

**HOPEWELL RAILROAD STATION
HOPEWELL, NEW JERSEY**

PRESERVATION PLAN



Finan

Hopewell Railroad Station

January 1996

Prepared for:

Borough of Hopewell
Columbia Avenue
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INTRODUCTION

INTRODUCTION

The Hopewell Railroad Station is owned by The Borough of Hopewell and serves as an architectural landmark for the town and the region. It is a finely detailed, second Empire structure; and is unusual in the extent to which its suburban site has been preserved. The coming of the railroad to Hopewell in the 1870's spanned a period of development that lasted for nearly half a century and, in the end, produced much of what now exists as the Borough of Hopewell.

The purpose of this report is to provide a historical overview of the building and site and to establish its historical and architectural significance. Based on this determination, the consultants have formulated a Preservation Plan for the property. The Preservation Plan calls for work to be accomplished in stages. The first stage, which is centered on exterior restoration and site work, represents work that will halt deterioration and is immediately essential for the preservation of the physical fabric of the building. The next stage of proposed work will increase the usefulness of the building through interior renovation and restoration of missing historic elements.

What follows is by no means a full Historic Structures Report. Only a surface inspection of the building was carried out at this time. It is anticipated that during the design phase of the project, some selective removal of surface finishes, in order to study underlying conditions, will be carried out; as well as structural and materials analysis. This information will form the basis for preparation of construction documents for the restoration.

The Preservation Plan was prepared by Ford Farewell Mills and Gatsch, Architects and Heritage Studies. Heritage Studies performed background research and analyzed the architectural history. Ford Farewell Mills and Gatsch assessed existing conditions, prescribed restoration methods, determined the priorities of needed work, and prepared the cost estimates. The following personnel carried out the work of this study:

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Constance Greiff, Historian	Heritage Studies
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Special thanks to Mark Samse, Borough Council, for coordinating the project and for sharing his historic post cards of the Station; Bev Weidl, Hopewell Museum for supplying historic maps and views; and the Public Works staff of the Borough of Hopewell, led by Herb Ruehle, who were very helpful in making the Station accessible to the project team.

SIGNIFICANCE

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The Hopewell Railroad Station is one of the oldest in the state, as well as one of the most interesting architecturally. Its classic small-town depot massing and picturesque Second Empire detailing have made it a favorite subject for artists. It has therefore become widely known through pictorial representation and inclusion in such publications as Ranulph Bye, *The Vanishing Depot*, and Harry Devlin, *To Grandmother's House We Go*.

The Hopewell Railroad Station was placed on the New Jersey Register of Historic Places on April 17, 1984 and on the National Register, June 22, 1984, as part of the thematic nomination of Operating Railroad Stations in New Jersey.

Historical Significance

This station is one of a surviving pair built by the Delaware and Bound Brook Railroad in 1876. (The twin to this station, in Pennington, was built of stone rather than brick. It was converted to a residence many years ago.) The short line Delaware and Bound Brook ran from Bound Brook, where it connected with the Central Railroad of New Jersey, and there to Jersey City and ferries to New York, to West Trenton, where it connected with the North Pennsylvania Railroad to Philadelphia.¹

Construction of this line was vehemently opposed by the Pennsylvania Railroad, which had absorbed the Camden and Amboy Railroad, long the holder of a monopoly on rail transportation across central New Jersey. The Pennsylvania fought the Delaware and Bound Brook on every front. Its first step was construction of a competing line, the Mercer and Somerset running from Somerset Junction (north of Trenton) to Millstone. Engines and construction crews from the rival lines clashed on January 5, 1876 at the crossing point, or in railroad terminology "frog", where the two lines met. Known in folklore as the "Frog War", this confrontation did not reach the point of battle, although troops were called out. But the controversy simultaneously was carried forward in the courts and was decided in favor of the right of the Delaware and Bound Brook to cross the Pennsylvania's tracks. With the issue resolved, construction was completed swiftly and trains were put into service by the end of the month.²

¹ For the history of this line, see Heritage Studies, Inc., "The Operating Railroad Stations of New Jersey," September 1981.

² Henry Charlton Beck, "The Frog War," in *The Roads of Home, New Brunswick (1956)*, pp. 118-128.

The Mercer and Somerset never was a success and was abandoned in 1879. The Delaware and Bound Brook prospered. One of its early attractions was good service to the Philadelphia and Reading terminal at the Centennial Exposition in Philadelphia. The line had been funded by the Philadelphia and Reading and in 1880 was absorbed into the Reading system. It continued to flourish, with hourly trains between New York and Philadelphia, because the Reading's Philadelphia terminal, at 8th and Market Streets, was more conveniently located in that city's business district than the Pennsylvania's. There was less of an advantage in New York, where both lines depended on ferries to reach Manhattan; nevertheless, in the 19th century the Reading's downtown ferry terminal was more convenient to what was then the center of commerce around Wall Street.

When the Pennsylvania opened its tunnel into New York in 1910, however, business began to move uptown and the situation was reversed. The Reading attempted to keep up and make improvements, including the 1930s replacement of the Belle Mead and West Trenton stations on this line. These efforts were not successful and service gradually declined. By the late 1960s, there were only two trains a day between Philadelphia and Newark. The Pennington station had already ceased serving passengers.

In the late 1970s the track became part of the Conrail system, while responsibility for passenger service fell to NJTransit. Within a year, passenger service on this line was abandoned. NJTransit offered the station to the Borough of Hopewell for \$1.00, but the municipal government, fearful of restoration and maintenance costs, refused. In 1985, NJTransit sold the station and its 4.3-acre property to a private developer, who, over the next five years, filed a series of plans for development of the property with condominiums and a restaurant, none of which materialized.

In 1993 Hopewell Borough acquired the station complex from the developer using \$65,000 of its own funds and \$250,000 from a private donor.

The coming of the railroad and building of the station fueled the development of Hopewell from a hamlet along the Georgetown-Franklin Turnpike to a village with the station complex at its center. [Figure 1] The railroad made Hopewell a center for the shipment of products from its agricultural hinterland. Small industries also were established close to the station. Commerce also flourished. By the end of the 19th century there were a bank, several stores, a newspaper, and a hotel, as well as several new churches and many new residences. Over the 50 years following the opening of the Reading line, this development produced much of what constitutes the present Borough of Hopewell.³

³ For more detail on this development, see Richard W. Hunter and Richard L. Porter, *Hopewell: A Historical Geography*, Hopewell (1990), pp. 112-116.

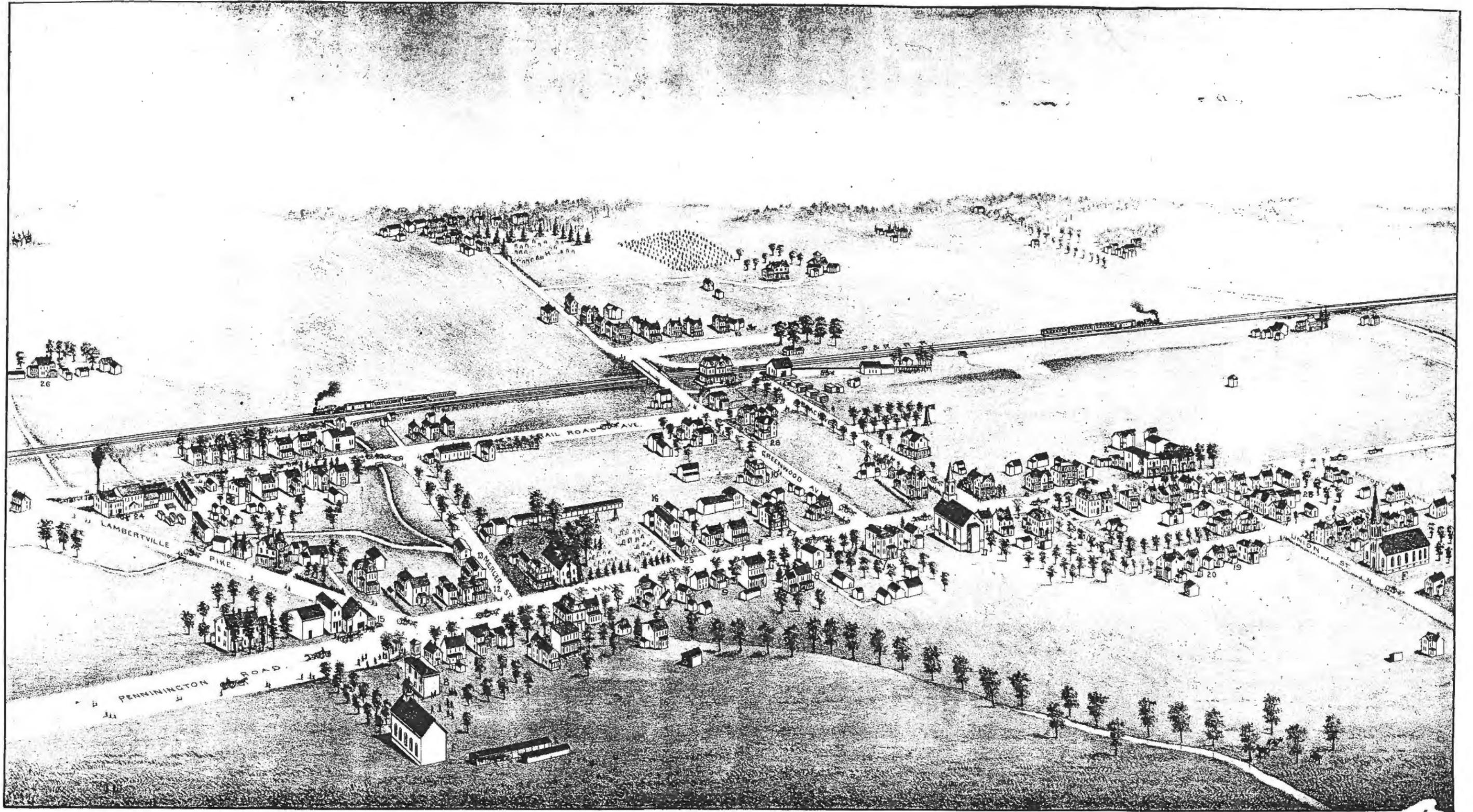
Architectural Significance

The Hopewell Railroad Station is an archetypical example of the local depot. [Figures 2] A side station, it was located, as was customary on the inbound track. It exhibits the characteristic forms that define such a station: the rectangular massing, with the long side parallel to the tracks; the prominent bay window at trackside; and the broad overhanging canopy around all sides of the building. The plan of the first floor also is typical with two waiting rooms, a baggage room, toilet room and stationmaster's office.

The Hopewell station is distinguished, however, by the richness of its architectural treatment. Most such stations, especially in rural areas and at this relatively early date, were simple vernacular expressions of the popular building modes of their day. But the Hopewell Railroad Station is a high-style example of the Second Empire style. This is particularly evident in the mansard story with its elaborately patterned slates and extensive gingerbread woodwork. Although no documentation has been found of an architect for the station, it clearly was influenced by a design patented by an architect from Elizabeth, New Jersey, Charles Graham. Published in *Bicknell's Village Builder* in 1871, the design featured a large mansard cross-gable, with a convex lower slope and gabled upper slope, outlined in with band of jigsawed ornament with open circular motifs. Centered in this cross-gable is a pair of round-arched windows fronted by a balconette.⁴ The resemblance of this design to the Hopewell station is striking. Whether Graham actually produced plans for the railroad or not, the inspiration for the design of the station clearly was his.

⁴ The Graham design and its connection with the station was called to our attention by Terry Karschner of the New Jersey State Historic Preservation Office.

Figure 1. Bird's-eye View, "Hopewell, New Jersey, 1887." Although much of the town is still clustered along the Georgetown-Franklin Turnpike, development toward the north has clearly been spurred by the coming of the railroad and the station is shown as a prominent feature.



A HOPEWELL SEMINARY MISS E. H. BOGGS PRINCIPAL
 PUBLIC SCHOOL
 BAPT. CH. ORGANIZED 1715
 CHURCH N.S.
 PRESBYTERIAN CHAPEL
 CATHOLIC CHURCH
 P. & R. STATION A DE HAVEN AGENT.
 CEMETERY
 N. U. BLACKWELL GENERAL MERCHANT.
 D. L. BLACKWELL GRAIN
 F. F. HOLCOMB & BRO. GENL. MERCHANTS.

A JAS. L. MANNING BAKERY CONFRY. & TOY STORE.
 Mrs. M. A. CARTER HOPEWELL LIBRARY & FANCY GOODS.
 J. THOS. GANDY DRUGGIST.
 CONRAD BEHRE OYSTER & EATING SALOON.
 J. M. DALRYMPLE CARRIAGE & HARNESS REPOSITORY.
 PAUL M. H. ARNOLD BARBER SHOP.
 ISRAEL G. HOWELL UNDERTAKER & FURNITURE DEALER.

HOPEWELL,

NEW JERSEY
 1887.

12 J. H. PICCOTT AG. IMPLEMENTS
 13 HOPEWELL HERALD P. W. HARTWELL EDITOR.
 14 J. C. HARRISON HARNESS MANUFACTORY
 15 S. SMITH, EGE. BLACKSMITHING & WHEEL-WRIGHTING
 16 GEO. STAPLES " & CARRIAGE MAKING
 17 W. F. DRAKE CARPENTER & BUILDER.
 18 H. D. SUTPHIN " "
 19 A. S. WYCKOFF " "
 20 LEBBEUS H. TITUS. " "

21 WM. W. DRAKE MASON & BUILDER
 22 S. S. CARVER BUTCHER
 23 CRAY & PIERSON LIVERY STABLE
 24 FINNEY & FETTER STEAM MILL.
 25 JOHN S. VAN DIKE LAWYER.
 26 JOSEPH M. PHILLIPS JUSTICE
 27 J. A. MILLER
 28 E. P. HAWK
 29 L. P. HURLEY.

FIGURE 1

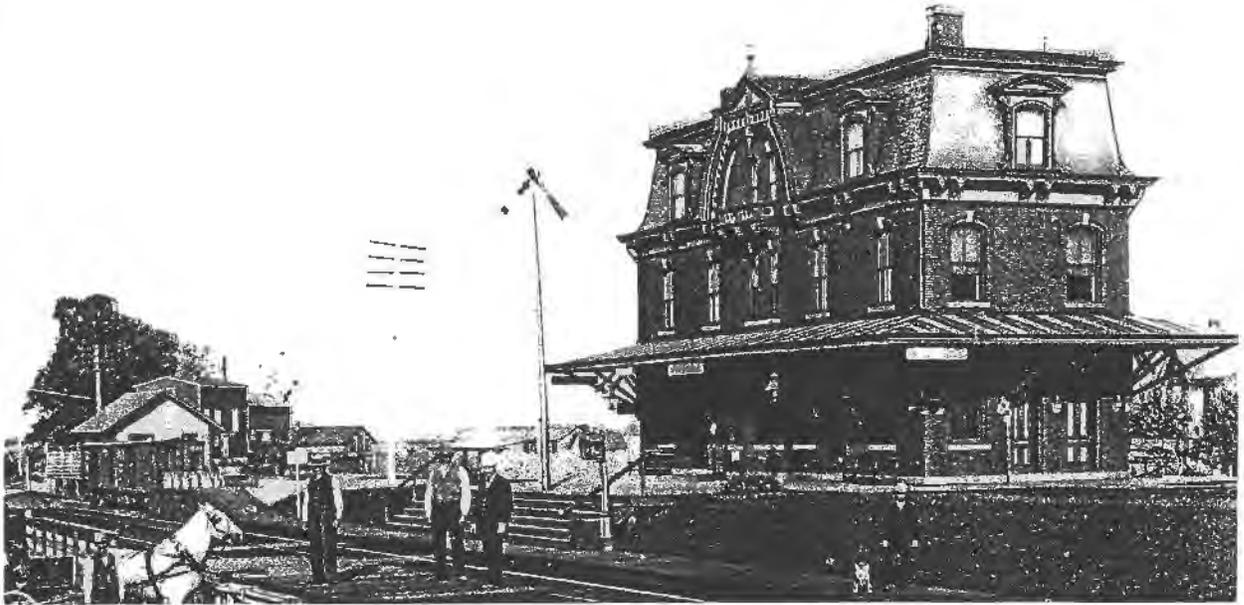
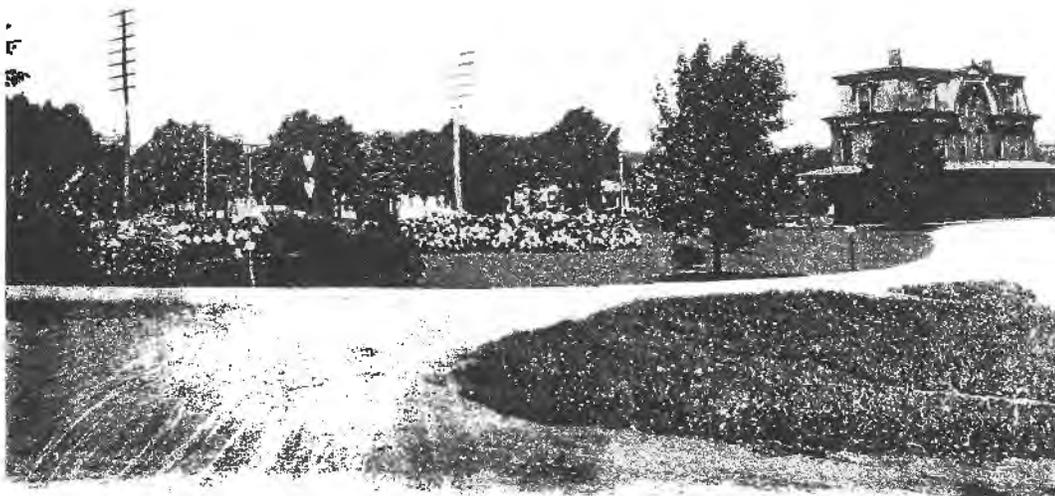


Plate 8.12. Railroad station, Railroad Place, Hopewell Bor.—Second Empire-style brick passenger station on the Delaware and Bound Brook Railroad, built c. 1880 (photograph c. 1900).

Figure 2: Photograph of the station from the northwest around the turn of the century.



PHILADELPHIA & READING DEPOT, HOPEWELL, N. J.

Pub. by Geo. E. Pierson.

Figure 3: Postcard showing the Hopewell Railroad Station site c. 1907.



Figure 4: Postcard showing the South Elevation of Station c. 1930.

DESCRIPTION

DESCRIPTION

Site

The 4.3-acre site is centrally located in Hopewell Borough, bounded by Railroad Avenue to the south, Front Street to the north, Greenwood Avenue to the west and privately owned land to the east. [Appendix C] The tracks, running in an east-west direction, bisect the site, with approximately 2/3 of the land on the Railroad Avenue side of the tracks. Originally there were four tracks; all but one have been removed.

The main approach to the station, from Railroad Avenue, is by a semicircular drive. The elliptical grass plot formed by this drive is fronted by a row of mature trees. The inner perimeter of this plot is bordered by a row of hitching posts. [Photo 1] Three of these, of cut stone, probably are original. The remainder, of poured concrete, are early replacements or additions. A brick path bisects the grass plot and extends to the station. In front of the station the drive is extended into an asphalt apron that provides parking space for 40 cars. To the east of this area is a frame freight house, which, like the station, is parallel to the tracks. To the west is a treed and grassy area furnished with playground equipment. This area rises steeply to Greenwood Avenue, where the road has been elevated to cross the tracks via a bridge.

A concrete platform with a later pipe railing runs along the north side of the station. A broad flight of concrete steps descends to track level. Originally the platform and steps were wood, with no railing on the platform and a simple wooden railing on the steps. The steps led down to a wooden platform at track level, with wooden walkways across the track to the outbound side. The platform was furnished with wooden slat benches placed against the wall of the station and a scale for weighing baggage. Between the upper and lower platforms was a grass-covered slope. [Figure 2]

The other side of the complex, the outbound side, is reached from Front Street. A row of large pine trees borders the property along Front Street. Because there is a considerable elevation here from track level, the approach, via another semicircular drive, is down a steep slope, particularly at the west end. At the bottom is room for parking about 40 cars. Originally there was a frame waiting station in Queen Anne style on this side of the track. It was burned in an act of vandalism in the late 1980s. There also formerly was a grade level pedestrian crossing to the steps in front of the north facade of the station.

Originally artificial lighting was provided by oil or gas-fired glass lanterns, at least two suspended from the station's canopy along the north side, and probably two on the south, as well as one mounted on a pole adjacent to the steps. After the property was electrified, site lighting was provided by bishop's crook iron standards with flared enameled shades. [Photo 2]

These have been stolen. To deter vandalism, the Borough has mounted floodlights on high poles, pending a determination on permanent site lighting.

Station Exterior

The station is set on an east-west axis, adjacent to and parallel to the inbound track. It is a rectangular, three-story building, with the third story provided by a steeply sloped mansard roof. [Photo 1]

A canopy carried on molded wooden brackets, surrounds the building between the levels of the first and second floors. A broad cornice with heavy, paired brackets marks the division between the second story and the mansard roof. A second, narrower and simpler cornice terminates the lower slope of the mansard. Originally the mansard was topped by a spiky metal cresting. Interior brick chimneys rise above the roof at each end of the building.

The walls are hardfired red brick with tinted mortar. The foundation, sills, keystones of windows and doors, and corbels, on which the brackets supporting the canopy rest, are granite. Other trim is wood. The highly visible lower slope of the mansard roof is imbricated slate, with hexagonal slates above a base of four courses of rectangular slates; the upper slope, which takes the form of a shallow hip, is standing seam metal, as is the canopy roof. Originally the latter was painted in stripes of contrasting color. All windows and doors, unless otherwise described, have segmentally arched heads, with hoodmolds of double courses of brick. Windows have 2/2 sash. Doors are wood, four-panel, with glazed, segmental transoms. (Most of the windows and doors exist, but have been removed and are stored in the interior for safekeeping. The openings have been secured with plywood, painted to indicate their former configuration.)

A large areaway with metal cover, providing access to a flight of stairs to the cellar, is located under the westernmost window of the south facade. Smaller areaways under several of the windows provide light and air to the cellar. Bordered in granite, they are fitted with heavy cast-iron grates.

The north and south facades are nearly identical with the exception of the first floor. [Photos 3 and 4 and Figures 5 and 6] These facades are visually divided into three sections by the large cross gable centered on the mansard roof. On the south facade the west (or left) section of the first floor is occupied by a window and two doors; the central section by two windows; and the east section by a door and window. On the north facade, there are a door and window in the east and west section; the central section is occupied by a semi-hexagonal bay window flanked by standard windows. At second floor level there are six windows across each facade. On the north facade, however, the two central windows are narrower and set together as a pair.

The great decorative features of the building are the central cross gables on the north and south facades. Their elaborate wooden surrounds rise from the cornice, which breaks at this point. At the apex these originally were ornamented with drops and finials. The surrounds enframe paired, round-arched windows, which originally were fronted by balconettes. To either side of this central motif is a dormer window with bracketed wooden surround, topped by a wooden, segmental pediment.

The east and west facades also are identical above the first floor level, with two windows at the second story and a single dormer in the mansard. [Photos 5 and 6 and Figure 7] The east facade has two windows in the first story, while the west facade has a single window at the north end, a narrow door in the center and a somewhat wider door toward the southern end.

Station Interior

Cellar

The cellar, accessed through the areaway under the westernmost window of the south facade extends under the entire building. [Figure 8] It contains an early 20th-century furnace and also probably accommodated storage. An interesting feature is a metal-lined wooden chamber with cooling coils. This may have been in use when dairy products were a major output of Hopewell Valley farms.

First Floor

The plan of the first floor [Figure 9] resembles many other small local depots of this age and type, such as the Fanwood Station. [Appendix B] The first floor is divided by a steep, narrow stair, which rises from a small entry accessed from the westernmost door in the south facade. To the left of the entry, a door leads to a small space, which probably functioned as the baggage room. This space can also be accessed from a door toward the south end of the west facade. It also contains a fairly large sink, so it may have also served as a janitorial closet. Behind it is a toilet room, probably intended for the use of male passengers and railroad workers, which could only be accessed from an exterior door more or less centered on the west facade. In the northwest corner is a second, larger toilet room, which could be reached from the ladies' waiting room by a passage under the stair.

Approximately three-quarters of the interior space is east of the stair. As was customary in 19th-century railroad stations, this space originally was divided into three sections: a men's waiting room; a ladies' waiting room (usually smaller); and a stationmaster's office. The ladies' waiting room, at the western end is the most intact of the first floor's spaces. It is entered from exterior doors, slightly offset from one another, in the north and south walls. There also is a window in each of these walls. The stationmaster's office breaks into this

space at an angle toward the north end. The ticket window, with its shelf, is intact. An early 20th-century electric light fixture, with flared enameled shade, is suspended in front of the window. [Photo 7] (A similar light fixture is in the ladies' toilet room) Although they have been detached from the wall, original benches remain in this room. [Photo 8]

The partition dividing the stationmaster's office from the men's waiting room has long since been removed. A later partition that still existed, c. 1985, has also been removed. Faint ghost in the walls, as well as the location of basement partitions, suggest that the original was located to the west of the window nearest the stationmaster's bay window.

Finishes on the first floor are consistent throughout. The one exception is the stairway, which has plain plaster walls above a molded baseboard. The rest of the spaces have a high, vertical matchboard wainscot, with plaster above. The ceiling also is plastered. [Photos 9 and 10] Furring strips over the plaster indicate that walls and ceiling at some time received a covering, possibly of gypsum board. Paint ghosts on the wainscot suggest that there was a chair rail, a portion of which survives in the baggage room. Along the wall this was located several inches above the level of the window sill, but at the windows it turned downward to run under the sills. Windows and doors have molded surrounds.

Second Floor

The second floor undoubtedly served, as was customary in relatively rural areas, as a residence for the stationmaster. Like the first floor it is bifurcated by the stairs. [Figure 10] There is a small landing at the top of the stairs, which then turn to the east to go up two steps to a narrow corridor that runs along the building's north wall. The inner wall of the corridor serves to define an almost square room to its south, which may have served as a dining room. A chimney rises against the west wall of this room, although there is no fireplace. Evidently early heating was by stoves which fed into the chimneys. Heat was distributed to some extent by cast metal registers set in stone surrounds in the floors. [Photo 11] Later, when a central heating system was added, ducts were introduced into the corners of rooms. [Photo 12]

South of this chimney, a door leads to a short passage into a single room running across the west end of the building. At some point this was fitted up as a kitchen. [Photo 13] A large, roughly square opening in the east wall of the dining room leads to a central room running the full width of the building north to south. Doors in its eastern wall lead to another room of the same size and shape.

Again finishes are consistent throughout the second floor. Walls and ceilings are plaster. Floors are narrow hardwood strip. Baseboards and surrounds of all openings share a heavy molded trim. Four-paneled doors have sunk panels surrounded by moldings. [Photos 14 and 15]

Third floor

This floor also is divided into four spaces, although in a different configuration from the second. [Figure 11] Originally it may not have been intended for occupancy; although most of the walls and ceilings are plastered, the minimal trim around openings consists of unmolded planks. The room at the western end, with gypsum board partition and wall and ceiling finishes, is obviously a late alteration.

Freight House

The freight house is a simple, utilitarian structure, a plain clapboarded rectangle with gable roof. A wooden platform runs around all four sides. There are double doors in the north and south facades, and a door and a window in the east and west facades. (See Photos 19 and 20)

Shelter

Although the shelter was destroyed by vandals, sufficient photographic evidence exists to guide its reconstruction. [Photos 21-23]

The shelter was a small, one-story, timber-framed, vernacular Stick Style building on the north side of the tracks. It was rectangular in plan and gable roofed, with shaped rafter tails, and a deep overhang on the south side carried on shaped brackets. The east end of the building was entirely enclosed as a waiting room, and evidently heated, because a stovepipe rose above the roof. The west end was enclosed on three sides, but open to the south.

A wooden belt course ran around the building somewhat less than two-thirds of the way above ground level. Below it, except on the north wall, wooden false half-timbering formed square panels. Pairs of 4/4 sash were located in the east and west walls and the south wall of the enclosed portion of the shelter. There was a door in the west wall of this enclosed section, with three sunk panels stacked vertically to each side. The base of the gable was decorated with a row of picket-like forms.

CONDITIONS AND RECOMMENDATIONS

PHASE I

CONDITIONS AND RECOMMENDATIONS

PHASE I

Site

The Railroad Station site has been well documented in post card views and in photographs from various historic periods. One of the most well known was published in 1990 in Hopewell: A Historical Geography, by Richard Hunter and Richard Porter. Prominent in that photograph are the original wooden platforms; which were replaced with concrete probably by the second quarter of this century. (Figure 2)

The concrete paving and retaining wall on the track side of the Station have heaved and are deteriorated. The foundations of the stair to the tracks are in need of replacement, and the steps are missing. It is recommended that the concrete foundations, retaining wall, and paving be replaced "in kind" for the following reasons:

1. The concrete has probably been in place for more than half of the Station's life; and therefore can be considered to be an appropriate historic material.
2. Concrete paving shall be more durable and secure than wood decking.
3. Concrete paving is more easily detailed to be ADA compliant and will facilitate the creation of ramped access to the ground floor of the Station.

The new retaining wall should be installed with deeper and better designed footings to resist heaving. It is also recommended to regrade next to this retaining wall as per the historic photographs to recreate the terracing down to the tracks. This will make it possible to delete the inappropriate pipe railings on the upper retaining wall. The stair to the tracks should be replaced in kind with concrete footings and treated wood treads; and supplied with the handrails shown in historic photographs. Any modest landscaping in the immediate area of the Station may also be restored in accordance with historic evidence.

Station Exterior

Masonry Work

Exterior masonry of the Hopewell Station will require substantial repair, cleaning, and repointing. Both chimneys, which are currently unlined, are heavily deteriorated where exposed above the roof line down to the floor of the attic. Both chimneys should be rebuilt even if not needed for functional reasons, because their profile against the sky is an important architectural feature of the

station. It is anticipated that both chimneys will be documented, completely taken down at least to the attic floor, and rebuilt with masonry that matches the existing in color and texture. The chimney that is reused for the mechanical system will be relined with a code conforming liner from basement to attic. It is recommended that the other chimney should either be capped or utilized only for ventilation from bathrooms, the kitchen, or the attic. For fire prevention reasons, it is not anticipated that the existing chimneys would be reopened and utilized. However, the chimneys should be retained as non-working architectural features.

The exterior masonry has various conditions that need to be addressed including: missing bricks, heavy encrustation of dirt, graffiti, efflorescence, and missing mortar. New bricks to match the existing in color, size, and texture should be used for any patching required. It is recommended that the mortar be analyzed for its color and constituents. The existing mortar joint profile should be determined and matched in the new construction. It is assumed that the entire building will be repointed. However, the limited areas of mortar that are in good condition may be left to serve as the model for the new repointing. Also, all exterior masonry should be cleaned of dirt, grime and graffiti by the gentlest means possible.

Roof Work

The upper tin roof which is painted red, is nearing the end of its useful life. The roof has been patched in various places with asphaltic roofing cement, which actually deteriorates the tin. Although it was recently scraped and repainted, the work done will only serve temporarily. Since extensive restoration is anticipated below this roof, it is recommended that the roof be completely replaced to protect the investment. The most appropriate roofing material for this roof deck is terne-coated stainless steel (TCS). It has a sacrificial coating that protects the metal substrate by oxidizing and becoming inert. Although the metal does not require painting, it is recommended that the roof be painted red to match historic conditions since this roof is visible from the railroad overpass. With proper maintenance the roof should last 100 years.

The slate, mansard roofs have recently undergone a patch and repair program that was left unfinished. Unfortunately, the materials used to flash the slate work were of second quality and inappropriate. Many shingles that show excessive deterioration and should have been removed were left in place. It is recommended that these slate roofs be completely overhauled with appropriate materials. All slate should be removed for possible reuse. The sheathing and related carpentry should be repaired as required. New terne-coated stainless steel flashing should be installed and as much of the existing slate as possible should be reapplied. New matching Pennsylvania slate should be cut to the same semi-hexagonal profile as the existing and installed as needed. Built in TCS gutters and leaders should be installed over the repaired wood cornice at the second floor level.

Decorative Woodwork

Much of the running molding of the two cornices related to the roof is either deteriorated or missing. Again, recent restoration efforts were left unfinished. All decorative woodwork should be carefully assessed. All original woodwork that is reusable shall be utilized in the final construction. New wood pieces to exactly match the existing profiles and details should be provided as needed.

The restoration of the hooded dormers in the mansard roofs will require removal of existing roofing, assessment and repair of all decorative trim, repair of roof sheathing, new TCS roofing and flashing, and repair and restoration of window sash and frames.

Windows and Doors

The existing sash have been removed from the window frames in anticipation of a restoration program and are currently stored in the building. The sash are in need of some carpentry repairs, reglazing, and painting with appropriate colors. The sash will then be reinstalled with new cords, weights, and weatherstripping. The frames and sills need to be carefully assessed and scheduled for miscellaneous repairs as needed. It is anticipated that most windows can be refurbished with a repair program utilizing "Dutchmen" and other traditional carpentry techniques.

Most of the original doors are in the building and all have sustained various degrees of damage due to vandalism and heavy use. It is felt that several doors will have to be made new because of the extent of damage, and because of the requirements of any public use which will conform to the Americans with Disabilities Act. Any new doors should be designed to exactly match the existing in overall design and detail. New code conforming hardware should be provided.

Pent Roof

The pent roof is a character-defining feature of the station that will require a great deal of restoration work. The roof structure on the south side has pulled away from the masonry approximately three inches. The decorative wood brackets appear to be sound. They show some deformation related to the movement of the roof, and need to be returned to their original geometry. The metal roof is heavily deteriorated and unsalvageable. The wood structure, sheathing, and decorative work has sustained a considerable amount of water damage. (See Photo 5)

Because of the extent of deterioration, it is anticipated that the roof and roof structure will have to be entirely removed. All decorative brackets should be carefully salvaged for reuse. It is recommended that as many structural members as possible be reused for the new roof structure.

New sheathing boards and decorative woodwork to match the existing should be added where necessary. The wood brackets should be reinstalled with proper structural attachments to the masonry.

Painting

From historic photographs, it is clear that the station had an elaborate, Victorian color scheme. This included alternating colors on the pent roof so that it would resemble an awning or canopy. The paint colors applied by the prior owner are apparently not based on historical evidence. A full historic paint analysis of the exterior should be undertaken; and if it can be determined, the original color scheme will be restored. If evidence is inconclusive, an appropriate scheme based on historic precedent shall be utilized. This may involve using a Victorian, five-color, paint scheme; as was utilized at the recently restored Fanwood Railroad Station, a building of the same period and related design to the Hopewell Station.

Sprinkler System

To protect the Borough's investment in this structure, it is recommended that a sprinkler system be installed during the first phase of the project. Since the building will be unheated until the interior of the building is renovated, the system will be a dry-pipe system. A new water line extension from the Borough water supply is required. Sprinkler valves and a compressor will be installed in the basement. The supply piping and sprinkler heads will be fully recessed in finished spaces so that they will be as unobtrusive as possible in the final construction.

Electrical System

The existing electrical service is routed from a utility pole on the south side of the building to the south elevation. Meters are inappropriately located in prominent positions on the south wall.

To properly restore the station, the electrical lines and meters should be removed from the south face of the building. Rather than return the electrical service to its historic location at the upper southeast corner, it is felt that an underground service is safer and would be a visual improvement. A new service with main distribution panels in the basement will therefore be installed as part of the initial phase of construction work.

Freight House

The clapboard freight building is an intrinsic part of the railroad station setting, and is on the National Register of Historic Places. (Photos 19 and 20) Although the platforms of the freight building have suffered due to poor maintenance and vandalism; the building, which sits on its own stone foundation, is in surprisingly good structural condition. Only one area of structural damage

was noted in a recent site inspection, and this can be easily repaired with traditional carpentry techniques. Some areas of clapboard and the windows and doors have been damaged beyond repair by vandals.

To preserve the structural and architectural integrity of the freight building, and to keep it on an equal basis with the railroad station improvements, it is recommended that the exterior envelope of the freight building be restored as a part of this project. This will involve a new roof covering, clapboard restoration, carpentry repairs, new doors and windows to match historic conditions, and painting of the exterior with a historically appropriate color scheme. A smoke detection system should be provided to protect the building.



SOUTH ELEVATION

HOPEWELL RAILROAD STATION

HOPEWELL, NEW JERSEY

FORD FAREWELL MILLS AND GATSCH ARCHITECTS

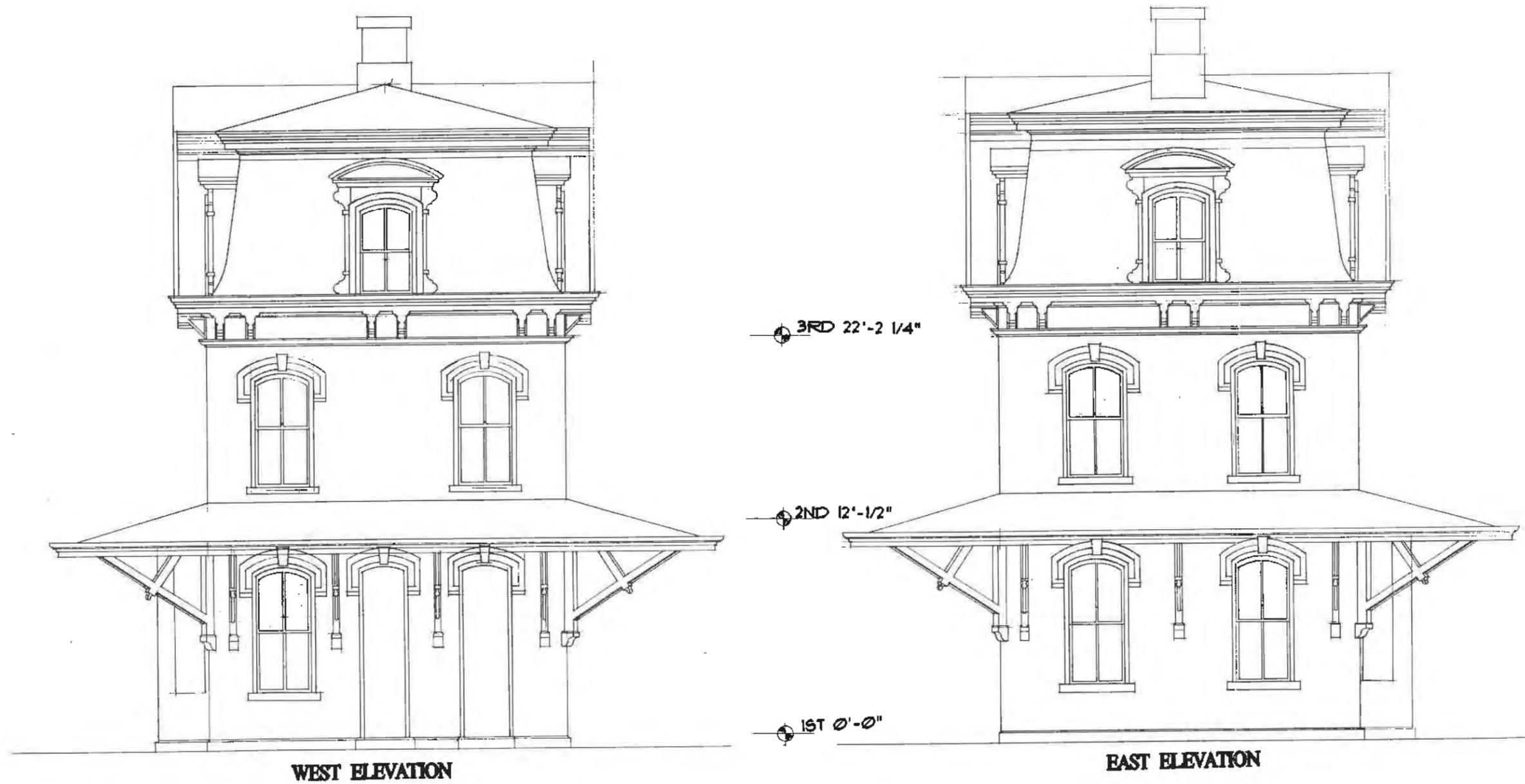


NORTH ELEVATION

HOPEWELL RAILROAD STATION

HOPEWELL, NEW JERSEY

FORD FAREWELL MILLS AND GATSCH ARCHITECTS



HOPEWELL RAILROAD STATION

HOPEWELL, NEW JERSEY

FORD FAREWELL MILLS AND GATSCH ARCHITECTS

PHASE II

PHASE II

Site

The site work recommended in this Phase of the project is designed to re-establish the historic setting of the Railroad Station and to support its new use. A part of the work recommended is to repair the broad, circular drive in front of the Station (currently in poor condition), repair and/or reset the hitching posts, and relocate the basketball court and its light standards to a less conspicuous site in the "Mini-Park". Other work recommended is the restoration of the "Bishop's crook" exterior lights, re-establishment of the flower beds in their original locations, (See Figure 3) restoration of the wooden cellar bulkhead doors and railings, and the design of appropriate signage based on historic evidence.

Other recommended site improvements will serve to knit the site back together on both sides of the track. These are:

Freight House

To complete the exterior repairs of the Freight House, the heavy timber platforms must be reconstructed. Since these are exposed to the weather, they should be rebuilt of treated lumber. As part of the reconstruction, it is recommended that a ramp be provided in an obtrusive location to provide barrier-free accessibility to the building.

Reconstruction of the Shelter

In recent years, the Shelter on the north side of the tracks was destroyed by arson. This simple frame structure was on the National Register as an intrinsic part of the complex, and was well documented in photographs and field notes. (See Photos 21-23) Its ornamental woodwork and brackets made it a charming companion piece to the main station. Because of its important architectural relationship to the main station, it is recommended that the Shelter be reconstructed as part of the restoration of the site.

Railroad Station Exterior

Historic photographs of the station show several architectural features that no longer survive. These are: decorative balconies at the third floor windows on the north and south elevations, finials on the show trusses of the cross gable structures on the north and south, metal roof cresting that ran completely around the perimeter of the upper roof, hanging lanterns on the north and south sides of the pent roof, and wood signs on all four sides of the station. These items should be included in the project scope to regain the architectural and historical integrity of the building.

Railroad Station Interior

Cellar

Floor

The concrete floor of the station is not original, but should be maintained for health reasons. If the tests are positive for radon gas, it may be necessary to remove portions of the floor to accommodate a new radon exhaust system. Otherwise, it is recommended that the existing be patched and repaired as required; and painted so that it can be cleaned more easily.

Walls

The Hopewell Railroad Station has a full height cellar under the entire structure. The cellar exterior walls are of rubble stone which have been whitewashed. No major cracks or other structural defects were noted. Some areas of dampness were observed, mainly in the areas of the brick masonry chimneys and end walls, where the exterior roof leaders enter a subsurface drainage system of questionable condition.

The exterior walls above grade are to be repointed, (see Phase I) the chimneys are to be rebuilt, and the rainwater drainage system will be rehabilitated as part of the site improvements. This work should alleviate the moisture conditions noted. After the new site utilities are installed the foundation walls should be patch pointed and whitewashed to create a neat, clean condition.

The existing concrete partitions were not original and were added to set off a boiler room, coal storage, and general storage. These can remain unless they conflict with the installation of new utility systems and ductwork as required by the new use. The boiler room and sprinkler valve room should be of rated construction, probably concrete block.

Ceiling

The ceiling consists of the underside of the wooden floor joists and diagonal wood subfloor. The general condition of the floor structure appear to be good. Spans are limited (~15') and it is anticipated that the floor could be upgraded with relative ease.

It is recommended that during the design phase, a structural engineer determined the allowable loads, systematically inspect and test the joists to determine their condition, and design any repair or structural upgrades that are required.

Other Features

Cooler

A metal lined, wooden box containing pipe coils and a drain exists near the cellar bulkhead. It may have served as a water cooler, utilizing blocks of ice; but more likely was a cooler for milk that was shipped from the station. It is an interesting historic feature that should remain in the space and be protected during construction.

Bulkhead

The cellar access stair is of masonry and is in relatively good condition. It's metal cover is not original and is unsightly and in poor condition. It is recommended that a new historically appropriate cellar access door be designed which would incorporate the features necessary for safe access to the basement.

Windows

The original cellar windows should be reopened if possible to obtain natural light to the cellar. It is likely that some of the openings will be required for fresh air for the new mechanical system. Window areaway covers should be restored as part of the site work package.

Hazardous Materials

There is a strong likelihood that the insulation on the old heating ductwork is an asbestos containing material (ACM). It is recommended that a qualified consultant be retained by the Borough of Hopewell to identify ACM's or any other potentially hazardous materials and to plan for mitigation or removal.

Use

Because of lack of height, ventilation, light, and access and other Fire and Building Code reasons, it is not anticipated that the cellar would be an occupied space. The use would be as a space for mechanical systems, sprinkler valves, electrical panels, and sewer mains. Some limited storage may be accommodated.

Utilities

Mechanical System

With conversion of the Station to a new use; a new heating system will be required. With

the likelihood of having a multi-use assembly space on the first floor, it would be appropriate to add air conditioning along with heating and ventilation. In order to preserve the maximum amount of architectural fabric, the following HVAC is recommended:

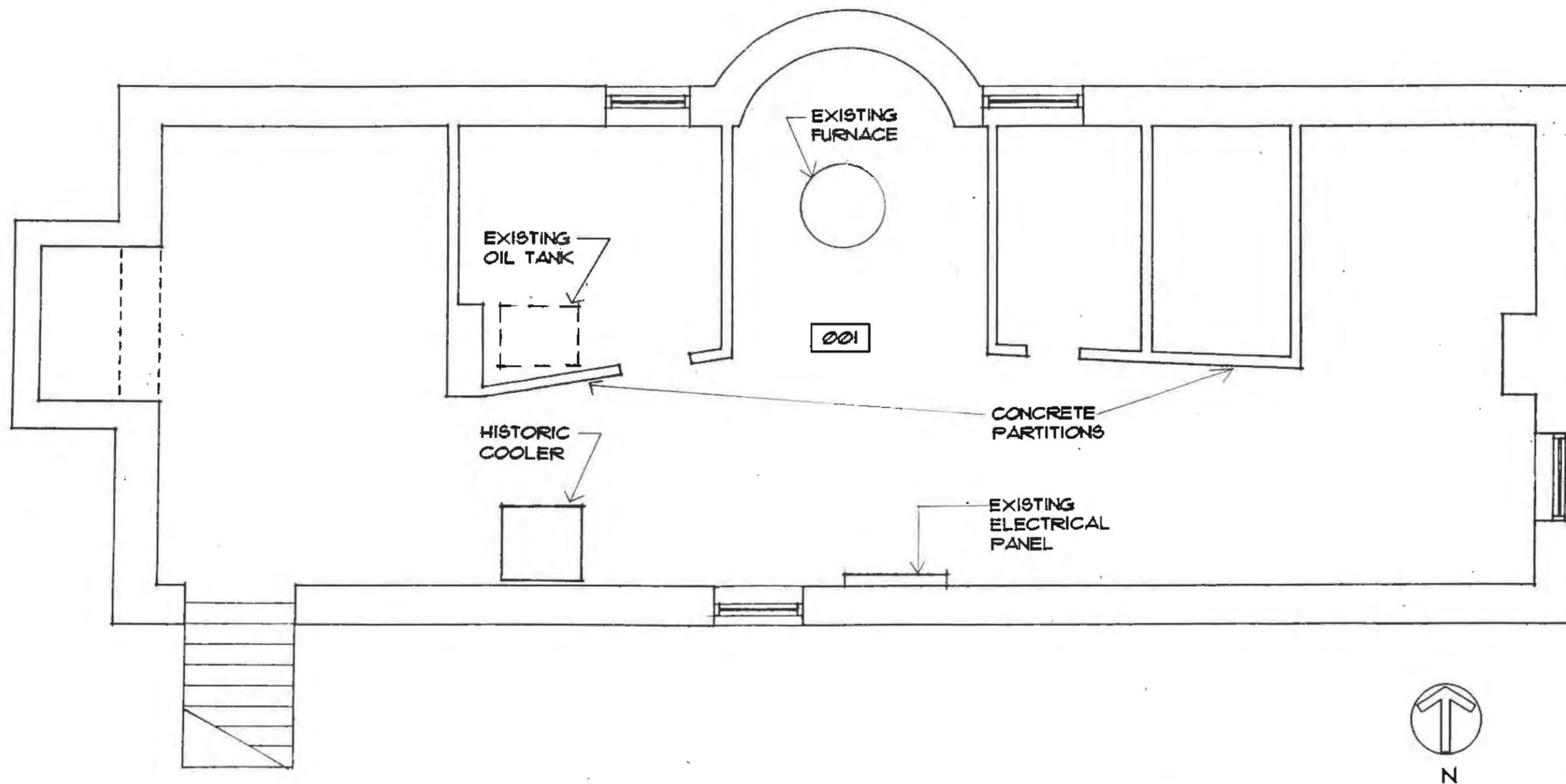
1. A gas-fired boiler located in the cellar.
2. One air handler with cooling and heating coils located in the cellar to take care of the first floor and cellar.
3. One air handler with heating and cooling coils located at the third floor to service the third floor and second floor.
4. Two outside compressors, one related to each air handler, located as inconspicuously as possible; probably to the northwest of the station, screened by vegetation and perhaps appropriate fencing.

Plumbing System

There is no existing plumbing in the building that is reusable. A new plumbing system should be installed to accommodate the new uses in conformance with current Code and standards. A dry-pipe sprinkler system is scheduled for the Phase I work, which will have its main valve and compressor located in the cellar.

Electrical System

A new main service is scheduled for the Phase I work, which should have its main breaker panel in the cellar. It should be redesigned to accommodate the air conditioning, lighting, and heating load and conform to the National Electric Code; the State Code for New Jersey. New branch circuits, convenience outlets, and lighting should be added to all floors as required by Code. It is recommended that two meters be provided: one for the first floor, assembly space; and one for the separate use upstairs.



① FOUNDATION PLAN

HOPEWELL RAILROAD STATION

HOPEWELL, NEW JERSEY

FORD FAREWELL MILLS AND GATSCHE ARCHITECTS

First Floor

Room 100

General

This is the largest room on the first floor and is located at the eastern end of the station. It probably functioned as the men's waiting room when the Station was first built. Paint analysis should be undertaken for the original finishes in the space including, the door and window enframements, wainscot, plaster, chair rail, etc. This will allow the original decorative scheme to be restored. This room is presently serving as a storage room for partially restored exterior window sash, interior wood shutters, and miscellaneous wood trim.

Floor

The finished floor consists of straight grain, southern yellow pine, known locally as "comb grain" pine. It is a very durable surface because the floorboards contain a large amount of heart wood. Areas of heavy wear exist, but it is felt that the majority of the floor is salvageable; therefore, it should be sanded and refinished. The existence of diagonal board subfloor will facilitate any repairs that are needed. Some early, cast iron floor registers survive in various locations and these should remain even if not utilized in the mechanical design. (See Photo 11)

Walls

The match board wainscot and baseboards are in good condition with only minor carpentry repairs needed. The original chair rail was removed to allow the installation of a modern wall finish (probably veneer paneling, which was removed to prepare the interior for restoration); and the chair rail should be restored to match surviving fabric elsewhere.

Wood furring strips were installed over the original plaster which has damaged it in many locations. (See Photo 9) With the removal of the furring, more damage can be expected. Any loose or damaged plaster should be removed and patched in kind. A new skim coat of plaster may be required to blend the existing and new work. The transition between the walls and ceiling has been stripped off to create a flush surface. If the original plaster cornice exists at the companion, Pennington station, it should be replicated at the Hopewell Station. If none exists there, an appropriate architectural precedent should be found at another Station of the same period, such as Fanwood; or taken from a Victorian pattern book of the period.

The walls and wood trim should be repainted with the original color scheme. It is recommended that the location of the original board partition which set off the station master's office, be demarked in the paint color scheme. Because the reconstruction of the partition would be conceptual to some degree, and would limit the use of the room, it is not recommended.

Ceiling

The original plaster ceiling was heavily damaged by the installation of furring strips to which an acoustical tile ceiling was fastened. The tile was removed during a clean up of the Station to prepare it for restoration. Removing the furring will further damage the ceiling. In addition, an approximately 14" wide channel of plaster has been removed completely around the perimeter of the room. It is assumed that a projecting plaster border of some design existed originally. It is not felt that the original plaster ceiling cannot be salvaged due to its condition. Its removal will facilitate the installation of new fire suppression and electrical equipment. It is recommended that a new rock lath and veneer plaster ceiling be installed in connection with the new systems, and painted the historic color. The plaster border should also be restored as a part of this work.

Doors and Windows

It is assumed that the missing window sash from first floor windows are stored in this room and can be reinstalled. The reglazing and reinstallation is covered under the first Phase of the project. The interior surfaces should be repainted in their historic colors as part of the interior work. In order to install the furring strips, the outermost wood moldings which complete the door and window enframements were removed; and they should be restored to match the moldings still extant in the bay window.

Other Features

Since the original chimney is unlined and in poor condition, it should be rebuilt with a proper flue to serve the new boiler in the basement. As a part of the rebuilding, any new risers that are needed for the attic mechanical equipment should be accommodated within this construction.

A large collection of interior, louvered wood shutters is stored in this room; which presumably came from the Station. Although they are probably not original, they appear to date from the early part of this century. If it can be determined that they came from the station, it is recommended that they be restored, repainted, and returned to their original locations.

The station master's built-in desk was dismantled, but remains stored in this space. It is not certain if it is original, but it appears to be an early feature of the office. If it is determined that the desk can be reinstalled without sacrificing the utility of the space, it is recommended to restore it in its original position in the bay window.

Use

As a result of a survey taken in Hopewell Borough by the Railroad Station Renovation Committee, it was determined that the first floor of the station should be used for public use. The use of this largest room is envisioned to be a multi-purpose room. Some of the permitted uses

would be meetings and conferences, art exhibits, lectures, recitals, and any other use that the Borough deems to be in the public interest. Because Room 100 is of limited size for the intended use, it is not recommended to reconstruct the built in benches on the perimeter of the room or the original partition for the Station master's office. Existing benches will be restored elsewhere in the building, and it has been recommended that the location of the partition be interpreted by "ghosting" the location in the new paint scheme. (See "Walls" above).

Room 101

General

This is the smaller of the two waiting rooms in the original design and was probably designated for Women's use. It is much more intact than the larger waiting room, and until recently, retained its original built-in benches. Though they have been removed from the walls, they are still stored in the room. (See Photo 8)

Floor

Material and condition is the same as Room 100. It is recommended to repair the floor as necessary and refinish.

Walls

Materials and condition are the same as Room 100, and the basic recommendations are also the same. In addition, it is recommended that the original wooden benches be reinstalled in their original positions.

Ceiling

Same material, condition, and recommendations as Room 100. Salvage and reuse the early, hanging light fixture in front of the former ticket window.

Doors and Windows

This space contains two windows and two doors. Materials, conditions and recommendations are the same as in Room 100.

Other Features

Chimney

The chimney in this space was originally built to receive stove pipes. The stoves were replaced by the hot air furnace in the basement, probably in the first quarter of the 20th century. The chimney is presently in poor condition having been damaged by water infiltration down the open flue. It is recommended elsewhere that the chimney in this end of the building be capped. Then the plaster may be repaired with confidence that it will last.

Ticket Window

An original ticket window and shelf still remains on the angled wall in this room. Also, an early 20th century light fixture remains over the shelf. (See Photo 7) These should be retained in the final design and restored as needed.

Desk

A large desk with drawers is stored in this room. It is not known whether it originated in the station or was brought to the building. Its condition should be ascertained during the work. If it can be repaired, it is recommended that it be reused somewhere in the building; possibly on the second floor.

Use

With the restoration of its built-in benches and ticket window, this room will give a very accurate picture of the original architectural quality and use of the Hopewell Railroad Station. The anticipated use is the same as Room 100. Its smaller size will be more appropriate for certain types of meetings; and will potentially allow two meetings to be scheduled simultaneously. Room 101 may also serve as a staging area of functions occurring in Room 100. To allow this to occur effectively, it may be desirable to add a door between the two rooms. A possible, unobtrusive location for such a door would be in the short section of straight wall next to the ticket window. The new door and its enframement could match original doors in size and overall design, while being different enough in detail to be discernible as a modern addition.

Rooms 102, 103, 104, 105, 106

The rooms to the west of the women's waiting room are utilitarian in nature and contain a stair to the second floor, a toilet and washroom (presumably for ladies since it is accessed from the waiting room), a utility room/store room, and another toilet room for men, accessed from a door

on the west facade.

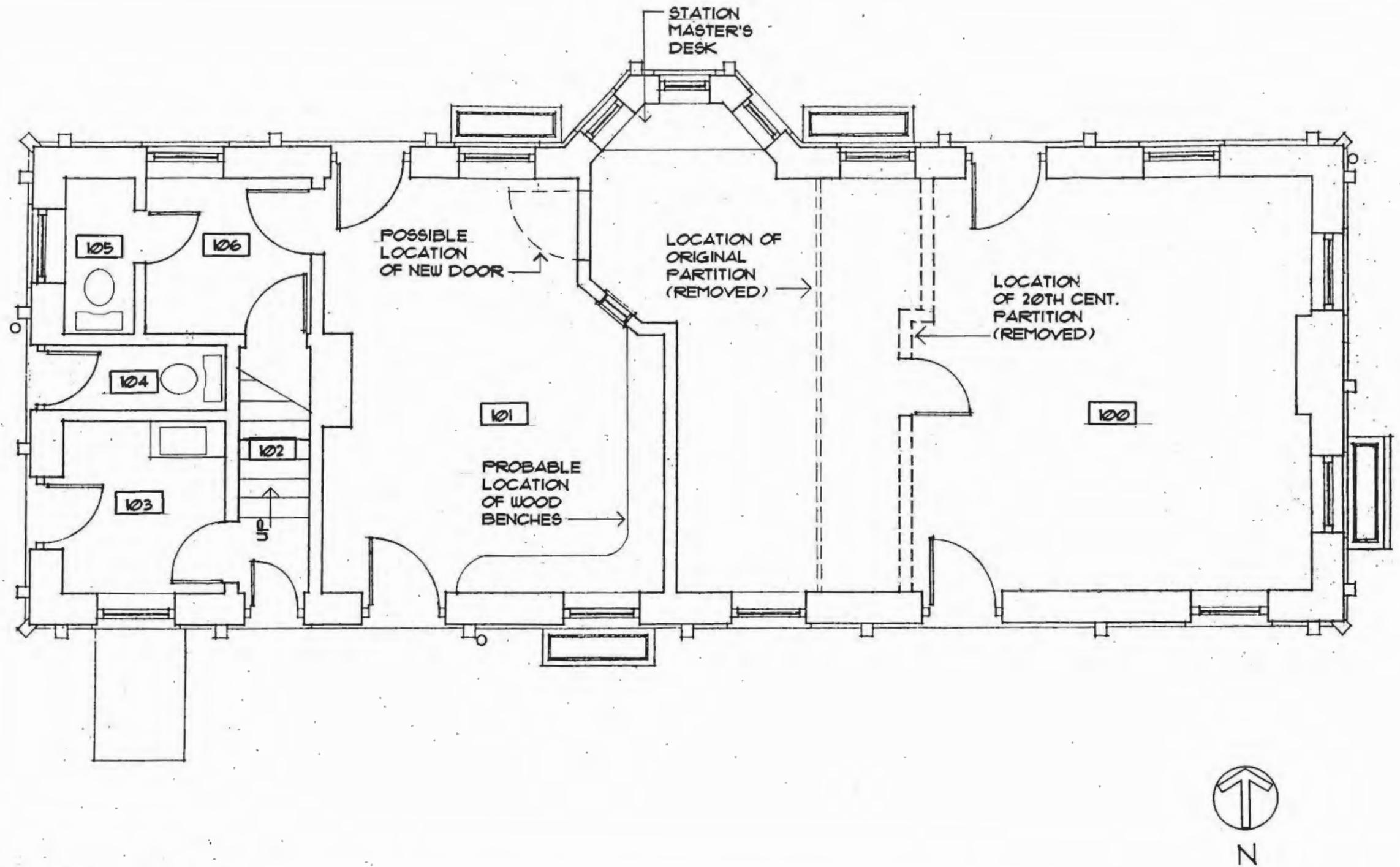
The stair does not conform to current building codes being too narrow and steep, with non-conforming treads, risers, and handrails. The stair appears to have settled toward the west partition, and the plaster on this partition is heavily cracked. The finishes in this area, with the exception of the utility room are very spare with plaster walls and ceilings, and wood baseboards, window and door trim.

The utility room contains the only original chair rail that remains in the building. It should be salvaged for reuse and replication in Rooms 100 and 101. It also retains its wood wainscot that should be salvaged for reuse. A metal lined wood sink is on the north wall of this room. It should be salvaged and either reused as an architectural artifact or stored in the building.

There is nothing remarkable about the bathroom fixtures or finishes other than they contain several original floor grates that should be salvaged for reuse.

Since the rooms at the west end of the building are of limited significance architecturally, are in poor condition, and do not conform to Code; it is recommended that several new functions be accommodated in this area.

1. A new, code conforming stair to the second floor.
2. One or two barrier-free accessible bathrooms.
3. A small kitchenette to service the public areas on the first floor.



2 GROUND FLOOR PLAN

HOPEWELL RAILROAD STATION

HOPEWELL, NEW JERSEY

FORD FAREWELL MILLS AND GATSCH ARCHITECTS

Second Floor - Rooms 200 - 205

The second and third floors served as the residence for the Station Master. The architectural integrity of the rooms on the second floor is excellent. The only plan change was the removal of a partition in Room 200 which has been carefully patched with matching molding. The only missing elements are the two doors to Room 200 at the east end of the building.

Floors

The narrow board, pine floors are in excellent condition with only minor repairs needed. It is recommended that they be sanded to remove the paint which is probably not original, restained, and clear finished. As on the first floor, any original cast iron registers should remain in place or be salvaged for reuse.

Walls

The plaster walls are also in excellent condition. Plaster board duct chases were added for the forced air heating system and the one in Room 202 has been damaged, probably to add wiring. (Photo 12) The wallpaper probably dates from the 1940's or 50's and is in poor condition. The wallpapers are not considered to be "historic" finishes. The baseboards are generally in good condition.

It is recommended that the wallpaper be removed, the walls patched and repaired as needed (where opened for installation of systems), and that the walls be repainted.

Ceilings

The ceilings are in good to fair condition. Unlike the ceilings on the first floor they are unadorned with architectural moldings. Some cracks and water damage are evident. The ceilings will need to be opened for the installation of sprinklers and mechanical systems. It is possible that the extent of channeling required and the condition of the plaster may ultimately lead to a recommendation to replace the ceilings with rock lath and veneer plaster to match the walls. However, it is recommended for now to merely patch and repair the ceilings as necessary.

Windows and Doors

The windows, doors, and hardware are for the most part original and should be retained in the renovation. (Photos 14 and 15) The four panel doors have porcelain knobs and box locks which should be retained, and the typical enframements are well detailed; and related to these on the first floor, but simpler.

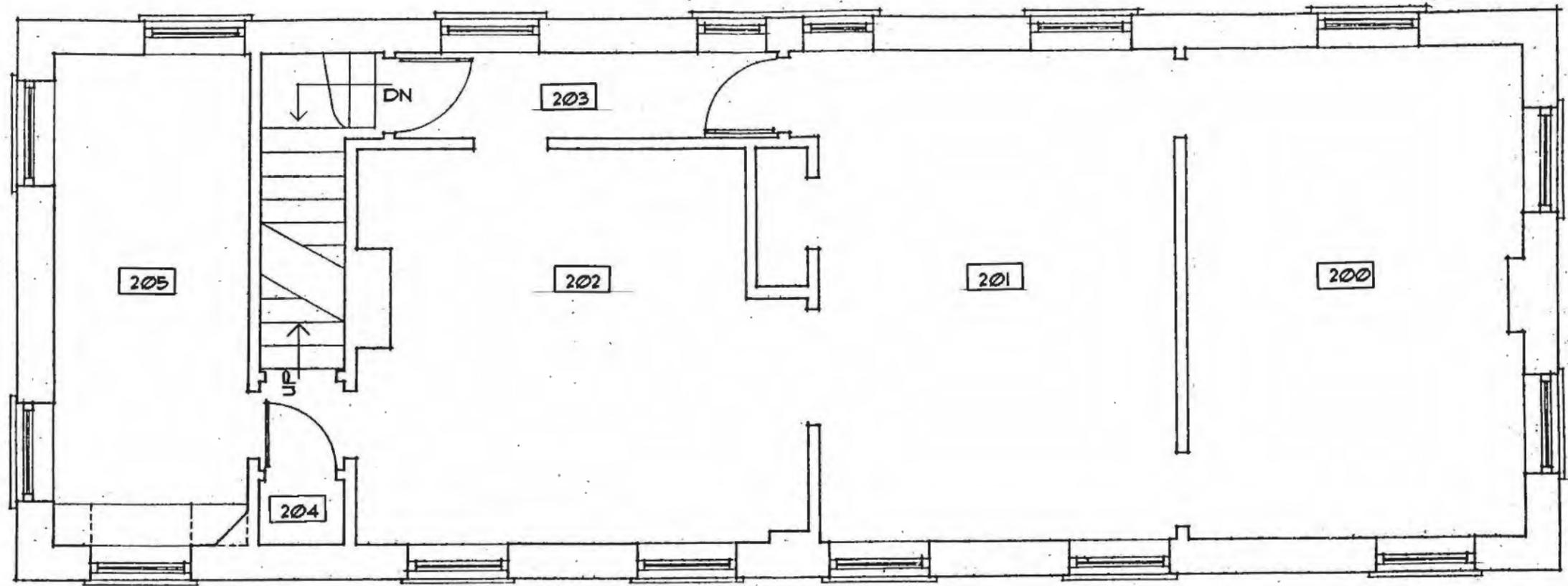
The window sash are stored on the first floor and should be reglazed and reinstalled. The finished

trim on the interior will need to be temporarily and carefully removed to install new sash cords to make the sash operable. The window enframements are of heavy Victorian design similar to the first floor and in excellent condition. (Photo 15)

It is recommended that the original finishes be determined through paint analysis and the original treatment (paint color or graining) be recreated. If original doors become available as a result of the renovations, it is recommended that they be rehung in the openings to Room 200.

Use

It is anticipated that the second floor would be renovated for light office use. The west end of the building will be renovated with a new, code conforming stair which will necessitate demolition of the non-functional kitchen in Room 205 (See Photo 13). The plumbing code requires that both Men's and Women's toilet rooms be provided for this use and it is felt that they can be accommodated in the space of the former kitchen. The windows and their surrounds should remain in this area; and the doors to Room 205 and Closet 204 should be redistributed to Room 200, if possible. It is recommended that all other partitions on this floor remain intact because of the integrity of the plan. The new systems recommended for this floor are described under the Basement description.



3 SECOND FLOOR PLAN

HOPEWELL RAILROAD STATION

HOPEWELL, NEW JERSEY

FORD FAREWELL MILLS AND GATSCH ARCHITECTS

Third Floor, Rooms 300 - 304

The third floor may have been an unfinished attic originally with the possible exception of Room 304, which served as the bathroom for Station Master's residence. By the design of the doors and their simple, board surrounds, (See Photos 17 and 18). Rooms 301 and 302 were probably added as bedrooms in the first quarter of this century. The paperboard walls and ceiling of Room 300 were probably added after the Second World War; to create an enclosed storage or playroom.

Floors

Same material and condition as the second floor. Repaint as needed.

Walls

The plaster walls are in fair to good condition and should be patched and repaired as necessary. It is recommended to remove the paperboard walls and support system in Room 300.

Ceilings

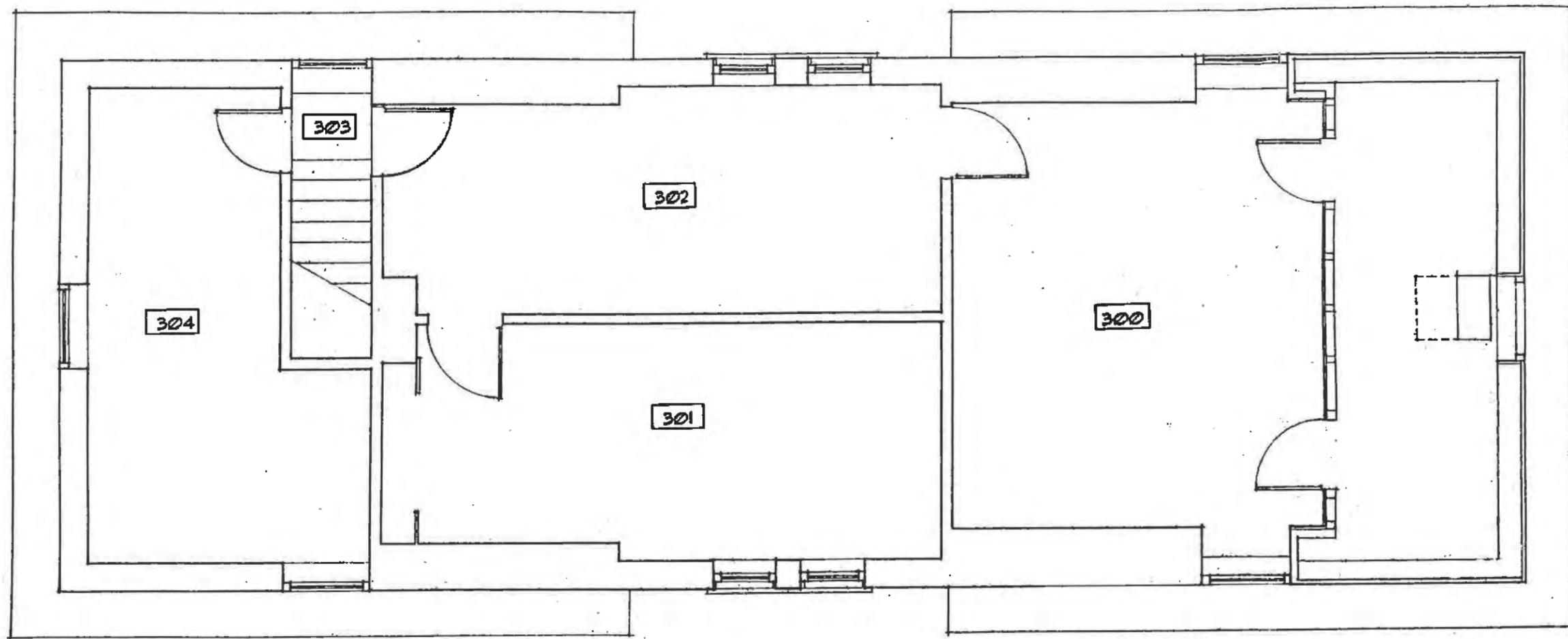
The plaster ceilings are in poor condition on this floor. Large areas of plaster appear to have detached from the lath. It is recommended to remove the plaster ceilings because of their poor condition, which will facilitate the installation of the new mechanical, electrical and sprinkler systems. New ceilings can be of rock lath and veneer plaster. The paperboard ceiling in Room 300 should be removed, as it is a fire hazard.

Doors and Windows

Restore as per the second floor recommendations.

Use

The new use for the third floor would be as ancillary space (probably storage) for the second floor. Room 300 should become the new mechanical room. Insulation should be installed in the floor of Room 300, in the demising partition to Rooms 301 and 302, and in the ceilings of Rooms 301-304. Ductwork would be run in the attic space over Rooms 301-304; and through existing duct chases on the third floor to service the second floor.



4 THIRD FLOOR PLAN

HOPEWELL RAILROAD STATION

HOPEWELL, NEW JERSEY

FORD FAREWELL MILLS AND GATSCH ARCHITECTS

**SCOPE OF WORK SUMMARY AND
COST SUMMARY**

COST STUDY

The following is a conceptual cost study based on the Request for Proposal from the Borough of Hopewell (See Appendix A) and based on preliminary field visits by the consultants. The mechanical, electrical, and plumbing systems are to be evaluated by an MEP engineer during the preliminary design of the next phase. At this time, allowances were assigned on a square footage basis for replacement of the systems, assuming the worst case.

The cost estimate takes into account the following factors:

1. The project would be competitively bid in accordance with the Public Contracts Law.
2. Union wage scale would be paid.
3. Bid, performance and surety bonds would be required.
4. Cost estimates are based on 1996 dollars.

It should be understood that actual costs could vary substantially from the estimates depending on a number of factors:

1. Rapid inflation in the cost of materials, labor, or energy.
2. If the workload (market demand) of area contractors is high, their mark-up for overhead and profit would be higher than the rate assumed for the estimate.
3. Some of the tasks might be accomplished by the Borough's Engineer and/or Public Works Department and could therefore be removed from the estimate.
4. Not all conditions could be observed due to the presence of architectural finishes. Additional deterioration found or other unforeseen conditions could increase the scope of work.

Because of the uncertainty of final construction costs at this stage an owner's contingency of 20% is added to take care of unanticipated conditions that may arise during the restoration work. Professional fees, permit fees, and financing costs should be added to obtain a project cost estimate.

PHASE I

Site Work

1.	Demolition and Removals	\$9,600
2.	Concrete Paving and Ramp	13,000
3.	Retaining Wall	30,000
4.	Steps to Track with Railing	12,000
5.	Site Drainage/Grading	3,600
6.	Curb Cut at R. R. Place	1,800
7.	Gratings at Basement Windows	3,500
8.	Topsoil and Seed	5,000
9.	Landscaping Allowance	<u>5,000</u>
	Subtotal	\$83,500

Utility Connections

1.	Electrical Service	\$10,000
2.	Water Line	10,000
3.	Rainwater Drainage to Track	<u>4,000</u>
	Subtotal	\$24,000

Exterior Restoration

1.	Masonry Work	
	A. Rebuild and Reline Two Chimneys	\$26,000
	B. Mortar Analysis	2,500
	C. Clean, Repair, Repoint Exterior Masonry	76,000
2.	Roof Restoration	
	A. Upper Metal Roof	54,500
	B. Slate Mansard Roof	78,000
3.	Decorative Woodwork Restoration	
	A. Cornice Moldings	24,000
	B. Hooded Dormers (6)	31,500

4.	Window and Door Restoration	
	A. Windows (34)	22,500
	B. Doors (7)	14,000
5.	Pent Roof Restoration	92,000
6.	Painting	
	A. Historic Paint Analysis	5,500
	B. Painting of Wood and Metal	39,000
7.	Sprinkler Equipment, Piping and Heads	44,000
8.	Electrical Main Panels and Meters	10,000
9.	Freight Building	
	A. Roof	8,000
	B. Clapboard	15,500
	C. Doors and Windows	5,500
	D. Paint	<u>4,000</u>
	Subtotal	\$552,500
	Total - Phase I	\$660,000

PHASE II

Site Work

1.	Paving Removal and Repair	\$25,000
2.	Condenser Pads and Screening	10,000
3.	Exterior Lighting Allowance	10,000
4.	Signage	2,000
5.	Freight Station Platform	15,500
6.	Restoration of Waiting Station	32,500
7.	Restoration of Flower Beds	5,000
8.	Restoration of Bulkhead and Railings	<u>5,000</u>
	Subtotal	\$105,000

Utility Work

1.	Sanitary Sewer	\$10,000
2.	Gas Service, by Utility - Hook up only	5,000
3.	Remove Oil Tank and Furnace	3,500
4.	Remove Asbestos on Ducts - Allowance	<u>20,500</u>
	Subtotal	\$39,000

Exterior Restoration

1.	Restoration of Balconies	\$26,000
2.	Restoration of Finials	2,500
3.	Restoration of Metal Roof Cresting	37,500
4.	Painting	<u>6,000</u>
	Subtotal	\$72,000

Interior Renovation/Restoration

Basement

1.	Patch Point Foundations and Whitewash	\$3,000
2.	Create Rated Boiler and Sprinkler Valve Rooms	7,500
3.	Repair Basement Floor Slab	1,000
4.	Upgrade First Floor Structure to Code Loads	4,000

5. Restore Cellar Windows	<u>2,500</u>
Subtotal	\$18,000

First Floor

1. Miscellaneous Removals	\$9,000
2. Replace 20% of Finished Floor	4,000
3. Sand and Refinish Floor	3,500
4. Repair Wood Wainscot and Chair Rail	3,000
5. Patch 40% of Plaster Wall and Skim Coat	8,500
6. Reconstruct Plaster Cornice and Ceiling Ornament	8,500
7. Restore Window Moldings	2,500
8. Rebuild Chimney (Basement to Roof)	18,000
9. Restore Station Master's Desk and Benches	3,500
10. New Door Between Waiting Rooms	2,500
11. New Plaster Ceilings	12,000
12. New Stair, Kitchenette, ADA Bathroom and Finishes	35,000
13. Historic Paint Analysis	5,000
14. Repaint	<u>8,000</u>
Subtotal	\$123,000

Second and Third Floor

1. Removals	\$7,500
2. Patch and Repair Walls	6,000
3. Repaired or New Plaster ceilings	16,500
4. Repair and Refinish Floors	6,000
5. New Stair (2nd to 3rd), Two Bathrooms, and Finishes.	18,000
6. Repaint	10,000
7. Insulation	<u>3,000</u>
Subtotal	\$67,000

Building Systems

1. Forced Air HVAC System	\$54,000
2. Plumbing System including Fixtures	30,000
3. Electrical System	25,000

	Distribution Outlets Fire Alarm System	
4.	Interior Lighting Allowance	<u>15,000</u>
	Subtotal	\$124,000

Summary - Phase II

Site Work	\$105,000
Utility Work	39,000
Exterior Restoration	72,000
Interior Renovation/Restoration	<u>332,000</u>
Total	\$548,000

DOCUMENTARY PHOTOGRAPHS - 1996



Photo 1: View of station from Railroad Avenue, looking northeast.



Photo 2: Bishop's crook light fixture, c. 1985



Photo 3: Station from southeast.
Cornice and dormer trim have been partially restored.
Openings have been secured with plywood painted to simulate doors and windows



Photo 4: Station from northwest.



Photo 5: Station from southeast.
Note severe deterioration of canopy at southeast corner.



Photo 6: Station, west facade.



Photo 7: Interior, ticket window in ladies' waiting room, with shelf and early 20th century light fixture.



Photo 8: Interior, ladies' waiting room. Part of surviving bench is visible to the right.
Doors and moldings are typical of first floor finishes.



Photo 9: Mens' waiting room, looking into bay window in stationmaster's office. Later wall and ceiling coverings have been removed, showing added furring strips over original plaster. Ghost of former partition is visible at left of window to right.

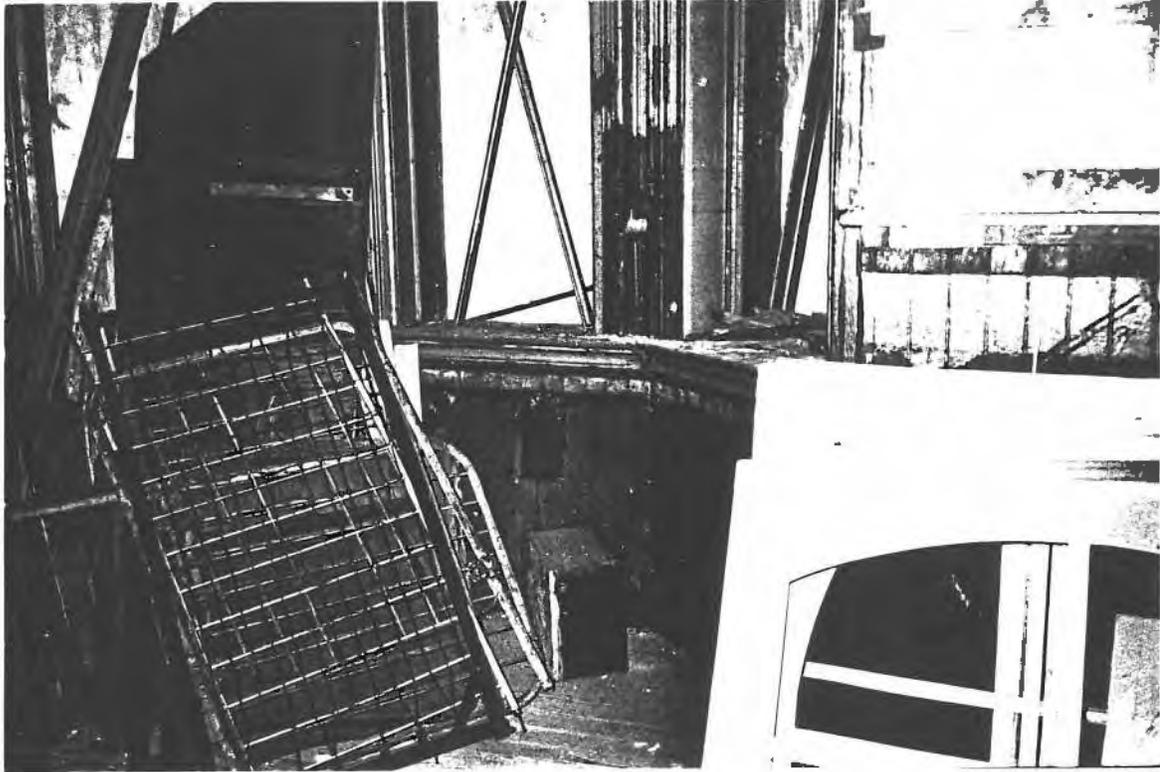


Photo 10: Stationmaster's office. Ghost of chair rail is visible above matchboard wainscot.

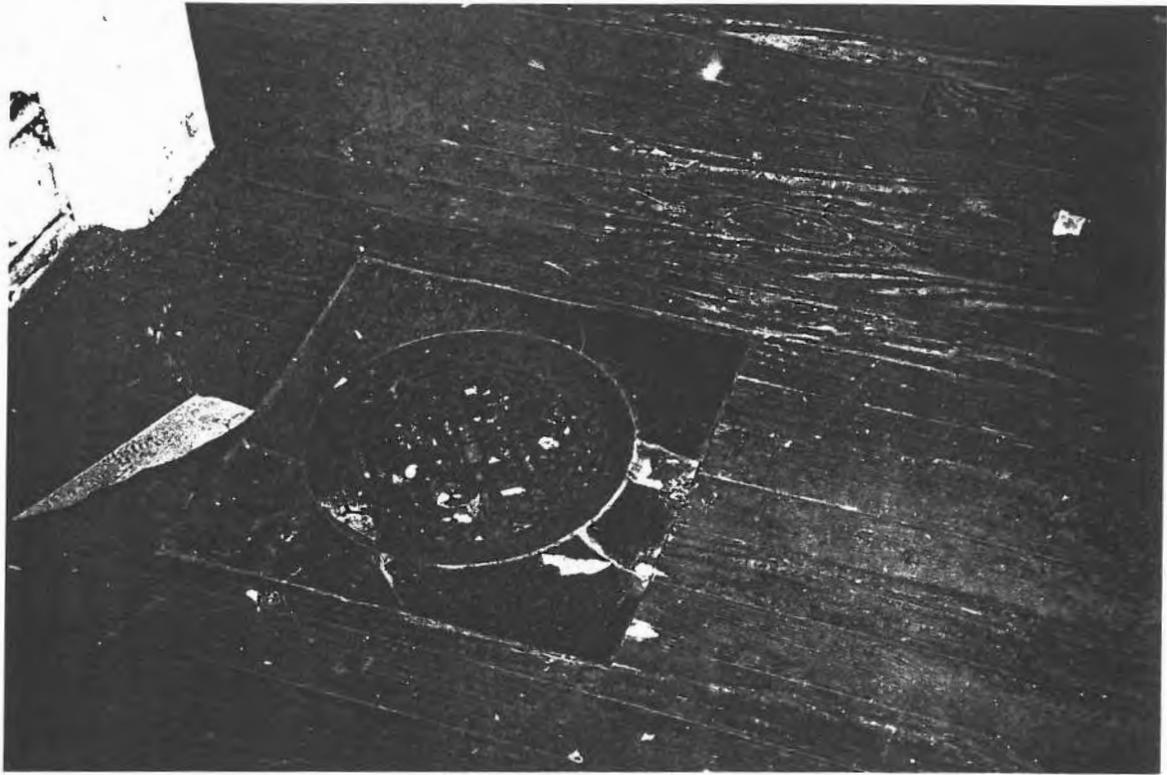


Photo 11: Typical floor register.



Photo 12: Added duct in Room 202. Note condition of wiring.

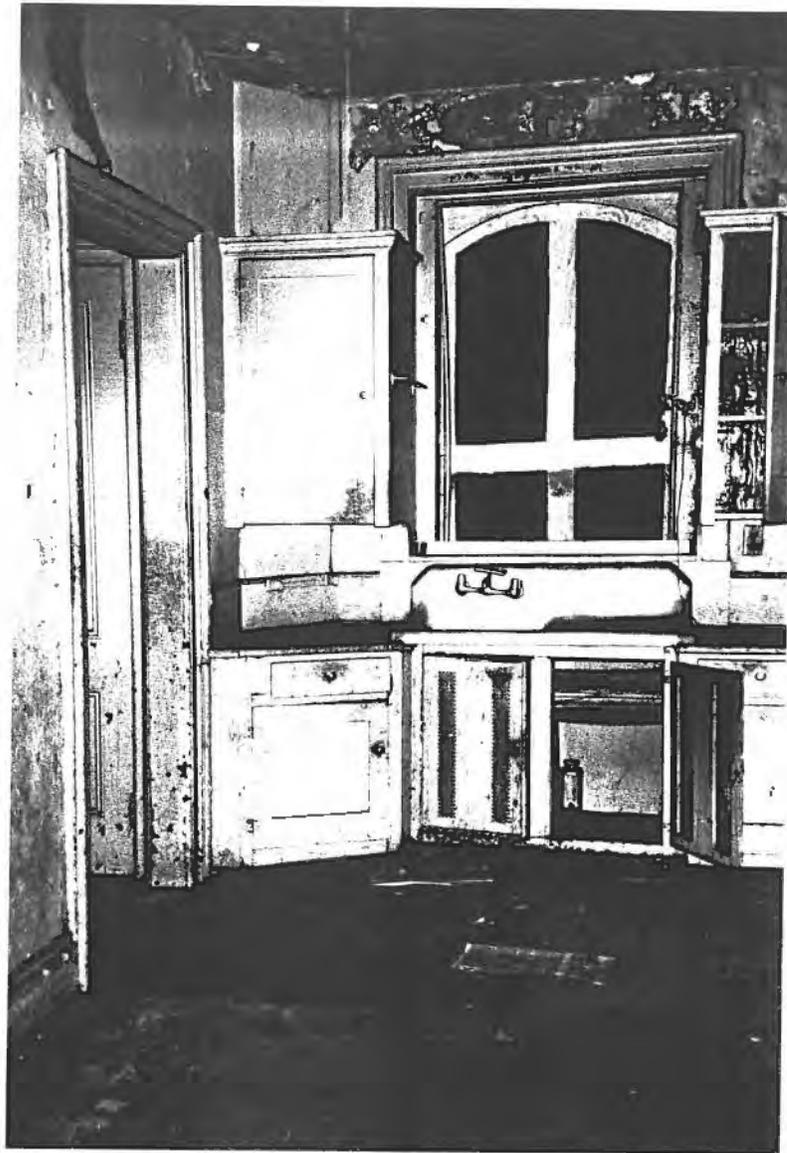


Photo 13: Kitchen equipment in Room 205.



Photo 14: Second floor, typical door and molding details



Photo 15: Second floor, typical window details



Photo 16: Southwest corner; Room 202, looking through the stair hall to Room 205.
Note original door and window enframements, baseboards and plaster.



Photo 17: Typical third floor door, Room 302 showing simple enframements probably added in the first quarter of this century.



Photo 18: Third floor, showing typical finishes.



Photo 19: Freight station from southwest.



Photo 20: Freight station from northeast.



Photo 21: Outbound shelter from southwest, c. 1985



Photo 22: Outbound shelter from southeast, c. 1985



Photo 23: Outbound shelter from northwest, c. 1985.

APPENDICES

APPENDIX A
REQUEST FOR PROPOSAL
FEBRUARY 17, 1995

BOROUGH OF HOPEWELL

MERCER COUNTY

#1489

February 17, 1995

RECEIVED

FEB 21 1995

FORD FAREWELL
MILLS & GATSCHE

Ford Farewell Mills & Gatsch
ATTN: Michael J. Mills, AIA
864 Mapleton Road
Princeton, NJ 08540-9539

RE: Request for Proposal. Exterior Preservation and Restoration
of the Hopewell Borough Railroad Station

Dear Mike:

We are pleased to inform you that your firm is being invited to submit a proposal for services for the exterior restoration and preservation of the Hopewell Borough Railroad Station and Freight Building. This project has been made possible by and ISTE A funding grant awarded in 1994.

The scope of necessary work for the project is attached as well as selected portions from our ISTE A funding application. Your firm is being invited to give a 45 minute presentation to our Borough Council on March 15th at 8:40 PM with a 15 minute question and answer period to follow.

We are requesting a fee proposal (under separate cover) for those professional services outlined as the Phase I & II scope of work and those work efforts classified as necessary work within the study of probable cost. Your proposal and separate fee schedule is due at the Borough offices by Friday, March 10th at 2:00 PM.

The Council will be reviewing all proposals and presentations based on the following criteria:

- * Demonstrated understanding of the problems and needs presented by this project.
- * Soundness of respondent's approach to the problems and needs presented by the project including respondent's methodology for achieving specific tasks and objectives.
- Experience and capacity of the project team including recent and related experience.
- * Qualifications of project team assembled.
- * Cost effectiveness and reasonableness of respondent's proposed fee.

Page 2

RFP: RR Station

If you should have any questions with regard to the proposal you may contact Borough Councilman Mark Samse at his work location, (609)452-1212.

We look forward to hearing your presentation and thank you for your interest in our project.

Sincerely,

Mark (RFP)

Mark J. Samse
Borough Councilman

pc: George A. Padgett, Mayor
Hilary R. Fortenbaugh, Municipal Clerk

BOROUGH OF HOPEWELL

MERCER COUNTY

HOPEWELL RAILROAD STATION

Borough of Hopewell, Mercer County, New Jersey

RESTORATION OF THE EXTERIOR

SCOPE OF WORK: PROFESSIONAL SERVICES

Phase I: Preservation Plan (building & adjoining landscape)

1. Undertake historic research
 - a. New Jersey Transit and Conrail archives
 - b. Local sources
 - c. Secondary sources (e.g., National Register nomination)
2. Prepare a statement of significance
3. Description
 - a. Original appearance
 - b. Subsequent alterations
 - c. General description of conditions
4. Recommendations for restoration
 - a. Establish preservation guidelines
 - i. Interior
 - ii. Exterior
 - b. Make list of recommendations in accordance with the Secretary of Interior's Standards for Historic Preservation
5. Prepare a study of probable cost for recommended work.
6. Submit to the Office of Historic Preservation and make any revisions required.

BOROUGH OF HOPEWELL

MERCER COUNTY

HOPEWELL RAILROAD STATION
Borough of Hopewell, Mercer County, New Jersey

RESTORATION OF THE EXTERIOR

SCOPE OF WORK: PROFESSIONAL SERVICES
Phase II: Architectural and Engineering Services

1. Confirm existing condition dimensions: plan and elevation. Verify grade at building perimeter for possible ramp construction. (architect)
2. Confirm condition of existing construction. Inspect conditions of roofing, flashing, windows, doors, brick, exposed wood structure, jigsaw ornament and miscellaneous metal work. (architect, structural engineer, electrical engineer, fire protection consultant)
3. Develop base drawings. (architect)
4. Materials research (i.e., roof slates, etc.) (architect)
5. Paint analysis and research (architect and consultant)
6. Mortar analysis (architect)
7. Test sample of existing facade for cleaning (architect)
8. Codes/regulations research, including seismic analysis. (all team members)
9. Identify all site utility locations. Load calculations and design of connections to utilities from property line to building, including new electric service panel. (water, sanitary, gas & electric)
10. Secure all necessary jurisdictional approvals (Planning Board, Borough Council, NJ Transit, Conrail, state Historic Sites Council, etc.) (all team members)
11. Preparation of construction drawings in accordance with the approved preservation plan. (all team members)

BOROUGH OF HOPEWELL

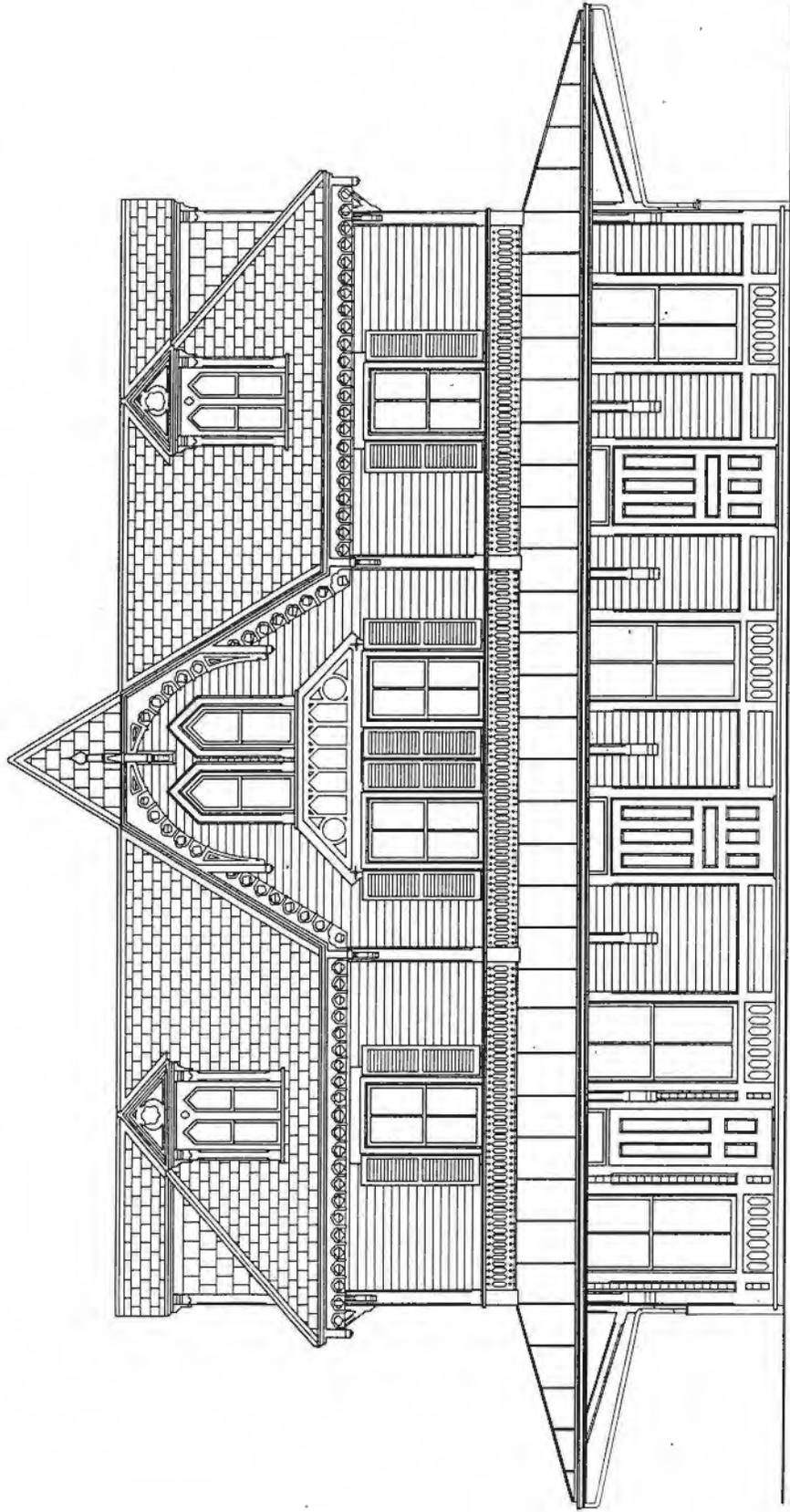
MERCER COUNTY

HOPEWELL RAILROAD STATION (con't.)
Borough of Hopewell, Mercer County, New Jersey

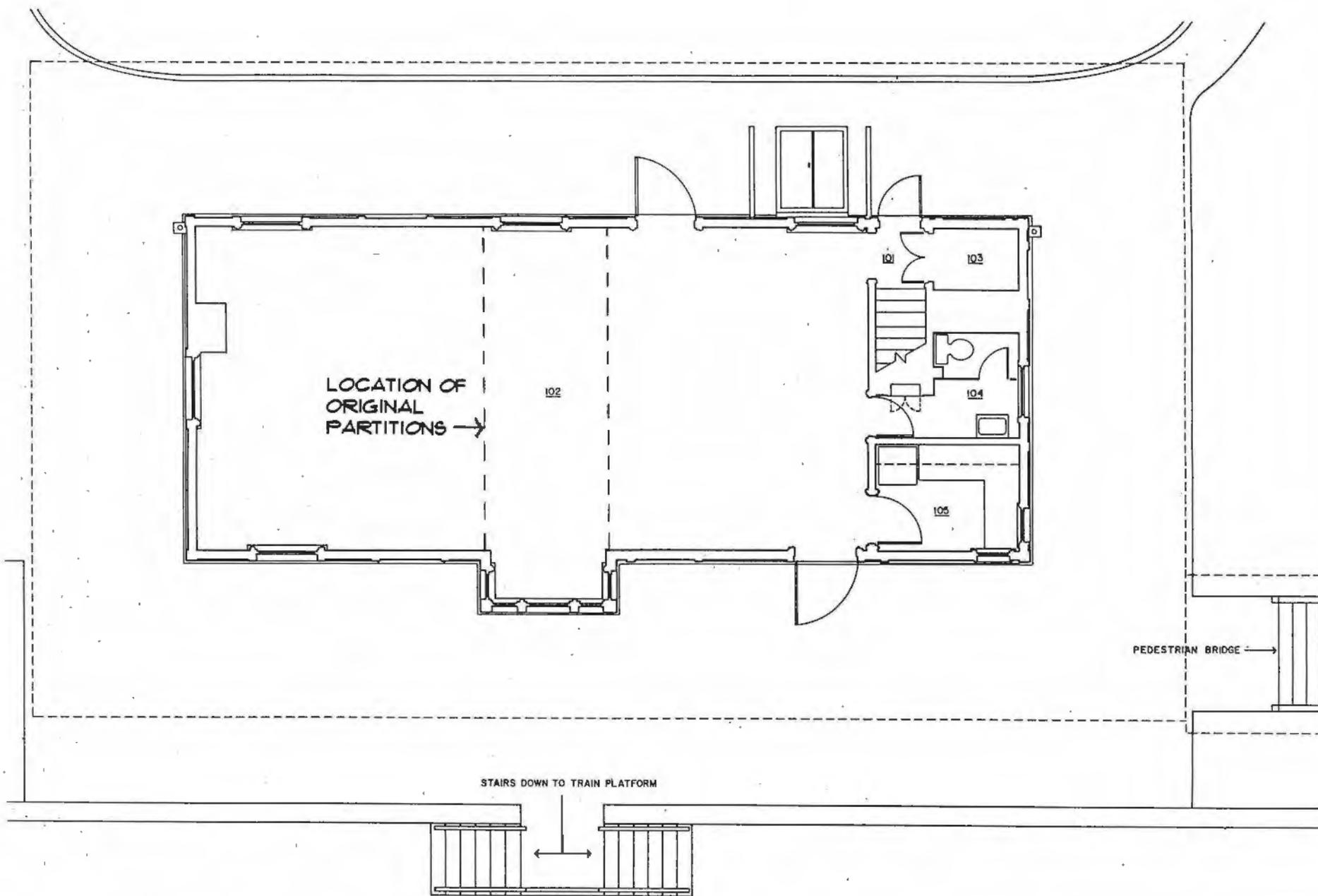
12. Preparation of specifications (all team members)
 - develop, and review with borough attorney and engineer, General Conditions wording to meet Borough, State, and federal requirements.
 - establish a list of pre-qualified bidders
 - determine a list of required submittals
 - technical specifications
13. Coordinate project utility requirements with utility companies (architect, electrical engineer, fire protection consultant & borough engineer)
14. Hydrology calculations for, and design of, sprinkler system. (fire protection consultant) Design heated area for sprinkler valve. (mechanical engineer)
15. Design exterior site and building lighting (electrical engineer & site planner)
16. Tests, reports, and plans for abatement of hazardous materials, as necessary (appropriate consultants)
17. Preparation of construction cost estimate (architect)
18. Bidding (architect)
19. Contract award (architect)
20. Construction administration (architect, electrical engineer, structural engineer, fire protection consultant)
 - construction document interpretation
 - conduct job meetings
 - review submissions
 - test/sample approvals
 - construction observation
 - review change orders
 - review payment requests
 - dispute resolution
 - project close-out

NOTE: Architect must meet the Secretary of the Interior's minimum professional qualification standards for historic architecture, 36 CFR Part 61, Appendix B.

**APPENDIX B
FANWOOD RAILROAD STATION
CASE STUDY**



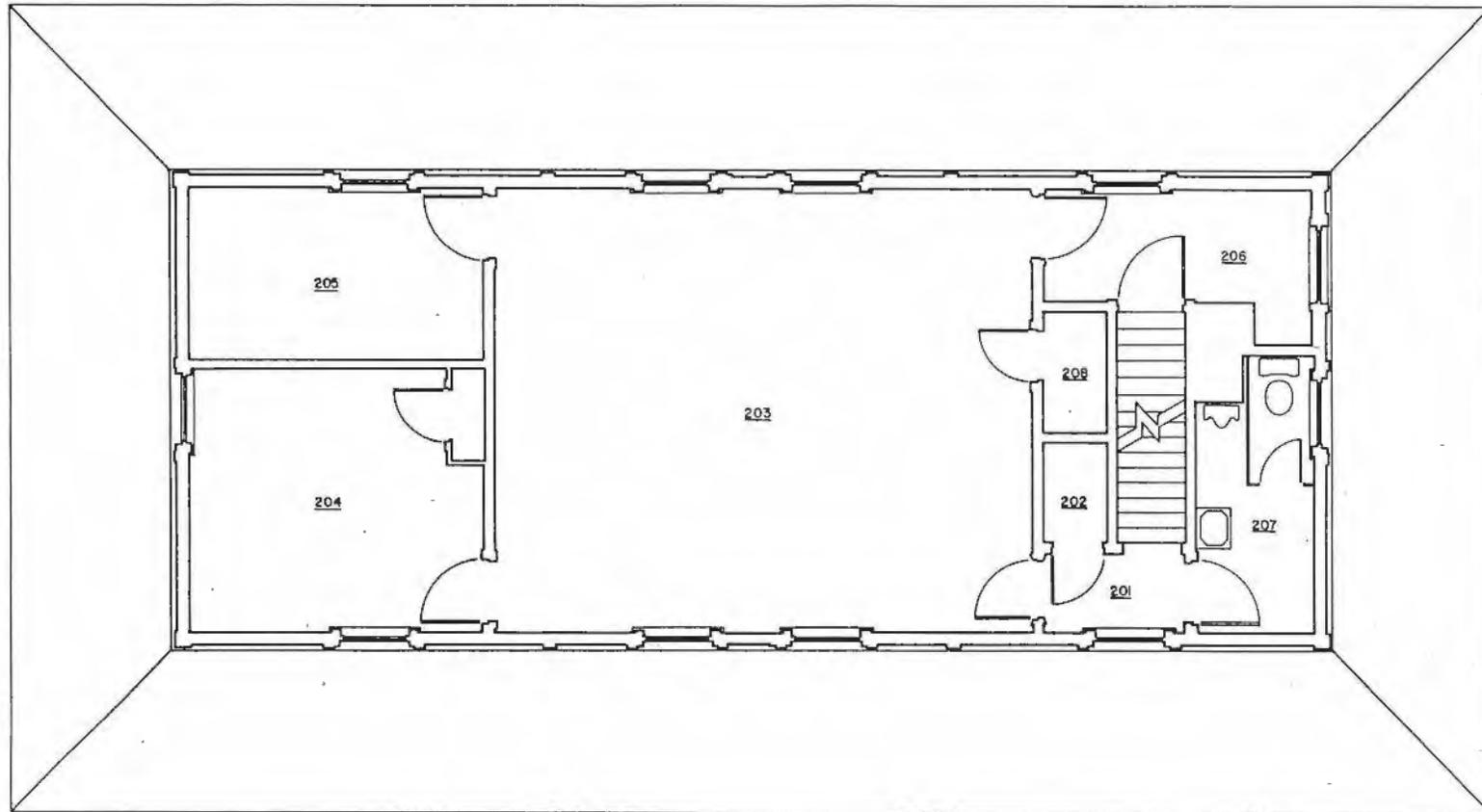
RESTORED NORTH ELEVATION
DERIVED FROM C.1900 POSTCARD



EXISTING PLAN - C. 1980.

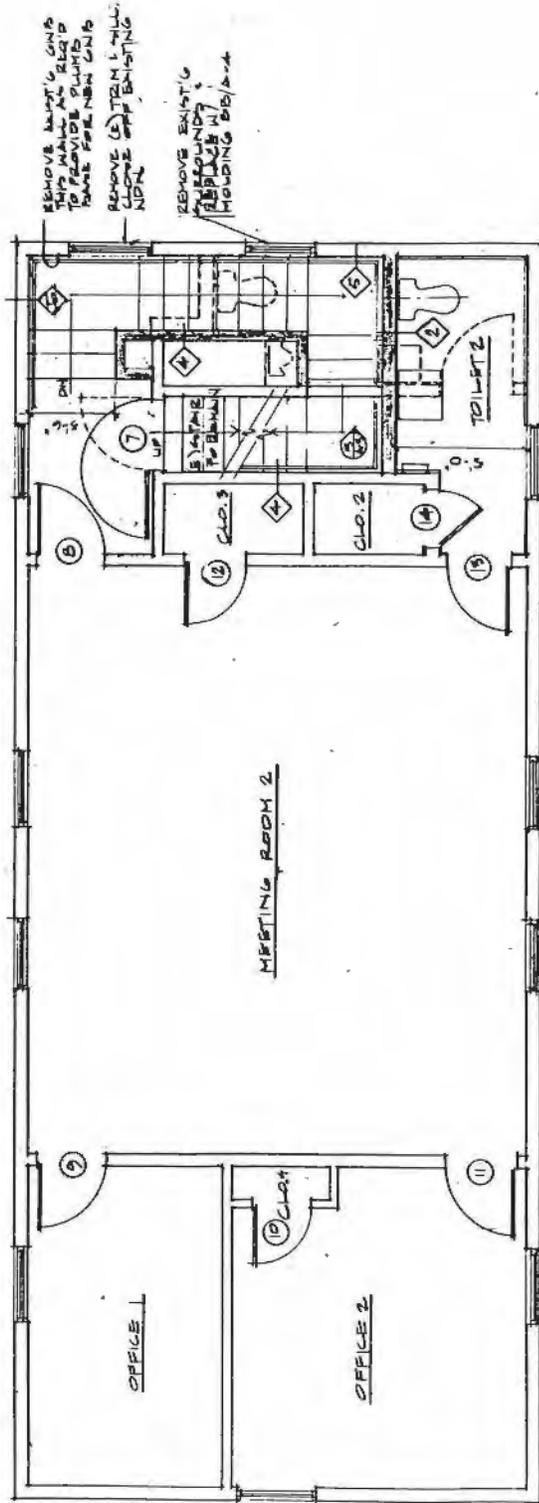
NOTE: ORIGINAL BEADED BOARD PARTITIONS WHICH
 CREATED MEN'S AND WOMEN'S WAITING ROOMS
 AND STATION MASTER'S OFFICE ARE MISSING.

FIRST FLOOR PLAN



SECOND FLOOR PLAN

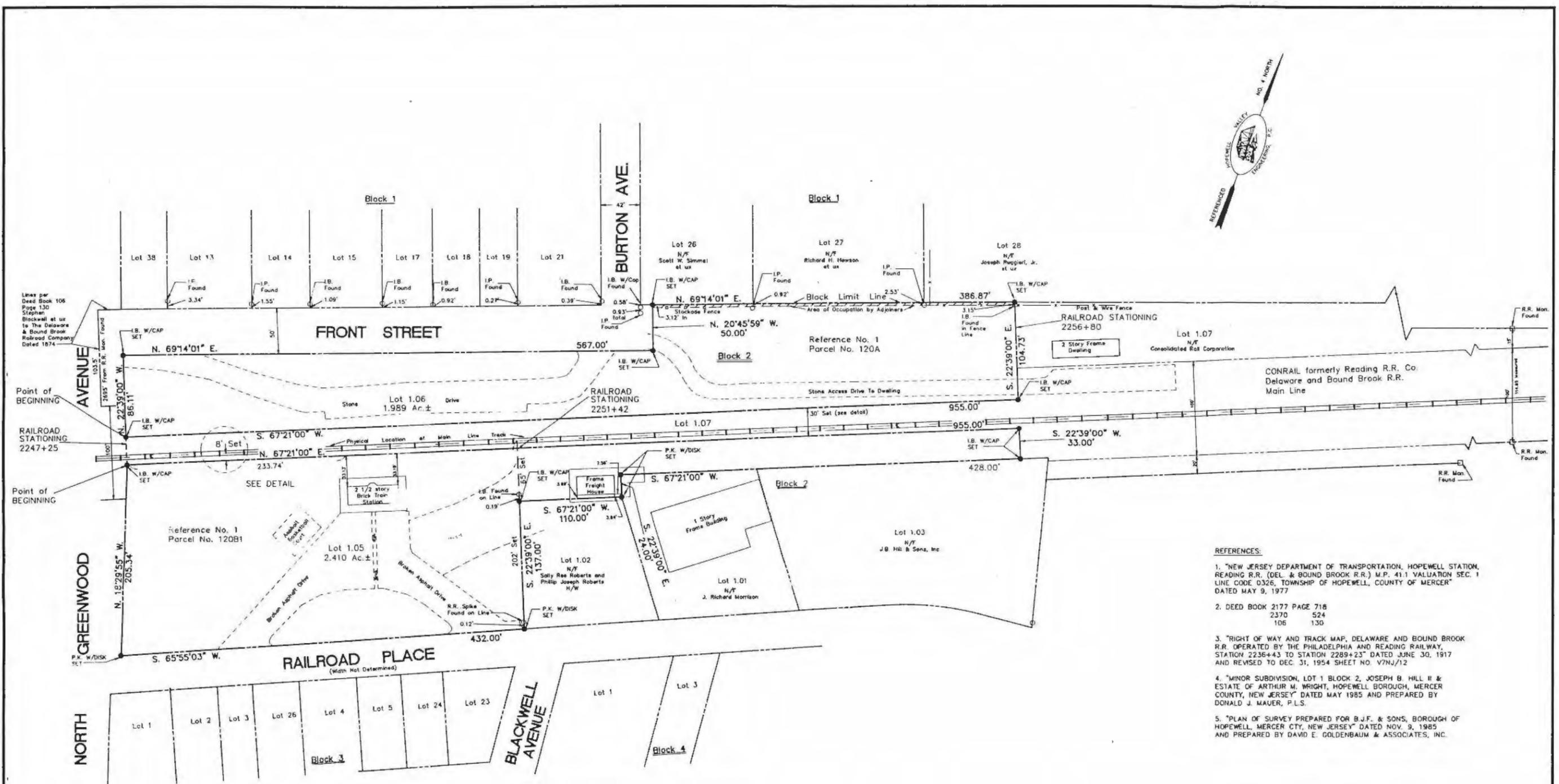
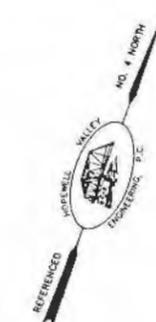
ORIGINAL PLAN



2 SECOND FLOOR PLAN
1/4" = 1'-0"

RENOVATION PLAN
NOTE: NEW CODE
CONFORMING STAIR

**APPENDIX C
EXISTING SITE PLAN**



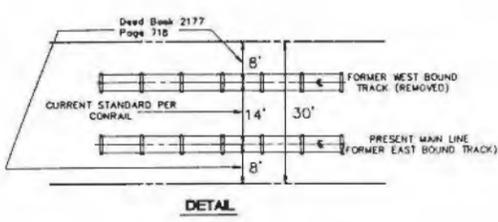
- REFERENCES:**
1. "NEW JERSEY DEPARTMENT OF TRANSPORTATION, HOPEWELL STATION, READING R.R. (DEL. & BOUND BROOK R.R.) M.P. 41.1 VALUATION SEC. 1 LINE CODE 0326, TOWNSHIP OF HOPEWELL, COUNTY OF MERCER" DATED MAY 9, 1977
 2. DEED BOOK 2177 PAGE 718
2370 524
106 130
 3. "RIGHT OF WAY AND TRACK MAP, DELAWARE AND BOUND BROOK R.R. OPERATED BY THE PHILADELPHIA AND READING RAILWAY, STATION 2236+43 TO STATION 2289+23" DATED JUNE 30, 1917 AND REVISED TO DEC. 31, 1954 SHEET NO. V7N/12
 4. "MINOR SUBDIVISION, LOT 1 BLOCK 2, JOSEPH B. HILL II & ESTATE OF ARTHUR M. WRIGHT, HOPEWELL BOROUGH, MERCER COUNTY, NEW JERSEY" DATED MAY 1985 AND PREPARED BY DONALD J. MAUER, P.L.S.
 5. "PLAN OF SURVEY PREPARED FOR B.J.F. & SONS, BOROUGH OF HOPEWELL, MERCER CTY, NEW JERSEY" DATED NOV. 9, 1985 AND PREPARED BY DAVID E. GOLDENBAUM & ASSOCIATES, INC.

NOTES:

SUBJECT TO THE FOLLOWING CONDITIONS AND/OR RESTRICTIONS PER DEED BOOK 2370 PAGE 524 (GRANTOR BEING NEW JERSEY TRANSIT CORPORATION)

1. GRANTEEES AGREE THAT THE STRUCTURE WILL BE PRESERVED AND MAINTAINED IN ACCORDANCE WITH THE RECOMMENDED APPROACHES IN THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION. ANY PHYSICAL OR STRUCTURAL CHANGES WILL BE REVIEWED AND APPROVED IN WRITING BY THE COMMISSIONER OF THE DEPARTMENT OF ENVIRONMENTAL PROTECTION. THE ABOVE RESTRICTIONS SHALL BE BINDING ON THE PARTIES HERETO, THEIR HEIRS, SUCCESSORS, AND ASSIGNS IN PERPETUITY; HOWEVER, THE COMMISSIONER MAY, FOR GOOD CAUSE, MODIFY OR CANCEL ANY OR ALL OF THE FOREGOING RESTRICTIONS.
2. GRANTEEES AGREE TO RESERVE TO GRANTOR AN AREA 250 FEET IN LENGTH ALONG THE TRACK FOR MINIMUM OF 15 FEET IN WIDTH FROM THE EDGE OF THE NEAR RAIL FOR FUTURE PASSENGER SERVICE (EXCLUSIVE OF THE SIDING TRACK). THIS WIDTH SHALL BE INCREASED TO 20 FEET FOR A DISTANCE OF 10 FEET TO PROVIDE FOR A SHELTER.
3. GRANTEEES AGREE TO RESERVE TO GRANTOR SUFFICIENT LAND TO PROVIDE PARKING FOR FIVE CARS ON THE INBOUND SIDE OF THE TRACKS. HOWEVER, CONSTRUCTION OF THE FIVE PARKING SPACES WILL NOT BE REQUIRED UNLESS COMMUTER SERVICE IS RESTORED.
4. GRANTEEES AGREE TO PROVIDE PEDESTRIAN AND VEHICLE ACCESS TO THE "PLATFORM AREA" ACROSS ONE PLACE ON THIS PROPERTY.
5. IF POSSIBLE, GRANTEEES WILL RELOCATE THE PLAYGROUND TO ANOTHER PART OF THE PROPERTY.

SUBJECT TO ANY EASEMENTS AND MATTERS OF RECORD



TO
**BOROUGH OF HOPEWELL
STEWART TITLE GUARANTY COMPANY**

I DECLARE THAT THIS PLAN IS BASED ON A FIELD SURVEY MADE ON 6/18/93 BY ME OR UNDER MY IMMEDIATE SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF

A) REPRESENTS THE CONDITIONS FOUND AT AND AS OF THE DATE OF THE FIELD SURVEY, EXCEPT SUCH EASEMENTS, IF ANY, BELOW THE SURFACE OF THE LANDS OR ON THE SURFACE OF LANDS NOT VISIBLE; AND

B) EXCEPT AS SHOWN ON THE PLAN, THERE ARE NO DISCREPANCIES BETWEEN BOUNDARY LINES OF THE SUBJECT PROPERTY AS SHOWN ON THE PLAN AND AS DESCRIBED IN THE LEGAL DESCRIPTION OF RECORD WHICH WAS OBTAINED FROM THE COUNTY CLERK'S OFFICE.

THIS DECLARATION IS GIVEN SOLELY TO THE ABOVE NAMED PARTIES FOR THIS TRANSACTION ONLY AND IS NOT TRANSFERABLE EXCEPT AS PROVIDED HEREIN.

CAUTION: IF THIS DOCUMENT DOES NOT CONTAIN THE RAISED IMPRESSION SEAL OF THE PROFESSIONAL, IT IS NOT AN AUTHORIZED DOCUMENT AND MAY HAVE BEEN ALTERED.

James D. McEwen
JAMES D. McEWEN
N.J.L.S. 31659

6-21-93
DATE SIGNED

Rev. No.	Date	Initial	Chk'd. By	Description of Revision
1	6-22-93	G.P.F.	J.M.C.	Revised Certification

Hopewell Valley Engineering, P.C.
Engineers, Planners, and Land Surveyors

Plan of Survey
OF
Lot 1.05 & Lot 1.06 Block 2
SITUATE IN
Borough of Hopewell, Mercer County, New Jersey

James D. McEwen
JAMES D. McEWEN
N.J.L.S. 31659

145 Route 31 North
Suite 15, P.O. Box 710
Pennington, N.J. 08534
(609)-466-0800
Fax (609)-466-1277

6/21/93
Date Signed

Sheet 1 of 1

Date: 6/18/93	Scale: 1" = 50'	Job No: 1105HCCG	Drawn By: BAS01A00	File No: asxx	Drawn By: G.P.F.	Checked By: J.M.C.	Field Book: 13
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