

N.J. Office of Cultural and Environmental Services, 109 W. State Street,
Trenton, N.J. 08625 609-292-2023
Prepared by Heritage Studies, Inc. Princeton, N.J. 08540 609-452-1754

Survey # **RR 1216-**
10-3

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- A. Name: Common Perth Amboy ^{stop} Historic Line: North Jersey Coast
(New York & Long Branch, PRR and CNJ joint operation)
- B. Address or location:
E. of Elm Street between Smith Street and Market Streets, Perth Amboy, N.J. County: Middlesex
Municipality: Perth Amboy City
Block & lot: parts of:
63 / 6A (SH)
62 / 1A (ST)
11 / 2 (platforms)
- C. Owner's name: NJ Transit Address: Newark, N.J.
- D. Location of legal description: Recorder of Deeds, Middlesex County Courthouse, New Brunswick, N.J. 08901
- E. Representation in existing surveys: (give number, category, etc., as appropriate)

HABS _____ HAER _____ ELRR Improvement _____ NY&LB Improvement _____

Plainfield Corridor _____ NR(name, if HD) _____

NJSR (name, if HD) _____

NJHSI (#) Middlesex Co. site 163

Northeast Corridor _____

Local _____ (date _____)

Modernization Study: site plan X floor plan X aerial photo _____

other views X photos of NR quality? X

2. EVALUATION

A. Determination of eligibility: SHPO comment? _____ (date _____)
NR det.? _____ (date _____)

B. Potentially eligible for NR: yes X possible _____ no _____
individual _____ thematic X

C. Survey Evaluation: 115/150 points

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FACILITY NAME: Perth Amboy

3. DESCRIPTION--COMPLEX IN GENERAL

Describe the entire railroad complex at this site; mention all buildings and structures, with notation of which are not historic. Check items which apply and discuss in narrative:

- Moved buildings (original location, date of and reason for move)
- Any non-railroad uses in complex (military recruiting, etc.)
- Any unusual railroad building types, such as crew quarters, etc. (specify)
- Known threats to complex or individual structures

Surroundings: urban suburban scattered buildings open space
 residential woodland agricultural industrial
 downtown commercial highway commercial other (specify)

Relationship of station grade to track grade:
 Station and track grade at same level Station at street grade, track depressed
 Station spans track Track elevated above street grade, multi-level station

of tracks: 2
 Pedestrian access across tracks:
 Pedestrian bridge: at street grade elevated
 Pedestrian/vehicular bridge: at street grade elevated
 Tunnel
 None provided

Discuss character of vehicular and pedestrian approaches to complex; landscaping; relationship to parking. Refer to, and key with, site plan.

The tracks, aligned generally N-S, are located in a cut at the W. edge of the business district. The Perth Amboy complex, straddling the cut, consists of a 1½ story, red brick station in Renaissance Revival derivative style, a similar shelter, attached canopy with platforms on either side of the tracks, and a riveted steel pedestrian bridge. There is a large parking lot (7) E. of the station and two smaller lots W (1) and NW (6) of the shelter, respectively. Additional spaces are available along neighboring streets. Pedestrians may approach the platform from stairs at the N. (A & B) and the S. (D & E) end, in the middle, or from stairs inside the station (the bridge and shelter are closed to the public). There is no landscaping at the site.

FACILITY NAME: Perth Amboy

3. DESCRIPTION--PLATFORMS AND CANOPIES

- X Inbound 512' concrete and gravel platform
 - X Outbound 482' concrete and gravel platform
 - X Between tracks ± 500' asphalt and gravel platform. No canopy or lighting.
- } New MV lighting fixtures

Nature and extent of existing original material and alterations: roof type, material, supports; freestanding or attached to building; seating; lighting; signage; other.

The inbound canopy at Perth Amboy, seven bays long, consists of a steel and wood frame shallow gable roof attached to the lower W. facade of the station and supported on a single row of steel columns. Ends of the roof are hipped. Gutters, downspouts, and signage have recently been replaced. Other materials appear original.

The outbound canopy, six bays long, is centrally attached to the E. facade of the shelter. It is similar in form and materials to the inbound canopy.

The pedestrian bridge, of riveted steel frame construction, links the street levels of station and shelter.

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4. DESCRIPTION - BUILDINGS (EXTERIOR)

Fill out separate sheet for each building at facility. Refer to, and key with, site plan.

Account for original materials and finishes where different from existing.

Station x Shelter Freight House Other (specify)

General architectural description, including style, shape, roof type, # stories, # bays, orientation to track, location of entrances, etc.

The Perth Amboy station, located E. of the tracks, consists of a brick 1½ story rectangular block, nine bays wide and two deep, with a moderately high hipped roof, its main ridge paralleling the tracks. Projecting from the central E. facade is a three bay arcaded porte-cochere with a hipped roof, while adjoining the N. facade is a three bay loggia, its hipped roof paralleling the main one. Projecting above the roof in the NW corner of the main block is a small rectangular elevator tower with its own hipped roof. Facing the porte-cochere on the E. facade is a triple grouping of double doors, each inscribed in a round arch surround. Flanking the porte-cochere on either side are three 3/1's. The central part of the W. facade contains a triple window grouping, each 12-18-12 set inscribed in a round arch. Flanking the arches on the N. are two windows, and on the S., three. At the basement (track) level there are three double doors and several boarded or sealed openings. The N. facade contains a 3/1, a door, and a freight elevator door, while the S. facade contains three casements with a 3/1 in the basement level. A high rectangular brick chimney rises from the S. side of the block. Roofing is Spanish tile with terra cotta ridge cresting. Materials appear original.

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4. DESCRIPTION - BUILDINGS (EXTERIOR)

Fill out separate sheet for each building at facility. Refer to, and key with, site plan.

Account for original materials and finishes where different from existing.

Station _____ Shelter Freight House _____ Other _____ (specify)

General architectural description, including style, shape, roof type, # stories, # bays, orientation to track, location of entrances, etc.

The shelter at Perth Amboy, located W. of the tracks, consists of a brick one story block, three bays wide and one deep with a hipped roof, its main ridge paralleling the tracks. Most of the doors, windows and open bays, have been sealed off with concrete block or stucco. The E. facade contains a central window flanked on either side by round arch surrounds, that on the S. containing a window, and on the N., the W. entry to the pedestrian bridge. (The bridge is closed but the bay remains open.) At track level there are (S to N): a freight door, a window, two doors, a grouping of windows, and another door. A central elevator housing projecting from the roof contains a window facing east. The W. facade contains two round arch entries (that on the N. is on axis with the bridge; that on the S. is sealed). The N. and S. facades each contain a round arch entry, both of which are sealed. On the basement level of the S. facade is another window. The roofing is Spanish tile. Except for the many permanently sealed openings, materials appear original.

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FACILITY NAME Perth Amboy

4. DESCRIPTION - BUILDINGS (INTERIOR)

Fill out separate sheets for each building at facility. Refer to, and key with, floor plan.

Station X Shelter Freight House Other (specify)

General architectural description of all spaces, including original materials and finishes, if known, any remodeling, etc.

The spaces of the Perth Amboy station are on two levels. None were accessible for inspection. However the Foyer (9), comprising the central third of the street level, and the Waiting Room (1), comprising most of the track level, were inspected from the exterior.

FACILITY NAME: Perth Amboy

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 11

NAME Foyer (inspected from exterior)

NUMBER ON FLOOR PLAN 9

Original

Existing, if different

Floors: terrazzo

Base: concrete

Wainscot: none

Walls: brick, English bond, red

Ceiling: probably plaster

Trim: terra cotta surrounds,
plaster rosettes; string courses

Doors: 6 pane

Seating: fixed slat board double bench in
center

Lighting: incan. fixs.

fluorescent fixs.

Other: _____

FACILITY NAME: Perth Amboy

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS		
	11		
NAME <u>Waiting Room (inspected from exterior)</u>	NUMBER ON FLOOR PLAN <u>1</u>		
	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;"><u>Original</u></td> <td style="width: 50%; text-align: center;"><u>Existing, if different</u></td> </tr> </table>	<u>Original</u>	<u>Existing, if different</u>
<u>Original</u>	<u>Existing, if different</u>		
Floors:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>terrazzo</u></td> <td style="width: 50%;"></td> </tr> </table>	<u>terrazzo</u>	
<u>terrazzo</u>			
Base:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>cer. tile</u></td> <td style="width: 50%;"><u>(green)</u></td> </tr> </table>	<u>cer. tile</u>	<u>(green)</u>
<u>cer. tile</u>	<u>(green)</u>		
Wainscot:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>cer. tile</u></td> <td style="width: 50%;"><u>(green)</u></td> </tr> </table>	<u>cer. tile</u>	<u>(green)</u>
<u>cer. tile</u>	<u>(green)</u>		
Walls:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>plaster</u></td> <td style="width: 50%;"><u>(white)</u></td> </tr> </table>	<u>plaster</u>	<u>(white)</u>
<u>plaster</u>	<u>(white)</u>		
Ceiling:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>plaster</u></td> <td style="width: 50%;"><u>(white)</u></td> </tr> </table>	<u>plaster</u>	<u>(white)</u>
<u>plaster</u>	<u>(white)</u>		
Trim:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>unknown</u></td> <td style="width: 50%;"></td> </tr> </table>	<u>unknown</u>	
<u>unknown</u>			
Doors:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>6 pane</u></td> <td style="width: 50%;"></td> </tr> </table>	<u>6 pane</u>	
<u>6 pane</u>			
Seating:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>attached slat board benches</u></td> <td style="width: 50%;"></td> </tr> </table>	<u>attached slat board benches</u>	
<u>attached slat board benches</u>			
Lighting:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>incan. fixs.</u></td> <td style="width: 50%;"><u>hang. fluor. fixs.</u></td> </tr> </table>	<u>incan. fixs.</u>	<u>hang. fluor. fixs.</u>
<u>incan. fixs.</u>	<u>hang. fluor. fixs.</u>		
Other:	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u></u></td> <td style="width: 50%;"><u></u></td> </tr> </table>	<u></u>	<u></u>
<u></u>	<u></u>		

FACILITY NAME Perth Amboy

4. DESCRIPTION - BUILDINGS (INTERIOR)

Fill out separate sheets for each building at facility. Refer to, and key with, floor plan.

Station _____ Shelter Freight House _____ Other _____ (specify)

General architectural description of all spaces, including original materials and finishes, if known, any remodeling, etc.

Not Accessible.

FACILITY NAME: Perth Amboy

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	<u>A. E. Owen, Chief Eng.</u>	source	<u>(plans)</u>	
				CNJ, Jersey City, NJ
Date	<u>1928</u>	Source	<u>(plans)</u>	Alteration dates mid 20th Source speculation
Style	<u>Italian Renaissance Revival derivative</u>			
# passenger trains/day (present)	<u>44 in 1980</u>	Peak (#, Yr.)	<u>34 (PRR)</u>	
<u>No</u>	Original station on site built in 1875 and was		<u>31 (CNJ)</u>	in 1941 (summer)
	similar to stations at Red Bank and Fanwood.		<u>37 (PRR)</u>	
			<u>28 (CNJ)</u>	in 1930 (winter)
			<u>31 (PRR)</u>	
			<u>33 (CNJ)</u>	in 1916 (summer)

The Perth Amboy station is a good example of the Italian Renaissance Revival style applied to the functions of a medium sized rail facility. It is similar in stylistic vocabulary and floor plan to the Cranford station, built at approximately the same time. (In general, the Cranford station is smaller and has none of the terra cotta detailing which distinguishes the Perth Amboy building.)

This station was a direct result of a grade separation project which included a new intersection between the PRR and CNJ tracks ca. one half mile to the north. The PRR northbound track was rerouted through a cut beneath the CNJ tracks.

Perth Amboy is a large manufacturing city situated on the Raritan Bay. It has always served as a transfer point between local and express trains (PRR to CNJ) and although the buildings are closed, the platforms continue to serve large numbers of commuters.

FACILITY NAME: Perth Amboy

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on site plan.

Acreage: c. 1.5 - 2.0 acres

UTM coordinates: Zone: 18/Easting: 561510/Northing: 4484330
USGS Quad Perth Amboy Scale 1:24 000

7. REFERENCES

BIBLIOGRAPHIC:

plans, Perth Amboy station, Conrail, Philadelphia, Pa.

ICONOGRAPHIC:

plans, Ibid.

photos: (n.d.) local history file and historical society collection, Perth Amboy Public Library.

(n.d.) Hyer & Zec, Railroads of New Jersey, 1975, p. 12.(1875 station) Gardner, Edward F., Pictorial Review: Central Railroad of New Jersey, Wilkes-Barre, Pa., 1974, n.p.

8. PHOTO

Negative index # unknown or NJT photo # - slide # 10-3
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: Station from East

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FACILITY NAME: Perth Amboy

9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

- i. Associated with important events or broad movements in history
 - nationally _____(30)
 - state-wide _____(25)
 - locally _____(20)
- ii. Representative of significant changes in railroad history and/or technology
 - rare _____(30)
 - unusual _____(25)
 - common x (10) grade separation
- iii. Original station on site _____(15)
- iv. Representative of a line's standard design _____(10)
- v. Constructed prior to 1900 _____(15)
- vi. Junction station _____(10)
- vii. Former long-distance service _____(10)
- viii. Other x (10) transfer station
- ix. Less than 50 years old _____(-30)

20

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Italian Renaissance Revival derivative
 - a. Example of a particular architectural style (check one)
 - Outstanding _____(50)
 - Excellent _____(40)
 - Very good _____(30)
 - Good x (20)
 - Fair _____(10)
 - b. Rare survivor of style
 - nationally _____(20)
 - state-wide _____(15)
 - locally _____(10)
 - c. As example of railroad architecture
 - rare _____(30)
 - unusual or early _____(15)

FACILITY NAME: Perth Amboy

CRITERIA CONT.

ii. ARCHITECT (check one)

a. building by architect important

nationally ___ (25)
state-wide ___ (20)
locally ___ (15)

b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer

X (20)

c. building designed by railroad and is known or appears to be the work of the staff

___ (5)

d. architect identified but not considered to be of special importance

___ (5)

iii. OVERALL ARCHITECTURAL QUALITY (check one)

a. Outstanding composition, siting, or craftsmanship

___ (40)

b. Notable composition, siting, or craftsmanship, or possessing especially picturesque or unusual exterior detailing

___ (25)

c. Possessing some detail(s) of particular interest and/or quality

X (15) terra cotta detailing

d. Average quality or interest

___ (5)

iv. SPECIAL QUALITIES

a. Noteworthy overall interior design or detailing

___ (15)

b. Some noteworthy interior detailing
(X interior not accessible)

X (5) rosettes at crossings of baulk ceiling in Foyer

c. Part of cohesive complex

1) station and shelter

X (5)

2) more than two buildings

___ (10)

v. CONSTRUCTION

a. Noteworthy example of particular construction method

___ (30)

b. Rare or early survivor of particular method

___ (20)

c. Interesting example of method

___ (5)

FACILITY NAME: Perth Amboy

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- a. Original condition _____ (40)
- b. Alterations and/or additions, beneficial _____ (30)
- c. Alterations and/or additions, not detrimental _____ (20)
- d. Minor detrimental alterations and/or additions, not affecting overall integrity X (10) concreted openings
- e. Detrimental alterations and/or additions, reversible at considerable expense _____ (-25)
- f. Detrimental alterations and/or additions, essentially irreversible _____ (-75)

ii. PHYSICAL CONDITION

- a. Excellent X (10)
- b. Good _____ (5)
- c. Fair _____ (0)
- d. Poor _____ (-10)
- e. Severely deteriorated _____ (-25)

iii. RELATIONSHIP TO COMMUNITY

- a. Pivotal building _____ (40)
- b. Integral part of townscape _____ (30)
- c. Compatible with townscape X (20)
- d. Unrelated to townscape _____ (0)
- e. Incompatible _____ (-30)

iv. SUITABILITY FOR ADAPTIVE USE

- a. Excellent _____ (30)
- b. Very Good X (25)
- c. Good _____ (20)
- d. Average _____ (15)
- e. Possible, with difficulty _____ (10)

 65

TOTAL

 150

FACILITY NAME: Perth Amboy

Attach copy of site plan
 continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: August 1981

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

RR 1216-10-3

NEWARK ↑

SLOPE DOWN TO TRACK LEVEL →

← GRADE DOWN TO TRACK LEVEL

PORTICO

10 BAGGAGE

2 TICKETS

9 FOYER

6 WOMEN

5 MEN

PEDESTRIAN OVERPASS

93'

68'

14'

4

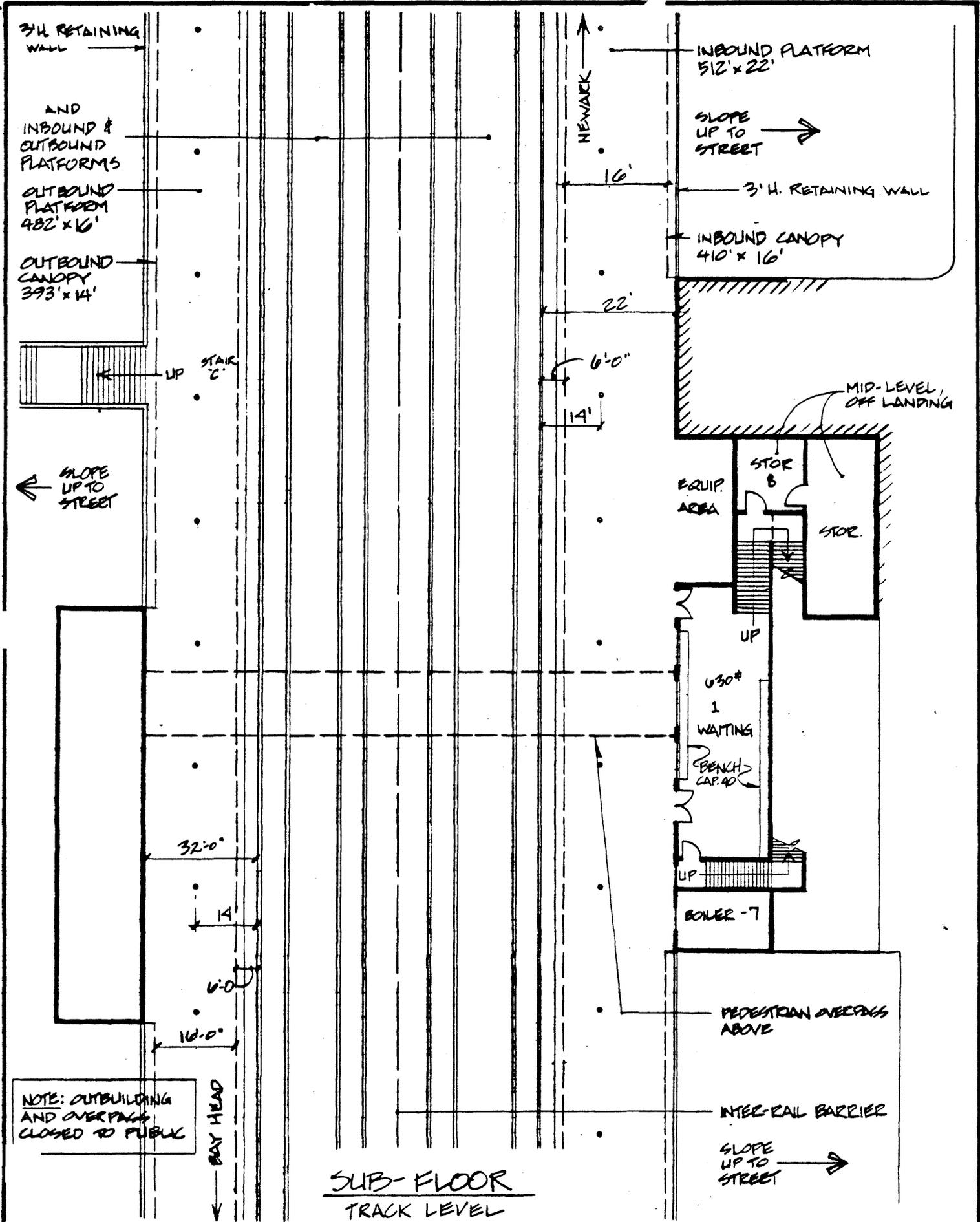
3

34'

NOTE: OUT BUILDING AND OVERPASS USED TO PUBLIC

← BAY HEAD

FIRST FLOOR
STREET LEVEL





32°30"

110 000 FEET (N.Y.)

4485

4484000m.N.

40°30'

17°30" 1 920 000 FEET (N.Y.) 561
 SOUTH AMBOY MAIN ST 1.7 MI LAKEWOOD T.M.

INTERIOR—GEOLOGICAL SURVEY WASHINGTON D. C.—1972
 563000m.E

74°15'

1 MILE

5000 7000 FEET

1 KILOMETER

W WATER
H WATER

ARDS
 J. C. 20242
 LE ON REQUEST



ROAD CLASSIFICATION

Heavy-duty ——— Light-duty ———
 Medium-duty ——— Unimproved dirt - - - - -

U. S. Route State Route
 Interstate Route

(KEYPORT) 6164 N.W.

PERTH AMBOY, N. J.—N. Y.
 N4030—W7415/7.5

1956
 PHOTOREVISED 1970
 AMS 6165 III SE—SERIES V822

SUMMARY

Station: Perth Amboy

Line: North Jersey Coast Line

Index:

Field Survey Conducted August, 1978

- | | |
|----------|---|
| <u>X</u> | 1. Site Base at 1" = 100' |
| <u>X</u> | 2. Floor Plan at 1" = 20' |
| <u>X</u> | 3. Platform and Canopies |
| <u>X</u> | 4. Station Building _____ Structural _____ Mech. & Elec. |
| <u>X</u> | 5. Track Crossings and Barriers |
| <u>X</u> | 6. Parking Access and Circulation |
| <u>X</u> | 7. Information System |
| <u>X</u> | 8. Notes on Community & Security Aspects |
| <u>X</u> | 9. Record Photograph of Station <u>X</u> Detailed Field Photographs |

Information File:

- | | |
|----------|---|
| | 400' |
| <u>X</u> | Aerial Photograph at 1" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| <u>X</u> | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| <u>X</u> | September 1974 Survey - NJ DOT (Dept. of Commuter Services) |
| <u>X</u> | Tri-State Aerial Photo Survey of Rail Parking 1970 |
| <u>X</u> | Conrail Data Survey for Station |
| <u>X</u> | TOPICS or Traffic Improvements Planned in Station Area |
| <u>X</u> | NJDOT Renewal Plans for Station (Rehabilitation and alteration plans) |
| <u>X</u> | Historical File for Station |
| <u>X</u> | Schedule of Trains and Buses |
| <u>X</u> | Other Tax & Zoning Maps |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 390

Station Ridership Category: 4 Ownership: N.J.D.O.T.

Agent: Yes Hrs/Days: 6:15 a.m. - 2:45 p.m. Monday through Friday

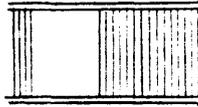
Rehabilitated (10 years or less) & Description:

- Have structural engineer check building.
- JOSEPH HIGGINS / MIDDLESEX COUNTY PLANNING BOARD NOTES THAT 'STATE SPONSORED RENOVATION' HAS BEGUN @ THIS STATION. (FEB. 1979)

SLOPE
DOWN
TO
TRACK
LEVEL

NEWARK

GRADE
DOWN
TO
TRACK
LEVEL



PORCH

ELEV.

10
BAGGAGE

2
TICKETS

9
FOYER

6
WOMEN

5
MEN

4

3

PEDESTRIAN OVERPASS

93'

68'

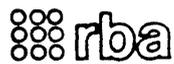
14'

34'

BAY HEAD

FIRST FLOOR
STREET LEVEL

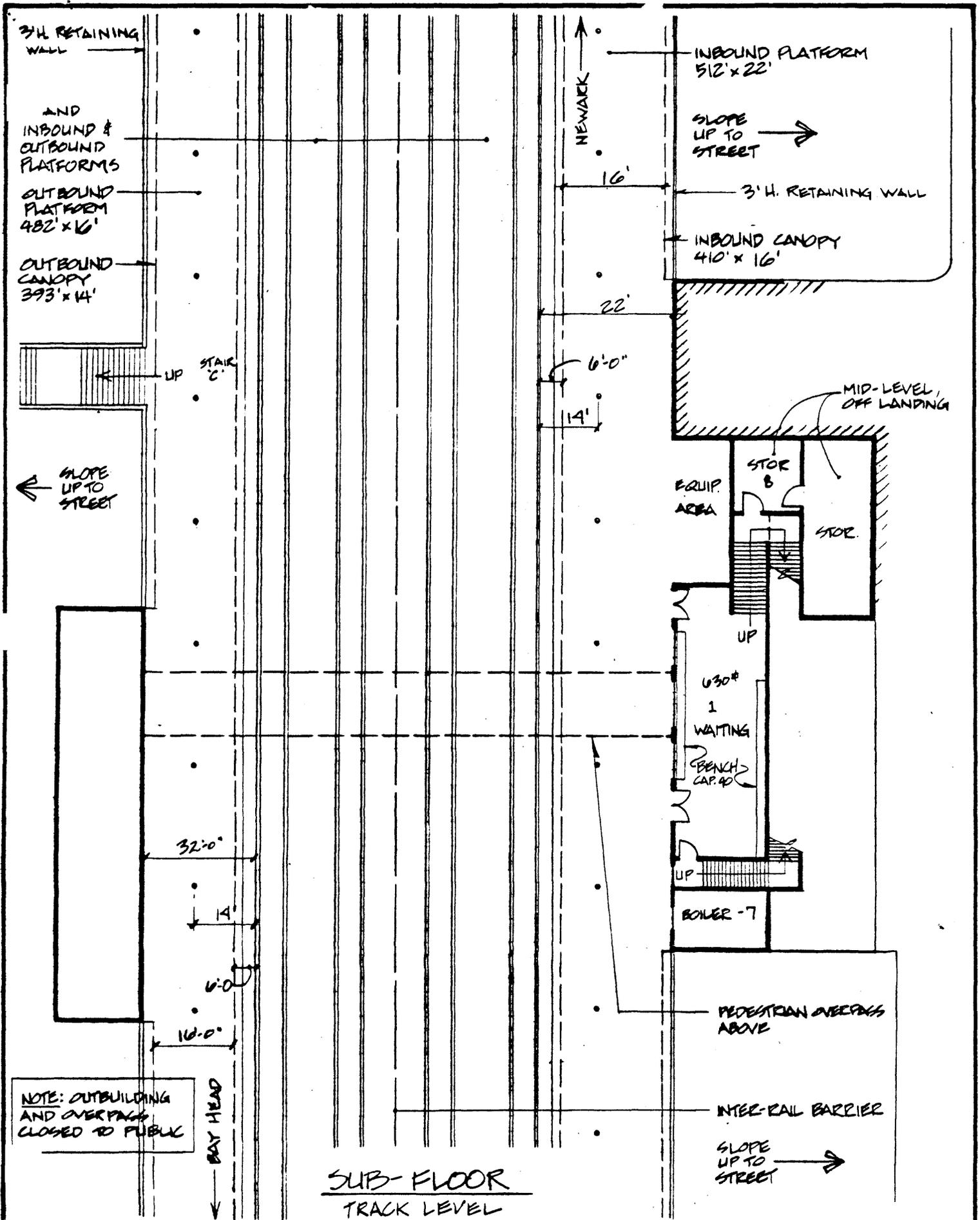
NOTE: OUT BUILDING
AND OVERPASS
USED TO PUBLIC



PERTH AMBOY
NORTH JERSEY COAST LINE

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





NOTE: OUTBUILDING AND OVERPASS CLOSED TO PUBLIC

SUB-FLOOR
TRACK LEVEL



PERTH AMBOY
NORTH JERSEY COAST LINE

SCALE: 1" = 20'

DATE: AUG 1978



3 PLATFORMS & CANOPIES

Station: PERTH AMBOY

No. of TRACKS: 4 In-Bound (N, H, N)* 2 Out-Bound 2 By-Pass _____ Inactive _____ I.B. _____ O.B. _____
 At Grade _____ (In-Cut/Walls) _____ Cross Slope _____ Elevated _____ Embankment _____ Structure _____
 Straight _____ Curved _____ Visibility Problem _____ Yes _____ No _____
 To Board must Commuter walk on tracks: _____ yes _____ no (Ask Ticket Agent). Note other obstructions on Platform & setback f/rail:

PLATFORMS	IN-BOUND SIDE	OUT-BOUND SIDE	(2) INBOUND AND OUTBOUND ISLAND BET'N TRACK*
Length X Width	<u>512' x 22' (TO RAIL)</u>	<u>482' x 32' (TO RAIL)</u>	<u>± 500' x 6'-6"</u>
Height Above Top of Rail	<u>00"</u>	<u>00"</u>	<u>00"</u>
Platform Material	<u>CONCRETE & GRAVEL</u>	<u>CONCRETE & GRAVEL</u>	<u>ASPHALT & GRAVEL</u>
Edge Material	<u>NONE</u>	<u>NONE</u>	<u>NONE</u>
Safety Line, Material	<u>yes/no YELLOW STRIPE</u>	<u>yes/no YELLOW STRIPE</u>	<u>yes/no</u>
Guardrail (Locate)	<u>yes/no</u>	<u>yes/no</u>	<u>yes/no</u>
In-cut/Retaining Walls	<u>CONCRETE</u>	<u>CONCRETE</u>	<u>N/A</u>
Lighting - Type, O.C., Setback f/rail	<u>NONE</u>	<u>NONE</u>	<u>NONE</u>
Seating-Mat'l & Qty.	<u>NONE</u>	<u>NONE</u>	<u>NONE</u>
Stairs: (ramps used: A yes/no) B Locate: C	vert. rise _____ width _____	vert. rise <u>C ± 13'-6"</u> width <u>6'6"</u>	vert. rise _____ width _____

CONDITION/LOCATION - (platform, lighting, stairs, guardrails, retaining walls. Note apparent poor conditions only)
 *THERE ARE TWO ISLAND PLATFORMS. BOTH ARE GENERALLY THE SAME CHARACTER
 OUTBOUND PLATFORM - 16' WIDE CONCRETE PLATFORM, 16' GRAVEL TO RAIL
 PLATFORMS ARE COVERED WITH DEBRIS AND RUBBIE, PLATFORM LIGHTING UNDER CANOPY AT STATION BUILDING AND STAIRS ONLY.
 STAIRS - VERY POOR CONDITION, TREADS AND RISERS ARE UNEVEN, LOOSE AND CHIPPED, STAIRS 'A' & B AT SMITH STREET ARE UNSAFE STRUCTURALLY.
 ISLAND PLATFORMS ARE JUST PEA GRAVEL AND BROKEN ASPHALT FLUSH WITH TRACKS.

Continue on back of page X

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>410' x 16'</u>	<u>393' x 16'</u>	<u>X</u>
Height (Lowest)	<u>10'-0"</u>	<u>10'-0"</u>	
Setback from Rail	<u>6'-0"</u>	<u>6'-0"</u>	
Structure w/Spacing	<u>I-BEAM & T-BEAM</u>	<u>I-BEAM & T-BEAM</u>	
Setback-Rail to Support	<u>14'-0"</u>	<u>± 14'-0"</u>	
Deck Material	<u>WOOD</u>	<u>WOOD</u>	
Roofing	<u>SPANISH TILE</u>	<u>SPANISH TILE</u>	
Shape	<u>Slope Gable / Flat</u>	<u>GABLE</u>	
Drainage	<u>COPPER GUTTERS AT BLDG.</u>	<u>COPPER GUTTERS AT BUILDING</u>	
Lighting	<u>INCAND. AT BLDG. ONLY</u>	<u>INCAND. AT BLDG. ONLY</u>	

CONDITION (Note apparent poor conditions only):
 OUTBOUND CANOPY - SHOULD BE REMOVED/REPLACED. ADVANCED RWT ON ALL STEEL, ROOFING IS LOTTED AND TURN AWAY, AS ARE GUTTERS, TILES ARE BROKEN OR MISSING.
 INBOUND CANOPY - PART OF ROOF IS MISSING (PHOTO); ALSO HAS BROKEN AND MISSING TILES, ROOF LEAKS, GUTTERS ARE ALSO DAMAGED.
 CANOPY LIGHTING IS ONLY AT STAIRS

4 STATION BUILDING

SHELTER

STATION: PERTH AMBOY

In-Bound (NY, H, N) In-Use _____; Out-Bound _____ In-Use _____; Number of Levels 2 I.B. _____ O.B. _____
 Relation of Main to Track (under, over, level) Relation of Entry to Street LEVEL I.B. _____ O.B. _____
 Roof Overhang - width: _____ Location: (refer to Floor Plan _____)
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
 a) width _____ vertical rise _____ b) width _____ vertical rise _____
 c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD & GLASS
 Base Course CONCRETE & I-BEAM (photo) Roof Deck WOOD
 Walls BRICK Roofing SPANISH TILE
 Trim WOOD Soffit _____
 Windows - operable - yes / no; WOOD
 Structural System (consultant _____)
FIRST FLOOR - CONCRETE ON STEEL I-BEAMS
 Drainage _____

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>670</u> S.F.	<u>TERRAZ</u>	<u>TERRAZ</u>	<u>CER. TILE</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>13'-9"</u>	<u>FLUOR.</u>
2. Ticket Office	<u>WOOD</u>	<u>WOOD</u>	<u>-</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>12'-9"</u>	<u>FLUOR.</u>
3. Mens Toilet	<u>TILE</u>	<u>CER. TILE</u>	<u>CER. TILE</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>13'-0"</u>	<u>INCAND</u>
4. Womens Toilet	<u>TILE</u>	<u>CER. TILE</u>	<u>CER. TILE</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>13'-0"</u>	<u>INCAND</u>
5. <u>MENS WAIT RM.</u>	<u>TERRAZ</u>	<u>TERRAZ</u>	<u>WOOD</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>13'-0"</u>	<u>INCAND</u>
6. <u>WOMENS WAIT</u>	<u>TERRAZ</u>	<u>TERRAZ</u>	<u>WOOD</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>13'-0"</u>	<u>INCAND</u>
7. <u>BOILER RM.</u>	<u>CONC.</u>	<u>CONC.</u>	<u>-</u>	<u>CONC.</u>	<u>CONC.</u>	<u>13'-0"</u>	<u>INCAND</u>
8. <u>PANEL RM.</u>	<u>CONC.</u>	<u>-</u>	<u>-</u>	<u>CONC.</u>	<u>CONC.</u>	<u>7'-0"</u>	<u>INCAND</u>
9. <u>FOYER</u>	<u>TERRAZ</u>	<u>TERRAZ</u>	<u>-</u>	<u>BRICK</u>	<u>WOOD</u>	<u>12'-9"</u>	<u>FLUOR.</u>
10. <u>BAGGAGE</u>	<u>CONC.</u>	<u>BRICK</u>	<u>PANT</u>	<u>BRICK</u>	<u>WOOD</u>	<u>12'-9"</u>	<u>FLUOR.</u>

A. Concessions and Businesses: (Taxi) Newspaper stand/coin box Pay Toilet Vending Machines
 Other: TAXI COMPANY MOVING IN (8/7/78) BAGGAGE SPACE

B. Waiting Room Seating: describe (photo): 2 BENCHES Capacity 40

C. Number of Public Phones and Locations: 2 - OUTSIDE - 1ST FLOOR
2 - INSIDE - 1ST FLOOR ON PLATFORM

D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. _____ O.B. _____

E. Describe visibility for surveillance for waiting rooms with and without agents: _____

F. Is passage from the station to platforms sheltered: yes / no (photo description _____).

G. Are public toilets, telephones and other station conveniences identified: yes / no

H. Are lockers provided: yes / no ; trash receptacles: yes / no , location: waiting room # _____
 platform I.B. (NY) # _____, platform O.B. # _____, pick-up areas: _____ (photos)

I. Mailbox: yes / no

J. Water fountain: yes / no ; location: _____

K. Describe other commuter conveniences: _____

OPEN SHELTER - location: I.B. (NY, H, N) _____ O.B. (indicate on site plan or aerial; photos or sketch)

Size Width 12' Length 68' Height _____
 Material BRICK
 Base CONCRETE
 Lighting _____
 Condition FILLED WITH TRASH AND BROKEN GLASS

*Label rooms on floor plan by function and numerical no. to aid cross referencing.

4a STATION BUILDING ✓

SHELTER

STATION: PERTH AMBOY

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows: DOORS AND WINDOWS HAVE BEEN VANDALIZED (SEE PHOTOS);
MANY BROKEN WINDOWS HAVE NOT BEEN REPLACED OR HAVE
BEEN BOARDED-UP.

WALLS - COVERED WITH GRAFFITI
WOODWORK AND MASONRY REPAIRS NEEDED

Stairs:

Roof/Drainage: ROOF WORKS BADLY IN PLACES, WATER CAN BE HEARD DRIPPING
BEHIND OR BETWEEN WALLS, MANY ROOF TUBS ARE EITHER MISSING
OR BROKEN
Other

Interior (locate elements by room; photograph poor conditions)

Walls/Doors/Windows: PAINT IS PEELING OFF WALLS

Floor: PUDDLES OF WATER FROM RAIN ACCUMULATE ON FLOOR,
MOST OF AREA IS DIRTY - COVERED WITH DEBRIS, EXCEPT AREAS

Ceiling: NOT OPEN TO PUBLIC.

Stairs: STAIRS ARE BADLY WORN - TREADS ARE HAZARDOUS

TOILET FACILITIES ARE LOCKED. FIXTURES ARE OLD BUT FUNCTIONAL

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

4b MECHANICAL & ELECTRICAL

STATION: PERTH AMBOY

HEATING

Location of Heating Unit: BASEMENT
Type of Unit: PACIFIC STEEL BOILER Output: 1000 MBH Fuel: _____
Controls: _____ Zones: _____ Storage Capacity: _____
Burner Size: _____ Make of Unit: 311-0 Make of Burner: _____
Distribution System: _____

REMARKS:

AIR CONDITIONING NONE

Location: _____
Type: _____ Capacity: _____
Distribution System: _____
Spaces Handled: _____

REMARKS:

VENTILATION

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

ELECTRIC

Location of Service Entrance: BASEMENT
Location of Main Panel: BASEMENT
Characteristics: 100 Amps _____ Volts _____ Wire 3 Phase (2) BOXES, (1) BOX WITH 3-25 AMP.
Circuit Breakers _____ Circuits Fused _____
Apparent Major Deficiencies in wiring: Conduit Yes / No WATER SEEPAGE IS CORRODING CONDUIT RUNS AND ELECTRICAL BOXES

GENERAL LIGHTING EVALUATION (Interior)

Description / Condition / Quantity:
LIGHTING IS INADEQUATE AND IN DISREPAIR
3 - FLUORESCENT OVERHEAD FIXTURES

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

Continue on back of page _____

8 Community & Security Aspects

Station: Perth Amboy

1. Describe the setting of the station in terms of the activity in the surrounding area (land use and condition described in section 6). Describe the visibility of the station and site from surrounding areas of streets in terms of security through surveillance. Describe screening and shielding (note #5, page 4) and shadows, nooks and crannies, and other hiding places).

The station is situated in a lower middle class residential neighborhood with some commercial and industrial uses. It is on the western edge of the Perth Amboy central business district.

The platform is not in the line of sight from the street level. Lighting is poor and there are many corners and levels throughout the station which make surveillance difficult.

Police patrol the area infrequently.

2. Is the station out of the "main stream" of pedestrian/vehicular activity, or is it part of the fabric of life in the community? Do non-commuters walk through the station building or use any part of the station facilities/site to shorten their path to a final destination; to shop; to conduct business such as banking (refer to #4 Station Building/Interior Space _____):

The station is not in the main stream of pedestrian/vehicular activity.
Vagrants loiter about the platforms.

3. Vandalism: Graffiti - none / low / medium / high location:

Property damage - none / low / medium / high (describe):

Broken glass, objects thrown from street level

4. Question the ticket agent about vandalism problems.