

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name West Jersey Rail Road Glassboro Depot
other names/site number West Jersey Depot; Glassboro Station

2. Location

street & number 354 Oakwood Avenue not for publication
city or town Glassboro Borough vicinity
state New Jersey code NJ County Gloucester zip code 08028

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. See continuation sheet for additional comments.

Signature of certifying official/Title _____ Date _____
Deputy SHPO Assistant Commissioner for Natural & Historic Resources
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet for additional comments.

Signature of certifying official/Title _____ Date _____
State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that this property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:) _____	_____	_____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Rail-related

Current Functions

(Enter categories from instructions)

MUSEUM/Museum

7. Description

Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN/Italianate

LATE VICTORIAN/Stick

Materials

(Enter categories from instructions)

foundation STONE/BRICK

walls WOOD/Weatherboard/Shingle

roof METAL/Aluminum

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

(See Attached)

8 Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria considerations

(mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1861-1955

Significant Dates

1861, 1892

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey
recorded by Historic American Engineering Record #

Primary location of additional data

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

United States Department of the Interior
National Park Service

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West Jersey Rail Road Glassboro

Depot

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Description Narrative

Summary Paragraph

The West Jersey Rail Road Glassboro Depot, built in 1861 and renovated in 1892, is an asymmetrical, one-story, five-bay, Stick-style frame building with clapboard and shingle siding and a low side-gable roof (Photograph 1). Its Stick Style characteristics include the use of diagonal flush wood, clapboard, and shingle siding (dating to 1892 renovations) over the frame structure with applied stickwork mimicking half-timber framing, as well as large, simple braces at the deep exposed-rafter eaves.¹ As was common at the time, elements of other popular period styles were also incorporated in the original 1861 design, including the low roof, tall, four-over-four, double-hung sash windows with segmentally-arched heads, sash doors of the Italianate style, and carpenter's lace (since removed) along the raking cornices with finials at the ridge ends and eave corners of the Carpenter Gothic style.² The interior is divided into five main areas: a waiting room at the north end; the stationmaster's office in the center of the building, which is now divided into two spaces; and the original freight/baggage room and utility spaces at the south end. Original or early materials and elements on the interior include plaster, trim, vertical beaded-board wainscoting, tongue-and-groove wood flooring beneath two other layers of flooring, and the ticket window. The building is located next to railroad tracks on a flat, irregularly-shaped parcel of land, which features an aluminum fence around the building, an asphalt parking lot, plantings, and a grass lawn. The building was restored in 2014-2015 and remains in good condition. Although the building had deteriorated over time prior to its restoration, it retains its integrity to 1892, when the building was moved from its original location on the west side of the extant tracks to the east side, and renovated. The most significant changes in 1892 included the installation of the shingles and clapboard over the original finish treatment, and the construction of the passenger platform shelter addition on the west elevation. The property's period of significance is 1861 to 1955.

Description

Site

The West Jersey Rail Road (WJRR) Glassboro Depot is located on the west side of Glassboro, next to railroad tracks in an area featuring residential neighborhoods to the west, south, and east, and the Rowan University campus to the north (Photographs 2 and 3). The building and the adjacent parking lot and grass lawn are enclosed by an aluminum fence added in recent decades, that separates the property from the tracks, which are active and owned by Conrail. The base of the building is surrounded by brick paving and concrete access paths from the parking lot, along with some small modern plantings in mulched beds and a flag pole to the east of the building. One of the beds features a model railway set with tracks and buildings as part of the museum display.

Exterior

¹ The original siding on the building was board-and-batten, which was frequently used on frame railroad depots in New Jersey in the nineteenth century.

² It is not known whether the carpenter's lace at the raking eaves dates to the original construction in 1861 or the 1892 renovations. The carpenter's lace was removed prior to 1941.

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The east elevation is divided into five equal bays by the braces extending down a third of the wall from the deep overhanging eaves (Photograph 4). Pilaster posts continue down the wall to the ground, completing the visual division. The wall is further divided horizontally into three sections, by applied stickwork, with drop siding at the bottom, flush diagonal boards in the middle section (the boards in each section mirror the direction of installation of the adjacent sections), and shingles in the top section (Photograph 7). Three shingle types are used in the top section, including two bottom rows of square-butt shingles, four rows of round-butt shingles in the middle, and eight rows of staggered square-butt shingles above that. A small molding beneath the bottom starter courses creates a slight outward curve that serves as a wash to shed water. The braces, which span the height of the shingled section of wall, extend out to support a deep overhang. The braces are simple, with chamfered horizontal, vertical, and diagonal pieces, strengthened by a cross piece with a pyramidal endcap. The horizontal member terminates with a lamb's tongue molding. The eaves above are open-rafter, with long rafter boards running parallel to the wall. The cornice board has a stepped fascia finish. A rebuilt, corbeled chimney with a new (2014) cap approximating the silhouette of the original cap pierces the standing-seam metal roof above at the ridge.

Each bay of the east elevation contains a segmentally-arched opening. The opening in the south end is a replacement four-panel door from the restoration with a single-light transom, simple trim, and a small drip-cap. The trim is consistent on the openings around the building. The second and fourth bays each contain a pair of double-leaf sash doors with two large lights stacked over recessed panels with bolection moldings. The doors are set within a tall opening that contains two, two-light transoms, the upper of which has a segmental arch lintel, while the lintels over the lower transom and doors are flat with simple trim. These openings, like all but the south openings on the east and west elevations, have eared trim molding. The middle bay contains a pair of four-over-four windows, each with an arched head, set in one larger opening and separated by a mullion. Trim is used to create a segmental arch across the top of the pair of windows. Finally, the north bay contains a single four-over-four window with a segmental arch at the lintel. Hanging light fixtures, dating from the restoration, are suspended from the eaves in each of the bays.

The west elevation is similar to the east with a few exceptions (Photographs 5 and 6). First, the center bay is a rectangular bay that projects from the elevation. Two-over-two windows are located in the side walls of the projecting bay. The door at the south end of the elevation is a 2014 reproduction five-panel door with a two-light transom. A full-width passenger shelter was added during the 1892 work at the station. The roof of the passenger shelter projects from the building to a point approximately two feet below the main roof. The lower roof has a steeper slope and extends out slightly farther than the main roof. The supporting posts are chamfered and have a simple diagonal brace, with a curve cut into the underside, that extends from the side of the post facing the building up to the underside of the horizontal beam. This passenger shelter originally extended in both directions beyond the end of the building along the platform, but was cut back to the building's width in the 1960s.

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The north (Photograph 8) and south (Photograph 9) elevations are identical, symmetrical gable-end walls featuring the same siding and stickwork and two typical four-over-four windows. Vertical boards divide the three panels in the middle section, creating pairs of panels with book-matched, flush diagonal siding. The eaves match those on the east side as well, with rafters projecting out from the wall and a stepped fascia raking cornice. At the west side of these elevations, the added passenger shelter terminates with an open-sided shed roof supported by a post and beam, with a second short post up from the beam supporting the edge of the roof.

Interior

The interior is divided into several spaces that span the width of the building (see the floor plan). The waiting room, now museum space, is located at the north end. Next to it, in the center of the building, was the original stationmaster's office. This space has been divided by the construction of a partition wall to create an accessible restroom in the western end of the space, facing the railroad tracks, and additional interpretation space in the remaining original office space. The original baggage room, now a meeting space, is located at the south end of the building, along with smaller adjacent rooms. The small rooms are currently a kitchen, pantry, and utility closet. These three rooms appear to have originally been a single space.

The waiting room/museum features four-over-four windows in the north wall and at the north ends of the west and east walls, along with two pair of entrance doors opposite each other at the south ends of the same walls (Photographs 10, 11, and 12). The original ticket window remains in place in the south wall, next to a projecting bay containing a chimney, boxed out and finished with plaster/drywall and wainscoting (Photograph 13). The original chimney was narrower and had a round opening for stove pipe. A doorway at the east end of the wall leads into the original stationmaster's office/interpretation space. Another at the west end leads to the modern bathroom. This doorway has modern replicated trim and a modern, two-panel door dating to the 2014 restoration. The doorway opening is original, but was widened and retrimmed to accommodate handicapped access. Brass light fixtures with round globes, installed during the restoration, hang from the ceiling.

Tongue-and-groove wood flooring largely remains in place in the waiting room and throughout the building, except at the south end, but has been covered with a second layer of narrower tongue-and-groove flooring on furring strips, likely early in the twentieth century and a layer of vinyl sheet flooring in 2014. Likewise, in this room and throughout the building, the walls and ceilings are plaster and drywall, with mostly original beaded-board wainscoting. The wainscoting boards vary in width. The trim is also generally consistent throughout the building, with most original reeded trim remaining and lost trim replaced with new, matching trim during the restoration.

The stationmaster's office, which is located in the center section of the building and is divided into an interpretation space and an accessible restroom, exhibits the same materials and finishes. The

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east wall of the interpretation space and the west wall of the restroom both contain a pair of four-over-four windows (Photograph 14). In addition, two-over-two windows at the west ends of the north and south walls in what is now the restroom would originally have made it possible for the stationmaster to see trains approaching from either direction without leaving the office. Doorways at the east end of the north wall and the west end of the south wall in the interpretation space lead into the waiting room and baggage room respectively. The ticket window is also located in the north wall (Photographs 15 and 16). A single door from 2014 in the north wall of the restroom provides access from the waiting room. The interpretation space is lit by two hanging globe light fixtures, installed during the restoration.

The baggage room/meeting room, spans the width of the building and is accessible by pairs of sash doors from both the east and west sides (Photographs 17, 18, and 19). A doorway in the north wall connects to the stationmaster's office, while a door near the east end of the south wall provides access to the middle of three small rooms along the south side of the building. The room also features six hanging globe light fixtures and a chandelier from the restoration.

The three south rooms include a kitchen at the west end, a pantry in the middle, and a utility closet at the east end. These spaces have similar, but simpler trim on the interior doorways (Photograph 20). A 2014 flush door leads to the utility closet. Kitchen cabinets have been added along the south wall in the kitchen. The exterior door in the kitchen is a replacement, five-panel door with an unusual panel configuration – one horizontal panel under four vertical panels stacked two and two – and bolection moldings, which appears to be based on an original door (Photograph 21). Both exterior doors are fixed in place. The two windows in the south wall are wood replacements built to match the originals.

A partial basement with stone and brick walls extends under the waiting room and stationmaster's office (Photographs 22 and 23). It is accessible via a bulkhead along the east elevation closed with 2014 metal doors flush with the surrounding brick paving and surrounded by aluminum railings. The basement extends under the stationmaster's office and passenger waiting room. A crawlspace under the baggage room and south rooms is open to the basement. Along the west wall, a brick coal bin is located against the south wall of the basement, under the southwest corner of the stationmaster's office (Photograph 24).

The shallow attic is reached through a hatch in the ceiling centered on the south gable end above the utility spaces. The attic features king-rod trusses with through-purlins and solid-board sheathing (Photographs 26 and 27). The interior face of the original vertical boards of the board-and-batten siding are vertically sawn, as is all of the framing and woodwork visible in the attic.

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Statement of Significance

Summary

The West Jersey Rail Road Glassboro Depot, constructed in 1861, is locally significant under National Register Criterion A in the area of transportation for its association with the early development of the railroads in southern New Jersey and their impact on local community development in Glassboro, and under Criterion C in the area of architecture as a surviving representative example of one once-common type of railroad depot in form that was constructed along New Jersey railroad lines in the mid- to late-nineteenth century.

Glassboro became a stop on the Millville and Glassboro Rail Road in 1860, upon the opening of that line, and a stop on the Woodbury-Bridgeton line of the West Jersey Rail Road, which opened in 1861.³ The depot was constructed at the same time by the West Jersey Rail Road, following what was emerging as a common form of depot that incorporated a passenger waiting room, a stationmaster's office with a projecting bay that permitted the stationmaster sight lines up and down the tracks, and a freight office/baggage room. The depot was vernacular in terms of architectural style; its design employed a few elements from the Carpenter Gothic and Italianate styles. The application of features from one or more popular styles of the period was not uncommon on otherwise utilitarian frame depots on many railroad lines in the second half of the nineteenth century. The application of new clapboard, shingles, and beaded-board siding with stickwork during the 1892 renovation transformed the exterior of the building, combining with the original simple braces and deep eaves to elevate the building in the Stick style.

By the end of the nineteenth century, Glassboro was a significant branch point in the rail network that fanned out across southern New Jersey from Camden. The construction of the rail network was championed by local businessmen and the presence of the railroad contributed to the development of Glassboro in several ways, highlighting how rail transportation transformed New Jersey. It allowed for the transportation of locally-produced goods, made it possible for residents to travel to Philadelphia for work (which in turn encouraged the development of new

³ Both the Millville Glassboro and West Jersey rail companies initially used "Rail Road" in their names, as apparently did some other companies. In many instances, however, "Rail Road" and "Railroad" were used interchangeably by the railroad companies themselves and newspapers seemed to settle on "Railroad" as the standard in reporting company names and in generally referring to the railroads early on. Thus, while the historical name of the building is given as "West Jersey Rail Road Glassboro Depot" and while "Rail Road" is used in proper names where known to have been initially the case, "railroad" is otherwise used for convenience throughout this document. Likewise, the name of the town of Glassboro was also in flux in the mid-nineteenth century. Glassboro was incorporated as the Township of Glassboro in 1878. Prior to that, it was a part of Clayton Township. The name "Glassborough" grew out of the glassworks that formed the center of the town and that were its reason for being. By 1849, however, the name was being shortened to "Glassboro," as shown on a county map. "Glassboro" was also used on an 1861 map and in atlases from 1872 and 1876, showing it was the ascendant spelling in the years leading up to the township's incorporation. In the 1850s and 60s, newspapers generally employed "Glassboro," only occasionally spelling out "Glassborough" in the first use and then switching to the abbreviated version in subsequent references. In recognition of the changing spelling of the town even prior to the construction of the building, "Glassboro" is used for the historic name of the depot, as it was by the West Jersey Rail Road.

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neighborhoods within walking distance of the station), and later provided easy travel access for students to the Glassboro Normal School, which would grow and become Rowan University. The Glassboro station and depot remained integral elements of the South Jersey transportation network and a hub of the community through the first half of the twentieth century and served passengers until 1971 and freight until 1976. The Borough of Glassboro purchased the vacant property in 2006, and restored the building in 2014-15. The property's period of significance is 1861 through 1955.

History and Significance

Glassboro and Its Rail Connections

On September 23, 1779, Solomon Stanger purchased 200 acres of land from Jacob Gosling for £700. This land would become the site of the Stanger Glassworks and the core of Glassboro. Over the next six decades, the glassworks remained both the center and the economic engine of Glassboro, which received its name in 1802, even as the glassworks went through a series of ownership changes, competition start-ups, and mergers of the competing companies, culminating in a long period of ownership by the Whitney family beginning in 1838.⁴ By the mid-1840s, Glassboro was one of the largest communities in Gloucester County, with three churches, two stores, and an academy, as well as many services owned by the company, including a blacksmith, a wheelwright, a carpenter, a shoemaker, a mason, and the company store.⁵ The borough continued to grow through the middle of the nineteenth century.

The development of the railroads south of Camden in New Jersey started with the Camden and Woodbury Rail Road and Transportation Company, which began service in 1838 and ceased in 1848. In 1854, the Camden and Atlantic Rail Road began service from Camden to Haddonfield, and by July of 1854, had extended service to Atlantic City, although the service early on involved a ferry crossing.⁶ The early development of the railroad through Glassboro, however, was primarily through the creation of two railroads, the West Jersey Rail Road and the Millville and Glassboro Rail Road.

As reported in the newspapers of the time, the first meetings to discuss the creation of the West Jersey Rail Road, which took place in April and May of 1852, were held to discuss a line running from Camden to Salem and then on to Cape May (then Cape Island). A survey commissioned by the group to survey for the best route to Cape May, produced in November

⁴ Adeline Pepper, *The Glass Gaffers of New Jersey, and Their Creations from 1739 to the Present*. (New York: Charles Scribner's Sons, 1971), 30, 32; and, "History of Glass Making in Glassboro, NJ (1780-1929)," oldsouthjerseyglass.com, 2019, http://oldsouthjerseyglass.com/article_details/MjQ=.

⁵ Thomas Cushing and Charles Sheppard, *History of the Counties of Gloucester, Salem, and Cumberland, New Jersey*. (Woodbury, NJ: Gloucester County Historical Society, 1974), 222-223; and, MAAR Associates, Inc., *Gloucester County Resource Survey*. (Newark, DE: MAAR Associates, Inc., 1987), 52.

⁶ Henry V. Poor, *Manual of the Railroads of the United States for 1876-77*. (New York: H.V. & H.W. Poor, 1876); and, W. George Cook, Personal Communication, August 4, 2019.

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of the same year, recommended a path by Glassboro and Millville.⁷ Thomas Whitney, of Whitney Brothers Glass Works in Glassboro, participated in the early meetings and became a director of the railroad when it was incorporated in 1853.⁸ After four years of surveys, obtaining rights of way, and construction, the West Jersey Rail Road line from Camden to Woodbury opened on April 15, 1857. At that point, there were financial issues that prevented further progress, an issue that was resolved by the subscription of a large amount of stock by people in Bridgeton, resulting in the redirection of the line to Bridgeton instead of Millville. Difficult terrain between Woodbury and Glassboro also slowed progress. The line finally opened on April 1, 1861 as far as Glassboro and on July 25, 1861 to Bridgeton.⁹ The Centennial history of the Pennsylvania Railroad (which eventually took over the West Jersey Railroad), noted of the opening excursion to Bridgeton on July 24th,

The party was composed of many prominent citizens and several distinguished Rail Road men. Hilarity and good feeling, added to the enjoyment of the excursionists, who received a warm welcome from the citizens of Bridgeton. As the shrill whistle of the locomotive fell upon the ear of the busy throng in that thriving city a thrill of pleasure went to every heart. We need not say that this was a coveted messenger of progress, to an enterprising people, earnestly engaged in manufacturing and mechanical pursuits.¹⁰

In describing the trip along the new rail line, a newspaper accounting of the excursion noted:

The next point is Glassboro', 18 miles from Camden, a station of some importance, the glassworks of Mr. Whitney being among the most extensive in the State. At this point the road to Millville commences, and runs a distance of 22 ½ miles to the village. Millville is also an important feeder to the West Jersey road, a large number of factories being located at this place.¹¹

Thomas and Samuel Whitney allowed the railroad line to run directly through the park around their mansion, known as Hollybush, emphasizing the commitment of these local businessmen to the railroad project. By 1861, Samuel had joined Thomas on the West Jersey Rail Road board.¹² He would remain on the board at least into the mid-1870s. The WJRR was responsible for the construction of the Glassboro Depot along the east side of the tracks at this

⁷ "West Jersey Railroad," *Trenton State Gazette*, vol. VI, Issue 1595, April 16, 1852, p. 3; and, "Camden & Cape Island Railroad," *West-Jersey Pioneer*, vol. 5, 2.

⁸ *Railroads in South Jersey: History of West Jersey Rail Road and Connecting Lines*. (1868), 19.

⁹ George H. Burgess and Miles C. Kennedy, *Centennial History of the Pennsylvania Railroad Company, 1846-1946*. (Philadelphia: Pennsylvania Railroad, 1949), 264-265; and, *Railroads in South Jersey*, pp. 19-20.

¹⁰ *Railroads in South Jersey*, 20.

¹¹ "Opening of the West Jersey Railroad to Bridgeton – Excursion Train," (Philadelphia) *Public Ledger*, vol. LI, issue 105, 1.

¹² D. J. Lake and S.N. Beers, *Map of the Vicinity of Philadelphia, From Actual Surveys, 1861, Plate 5-B: South Suburbs*. (Philadelphia: J.E. Gillette & Co., 1861); and, "Opening of the West Jersey Railroad," *Sentinel of Freedom*, vol. LXIII, Issue 4, 3.

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time, as well as for the construction of a spur that connected the Whitney Brothers Glass Works to the main line and provided passenger service to the center of town until the 1880s.¹³

Meanwhile, other local businessmen reacted to the loss of the rail line from Glassboro to Millville by incorporating a new railroad company in 1859. According to contemporaneous correspondence in a newspaper,

In the meantime, Mr. Richard Wood, a wealthy citizen of Philadelphia, in conjunction with Mr. Thomas S. Whitney of Glassboro', both largely interested in manufacturing in the vicinity of Glassboro' and Millville, obtained a charter to build a railroad from Glassboro' to Millville, a distance of twenty-two miles, the former being the nearest point they could reach, as the West Jersey charter covered the ground from Philadelphia to that point... This road, through the energy and exertions of Mr. Wood and Mr. Whitney, has been completed, and the cars will commence running in July. This has all been done for cash, and the road will commence running without owing a dollar.¹⁴

Service on the Millville and Glassboro Rail Road (MGRR) commenced on September 3, 1860. While the original goal of the railroad visionaries was to connect Camden (and Philadelphia) to Cape May, a major tourist destination of the time that was primarily accessible via steamboat, the clear need and desire for a better, more efficient means of transporting South Jersey goods to market was an equal or greater impetus for the development of the lines and an important factor in which towns were first touched by the new railroad lines. A cost analysis showed

[t]hat freight trains, traveling at an average speed of ten miles per hour, could carry goods at a cost of \$.03 per ton per mile. On the other hand, merchandise of equal bulk, transported over turnpikes at four miles per hour, commanded a shipping charge of \$0.25 per ton per mile. The data also indicated that passenger trains were able to operate profitably at a \$.015 per mile figure, compared with a \$.04 per mile charge by stage.¹⁵

The railroad seemed to fulfill its promise early on. In February of 1861, a brief piece in the newspaper boasted:

We are pleased to learn that the Millville and Glassboro' Railroad, which has been in operation about three months has cleared over and above all the running expenses, some \$2,700. This has been done, too, under the disadvantages of carting, &c. We have no doubt that this fact will gratify the numerous friend of the road who may be interested directly or indirectly in its prosperous management. Some croakers doubtless will suffer disappointment.¹⁶

¹³ This passenger station, located with a freight depot near Main Street, burned in 1882. It was immediately rebuilt, but was then switched to a freight station when passenger service on the spur was discontinued. Cook, Personal Communication.

¹⁴ "Cape May Railroad," (Philadelphia) *The Press*, May 17, 1860, 1.

¹⁵ Robert D. Bole and Edward H. Walton, *The Glassboro Story, 1779-1964*. (York, PA: Maple Press, 1964), 202.

¹⁶ "Millville and Glassboro' Rail Road," (Camden) *West Jersey Press*, February 13, 1861, 2.

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The completion of the line from Millville to Cape May would be accomplished in 1863 by a separate railroad formed for that purpose, after the MGRR failed to complete construction. The WJRR, on April 1, 1868, leased the Millville and Glassboro Rail Road and on June 1, 1868 took operating control of the Cape May and Millville Rail Road, and had extended tracks from the original north terminus of the MGRR a short distance to connect it to the Camden-Bridgeton line by 1870.¹⁷ Two further lines, one from Williamstown to Glassboro in 1883 and one to Mullica Hill from Glassboro in 1887 would be laid by the Williamstown Railroad/Williamstown and Delaware River Railroad. Farther down the line from Glassboro, additional railroad development would add lines to Salem and Atlantic City, in addition to Cape May and Bridgeton, along with many shore and in-land points.

The same type of cost calculation that drove the construction of the WJRR and MGRR enticed other railroad companies to form as well. As the network stretched across South Jersey over the remaining decades of the nineteenth century, it became possible for residents to travel with ease not only to Camden and Philadelphia, but also to many towns across the lower part of the state. The railroad transformed transportation in terms of both goods and people and was integral to the growth of the towns it connected across the state in many ways. In Glassboro, the railroad:

[c]arried Whitney glass products to retail or wholesale outlets as well as to factories that packed food, beverages, or medicine in glass jars and bottles. It also carried Garden State produce to market along with railway passengers, a number of whom were children enrolled in Glassboro's free public schools.

The citizens of Glassboro established free public education through the eighth grade in 1843...at a time when few other towns in South Jersey offered a comprehensive academic education...As a result, children and teens from miles away took the train to school in Glassboro. Roads were poor then...but the "iron horse" coal-and-steam powered locomotive ran on iron rails and on a regular schedule. Thus, the glassworks town soon became the educational center of Gloucester County.¹⁸

The development of the railroad network progressed by both the creation of individual railroad companies, like the Millville and Glassboro Rail Road (MGRR), to construct sections of railroad between specific points, and by the growth of larger railroad companies, like the West Jersey

¹⁷ W. George Cook, Personal Communication, August 4, 2019. The MGRR and WJRR were initially not connected. The land over which the connecting track would run was not purchased by the WJRR until 1870. It appears, however, that tracks, especially early in the railroad development period, often ran over private land, with, one presumes, a right-of-way agreement. This was true of the original WJRR through Glassboro in the area of the depot, where the property on which the tracks run was not purchased until 1862, many months after the track was completed and trains were running, and the land upon which the depot at least partially stood was not purchased until 1864. With regard to the connecting track between the two railroads, it is shown as existing on the 1861 Lake and Beers map, which sometimes happened with projects that were planned but not completed. Therefore the actual date of connection between the MGRR and WJRR is uncertain, but occurred between 1861 and 1870.

¹⁸ Mary Lee Donahue, *A Brief History of Glassboro*. (Glassboro, NJ: Glassboro Printing, Inc., 2016), 13; 15.

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Railroad, which constructed many sections of railroad, connecting the smaller lines, taking over other lines, and expanding into new areas. In addition to the MGRR and Cape May lines, the WJRR also took over lines from the Salem Railroad (January 1, 1868) and the Swedesboro Railroad (October 21, 1869) prior to 1870. By 1875, the WJRR, while remaining a separate company, came under the control of the Pennsylvania Railroad, which had significant financial interest in the WJRR and which had some officers of the PRR appointed to similar positions on the WJRR.¹⁹

While the expansion of the WJRR line slowed somewhat during the post-Civil War depression of the 1870s, it continued to improve its lines and run passengers and freight from and through Glassboro. In the 1880s, the WJRR built, purchased, leased, and consolidated smaller railroad companies across South Jersey, including the Anglesea Railroad, the Pleasantville and Ocean City Railroad, the Sea Isle City Railroad, the Maurice River Railroad, the West Jersey and Atlantic Railroad, the Woodstown and Swedesboro Railroad, and the Alloway and Quinton Railroad.²⁰ After more than three decades of expansion and mergers, the West Jersey Railroad and other lines associated with the Pennsylvania Railroad were merged on May 4, 1896 into one railroad renamed the West Jersey and Seashore Railroad (WJ&SRR).²¹ This railroad would control more than half of the railroad lines across southern New Jersey.

Glassboro and the Depots Along the West Jersey Rail Road

During these decades, the WJRR built numerous depots to serve passengers and facilitate the movement of freight, along with other buildings necessary to the operation of the railroad.²² Some stations had no depots, others just a platform, perhaps with a small, three-sided shelter for waiting passengers. Other stations had small, utilitarian depots that served both passengers and freight, operated by a station agent. At stations that served as a terminus, such as Camden or Bridgeton, and others located at branch points and/or manufacturing towns, such as Glassboro, the depots might be larger and there might be both a passenger depot and a freight depot, especially as the railroad grew and traffic increased in the 1880s and 1890s. Bridgeton's first depot (1861, demolished) was reported to be "an extensive frame structure,"²³ while Glassboro's depot, located at a branch point in a manufacturing town and adjacent to the home of the Whitney brothers, is demonstrably larger than other surviving early

¹⁹ Burgess, pp. 265-66; Michael Andrescavage, "WJ&S Timeline 1836 — 1932. - SJRail.Com Wiki," Sjrail.com, 2019. http://www.sjrail.com/wiki/index.php?title=WJ%26S_Timeline_1836_%E2%80%94_1932; H.E. Tripler, Surveyor, *Camden to Clayton Borough*. (West Jersey & Seashore Railroad Atlases, June 1896 to March 1897), inner cover; and, Richard Magee, Personal Communication, July 27, 2019.

²⁰ Andrescavage.

²¹ Burgess, 416.

²² Historically and technically, a station was a named place along a railroad line, while a depot was a building. Over time, station and depot came to be used more interchangeably in casual terms to describe the building (notably, as more of the stations came to have actual depots instead of just platforms and possibly shelters), and by the early twentieth century, station seems to have become the more commonly used term for the passenger depots, at least among lay (non-railroad) people.

²³ "Opening of the West Jersey Railroad to Bridgeton."

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WJRR depots, Elmer (1862) (Supplemental Photograph 1) and Wenonah (c.1871) (Supplemental Photograph 2). In towns with multiple spurs leading to glassworks and other factories, there might be multiple platforms and passenger and freight depots.

Many, if not most, of the depots from this period, were of frame construction. Some, like the first station at Franklinville (c.1861) on the MGRR line, are reported to have burned, a common hazard of the time. Some were simply demolished and replaced (or not replaced at all), while others, as they aged and deteriorated or were outgrown, were either removed or repaired and repurposed, perhaps from passenger depot to freight depot like the first Clayton depot (c.1861, demolished) on the MGRR line, and sometimes moved.²⁴ The original Wenonah depot (c.1871) (Supplemental Photograph 2) was moved across the street to make way for a new, masonry depot in 1893 and converted to a bakery and then later a residence. The Reading Railroad passenger depot in Glassboro (demolished) was moved in 1913 from its original location to a different point along the line to better serve passenger needs. The WJRR Glassboro depot was moved to the east side of the Millville line in response to changing patterns of travel in 1892, and then renovated. It is the only building extant of at least a half-dozen known passenger and freight depots that once stood in Glassboro, and is one of only about the same number of stations, built between 1861 and the end of the nineteenth century along the original WJRR Camden-Bridgeton line and the MGRR Millville-Glassboro line that are still standing.

Railroad Service Through Glassboro

After 1896, the new West Jersey & Seashore Railroad network continued to expand, albeit in generally smaller increments, in the first quarter of the twentieth century, even as some services began to contract and the railroads began to feel the impact of the rise of the automobile.

In 1905 [sic], the railroad line was electrified. Again with the smooth running electric trains, service was increased and patronage grew with the changes. With the inactivity of passenger service today, it is hard to realize that in the 20s and 30s some days over 100 trains would pass through Glassboro.²⁵

²⁴ An 1882 newspaper article reported "Lightning struck the Glassboro station on the West Jersey Railroad during the storm of Wednesday night, last week. The entire building was destroyed, together with the platform as far down as the freight depot." *West-Jersey Pioneer*. (Bridgeton, N.J.), 27 April 1882. *Chronicling America: Historic American Newspapers*. Lib. of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn83032103/1882-04-27/ed-1/seq-2/>> This station was located in town along the spur near the Whitney Glass Works at Main Street. The station on the main Bridgeton line is not known to have ever had an associated freight depot, as the freight was loaded at the two (Whitney Brother and Temperance) glassworks and other factories. Although the newspaper report indicated the building would be rebuilt, neither the fire nor the construction of a new depot were recorded in the 1882 WJRR Annual Report.

²⁵ Edward H. Walton, "Recalling When the Railroad Was King of Transportation," *The Enterprise*, April 30, 1980. The railroad line through Glassboro was electrified in 1906.

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The passenger service was popular and gave rise to further growth in Glassboro at a time when manufacturing was on the decline in the town.²⁶ In 1909, 245 acres adjacent to the railroad line by the station were purchased for the development of what was named the Chestnut Ridge Estates, a large residential expansion of Glassboro. An ad from 1910 in the *Bridgeton Evening News* for the new development noted “[n]early 100 High Speed Electric Trains stop at ‘Chestnut Ridge Estates’ every day. ‘Chestnut Ridge Estates’ is right at the Glassboro Station of the West Jersey and Seashore Electric line – only 39 minutes from Market Street, Philadelphia.”²⁷ In addition to being a main selling point for the development, the railroad line itself was used as a marketing tool. On May 26, 1910, a notice ran in the *Bridgeton Evening News*, promoting an excursion train to Glassboro to see the Chestnut Ridge Estates.

Free Trip on Saturday for Those Who Wish to Inspect the New Site.

Saturday afternoon of this week is the time when a special train will be run to the new “Chestnut Ridge Estates,” at Glassboro Station, taking those who wish to inspect this most promising new tract which is now being developed, who will make the trip as guests of the development company.

The train leaves Bridgeton at 2.15 p. m. Irving Avenue station at 2.18 and 3at 2.35. No other stops will be made. A full-page advertisement in this issue of the *Evening News* again tells you all about it.

A number of persons in Bridgeton have already made investment in this property, believing that its future is assured. Certainly its development could not be in better hands than those of the well-known A.E. Mueller & Company, of 1531 Chestnut street, Philadelphia.²⁸

A follow up item on May 31st, noted the success of the event and remarked that “the development of the Chestnut Ridge Estates is one of the largest undertakings in realty ever attempted in South Jersey.”²⁹ Additional excursion trains were run from Bridgeton and Philadelphia (although travelers had to take the ferry across the river) in June and July of 1910. The company also ran ads later in the summer offering reimbursement on train tickets purchased to travel to the development from stations within thirty miles. The same ads also promoted the 39-minute trip from the Market Street ferry and the 100 electric trains “stopping right at the property every day.”³⁰ A news item about the development wrote of Glassboro, “Residents of the various towns and cities which are served by the West Jersey and Seashore high speed electric line are more or less familiar with the importance of Glassboro which is

²⁶ The glassmaking industry was changing with the invention of the automatic bottle-making machine in 1905 and the invention of fully synthetic plastic in the early years of the twentieth century. The Whitney Glass Works, as it was then known, would close in the 1920s.

²⁷ Glassboro Improvement Association, *Greater Glassboro*, 1910; and “Chestnut Ridge Estates Advertisement,” *Bridgeton Evening News*, May 21, 1910.

²⁸ “Chestnut Ridge Estates,” *Bridgeton Evening News*, May 26, 1910.

²⁹ “Special Train Took Them,” *Bridgeton Evening News*, May 31, 1910.

³⁰ Advertisements, *Philadelphia Inquirer*, June 16, 1910 and July 09, 1910 and *Bridgeton Evening News*, August 27, 1910.

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considered one of the most strategic locations along that line from the fact that it is a junction point from which lines to various other sections radiate.”³¹ The Presbyterian Church decided to build a new church on the estates, an indication that the new neighborhood would be part of the growing Glassboro community.³²

The train was also a main source of transportation for students attending the Glassboro Normal School when it opened in 1923, and the site’s accessibility was a factor in the selection of the site for the school. The school was built on the Whitney’s Hollybush property, adjacent to the Glassboro Depot.

In the early 1900s, many aspiring New Jersey teachers lacked proper training because of a shortage of schools in the state that provided such an education. To address the problem in South Jersey, the state decided to build a two-year training school for teachers, known then as a normal school.

The town of Glassboro was an early favorite because of its excellent rail system, harmonious blend of industry and agriculture, natural beauty and location in the heart of South Jersey. Several towns in the region competed to be the site of the new normal school because of the economic benefit and prestige such an institution would bring.

In 1917, to sway the decision in their favor, 107 Glassboro residents raised more than \$7,000 to purchase 25 acres, which they offered to the state for free if the borough were selected as the site. The tract of land included the Whitney mansion (now known as Hollybush) and carriage house. Before the purchase, the entire property belonged to the Whitney family, prominent owners of the Whitney Glass Works during the 1800s. This show of support, along with the site's natural beauty, convinced the selection committee that Glassboro was the perfect location.³³

The Glassboro Normal School would eventually become Glassboro State College and then Rowan University, which has expanded well beyond its original mandate, growing into a major state university with both undergraduate and graduate programs in eleven different schools, including two medical schools, and becoming a major economic force in Glassboro.

The Automobile Took Over

The decline of the railroads, when it came, however, happened quickly. In 1926, the year the Benjamin Franklin Bridge (originally called the Delaware River Bridge) opened for automobile traffic between Camden and Philadelphia:

[A]bout one hundred trains stopped daily at the Glassboro Station. By 1935, the number had been cut to forty-eight, and the year 1949 found only thirty-two trains serving Glassboro. By 1955, further cuts would reduce the number to ten, with four of these

³¹ “New Development at Glassboro,” *Bridgeton Evening News*, May 21, 1910.

³² “Presbyterians to Build Church,” *Philadelphia Inquirer*, March 12, 1911.

³³ “From Normal to Extraordinary: the History of Rowan University,” Rowan University, 2019.
<https://www.rowan.edu/home/about/our-past-present-future/rowan-history>.

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being freight trains. The 1955 slash brought no Glassboro protest, for the feeling was that "there was no use to complain."³⁴

As the automobile became more popular, it competed with the railroads as a means of transportation. The stock market crash of 1929 and subsequent Great Depression contributed to the decline in the railroad's fortunes as well. The decline in business starting in the early 1930s placed severe financial strain on both the West Jersey & Seashore Railroad (PRR subsidiary) and the Atlantic City Railroad (Reading Railroad subsidiary). Since both lines ran roughly parallel services, especially to the shore points, competing for a shrinking level of business made no sense given the high fixed costs associated with running a railroad. In 1933, the Interstate Commerce Commission approved a plan to make one railroad out of two by allowing significant parallel line abandonments. The PRR owned two-thirds of the resulting consolidated company, named Pennsylvania-Reading Seashore Lines, while the Reading Railroad owned the remaining third.³⁵

The electric trains were removed from service in 1949, following a several-year transition to steam and diesel-powered trains. Glassboro's passenger service was reduced to ten trains daily in 1955. The death knell for the railroad's passenger service in southern New Jersey, however, was the opening of the North-South Freeway (Rt. 42) in 1959, conveniently connected to the Walt Whitman bridge that opened in 1957. In 1960, the PRSL petitioned the NJ Public Utilities Commission to stop all passenger service. In March 1961, a similar request to the ICC was denied.³⁶ As a result, most routes were discontinued although PRSL was required to keep a few trains running. 1961 marked the end of significant passenger rail service from Glassboro; ridership continued to decline and the passenger service was completely discontinued in 1971. The station remained in use for the freight agent until 1976. The building was then vacant for nearly forty years. It was purchased by the borough in 2006 and then restored for use as a local railroad history museum and welcome center in 2014-15.

The development of Glassboro was closely tied to the development of the railroad in South Jersey. The railroad allowed for the transportation of goods more cheaply and in greater quantities, allowing the glassworks and other manufacturers to increase their businesses, benefitting the entire town, as well as the local businessmen who promoted the creation of the railroad. The railroad also allowed the borough to become an educational center, both early on, when children from surrounding areas could take the train to school in Glassboro, and in the early twentieth century, when it both served as an inducement to the State to bring the normal school to Glassboro and as a means for students to reach the new school. Finally, the railroad brought significant residential development in the form of Chestnut Ridge Estates, which relied heavily on the railroad to bring customers and convince them of the viability of Glassboro as a commuting suburb. The Glassboro Depot, as the main interaction space between people and

³⁴ Bole, 312-313.

³⁵ Richard Magee, Personal Communication, July 27, 2019.

³⁶ Christopher T. Baer, "A General Chronology of the Pennsylvania Railroad Company, Its Predecessors and Successors and its Historical Context; 1961," prrths.com, 2019 prrths.com/newprr_files/Hagley/PRR1961.pdf, 10.

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the railroad, embodies the development of the railroads and the relationship between railroad and community.

Glassboro and the Architecture of Small Railroad Stations

Railroad depot design was influenced by a number of factors across southern New Jersey in the second half of the nineteenth century; it varied by the railroad owner, the type of station (freight, passenger, or both), the size requirements (in terms of tracks, trains moving through, number of passengers, and amount of baggage and/or freight to be accommodated), the popularity of architectural styles at the date of construction, the involvement of an architect or lack thereof; and, in some cases, whether the station was intended to be a flagship for the railroad company. Passengers and freight moved through Glassboro, which was both a manufacturing town and a de facto branch point on the West Jersey Railroad, along both the Camden-Bridgeton line and between the WJRR line and the MGRR Millville-Glassboro line. The station's depot was designed to accommodate this traffic, and likely also to reflect the fact that it was the station local to the Whitney brothers, who were early drivers of railroad development in the town. Both the WJRR line and the station (with depot) were among the earlier ones built in South Jersey, however, before the number of lines multiplied and the number of passengers and amount of freight being carried over the lines increased. In addition, the WJRR built spurs, first into the center of town where the Whitney Brothers Glass Works were located, along with other businesses, and then to the Temperance Glass Works as well. All of these factors influenced the design of the building as primarily a passenger depot, larger in size and with slightly more style than some of the more rural depots but much smaller in scale and much simpler in design than the flagship type depots that would later be built at the terminal destinations of the railroads in Camden and Philadelphia (Supplemental Photographs 3 and 4)

The function of the Glassboro station naturally had a significant impact on both the exterior and interior design of the building, which is clearly reflected in its arrangement and elements. On the exterior, there was a need for shelter for the passengers waiting on the platform. On this building, that was achieved by creating exceptionally deep eaves. The need to move passengers and baggage called for the use of wide double-leaf doorways on both the track side and the entrance side. Finally, the stationmaster had to be able to see trains approaching the station from the office. This was achieved through the inclusion of a projecting bay on the side of the stationmaster's office facing the tracks. The interior was laid out according to use, with the stationmaster's office located between the passenger waiting room on the north side and the freight/baggage room on the south side. A window between the waiting room and stationmaster's office allowed for ticket purchases and telegraph business. A chimney running up the partition wall between the waiting room and the stationmaster's office connected to a stove in the waiting room, and may have served the stationmaster's office as well.

This arrangement of the rooms on the interior reflects a building type that developed by the 1850s, during the early period of depot design, and was repeated across railroad companies. The building type consisted of at least three rooms: a waiting room, a stationmaster's office

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with a projecting bay, and a freight/baggage room. The relative size of the waiting room versus the freight/baggage room might be influenced by whether passenger or freight traffic was greater. Often the office was located in the center, providing the stationmaster with easy access to the ticket window to the waiting room, and to the baggage room. The shape and massing of the railroad depots were largely defined by this arrangement of spaces.

Probably the earliest known extant example of this type is the Long-a-Coming Depot (1856) in Berlin Borough, Camden County, built by the Camden and Atlantic Rail Road Company (Supplemental Photographs 5 and 6). Other South Jersey examples include the Elmer Depot (1862—moved and converted to a restaurant) on the WJRR Camden-Bridgeton line, the Clarksboro Depot (c.1869, demolished) on the Swedesboro Railroad, the first Wenonah Depot (c.1871) on the WJRR Camden-Bridgeton line, the Woodstown Depot (c.1885 – moved to a farm) on the Woodstown and Swedesboro line, and the Franklinville Depot (c.1885, later extended) on the WJRR Woodbury-Bridgeton line (Supplemental Photographs 1, 2, 7, 8, and 9). The larger Millville Depot (1867, demolished 1960s) appears to have been a variation on the type (Supplemental Photographs 10 and 11). Examples from farther north in the state include the Newfoundland Depot (1872) on the New Jersey Midland Railway, the New Milford Depot (c.1880) on the Erie Railroad, and the Sussex Borough Depot (c.1895) on the Lehigh and New England Railroad (Supplemental Photographs 12, 13, and 14).

From these photographs it can be seen that this building type often, but not always employed deep, sometimes bracketed, eaves, at least on the track side of the building to provide some shelter for waiting passengers. Notably, these frame depots, along with many others, are also visually tied together by the use of board-and-batten siding. The Glassboro depot was originally clad in board-and-batten siding as well. While board-and-batten siding was popular in Carpenter Gothic style (1840-1870) designs, it was not otherwise a particularly popular siding choice. Thus its widespread and continued use for mostly vernacular railroad depots from different companies throughout the second half of the nineteenth century contributes to a relative uniformity of appearance for railroad depots along with the frame construction, building type, and deep, bracketed eaves.

The original appearance of the Glassboro depot was vernacular, but incorporated features from the picturesque Carpenter Gothic, Italianate, and Stick styles. Board-and-batten siding, as was installed on the building in 1861, is commonly identified as a Gothic Revival or Carpenter Gothic feature. The carpenter's lace on the eaves of the depot, visible in early photos, may also date from the 1861 construction and would also contribute to a Carpenter Gothic appearance. The Carpenter Gothic style took Gothic Revival characteristics and translated them from stone structures into wood. The invention of the jig saw and the scroll saw had allowed for the emergence of ornamental wood trim cut in elaborate curved designs, sometimes called gingerbread or carpenter's lace. When used on later structures, it was usually as an element of Queen Anne or Queen Anne/Stick style. The carpenter's lace on the Glassboro Depot may date to the 1892 renovation.

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The low gable roof with deep, bracketed eaves reflected the Italianate style (c.1850-1870), although the execution with open rafters and simple braces was more common to the Stick style (1860-1890). Tall narrow windows with arched heads were also common to the Italianate style. Finally, the Italianate style was the first to employ sash doors rather than solid doors with sidelights. The Italianate style, however, was derived from medieval Italian villas and farmhouses, and buildings fully designed in that style were often masonry and had a far different, much more ornate appearance than those designed in the Stick style.

The depot was extensively repaired as part of a move from its original location on the east side of the Camden-Bridgeton tracks (where it had stood between the Camden-Bridgeton and Millville-Glassboro tracks after 1870 when the Millville tracks were extended to meet the Bridgeton tracks), to the east side of the Millville-Glassboro tracks in 1892, because the greater flow of traffic at that time was toward Millville and Cape May, rather than Bridgeton.³⁷ The passenger shelter was added to the west side of the building at this time and a new passenger shelter (now demolished) was constructed on or near the previous location of the building on the west side of the tracks. The current siding appears to have been installed at this time over the original boards from the board-and-batten siding, which remained as sheathing and was partially uncovered during the 2014 restoration. The installation of the new siding changed the character of the building. Whereas before the building had a vernacular character, the combination of the stickwork with existing architectural elements gave the depot a unique appearance among local stations most closely characteristic of the Stick style.

The Stick style (1860-1890) was one of several picturesque styles that grew out of the Gothic Revival style and was promoted in the pattern books of Andrew Jackson Downing. It became especially popular for small railroad depots. The dominant visual element that defines the Stick style is wood boards applied to the wall to represent, or appear to represent, the underlying wood structure. This type of design takes its inspiration from medieval English buildings, with their exposed wood framing. The applied boards, or stickwork, are combined with various surface finishes on the sections or panels outlined by the stickwork, to create a rich, textured appearance. Stickwork is present on the Glassboro station, creating horizontal and vertical divisions. Three different types of surface cladding are employed in between the stickwork to create the textured appearance, including drop siding, three types of shingles (square butt, round butt, and staggered square butt), and flush board siding, laid diagonally and mirrored in each adjacent panel.

The other major Stick style elements present on the building are the deep overhanging eaves with open rafters and the simple braces. Stick-style buildings, although not seen here, also

³⁷ 1892: *Thirty-Fifth Annual Report of the Board of Directors of the West Jersey Railroad Company to the Stockholders* (Philadelphia: Stephen Greene's Printing House, 1893), 53. Safety may also have played a role in the move, as track crossing presented a constant hazard with tragic consequences. The station's original location between the two main sets of tracks (after 1870 when the Millville track was connected) forced everyone going to the station to cross one set or the other.

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often have asymmetrical footprints and multiple stories creating multiple wall planes, tall windows, and steep gabled roofs with cross gables, and occasionally towers, to give a sense of verticality and angularity, characteristics shared by other picturesque styles. Curves are not a defining feature of the style, and were usually limited to brackets and segmentally-arched windows. This building's form, however, was defined by its use rather than by architectural style considerations, and required only a single, tall story. The station windows do have segmentally-arched heads, but the building has no other original curved elements, although the undersides of the diagonal brackets on the 1892 passenger shelter addition are curved. The only similar known frame depot along the original WJRR and MGRR lines is the Sewell Depot (c.1885), which exhibits stickwork, drop siding, and half-cove shingles (Supplemental Photograph 15). It also features deep, open rafter eaves with simple braces. It is, however, two stories, and features additional Stick elements, including a variety of planes and steep, intersecting rooflines, as well as some apparent Queen Anne detailing above the second floor windows. The resulting appearance is not similar to the Glassboro Depot. The 1893 Wenonah station on the WJRR Camden-Bridgeton line, by contrast to the Glassboro Depot (Supplemental Photograph 16) shows one of the new directions of railroad depot design, Tudor Revival, executed in masonry.

The building was largely left unchanged after the 1892 renovation, although the carpenter's lace disappeared from the roofline sometime before 1941. At some point in the twentieth century, the south doors on the east elevation to the baggage room were raised to accommodate an added raised section of floor in the baggage room. The lower transom was therefore eliminated. The interior added floor, however, was simply constructed within the original room and did not alter the structure or the interior finishes. The added floor was removed and the door was lowered again during the 2014 restoration. During the first half of the twentieth century, a small one-story structure was built against the east end of the north elevation. It was not connected to the interior of the station, however, nor was the siding removed for the construction, and the addition was later removed. The passenger shelter addition originally extended beyond the ends of the station in both directions; it was cut back to just the length of the station wall in the early 1960s. The chimney was cut down to a just a few rows of brick high above the roof soon after. During the restoration, the passenger shelter was kept to the current length and the chimney was partially rebuilt with a new cap to give an impression of the original.

The interior was most likely arranged much as it is now, without the partition that creates the restroom or the walls dividing the south end of the building into the kitchen/utility room/utility closet spaces. The south space was previously divided into a restroom and storage space. The original heat source for the waiting room has been removed, as has an access on the west side for the coal bin in the basement.

Seven other stations from the original WJRR Camden-Bridgeton line and the MGRR line are known to be extant. Gloucester City (c.1885, possibly the second depot in that location) is a different building type and style from Glassboro; it remains in place and has been altered and

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converted to a restaurant, although it may be vacant now (Supplemental Photograph 17). Woodbury (1882, second depot) is a Shingle-style building with a hipped roof and roof cresting; it remains in place, having been converted to a restaurant (Supplemental Photograph 18). Sewell (c.1885, possibly not first depot) is a two-story Stick style building with an upstairs apartment that remains in place, vacant and deteriorating (Supplemental Photograph 15). Elmer (1862) is a vernacular building of the same building type as Glassboro, although smaller, that was moved away from the rail line and converted into a restaurant, and may currently be vacant (Supplemental Photograph 1). Wenonah (c.1871) is a vernacular building of the same type as Glassboro that was moved across the street and altered and is now in use as a residence (Supplemental Photograph 2); Wenonah (1893, second depot) is a masonry Tudor Revival building that has been rehabilitated in place and is in use as a community center (Supplemental Photograph 16); and, Franklinville (c.1885, second depot) is a vernacular building of the same type as Glassboro that was moved to a park and converted to a local museum (Supplemental Photograph 9). The Glassboro Depot is unique among them for incorporating the nineteenth-century depot type with the Stick style.

The Glassboro Depot, as constructed in 1861, was illustrative of the mid-to late-nineteenth century, wood-framed depot constructed along the railroad lines across southern New Jersey through its use of a practical and common plan, combined with certain architectural features, such as the deep overhanging eaves for passenger shelter, eaves brackets, and board-and-batten siding. As modified on the exterior in 1892, the depot has further architectural significance as an unusual example of Stick style architecture applied to a railroad depot. The Glassboro Depot's significance under Criteria A and C rests in its representation of the history of railroad transportation in New Jersey and the architectural contribution of the railroads to the rural New Jersey landscape.

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West Jersey Rail Road Glassboro

Depot

Gloucester County, NJ

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Verbal Boundary Description

All of the property contained in Block 497, Lot 5.02 of the Borough of Glassboro, County of Gloucester, New Jersey.

Boundary Justification

Block 497, Lot 5.02 is the current property associated with the railroad station.

DRAFT

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West Jersey Rail Road Glassboro

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Section number PHOTO Page 1

Photo Log

Name of Property: West Jersey Railroad Glassboro Station

Photographer: Sheila Koehler

Date Photographed: 27 February 2019, August 7, 2019

Description of photograph(s) and number, include description of view indicating direction of camera:

Photo 01: View of the south and east (front) elevations of the West Jersey Railroad Glassboro Station, camera facing northwest.

Photo 02: View of the site and east elevation, camera facing northwest.

Photo 03: View of the site, north elevation, and railroad tracks, camera facing south.

Photo 04: View of the east (front) and north elevations, camera facing southwest.

Photo 05: View of the west and south elevations and railroad tracks, camera facing northeast.

Photo 06: View of the north and west elevations and railroad tracks, camera facing southeast.

Photo 07: Detail of the siding and trim, camera facing southeast on the west elevation.

Photo 08: View of the north elevation, camera facing south.

Photo 09: View of the south elevation, camera facing north.

Photo 10: Interior view of the waiting room, camera facing west.

Photo 11: Interior view of the waiting room, camera facing north.

Photo 12: Interior view of the waiting room, camera facing east.

Photo 13: Interior view of the waiting room, camera facing southeast.

Photo 14: Interior view of the stationmaster's office, camera facing east.

Photo 15: Interior view of the stationmaster's office, camera facing west.

Photo 16: Interior view of the stationmaster's office, camera facing northeast.

Photo 17: Interior view of the baggage room, camera facing west.

Photo 18: Interior view of the baggage room, camera facing southeast.

Photo 19: Interior view of the baggage room, camera facing east.

Photo 20: Interior view of the kitchen and pantry, camera facing east.

Photo 21: Interior view of the kitchen, camera facing west.

Photo 22: Interior view of the basement, camera facing north, showing the 1892 stone and brick walls.

Photo 23: Interior view of the basement, camera facing west.

Photo 24: Interior view from the basement entry, camera facing west, showing the 1892 brick coal bin, and the crawlspace at left (south).

Photo 25: Basement framing detail, camera facing east (looking up), showing vertically-sawn lumber.

Photo 26: View in the attic, camera facing east, looking along the south gable end wall, showing the interior face of the original board siding and the bottom and diagonal chords of truss #1.

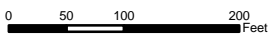
Photo 27: View of the attic, camera facing north, looking from the south end, showing solid-board roof sheathing, through purlins, and the diagonal top chords of the king rod truss.



West Jersey Railroad Glassboro Station




New Jersey and National Registers Nomination
Glassboro Borough,
Gloucester County, New Jersey

Boundary and Tax Map



Datum: NAD 1983 State Plane New Jersey

Legend

-  Coordinates
-  NJ & NR Nomination
-  Tax Parcels



NJDEP,
Historic Preservation Office
August 2019

prepared by Justyna Csolek






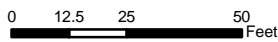
West Jersey Railroad Glassboro Station

New Jersey and National Registers Nomination
 Glassboro Borough,
 Gloucester County, New Jersey

Partial Site Plan

Legend

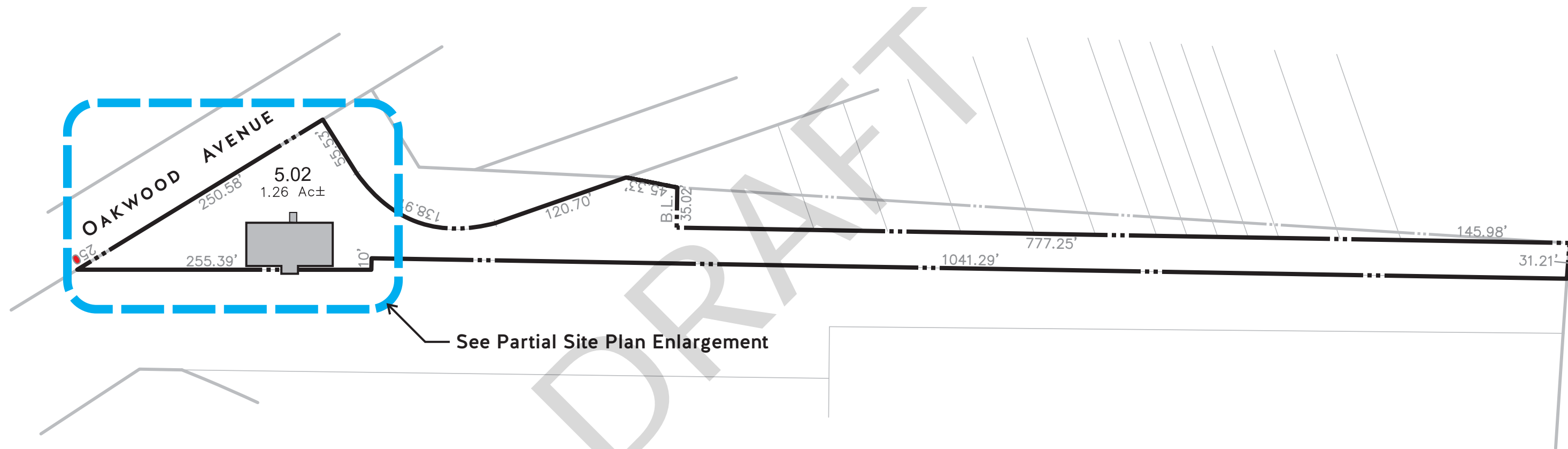
-  NJ & NR Nomination
-  Photo location
-  Tax Parcels



Datum: NAD 1983 State Plane New Jersey



*NJDEP,
 Historic Preservation Office
 August 2019
 prepared by Justyna Csolak*



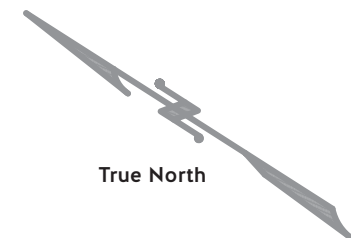
Property Line

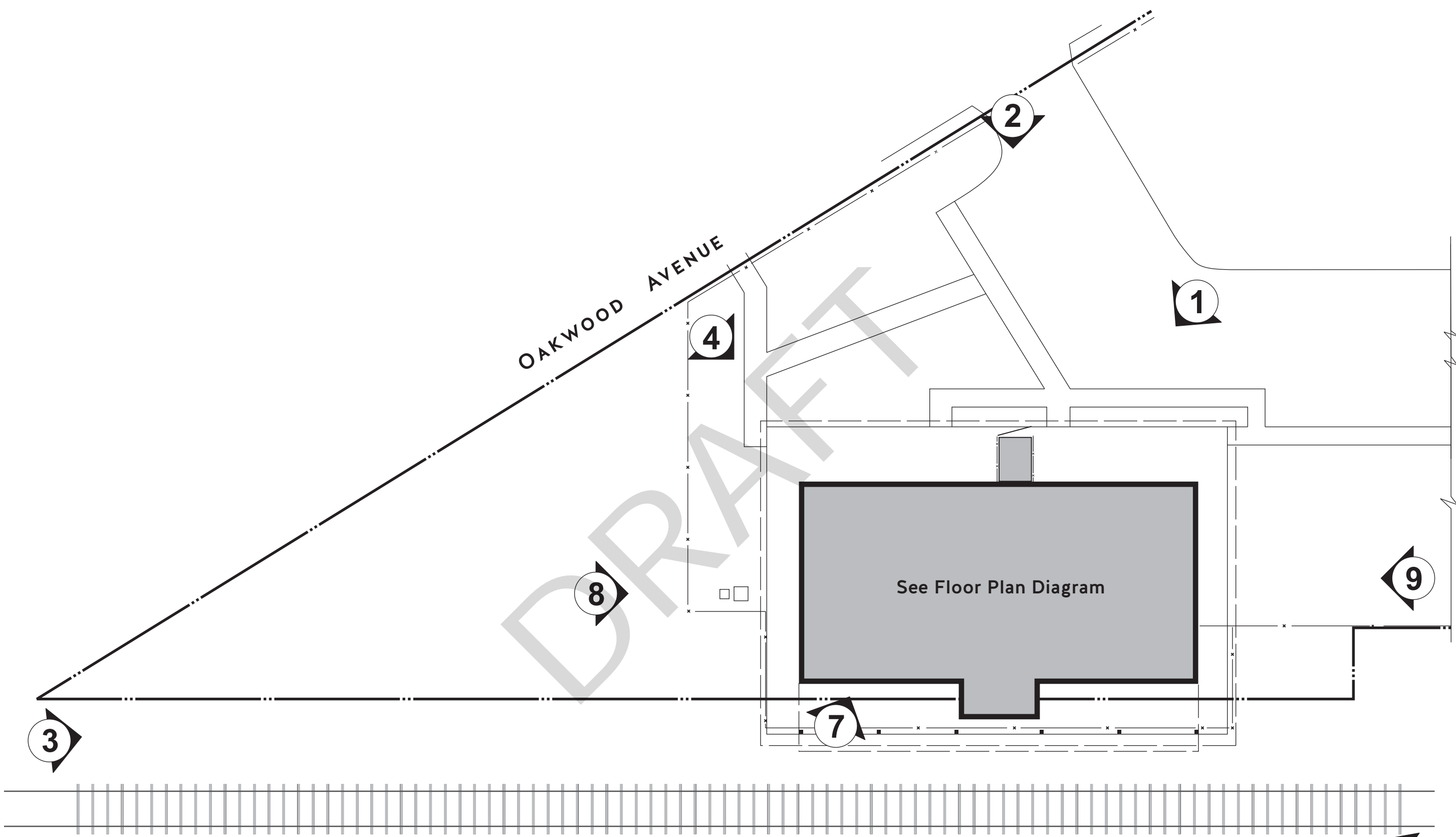
Tax Map Lot Plan

Scale: 1" = 90'



WJRR Glassboro Depot
Gloucester County, NJ





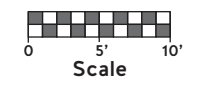
OAKWOOD AVENUE

See Floor Plan Diagram

6

- Property Line
- x- Fencing
- - - Roof Overhang

Partial Site Plan



WJRR Glassboro Depot
Gloucester County, NJ

3

8

4

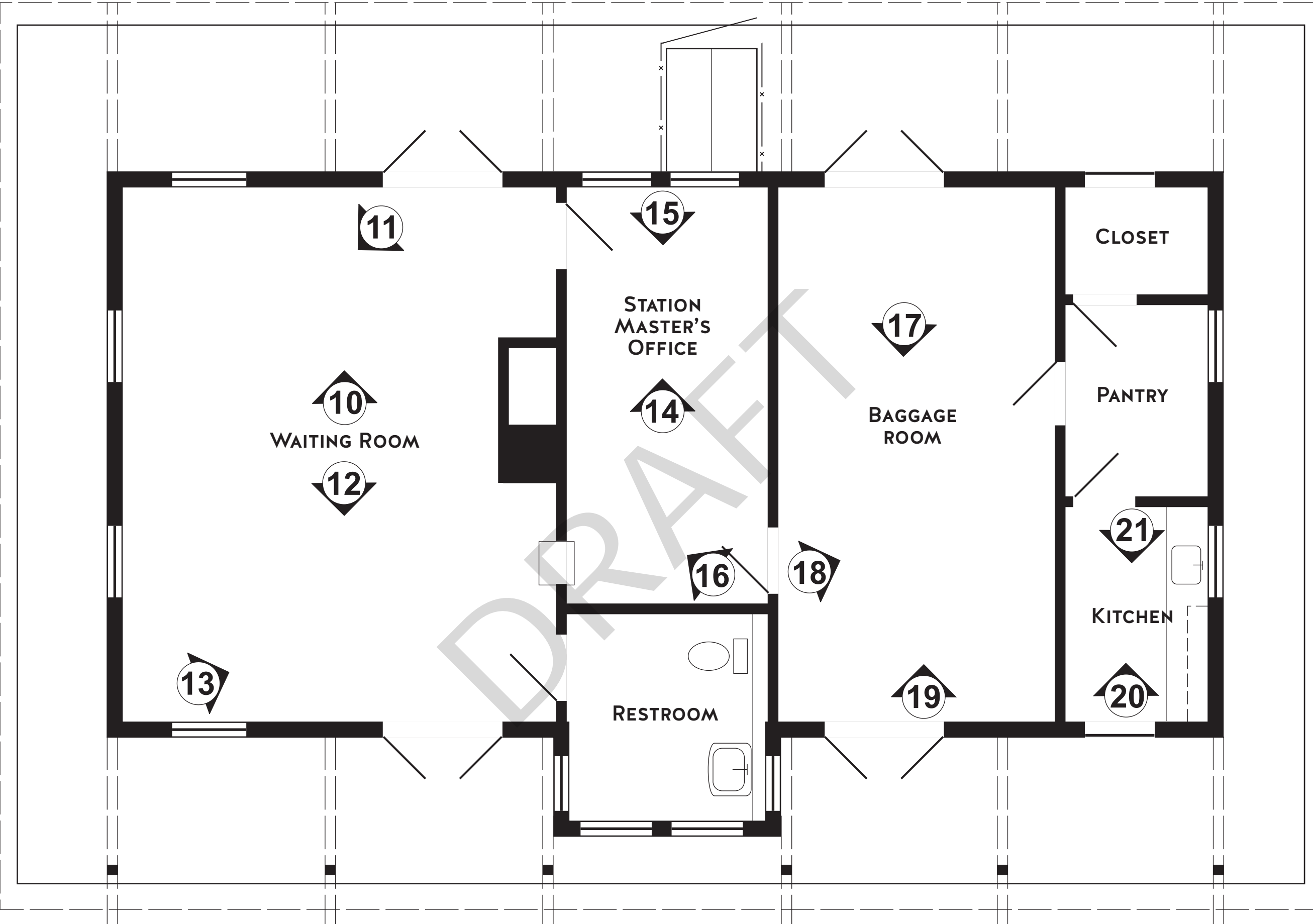
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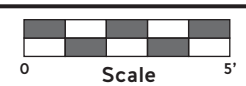
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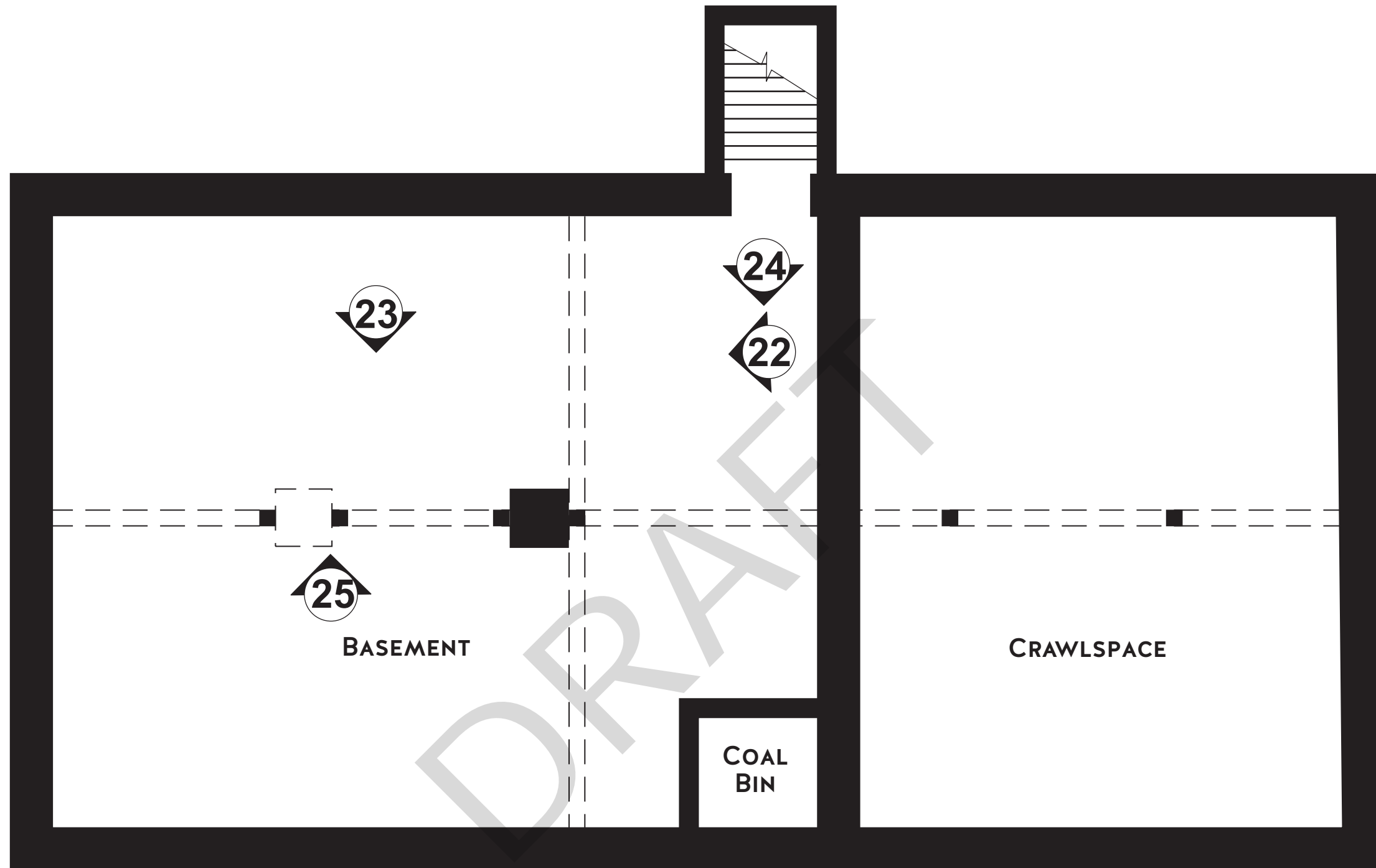
5



1st Floor Plan Diagram



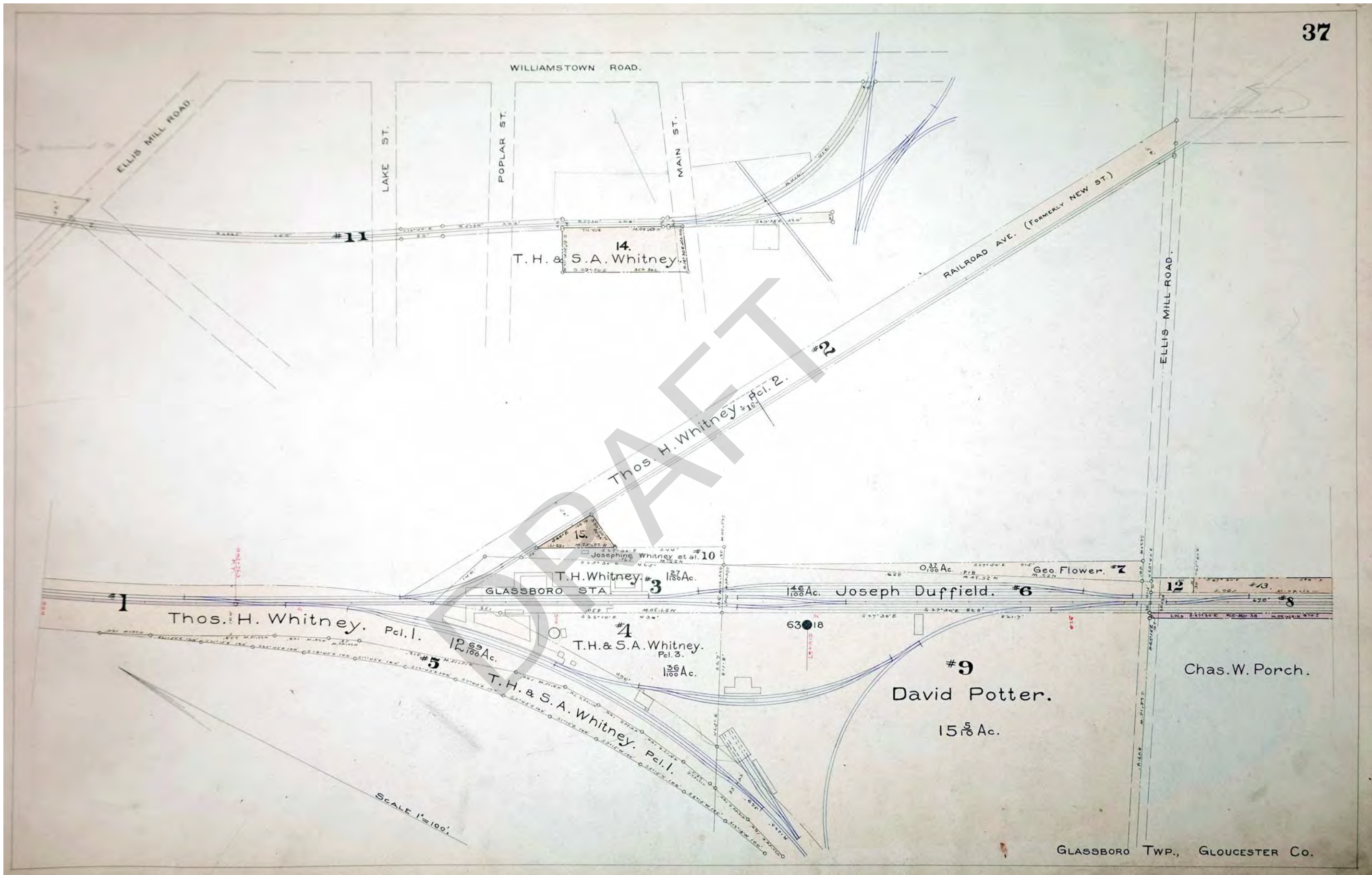
WJRR Glassboro Depot
Gloucester County, NJ



Basement Plan Diagram



WJRR Glassboro Depot
Gloucester County, NJ



Tripler, H. E., Surveyor
 West Jersey & Seashore R. R. Atlases
 Camden to Clayton Borough, June 1896 to March 1897

WJRR Glassboro Depot
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HISTORIC MAPS



Figure 1. Map of the Vicinity of Philadelphia, From Actual Surveys, 1861, Plate 5-B: South Suburbs, by D.J. Lake and S.N. Beers, Surveyors, showing the depot in its original location.

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Figure 2. 1876 Combined Atlas of Gloucester and Salem Counties, showing the depot in its original location.

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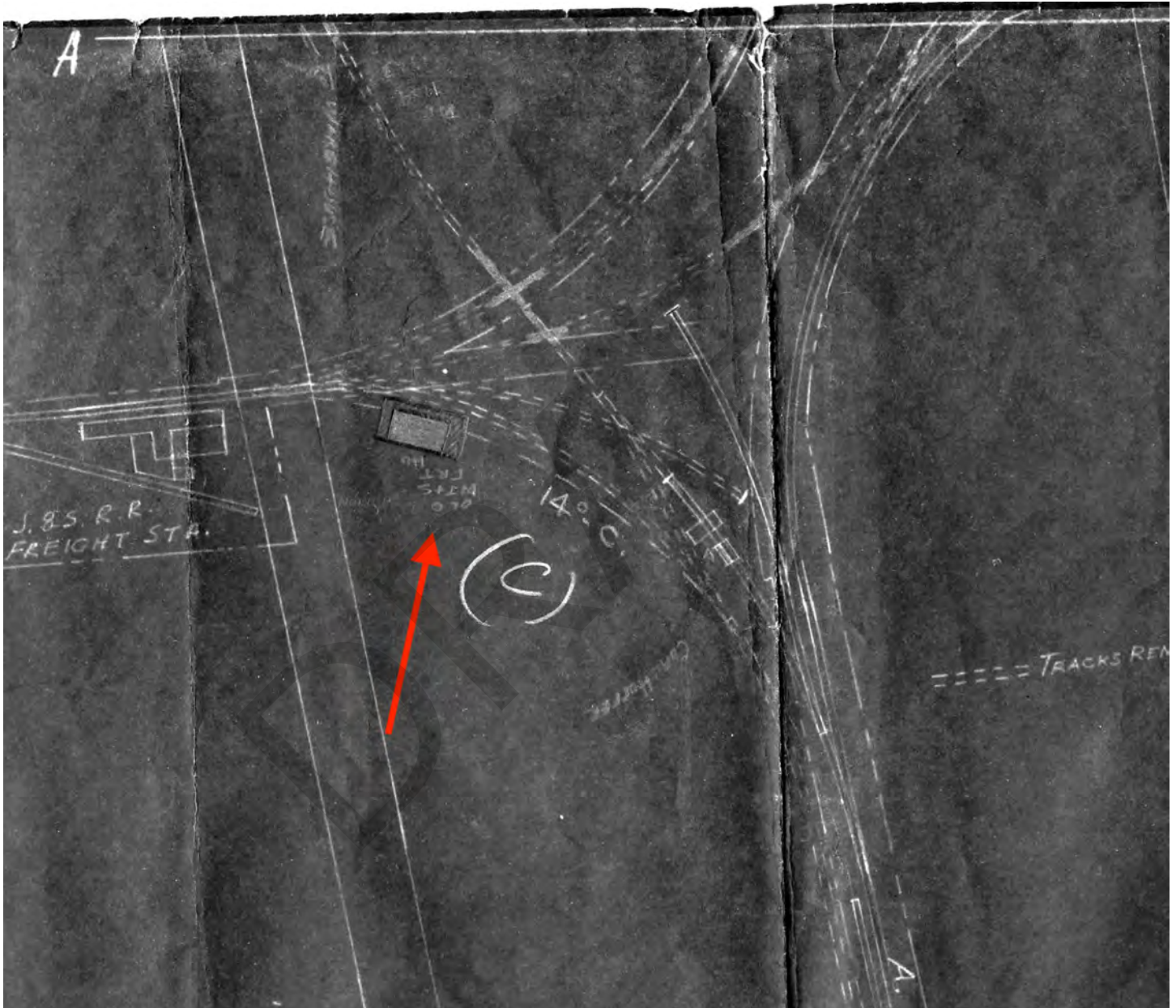


Figure 4. Section of a map, c.1904, showing the old freight house just east of Main Street along the Whitney Glassworks spur. The building labeled W.J. & S. R.R. Freight Sta. to the left of the old freight station may have been built after the old passenger station burned. Courtesy of the W. George Cook Collection.

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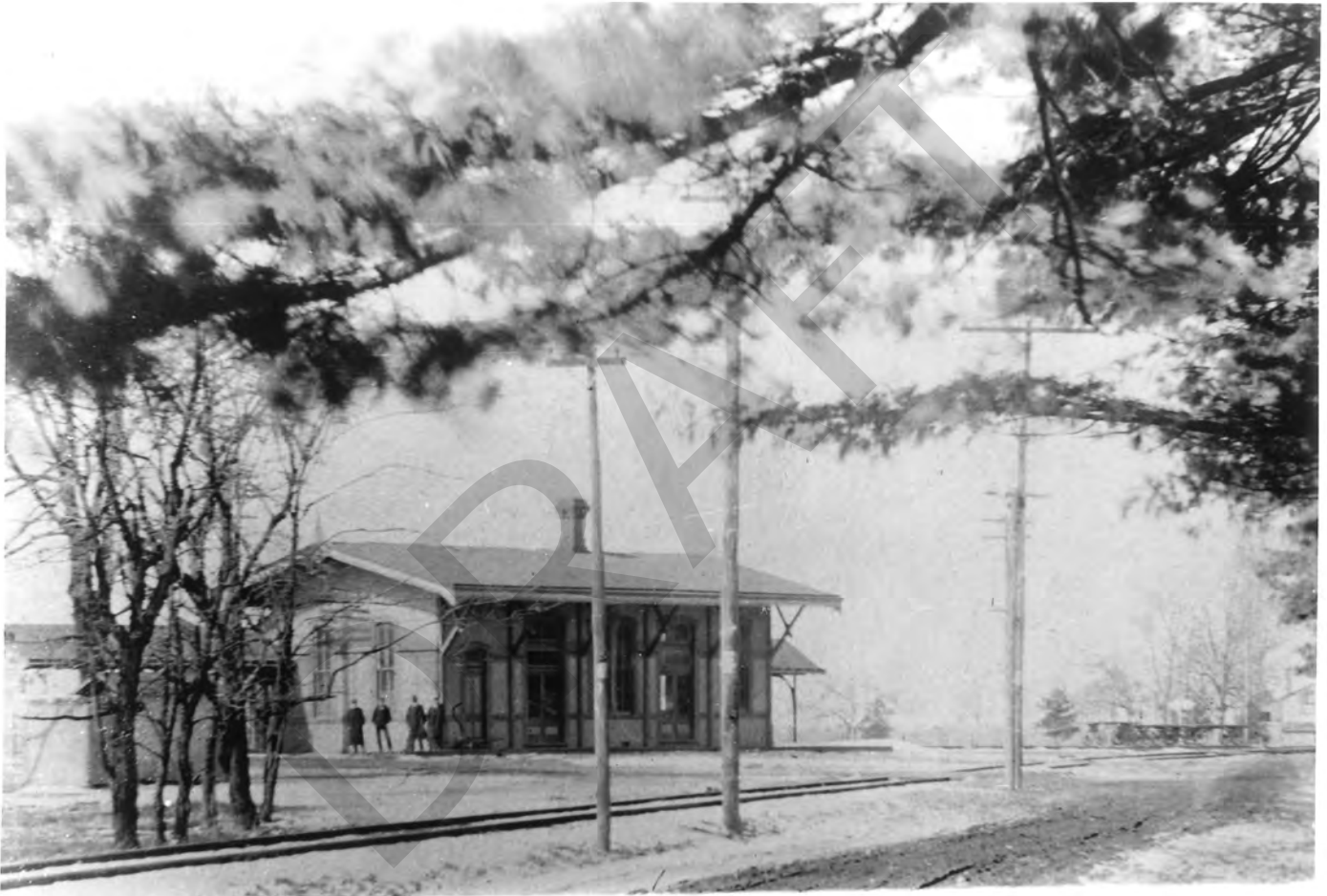
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HISTORIC PHOTOGRAPHS



Postcard, c.1897, facing northwest, showing the station in its current location, with the passenger shelter in place. The local spur line connecting to the Whitney Brothers glassworks is in the foreground, but Railroad Street, which will later become Oakwood Avenue, is not yet paved.

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Photograph facing north c.1908, showing the electrified tracks with the third rail in the foreground, a fence to keep people from crossing the tracks except at certain locations, the switching tower at left, the southbound side passenger shelter behind the tower, and the station at right. The station still has its carpenter's lace and finials.

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View of the station facing south c.1941. The fence had been removed because an underground passage connects the station and the southbound passenger shelter. The railings seen at the close end of the station's passenger shelter at left surround the stairwell to the underground passage. On the building, a small addition has been added to the north elevation and the carpenter's lace and finials have been removed from the eaves.

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View of the station facing north c.1962, showing the deterioration of the station, platform and tracks.

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Photograph facing southeast taken in 1963, showing the passenger shelter cut back to just the width of the building and the removal of the north side addition, but the chimney is still intact.

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Photograph facing south along the tracks taken c.1980, showing the windows boarded and the chimney cut down.

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View of the west and south elevations during the 2014 restoration, showing the vertical boards of the original board-and-batten siding.

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SUPPLEMENTAL PHOTOGRAPHS



RRPictureArchives.NET Image Contributed by Ben Kranefeld

Supplemental Photograph 1: Elmer Depot (1862), WJRR, moved and converted to a restaurant. Note the board-and-batten siding, the center projecting bay, and the deep eaves with brackets.

<http://www.rrpicturearchives.net/showPicture.aspx?id=3703181>



Supplemental Photograph 2: Wenonah Depot (c.1871), WJRR, moved, altered, and converted to a residence. Note the center projecting bay, deep front eaves, and brackets.

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Supplemental Photograph 3: Camden Train Station, Camden, NJ. Demolished.



Supplemental Photograph 4: Broad Street Station (1881, 1892, demolished), Philadelphia, PA.

<https://en.wikipedia.org/wiki/File:Philadelphia-broadst-138288pv-bis.jpg>

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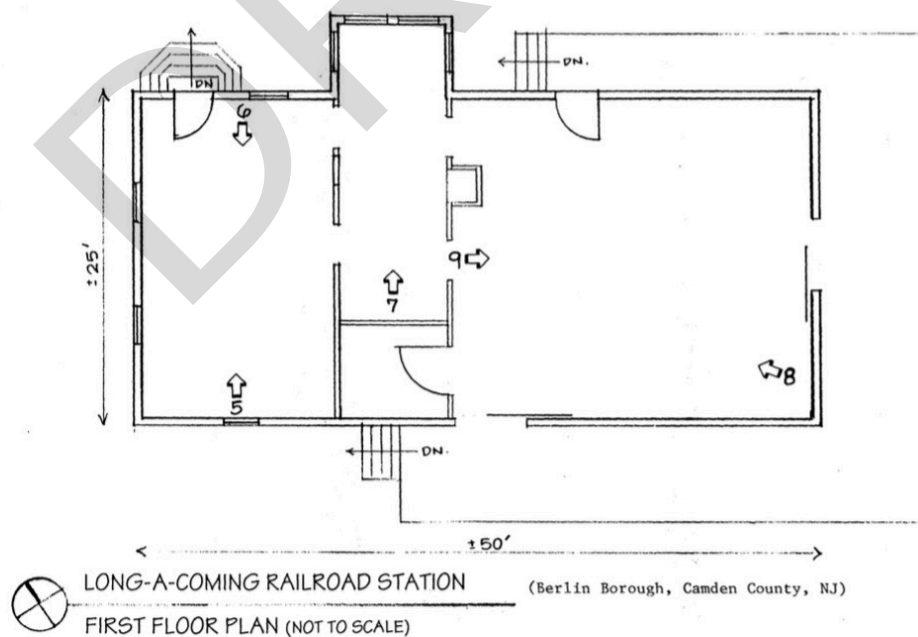
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Supplemental Photograph 5: Long-A-Coming Depot (1856), Atlantic and Camden Rail Road Company. Note the board-and-batten siding, extended eaves, brackets, and projecting bay.

<https://www.long-a-coming.com/>



Supplemental Photograph 6: Long-A-Coming Depot (1856), Atlantic and Camden Rail Road Company. Floor plan showing the waiting room at left, office in the center (now divided to create a restroom), and freight/baggage room. (From the property's NR Nomination)

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Supplemental Photograph 7: Clarksboro Depot (c.1869, demolished), WJRR. Note the center bay, projecting eaves and brackets, and the board-and-batten siding.

<http://www.nj.searchroots.com/EG/railroad.htm>



Supplemental Photograph 8: Woodstown Depot (c.1885, moved), Woodstown and Swedesboro Railroad. Note the form, projecting bay, extended eaves, knee braces, board-and-batten siding similar to Glassboro. Not shown is a garage entrance on the opposite gable end that may have been a larger freight door.

<http://www.rrpicturearchives.net/showPicture.aspx?id=3703183>

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Supplemental Photograph 9: Franklinville Depot (c.1885, moved), WJRR. Note the form, center projecting bay, deep eaves, and board-and-batten siding. This depot was later enlarged at the far end.

<https://www.pinterest.com/pin/518336238345162423/?lp=true>

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Supplemental Photograph 10: Millville Depot (1867, demolished) MGR/WJRR. This depot was a larger building with eight bays on the eaves elevations. Note the projecting bay near the far end of the elevation, as well as the deep eaves, braces, and board-and-batten siding. The configuration of the interior is not known. (R.L. Long, Photographer, 1956, courtesy of W. George Cook.)



Supplemental Photograph 11: Millville Depot (1867, demolished) MGR/WJRR. Opposite eaves elevation.

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Supplemental Photograph 12: Newfoundland Depot (1872), New Jersey Midland Railway. Note the form, center projecting bay, overhanging eaves with brackets, and board-and-batten siding.

<https://www.flickr.com/photos/jeffs4653/10308185506>



Supplemental Photograph 13: New Milford Depot (c.1880), Erie Railroad. Note the variation on the form, with the projecting bay offset to the left, as well as the overhanging eaves, brackets, and board-and-batten siding.

<https://www.amazon.com/Photo-Milford-Train-Railroad-Station/dp/B007RQ8WG4?psc=1&SubscriptionId=1EC7DSZRM78JXNV7CNG2&tag=picclick0f-20&linkCode=xm2&camp=2025&creative=165953&creativeASIN=B007RQ8WG4>

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Supplemental Photograph 14: Sussex Borough Depot (c.1895), Lehigh and New England Railroad.

Note the form with the center projecting bay, overhanging eaves and brackets, and board-and-batten siding.
<https://www.njherald.com/20180304/sussex-county-lost-march-4-lehigh--new-england-railroad-station-in-sussex>



Supplemental Photograph 15: Sewell Depot (c.1885), WJRR. Note the stickwork and use of drop siding and half-cove shingles. Note also the different building form.

<http://www.rrpicturearchives.net/showPicture.aspx?id=3703198>

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Supplemental Photograph 16: Wenonah (1893), WJRR. This depot was constructed in the Tudor Revival style.



Supplemental Photograph 17: Gloucester City (c.1885), WJRR. Note the two-story form and the addition at right.

<http://www.rrpicturearchives.net/showPicture.aspx?id=3703200>

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Supplemental Photograph 18: Woodbury Depot (1882), WJRR. This is a Shingle style building with clapboard and shingle siding.

<http://rickb773-prsl.blogspot.com/2015/02/my-train-bucket-list.html>

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Photograph 0001: View of the south and east (front) elevations of the West Jersey Railroad Glassboro Station, camera facing northwest.



Photograph 0002: View of the site and east elevation, camera facing northwest.

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Photograph 0003: View of the site, north elevation, and railroad tracks, camera facing south.



Photograph 0004: View of the east (front) and north elevations, camera facing southwest.

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Photograph 0005: View of the west and south elevations and railroad tracks, camera facing northeast.



Photograph 0006: View of the north and west elevations and railroad tracks, camera facing southeast.

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Photograph 0007: Detail of siding and trim, camera facing southeast on the west elevation.

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Photograph 0008: View of the north elevation, camera facing south.



Photograph 0009: View of the south elevation, camera facing north.

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Photograph 0010: Interior view of the waiting room, camera facing west.



Photograph 0011: Interior view of the waiting room, camera facing north.

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Photograph 0012: Interior view of the waiting room, camera facing east.



Photograph 0013: Interior view of the waiting room, camera facing southeast.

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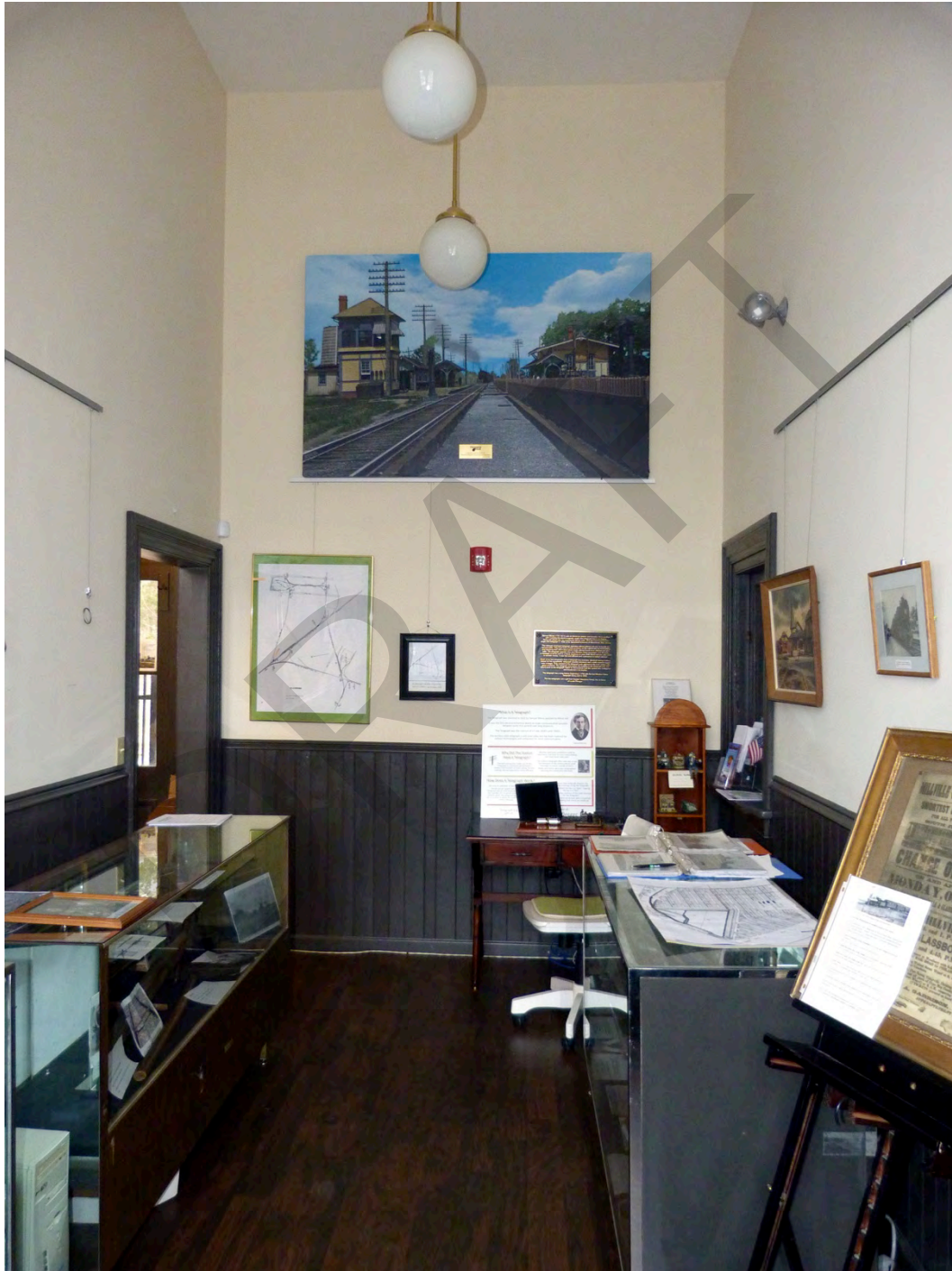
Photograph 0014: Interior view of the stationmaster's office, camera facing east.

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Photograph 0015: Interior view of the stationmaster's office, camera facing west.

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Photograph 0016: Interior view of the stationmaster's office, camera facing northeast.

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Photograph 0017: Interior view of the baggage room, camera facing west.

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Photograph 0018: Interior view of the baggage room, camera facing southeast.

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Photograph 0019: Interior view of the baggage room, camera facing east.

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Photograph 0020: Interior view of the kitchen and pantry, camera facing east.

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Photograph 0021: Interior view of the kitchen, camera facing west.

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Photograph 0022: Interior view of the basement, camera facing north, showing the 1892 stone and brick walls.



Photograph 0023: Interior view of the basement, camera facing west.

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Photograph 0024: Interior view from the basement entry, camera facing west, showing the 1892 brick coal bin, and the crawlspace at left (south).



Photograph 0025: Basement framing detail, camera facing east (looking up), showing vertically-sawn lumber.

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Photograph 0026: Attic view, looking east along the south gable end wall, showing the interior face of the original board siding and the bottom and diagonal chords of Truss #1.



Photograph 0027: Attic space looking north from the south end, showing solid board roof sheathing, through-purlins, and the top diagonal chords of the king rod truss.