

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 0227-  
Survey # 6-7

## NEW JERSEY TRANSIT RAILROAD STATION SURVEY

### 1. IDENTIFICATION

- ✓ A. Name: Common Hillsdale *Station* Line: Hoboken Division -  
Historic Pascack Valley  
(Erie) (NJ & NY)
- B. Address or location:  
✓ Broadway & Hillsdale Ave. ✓ County: Bergen  
Hillsdale, N.J. 07642 Municipality: Hillsdale Borough  
Block & lot: part of 1205 / 2  
(this is entire Erie right of way)
- C. Owner's name: NJ Transit  
Address: Newark, N.J.
- D. Location of legal description: Recorder of Deeds, Bergen County  
Courthouse, Main Street, Hackensack, 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   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:   115/140   points

FACILITY NAME: Hillsdale

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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)  
 W of tracks

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: 1 plus siding

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 Hillsdale complex consists of a two story wood frame station, combining Stick and Second Empire styles, and outbound platform. It is located E of the tracks on a cramped site at the SW corner of a busy intersection. Tracks are aligned N-S. There are a few parking spaces just S of the station. Pedestrians may approach directly from the sidewalk to the E. Across the tracks to the W is a restaurant parking lot which is partially masked by a row of closely planted trees. Apart from the grade crossing NW of the station there is no access from that side of the tracks. The future of the station is uncertain.

FACILITY NAME: Hillsdale

3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound none

Outbound indeterminate platform, asphalt, gravel, and dirt

Between tracks none

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

There are no canopies at the Hillsdale complex.

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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 Hillsdale station, located on the E side of the tracks, consists of a two-story wood frame block, 6 bays wide and 2 deep, with gabled roof, its ridge paralleling the tracks. The ends have jerkin heads, while a central gabled dormer with a concave mansard roof and round arch dormer breaks the roof plane on both the E and W and rises above the ridge. Below the gable on the first floor is a bay window projection. On the W. facade there are 3 windows in the bay flanked on either side by a door and a window with 3 windows in the dormer above. On the E, there are 3 windows and 3 doors below, and three windows in the dormer. On the N there are 2 doors on the first floor and 2 windows above, while on the S, there are 2 windows below and 2 above. There is a slender corbeled chimney rising at the N end. (One at S end has been removed.) Walls are board and batten with diagonal board panels at the base (lower walls and base were recently stuccoed) and asphalt shingle roof (originally slate). A canopy attached with shaped wood brackets once encircled the building at the first floor level.



FACILITY NAME Hillsdale

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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.

The spaces of the Hillsdale station are on two levels. The first floor is divided into (N to S) Waiting Room (1), Ticket Office (2), Baggage Room (5), and Coal Bin (6). Adjoining the S wall of the Coal Bin is a stairway to the Second floor, accessible only from the exterior. The Second floor is divided into three offices, a hall, and a closet. Finishes, although original, are undistinguished (see schedules). Conversely, the timber arch trusses of the roof are exceptionally fine examples of the Eastlake style of ornamentation. It is unfortunate that few people other than railroad employees have ever seen these works.



FACILITY NAME: Hillsdale

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## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

| STATION - ROOM AND FINISH SCHEDULE                                    | NUMBER OF ROOMS                                    |
|---|--|
| NAME <u>Ticket Office</u>   | <u>7</u>   |
|   | NUMBER ON FLOOR PLAN <u>2</u>                      |
|   | <u>Original</u> Existing, if different             |
| Floors: <u>board</u>  |  |
| Base: <u>none</u>   |  |
| Wainscot: <u>none</u>   |  |
| Walls: <u>vertical matched board, stain or varn.</u>                  | <u>(maroon, beige paint)</u>                       |
| Ceiling: <u>board and batten</u>                                      |  |
| Trim: <u>wood surrounds, stain or varn.</u>                           | <u>(beige paint)</u>                               |
| Doors: <u>(2/2) wood, stain or varn.</u>                              | <u>(maroon, beige paint)</u>                       |
| Seating: <u>none</u>  |  |
| Lighting: <u>probably gas fixtures</u>                                | <u>3 hanging incan. bulbs, 2 with metal shades</u> |
| Other: <u>wood built-in shelf, metal brackets under ticket window</u> |  |
| <u>coal burning stove and pipe in center of space</u>                 |  |



FACILITY NAME: Hillsdale

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## 4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 7NAME Coal binNUMBER ON FLOOR PLAN 6OriginalExisting, if differentFloors: boardBase: noneWainscot: noneWalls: boardCeiling: boardTrim: unknownDoors: unknownSeating: noneLighting: unknownincan. bulb hanging

Other: \_\_\_\_\_

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FACILITY NAME: Hillsdale

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

| STATION - ROOM AND FINISH SCHEDULE  | NUMBER OF ROOMS               |
|---|-------------------------------|
| NAME <u>Second floor offices</u>  | <u>7</u>                      |
| <u>Original</u>   | <u>Existing, if different</u> |
| Floors: <u>board</u>  | <u>asphalt tile</u>           |
| Base: <u>none</u>   | <u></u>                       |
| Wainscot: <u>none</u>   | <u></u>                       |
| Walls: <u>matched boards, stain or varn.</u>  | <u>(brown, green paint)</u>   |
| Ceiling: <u>matched boards, stain or varn.</u>  | <u>(green paint)</u>          |
| Trim: <u>molded door and window surrounds,</u>  | <u>(stain)</u>                |
| Doors: <u>1/2 panel</u>   | <u></u>                       |
| Seating: <u>none</u>  | <u></u>                       |
| Lighting: <u></u>   | <u></u>                       |
| Other: <u>5 arched ceiling trusses with cutouts,<br/>pendants, 9-pane window between major<br/>rooms, plain frame</u> | <u></u>                       |

FACILITY NAME: Hillisdale

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

|                                     |                                |               |                 |                           |
|-------------------------------------|--------------------------------|---------------|-----------------|---------------------------|
| Architect                           | Post & Camp, Hudson City       | source        | (Relics)        | *                         |
| Date                                | 12/23/1869                     | Source        | Stalton & Jones | Alteration dates ca. 1964 |
| Style                               | Stick, Eastlake, Second Empire |               |                 | Source Tino               |
| # passenger trains/day (present)    | 14 in 1980                     | Peak (#, Yr.) | 38 in 1929      | ca. 1970- canopy removed  |
| <u>yes</u> Original station on site |                                |               | 32 in 1909      |                           |
|                                     |                                |               | 10 in 1941      |                           |

The Hillisdale station was one of the most distinctive on the Erie line. In design it combines elements of both the Stick and Second Empire styles. Of particular note are the arch trusses on the second floor with their Eastlake detailing.

The building once housed the offices of the Hackensack and New York Railroad, and later the New Jersey and New York Railroad (1873, Stalton & Jones, p. 17). Until completion of the NJ & NY to the New York State border in 1875, Hillisdale was a terminal station, and until 1895, when the NJ & NY came under Erie control, it served as corporate offices for the railroad. This area once had a large freight yard, engine house and turntable. By 1900 a number of trains (5 in 1929) which did not run into New York State were stored here. Today the station serves as a commuter stop for a growing number of users.

A wood frame octagonal outhouse with conical roof and finial and a wood frame freight house once stood just S of the station (Next Station). The building is scheduled for alterations in mid 1981.

\* first floor stuccoed

FACILITY NAME: Hillsdale

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## 6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundary is outlined on site plan.

Acreage: Less than one acre

UTM coordinates: Zone: 18/Easting: 5 8 0 6 4 0/Northing: 4 5 3 9 2 6 0  
USGS Quad Park Ridge Scale 1:24,000

## 7. REFERENCES

## BIBLIOGRAPHIC:

Pascack Historical Society, Relics, vol. 14, no. 80, "Centennial of the Railroad," p. 4.Stalton and Wilson Jones, Railway Historical Society Monograph, Railroad Station Historical Society, Crete, Nebraska p. 7.

Tino, Nicholas A., Jr. personal recollections.

## ICONOGRAPHIC:

## Photos:

2-(1910)The Next Station Will Be ....., vol. II, The Railroadians of America Inc. 1974, n.p.3-(1966) Carelton, Paul, The Erie Lackawanna Story, pp. 325, 475.

Stalton and Jones, p. 11.

(c.1935): Paul Ruhenbeck collection, Kearny, N.J.

## 8. PHOTO

Negative index # 1293 or NJT photo # - slide # 6-7  
Date 1978 Photographer Richard Browne Assocs.  
Loc. of negative N.J. Transit Direction of view: Station from South

FACILITY NAME: Hillsdale

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   X   (15)
- iv. Representative of a line's standard design \_\_\_\_\_ (10)
- v. Constructed prior to 1900   X   (15)
- vi. Junction station \_\_\_\_\_ (10)
- vii. Former long-distance service \_\_\_\_\_ (10)
- viii. Other   X   (10) former terminal,  
corporate office
- ix. Less than 50 years old \_\_\_\_\_ (-30)

40

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Eclectic: Stick, Second Empire; Eastlake detailing
  - 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   X   (10)
  - c. As example of railroad architecture
    - rare \_\_\_\_\_ (30)
    - unusual or early   X   (15)

FACILITY NAME: Hillsdale  
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 \_\_\_\_\_( 5)
- d. architect identified but not considered to be of special importance  X  ( 5) Post and Camp, Hudson (Jersey) City, NJ
- 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) mansard projectio bargeboards, brackets
- d. Average quality or interest \_\_\_\_\_( 5)
- iv. SPECIAL QUALITIES
- a. Noteworthy overall interior design or detailing \_\_\_\_\_(15)
- b. Some noteworthy interior detailing  X  ( 5) Eastlake roof trusses  
( \_\_\_\_\_ 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)

FACILITY NAME: Hillsdale  
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 \_\_\_\_\_(10)
- e. Detrimental alterations and/or additions, reversible at considerable expense     (-25)
- f. Detrimental alterations and/or additions, essentially irreversible     (-75)

stucco siding canopy removed

ii. PHYSICAL CONDITION

- a. Excellent \_\_\_\_\_(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 \_\_\_\_\_(20)
- d. Unrelated to townscape \_\_\_\_\_( 0)
- e. Incompatible \_\_\_\_\_(-30)

iv. SUITABILITY FOR ADAPTIVE USE

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

    30

TOTAL

    125

FACILITY NAME: Hillsdale

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Survey # 6-7 -11

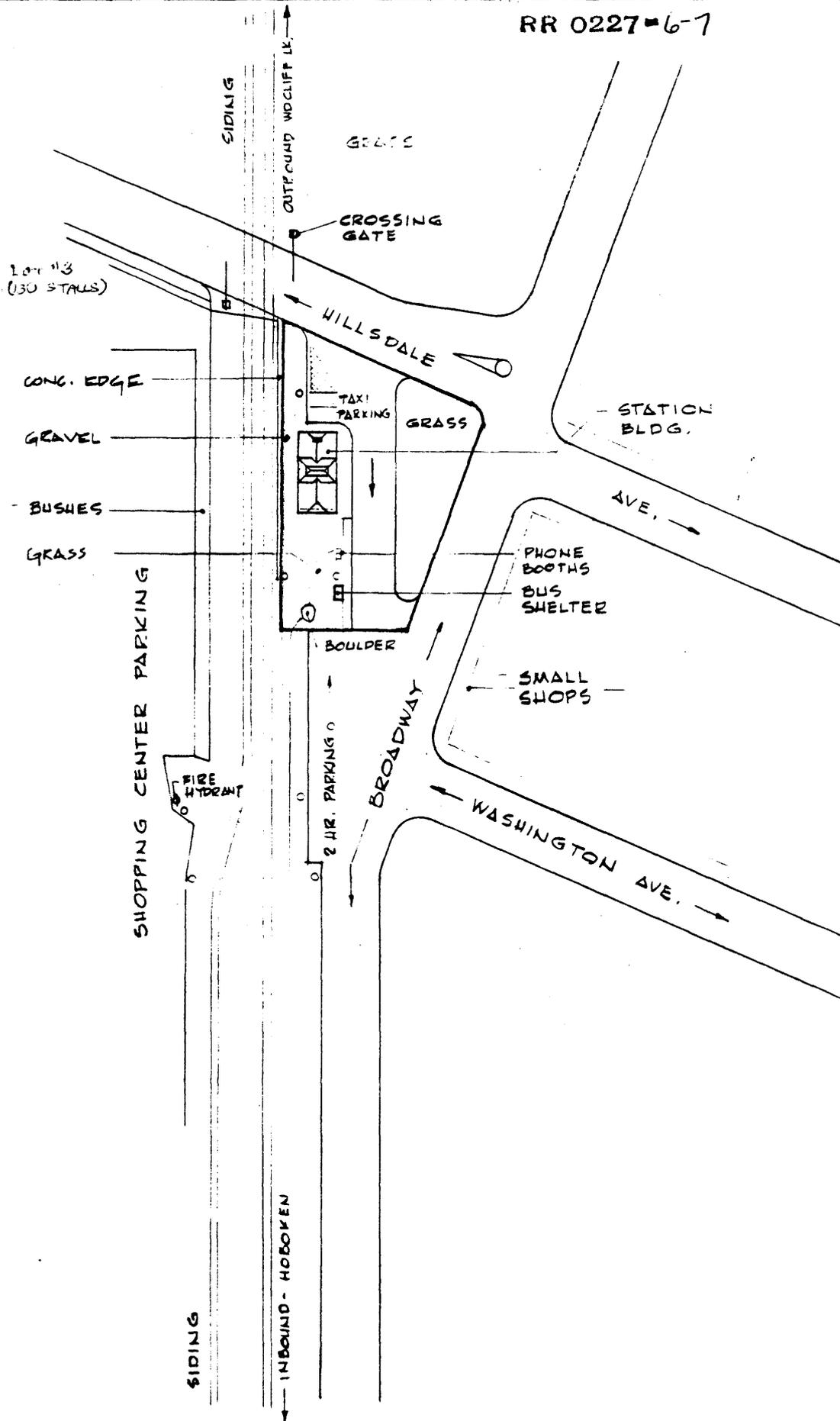
Attach copy of site plan

\_\_\_\_ 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



**HILLSDALE**  
**PASCACK VALLEY LINE**

SCALE: 1" = 100'

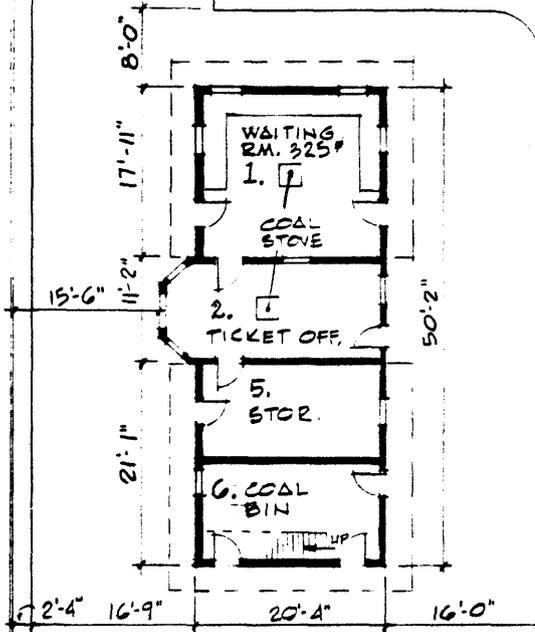
DATE: JAN. 1979



SIDING

OUTBD. - WOODCLIFF LAKE

TAXI  
- PARKING -



BUSHES

GRASS

ONE WAY

ASPHALT &  
GRAVEL

PHONE  
BOOTH

GRASS

LIGHT

BUS  
SHELTER

ROCK

INBOUND - HOBOKEN



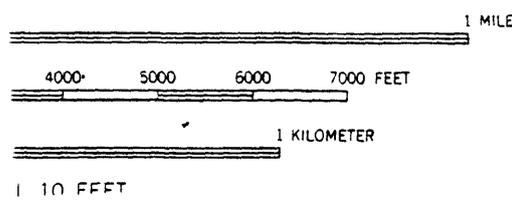
(CK) 2.7 MI. TO N. J. 17

2'30"  
WESTWOOD 0.5 MI.  
NEW WILFORD 4.5 MI.

WESTWOOD 0.5 MI.

INTERIOR-GEOLOGICAL SURVEY, WASHINGTON, D. C., 1963-NS  
MR 5373 583000m. E. 590000 FEET (N.Y.)

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ROAD CLASSIFICATION

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

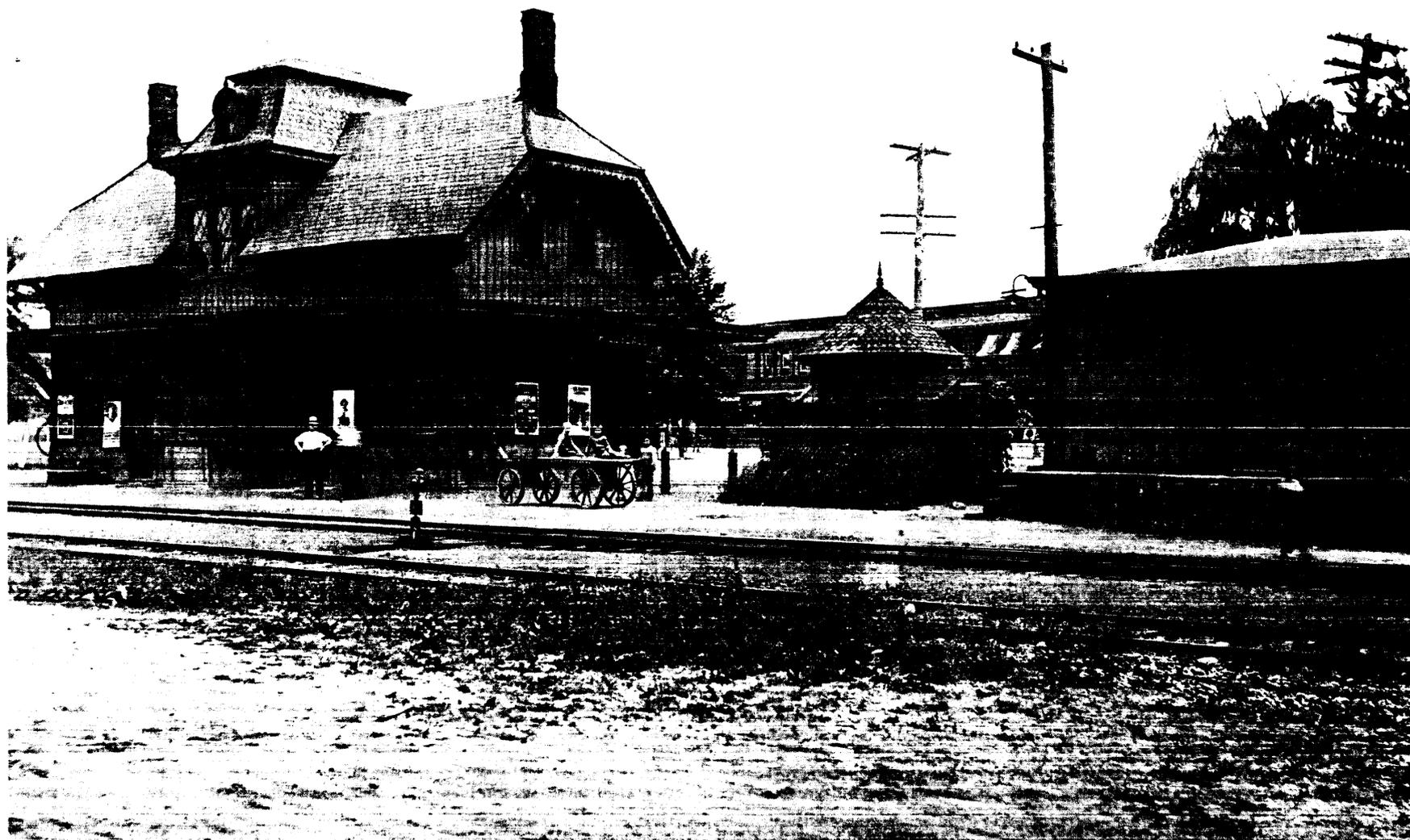
○ State Route 20





M.P.-21.5  
Looking northwest to the Hillsdale station. The neat little FREIGHT HOUSE and a tastefully decorated outhouse will be noticed in both pictures.

6-7 Hillsdale Railroad Station (Next Station, Vol. II)



M.P.-21.5

When the railroad was finished to HILLSDALE in 1869, offices of the company were located on the second floor of this new station and remained there for many years. There were complete shop facilities and an engine house situated just behind the photographer.

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1 22 1

# SUMMARY

Station: Hillsdale

Line: Pascack Valley

Index:

Field Survey Conducted February, 1979

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

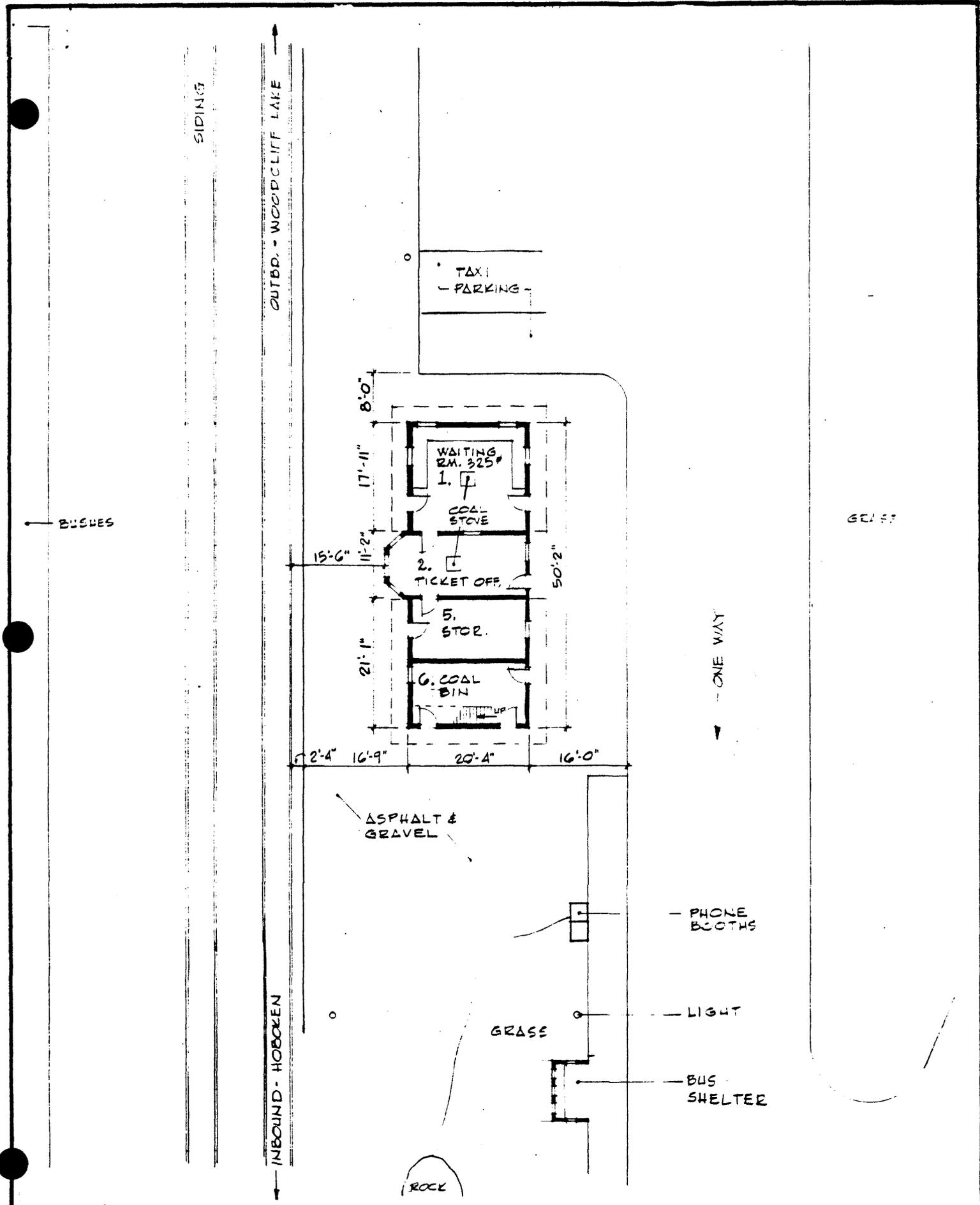
- |          |   |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 200'                              |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps       |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels     |
|          | Summer 1970 Ground Survey of 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                                |
|          | Other   |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 242

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

Agent: Yes Hrs/Days: 5:45 a.m. - 2:15 p.m. Monday through Friday

Rehabilitated (10 years or less) & Description:



# 3 PLATFORMS & CANOPIES

Station: HILLSDALE

NO. of TRACKS: 2 In-Bound (NY, H, N)\* 1 Out-Bound 1 SIDING By-Pass \_\_\_\_\_ Inactive \_\_\_\_\_ I.B. \_\_\_\_\_ O.B. \_\_\_\_\_  
 At Grade X In-Cut(Walls) \_\_\_\_\_ Cross Slope \_\_\_\_\_ Elevated \_\_\_\_\_ Embankment \_\_\_\_\_ Structure \_\_\_\_\_  
 Straight X Curved \_\_\_\_\_ Visibility Problem \_\_\_\_\_ Yes \_\_\_\_\_ No (No)  
 To Board must Commuter walk on tracks: \_\_\_\_\_ yes \_\_\_\_\_ no (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>NA</u> X _____            | <u>INDETERMINANT</u> X _____     | <u>NA</u> X _____            |
| Height Above Top of Rail | _____                        | <u>FLUSH</u>                     | _____                        |
| Platform Material        | _____                        | <u>ASPH, GRAVEL + DIRT</u>       | _____                        |
| Edge Material            | _____                        | <u>CONC.</u>                     | _____                        |
| Safety Line, Material    | yes/no _____                 | <u>yes/no YELLOW STRIPE</u>      | yes/no _____                 |
| Guardrail (Locate)       | yes/no _____                 | <u>yes/no</u> _____              | yes/no _____                 |
| In-cut/Retaining Walls   | _____                        | _____                            | _____                        |
| Lighting - Type,         | _____                        | <u>NONE</u>                      | _____                        |
| O.C., Setback f/rail     | _____                        | _____                            | _____                        |
| Seating-Mat'l & Qty.     | _____                        | <u>NONE</u>                      | _____                        |
|                          | vert. rise _____ width _____ | vert. rise <u>NA</u> width _____ | vert. rise _____ width _____ |
| Stairs: (ramps used: A   | _____                        | _____                            | _____                        |
| yes / no ) B             | _____                        | _____                            | _____                        |
| Locate: C                | _____                        | _____                            | _____                        |

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

PLATF. - NOT REALLY A DEFINITE PLATFORM, JUST OPEN DIRT AREA.  
 PARTIALLY PAVED NEAR STAT, BUT ASPH. IS CRUMBLING INTO GRAVEL.  
 LIGHTING - NONE

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     | _____ <u>NA</u> _____       | _____          | _____              |
| Setback-Rail to Support | _____                       | _____          | _____              |
| Deck Material           | _____                       | _____          | _____              |
| Roofing                 | _____                       | _____          | _____              |
| Shape                   | <u>Slope / Gable / Flat</u> | _____          | _____              |
| Drainage                | _____                       | _____          | _____              |
| Lighting                | _____                       | _____          | _____              |

CONDITION (Note apparent poor conditions only):

Continue on back of page \_\_\_\_\_

# 4: STATION BUILDING

X

# SHELTER

STATION: HILLS DALE

In-Bound (NY, H, N) \_\_\_\_\_ In-Use \_\_\_\_\_; Out-Bound X In-Use YES; Number of Levels \_\_\_\_\_ I.B. 2 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 X) \_\_\_\_\_  
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):  
 a) width \_\_\_\_\_ vertical rise NA b) width \_\_\_\_\_ vertical rise \_\_\_\_\_  
 c) width \_\_\_\_\_ vertical rise \_\_\_\_\_ d) width \_\_\_\_\_ vertical rise \_\_\_\_\_

## EXTERIOR MATERIALS AND SYSTEMS:

Foundation WOOD ON EARTH 'MUDSILLS' Doors WOOD  
 Base Course - (photo) \_\_\_\_\_ Roof Deck WOOD  
 Walls STUCCO Roofing ASPH. SHINGLES  
 Trim WOOD Soffit WOOD  
 Windows - operable - yes / (no) MOST BOARDED UP  
 Structural System (consultant \_\_\_\_\_) WOOD FRAME ROOF ON WOOD FRAME WALLS  
 Drainage EDGE DRAINAGE - NO GUTTERS

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

| Space*                     | Floor       | Base     | W/Cot    | Walls       | Ceiling     | Ceiling Hgt.  | Lighting                |
|----------------------------|-------------|----------|----------|-------------|-------------|---------------|-------------------------|
| 1. Waiting Room _____ S.F. | <u>WOOD</u> | <u>-</u> | <u>-</u> | <u>WOOD</u> | <u>WOOD</u> | <u>11'</u>    | <u>FLOE. + INCLAND.</u> |
| 2. Ticket Office           | <u>WOOD</u> | <u>-</u> | <u>-</u> | <u>WOOD</u> | <u>WOOD</u> | <u>11'</u>    | <u>INCLAND.</u>         |
| 3. Mens Toilet             | <u>NA</u>   |          |          |             |             |               |                         |
| 4. Womens Toilet           | <u>NA</u>   |          |          |             |             |               |                         |
| <u>STCR.</u>               | <u>WOOD</u> | <u>-</u> | <u>-</u> | <u>WOOD</u> | <u>WOOD</u> | <u>11'</u>    | <u>INCLAND</u>          |
| <u>COAL BIU</u>            | <u>WOOD</u> | <u>-</u> | <u>-</u> | <u>WOOD</u> | <u>WOOD</u> | <u>SCOPES</u> | <u>INCLAND</u>          |
|                            |             |          |          |             |             |               |                         |
|                            |             |          |          |             |             |               |                         |

- A. Concessions and Businesses: Taxi Newspaper stand/coin box Pay Toilet Vending Machines  
 Other: \_\_\_\_\_
- B. Waiting Room Seating: describe (photo): WOOD GANG BENCH 16' Capacity \_\_\_\_\_
- C. Number of Public Phones and Locations: NONE INSIDE TWO OUTSIDE
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. GOOD O.B. BLIND
- E. Describe visibility for surveillance for waiting rooms with and without agents: GOOD
- 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: 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 \_\_\_\_\_

# 4a STATION BUILDING

# SHELTER

STATION: HILLSDALE

Record Photograph \_\_\_\_\_ 197 \_\_\_\_\_

CONDITION: \*

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

Foundations: WOOD STRUCTURE SEEMS TO REST DIRECTLY ON EARTH.  
STRUCTURE HAS SETTLED (SEE BELOW\*)

Walls/Doors/Windows:

WALLS - STUCCO IN GOOD COND., BUT ALL WOOD TRIM CONTAINS DRY ROT.

DOORS - POOR COND., OLD, DRY ROT VERY BAD.

WINDOWS - MOST BOARDED, DRY ROT VERY BAD

Stairs:

NA

Roof/Drainage: ASPH. SHINGLES APPEAR IN GOOD COND.

DRAINAGE - EDGE DRAINAGE - NO GUTTERS

Other

ALL WD. ON ENTIRE STAT. ROTTING

FROM NOTE: LOT THAT BRO; IT HAS BEEN SAND BURSTED.  
P.D.

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

WALLS - VERT. SIDING - FAIR COND., GAPS BETWEEN BOARDS

DOORS - FAIR-POOR COND., OLD + BESTEN, NOT SQUARE IN FRAME  
REQ. SOME FORCE TO CLOSE TIGHTLY.

WINDOWS - FAIR COND., OLD + WORN, UPPER HALVES BOARDED.

Floor:

FAIR-POOR - WOOD OLD + WORN BUT SMOOTH -

HIGH SPOT IN FLOOR UNDER STOVE, SLOPES TO SIDES + OUTBD END.

ENTIRE OUTBD. END HAS SETTLED, VERY NOTICEBLE

IN FRAME

Ceiling:

OVER DOOR.

FAIR-POOR - BOARDS HAVE BOWED, SOME COMING LOOSE,

HALF-ROUNDS AT JOINTS SEPARATING, COMING LOOSE, SOME MISSING

Stairs:

CRUDELY PATCHED IN ONE PLACE.

NA

\*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: HILLSDALE

## HEATING

Location of Heating Unit: COAL STOVE IN WAITING RM + TICKET OFFICE  
Type of Unit: \_\_\_\_\_ Output: \_\_\_\_\_ Fuel: COAL  
Controls: \_\_\_\_\_ Zones: \_\_\_\_\_ Storage Capacity: \_\_\_\_\_  
Burner Size: \_\_\_\_\_ Make of Unit: \_\_\_\_\_ Make of Burner: \_\_\_\_\_  
Distribution System: \_\_\_\_\_

REMARKS:

## AIR CONDITIONING

Location: NONE  
Type: \_\_\_\_\_ Capacity: \_\_\_\_\_  
Distribution System: \_\_\_\_\_  
Spaces Handled: \_\_\_\_\_

REMARKS:

## VENTILATION

Windows: Yes /  No Door:  Yes / No Toilet Rooms: <sup>NA</sup> Mechanical Natural  
Is air quality good:  Yes / No

## ELECTRIC

Location of Service Entrance: \_\_\_\_\_  
Location of Main Panel: \_\_\_\_\_  
Characteristics: \_\_\_\_\_ Amps \_\_\_\_\_ Volts \_\_\_\_\_ Wire \_\_\_\_\_ Phase  
\_\_\_\_\_ Circuit Breakers \_\_\_\_\_ Circuits Fused  
Apparent Major Deficiencies in wiring: Conduit Yes / No

## GENERAL LIGHTING EVALUATION (Interior)

Description / Condition / Quantity:  
ONE INCAN. BULB OVER TICKET WINDOW  
ONE FLOOR FIXTURE W/ 2 - 4° BULBS.  
BOTH FIXTURES OLD BUT WORKING

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: Hillsdale

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 center of the main shopping area in the town. It is surrounded on all sides by stores and small businesses.

The station is easily visible from the local streets, and adequate surveillance by motorized police patrol is possible. There are no hiding places or dark spots.

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 surrounded by streets which have heavy vehicular traffic and moderate pedestrian traffic. The station is definitely in the center of community activity. Non-commuters do cut across the site and tracks to and from the shopping center across the tracks.

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

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

4. Question the ticket agent about vandalism problems.