brunswick, 2008

Prior to the twentieth century, the tracks through New Brunswick were at grade, located just north of the current location, and the railroad station was on Somerset Street near George Street. In 1902-03 the railroad was relocated to the south and elevated in a project undertaken by contractor H. S. Kerbaugh using a design by the Pennsylvania Railroad's chief engineer, William H. Brown.



Bridge and Retaining Wall Structures
of the Railroad Elevation
Through New Brunswick, 2008

The elevated tracks were supported on built-up earth that was enclosed within large stone retaining walls, and linked to round-arch stone bridges, both reminiscent in design and materials of ancient Roman aqueducts and late nineteenth century Richardsonian Romanesque architecture. There are also a number of steel plate girder bridges within the district. The New Brunswick Railroad Station, constructed as one of the Pennsylvania Railroad's standardized "medium-sized city" stations, was erected at the corner of Albany Street and Easton Avenue in conjunction with the elevation of the corridor.