

N.J. Office of Cultural and Environmental Services, 109 W. State Street,  
Trenton, N.J. 08625 609-292-2023  
Prepared by Heritage Studies, Inc. Princeton, N.J. 08540 609-452-1754  
RR 0705-  
Survey # 4-1

# NEW JERSEY TRANSIT RAILROAD STATION SURVEY

## 1. IDENTIFICATION

- ✓ A. Name: Common Ampere Station Historic Line: Hoboken Division, Montclair Branch (DL&W)
- ✓ B. Address or location: E of Ampere Plaza at Whitney Place East Orange, NJ County: Essex Municipality: City of East Orange Block & lot:
- C. Owner's name: NJ Transit Address: Newark, NJ
- D. Location of legal description: Office of the County Clerk, Essex Co. C. H. Newark, NJ
- 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:  120/110  points

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FACILITY NAME: Ampere

## 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 deterioration

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

Relationship of station grade to track grade:

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

# of tracks: 2

Pedestrian access across tracks:

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

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

The Ampere complex consists of a two-story, red brick station in Renaissance Revival style, an attached wood frame and concrete canopy, a similar one-story shelter and canopy, platforms on either side of the tracks, and a concrete tunnel beneath them. The complex is located on a constricted urban site east of Ampere Plaza, extending from Fourth Avenue on the S to Springdale Avenue on the north. Tracks are aligned N-S. Limited parking is available along Ampere Plaza and other neighboring streets. There is a short loop drive to track level just N of the station and numerous stairways for pedestrian use (A-4, B-1, A-3 to the N; A-1, A, B to the S). There is no landscaping. Presently, the buildings are closed and are threatened by deterioration.

FACILITY NAME: Ampere

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### 3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound 946' concrete and asphalt (originally concrete) lined with original lighting fixtures, incandescent with circular metal  
 Outbound shades mounted on iron poles.  
 Between tracks

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

The inbound canopy at Ampere, 19 bays long, is centrally attached to the E facade of the station with 7 bays to the N and 9 to the S. A wood frame hipped roof is supported on a single row of wood beam lintels (with shaped ends) and concrete Tuscan columns with cast iron bases. The soffit consists of matched boards with attached incandescent lighting fixtures, one to a bay. The roof is sheathed in glazed terra cotta tiles, while gutters are copper and leaders, galvanized. All materials appear to be original.

FACILITY NAME Ampere

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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 Ampere station, located W of the tracks, consists of a brick 2-story rectangular main block, 3 bays wide and 3 deep, with a shallow gabled roof, its ridge paralleling the tracks. Prominent gable end copings with notched corners and segmental arch profiles rise above the roof, forming a parapet. Flanking the main block on the N and S are (2) 1-story wings, each with a pent roof. The one on the N is 4 bays wide and 3 deep with the 2 end bays forming a portico supported by concrete Tuscan columns. The S wing, 2 bays wide and 3 deep, is entirely open and is similar to the portico on the N. The W facade of the main block contains a central full-height round-arch concrete door surround, with double doors, flanked on either side at street and track level by sash windows (boarded; segmental arch above, trabeated below). Originally a classically detailed canopy sheltered the door (Taber, 71). The E facade contains a central window flanked on either side by doors with transoms (boarded). The upper N and S facades each contain a single multi-pane round arch window with sidelights and ~~continuous transom light~~ (boarded), while the lower S facade contains a central window flanked by doors. (When the second floor was built, the window appears to have been bricked over and the doors converted to windows. These windows are now boarded). The N wing contains 3 windows on the W facade and 2 windows and a freight door facing the portico (all boarded). The lower E facade abuts a concrete retaining wall. A short rectangular brick chimney rises from the coping at the N end of the main block. Roofing is glazed terra cotta tile. Most materials appear original.



FACILITY NAME Ampere

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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.

NOT ACCESSIBLE

FACILITY NAME: Ampere

3. DESCRIPTION--PLATFORMS AND CANOPIES

   Inbound

  XOutbound 824' concrete and asphalt (originally concrete), lined with original lighting fixtures, incandescent with circular metal

   Between tracks shades mounted on iron poles.

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 is similar to the inbound. Eleven bays long, it is centrally attached to the W facade of the shelter. Its wood frame hipped roof is supported on a single row of wood beam lintels (with shaped ends) and concrete Tuscan columns set in cast iron bases. The soffit consists of matched boards with attached incandescent lighting fixtures, one to a bay. The roof is sheathed in glazed terra cotta tiles, while gutters are copper and leaders, galvanized. All materials appear to be original.

FACILITY NAME Ampere

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4. DESCRIPTION - BUILDINGS (EXTERIOR)

Fill out separate sheet for each building at facility. Refer to, and key with, site plan.  
Account for original materials and finishes where different from existing.

Station \_\_\_\_\_ Shelter   x   Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

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

The shelter at Ampere, located E of the tracks, consists of a brick 1-story rectangular block with a concrete foundation and a hipped roof, its ridge paralleling the tracks. The W facade contains (N to S) (2) windows, a door, and another window, while the E facade contains (4) windows (all boarded). The N and S facades are blank. Roofing is glazed terra cotta tile. Most materials appear original.

FACILITY NAME Ampere

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station \_\_\_\_\_ Shelter x 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>poured concrete</u>	_____
Walls:	<u>brick, flemish checker (red, vitrified)</u>	_____
Trim:	<u>concrete sills, consoles</u>	_____
Doors:	<u>unknown</u>	<u>(boarded)</u>
Roofing:	<u>glazed terra cotta tile</u>	_____
Soffit:	<u>none</u>	_____
Windows:	<u>unknown</u>	<u>(boarded)</u>
Lighting:	<u>incan. fixs.</u>	<u>none</u>
Signage:	<u>unknown</u>	<u>none</u>
Drainage:	<u>copper gutters, galv. dnspouts</u>	<u>(leaders replaced)</u>
Other:	_____	_____

FACILITY NAME Ampere

## 4. DESCRIPTION - BUILDINGS (INTERIOR)

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

Station \_\_\_\_\_ Shelter  Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

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

NOT ACCESSIBLE

FACILITY NAME: Ampere

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## 5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect Frank J. Nies or his staff source plans  
 Date 1908 Source (DL&W) Alteration dates 1921-22 Source DL&W  
 Style Renaissance Revival (second story and canopy)  
 # passenger trains/day (present) 24 in 1980 Peak (#, Yr.) 84(1940); 52 (1901)  
Original station on site

The Ampere station was designed "in house" by the DL&W staff and, apart from its rather distinctive gable end coping and monumental door surround, is similar in spirit and classically inspired detailing to other stations of the period (e.g., Orange, #2-7). Because the government of East Orange withheld its approval, the grade separation program was delayed for many years. Only after the City was forced by the courts to approve and finance the plan (1921) were the second story of the station and new canopies built, the tracks elevated and neighboring streets depressed (Taber, p. 71). Consequently, the N and S wings of the station, integrated and well-scaled parts of the 1908 scheme, appear as awkward and somewhat superfluous appendages in the 1922 revision (*Ibid.*). The interior is said to be "standard" DL&W with a large chandelier in the Waiting Room (Tino).

The station once served many commuters who worked in the factories of Newark, Harrison, and New York or the large electrical factory nearby (hence its name). The complex is now boarded up.

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## 6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage: c. 1.6 acres

UTM coordinates: Zone: 18 / Easting: 5 6 7 9 8 0 / Northing: 4 5 1 2 8 0 0  
USGS Quad Orange Scale 1:24 000

## 7. REFERENCES

## BIBLIOGRAPHIC:

Taber, Thomas T. The Delaware, Lackawanna, and Western Railroad in the Twentieth Century, Part One (Muncy, PA: privately printed, 1980), p. 71.

Delaware, Lackawanna, and Western Railroad, Annual Reports, 1907-08, 1921-22.

Plans, Ampere Station, New Jersey Transit.

## ICONOGRAPHIC:

Plans, Ibid.Taber, Ibid., p. 70 (c. 1908); p. 71 (1921, 1922).

## 8. PHOTO

Negative index # unknown or NJT photo # - slide # 4-1  
Date 1978 Photographer Richard Browne Associates  
Loc. of negative NJ Transit Direction of view: Station from West

FACILITY NAME: Ampere

9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

- i. Associated with important events or broad movements  
in history
  - nationally \_\_\_\_\_(30)
  - state-wide \_\_\_\_\_(25)
  - locally \_\_\_\_\_(20)
- ii. Representative of significant changes in railroad history  
and/or technology
  - rare \_\_\_\_\_(30)
  - unusual \_\_\_\_\_(25)
  - common x (10) grade separa-  
tion
- 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: Original low level station and x (10)  
shelter are lower stories of present building.
- ix. Less than 50 years old \_\_\_\_\_(-30)

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B. ARCHITECTURAL SIGNIFICANCE

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

FACILITY NAME: Ampere

## 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 \_\_\_\_\_ x (15) canopies, entrance surround, window trim, chandelier\*
- d. Average quality or interest \_\_\_\_\_ ( 5)
- iv. SPECIAL QUALITIES
- a. Noteworthy overall interior design or detailing \_\_\_\_\_ (15)
- b. Some noteworthy interior detailing\* \_\_\_\_\_ x ( 5)  
( x interior not accessible)\*
- c. Part of cohesive complex
- |                            |       |               |
|----------------------------|-------|---------------|
| 1) station and shelter     | _____ | <u>x</u> ( 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)

\* Chandelier reported in Waiting Room; not verified in this study.

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## CRITERIA CONT.

## C. CONDITIONS

## i. INTEGRITY

- |  |              |  |
|--|--------------|--|
| a. Original condition  | _____        | (40)                                     |
| b. Alterations and/or additions, beneficial  | _____        | (30)                                     |
| c. Alterations and/or additions, not detrimental                                   | <u>  x  </u> | (20) metal entry                         |
| d. Minor detrimental alterations and/or additions, not affecting overall integrity | _____        | (10) canony, ext. lighting fixs. missing |
| 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                  | _____        | ( 5)  |
| c. Fair                  | _____        | ( 0)  |
| d. Poor                  | <u>  x  </u> | (-10) |
| e. Severely deteriorated | _____        | (-25) |

## iii. RELATIONSHIP TO COMMUNITY

- |                               |              |       |
|-------------------------------|--------------|-------|
| a. Pivotal building           | _____        | (40)  |
| b. Integral part of townscape | _____        | (30)  |
| c. Compatible with townscape  | <u>  x  </u> | (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

  110

FACILITY NAME: Ampere

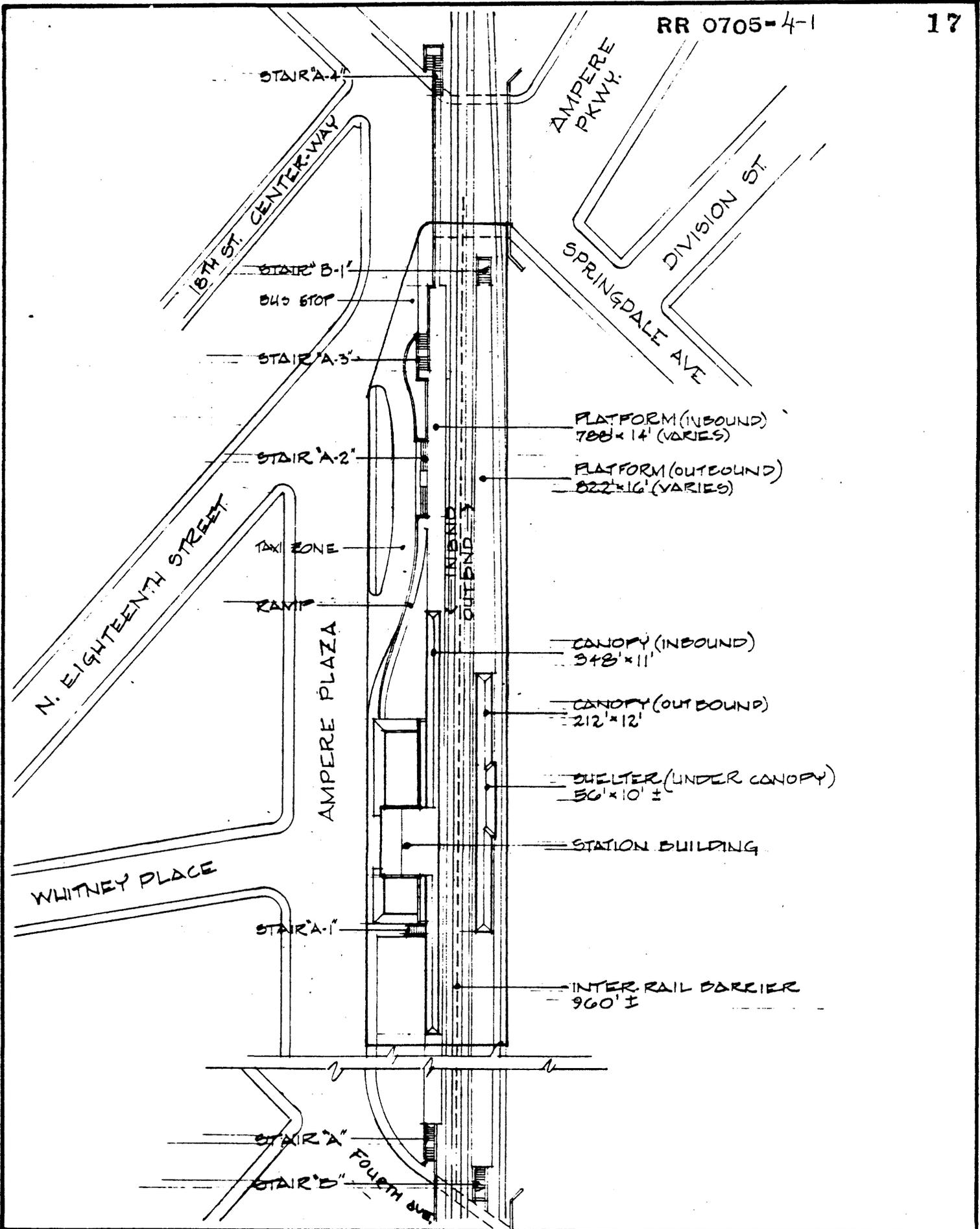
Attach copy of site plan

\_\_\_\_ continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: February, 1981

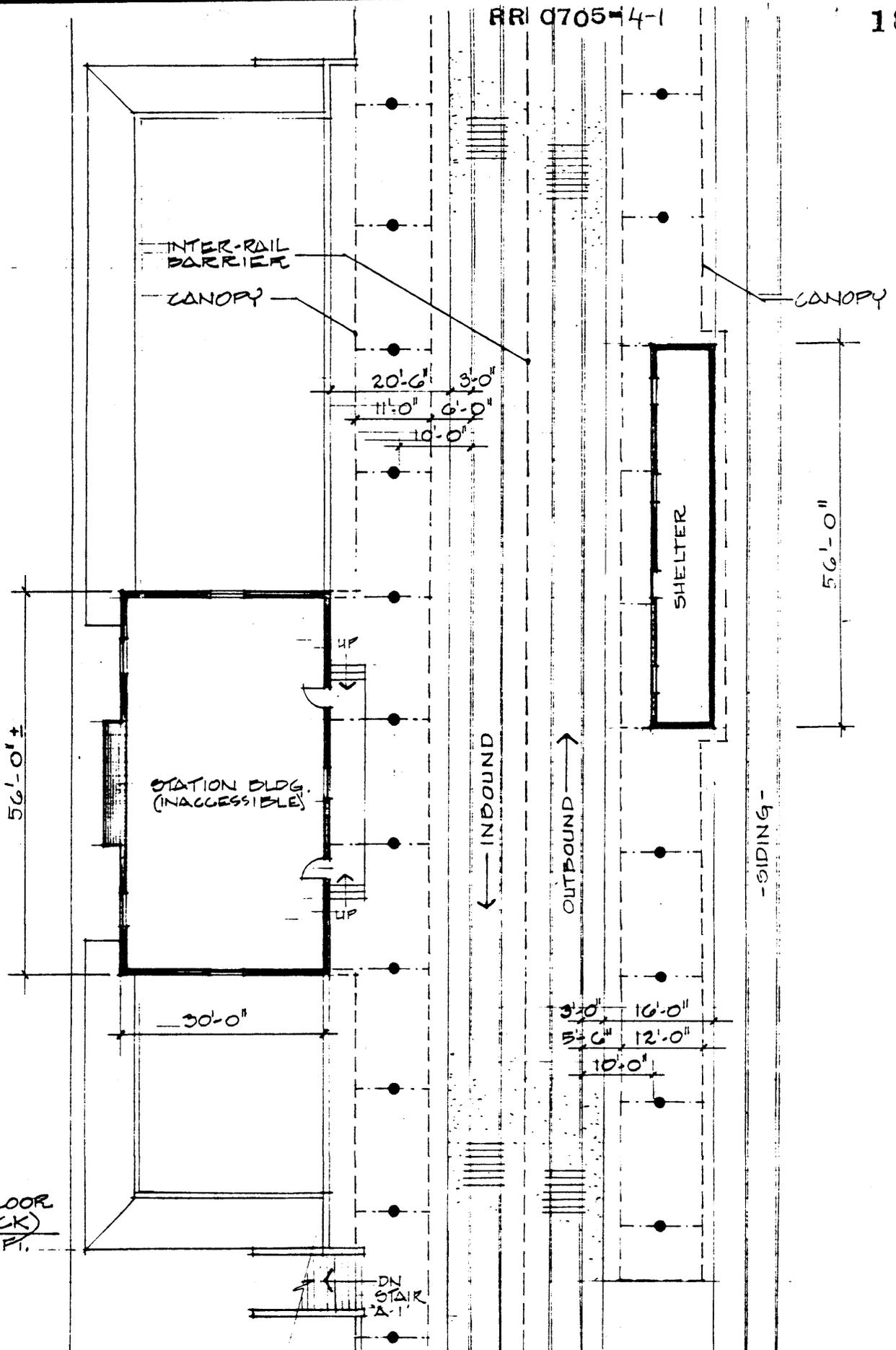
HERITAGE STUDIES, INC.  
RD 4 Box 864, Mapleton Road  
Princeton, N.J. 08540  
609-452-1754



**AMPERE**  
MONTCLAIR BRANCH

SCALE: 1" = 100'-0"  
DATE: OCT. '78





SECOND FLOOR  
 PLAN (TRACK)  
 1,000 SQ. FT.

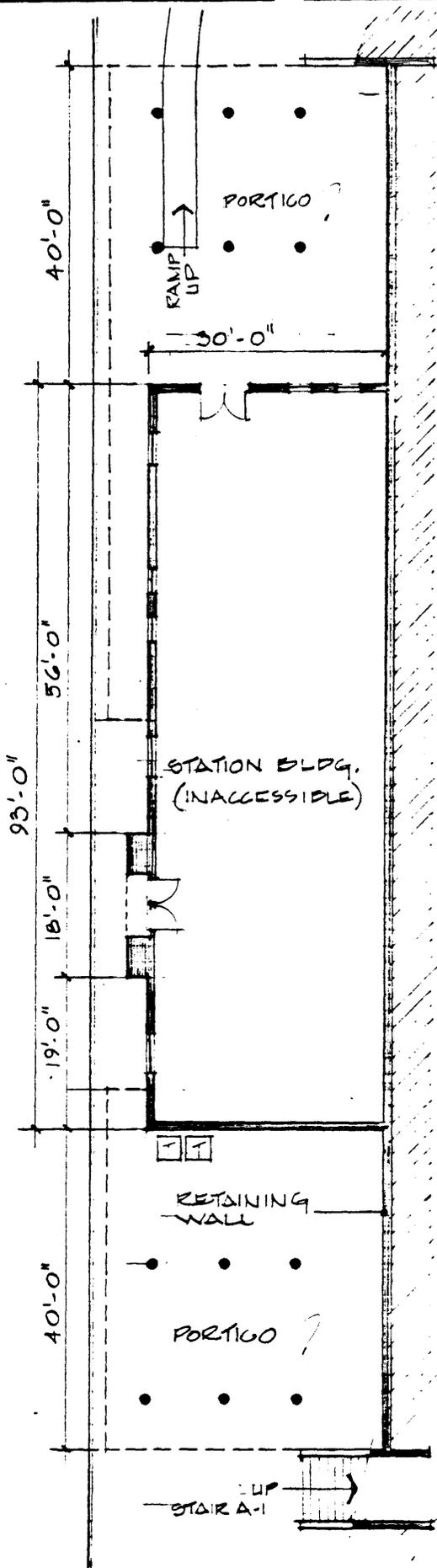


**AMPERE**  
**MONTCLAIR BRANCH**

SCALE: 1" = 10'-0"  
 DATE: OCT. '78



AMPERE PLAZA



FIRST FLOOR PLAN (STREET)

2,790 SQ. FT.

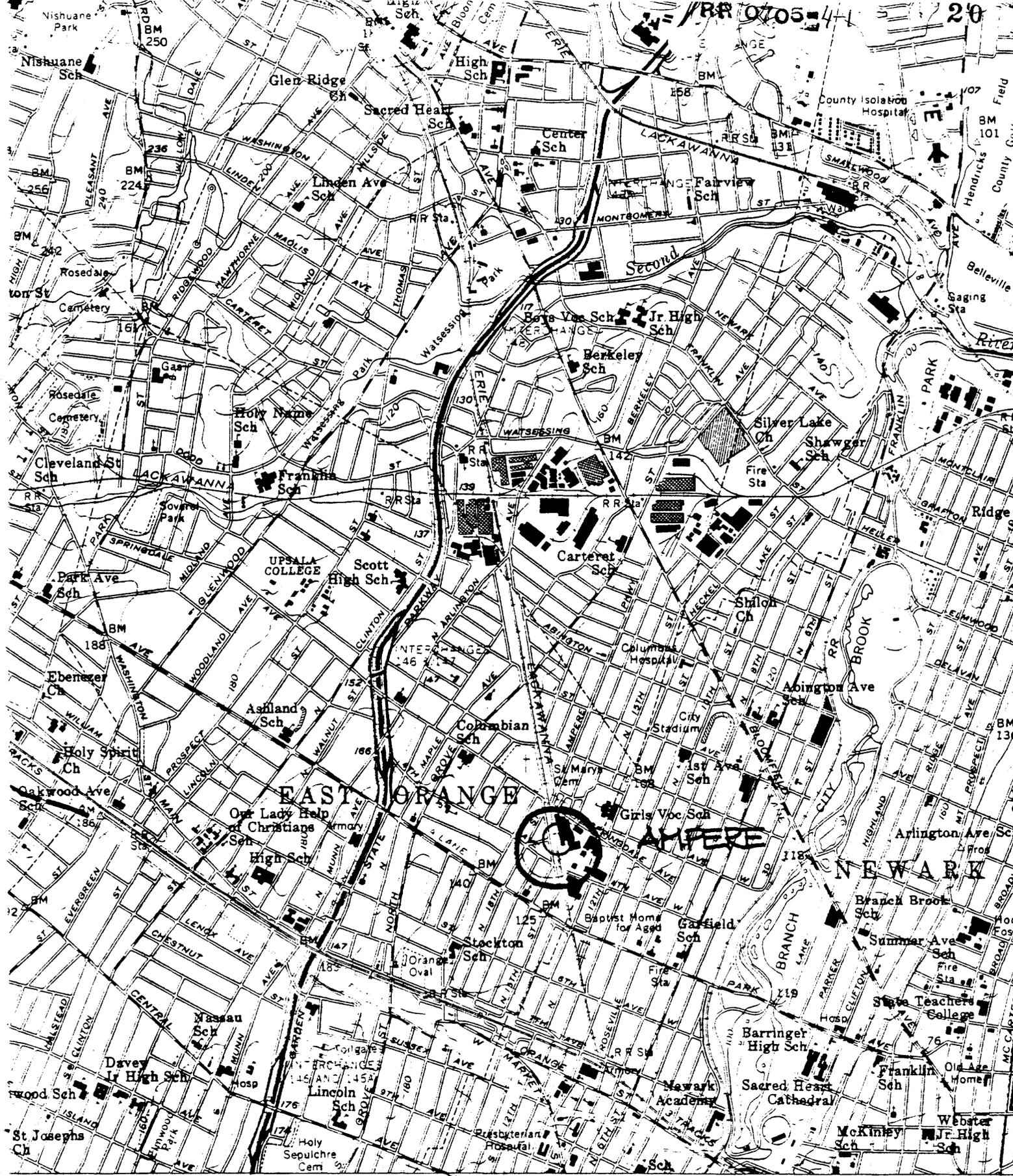


**AMPERE**  
MONTCLAIR BRANCH

SCALE: 1" = 10'-0"

DATE: OCT. '78





EAST ORANGE

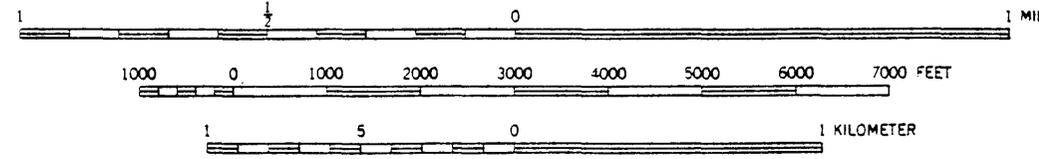
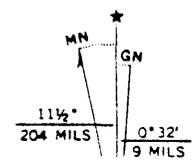
NEWARK

NEWARK

0.3 MI TO INTERCHANGE  
4 MI TO I-95 (INTERCHANGE 30)

1.9 MI TO NJ 21 (ELIZABETH) 6165 11 NW

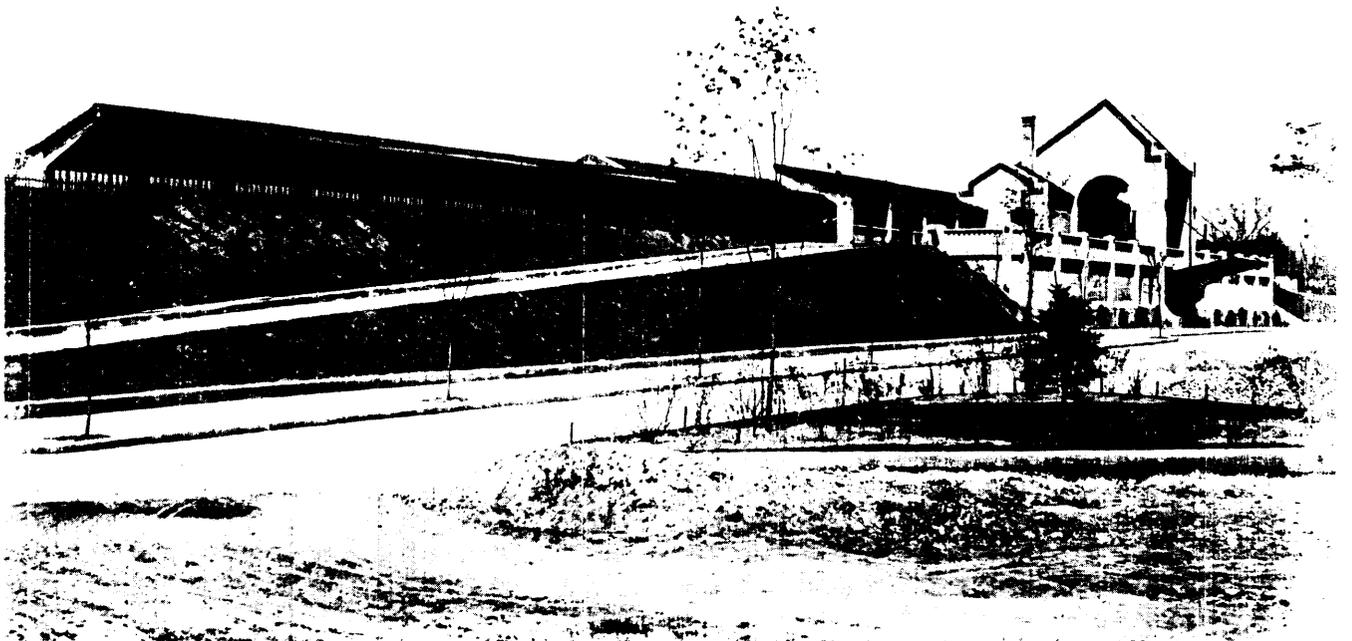
SCALE 1:24 000



74 4-3 Bloomfield Railroad Station (Taber, 20th, p. 74)



The old Bloomfield station with its single track is to the right, and the elevated new station is nearing completion in September 1911.



The completed Bloomfield station, looking north.

70 4-1 Ampere Railroad Station (Taber, 20th, p. 70)



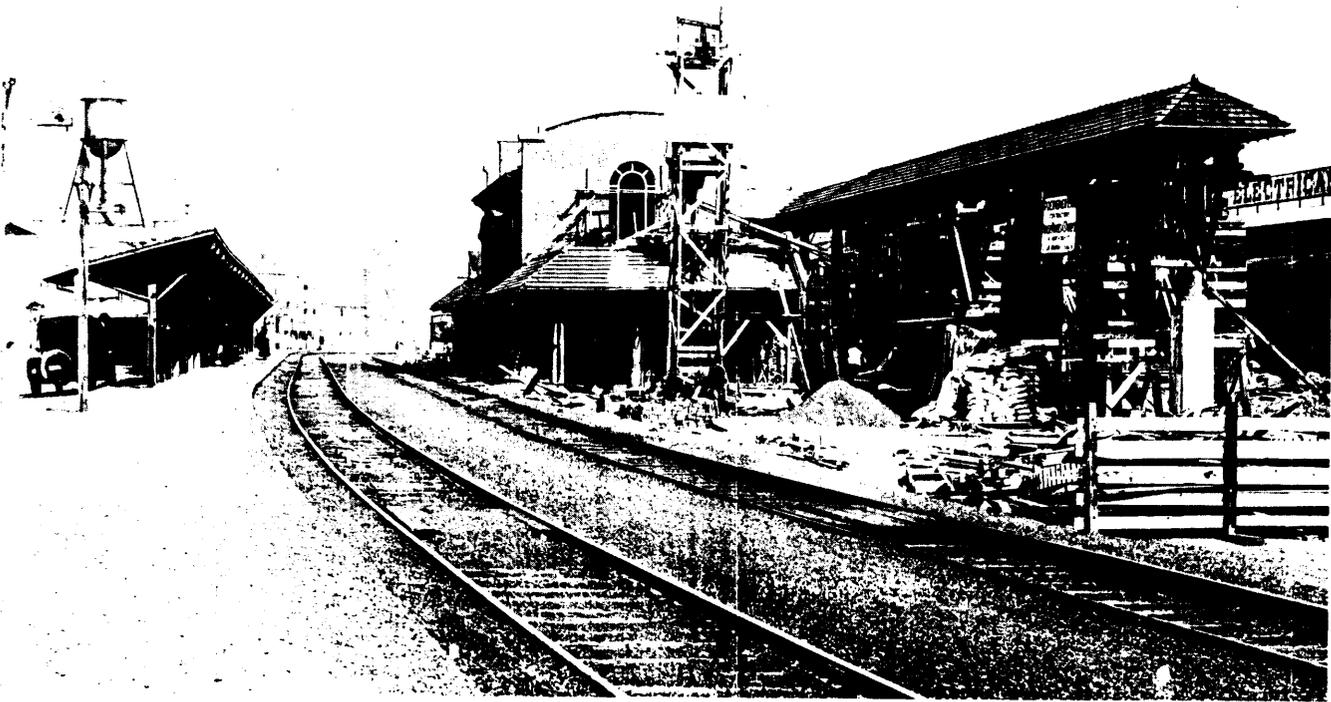
At Roseville Avenue in Newark, the tracks are 22 feet below ground. This view looks east. This station and cut were completed in December 1905. The Montclair Branch can be seen swinging off to the left. The Roseville Avenue tower is partially obscured behind the road bridge at the left.



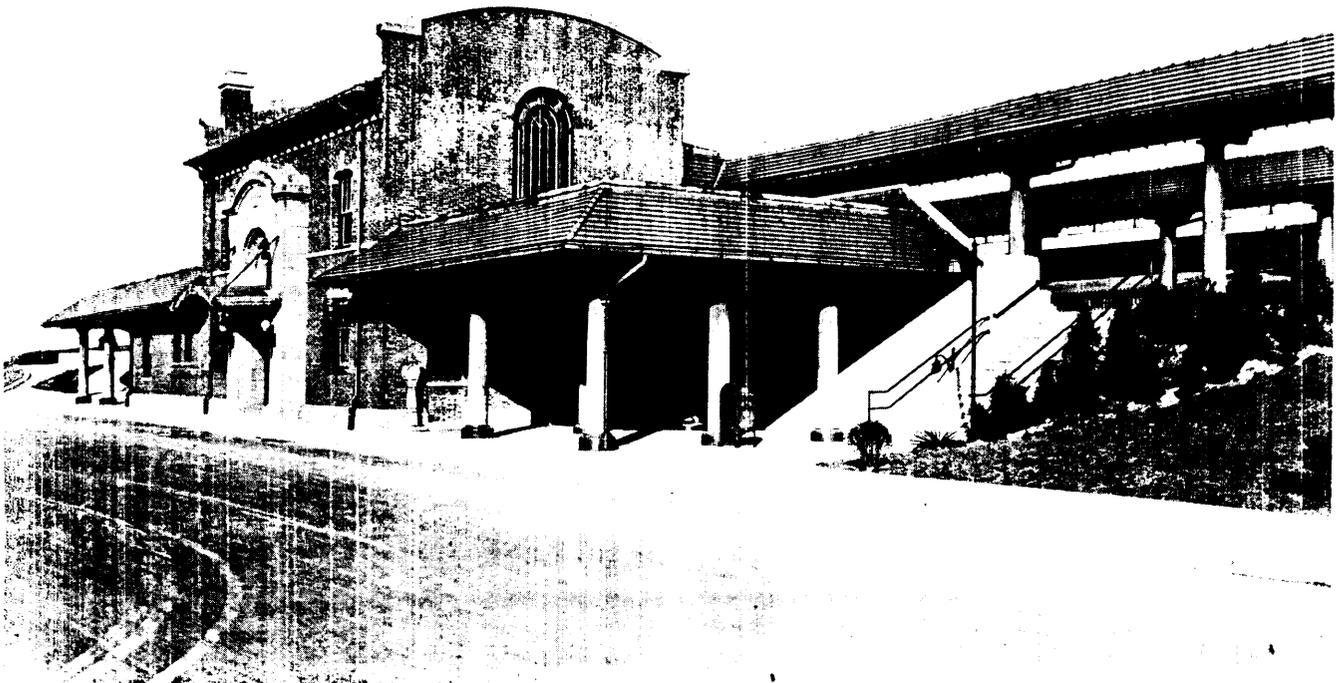
First stop on the Montclair Branch is Ampere in East Orange, so named for the Crocker Wheeler Company, manufacturers of electrical motors whose plant is across the tracks from the station. After Roseville Avenue was completed in 1905, a new Ampere station was built in 1907-08. Because of lack of cooperation from the East Orange borough government, the tracks were not changed and grade crossings remained at each end of the new station. Plans were completed in 1910 to double track the final 1.5 miles from Bloomfield to Montclair and eliminate all grade crossings on the 2.5 miles of the branch lying in Bloomfield, Glen Ridge, and Montclair. A new Montclair terminal would be constructed with the idea of future electrification of the line.

## 4-1 Ampere Railroad Station (Taber, 20th, p. 71)

71

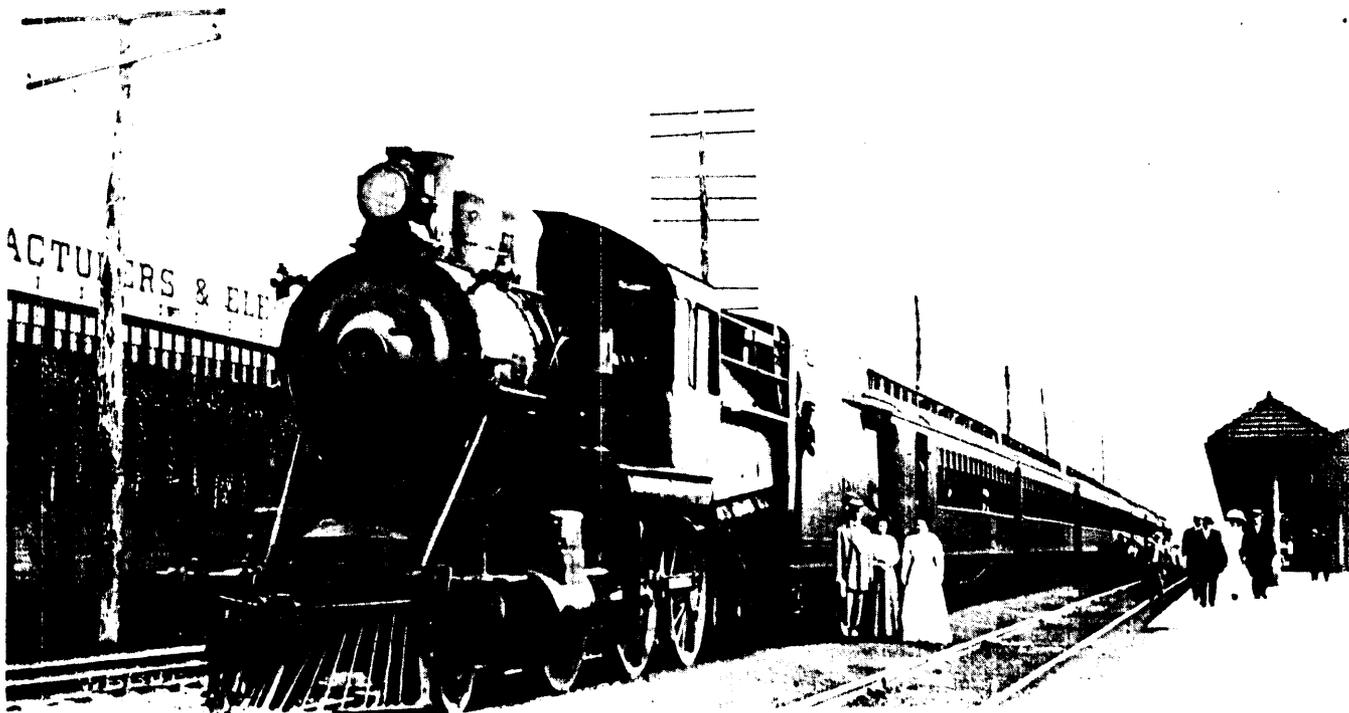


In 1921 the City of East Orange was forced by the courts to give approval and financial support to the Lackawanna's plans. At Ampere the two grade crossings would be eliminated by raising the tracks and lowering the streets. A temporary track was built to the west of the station, and a second floor was placed on the building. Three quarters of a mile of track was raised. This picture was taken in October 1921 with the second floor completed and the canopies being raised.



The newly completed Ampere station with the tracks raised about twelve feet.

186

4-1 Ampere Railroad Station (Taber, 20th, p. 186)

While an eight car train pauses at Ampere to unload, a group of three people pose for their picture by the Lackawanna's photographer. The engine is the 571. These fast freight engines had 63" drivers, and were often used on Montclair trips between freight runs. The minute or two lost going across the Meadows was made up by the greater power going up the grade out of Newark.



Engine No. 950 drifts into Dover with a four car local. Most photos showing Lackawanna engines taken prior to 1935 can be dated within three years because the railroad was continually changing something on the engines. The headlight at the top of the smoke box indicates that this picture was taken about 1910.

# SUMMARY

Station: Ampere

Line: Montclair Branch

## Index:

Field Survey Conducted October, 1978

- |          |  |
|----------|--|
| <u>X</u> | 1. Site Base at 1" = 100'  |
| <u>X</u> | 2. Floor Plan at 1" = 20'  |
| <u>X</u> | 3. Platform and Canopies   |
| <u>X</u> | 4. Station Building <u>      </u> Structural <u>      </u> 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:

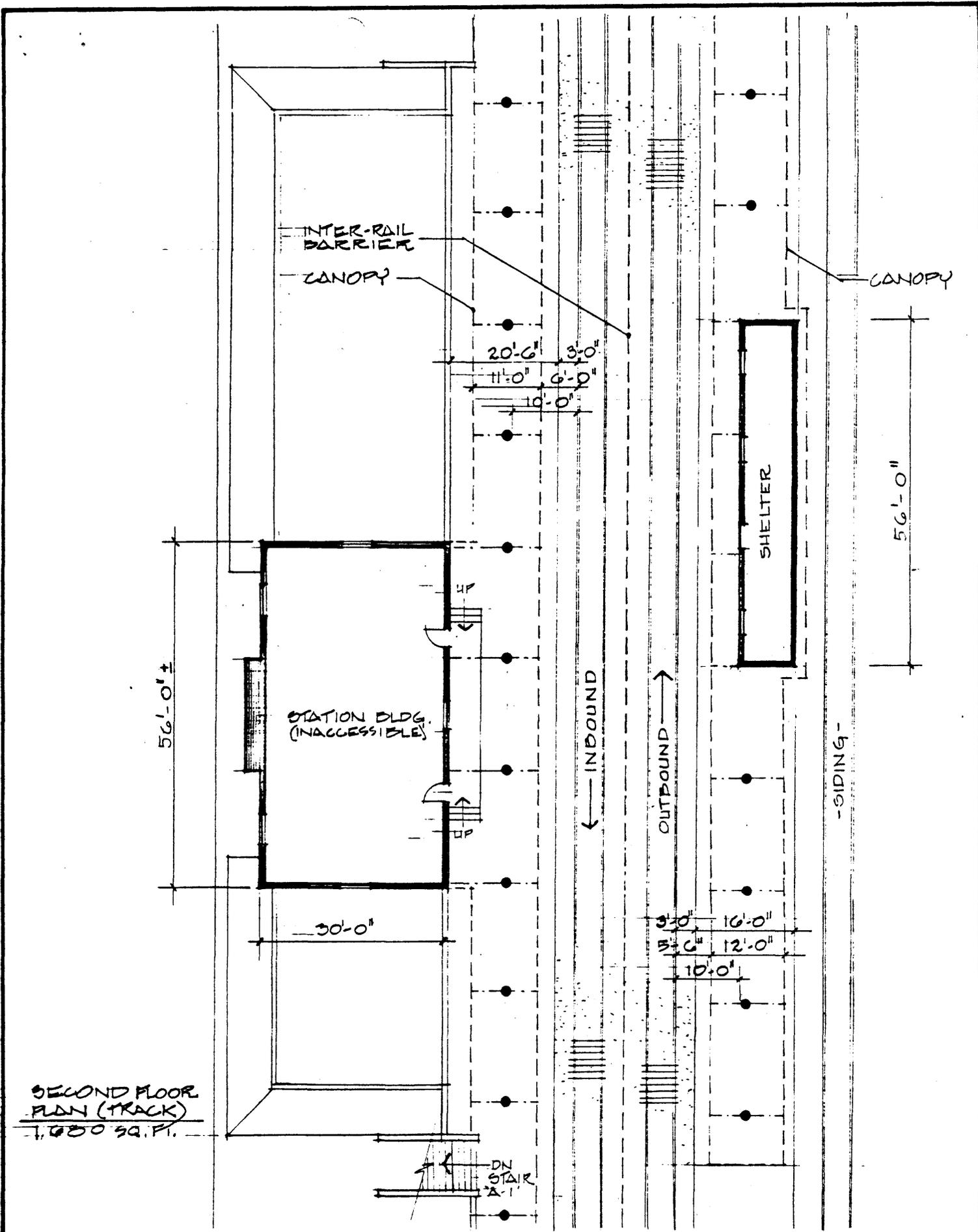
- |               |   |
|---------------|---|
| <u>X</u>      | Aerial Photograph at 1" = 400'                              |
| <u>X</u>      | Station Location Plan from USGS maps or Hagstrom Maps       |
| <u>X</u>      | Proposed Taking Lines of 900 Day Option Station Parcels     |
| <u>X</u>    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

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 76

Station Ridership Category: 6 Ownership: N.J.D.O.T.

Agent: No Hrs/Days:       

Rehabilitated (10 years or less) & Description: No



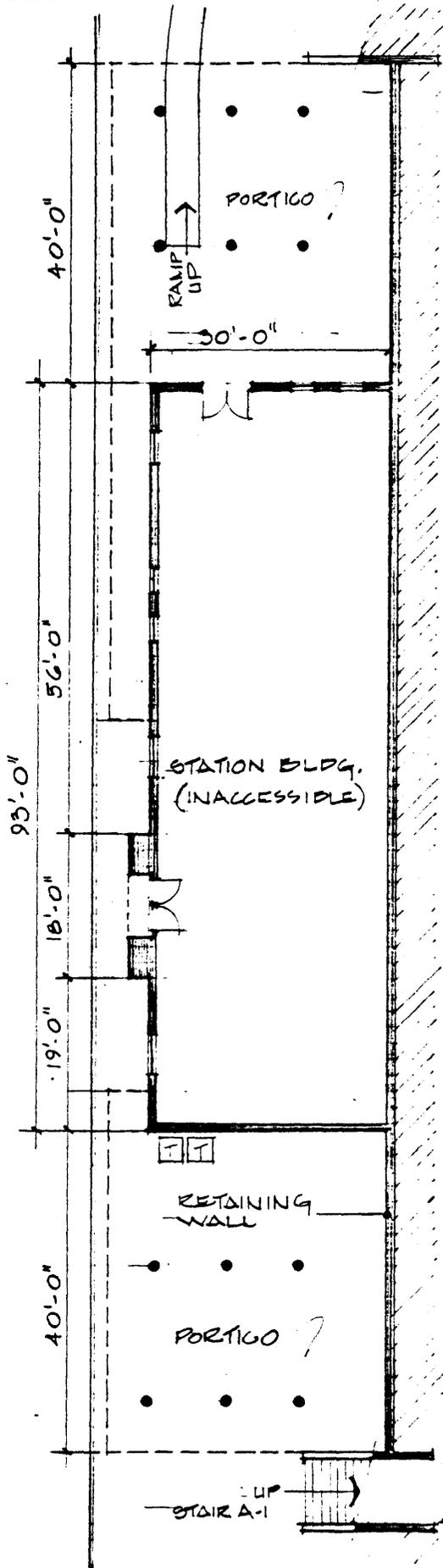
SECOND FLOOR  
 PLAN (TRACK)  
 1,680 SQ. FT.

**AMPERE**  
**MONTCLAIR BRANCH**

SCALE: 1" = 20'-0"  
 DATE: OCT. '78



AMPERE PLAZA



FIRST FLOOR PLAN (STREET)  
2,790 SQ. FT.



**AMPERE**  
**MONTCLAIR BRANCH**

SCALE: 1" = 20'-0"  
DATE: OCT. '78



# 3 PLATFORMS & CANOPIES

Station: AMPERE

NO. of TRACKS: In-Bound (NY (H), N) \* 1 Out-Bound 1 By-Pass \_\_\_\_\_ Inactive 1 I.B. \_\_\_\_\_ O.B. \_\_\_\_\_  
 At Grade \_\_\_\_\_ In-Cut (Walls) \_\_\_\_\_ Cross Slope \_\_\_\_\_ Elevated X 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:

RAIL TO EDGE PLATFORM:  $\pm 3'-0"$

PLATFORMS	IN-BOUND SIDE		— ISLAND — OUT-BOUND SIDE		ISLAND BET'N TRACK
	Length X Width	<u>946</u> x <u>14'</u>	<u>824'</u> x <u>16'</u>		
Height Above Top of Rail	<u>FLUSH</u>	<u>FLUSH</u>			
Platform Material	<u>CONC./ASPHALT</u>	<u>ASPHALT (OUGL CONC.)</u>			
Edge Material	<u>CONC./TREATED WOOD</u>	<u>TREATED WOOD</u>			
Safety Line, Material	<u>yes/no WHITE STRIPE</u>	<u>yes/no WHITE STRIPE</u>			yes/no _____
Guardrail (Locate)	<u>yes/no</u>	<u>yes/no</u>			yes/no _____
In-cut/Retaining Walls					
Lighting - Type,	<u>INCAND. (UNDER CAN.)</u>	<u>INCAND. (UNDER CAN.)</u>			
O.C., Setback f/rail	<u>36' o.c.</u>	<u>36' - o.c.</u>			
Seating-Mat'l & Qty.	<u>NONE</u>	<u>NONE</u>			
Stairs: (ramps used: <u>A</u> )					
yes / no) <u>8</u>					
Locate: <u>2</u>					
	<u>A</u> vert. rise <u>11'-0"</u> width <u>8'-0"</u>	<u>B</u> vert. rise <u>10'-6"</u> width <u>8'-0"</u>			vert. rise <u>ADD. INBD STAIRS -</u> width _____
	<u>A-1</u> • <u>8'-0"</u> <u>8'-0"</u>	<u>B-1</u> • <u>13'-6"</u> <u>8'-0"</u>			<u>A-3</u> • <u>13'-0"</u> <u>8'-0"</u>
	<u>A-2</u> • <u>2'-0"</u> <u>30'-0"</u>				<u>A-4</u> • <u>4'-0"</u> <u>16'-6"</u>

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

- INBOUND CONC. EDGE DAMAGED.
- INBOUND WOOD EDGE @ SPRINGDALE AVE. OVERPASS COLLAPSED
- STAIRS:
  - A • INCOMPLETE HANDRAIL, BROKEN RISER, INOPERABLE LIGHT @ PLATFORM LANDING
  - A-1 • INCOMPLETE HANDRAIL, TOP TREAD 3" ABOVE PLATFORM, NO LIGHTS
  - A-3, A-4 • CLOSED, LIGHT POSTS MISSING.
  - B • CONC. RAIL COLLAPSING, INOPERABLE LIGHT @ PLATFORM LANDING
  - B-1 • INCOMPLETE HANDRAIL, BROKEN RISER, CLG. LIGHT @ LOWER PLATFORM VANDALISED,

Continue on back of page -

CANOPIE/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>348'</u> x <u>11'</u>	<u>212'</u> x <u>12'</u>	<u>X</u>
Height (Lowest)	<u><math>\pm 13'</math></u>	<u><math>\pm 13'</math></u>	
Setback from Rail	<u>6'-0"</u>	<u>5'-6"</u>	
Structure w/Spacing	<u>18'-0" o.c.</u>	<u>18'-0" o.c.</u>	<u>← CONC. EDGE WD 3"</u>
Setback-Rail to Support	<u>10'-0"</u>	<u>10'-0"</u>	
Deck Material	<u>WOOD</u>	<u>WOOD</u>	
Roofing	<u>SPANISH TILE</u>	<u>SPANISH TILE</u>	
Shape	<u>Slope (Gable) Flat</u>		
Drainage	<u>COPPER GUTTER w/GALVANISED LEADERS</u>		
Lighting	<u>INCANDESCENT</u>	<u>INCANDESCENT</u>	

CONDITION (Note apparent poor conditions only):

- ROOFING MATERIAL DECAYED & MISSING.
- SOFFIT @ INBOUND STATION BLDG. PARTIALLY MISSING.
- REMOVAL OF OUTBOUND CANOPIE AND SHELTER ALTHOUGH CANOPIE COLUMNS SHOULD REMAIN

Continue on back of page

# 4 STATION BUILDING X

# SHELTER (NO ACCESS OR USE)

STATION: AMPERE

In-Bound (NY, H N) X In-Use NO; Out-Bound \_\_\_\_\_ In-Use \_\_\_\_\_; Number of Levels 2 I.B. \_\_\_\_\_ O.B. \_\_\_\_\_  
 Relation of Main to Track (under, over, level) Relation of Entry to Street FLUSH I.B. \_\_\_\_\_ O.B. \_\_\_\_\_  
 Roof Overhang - width: \_\_\_\_\_ Location: (refer to Floor Plan \_\_\_\_\_)  
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):  
 a) width \_\_\_\_\_ vertical rise \_\_\_\_\_ b) width \_\_\_\_\_ vertical rise \_\_\_\_\_  
 c) width \_\_\_\_\_ vertical rise \_\_\_\_\_ d) width \_\_\_\_\_ vertical rise \_\_\_\_\_

## EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONC. Doors UNKNOWN  
 Base Course CONC. (photo) \_\_\_\_\_ Roof Deck WOOD  
 Walls BRICK Roofing SPANISH TILE & ASPHALT SHINGLE  
 Trim WOOD Soffit WOOD  
 Windows - operable - yes / no; NOT ACCESSIBLE  
 Structural System (consultant \_\_\_\_\_) REINFORCED CONC.  
 Drainage COPPER GUTTER & GALVANISED LEADERS

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighti
1. Waiting Room _____ S.F.	<u>NOT</u>	<u>ACCESSIBLE</u>					
2. Ticket Office							
3. Mens Toilet							
4. Womens Toilet							
_____							
_____							
_____							
_____							

- A. Concessions and Businesses: Taxi \_\_\_\_\_ Newspaper stand/coin box \_\_\_\_\_ Pay Toilet \_\_\_\_\_ Vending Machines \_\_\_\_\_  
 Other: \_\_\_\_\_
- B. Waiting Room Seating: describe (photo): \_\_\_\_\_ Capacity \_\_\_\_\_
- C. Number of Public Phones and Locations: 2 BOOTHS OUTSIDE INBOUND END OF STATION BLDG.
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. \_\_\_\_\_ O.B. \_\_\_\_\_
- E. Describe visibility for surveillance for waiting rooms with and without agents: \_\_\_\_\_
- F. Is passage from the station to platforms sheltered: yes / no (photo description \_\_\_\_\_).
- G. Are public toilets, telephones and other station conveniences identified: yes / no
- H. Are lockers provided: yes / (no); trash receptacles: yes / (no), location: waiting room # \_\_\_\_\_  
 platform I.B. (NY) # \_\_\_\_\_, platform O.B. # \_\_\_\_\_, pick/up areas: \_\_\_\_\_ (photos)
- I. Mailbox: yes / (no)
- J. Water fountain: yes / (no); location: \_\_\_\_\_
- K. Describe other commuter conveniences: \_\_\_\_\_

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

4a STATION BUILDING X SHELTER

STATION: AMPERE

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

CONDITION: \*

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

Foundations:

Walls/Doors/Windows: ENTIRE STATION BOARDED UP - NO ACCESS

Stairs:

Roof/Drainage: SOFFIT FALLING AWAY IN PLACES - DRAINAGE TORN AWAY IN PLACES.

Other

Interior (locate elements by room; photograph poor conditions)

Walls, Doors/Windows:

Floor:

NO ACCESS

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: Ampere

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

There is an industrial area to the west of the station building, across the tracks. To the east, across Ampere Plaza, which is an excessively wide street, are commercial activities and a small urban shopping mall. The main station entrance is in direct line with Whitney Place, which is the central axis of the shopping area.

There is adequate surveillance of portions of the platforms and canopy area, but there are some shadows, nooks and crannies available for 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 boarded-up; the extreme lack of maintenance and general deterioration of the condition of the station has a negative effect upon the community. It is not part of the main stream of activity, but due to its location and accessibility, it could be a part of the main stream of pedestrian and commercial activity.

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

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

4. Question the ticket agent about vandalism problems.