

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 1430-
Survey # 3-4

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- A. Name: Common Millington Station Line: Hoboken Division - Gladstone Branch (D,L, & W)
Historic
- B. Address or location:
Long Hill Road, County: Morris
Millington, NJ 07946 Municipality: Passaic Township
Block & lot: Part of 226 / 8-1
- C. Owner's name: NJ Transit
Address: Newark, N.J.
- D. Location of legal description: Recorder of Deeds, Morris County Court-house, Morristown, N.J. 07960
- 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: 125/165 points
145

FACILITY NAME: Millington

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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 depress
 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 Millington complex consisting of a one-story, rock-faced ashlar station with Richardsonian elements and adjacent platform, is located on a spacious suburban site near the SW corner of Kelly Drive and Division Avenue. Tracks are aligned generally NW-SE. There are small parking lots E and W of the station. Pedestrians may approach the platform directly from the lots, from the station, or from neighboring streets. There is no landscaping.

FACILITY NAME: Millington

3. DESCRIPTION--PLATFORMS AND CANOPIES

 Inbound

 X Outbound 546' asphalt and wood platform, lined with MV fixtures on poles.
 There is no canopy.

 Between tracks

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

FACILITY NAME Millington

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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 Millington Station, located N of the tracks, consists of a 1-story, coursed rock-faced ashlar block with a hipped roof, its main ridge paralleling the tracks. Centrally placed on both the N and S facades are porte-cocheres, with hipped roofs. The one on the N, the smaller of the two, is supported by two square, wood columns. The southernmost bay on the S side is open, assuming the form of a porch, supported by 4 square wood columns with rubble bases. Centrally projecting from the S facade is a polygonal projection with (3) 1/1 windows, one on each side. Flanking the projection on the N is a 1/1-1/panel door-1/1 grouping. Flanking the projection on the S is a double 5-panel freight door. The N side of the E facade contains a 1/panel door flanked by 1/1 windows, while the S side contains (2) smaller 1/1 windows. There are (2) 1/1 windows on the N facade and a pair of small 1/1 windows and a 5-panel door with transom on the S facade. A stone chimney with copper flashing rises from the S end of the major ridge. Roofing is asphalt shingle (originally slate). Most materials appear original.

FACILITY NAME Millington

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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/frame roof</u>	
Foundation:	<u>stone, battered</u>	
Base course:	<u>stone, battered</u>	
Walls:	<u>coursed rockface ashlar</u>	
Trim:	<u>stone sills, coping, cushion brackets (w. porte cochere)</u>	
Doors:	<u>(2) 1/5-panel with transom (1) 5-panel freight door, doubled</u>	<u>(modern paint)</u>
Roofing:	<u>probably slate</u>	<u>asphalt shingle</u>
Soffit:	<u>matched boards, stain or varn.</u>	<u>(modern paint)</u>
Windows:	<u>(13) 1/1 wood frames, stain or varnish</u>	<u>(modern paint)</u>
Lighting:	<u>incandescent fixtures ?</u>	<u>(3) soffit mounted MV fixtures</u>
Signage:	<u>board (black, gold type) S facade, hanging from soffit</u>	
Drainage:	<u>metal gutters, wood fascia</u>	<u>aluminum downspouts</u>
Other:	<u>stone chimney, copper flashing S. end, major ridge</u>	

FACILITY NAME Millington

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 Millington Station is all on one level. The N 2/3 of the building comprises the Waiting Room (1) and Ticket Office (2). The latter is a polygonal space fitted into the projection on the W facade. S of the Ticket Office is the Freight Room, and E of it, the Men's Room (3) and Ladies' Room (4). All of the spaces have similar matched board and/or plaster surfaces. (see finish schedules which follow). With the exception of a few lighting and plumbing fixtures, the materials are original. However, some surfaces have been repainted.

FACILITY NAME: Millington

Survey # 3-4

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 5

NAME Waiting Room

NUMBER ON FLOOR PLAN 1

Original

Existing, if different

Floors: unknown probably board

rubber tile (buff)

Base: board (stain)

Wainscot: vertical matched boards (stain)

Walls: plaster

(modern paint)

Ceiling: plaster, coved

(modern paint)

Trim: wood moulded surrounds, sills (stain)
cornice molding

Doors: (2) 1-panel; (2) 5-panel (stain)

Seating: built-in matched board benches
Bentwood-like armrests (N & E sides)

most armrests missing

Lighting: 2 hanging incandescent fixtures,
circular metal shades

fluorescent fixture at
ticket window

Other: 4 iron radiators

FACILITY NAME: Millington

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 5

NAME Ticket Office NUMBER ON FLOOR PLAN 2

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u></u>
Base:	<u>board (stain)</u>	<u></u>
Wainscot:	<u>vertical matched boards (stain)</u>	<u></u>
Walls:	<u>plaster</u>	<u>(modern paint)</u>
Ceiling:	<u>plaster</u>	<u>(modern paint)</u>
Trim:	<u>wood moulded surrcunds, sills (stain) chairrail</u>	<u></u>
Doors:	<u>(2) 5-panel (stain)</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>(2) hanging incandescent fixtures, circular metal shade</u>	<u>fluorescent fixture at trackside window</u>
Other:	<u>built-in wood counter under track- side window, also under ticket window (stain) iron radiator (W wall)</u>	<u></u>

FACILITY NAME: Millington

Survey #

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>5</u>
NAME <u>Men's Room</u>	NUMBER ON FLOOR PLAN <u>3</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	<u></u>
Base: <u>none</u>	<u></u>
Wainscot: <u>none</u>	<u></u>
Walls: <u>vertical matched boards (varnished)</u>	<u></u>
Ceiling: <u>matched boards (varnished)</u>	<u></u>
Trim: <u>wood moulded surrounds (varnished)</u> <u>cornice</u>	<u></u>
Doors: <u>5-panel (varnished)</u>	<u></u>
Seating: <u>none</u>	<u></u>
Lighting: <u>(1) hanging incandescent fixture</u>	<u></u>
Other: <u>iron radiator (E wall)</u> <u>vertical mount</u> <u>matched board partition (varnished)</u>	<u>plumbing fixtures</u> <u>missing</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE		NUMBER OF ROOMS <u>5</u>
NAME <u>Ladies' Room</u>		NUMBER ON FLOOR PLAN <u>4</u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u></u>
Base:	<u>none</u>	<u></u>
Wainscot:	<u>none</u>	<u></u>
Walls:	<u>vertical matched boards (varn.) brick (E wall)</u>	<u>(modern paint)</u>
Ceiling:	<u>matched boards (varn.)</u>	<u>(modern paint)</u>
Trim:	<u>wood window surround (varn.) cornice molding</u>	<u>(modern paint)</u>
Doors:	<u>5-panel; 4-panel to toilet (varn.)</u>	<u>(modern paint)</u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>1 hanging incandescent fixture</u>	<u></u>
Other:	<u>vertical matched board partition vertical iron radiator, E wall corner basin</u>	<u>toilet</u>

FACILITY NAME: Millington

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE		NUMBER OF ROOMS <u>5</u>
NAME <u>Freight Room</u>		NUMBER ON FLOOR PLAN _____
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	_____
Base:	<u>none</u>	_____
Wainscot:	<u>none</u>	_____
Walls:	<u>vertical matched boards (int.) (varn.)</u> <u>brick, mod. English bond (ext.)</u>	<u>(modern paint)</u>
Ceiling:	<u>matched boards (varnished)</u>	_____
Trim:	<u>wood moulded cornice, surrounds (varnished)</u> <u>brick header voussoirs</u>	_____
Doors:	_____	<u>boarded</u>
Seating:	<u>none</u>	_____
Lighting:	<u>(2) hanging incandescent fixture</u>	_____
Other:	<u>attic entry, ladder (N wall)</u>	_____

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	D,L, & W staff	source	plans
Date	1901	Source	D,L, & W Alteration dates
Style	vernacular, Richardsonian elements		
# passenger trains/day (present)	36 in 1980	Peak (#, Yr.)	36 in 1980
Original station on site			27 in 1940
			17 in 1901

The Millington Station, built of rock-faced ashlar with a battered basecourse, is an unusually large station for a sparsely populated suburban area. It was designed "in house" by the D, L, & W Engineering Department, and its interior finishes remind one of stations at Summit and Dover, in particular. In addition to serving the local residents, Millington Station also handled freight for the nearby Millington Rock Quarry. The quarry was the greatest source of freight revenue on the Gladstone branch.

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage: Less than 1/4 acre.

UTM coordinates: Zone: 18/Easting: 540240/Northing: 4502400
USGS Quad Bernardsville Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Delaware, Lackawanna, and Western Railroad, Annual Report, 1901

Plans, Millington Station, (Spinning Collection, Bernardsville Public Library)

ICONOGRAPHIC:

Plans, Ibid.

Photos: (1901) Taber, Thomas, The Delaware, Lackawanna and Western Railroad,
1899-1960, p. 190.(1909) Passaic Township, Passaic Township Historical Society,
1964, p. 9.

8. PHOTO

Negative index # 1089 or NJT photo # _____ slide # 3-4
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: Station from South

FACILITY NAME: Millington

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 _____ (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)

0

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Richardsonian elements
 - a. Example of a particular architectural style (check one)
 - Outstanding _____ (50)
 - Excellent _____ (40)
 - Very good _____ (30)
 - Good (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: Millington
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 _____ (20)
 - c. building designed by railroad and is known or appears to be the work of the staff x (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 Battered stone walls x (15)
 - d. Average quality or interest _____ (5)
- iv. SPECIAL QUALITIES
 - a. Noteworthy overall interior design or detailing _____ (15)
 - b. Some noteworthy interior detailing x (5) coved ceiling
(_____ interior not accessible)
 - c. Part of cohesive complex
 - 1) station and shelter _____ (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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FACILITY NAME: Millington

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> x </u> (10) |
| b. Good | <u> </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> x </u> (40) |
| b. Integral part of townscape | <u> </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> x </u> (30) |
| b. Very Good | <u> </u> (25) |
| c. Good | <u> </u> (20) |
| d. Average | <u> </u> (15) |
| e. Possible, with difficulty | <u> </u> (10) |

120

TOTAL

165

FACILITY NAME: Millington

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

RESIDENTIAL

FACTORY

PARKING LOT #3

HOBOKEN

DIVISION AVE

INBOUND/OUTBOUND RAIL

BY-PASS RAIL

BARRIER FREE TRACK CROSSING

STATION BUILDING

PARKING LOT #1
CAPACITY: 55

COMMERCIAL

TELEPHONE POLE CURB

PLATFORM
546' x 12'

KELLY DRIVE

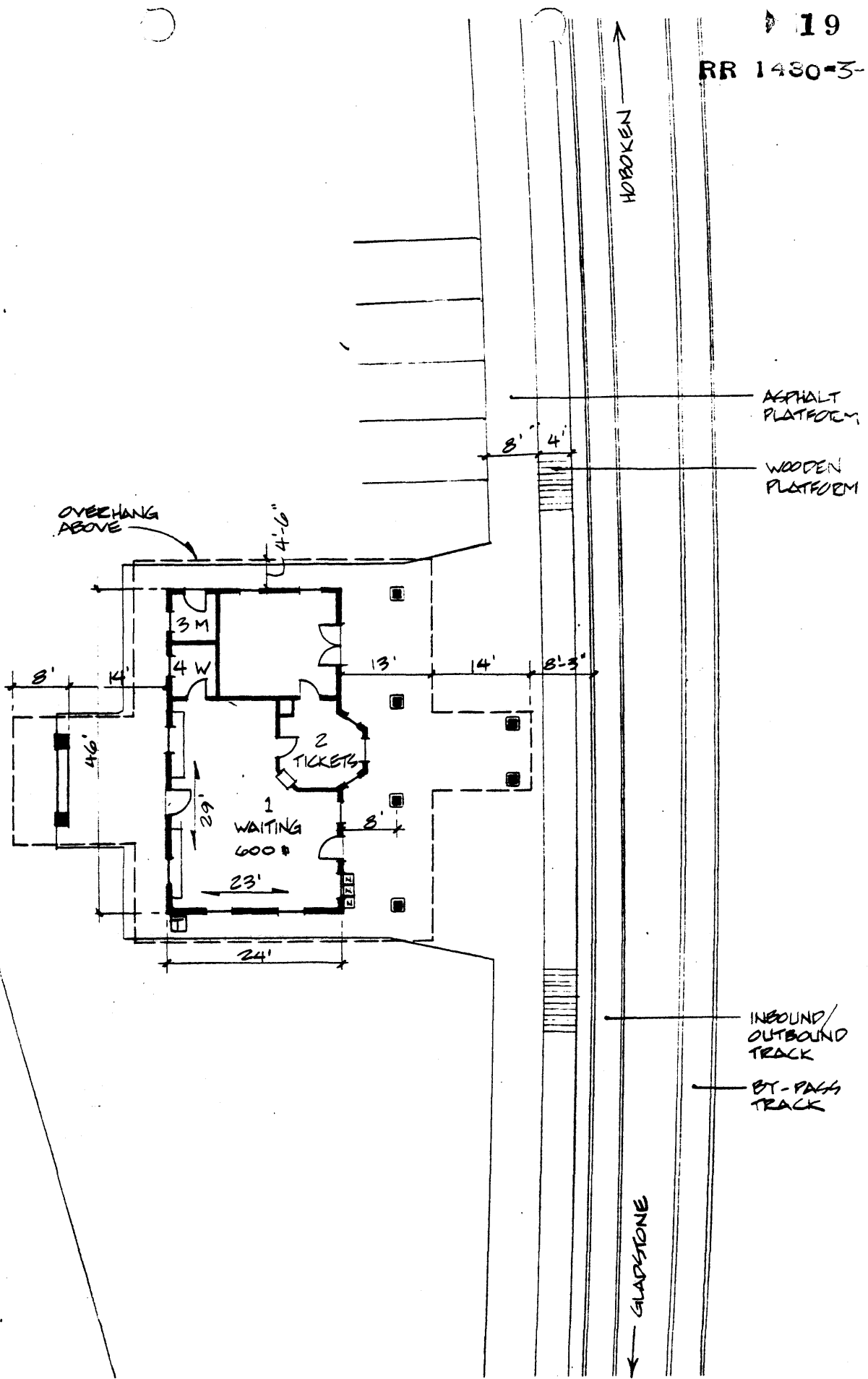
CENTRAL AVE

PARKING LOT #2

WOODED AREA

POWER

KELLY DRIVE



14803-4

(CHATHAM)
6165 III NW

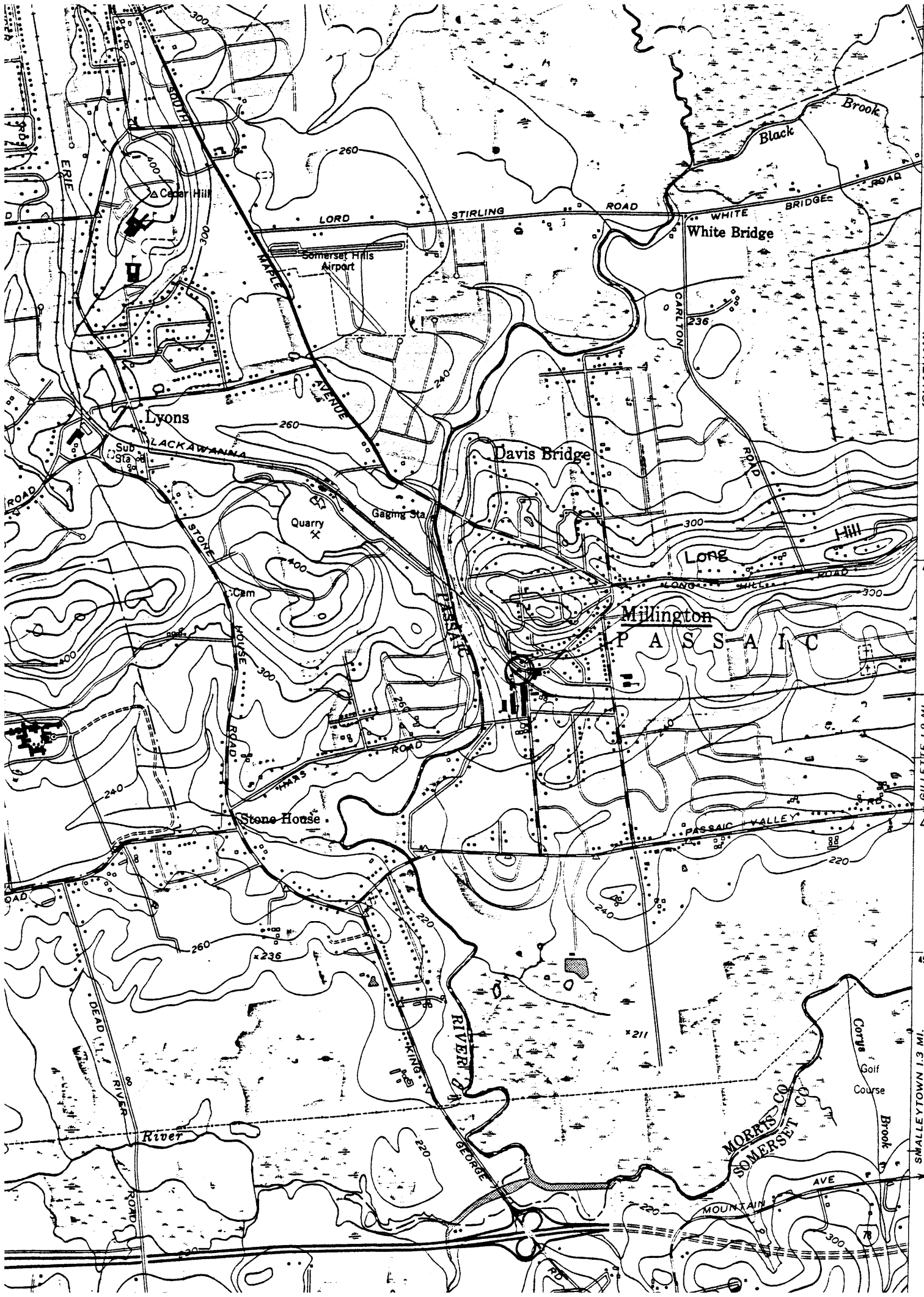
4503

GILLETTE 1.9 MI.
SUMMIT 7.5 MI.

40'

4501

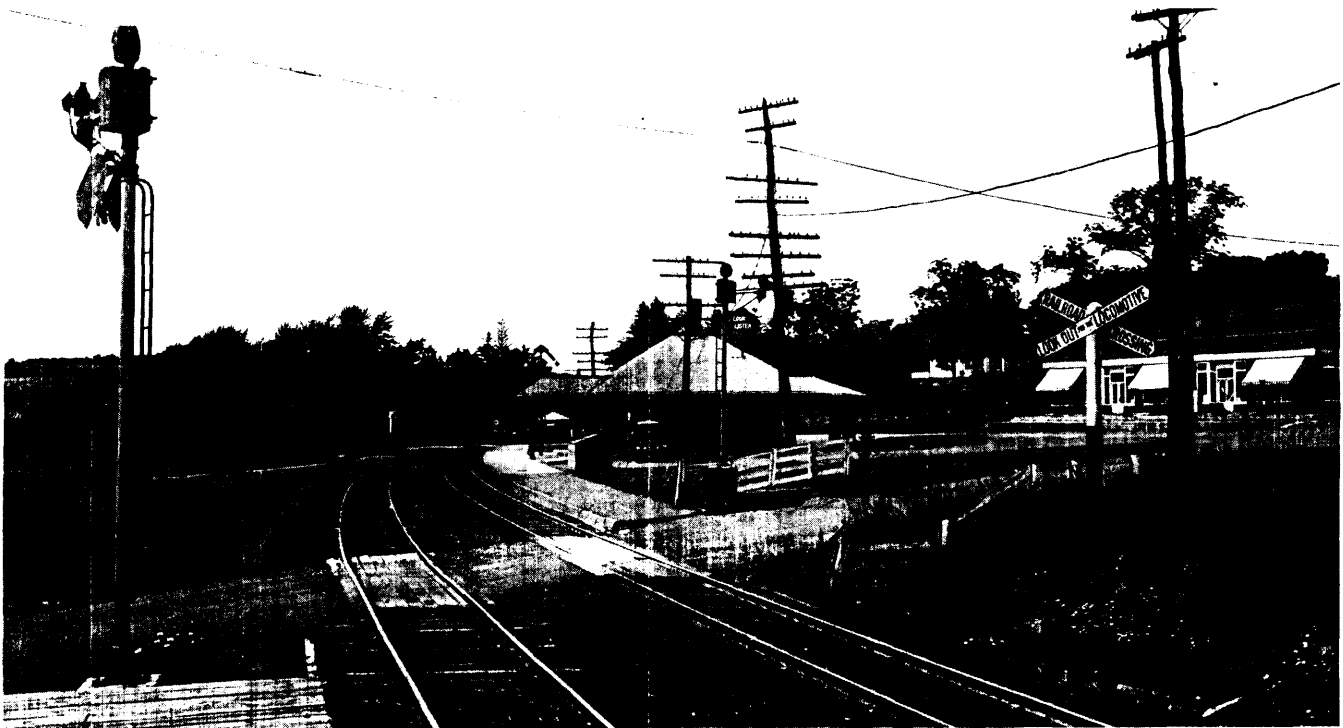
SMALLEYTOWN 1.3 MI.



190 3-4 Millington Railroad Station (Taber, 20th, p. 190)



The Murray Hill passenger station and freight house at about 1915. This station is actually located in New Providence. Note the chewed ties in the foreground where a car ran off the track when the derail was open.



The stations along the P. & D., while smaller than those along the Morristown line, provide an interesting variety of architecture, and their settings are totally different from the elevated and depressed structures on the main line. Grade crossings abound on the P. & D. In 1950 seventeen of them still remained. This view looks west at Millington. The stone station was constructed in 1901. Note the crossing warning wig-wags and bells, both standard for many years on the P. & D., where there was insufficient automobile and horse drawn traffic to warrant crossing gates.

SUMMARY

Station: Millington

Line: Gladstone

Surveyed October, 1978

Index:

- | | |
|----------|---|
| <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:

- | | |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 400' |
| <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) |
| _____ | Tri-State Aerial Photo Survey of Rail Parking 1970 |
| _____ | Conrail Data Survey for Station |
| _____ | TOPICS or Traffic Improvements Planned in Station Area |
| _____ | Community Renewal Plans for Station |
| _____ | Historical File for Station |
| <u>X</u> | Schedule of Trains and Buses |
| <u>X</u> | Other 1978 MORRIS COUNTY RAILROAD STATION SURVEY |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 288

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

Agent: Yes Hrs/Days: _____

Rehabilitated (10 years or less) & Description: No

3 PLATFORMS & CANOPIES

Station: MILLINGTON

NO. of TRACKS: 2 In-Bound (NY, H, N)* Out-Bound By-Pass 1 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>54'6" X 12'</u>	_____ X _____
Height Above Top of Rail	_____	<u>± 4'</u>	_____
Platform Material	_____	<u>ASPHALT & WOOD</u>	_____
Edge Material	_____	<u>CONCRETE / WOOD</u>	_____
Safety Line, Material	yes/no _____	<u>yes/no WHITE TAPE</u>	yes/no _____
Guardrail (Locate)	yes/no _____	<u>yes/no SEE BELOW</u>	yes/no _____
In-cut/Retaining Walls	_____	_____	_____
Lighting - Type, O.C., Setback f/rail	_____	<u>HIGH. INT. INLAND. ON 15' H. POLES, 100' O.C.; 12' SB.</u>	_____
Seating-Mat'l & Qty.	_____	<u>NONE</u>	_____
	vert. rise _____ width _____	vert. rise _____ width _____	vert. rise _____ width _____
Stairs: (ramps used: A yes / no) B Locate: C	_____	<u>NONE</u>	_____

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

- CONCRETE EDGES & STOCKPILE/TELEPHONE POLE GUARDRAIL IS ~~AT~~ AT SOUTH-EAST END OF PLATFORM (BELOW DIVISION ST.) PHOTO 15A
- CONCRETE SIDEWALK UNDER STATION BUILDING OVERHANG HAS BREAKS IN CONCRETE (SIDEWALK IS 6" ABOVE PLATFORM AND PARKING AREA - THIS RISE ^{should be} REMEDIATED FOR 'BARRIER-FREE' ACCESS.)
- WOOD PORTIONS OF PLATFORM ON EAST-BOUND SIDE (IN-BOUND) ARE ROTTEN & NEED REPLACEMENT

Continue on back of page _____

CANOPY/OVERHANG

	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	_____ X _____	_____ X _____	_____ X _____
Height (Lowest)	_____	_____	_____
Setback from Rail	_____	_____	_____
Structure w/Spacing	_____	_____	_____
Setback-Rail to Support	_____	_____	_____
Deck Material	_____	_____	_____
Roofing	_____	_____	_____
Shape	<u>Slope / Gable / Flat</u>	_____	_____
Drainage	_____	_____	_____
Lighting	_____	_____	_____

CONDITION (Note apparent poor conditions only):

4 STATION BUILDING _____ X _____

SHELTER _____

STATION: Millington

1 track inbound/outbound
 In-Bound (NY H N) _____ In-Use _____; Out-Bound _____ In-Use _____; Number of Levels 1 I.B. _____ O.B. _____
 Relation of Main to Track (under, over, level) _____ Relation of Entry to Street level * I.B. level O.B. _____
 Roof Overhang - width: see sketch 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 6" UP @ ENTRY b) width _____ vertical rise _____
 c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation Concrete Doors Wood
 Base Course Stone (photo) _____ Roof Deck Wood
 Walls Stone Roofing Asphalt shingle
 Trim Wood Soffit Wood
 Windows - operable - yes / no; Wood double hung (nailed shut)
 Structural System (consultant _____) Stone bearing walls Wood frame roof

Drainage Wood gutter, aluminum leader to cast iron pipe

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

Space*	Floor	Base	W/Cat	Walls	Ceiling	Ceiling Hgt.	Light
1. Waiting Room <u>600 S.F.</u>	<u>Rubber T.</u>	<u>Wood</u>	<u>Wood T&G</u>	<u>Plaster</u>	<u>Plaster</u>	<u>12' 4"</u>	<u>Inca</u>
2. Ticket Office	<u>Wood</u>	<u>Wood</u>	<u>Wood T&G</u>	<u>Plaster</u>	<u>Plaster</u>	<u>12' 4"</u>	<u>Inca</u>
3. Mens Toilet	<u>Wood</u>	<u>-----</u>	<u>Paint</u>	<u>Plaster</u>	<u>Wood T&G</u>	<u>12' 9"</u>	<u>Inca</u>
4. Womens Toilet	<u>Same as mens room</u>	<u>-----</u>	<u>-----</u>	<u>-----</u>	<u>-----</u>	<u>-----</u>	<u>-----</u>
5. <u>Baggage</u>	<u>Wood</u>	<u>-----</u>	<u>-----</u>	<u>Wood T&G</u>	<u>Wood T&G</u>	<u>12' 9"</u>	<u>Inca</u>

- A. Concessions and Businesses: Taxi _____ Newspaper stand coin box Pay Toilet _____ Vending Machine _____
 Other: None Outside
- B. Waiting Room Seating: describe (photo): Oak gang bench (See sketch) Capacity 22
- C. Number of Public Phones and Locations: _____
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. Poor O.B. Poor
With agent--good
- E. Describe visibility for surveillance for waiting rooms with and without agents: Without agent--poor
- 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 # 2
 platform I.B. (NY) # 1, platform O.B. # 1, pick-up areas: 0 (photos)
- I. Mailbox: yes / no Post office across street
- J. Water fountain: yes / no; location: _____
- K. Describe other commuter conveniences: None

OPEN SHELTER - location: I.B. (NY, H, N) _____ O.B. _____ (indicate on site plan or aerial; photos or sketch)
 Size Width _____ Length _____ Height _____
 Material _____
 Base _____
 Lighting _____
 Condition _____

* REFER TO BACK OF PAGE

4a STATION BUILDING _____ ✕ _____ SHELTER _____

STATION: Millington

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows: First to fourth courses of stones are badly eroded.

Stairs: N/A

Roof/Drainage: Roof leaks. Roof should be resingled. Missing shingles in places. Balance remaining is old and dried. Replace dented leaders. Roof framing needs some structural repair and soffits in poor condition.
Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows: Replace old, worn, heavy doors in waiting room. Door platform side has kicked out panel patched with plywood.

Floor: Toilet inside the station is common use for both men and women. It is in overall good condition, but the floor is rotted out under the toilet. Toilet is shaky as is floor.

Ceiling: Repair fallen away section above waiting room door street side.

Stairs: N/A

*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: Millington

HEATING

Location of Heating Unit: Baggage Room
Type of Unit: Oil fired/steam Output: Unknown Fuel: Oil
Controls: _____ Zones: _____ Storage Capacity: _____
Burner Size: _____ Make of Unit: _____ Make of Burner: Quiet automatic
Distribution System: _____

REMARKS:

Tank underground on inbound side of station.
Furnace is Pierce Butler IAE 26.
Furnace works well according to agent.

AIR CONDITIONING

Location: None
Type: _____ Capacity: _____
Distribution System: _____
Spaces Handled: _____

REMARKS:

VENTILATION

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

Windows are nailed shut.

ELECTRIC

Location of Service Entrance: From pole overhead at inbound end of building
Location of Main Panel: Baggage room wall
Characteristics: 100 Amps 120/240 Volts 3 Wire 1 Phase
 Circuit Breakers _____ Circuits Fused _____
Apparent Major Deficiencies in wiring: Conduit Yes / No

GENERAL LIGHTING EVALUATION (Interior)

Description / Condition / Quantity:

Ceiling suspended incandescent

Exterior is good--high intensity incandescent under overhang.

Interior--there is glare.

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: Millington

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 the town center of Millington, which is a rural hamlet consisting of several businesses, such as a bank, small stores, post office. To the south is a factory. Generally, the area is semi-rural tract housing developments.

The station, parking areas and platforms are easily visible from the streets by police patrol cars.

There are few shadows and minimal hiding places at the station site. However, lot #2 is somewhat removed from village activity and is bounded by heavy woods.

(Lot #2 is lighted, though--see parking forms).

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 _____):

Millington railroad station is in the "main stream" of vehicular activity. There are no pedestrians in this area and general activity after dark is non-existent.

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

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

4. Question the ticket agent about vandalism problems.

Children kick in the door occasionally, but there is no property damage beyond that.