

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

RR 0705-
Survey #2-5

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- ✓ A. Name: Common East Orange ^{station} Line: Hoboken Division
Historic Morrystown Line
(DL&W)
- B. Address or location:
✓ 65 City Hall Plaza
✓ East Orange, N.J. 07108
County: Essex (Orange quad)
Municipality: East Orange City
Block & lot: part of 43/1
256/1
- C. Owner's name: N.J. Transit
Address: Trenton, New Jersey
- D. Location of legal description: Recorder of Deeds, Essex County Court-
house, Raymond Boulevard, Newark, N.J.
- 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 (#) _____

Northeast Corridor _____

Local _____ (date _____)

Modernization Study: site plan floor plan aerial photo _____

other views photos of NR quality?

2. EVALUATION

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

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

C. Survey Evaluation: $\frac{205}{235}$ points
220

FACILITY NAME: E. Orange

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: 3

- Pedestrian access across tracks:
- Pedestrian bridge: at street grade elevated
 - Pedestrian/vehicular bridge: at street grade elevated
 - Tunnel
 - None provided
 - Under viaduct

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

The complex consists of a two-story brick and concrete station, in Jacobethan Revival style, elevated steel frame and concrete platforms, an attached steel frame and concrete outbound canopy, and a free-standing inbound island canopy with two brick shelters, a concession building, and three stair pavilions, all built beneath its roof.

The complex is located on a restricted linear site and bordered by city streets. Most of the site is occupied with an elevated viaduct, four bays wide, which supports the tracks. There are small parking lots in City Hall Plaza (1) north of the tracks, and under the viaduct on the south (2). Other spaces are available along neighboring streets. Pedestrians may approach the west-bound platform from stairs at either end (B) (F-fenced off) and at the center (G), or directly from the station. Eastbound passengers may approach the platform via stairs at either end (A) (E) - both fenced off, and from the stair pavilions either side of the west shelter (C) (D). Landscaping is confined to a shrubbery planting west of the station.

FACILITY NAME: East Orange

3. DESCRIPTION--PLATFORMS AND CANOPIES

 Inbound

 x Outbound 878' platform, asphalt on concrete, edged with concrete balustrade and several incandescent bulb street lamps. The Main St. underpass entry is

 Between tracks flanked on either end by paired oversized iron lanterns in Queen Anne style with MV-type bulbs (originally incandescent).

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

The outbound canopy, 14 bays long, is attached to the S wall of the station for 4 bays at its W end. Steel beams and brackets support a cantilevered steel frame and concrete deck. A mercury vapor lamp is attached to the fascia beam in every second bay. There is no seating provided. Except for the lighting, materials appear original.

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3. DESCRIPTION--PLATFORMS AND CANOPIES

<u>X</u> Inbound	} 806' platform, concrete, is built on the deck of a rail viaduct, 4 bays wide, which extends from near the East Orange City line on the E, to near the city line on the W. The deck is supported by a phalanx of modified Doric columns with oversized cushions, all executed in concrete.
<u> </u> Outbound	
<u>X</u> Between tracks	

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 is located between the main tracks and the bypass. It is 24 bays long with a steel frame and concrete deck supported on a butterfly-type steel I-beam column, and T-beam bracket system. Built into the canopy are 6 one-story rectangular pavilions with concrete and brick construction similar to that of the station. Their functions are: (from E to W) stair housing, shelter, concession building, stair housing, shelter, and stair housing. The shelters and concessions building are permanently boarded up. From E to W, the window and door pattern on both the N and S facades is as follows: WWW, WWW, WD, WdWdW, WWW, WWdW. A mercury vapor fixture is attached to the N fascia beam in every second bay. A locational sign is attached to the wall of one of the pavilions. There is no seating. Except for the lighting fixtures, materials appear original.

FACILITY NAME East Orange

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 station, located N of the tracks, consists of a 2-story, red brick block with a steeply pitched hipped roof, its major ridge paralleling the tracks. A gabled dormer with bay windows projects irregularly from the N facade. Two recessed wings, both sharing a S facade line with the main block, project to the E. Each has its own hipped roof. A one-story, gambreled section adjoins on the W, while a one-story section, its shed roof slanting N, fits into the NE corner created by the recessed wings. A massive double-flued brick chimney rises inside the E wall of the main block near its NE corner. Windows and doors, complexly arranged, assume the following configuration:

- N facade: (1st floor) ww - freight d - w-ww-w, side light, d with transom, side light, w-w-ww
(2nd floor) www-ww-wwwww-w
- S facade: (1st floor) w-w-w-double doors-w (boarded) -w
(2nd floor) d-w-w-w-w-d-d-w-freight d (boarded)
- E facade: (1st floor) freight d ($\frac{6-6-6}{(1)-(1)-(1)}$) -w-w
(2nd floor) ww
- W facade: (1st floor) d with elaborate Tudor surround and cresting - www
(2nd floor) www

FACILITY NAME East Orange

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station X Shelter _____ Freight House _____ Other _____ (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall/wood frame roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>coursed limestone, tooled finish, water table</u>	_____
Walls:	<u>brick (red, Flemish bond)</u>	_____
Trim:	<u>limestone string course, frames, surrounds, quoins, gable end, decorative frieze, iron brackets supporting gutter</u>	_____
Doors:	<u>16-pane, wood frame</u>	_____
Roofing:	<u>slate</u>	_____
Soffit:	<u>copper sheeting</u>	_____
Windows:	<u>steel frame casements, 6-pane, 12-pane</u>	_____
Lighting:	<u>incandescent fixtures</u>	<u>MV fixtures</u>
Signage:	_____	<u>none</u>
Drainage:	<u>copper gutter, downspout, flashing</u>	<u>galvanized downspouts</u>
Other:	<u>brick chimney with double flue, limestone corbeling and pots</u>	_____

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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.

Except for the basement, the spaces of the East Orange Station are on 2 levels. The W half of the lower level comprises the Waiting Room (1). Arranged roughly in an "L"-shape in the SW corner are: the Ladies' Lounge (4B), Ladies' Room (4); storage room (6), Men's Room (3), and Men's Lounge. A second "L" is defined by the staircase to the track level. The E half of the lower level comprises the Baggage Room (5), with the Ticket Office (2) fitted into its NW corner (2). Into the NE corner are fitted the basement stairway and a large freight elevator. The track level consists of a large Waiting Room with Rest Rooms adjoining the E wall, and the freight elevator housing at the E end of the block. Most spaces are finished with terrazzo floors, brick or plaster walls, and plaster ceilings. Rest Rooms have ceramic tile floors and wainscots. (see finish schedules which follow). Most materials are original, although many surfaces have recently been repainted.

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 12
NAME Waiting Room NUMBER ON FLOOR PLAN 1

Original Existing, if different

Floors: terrazzo, tile borders (gray/yellow) _____

Base: tooled limestone _____

Wainscot: none _____

Walls: glazed brick (tan, brown, Flemish bond) _____

Ceiling: plaster, cornice moulding (blue paint)

Trim: limestone surrounds, quoins _____

Doors: (2) 1-pane, 16-pane, double with 18-pane transom; (4) (1/2) panel oak with transom panel

Seating: double matched bench, paneled surfaces, ends, front at floor _____

Lighting: (4) hanging incandescent fixture, circular glass shades, wall mounted incandescent fixtures glass shades

Other: limestone basin, N wall below window surround _____
Art Nouveau radiator grates, iron (radiators recessed in lower wall) (red paint)

telephone vestibule with elaborate oak screen built into seg. arch opening, original clock supported by volutes screen plastered over clock replaced by modern fixture

iron balustrade, open geometric scrollwork, oak rail (red paint)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 12NAME Ticket OfficeNUMBER ON FLOOR PLAN 2

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>poured concrete ?</u>	<u>cork tile</u>
Base:	<u></u>	<u>vinyl (brown)</u>
Wainscot:	<u>plaster</u>	<u>(beige paint)</u>
Walls:	<u>plaster, rough finish</u>	<u>(beige paint)</u>
Ceiling:	<u>plaster, corner moulding</u>	<u>(blue, beige paint)</u>
Trim:	<u>(2) ticket window surrounds 12-pane windows</u>	<u></u>
Doors:	<u>(1/2/1); (1/2)</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>(2) hanging incandescent fixtures, metal shades</u>	<u>1 glass globe</u>
Other:	<u>iron radiator built-in wood desk, cabinet (W) porcelain basin in closet</u>	<u></u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 12

NAME Men's Lounge

NUMBER ON FLOOR PLAN 3A

Original NOT ACCESSIBLE

Existing, if different

Floors: _____

Base: _____

Wainscot: _____

Walls: _____

Ceiling: _____

Trim: _____

Doors: _____

Seating: _____

Lighting: _____

Other: _____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>12</u>
NAME <u>Men's Room</u>	NUMBER ON FLOOR PLAN <u>3</u>

	<u>Original</u>	NOT ACCESSIBLE	<u>Existing, if different</u>
Floors:	_____		_____
Base:	_____		_____
Wainscot:	_____		_____
Walls:	_____		_____
Ceiling:	_____		_____
Trim:	_____		_____
Doors:	_____		_____
Seating:	_____		_____
Lighting:	_____		_____
Other:	_____		_____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 12NAME Women's LoungeNUMBER ON FLOOR PLAN 4 BOriginalExisting, if differentFloors: terrazzo, tile border (gray, yellow)Base: marbleWainscot: noneWalls: plaster(blue paint)Ceiling: poured concrete(blue paint)Trim: moulded door frame (stain)Doors: (1/2) panelSeating: noneLighting: 1 hanging incandescent fixtureOther: door screen similar to partition doors

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 12NAME Ladies' RoomNUMBER ON FLOOR PLAN 4

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo, tile border (gray, yellow)</u>	<u></u>
Base:	<u>ceramic tile (white)</u>	<u></u>
Wainscot:	<u>ceramic tile (white)</u>	<u></u>
Walls:	<u>plaster</u>	<u>(blue paint)</u>
Ceiling:	<u>poured concrete</u>	<u>(blue paint)</u>
Trim:	<u>wood moulded door frame, corner moulding (stain)</u>	<u></u>
Doors:	<u>wood panel missing; (1/2) panel to toilet</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>2 hanging incandescent fixtures</u>	<u></u>
Other:	<u>wood partitions radiator grating/iron fixture (S wall) plumbing fixtures</u>	<u></u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 12NAME Baggage RoomNUMBER ON FLOOR PLAN 5OriginalExisting, if differentFloors: poured concreteBase: noneWainscot: noneWalls: brick (red, modern English bond)Ceiling: poured concreteTrim: limestone quoins, surroundsDoors: (1/2) panelSeating: noneLighting: (3) hanging incandescent fixturesOther: (4) modern concrete Doric columns,
(2 freestanding, 2 built into S
wall)
metal cage freight elevator, wood deck
metal cage (W side)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 12

NAME Storage Room

NUMBER ON FLOOR PLAN 6

	<u>Original</u>	NOT ACCESSIBLE	<u>Existing, if different</u>
Floors:	_____		_____
Base:	_____		_____
Wainscot:	_____		_____
Walls:	_____		_____
Ceiling:	_____		_____
Trim:	_____		_____
Doors:	_____		_____
Seating:	_____		_____
Lighting:	_____		_____
Other:	_____		_____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	<u>12</u>
NAME <u>Track Level Waiting Room</u>	NUMBER ON FLOOR PLAN	<u>7</u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo, tile border (tan, yellow)</u>	<u>_____</u>
Base:	<u>tooled limestone</u>	<u>_____</u>
Wainscot:	<u>none</u>	<u>_____</u>
Walls:	<u>glazed brick (yellow, brown)</u>	<u>_____</u>
Ceiling:	<u>plaster, coved</u>	<u>_____</u>
Trim:	<u>limestone surround, sills, quoins, limestone urn and volute relief panels over S windows, SW door</u>	<u>_____</u>
Doors:	<u>16-pane oak to platform</u>	<u>_____</u>
Seating:	<u>(4) fixed matched benches, radiators under 3-N, 1-S</u>	<u>_____</u>
Lighting:	<u>(2) hanging incandescent fixtures, circular glass shade; incandescent wall fixtures</u>	<u>plastic shades</u>
Other:	<u>concrete stairs, oak rail iron open, geometric pattern, balustrade, iron grills like downstairs</u>	<u>_____</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 12

NAME Track Level, S Rest Room NUMBER ON FLOOR PLAN _____

	<u>Original</u>	NOT ACCESSIBLE	<u>Existing, if different</u>
Floors:	_____		_____
Base:	_____		_____
Wainscot:	_____		_____
Walls:	_____		_____
Ceiling:	_____		_____
Trim:	_____		_____
Doors:	_____		_____
Seating:	_____		_____
Lighting:	_____		_____
Other:	_____		_____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 12

NAME Basement NUMBER ON FLOOR PLAN _____

Original Existing, if different

Floors: poured concrete _____

Base: none _____

Wainscot: none _____

Walls: poured concrete _____

Ceiling: poured concrete _____

Trim: none _____

Doors: (1/2) panel _____

Seating: none _____

Lighting: (3) hanging incandescent fixtures _____

Other: coal-fired boiler oil-fired boiler

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect F.J. Nies source _____ plans _____
 Date 1921-22 Source D,L,& W Alteration dates _____ Source _____
 Style Jacobethan Revival
 # passenger trains/day (present) 67 in 1980 Peak (#, Yr.) 108 in 1940
no Original station on site 81 in 1901

The East Orange Station complex is an exceptionally good example of the Jacobethan Revival style. It was constructed as part of an extensive grade separation project through the city of E.Orange. Tracks are carried on a reinforced concrete viaduct supported by a giant phalanx of Doric-like, concrete columns. The station is built into the N side of this structure and, using the formal vocabulary of the Jacobethan Revival, integrates the two through a carefully considered arrangement of spaces and stairways.

The station has an additional distinction in that it was the first on the D, L, and W equipped to handle passengers on the middle track. It has served both commuters to Newark and New York and employees and shoppers to the East Orange commercial district.

The complex was designed "in house" and is similar in form and function to the Brick Church Station.

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined in the site plan.

Acreage: 2.5 acres

UTM coordinates: Zone: 18/Easting: 5 6 6 5 8 0/Northing: 4 5 1 2 3 4 0

USGS Quad Orange Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Delaware, Lackawanna, and Western Railroad, annual reports, 1921-22
Plans, East Orange Station, (New Jersey Transit)

ICONOGRAPHIC:

Taber, Thomas, Delaware, Lackawanna and Western Railroad in the 20th Century, pp. 81,82
Cunningham, John, Railroading in New Jersey, p. 65 (2 views during construction)

8. PHOTO

Negative index # 1069 or NJT photo # -- slide # 2-5
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: station from north

FACILITY NAME: East Orange

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 x (25)
 - common _____(10)
- 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 _____(10)
- ix. Less than 50 years old _____(-30)

25

B. ARCHITECTURAL SIGNIFICANCE

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

*Grade separation, station incorporated in viaduct, middle track accessible to passengers.

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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) Frank J. Nies
 - 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 x (25) composition, siting
 - c. Possessing some detail(s) of particular interest and/or quality _____ (15)
 - d. Average quality or interest _____ (5)

- iv. SPECIAL QUALITIES
 - a. Noteworthy overall interior design or detailing _____ (15)
 - Viaduct colonnade integrated into first story interior. (____ interior not accessible)
 - b. Some noteworthy interior detailing x (5)
 - 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)

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CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

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

ii. PHYSICAL CONDITION

- | | |
|--------------------------|---------------------|
| a. Excellent | <u> </u> (10) |
| b. Good | <u> x </u> (5) |
| c. Fair | <u> </u> (0) |
| d. Poor | <u> </u> (-10) |
| e. Severely deteriorated | <u> </u> (-25) |

iii. RELATIONSHIP TO COMMUNITY

- | | |
|-------------------------------|---------------------|
| a. Pivotal building | <u> </u> (40) |
| b. Integral part of townscape | <u> x </u> (30) |
| c. Compatible with townscape | <u> </u> (20) |
| d. Unrelated to townscape | <u> </u> (0) |
| e. Incompatible | <u> </u> (-30) |

iv. SUITABILITY FOR ADAPTIVE USE

- | | |
|------------------------------|--------------------|
| a. Excellent | <u> </u> (30) |
| b. Very Good | <u> x </u> (25) |
| c. Good | <u> </u> (20) |
| d. Average | <u> </u> (15) |
| e. Possible, with difficulty | <u> </u> (10) |

100

TOTAL

235

FACILITY NAME: East Orange

Attach copy of site plan

____ continuation sheets attached

FORM PREPARED BY: Richard Meyer

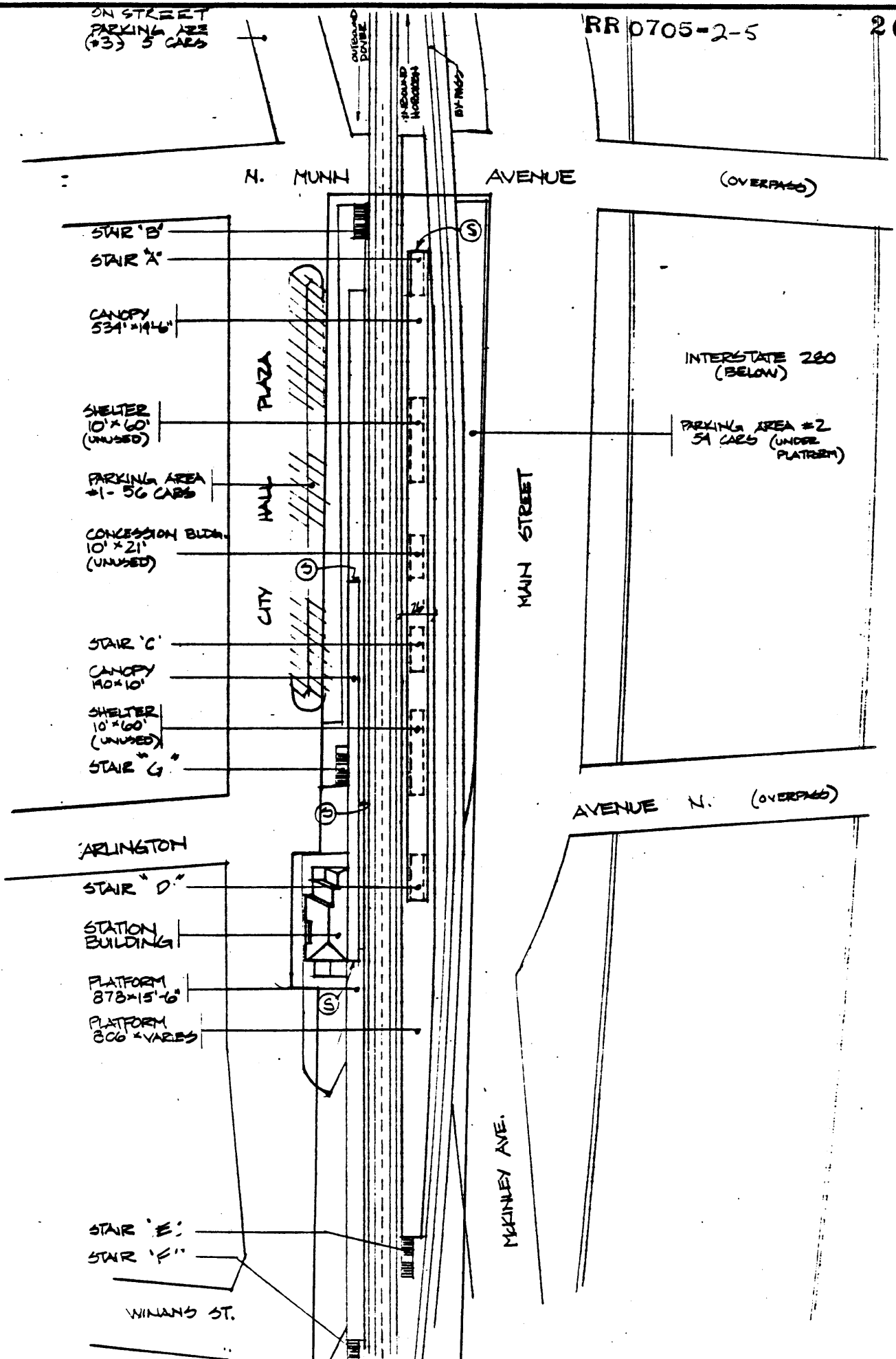
Date: August, 1981

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

ON STREET
PARKING AREA
#3) 5 CARS

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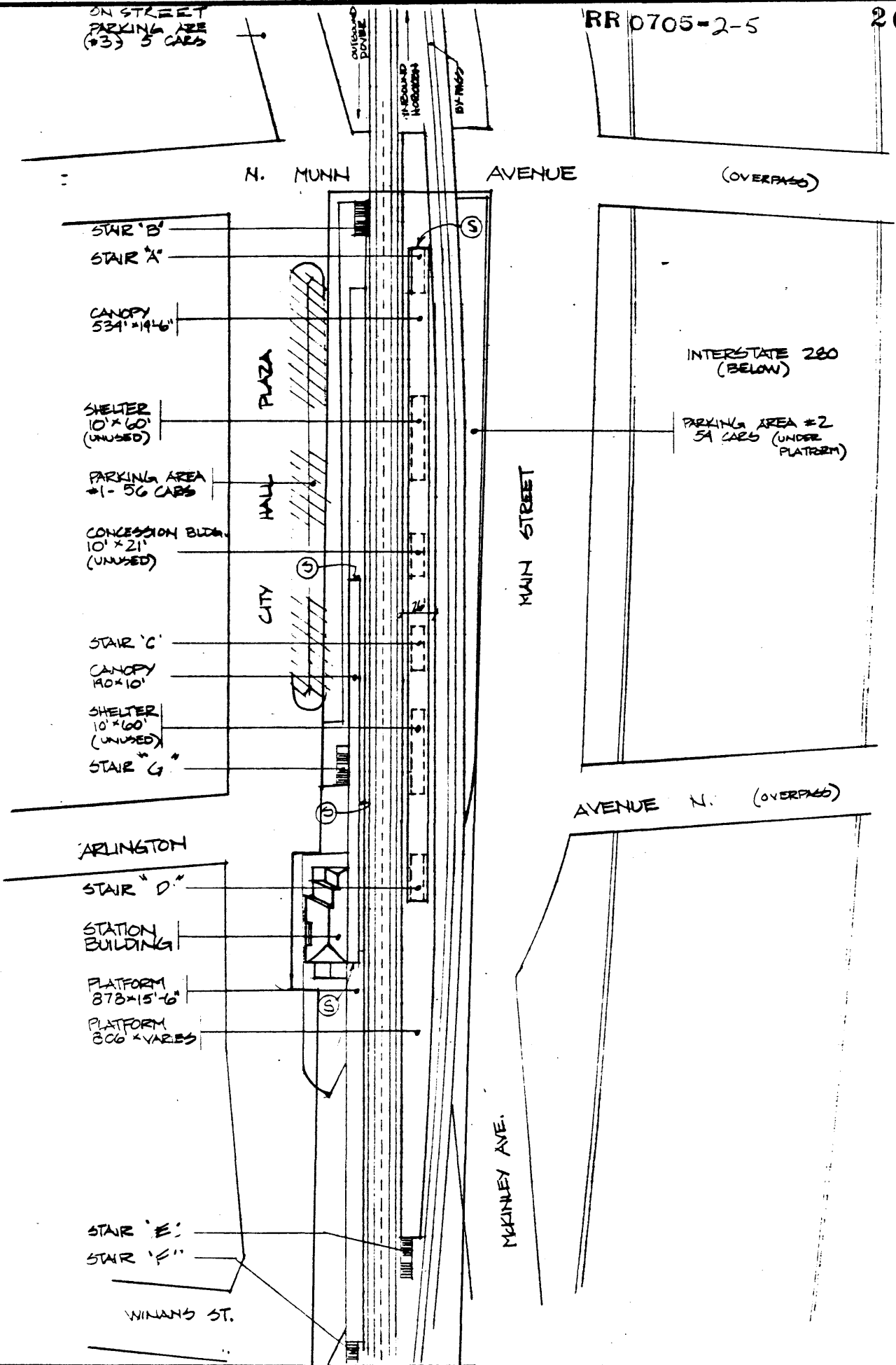
26



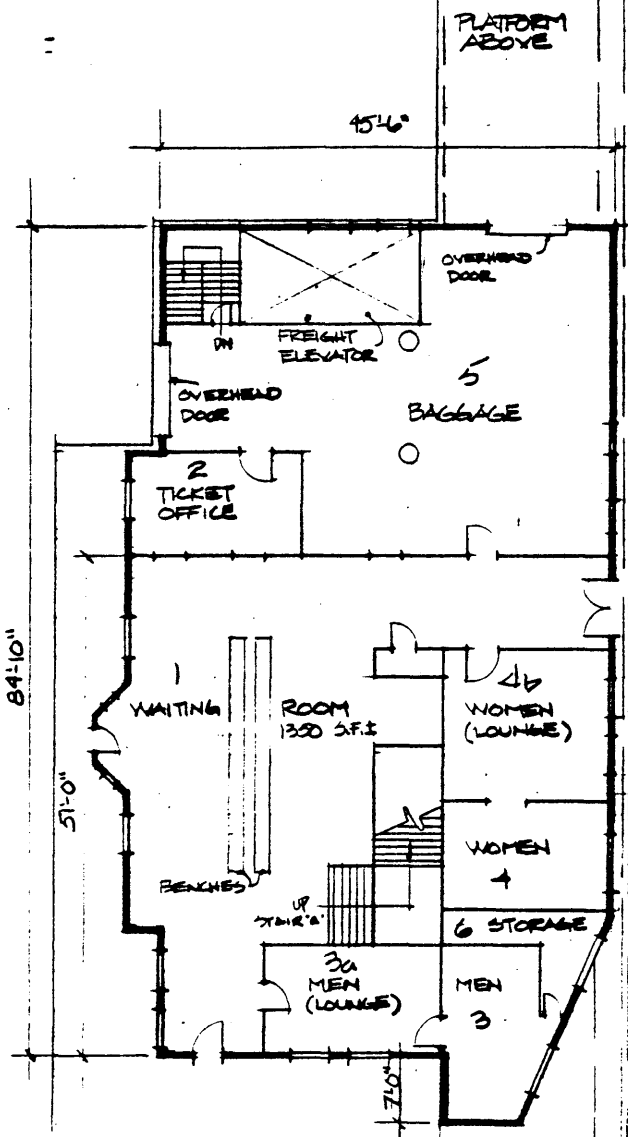
ON STREET
PARKING AREA
(#3) 5 CARS

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26

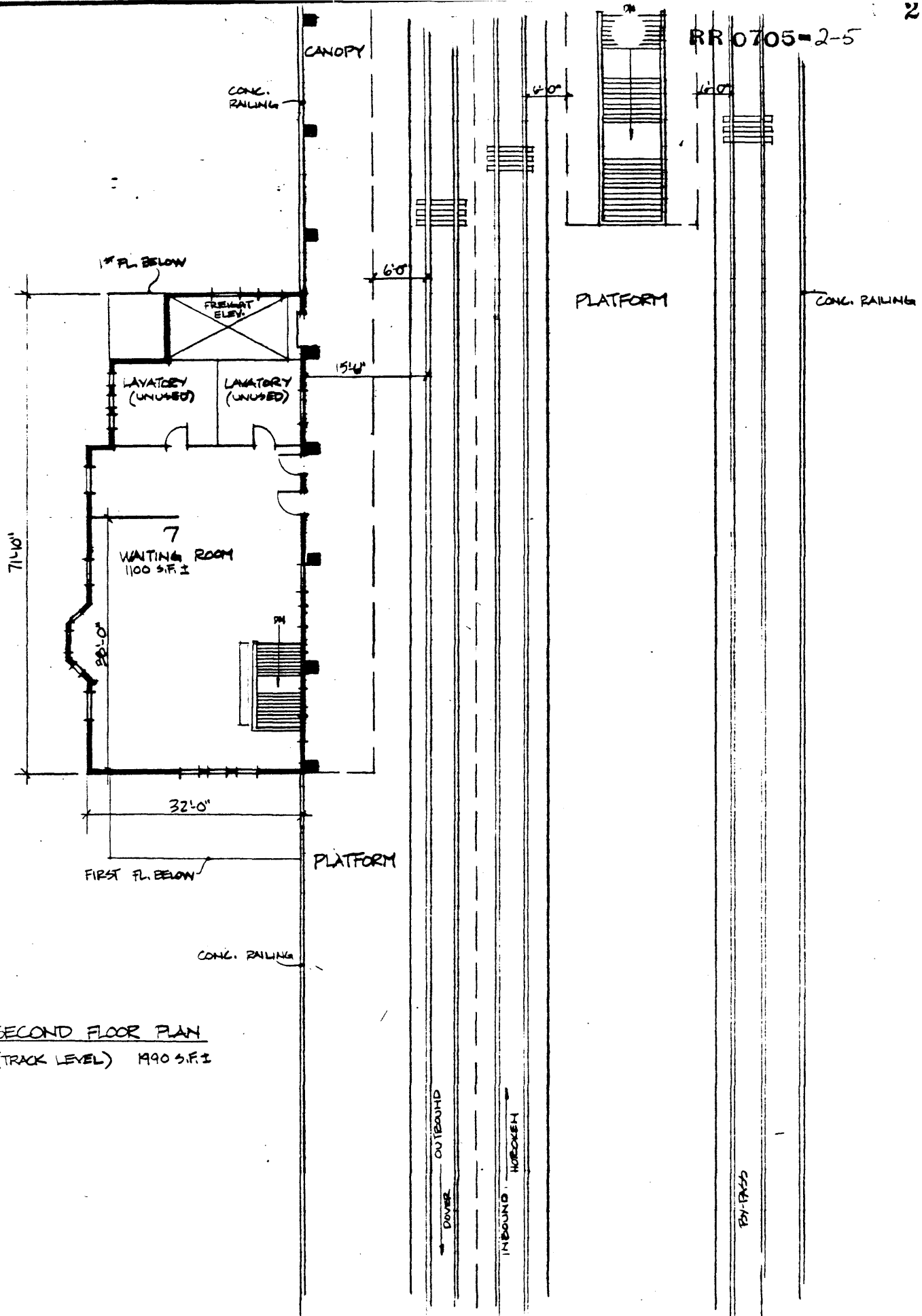


CITY HALL PLAZA



FIRST FLOOR PLAN
3900 S.F.±

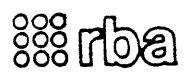
RR 0705-2-5

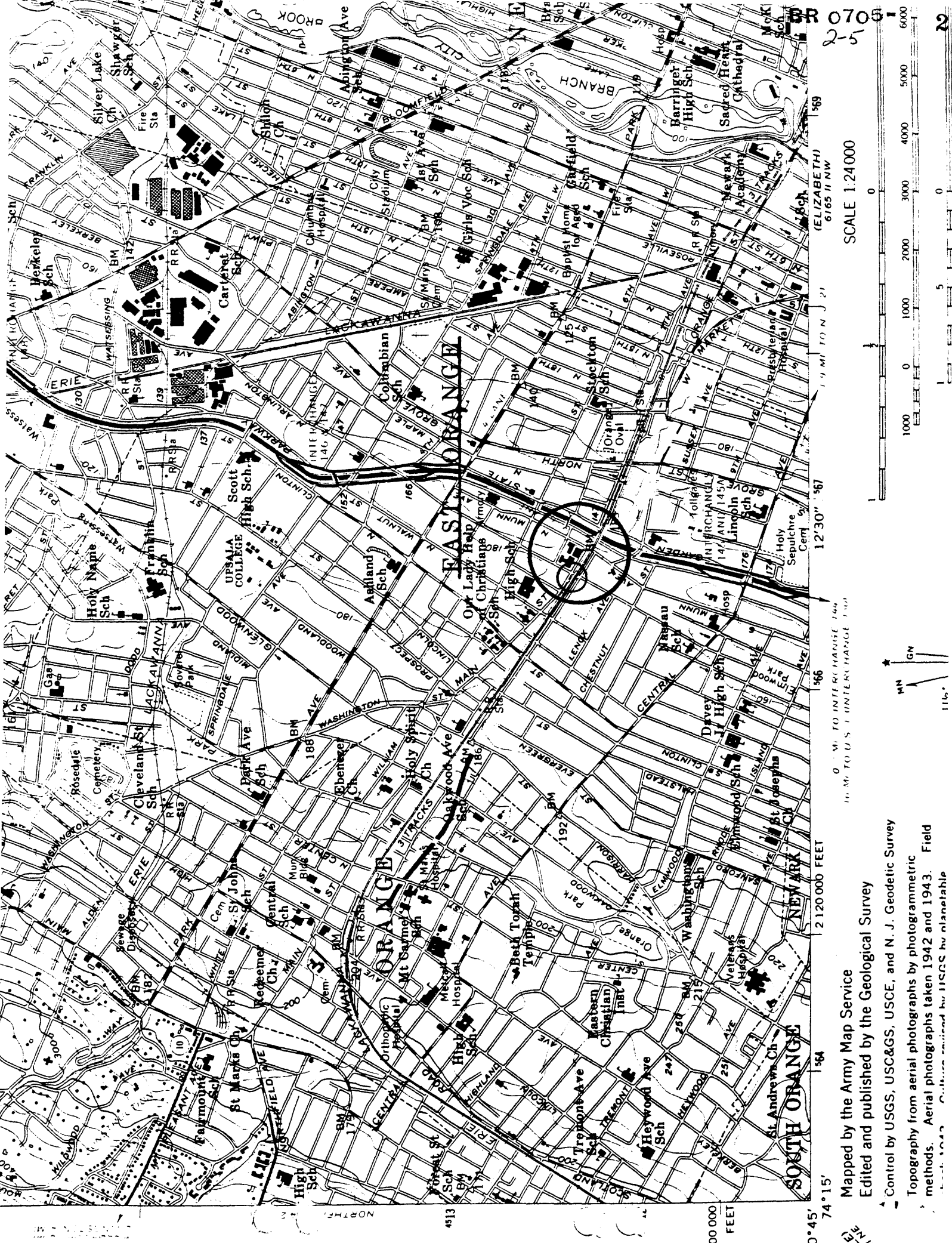


SECOND FLOOR PLAN
 (TRACK LEVEL) 1990 S.F.

EAST ORANGE
MORRISTOWN LINE

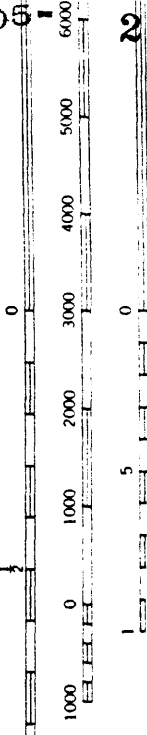
SCALE: 1"=20'
 DATE: SEPT. 1978





BR 07081
25

SCALE 1:24000



12°30' 56"

12°30' 56"

2120 000 FEET

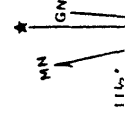
1564

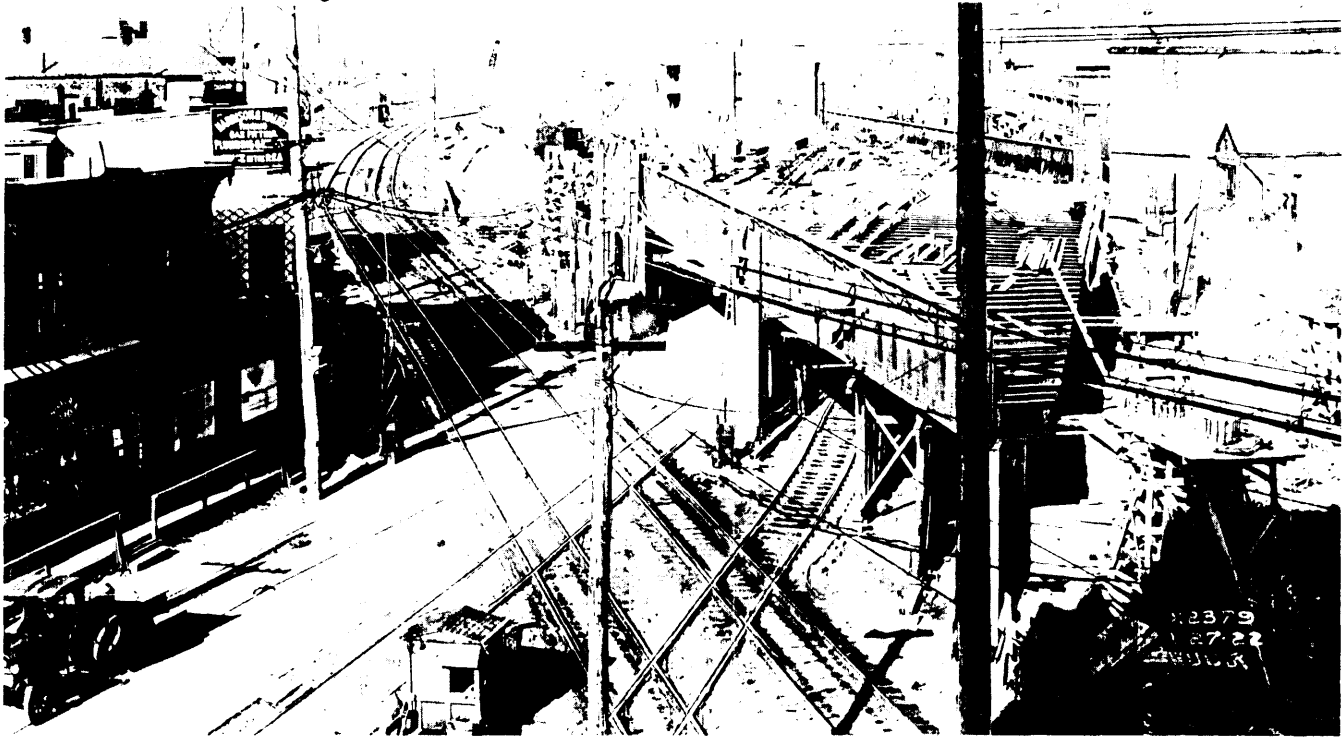
0°45' 15"

0 MI. TO INTERCHANGE 164
11. MI. TO US 1 INTERCHANGE 100

Mapped by the Army Map Service
Edited and published by the Geological Survey

Control by USGS, USC&GS, USCE, and N. J. Geodetic Survey
Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1942 and 1943. Field work 1943. Culture compiled by USGS by planetable



2-5 East Orange Railroad Station (Taber, 20th, p. 81)

This picture was taken from the building shown in the previous picture and shows Main Street passing under the newly constructed steel girder bridge. The temporary tracks have been placed where the road was previously located. In the distance work is commencing on building the embankment.



The temporary tracks have been removed and the embankment alongside the tracks has been seeded and some shrubs planted. A six car suburban train headed for Hoboken is drifting into the station with the fireman having failed to put the blower on to cut the soft coal smoke. Along with grade crossing elimination, an important aspect of all this work was the lengthening of station platforms which were just about doubled to accommodate future twelve and fourteen car trains.

82 2-5 East Orange Railroad Station (Taber, 20th, p. 82)

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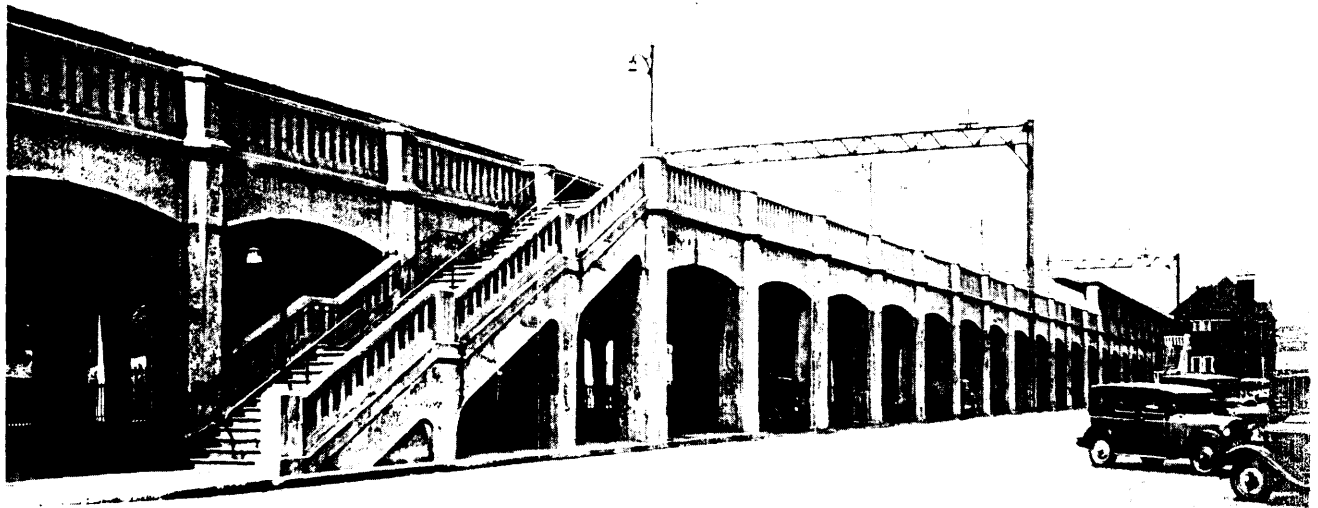
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President Truesdale was never satisfied with a strictly functional structure having no semblance of any character. Most all stations on the railroad had some unique characteristics. No two stations were exactly alike. Two types, brick, concrete, occasional use of stone, or the mixing two of these basic ingredients gave a varied design. In addition at some stations particular ornamentation was added such as is evident with the East Orange station at the entrances.



The lack of space at East Orange and Brick Church required special considerations. The 800 and 1000 foot long stations were built on pillars for Brick Church (where space was very tight) and with fascia columns for East Orange. On top of these pillars was poured a deck approximately 75 feet wide by the length of the entire station. The tracks, station platforms, and railings were built on top of the deck. Underneath the deck was room for automobile parking and additional station facilities. This photograph clearly shows the construction at East Orange.

SUMMARY

Station: East Orange

Line: Morristown

Index:

Field Survey Conducted September, 1978

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

Information File:

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

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 465

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

Agent: Yes Hrs/Days: 6:00 a.m. - 2:00 p.m. Monday through Friday

7:00 a.m. - 2:00 p.m. Saturday; Closed Sunday
Rehabilitated (10 years or less) & Description: Platform in 1973.

3 PLATFORMS & CANOPIES

Station: EAST ORANGE

NO. of TRACKS: 3 In-Bound (NY H,N)* | Out-Bound | 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	ISLAND BET'N TRACK
Length X Width	<u>X</u>	<u>87'8" x 13'</u>	<u>800' x 26'</u>
Height Above Top of Rail	<u>± 3"</u>	<u>± 3"</u>	<u>± 3"</u>
Platform Material	<u>ASPHALT ON CONCRETE</u>	<u>CONCRETE</u>	<u>CONCRETE</u>
Edge Material	<u>ASPHALT ON CONCRETE</u>	<u>CONCRETE</u>	<u>CONCRETE</u>
Safety Line, Material	yes/no <u>no</u>	<u>yes/no WHITE STRIPE</u>	<u>yes/no WHITE STRIPE</u>
Guardrail (Locate)	yes/no <u>no</u>	<u>yes/no EDGE OF PLATFORM</u>	yes/no <u>no</u>
In-cut/Retaining Walls	<u>no</u>	<u>no</u>	<u>no</u>
Lighting - Type, O.C., Setback f/rail	<u>no</u>	<u>TWIN INLAND ON 12'4" Poles 60' O.C. 15'6" SB.</u>	<u>TWIN INLAND 12'4" POLES 60' O.C. 13' SB</u>
Seating-Mat'l & Qty.	<u>no</u>	<u>NONE</u>	<u>NONE</u>
Stairs: (ramps used: A yes / no) B Locate: C	vert. rise <u>21'-0"</u> width <u>8'-0"</u>	vert. rise <u>16'-4"</u> width <u>8'-0"</u>	vert. rise <u>12'-7"</u> width <u>8'-0"</u>

CONDITION/LOCATION - (platform, lighting, stairs, guardrails, retaining walls. Note apparent poor conditions only)

CONCRETE PLATFORM - BROKEN-UP AND CRACKED IN PLACES (PHOTOS # 4, 9, 10)
 (ISLAND)
 - UNEVEN AND ROUGH GRADING - PHOTO # 13, #16, 11
 - WEED GROWING ON PLATFORM (PHOTO # 13, #5)

OUTB'D. PLATFORM - ASPHALT OVER CONCRETE IS OLD
 - UNEVEN AND CRACKED IN PLACES (PHOTO # 28, 20)

STAIR 'B' - STRUCTURE ONLY UNSAFE - SHOULD BE CHECKED BY ENGINEER
 STAIR 'A' & 'E' - BLOCKED OFF BY IRON FENCES, NOT IN USE

STAIR 'G' - ONLY ACCESS TO OUTB'D. PLATFORM WHEN STATION IS CLOSED

Continue on back of page

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRAC
Length x Width	<u>X</u>	<u>19'0" x 10'</u>	<u>534' x 11'-6"</u>
Height (Lowest)	<u>no</u>	<u>12'-0"</u>	<u>11'-9"</u>
Setback from Rail	<u>no</u>	<u>10'-0"</u>	<u>6'-0"</u>
Structure w/Spacing	<u>22'06"</u>	<u>CONCRETE PILES/STEEL BRACE</u>	<u>CON. PILES/STEEL BRACE</u>
Setback-Rail to Support	<u>no</u>	<u>4'-0"</u>	<u>15'-9"</u>
Deck Material	<u>no</u>	<u>CONCRETE</u>	<u>CONCRETE</u>
Roofing	<u>no</u>	<u>CONCRETE</u>	<u>CONCRETE</u>
Shape	Slope / Gable / Flat	<u>SLOPE</u>	<u>BUTTERFLY</u>
Drainage	<u>no</u>	<u>CENTRAL</u>	<u>CENTRAL</u>
Lighting	<u>no</u>	<u>INLAND 30' O.C.</u>	<u>INLAND 30' O.C.</u>

CONDITION (Note apparent poor conditions only):

STRUCTURAL SURVEY

STATION: East Orange

OBSERVATIONS

1. PLATFORM - Platform has a heavy growth of weeds in all the joints, indicating the presence of water.
2. STAIRS - The main stair inbound side passes through a well at an expansion joint. The deck beam at the expansion joint is badly spalled and exposed reinforcing is rusting badly. The joint leaks water continuously despite no rain. The cheek wall at the landing is cracked.

Inbound stair just inbound from Arlington Avenue likewise located at an expansion joint. Well beam at joint badly spalled and one reinforcing bar rusted through the other exposed and rusted badly.

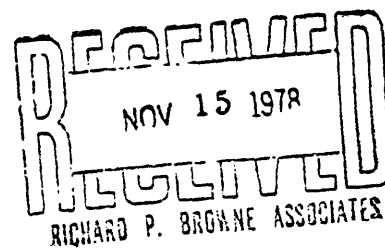
Munn Avenue stairs have been closed off for safety. Outbound stair has a gaping hole in landing.

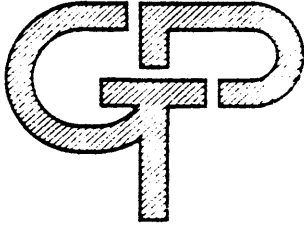
Stairs at outbound end have been closed off for years.

3. GIRDERS AND OVERPASS - At inbound through girder there is a crack in the inbound support from the girder seat to the ground. Also spalling under seat and heavy rusting at center support. Outbound through girder support at outbound end has spalling. Colonnade base along Main Street has extensive spalling of column bases. Where cross girders rest on colonnade and cantilever over sidewalk to expansion joints, the concrete encasement has spalled off, exposing rusted ends of girders.
4. DECK - Over the sidewalk on the south side of Main Street where the outbound track passes, there is a loose piece of concrete in the soffit that may fall. The entire deck shows large patches of spalled soffit at the construction joints and expansion joints, especially near Munn and Arlington Avenues. Water stains all over deck soffit.

RECOMMENDATIONS

1. Remove the loose concrete immediately.
2. Extensive repairs are indicated. The entire deck probably needs to be waterproofed from the top and the ballast drainage system made to work.





GOLDREICH, PAGE & THROPP
CONSULTING ENGINEERS
257 PARK AVENUE SOUTH
NEW YORK, N.Y. 10010 212-982-1410

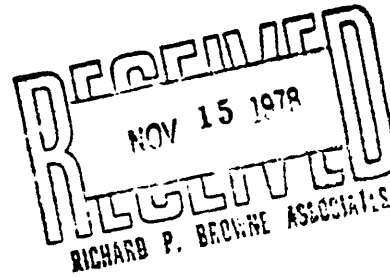
JOSEPH D. GOLDREICH
PHILIP P. PAGE, JR.
HAROLD I. THROPP

November 14, 1978

Richard P. Browne Associates
P. O. Box 271
Wayne, New Jersey 07470

Attn: Mr. F. Van Gaasbeek

Re: NJDOT Station Survey



Gentlemen:

We enclose reports of our survey of November 7, 1978 covering the following stations:

Madison
South Orange
Mountain Station
Brick Church
East Orange
Roseville Avenue
Cranford
Avenel
Perth Amboy

These nine stations were all covered in one day so that our observations were limited to identifying obvious signs of distress only. Our recommendations for repair are of a preliminary nature only to indicate the general direction of repair work and should not be considered final.

Sincerely yours,

GOLDREICH, PAGE & THROPP

Philip P. Page, Jr.
Philip P. Page, Jr.

PPP/oxh

Encls.

4 STATION BUILDING ✓

SHELTER

STATION: ENT ORDNCE

In-Bound (NY, H, N) In-Use ; Out-Bound ✓ In-Use ✓; Number of Levels I.B. O.B.
 Relation of Main to Track (under over, level) Relation of Entry to Street I.B. VEVEV 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 7'-0" vertical rise 17'-6" b) width vertical rise
 c) width vertical rise d) width vertical rise

EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD & GLASS
 Base Course LIMESTONE (photo) Roof Deck WOOD
 Walls BRICK Roofing 3" THICK TILE
 Trim WOOD & COPPER Soffit LOPPER & WOOD
 Windows - operable - yes / no SOME PAINTED & SWOLLEN - STEEL CASSEMENT
 Structural System (consultant) CONCRETE & BRICK WALLS

Drainage LOPPER GUTTER; GAW. LEADER

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>350 S.F.</u>	<u>TERRAZ.</u>	<u>CONG. BLK</u>	<u>-</u>	<u>BRK.</u>	<u>PLAST.</u>	<u>± 13'</u>	<u>INCAND</u>
2. Ticket Office	<u>LOBBY</u>	<u>-</u>	<u>-</u>	<u>PLAST. / STUCCO</u>	<u>PLAST.</u>	<u>13'-8"</u>	<u>INCAND</u>
3. Mens Toilet	<u>TERRAZ.</u>	<u>CEG. TILE</u>	<u>CEG. TILE</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>12'-0"</u>	<u>INCAND</u>
4. Womens Toilet	<u>TERRAZ.</u>	<u>CEG. TILE</u>	<u>CEG. TILE</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>11'-0"</u>	<u>INCAND</u>
<u>3a MEN'S LOUNGE</u>	<u>TERRAZ.</u>	<u>MARBLE</u>	<u>PAINT.</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>10'-6"</u>	<u>INCAND</u>
<u>4a LADIES' LOUNGE</u>	<u>TERRAZ.</u>	<u>MARBLE</u>	<u>PAINT.</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>11'-6"</u>	<u>INCAND</u>
5. <u>BOGAGE</u>	<u>CONCRETE</u>	<u>-</u>	<u>-</u>	<u>BRICK</u>	<u>CONCRETE</u>	<u>15'-8"</u>	<u>INCAND</u>
6. <u>STORAGE</u>	<u>CONCRETE</u>	<u>-</u>	<u>-</u>	<u>CONCRETE</u>	<u>CONCRETE</u>	<u>12'-0"</u>	<u>INCAND</u>
*7. <u>WAIT. RM. 1100 SF</u>	<u>TERRAZ.</u>	<u>CONG BLK</u>	<u>-</u>	<u>BRICK</u>	<u>STUCCO</u>	<u>14'-6"</u>	<u>INCAND</u>

FIRST FLOOR

A. Concessions and Businesses: Taxi Newspaper stand coin box Pay Toilet Vending Machines
 Other:

B. Waiting Room Seating: describe (photo): FRST & SECOND FLOOR - GANG BENCHES Capacity 60

C. Number of Public Phones and Locations: 2- OUTSIDE AT STREET DOOR.

D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. O.B.
2ND FLOOR - NONE

E. Describe visibility for surveillance for waiting rooms with and without agents: 1ST FLOOR - GOOD - WITH

F. Is passage from the station to platforms sheltered: yes / no (photo description). POLE - WITHOUT

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 # 1 FIRST FLOOR ONLY
 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:

ISLAND PLATFORM

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

Size Width 10' Length 60' Height
 Material BRICK WALLS
 Base CONCRETE
 Lighting N/A
 Condition BONDED-UP

* SECOND FLOOR WAITING ROOM LOCKERS AT 11:00 AM.

4a STATION BUILDING ✓ SHELTER

STATION: EXT ORANGE

Record Photograph _____ 197

CONDITION: *

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

Foundations:

Walls/Doors/Windows:

Stairs:

Roof/Drainage: HOLE IN ROOF (SEE PHOTO # 38) IN SECOND FLOOR WAITING R
(MISSING TILES IN ROOF)

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows: DOORS - SOME NOT HUNG PROPERLY, WILL NOT CLOSE
WINDOWS - SOME WINDOWS RUSTED, SWOLLEN, DO NOT CLOSE TIGHTLY
- FIRST FLOOR WINDOWS ARE WIRED SHUT

Floor:

Ceiling: LARGE HOLE IN MEN'S LOUNGE (PHOTO #24A & #25A) DUE TO
HOLE IN ROOF & SUBSEQUENT WATER DAMAGE. UNSAFE CONDITION

Stairs:

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

8 Community & Security Aspects

Station: East Orange

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 #6, page 4) and shadows, nooks and crannies, and other hiding places).

The station is located in a mixed, high-density residential and commercial area. Near the station are shops, a post office and city hall.

The interior of the building, the platforms and some stairways are not visible from the streets, making for inadequate surveillance. The upper level waiting area is closed at 11:00 a.m., due to trouble with high school students, and the building is locked when the agent leaves. This leaves stair "G" as the only means of egress from the outbound platform. There are no telephones on the platforms.

There are shadows and the overall area is dark underneath the elevated tracks. Lighting is inadequate.

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 in the main stream of activity. Pedestrians walk through the station site at street level under the elevated structure.

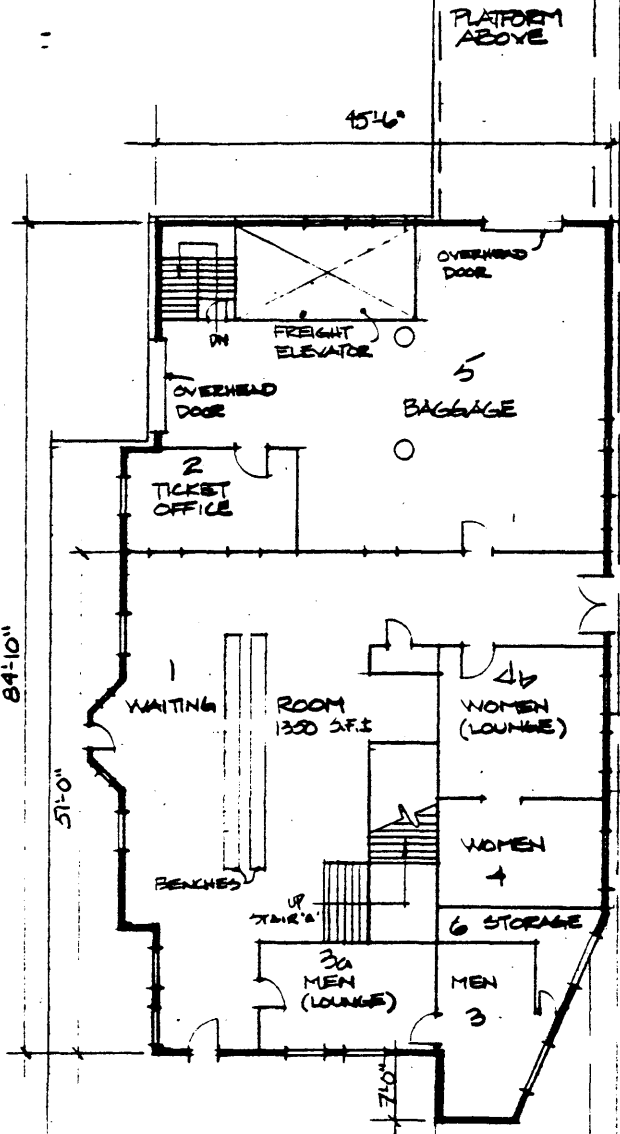
3. Vandalism: Graffiti - none / low / medium / high ; location:

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

4. Question the ticket agent about vandalism problems. There was a hold-up/armed robbery on December 6, 1977. There have been two break-ins and approximately six muggings reported in recent months.

ARLINGTON
AVE. N.

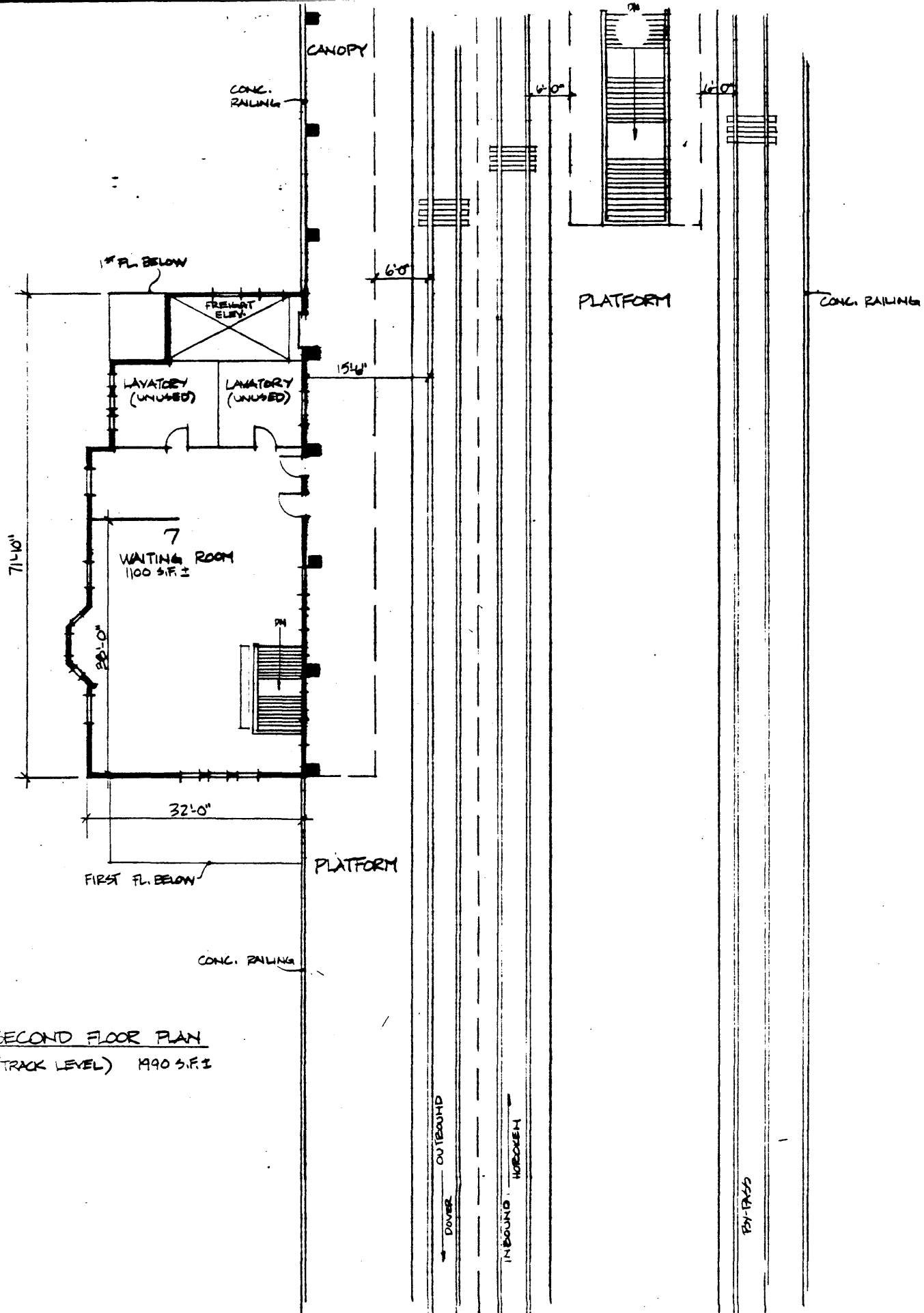
CITY HALL PLAZA



PLATFORM
ABOVE

PLATFORM
ABOVE

FIRST FLOOR PLAN
3900 S.F.



SECOND FLOOR PLAN
(TRACK LEVEL) 1190 S.F. ±

EAST ORANGE
MORRISTOWN LINE

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



3 PLATFORMS & CANOPIES

Station: EAST ORANGE

NO. of TRACKS: 3 In-Bound (NY H/N)* | Out-Bound | 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	ISLAND BET'N TRACK
Length X Width	_____ x _____	<u>97'0" x 13'</u>	<u>80'0" x 26'</u>
Height Above Top of Rail	_____	<u>± 3"</u>	<u>± 3"</u>
Platform Material	_____	<u>ASPHALT ON CONCRETE</u>	<u>CONCRETE</u>
Edge Material	_____	<u>ASPHALT ON CONCRETE</u>	<u>CONCRETE</u>
Safety Line, Material	yes/no _____	<u>yes/no WHITE STRIPE</u>	<u>yes/no WHITE STRIPE</u>
Guardrail (Locate)	yes/no _____	<u>yes/no EDGE OF PLATFORM</u>	<u>yes/no</u>
In-cut/Retaining Walls	_____	_____	_____
Lighting - Type, O.C., Setback f/rail	_____	<u>TWIN INLAND ON 12" H. PERS 60' O.C. 15' 6" SB.</u>	<u>TWIN INLAND 12" H. PERS 60' O.C. 13' SB</u>
Seating-Mat'l & Qty.	_____	<u>NONE</u>	<u>NONE</u>
Stairs: (ramps used: A yes / no) B Locate: C	vert. rise <u>21'-0"</u> width <u>8'-0"</u>	D. vert. rise <u>16'-4"</u> width <u>8'-0"</u> E. <u>14'-7"</u> F. <u>22'-9"</u>	G. vert. rise <u>12'-7"</u> width <u>8'-0"</u>

CONDITION/LOCATION - (platform, lighting, stairs, guardrails, retaining walls. Note apparent poor conditions only)

CONCRETE PLATFORM - BROKEN-UP AND CRACKED IN PLACES (PHOTOS # 4, 9, 10)
 (ISLAND)
 - UNEVEN AND ROUGH GRADING - PHOTO # 13, #16, #11
 - WEED GROWING ON PLATFORM (PHOTO # 13, #5)

OUTB'D. PLATFORM - ASPHALT OVER CONCRETE IS OLD
 - UNEVEN AND CRACKED IN PLACES (PHOTO # 28, 20)

STAIR 'B' - STRUCTURELY UNSAFE - SHOULD BE CHECKED BY ENGINEER

STAIR 'A' & 'E' - BLOCKED OFF BY IRON FENCES, NOT IN USE

STAIR 'G' - ONLY ACCESS TO OUTB'D. PLATFORM WHEN STATION IS CLOSED

Continue on back of page _____

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRAC
Length x Width	_____ x _____	<u>19'0" x 10'</u>	<u>53'0" x 11'-6"</u>
Height (Lowest)	_____	<u>12'-0"</u>	<u>11'-0"</u>
Setback from Rail	_____	<u>10'-0"</u>	<u>10'-0"</u>
Structure w/Spacing	_____	<u>22' O.C. CONCRETE PERS/STEEL BRACE</u>	<u>CONC. PERS/STEEL BRACE</u>
Setback-Rail to Support	_____	<u>4'-0"</u>	<u>15'-9"</u>
Deck Material	_____	<u>CONCRETE</u>	<u>CONCRETE</u>
Roofing	_____	<u>CONCRETE</u>	<u>CONCRETE</u>
Shape	Slope / Gable / Flat	<u>SLOPE</u>	<u>BUTTERFLY</u>
Drainage	_____	<u>CENTRE</u>	<u>CENTRE</u>
Lighting	_____	<u>INLAND 30' O.C.</u>	<u>INLAND 30'-00"</u>

CONDITION (Note apparent poor conditions only):

STRUCTURAL SURVEY

STATION: East Orange

OBSERVATIONS

1. PLATFORM :- Platform has a heavy growth of weeds in all the joints, indicating the presence of water.
2. STAIRS - The main stair inbound side passes through a well at an expansion joint. The deck beam at the expansion joint is badly spalled and exposed reinforcing is rusting badly. The joint leaks water continuously despite no rain. The cheek wall at the landing is cracked.

Inbound stair just inbound from Arlington Avenue likewise located at an expansion joint. Well beam at joint badly spalled and one reinforcing bar rusted through the other exposed and rusted badly.

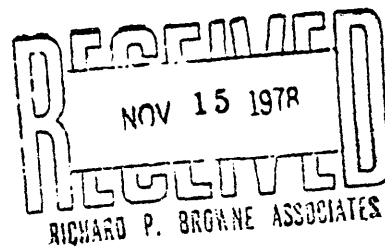
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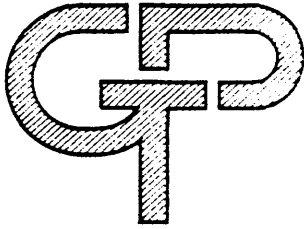
Stairs at outbound end have been closed off for years.

3. GIRDERS AND OVERPASS - At inbound through girder there is a crack in the inbound support from the girder seat to the ground. Also spalling under seat and heavy rusting at center support. Outbound through girder support at outbound end has spalling. Colonnade base along Main Street has extensive spalling of column bases. Where cross girders rest on colonnade and cantilever over sidewalk to expansion joints, the concrete encasement has spalled off, exposing rusted ends of girders.
4. DECK - Over the sidewalk on the south side of Main Street where the outbound track passes, there is a loose piece of concrete in the soffit that may fall. The entire deck shows large patches of spalled soffit at the construction joints and expansion joints, especially near Munn and Arlington Avenues. Water stains all over deck soffit.

RECOMMENDATIONS

1. Remove the loose concrete immediately.
2. Extensive repairs are indicated. The entire deck probably needs to be waterproofed from the top and the ballast drainage system made to work.





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CONSULTING ENGINEERS
257 PARK AVENUE SOUTH
NEW YORK, N.Y. 10010 212-982-1410

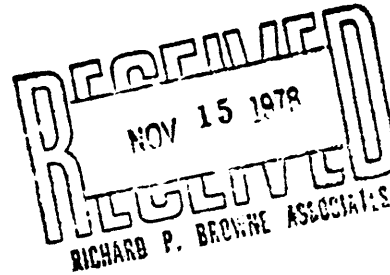
JOSEPH D. GOLDREICH
PHILIP P. PAGE, JR.
HAROLD I. THROPP

November 14, 1978

Richard P. Browne Associates
P. O. Box 271
Wayne, New Jersey 07470

Attn: Mr. F. Van Gaasbeek

Re: NJDOT Station Survey



Gentlemen:

We enclose reports of our survey of November 7, 1978 covering the following stations:

Madison
South Orange
Mountain Station
Brick Church
East Orange
Roseville Avenue
Cranford
Avenel
Perth Amboy

These nine stations were all covered in one day so that our observations were limited to identifying obvious signs of distress only. Our recommendations for repair are of a preliminary nature only to indicate the general direction of repair work and should not be considered final.

Sincerely yours,

GOLDREICH, PAGE & THROPP

Philip P. Page, Jr.
Philip P. Page, Jr.

PPP/oxh

Encls.

4 STATION BUILDING ✓

SHELTER

STATION: ENTR ORDNCE

In-Bound (NY, H, N) In-Use ; Out-Bound ✓ In-Use ✓; Number of Levels I.B. O.B.
 Relation of Main to Track (under over, level) Relation of Entry to Street I.B. LEVEL 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 7'-0" vertical rise 17'-6" b) width vertical rise
 c) width vertical rise d) width vertical rise

EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD & GLASS
 Base Course LIME STONE (photo) Roof Deck WOOD
 Walls BRICK Roofing 3" THICK TILE
 Trim WOOD & COPPER Soffit COPPER & WOOD
 Windows - operable - yes / no SOME PAINTED & SWOLLEN - STEEL CASSEMENT
 Structural System (consultant) CONCRETE & BRICK WALL
 Drainage COPPER GUTTER; GALV. LEADER

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

FIRST FLOOR

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>350 S.F.</u>	<u>TERRAZ.</u>	<u>CONG. BLK</u>	<u>-</u>	<u>BRK.</u>	<u>PLAST.</u>	<u>± 13'</u>	<u>INCAND</u>
2. Ticket Office	<u>CONCRETE</u>	<u>-</u>	<u>-</u>	<u>PLAST./STUCCO</u>	<u>PLAST.</u>	<u>13'-8"</u>	<u>INCAND</u>
3. Mens Toilet	<u>TERRAZ.</u>	<u>CONC. TILE</u>	<u>CONC. TILE</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>12'-0"</u>	<u>INCAND</u>
4. Womens Toilet	<u>TERRAZ.</u>	<u>CONC. TILE</u>	<u>CONC. TILE</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>11'-0"</u>	<u>INCAND</u>
<u>3a MEN'S LOUNGE</u>	<u>TERRAZ.</u>	<u>MARBLE</u>	<u>PAINT.</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>10'-6"</u>	<u>INCAND</u>
<u>4a LADIES' LOUNGE</u>	<u>TERRAZ.</u>	<u>MARBLE</u>	<u>PAINT.</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>11'-6"</u>	<u>INCAND</u>
5. <u>PACKAGE</u>	<u>CONCRETE</u>	<u>-</u>	<u>-</u>	<u>BRICK</u>	<u>CONCRETE</u>	<u>15'-8"</u>	<u>INCAND</u>
6. <u>STORAGE</u>	<u>CONCRETE</u>	<u>-</u>	<u>-</u>	<u>CONCRETE</u>	<u>CONCRETE</u>	<u>12'-0"</u>	<u>INCAND</u>
*7. <u>WAIT. RM. 1100 SF</u>	<u>TERRAZ.</u>	<u>CONG BLK</u>	<u>-</u>	<u>BRICK</u>	<u>STUCCO</u>	<u>14'-6"</u>	<u>INCAND</u>

- A. Concessions and Businesses: Taxi Newspaper stand coin box Pay Toilet Vending Machines
 Other:
- B. Waiting Room Seating: describe (photo): FIRST & SECOND FLOOR - LONG BENCHES Capacity 60
- C. Number of Public Phones and Locations: 2 - OUTSIDE AT STREET DOOR.
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. O.B.
2ND FLOOR - NONE
- E. Describe visibility for surveillance for waiting rooms with and without agents: 1ST FLOOR - GOOD - WITH
- F. Is passage from the station to platforms sheltered: yes / no (photo description). POOR - WITHOUT
- 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 # 1 FIRST FLOOR ONLY
 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:

ISLAND PLATFORM
 OPEN SHELTER - location: I.B. (NY) (H, N) O.B. (indicate on site plan or aerial; photos or sketch)
 Size Width 10' Length 60' Height
 Material BRICK WALL
 Base CONCRETE
 Lighting N/A
 Condition BONDDED - UP

* SECOND FLOOR WAITING ROOM LOCKED AT 11:00 AM

4a STATION BUILDING ✓

SHELTER

STATION: ENT ORANGE

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows:

Stairs:

Roof/Drainage: HOLE IN ROOF (SEE PHOTO # 38) IN SECOND FLOOR WAITING R
(MISSING TILES IN ROOF)

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows: DOORS - SOME NOT HUNG PROPERLY, WILL NOT CLOSE
WINDOWS - SOME WINDOWS RUSTED, SWOLLEN, DO NOT CLOSE TIGHTLY
- FIRST FLOOR WINDOWS ARE WIRED SHUT

Floor:

Ceiling: LARGE HOLE IN MEN'S LOUNGE (PHOTO #24A & #25A) DUE TO
HOLE IN ROOF & SUBSEQUENT WATER DAMAGE. UNSAFE CONDITION

Stairs:

8 Community & Security Aspects

Station: East Orange

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 #6, page 4) and shadows, nooks and crannies, and other hiding places).

The station is located in a mixed, high-density residential and commercial area. Near the station are shops, a post office and city hall.

The interior of the building, the platforms and some stairways are not visible from the streets, making for inadequate surveillance. The upper level waiting area is closed at 11:00 a.m., due to trouble with high school students, and the building is locked when the agent leaves. This leaves stair "G" as the only means of egress from the outbound platform. There are no telephones on the platforms.

There are shadows and the overall area is dark underneath the elevated tracks. Lighting is inadequate.

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 in the main stream of activity. Pedestrians walk through the station site at street level under the elevated structure.

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

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

4. Question the ticket agent about vandalism problems. There was a hold-up/armed robbery on December 6, 1977. There have been two break-ins and approximately six muggings reported in recent months.