

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 1803
Survey # 3-7

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

A. Name: Common ^{Station} Bernardsville Historic Line: Hoboken Division - Gladstone (D, L, & W)

B. Address or location:

^{U.S.}
Route 202, Mine Brk. Rd.
Bernardsville, N.J. 07924

County: Somerset
Municipality: Bernardsville Borough
Block & lot: part of: 144/1

C. Owner's name: N.J. Transit
Address: Newark, N.J.

D. Location of legal description: Recorder of Deeds, Morris County
Courthouse, Morristown, N.J. 07960

E. Representation in existing surveys: (give number, category, etc.,
as appropriate)

HABS _____ HAER _____ ELRR Improvement ^{J2(1)} NY&LB Improvement _____
pp. 58, 60, 62
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 9/1/78)
NR det.? _____ (date _____)

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

individual _____ thematic

C. Survey Evaluation: 205 / 240 points

FACILITY NAME: Bernardsville

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.) newspaper stand
- Any unusual railroad building types, such as crew quarters, etc. (specify)
- Known threats to complex or individual structures

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

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

of tracks: 2

Pedestrian access across tracks:

- Pedestrian bridge: at street grade elevated
- Pedestrian/vehicular bridge: at street grade elevated
- Tunnel
- None provided
- Grade crossing

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

The Bernardsville Station, consisting of a one-story Richardsonian Romanesque station with an attached wood frame canopy and platform, is located in the commercial district on a large site with a parking lot N,E, and W of the building. Additional parking is available along neighboring streets. Tracks are located south of the station and aligned SW-NE. Pedestrians may approach the platform directly from the parking lot or from the station. Paralleling the tracks along the north edge of the parking lot is a low, coursed rubble fence with two breaks for vehicular traffic. The periphery of the lot is landscaped. The area south of the tracks is wooded, and slopes steeply up from the tracks. There is a convenience store located in the Baggage Room.

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3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound

Outbound 532' asphalt platform, lined with incandescent lighting fixtures on poles (recent). Original fixtures probably were supported on
 Between tracks wrought iron pipe standards.

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, centrally attached to the S facade of the station for 5 of its 9 bays, consists of a wood frame with a hipped roof supported on square, wood columns (red), and splayed wood brackets (red). Free-standing portions are supported by a double row of columns. The soffit is wood (gray); the gutters and downspouts are aluminum. A board sign (black with gold type) hangs from either end (E and W). A mercury vapor fixture is attached to the framing in each bay. Original lighting was probably incandescent.

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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 Bernardsville Station, located N of the tracks, consists of a 1-story, stone block with rounded corners and a hipped roof, its broad eaves also rounded and its major ridge paralleling the tracks. Midway on the S facade is a small semi-circular projection containing (3) 1/1 windows with transoms. Flanking the projection on the W are (W to E) a (1/1) panel, doubled, freight door, a single pane window, a 1/panel door (boarded) with transom, and (2) 1/1 windows each with a transom. E of the projection are (W to E) (2) 1/1 windows each with a transom, a 1/panel door (boarded) with transom, and another 1/1 window with transom. The N facade contains a central double leaf 1/panel door with transom, flanked on either side by a 1/1 window with transom. This grouping is accentuated by a slight projection of the facade, decorative brackets flanking the door, and an eyelid dormer with 3-pane window in the roof. Flanking the projection on the E are (E to W) a 1/1 window with transom, a 1/panel door with transom, and another 1/1 window with transom. W of the projection are (E to W) (3) 1/1 windows with transoms and a double 8/panel freight door. The E facade contains a central 1/1 window with transom and similar windows at the corners. The W facade contains a single pane window at each corner. Two coursed, rock-face stone chimneys straddle the main ridge, one at either side of the north facade projection. Roofing is slate. Most materials appear original.

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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>poured concrete</u>	_____
Base course:	<u>coursed rock-face ashlar (white granite)</u>	_____
Walls:	<u>coursed rock-face ashlar (white granite)</u>	_____
Trim:	<u>tooled white granite surrounds, sills wood brackets flanking door, stone corbels, water table, string course, quoins in pink granite</u>	<u>(modern paint)</u>
Doors:	<u>(3) 1/panel with transom; (1) 1/panel with transom, doubled; (1) (1/1) panel doubled, freight door; (1) 8/panel, doubled, freight door</u>	_____
Roofing:	<u>slate</u>	_____
Soffit:	<u>matched boards (varnished)</u>	<u>(modern paint)</u>
Windows:	<u>(3) single pane, (18) 1/1 with transom</u>	_____
Lighting:	<u>incandescent fixtures</u>	<u>(5) MV fixtures, soffit mounted</u>
Signage:	<u>none</u>	<u>newspaper sign over N freight door</u>
Drainage:	<u>copper gutters and downspouts</u>	<u>aluminum gutters and downspouts</u>
Other:	<u>(2) coursed, rock-face stone chimneys</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.

The spaces of the Bernardsville Station, except for the basement, are all on one level. The Foyer corresponds to the N projection on the facade and extends S nearly half the width of the block. It is the most elaborately ornamented space in the building. Walls have a double oak paneled wainscot with plaster walls and ceiling. Flanking the ticket window on the S wall and entries to both the Waiting Room (1) on the E and the Smoking Room on the W are paired Corinthian pilasters with frieze and cornice trim. The ceiling is coved, rising to a barrel vault in the center with the eyelid window acting as a skylight. S of the Foyer are the Ticket Office with semicircular bay window, and the Ladies' Room. The Smoking Room, nearly the same size as the Foyer, adjoins both it and the Ticket Office. The Waiting Room (1) comprising the E 2/5 of the building, has a fireplace adjoining the W wall. Outside corners of the space are rounded. The Baggage Room, adjoining the Smoking Room, comprises the W quarter of the block. The Men's Room is fitted into its SE corner, while the stairs to the basement are in the NE corner. All rooms have similar classical detailing (see finish schedules which follow), and except for some lighting fixtures and repainted surfaces, materials appear original.

FACILITY NAME: Bernardsville

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	<u>8</u>
NAME <u>Waiting Room</u>	NUMBER ON FLOOR PLAN	<u>1</u>
<u>Original</u>	<u>Existing, if different</u>	
Floors: <u>board</u>	<u>asphalt tile (buff)</u>	
Base: <u>moulded board (varnished)</u>		
Wainscot: <u>wood panel, double course (varnished)</u>		
Walls: <u>plaster</u>	<u>(modern paint)</u>	
Ceiling: <u>plaster, coved</u>	<u>(modern paint)</u>	
Trim: <u>wood moulded, chairrails, string course surrounds, mantel with consoles (varnished)</u>		
Doors: <u>(2) 1/panel with transom; 4 panel to Ladies' Room</u>		
Seating: <u>wall attached slat board benches (varnished)</u>		
Lighting: <u>(2) hanging incandescent</u>	<u>(4) ceiling attached fluorescent fixtures</u>	
Other: <u>double iron radiator in center; fireplace (W wall) marble/brick surround, iron relief border, holly pattern, tile hearth</u>		

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8NAME Ladies' RoomNUMBER ON FLOOR PLAN 3OriginalExisting, if differentFloors: boardBase: moulded board (varnished)(modern paint)Wainscot: vertical matched boards (varnished)(modern paint)Walls: plaster(modern paint)Ceiling: plaster(modern paint)Trim: wood moulded surrounds (varn.),
chairrail (purple) partition (varn.)Doors: 4-panel; 5-panel to toiletSeating: attached slat board bench (S wall)
(varnished)Lighting: (1) hanging incandescent fixture(1) ceiling attached fluorescent
fixtureOther: marble basin (S wall)new toilet

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8

NAME Men's Room

NUMBER ON FLOOR PLAN 4

Original

Existing, if different

Floors: board

Base: moulded board (varn.)

Wainscot: vertical matched boards (varn.)

(modern paint)

Walls: plaster

(modern paint)

Ceiling: plaster

(modern paint)

Trim: moulded wood chairrail, surrounds
paneled partition (varn.)

(modern paint)

Doors: 4-panel; 5-panel to toilet

Seating: none

Lighting: (1) hanging incandescent fixture

(1) ceiling attached fluorescent
fixture

Other: iron radiator, E wall

new plumbing fixtures

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8

NAME Smoking Room

NUMBER ON FLOOR PLAN _____

Original

Existing, if different

Floors: board

asphalt tile (buff)

Base: moulded board (varn.)

Wainscot: wood panel, double (varn.)

Walls: plaster

(modern paint)

Ceiling: plaster

(modern paint)

Trim: wood moulded surrounds, frieze and cornice to foyer, ceiling cornice (varn.)

Doors: (2) 4-panel; 1/panel with transom

Seating: wall attached slat board (varn.)

Lighting: (1) hanging incandescent fixture (2) ceiling attached fluorescent fixtures

Other: iron radiator, E wall

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	NUMBER ON FLOOR PLAN
NAME	Original	Existing, if different
Foyer	8	
Floors:	tile (buff) border, brown	
Base:	moulded board (varn.)	
Wainscot:	wood panel, doubled (varn.)	
Walls:	plaster	(modern paint)
Ceiling:	plaster, coved with barrel vault	(modern paint)
Trim:	paired Corinthian pilasters at side entries and flanking ticket window; double chairrail, cornices, surrounds (varn.); consoles at ticket counter	
Doors:	1/panel, double with transom	
Seating:	none	
Lighting:	1 hanging incandescent fixture	(1) hanging fluorescent fixture
Other:	iron radiator, N wall pedestal clock over ticket window	missing

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8NAME Baggage Room

NUMBER ON FLOOR PLAN _____

OriginalExisting, if differentFloors: boardBase: noneWainscot: vertical matched boards (varnished)(modern paint)Walls: plaster(modern paint)Ceiling: plaster, attic entry (SE corner)
wood moulded chairrail (varn.)
surrounds(modern paint)(modern paint)

Trim: _____

Doors: 8/panel, doubleSeating: noneLighting: (4) hanging incandescent fixtures(2) hanging fluorescent fixturesOther: iron pipe balustrade along basement
stairway (NE corner)
iron radiator

FACILITY NAME: Bernardsville

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8

NAME Basement NOT ACCESSIBLE

NUMBER ON FLOOR PLAN

Original

Existing, if different

Floors:

Base:

Wainscot:

Walls:

Ceiling:

Trim:

Doors:

Seating:

Lighting:

Other:

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect Bradford L. Gilbert source plans
 Date 1901-1902 Source D, L, & W Alteration dates _____ Source _____
 Style Richardsonian Romanesque, Classical Revival interior _____
 # passenger trains/day (present) 36 in 1980 Peak (#, Yr.) 36 in 1980
no Original station on site was built in 1872, moved 30 in 1940
in 1905, and is presently a newspaper office 21 in 1901
on Route 202 (Hill)

The Bernardsville Station is a fine example of the Richardsonian Romanesque style adapted to the functions of a turn of the century railroad facility. The interior with its Classical detailing, including several pairs of Corinthian pilasters carved in oak, is particularly notable. The architect, Bradford Gilbert, was a designer of national reputation, with offices in New York (main), Chicago, Boston, and Atlanta. He was particularly noted for his station designs, a group of which were published in 1895 as Sketch Portfolio of Railroad Stations. Among them was a rendering for a version of the Bernardsville Station which was never built. As built, Bernardsville appears to have more formal similarities with a design for the Old Colony Railroad in Fall River, Massachusetts, or the N.Y. and New Haven Railroad in Bridgewater, Massachusetts. Other designs for New Jersey Stations represented in the portfolio are : W 8th Street, Bayonne and North Branch (1893-94) for Central of N.J.; and Essex Fells (1892) for the Morristown and Erie Railroad .

Architects fees and construction costs of the Bernardsville Station were paid by a local resident, a Mr. Schley (Mott). Until 1890, Bernardsville (but not this station) was the terminus of the Gladstone Branch, and has always been the largest community in N Somerset County. Until 1978 a large brick freight house was located W of the station, and until the early 1970's, an express train, known locally as the millionaire's express, made its first stop here. Making late morning arrivals in and early evening departures from Hoboken, the express train served its executive customers with an extra-fare club car (Hill).

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage: Ca. $\frac{1}{4}$ acre.UTM coordinates: Zone: 18/Easting: 5 3 6 1 8 0/Northing: 4 5 0 7 2 0 0
USGS Quad Bernardsville Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Mott, Schuyler L. Among the Blue Hills ... Bernardsville ... A History,
Bernardsville, Bernardsville History Book Committee, 1974, p. 159Plans. Bernardsville Station, dated 29 Nov. 1899, (Spinning Collection, Bernardsville
Public Library)

Hill, Homer, interview with Nicholas A. Tino, Jr.

ICONOGRAPHIC:

drawing: (1902) Mountain and Lake Resorts on the Delaware, Lackawanna and Western, p.2

Plans, Ibid.

Photos: (1907) Clark Havens and Hoagland, "Somerset County, A Chronology," Somerset-
Messenger Gazette, Jan. 1976, p. 28.

see continuation sheet

8. PHOTO

Negative index # 1095 or NJT photo # -- slide # 3-7
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: Station from north
Station foyer from north

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CONTINUATION SHEET (INCLUDE ITEM NO.)

7. REFERENCES
ICONOGRAPHIC:

(ca. 1935) Wes Coates, 50th Anniversary 1931-1981, Suburban Electrification Delaware, Lackawanna, and Western Railroad, Hoboken, N.J. National Rail Historical Society, Jersey Central Chapter, 25 January 1981, p. 30.

Other photos in Spinning Collection, Bernardsville Public Library; original station, photo: Thomas T. Taber, The Delaware, Lackawanna and Western in the Nineteenth Century, p. 137; Nemeth and Hill. The Gladstone Branch, p. 2. Originals in the Spinning Collection, Bernardsville Public Library.

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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 First stop of "Millionaires'
Express", extra fare club car. x (10)
- ix. Less than 50 years old _____(-30)

10

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Richardsonian Romanesque Classical Revival interiors
- a. Example of a particular architectural style (check one)
- | | | |
|-------------|--------------|------|
| Outstanding | ____ | (50) |
| Excellent | <u> x </u> | (40) |
| Very good | ____ | (30) |
| Good | ____ | (20) |
| Fair | ____ | (10) |
- b. Rare survivor of style
- | | | |
|------------|--------------|------|
| nationally | ____ | (20) |
| state-wide | ____ | (15) |
| locally | <u> x </u> | (10) |
- c. As example of railroad architecture
- | | | |
|------------------|------|------|
| rare | ____ | (30) |
| unusual or early | ____ | (15) |

FACILITY NAME: Bernardsville
CRITERIA CONT.

- ii. ARCHITECT (check one) Bradford Gilbert
- a. building by architect important
- | | | |
|------------|-------------------------------------|------|
| nationally | <input checked="" type="checkbox"/> | (25) |
| state-wide | <input type="checkbox"/> | (20) |
| locally | <input type="checkbox"/> | (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 _____(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) composition: rounded corners
- c. Possessing some detail(s) of particular interest and/or quality (walls & roof); stone-work _____(15)
- d. Average quality or interest _____(5)
- iv. SPECIAL QUALITIES
- a. Noteworthy overall interior design or detailing (15) Classical Revival wood-work
- b. Some noteworthy interior detailing _____(5)
(____ 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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CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- a. Original condition x (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)

ii. PHYSICAL CONDITION

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

iii. RELATIONSHIP TO COMMUNITY

- a. Pivotal building x (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 x (30)
- b. Very Good (25)
- c. Good (20)
- d. Average (15)
- e. Possible, with difficulty (10)

115

TOTAL

240

FACILITY NAME: Bernardsville

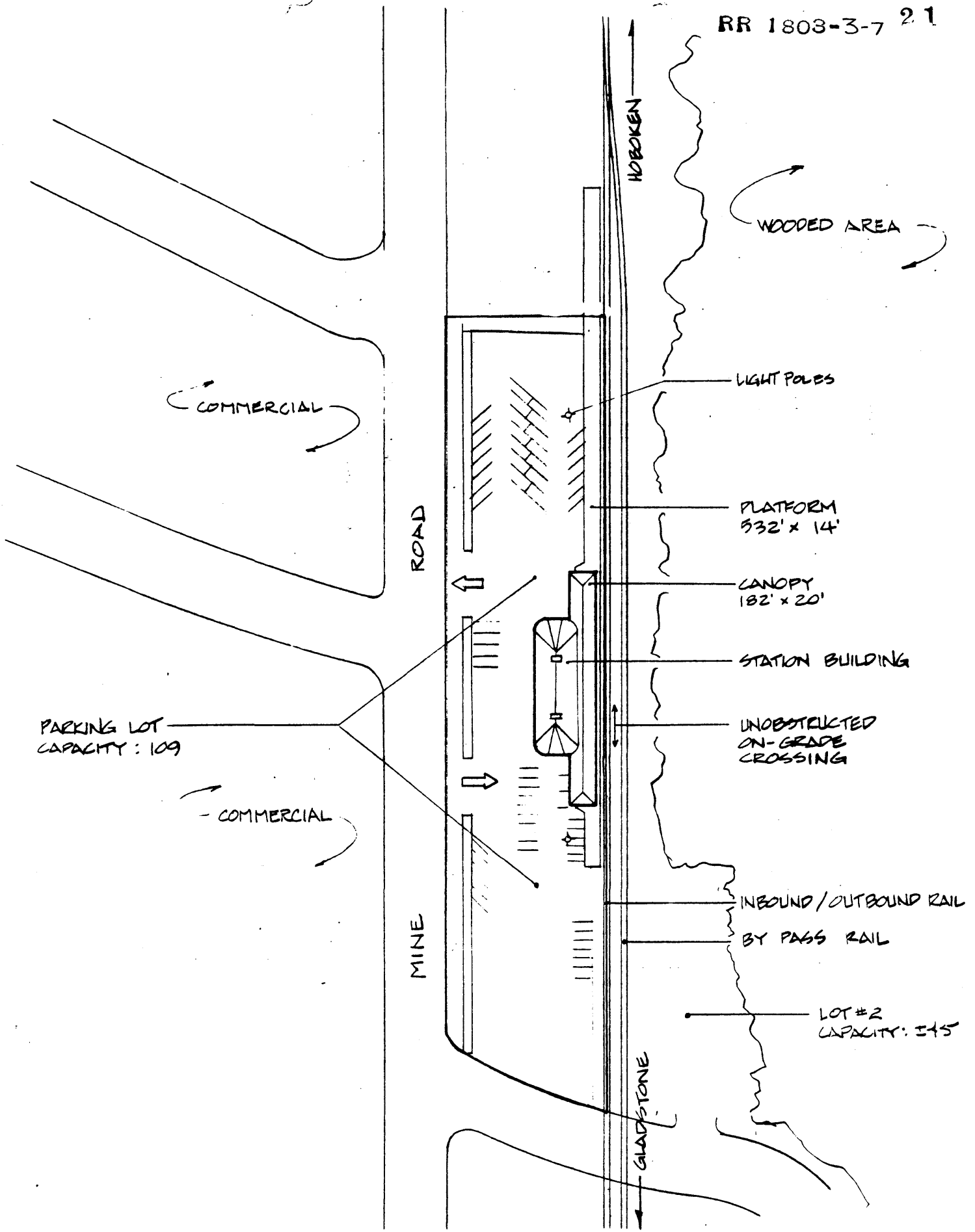
Attach copy of site plan

 continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: April, 1981

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

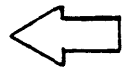


INBOUND/OUTBOUND RAIL

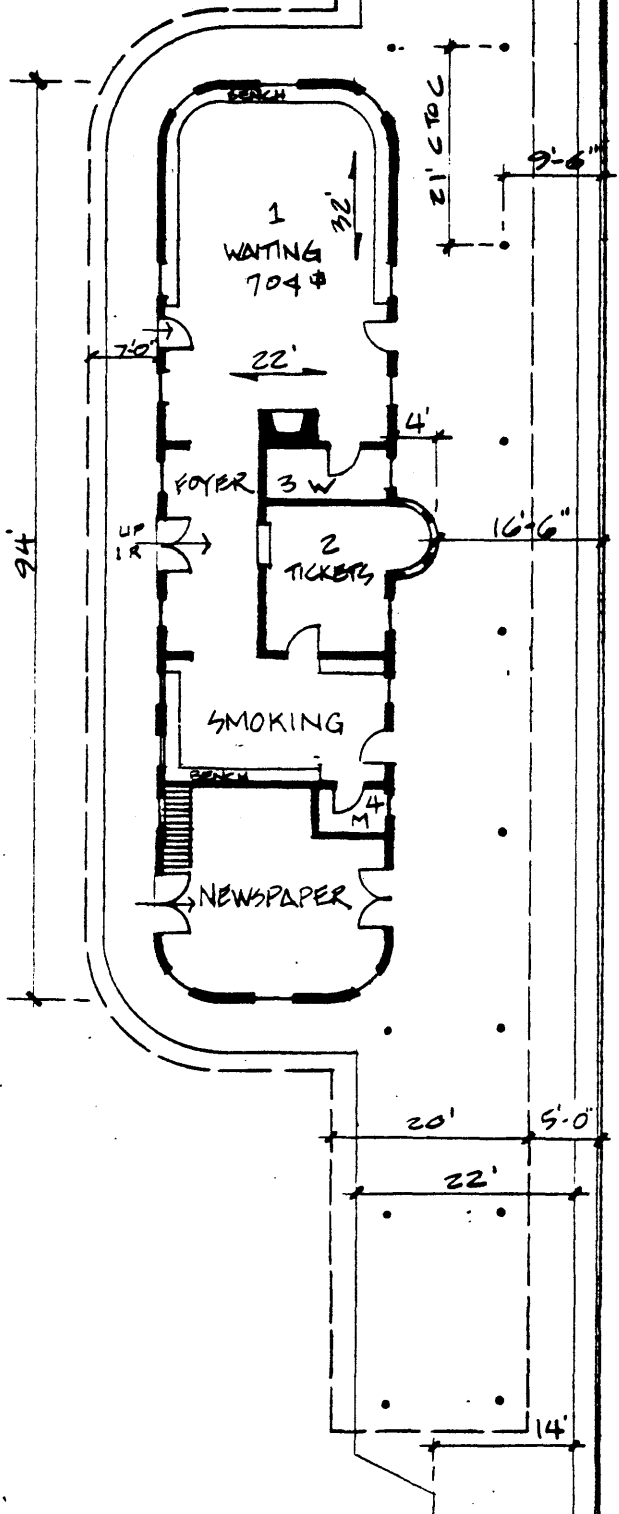
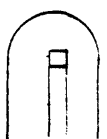
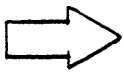
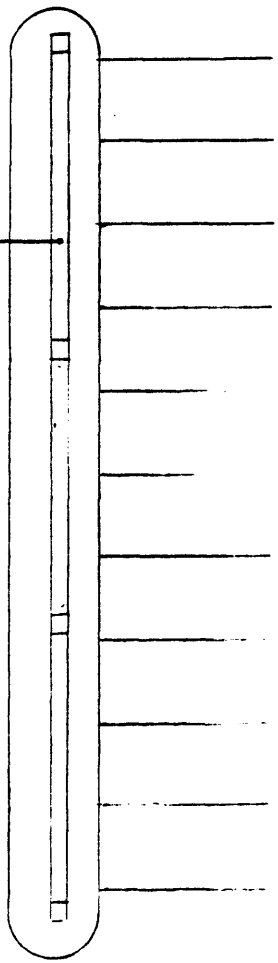
BY-PASS RAIL

UNOBSTRUCTED ON GRADE CROSSING.

HOBOKEN ↑
↓



LOW STONE WALL



GLADSTONE



SUMMARY

Station: Bernardsville

Line: Gladstone

Field Survey Conducted 10/78

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" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| _____ | 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 |
| <u>X</u> | 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 Tax & Zoning Maps |
| _____ | Somerset County Public Transportation Schedules |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 449

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

Agent: Yes Hrs/Days: 6:00 a.m. - 2:30 p.m. (Lunch 9:35 - 10:05) Monday through Friday

Rehabilitated (10 years or less) & Description:

No

* Also included in the Information File are:

- Somerset County Sewer Collection Systems
- Somerset County Water Distribution Systems

INBOUND/OUTBOUND RAIL

BY-PASS RAIL

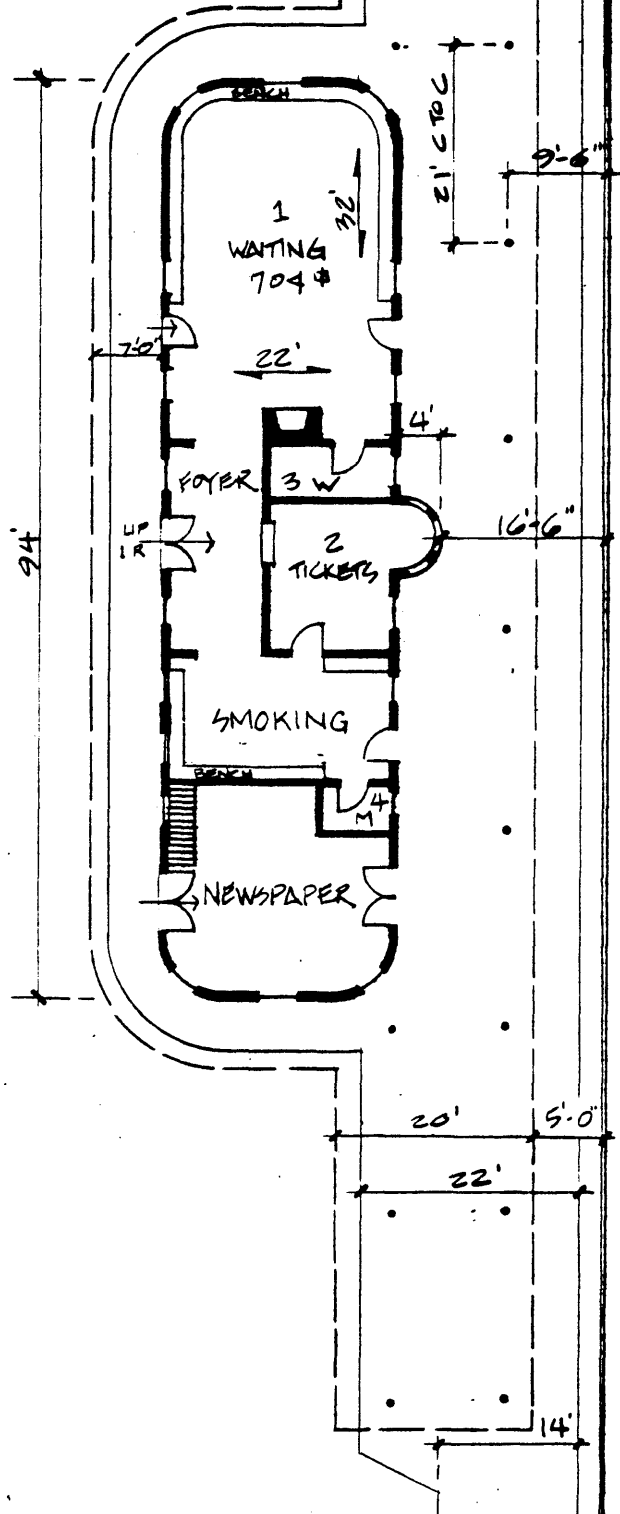
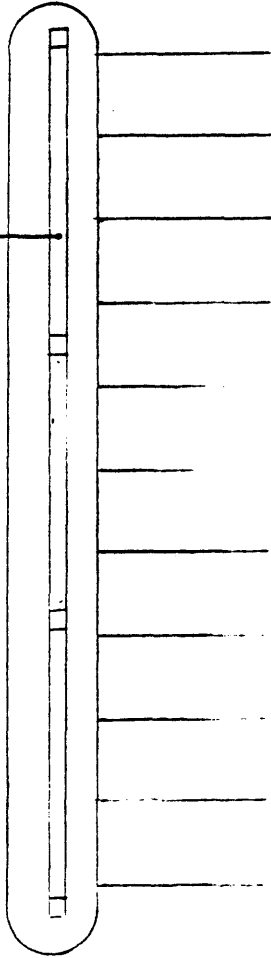
UNOBSTRUCTED ON GRADE CROSSING

HOBOKEN

↑



LOW STONE WALL



GLADSTONE

↑



3 PLATFORMS & CANOPIES

Station: Bernardsville

- 1 TRACK IN-BND & OUT-BND, 1 BYPASS -

NO. of TRACKS: 2 In-Bound (NY H/N)* X Out-Bound X By-Pass 1 Inactive I.B. O.B.
 At Grade X * In-Cut(Walls) Cross Slope X* Elevated Embankment Structure
 Straight Curved X Visibility Problem Yes No
 To Board must Commuter walk on tracks: yes no (Ask Ticket Agent). Note other obstructions on Platform & setback f/rail:

*South Side of Tracks Slopes up

PLATFORMS	IN-BOUND SIDE	INBOUND & OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u> </u> x <u> </u>	<u>532'</u> x <u>14'</u> (22'@building)	<u> </u> x <u> </u>
Height Above Top of Rail	<u> </u>	<u>+/-4"</u>	<u> </u>
Platform Material	<u> </u>	<u>Asphalt</u>	<u> </u>
Edge Material	<u> </u>	<u>Concrete</u>	<u> </u>
Safety Line, Material	yes/no <u> </u>	yes/no <u>White Stripe</u>	yes/no <u> </u>
Guardrail (Locate)	yes/no <u>N/A</u>	yes/no <u>curb @ Parking Lot</u>	yes/no <u>N/A</u>
In-cut/Retaining Walls	<u> </u>	<u> </u>	<u> </u>
Lighting - Type,	<u> </u>	<u>*15'H-HI Incand.</u>	<u> </u>
O.C., Setback f/rail	<u> </u>	<u>100'o.c. +/-15' S.B.</u>	<u> </u>
Seating-Mat'l & Qty.	<u> </u>	<u>None</u>	<u> </u>
	vert. rise width	vert. rise width	vert. rise width
Stairs: (ramps used: A	<u> </u>	<u> </u>	<u> </u>
yes / no) B	<u> </u>	<u> </u>	<u> </u>
Locate: C	<u>None</u>	<u>None</u>	<u> </u>

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

Concrete edge - section of edge are in poor condition, chipping, but no major breaks - needs repair

*Platform lighting only north side of building

Continue on back of page

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u> </u> x <u> </u>	<u>182'</u> x <u>20'</u>	<u> </u> x <u> </u>
Height (Lowest)	<u> </u>	<u>10' 4"</u>	<u> </u>
Setback from Rail	<u> </u>	<u>5' 0"</u>	<u> </u>
Structure w/Spacing	<u> </u>	<u>Wood 21' o.c.</u>	<u> </u>
Setback-Rail to Support	<u> </u>	<u>9'6"</u>	<u> </u>
Deck Material	<u> </u>	<u>Wood</u>	<u> </u>
Roofing	<u> </u>	<u>Asphalt Shingle</u>	<u> </u>
Shape	<u>Slope / Gable / Flat</u>	<u>Gable</u>	<u> </u>
Drainage	<u> </u>	<u>Alum. Gutters & leaders</u>	<u> </u>
Lighting	<u> </u>	<u>H.I. Incand. 21' o.c.</u>	<u> </u>

CONDITION (Note apparent poor conditions only):

4 STATION BUILDING _____ X _____

SHELTER _____

STATION: Bernardsville

In-Bound (NY H N) X 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 Flush I.B. _____ O.B. _____

Roof Overhang - width: see FLOOR PLAN 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" riser @ NORTH vertical rise _____ b) width _____ vertical rise _____
 c) width SIDE ENTRIES vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation Concrete (basement) Doors Wood

Base Course Stone (photo) _____ Roof Deck Wood

Walls Stone Roofing New Asphalt Shingle

Trim Wood Soffit Wood

Windows - operable - yes / no; _____

Structural System (consultant _____) Stone bearing walls, wood frame roof

Drainage Aluminum Gutters and leaders (new)

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>704</u> S.F.	<u>Vinyl tile</u>	<u>wood</u>	<u>oak panels</u>	<u>plaster</u>	<u>plaster</u>	<u>13'0"</u>	<u>Flour.</u>
2. Ticket Office	<u>wood</u>	<u>wood</u>	<u>wood t&g</u>	<u>plaster</u>	<u>plaster</u>	<u>14'0"</u>	<u>Incand.</u>
3. Mens Toilet	<u>wood</u>	<u>wood</u>	<u>wood t&g</u>	<u>plaster</u>	<u>plaster</u>	<u>12'0"</u>	<u>Incand.</u>
4. Womens Toilet	<u>wood</u>	<u>wood</u>	<u>wood t&g</u>	<u>plaster</u>	<u>plaster</u>	<u>13'0"</u>	
Smoking	<u>Vinyl tile</u>	<u>wood</u>	<u>oak panels</u>	<u>plaster</u>	<u>plaster</u>	<u>12'0"</u>	<u>Flour.</u>
Foyer	<u>Tile</u>	<u>wood</u>	<u>oak panels</u>	<u>plaster</u>	<u>plaster</u>	<u>13'0"</u>	<u>Flour.</u>
Newspaper	<u>Wood</u>	<u>wood</u>	<u>wood t&g</u>	<u>plaster</u>	<u>plaster</u>	<u>12'0"</u>	<u>Flour.</u>
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

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

B. Waiting Room Seating: describe (photo): Oak Gang Bench Capacity 50

C. Number of Public Phones and Locations: 2 booths outside at foyer doorway
Platform good

D. Indicate Visibility of approaching trains from waiting area and direction of visibility, I.B. 1 O.B. _____
none

E. Describe visibility for surveillance for waiting rooms with and without agents: None

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 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 _____

4a STATION BUILDING _____ X _____ **SHELTER** _____

STATION: Bernardsville

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Sidewalk and curb at waiting room door in very bad condition and is hazardous.
Needs immediate repair (see photo 18)

Walls/Doors/Windows:

Door worn and aging
Minor repair to windows; weights, panes, etc.
Exterior walls need cleaning

Stairs:

Roof/Drainage:

New but some leaders are missing

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

Floor:

The vinyl tile floors in the smoking and waiting rooms are beginning to wear.

Ceiling:

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: Bernardsville

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 Bernardsville town center; there are shops, restaurants, banks, etc. located in the center of town also. To the south of the station is a wooded slope buffer, separating the tracks from an older, established residential area.

The station and site are easily visible from the street by passing cars. There are few Hiding places.

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 mainstream of pedestrian and vehicular activity, as it is part of the town center. Non-commuters drive in to the station to purchase newspapers at the newspaper stand located there. However, the station and the site are not used as a means to shorten paths to final destinations.

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

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

Damage to windows and drainage leaders.

4. Question the ticket agent about vandalism problems.

Low.