

ATLANTIC CITY UNION STATION
(Atlantic City Municipal Bus Terminal)
2121-2125 Arctic Avenue
Atlantic City
Atlantic County
New Jersey

HABS No. NJ-1218

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Northeast Region
Philadelphia Support Office
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

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HISTORIC AMERICAN BUILDING SURVEY
ATLANTIC CITY UNION STATION (Atlantic City Municipal Bus Terminal)
HABS No. NJ-1218

Location: 2121-2125 Arctic Avenue (northwest corner of Arctic and North Arkansas Avenues), Atlantic City, Atlantic County, New Jersey

USGS Atlantic City Quadrangle, Universal Transverse Mercator Coordinates: 18.548380.4356680

Present Owner: Atlantic County Improvement Authority
1333 Atlantic Avenue
Atlantic City, NJ 08401

Present Occupant: NJ Transit
NJ Transit Headquarters
One Penn Plaza East
Newark, NJ 07105

Present Use: Atlantic City Municipal Bus Terminal

Significance: Atlantic City Union Station is significant as an expression of corporate architecture from the second quarter of the twentieth century. Its classic facade, art deco detailing, and substantial presence were intended to represent both the permanence and forward-lookingness of the newly-formed Pennsylvania-Reading Seashore Lines, provide public reassurance at a time of great economic distress, and give Atlantic City a transportation terminal which could be considered worthy of its importance as a growing city. Its construction, demolition of the previous stations, and resultant improvement of traffic circulation were considered a great boon to the whole city.

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PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: Trains started operating from Union Station on 30 September 1934 (*Atlantic City Press*, 1 October 1934, p. 2).

A dedication and cornerstone laying ceremony was held 24 October 1934 (*Atlantic City Press*, 25 October 1934, p. 1).

Construction was not completed until about 1 January 1935 (*Christian Science Monitor*, 8 November 1934, p. 4).

2. Architect: David A. Rosenstein.

3. Original and subsequent owners: References to the Chain of Title to the land upon which the structure stands are in the office of the County Clerk, Atlantic County Courthouse, Mays Landing, New Jersey.

1965 Deed, 27 January 1965, recorded in Book 2261, page 321, Parcel 2, West Jersey and Seashore Railroad Company, and Pennsylvania Reading Seashore Lines, to Atlantic County Improvement Authority: "The Pennsylvania-Reading Seashore Lines, Lessee of West Jersey and Seashore Railroad Company, under Indenture of Lease between West Jersey and Seashore Railroad Company and the Pennsylvania Railroad Company dated June 30, 1930, for the term of 999 years from July 1, 1930, which lease was subsequently assigned by said The Pennsylvania Railroad Company to Atlantic City Railroad Company by agreement dated June 23, 1933, the name of said Atlantic City Railroad Company having been changed to Pennsylvania-Reading Seashore Lines on July 15, 1933."

4. Builder, contractor, suppliers: No information has been located on this subject.

5. Original plans and construction: The original plans for the station have not been located. Some of the plans for the 1965 renovation made when the building was changed from a train station to a bus terminal are extant, and make reference to existing conditions which were then being altered. A contemporary perspective view was included in the 8 November 1934 *Christian Science Monitor* article. Early photographs were located in the Atlantic City Free Public Library, Atlantic City collection (more information is provided under Part III, B. Historic views.)

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The exterior of the building appeared much as it does now, with the following major exceptions:

- The south (Arctic Avenue) facades of the flanking wings were finished with the same veneer brick as the rest of the building instead of being covered with Dryvit, a proprietary exterior insulation and finish system;
- There was a canopy over the Arkansas Avenue entrance to the concourse similar to the one extant on the Arctic Avenue facade;
- Five concrete platforms extended back from the station 1400 feet, of which the first 600 feet were covered.

6. Alterations and additions: There is no record of changes between 1934 and 1965. In 1965, The Ballinger Company, Architects and Engineers, 1625 Race Street, Philadelphia, PA, prepared plans for altering the use of the building to a bus terminal. Sheets 2, 3, and 4 of 30 are extant. Known changes included:

- Removal of the concrete platforms and construction of a single bus platform across the back of the concourse and curving on the west side to an extension running north. The “W” shaped roof over the platform is constructed of the platform supports and roofs from the train station, reused in a double configuration;
- Installation of a new cast stone sign reading “ATLANTIC CITY MUNICIPAL BUS TERMINAL” over the original sign;
- Removal of steel canopy on Arkansas Avenue entrance to the concourse;
- Replacement of west facade first floor metal windows with asbestos board; replacement of west facade second floor metal windows with wood windows;
- Removal of waiting room benches and patching of the terrazzo floor;
- Removal of metal vestibules at the three center waiting room doors on the Arctic Avenue facade;
- Alteration of partitions, doors, and circulation in first and second floor west wing, and first floor south end of east wing;
- Construction of new ticket counter.

A phased renovation of the bus station was undertaken in the early 1990’s. Five phases were planned, but only three were carried out before the decision was made to demolish the building. The phases were:

- Phase I: construction of a temporary terminal in the concourse area and men’s and women’s restrooms on the first floor of the east wing, south end, to be used during renovations on the rest of the building;
- Phase II: construction of new men’s and women’s restrooms on the first floor of the west wing, and renovation of a limited area on the second floor of the west wing at the top of the stairs to the staff area;
- Phase III: interior renovation of the remainder of west wing, first and second floors, consisting primarily of new gypsum wall board and drop-ceiling

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finishes, with some rearrangement of partitions. New air conditioning and air handlers were installed, with units mounted on the roofs and above the ceiling of the waiting room. Phase III originally called for renovation of the south end of the first floor and entire second floor of the east wing, but following demolition of existing partitions in these areas, construction was halted. In addition, a second-story bridge linking the east and west wings across the main waiting room, with a monumental staircase down to the waiting room, was deleted from the plans before construction. Exterior changes included new commercial storefront doors in the main waiting room, and coating of the brick veneer on the south facades of the wings with Dryvit.

B. Historical context:

Union Station was constructed as a result of the 1933 merger between the Pennsylvania Railroad controlled West Jersey & Seashore line and the Reading Railroad controlled Atlantic City Railroad. The merger was an attempt to control costs. The new line was called the Pennsylvania-Reading Seashore Lines.

The Pennsylvania Railroad had taken over control of the Camden & Atlantic Railroad in 1883. The Camden & Atlantic was the original railroad which was responsible for Atlantic City's very existence. A group of investors led by Dr. Jonathan Pitney, an Absecon physician, obtained a charter for a railroad from Camden to Absecon Island in 1852. The railroad began service and Atlantic City was incorporated in 1854.

After the Pennsylvania Railroad took control, the Camden & Atlantic continued to operate the line until 1896 when it merged with the South Jersey Railroad, another Pennsylvania Railroad-controlled line, to form the West Jersey & Seashore Railroad.

The Philadelphia and Atlantic City Railroad had constructed a narrow gauge line from Camden to Atlantic City in 1877. Ownership of the Philadelphia and Atlantic Railroad was taken over by the Reading Railroad System in 1883, and the roadbed was reconstructed as a standard gauge railroad. This Philadelphia and Reading Railroad, also known as the Atlantic City Railroad, competed with the Pennsylvania Railroad until the 1933 merger.

Union Station replaced the Reading Terminal, located one block south, bounded by Atlantic, Arctic, Arkansas and Missouri Avenues, and the Pennsylvania Railroad building, eight blocks away on South Carolina Avenue near Atlantic. Both older stations were demolished following construction of Union Station. The site of Reading Terminal was deeded to the city as a public park, officially named Columbus Plaza on 22 October 1936, and dedicated to public use 12 October 1937. The demolition of the Pennsylvania

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Railroad station and the mile of tracks leading to it eliminated twelve grade crossings and opened other streets which had been dead ends.

Union Station was also the terminal for the Shore Fast Line, the interurban railroad between Ocean City and Atlantic City, with trains leaving every thirty minutes in both directions throughout the day. A branch line served Ventnor and Longport. When Union Station was constructed, the Shore Fast Line's old station was changed to a Public Service bus terminal. The Shore Fast Line ceased operation in January, 1948.

A new, smaller railroad passenger station was built on Bacharach Boulevard in 1965, and Union Station was renovated by the Atlantic County Improvement Authority to serve as a bus terminal.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The style of Union Station was described in newspaper accounts at the time of its construction as “modified classic.” On the primary center block of the station, classic pilasters support an entablature surmounted by a roof balustrade. Five double entrance doors are protected by a hung steel canopy with art deco detailing; tall metal windows light the two-story waiting room space from above the canopy.

The waiting room interior, the primary public space, has a glazed decorative terra cotta frieze surrounding the room at the top of the first story level, separating plain glazed terra cotta block finish below from plaster walls with plain stepped plaster pilasters reaching to the ceiling above. The space is bright, airy, and pleasant; the high ceiling provides a feeling of spaciousness.

The combination of classic and art deco details give the building an interesting mix of architectural conservatism and originality.

2. Condition of fabric: The condition of the fabric is generally good to excellent.

B. Description of Exterior:

1. Over-all dimensions: Atlantic City Union Station has a five-bay central block containing a single two-story waiting room, flanked by lower two-story service wings. The building is 160 feet long by 112 feet deep. The waiting room, the five-bay-by-five-bay center block, is 78 feet by 72 feet; this section is two stories in height, and is higher than the flanking wings, but contains a single space. Each two-story, three-bay-by-five-bay wing is 42 feet by 70 feet. At the rear of the west wing, a 42-foot-wide one story section extends 40 feet north. A one-story covered public concourse, 118 feet by 40 feet, reaches from the one-story section across the rear of the building to the east side. The five sections together form a rectangular plan.

2. Foundations: The foundation consists of piles with concrete pile caps, and concrete grade beams.

3. Walls: The exterior walls have a granite base surmounted by variegated veneer brick. On the south facade of the center block, Corinthian pilasters support an entablature beneath a roof balustrade. Contemporary sources refer to the use of Indiana limestone;

drawings from the 1990's call out this original fabric as "cast stone." The walls are constructed of hollow clay tile behind the brick veneer.

The brick veneer on the south facades of the flanking wings has been covered with Dryvit.

A metal medallion is attached to the masonry above each second-story window on the two flanking wings.

4. Structural system, framing: The building is steel framed. Floors are concrete slab, and roof decks are steel.

5. Canopy: A 78 foot by 12 foot steel canopy extends over the sidewalk on the Arctic Avenue facade, and is hung by six rods attached to the building at the pilasters.

6. Openings:

a. Doorways and doors: Five double entrance doors for the public on the Arctic Avenue facade are new glass and aluminum store-front construction, and have transoms. Five double doors between the waiting room and the concourse are also new glass and aluminum store-front construction, and have side glass panels as well as transoms. Staff doors in the wings are plain hollow metal doors. Hardware is 1990's commercial hardware.

b. Windows: Five large windows on the south (Arctic Avenue) facade at the second story level in the two-story waiting room space have nine lights, with three short awning windows at the bottom, three tall fixed windows in the center, and three short awning windows at the top. The windows are set in masonry openings which extend to grade; metal panels separate the windows from the entrance doors below. Corresponding five large windows on the north side of the waiting room are similar, but the center windows are casements. The lower awning windows are blocked by the roof of the concourse. Window frames and sash are aluminum and appear to be original; original operating hardware is intact.

First and second story windows in the wings are set into two-story masonry openings, and have metal panels below, between, and above. Original metal window sash were replaced with wood sash in 1965, most of which, in turn, was replaced with new metal sash in the recent renovation. An hourglass with wings symbol adorns the panel above each second story window.

7. Roof:

a. Shape, covering:

The roof over the waiting room block is a hip-on-hip, with a cricket behind each parapet to drain water to the four corners. The original roofing was copper; the copper roof was replaced with white rubber roofing membrane in 1965. Currently, the covering appears to be mineral-surfaced asphalt roll roofing.

The roofs on the one and two story wings are sloped slightly to the rear. Originally, these areas had slag roofs; built-up roofs were constructed in 1965. They are now covered with mineral-surfaced asphalt roll roofing.

The concourse roof slopes to the rear (north). The 1965 plans call for the existing protected metal roof to be patched. No further changes appear to have been made to this roof.

The roof of the bus platform canopy which crosses the north facade and curves toward the west and north is "W" in section, and, when built in 1965, was clad in "protected metal." The roof has not been altered since that time.

b. Cornice, eaves: The frieze of the entablature on the Arctic Avenue (south) facade contains the sign "Atlantic City Municipal Bus Terminal;" the parapet in the form of a balustrade, denticulated cornice, and frieze continue around the east and west facades. In the center of the south facade, a section of parapet is in the form of a panel decorated with a double swag and cartouche. The cartouche probably once displayed the logo of the Pennsylvania-Reading Seashore Lines, but is now unadorned. A flag pole is mounted above the panel.

A dropped cornice of limestone or cast stone surrounded the flanking wings. The cornice was removed across the south facades, and for about three feet around the corners on the east and west facades when the brick veneer was covered with Dryvit in the early 1990's.

A cartouche on the Arkansas Avenue (east) wall of the concourse still displays the Pennsylvania-Reading Seashore Lines logo.

C. Description of Interior:

1. Floor plans:

a. Basement: The building is built on pilings at grade, with no basement.

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b. First floor: The large rectangular waiting room in the main block is flanked by service spaces on the east and the west. Public circulation from the city passes into the waiting room from the south, and out towards the bus platforms to the north.

The west wing is partitioned into a number of relatively small spaces. Ticket counters for Greyhound and NJ Transit face the waiting room along the east side of the wing. An east-west corridor between them gives the public access to the men's and women's restrooms, located on the west side of the wing. Separate spaces for Greyhound and NJ Transit dispatchers are located at the north end of the one-story wing, facing the bus platform. A stair to the second floor rises from a small vestibule with a door to the west facade exterior, and a door to the staff spaces on the first floor. The remainder of the space is divided into various support functions.

The east wing has space rented to a restaurant concession on the north end, and an abandoned and partially demolished space on the south end.

The concourse is accessible to the public from the waiting room to the south, and from Arkansas Avenue to the east. The roof of the covered bus platform is contiguous with the roof of the concourse, giving the public uninterrupted protection.

c. Second floor: The second floor of the west wing contains offices, locker rooms, restrooms, lunch room, and operators' room for the staff. The second floor of the east wing has been gutted and left unimproved.

d. Historic: the 25 October 1934 *Atlantic City Press* described the floor plan as follows:

“The central portion of the building is the main waiting room, planned to facilitate the handling of large crowds visiting the resort, particularly during the Summer season. The waiting room is 75 feet by 68 feet, with a ceiling rising 40 feet. On either side are wings, each two stories high. On the first floor of the north [east] wing are located the ticket office, parcel room, public telegraph and telephone rooms, men's wash room and station master's headquarters. On the opposite side are the women's retiring room, lunch counter, news stand, and an emergency room for sick travelers.

On the second floor of the wings are accommodations for the railroad's train service employees [sic], including lockers and bunks to care for 24 men.

The railroad's private telephone exchange is on the second floor, as well as the office of the chief medical examiners.

Leading from the main waiting room, through a series of ten large double doors, passengers going to the trains immediately enter on to a sheltered concourse 40 feet by 118 feet. There is also street access to the concourse from Arkansas avenue.

From this unobstructed space lead the five train platform and the eight station tracks built to serve it. Each of the concrete platforms is 18 feet wide, and all of them extend westward from the station to a distance of 1400 feet, of which 600 feet is covered.

The bus terminal and the baggage room are housed in a one-story structure 110 feet long and 30 feet wide. There is an ample sized waiting room, with wash room facilities and ticket office. Adjoining the waiting room is a 50-foot baggage room, with a 10 feet-wide loading platform."

2. Stairways: There is one stairway in each two-story wing. The enclosed stairs are metal, and are functional in appearance.
3. Flooring: The flooring in the waiting room is terrazzo in three colors. Large light tan blocks are separated by dark brown bands; darker brown blocks are located in the intersections of the bands. Floors in the service wings are concrete, covered in some areas with vinyl composition tile.
4. Wall and ceiling finishes: The ceiling in the waiting room has been covered with acoustic tile. The service wings have dropped ceilings of acoustic tile.
5. Openings:
 - a. Doorways and doors: Interior doors are plain metal doors; most date to the recent renovation.
 - b. Windows: Windows are described in the exterior section.

6. Decorative features and trim: The most outstanding decorative feature is the bas-relief terra cotta frieze surrounding the interior of the waiting room at the top of the first story level. The frieze is glazed in three shades of tan and reddish tan. The wall finish beneath the frieze is glazed structural tile. The wall finish above the frieze is plaster; each wall is divided by four pilasters, as well as corner pilasters, which are set back in three steps on each side to the plane of the wall. The pilasters are also plaster.

The ceiling is now comprised of acoustic tiles in one plane, but drawings indicate that the original ceiling was coffered. The coffered ceiling may still exist above the acoustic tile ceiling.

7. Hardware: Hardware is 1990's standard commercial grade.

8. Mechanical equipment:

a. Heating, air conditioning, ventilation: New air conditioning and air handlers were installed on the roofs and above the ceiling of the waiting room in the 1990's renovation.

Steam for the original heating system was supplied by the Atlantic City Electric power plant.

b. Lighting: The waiting room is lighted by four large original elongated glass and aluminum pendant fixtures hanging from the ceiling. There are in addition 13 downlights flush with the acoustic tile ceiling.

The exterior steel canopy has downlighting behind linear lenses flush with the underside of the canopy.

Exterior wall fixtures on the Arctic Avenue facade were recently installed. Five glass and aluminum fixtures, similar to those in the waiting room but smaller, were found in storage on the second floor of the bus garage north of the station.

c. Plumbing: Restrooms and most plumbing date from the recent renovations.

D. Site:

1. General setting and orientation:

The terminal faces south southeast; for clarity in this report, the terminal is referred to as facing south. The building is in an urban setting, and is built up to the sidewalk on the south (Arctic Avenue) and east (Arkansas Avenue) sides.

There is an employee parking lot on the west side, and bus stalls and service yard on the north. Across Arctic Avenue is Columbus Plaza, a landscaped city park a full block in size. The primary vehicular entrance into Atlantic City, from the Atlantic City Expressway, is south along Missouri Avenue, the street on the west boundary of the block; the primary exit is north along Arkansas Avenue, the east boundary.

2. Historic landscape design:

There is no historic landscape design immediately adjacent to the station. Columbus Plaza, which was developed at the time the station was constructed, appears to retain its original circa 1934 configuration; however, an analysis of the plaza is beyond the scope of this report.

3. Outbuildings:

A two-story concrete block bus garage is located in the service yard north of the station. This building is located where the train platforms were until 1965, and was built as part of the 1965 renovations.

PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings:

Original architectural drawings were not located. Four of 30 sheets of drawings from the renovations changing the building from a train station to a bus terminal, prepared by The Ballinger Company, 1625 Race Street, Philadelphia, PA, 19 April 1965 are extant and are located at the office of Watson and Henry Associates, 12 North Pearl Street, Bridgeton, NJ. Over 100 sheets of drawings by NJ Transit, prepared in the early 1990's, are located at the NJ Transit facility at 180 Boyden Avenue, Maplewood, New Jersey, 07040. Some drawings are conceptual, some are for phases of work which were constructed, and some are for work which was canceled.

B. Historic Views:

Atlantic City Free Public Library has several historic views of Union Station. The catalogue numbers are:

- 2 views from Trains collection (one is a drawing of a similar but more elaborate building with a sign on the frieze: "Reading Company" and a caption: "Proposed \$4,000,000 station for Atlantic City;" the other is a postcard view of the facade)
- 385TRA1954 (facade view)
- 385VIE1957 (tracks and platforms)
- 745.8AER1992 (aerial view from northwest, showing tracks, station, and Columbus Plaza)
- 745.8AER1993 (aerial view, similar to one above but showing more tracks)
- 719.32COL018 (aerial view of Columbus Plaza with Union Station in background)
- 920BEN789 (interior, showing welcoming party, probably on concourse)

A perspective rendering of the facade looking northwest appeared in the 8 November 1934 *The Christian Science Monitor*.

Two photographs of the waiting room interior (one of entrance doors taken shortly after construction, and one of the waiting room looking north taken in 1964), as well as a photograph of the easternmost platform and fence along Arkansas Avenue, were published in *West Jersey Rails II*, "Atlantic City Union Station."

C. Bibliography:

1. Primary and unpublished sources:

Correspondence files, Pennsylvania Railroad Engineering Department. Hagley Museum and Library, Wilmington, Delaware.

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Deed, Book 2261, page 321, 27 January 1965, Atlantic County Courthouse, Mays Landing, New Jersey

Minutes of the Board, Reading Railroad and Pennsylvania-Reading Seashore Line.
Hagley Museum and Library, Wilmington, Delaware.

2. Secondary and published sources:

“Abandon Old Penn Station,” *Atlantic City Press*, 1 October 1934.

Andrew, Russell M. *Railroading in Atlantic County, New Jersey*. Somers Point, NJ: Atlantic County Historical Society, 1981.

Borgnis, Mervin E. *We Had a Shore Fast Line*. Hicksville, NY: Exposition Press, Inc., 1979.

Butler, Frank M. *The Book of The Boardwalk and The Atlantic City Story*. Atlantic City, NJ: 1954 Association, Inc., 1952.

Cook, W. George, and Coxey, William J. *Atlantic City Railroad: The Royal Route to the Sea*. Oaklyn, NJ: West Jersey Chapter, National Railway Historical Society, 1980.

Coxey, William J. “Atlantic City Union Station.” *West Jersey Rails II*. Haddonfield, NJ: West Jersey Chapter, National Railway Historical Society, 1985.

Cunningham, John T. *Railroading in New Jersey*. Associated Railroads of New Jersey, 1951.

Davis, Ed. *Atlantic City Diary*. Egg Harbor City, NJ: The Siracusa Real Estate & Insurance Company, 1980.

“\$4,000,000 Station Gift of Santa Claus,” *Atlantic City Daily Press*, 23 December 1926.

Hyer, Richard, and Zec, John. *Railroads of New Jersey*. 1975.

“How New Boulevard Will Be Laid Out And Land Vacated,” *Atlantic City Press*, 26 September 1934, map.

“Label New Depot Progress Symbol,” *Atlantic City Press*, 25 October 1934.

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“New Seashore Link Station At Atlantic City Nearly Done,” *Christian Science Monitor*,
8 November 1934, includes perspective drawing.

“New Union Depot Dedicated Today,” *Atlantic City Press*, 24 October 1934.

“‘Ruffu’s Dream’ of Remodelled City Nearer Realization,” *Atlantic City Gazette Review*,
31 March 1927. (Clipping was labeled by the Pennsylvania Railroad Publicity
Bureau; *Atlantic City Gazette Review* appears elsewhere as subheading of the *Atlantic
City Daily Press*.)

Wentzel, Don. “The Passenger Train Returns to Atlantic City.” *South Jersey Magazine*,
Fall 1989, pp. 17-20.

D. Likely Sources Not Yet Investigated:

Atlantic City Press on microfilm in the Atlantic City Library for the 1933 and January
through August 1934 would have articles on the merger of the Reading Railroad-
controlled Atlantic City Railroad and the Pennsylvania Railroad-controlled West Jersey
and Seashore Line, and possibly on Union Station while under construction.

Hagley Museum and Library, Wilmington, Delaware, has rough minutes of the Board,
Reading Railroad and the Pennsylvania-Reading Seashore Line, as well as official
minutes, and correspondence files. Rough minutes were not investigated for reference to
construction of Union Station. The official Minutes, and the correspondence files of the
Pennsylvania Railroad Engineering Department, have extensive material regarding the
merger of the two lines, and the concerns which resulted in the construction of the station,
though no direct reference to the construction. Hagley Museum and Library expects to be
receiving more primary material regarding the Pennsylvania-Reading Seashore Line from
Conrail in the future; this material was not available for review.

A cornerstone containing a time capsule was laid on 24 October 1934. The Casino
Reinvestment Development Authority plans to open the time capsule when the building is
demolished. The time capsule may contain further information about the construction of
the building.

Railroad trade publications and architectural publications from the early 1930’s were not
investigated.

PART IV. PROJECT INFORMATION

This report was prepared for the Casino Reinvestment Development Authority, 1014 Atlantic Avenue, Atlantic City, New Jersey. The building is being demolished as part of the Atlantic City Gateway Corridor Roadway Improvements. Proposed date of vacating is 15 January 1997, and proposed date of demolition is 15 February 1997. Research was done in August 1995. Photographs were taken 22 and 23 August 1995.

Prepared by: Penelope S. Watson, AIA
Title: Principal
Affiliation: Watson and Henry Associates
Date: 29 September 1995

