

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 0719-  
Survey # 2-10

# NEW JERSEY TRANSIT RAILROAD STATION SURVEY

## 1. IDENTIFICATION

- A. Name:  Common South Orange Station Line: Hoboken Division  
Historic Morristown (DL&W)
- B. Address or location:  County: Essex  
19 Sloan Street Municipality: South Orange Village  
So. Orange, N.J. 07078 Block & lot:
- C. Owner's name: N. J. Transit  
Address: Newark, N. J.
- D. Location of legal description: Recorder of Deeds, Essex County Court-house, Raymond Boulevard, Newark, N.J.
- E. Representation in existing surveys: (give number, category, etc., as appropriate)

HABS \_\_\_\_\_ HAER \_\_\_\_\_ ELRR Improvement \_\_\_\_\_ NY&LB Improvement \_\_\_\_\_

Plainfield Corridor \_\_\_\_\_ NR(name, if HD) \_\_\_\_\_

NJSR (name, if HD) \_\_\_\_\_

NJHSI (#) \_\_\_\_\_

Northeast Corridor \_\_\_\_\_

Local \_\_\_\_\_ (date \_\_\_\_\_)

Modernization Study: site plan  floor plan  aerial photo \_\_\_\_\_

other views \_\_\_\_\_ photos of NR quality?  No

## 2. EVALUATION

- A. Determination of eligibility: SHPO comment? \_\_\_\_\_ (date \_\_\_\_\_)  
NR det.? \_\_\_\_\_ (date \_\_\_\_\_)
- B. Potentially eligible for NR: yes  possible \_\_\_\_\_ no \_\_\_\_\_  
individual \_\_\_\_\_ thematic
- C. Survey Evaluation: 175/205 points

FACILITY NAME: South Orange

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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.) 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: 3

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 S. Orange complex consists of a reinforced concrete track elevation, a two-level brick and concrete station in eclectic style, an attached steel frame inbound canopy, two brick outbound shelters and a similar stair pavilion (all built beneath a free standing steel frame island canopy), and platforms on either side of the mainline tracks. The station is built both adjoining and beneath the elevation, such that the complex is fully integrated functionally and formally. Its site is constricted in the midst of an urban commercial district. There are a few parking spaces along Sloan Street E of the station (1) and in (2) large off-street lots E of Sloan Street. Since the tracks are elevated, access to the platform is restricted to stairs at the N end (C), the S end (A) (B) and (2) double staircases inside the station. Each entry point is served by a tunnel; there is no access from the W side of the track elevation. There is no landscaping.

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### 3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound 664' asphalt and concrete platform edged with a concrete  
balustrade
- Outbound
- 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 the South Orange station, 15 bays long, is centrally attached to the W facade of the station for 7 bays. A steel frame and concrete gabled deck, sheathed in Spanish tile, is supported on a single row of iron beams (red) and iron brackets. Several mercury vapor lighting fixtures are attached to the framing. Gutters and downspouts are aluminum. No benches are provided. Originally, gutters and downspouts were copper and lighting probably incandescent bulbs with circular metal shades. Otherwise, all materials appear original.

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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 South Orange station consists of two parts. The most conspicuous, adjoining the elevated roadbed on the E, is a 2-story red brick block with a hipped roof, its main ridge paralleling the tracks. Flanking it on the N and S and sharing a common facade line on the E are symmetrical wings, with slightly lower hipped roofs. The E facade contains a central 2-story 50-pane window in a segmental arch surround with a decorative brick panel below. Flanking the window on either side at track level are a 4/4 window, a grouping of (5) 6 p. windows and another 4/4 window. At street level the wings consist of open arcades, except for the last bays at either end. These are enclosed and have paired 2/2 windows, (that on the S contains an elevator, boarded). (The N arcade has recently been enclosed with plate glass for commercial use and the N windows boarded.) The W facade contains a central grouping of (5) 6-pane windows, flanked on the N by a double leaf 3/1 panel door with 6-pane transom, another (5) 6-pane windows, and a 4/4 window; and on the S by a similar door, 6-pane grouping, and a 4-panel freight door with 12-pane transom. The N facade contains a triple grouping of 6-pane windows at track level and at street level, a grouping consisting of a 1-panel door and 6-pane fixed panel on the E and a double 6-pane door with 6-pane transom, on the W. The S facade is blank at track level, but contains a double 6-pane door with 6-pane transom and a 1/1 panel paired with a door at street level.

The second part of the station consists of a 1-story block built beneath the elevated roadbed immediately W of the 2-story block. There are paired 4/4 windows and a 6-pane door with 4-pane transom facing the S arcade on the E facade, (6) paired 2/2 windows on the W facade, 3 large small-paned window groupings (removed) and a door with 4-pane transom (removed) on the N facade, and, on the S facade, (2) central paired 2/2 windows flanked on the W by paired 4/4 windows, a 6/6 window, and a 12/2 panel freight door; and on the E by a 12/2 panel freight door, and (2) paired 2/2 windows.

The boiler room is located 3 bays S of the second block and also is built beneath the elevated roadbed. All walls are poured concrete.



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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 S. Orange station are on two levels. The major space situated beneath the tracks is the Waiting Room (1), distinguished by 6 massive concrete Doric-like piers with oversized concrete cushions. On axis at the E end of the space is a monumental double staircase to 2 sections of the track level Waiting Room (1A). At the opposite end of the space another double staircase leads to the island. W of this staircase are the Men's and Ladies' Rooms (3) (4). Adjoining the Waiting Room on the S is the Ticket Office (2), and W of it, the Freight and Storage Room (5). The waiting rooms have terrazzo floors, brick wainscots, and plaster walls and ceiling. The Smoking Room and Lounge each have terrazzo floors, wood wainscots, and plaster walls and ceiling. The Ticket Office and Freight and Storage Room have concrete floors, matched board wainscots, and plaster walls and ceilings. (See finish schedules which follow.) With the exception of lighting fixtures most all materials appear original. However, plastered surfaces have obviously been repainted.



FACILITY NAME: S. Orange

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>6</u>
NAME <u>Ticket Office</u>	NUMBER ON FLOOR PLAN <u>2</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>poured concrete</u>	<u>asphalt tile</u>
Base: <u>board, poss. varn.</u>	<u>(stain)</u>
Wainscot: <u>vert. match. board, poss. varn.</u>	<u>(stain)</u>
Walls: <u>plaster</u>	<u>paint (beige)</u>
Ceiling: <u>plaster</u>	<u>paint (beige)</u>
Trim: <u>wood molded chairrail, frames, ticket window surrounds poss. varn.</u>	<u>(stain)</u>
Doors: <u>? (1)</u>	<u>boarded)</u>
Seating: <u>none</u>	
Lighting: <u>hang. incan. fixs.</u>	<u>(2) ceiling mounted fluorescent fix.</u> <u>(2) hang. fluorescent fixs. at ticket window</u>
Other: <u>built in wood counter cabinets (W wall, N wall)</u>	<u>ceiling mounted space heater (SW corner)</u>

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

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>6</u>
NAME <u>Men's Room</u>	NUMBER ON FLOOR PLAN <u>3</u>
	<u>Existing, if different</u>
Floors: <u>Original Smoking Room</u> <u>terrazzo (gray)</u> <u>tile border (purple, orange, black,</u> <u>white)</u>	<u>_____</u>
Base: <u>ceramic tile (green)</u>	<u>_____</u>
Wainscot: <u>wood molded panel, poss. varn.</u>	<u>paint</u> <u>(red)</u>
Walls: <u>plaster</u>	<u>paint</u> <u>(beige)</u>
Ceiling: <u>poured concrete</u>	<u>paint</u> <u>(beige)</u>
Trim: <u>wood molded chairrail, sills, frames</u> <u>poss. varn.</u>	<u>paint</u> <u>(red)</u>
Doors: <u>6 p. with seq. arch.</u>	<u>paint</u> <u>(red)</u>
Seating: <u>(3) built-in benches, matched</u> <u>board (1-N) (2-S) poss. varn.</u>	<u>paint</u> <u>(red)</u>
Lighting: <u>(1) hanging incan. fix.</u>	<u>(1) hang. MV fix.</u>
Other: <u>radiator in wainscot (N. wall)</u>	<u>_____</u>

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

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 6NAME Men's RoomNUMBER ON FLOOR PLAN 3

	<u>Original Toilet 3A</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo (gray)</u> <u>tile border (purple, orange, black,</u> <u>white)</u>	<u>_____</u>
Base:	<u><del>ceramic tile (white)</del></u>	<u>_____</u>
Wainscot:	<u>ceramic tile (white)</u>	<u>_____</u>
Walls:	<u>plaster</u>	<u>paint</u> <u>(beige)</u>
Ceiling:	<u>poured concrete</u>	<u>paint</u> <u>(beige)</u>
Trim:	<u>none</u>	<u>_____</u>
Doors:	<u>1 panel; (4) (1/2) panel (stall)</u> <u>poss. varn.</u>	<u>paint</u> <u>(red)</u>
Seating:	<u>none</u>	<u>_____</u>
Lighting:	<u>1 hanging incan. fix.?</u>	<u>1 ceiling attach. fluor. fix .</u>
Other:	<u>1 toilet</u> <u>3 urinals</u>	<u>2 toilets</u> <u>1 basin</u>



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

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 6NAME Ladies' RoomNUMBER ON FLOOR PLAN 4

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>Original toilet 4A terrazzo (gray) tile border (purple, white, orange, black)</u>	<u>Existing, if different</u>
Base:	<u>ceramic tile (white)</u>	<u>Existing, if different</u>
Wainscot:	<u>ceramic tile (white)</u>	<u>Existing, if different</u>
Walls:	<u>plaster</u>	<u>paint (beige)</u>
Ceiling:	<u>poured concrete</u>	<u>paint (beige)</u>
Trim:	<u>none</u>	<u>Existing, if different</u>
Doors:	<u>1 panel; (2) (1/2) panel (stall) poss. varn.</u>	<u>paint (red)</u>
Seating:	<u>none attached</u>	<u>paint board bench (brown)</u>
Lighting:	<u>1 hang. incan. fix. ?</u>	<u>ceiling attached fluor- escent fixtures</u>
Other:	<u>marble partitions</u>	<u>new fixtures</u>



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

STATION - ROOM AND FINISH SCHEDULE		NUMBER OF ROOMS <u>6</u>
NAME <u>Upper Level Waiting Room</u>		NUMBER ON FLOOR PLAN <u>1A</u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo (gray) tile border (black, brown, white, tan)</u>	<u>_____</u>
Base:	<u>ceramic tile (green)</u>	<u>_____</u>
Wainscot:	<u>brick, tan, common bond</u>	<u>_____</u>
Walls:	<u>plaster</u>	<u>paint (beige)</u>
Ceiling:	<u>plaster, seg. arch.</u>	<u>paint (beige)</u>
Trim:	<u>wood molded frames, geometric pat- tern sidelight mullions in center windows poss varn.</u>	<u>paint (red)</u>
Doors:	<u>(2) 3 p. double with 6 p. transom poss. varn.</u>	<u>paint (red)</u>
Seating:	<u>(4) built in match board benches with radiator behind back</u>	<u>_____</u>
Lighting:	<u>(5) hang. incan. fixs.?</u>	<u>(5) hang. MV fixs.</u>
Other:	<u>geometric pattern iron balustrade with wood rail</u>	<u>(2) ceiling attach. (stain) space heaters</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE		NUMBER OF ROOMS <u>6</u>
NAME <u>Boiler Room</u>		NUMBER ON FLOOR PLAN <u>        </u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>poured concrete</u>	<u>        </u>
Base:	<u>none</u>	<u>        </u>
Wainscot:	<u>none</u>	<u>        </u>
Walls:	<u>poured concrete</u>	<u>        </u>
Ceiling:	<u>poured concrete</u>	<u>        </u>
Trim:	<u>none</u>	<u>        </u>
Doors:	<u>wood panel</u>	<u>(boarded)</u>
Seating:	<u>none</u>	<u>        </u>
Lighting:	<u>incan. fixs. ?</u>	<u>4 incan. fixs.</u>
Other:	<u>        </u>	<u>boiler</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

Fill out separate sheet for each additional structure in complex.  
Refer to, and key with, site plan.

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

INTERIOR FINISH SCHEDULE N AND S SHELTERS NOT ACCESSIBLE

STAIR PAVILION  
Number of rooms: 3

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>poured concrete steps</u>	_____
Base:	<u>ceramic tile (green)</u>	_____
Wainscot:	<u>brick, common bond (tan)</u>	_____
Walls:	<u>plaster</u>	<u>paint (beige)</u>
Ceiling:	<u>poured concrete</u>	<u>paint (beige)</u>
Trim:	_____	_____
Doors:	<u>(2) 3/1 panel with 6 p. transoms, poss. varn.</u>	_____
Seating:	<u>none</u>	_____
Lighting:	_____	_____
Other:	_____	_____

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### 3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound

Outbound

Between tracks 664' asphalt and concrete platform with evenly spaced  
MV lamps on poles

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

The island canopy at the S. Orange station, 15 bays long, consists of a gabled steel frame and concrete deck, sheathed in Spanish tile, and is supported on a single row of steel beams (red) and steel brackets. Several MV lighting fixtures are attached to the framing. Gutters and downspouts are aluminum. No benches are provided. Reading from N to S, the 3rd, 4th, 7th, 8th, 9th, 12th, and 13th bays have brick walled pavilions built into them which comprise the outbound shelter.

Originally, gutters and downspouts were copper; lighting probably consisted of incandescent bulbs with circular metal shades. Platform lamps were also incandescent. Otherwise, all materials appear original.

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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 South Orange shelter is built into the island canopy in three parts. Reading from N to S, the 3rd and 4th bays comprise the N shelter. The E and W facades each contain (2) groups of (4) 9 pane windows, (boarded) while the N and S facades each contain a double door with transom (boarded). The 7th, 8th, and 9th bays comprise the stair pavilion. The E and W facades each contain a central grouping of (5) 15 pane windows (boarded on E) flanked by groupings of (4) 9 pane windows, while the N and S facades each contain double 3/1 panel doors with a 6 pane transom. The 12th and 13th bays comprise the S shelter which is identical to the N shelter (also boarded). Most materials appear original.

FACILITY NAME South Orange

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

Fill out separate sheet for each building at facility.

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

## EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall, steel frame and concrete roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>tooled concrete</u>	_____
Walls:	<u>brick, red stretchers, purple headers, Flemish bond</u>	_____
Trim:	<u>concrete sills</u>	_____
Doors:	<u>(6) 3/1 panel doubled with 6 pane transom</u>	_____
Roofing:	<u>Sp. tile</u>	_____
Soffit:	<u>concrete</u>	_____
Windows:	<u>(48) 9 pane; (10) 15 pane</u>	_____
Lighting:	<u>(see island description)</u>	_____
Signage:	<u>(4) board (black with gold type) wall attached and (2) at ends of canopy</u>	_____
Drainage:	<u>(see island description)</u>	_____
Other:	_____	_____

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

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

NOT ACCESSIBLE

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	Frank J. Nies	source	plans
Date	1916	Source	D.L.&W
Alteration dates		Source	
Style	Renaissance Revival with Prairie style elements		
# passenger trains/day (present)	80 in 1980	Peak (#, Yr.)	112 in 1940
Original station on site			87 in 1901

The South Orange station is a good example of the eclecticism common to the architecture of the early twentieth century. Its interior with its brick, tile, and wood paneled wainscots recalls the Renaissance Revival tradition, yet its multi-pane casement windows and segmental arch surrounds seem to relate to the Prairie style. The complex was designed "in house" by the D. L. & W staff and bears vague resemblance to the E. Orange and Brick Church stations, which it predates by several years.

The complex is the first to have been elevated on cylindrical concrete piers. A similar arrangement was followed when the stations in East Orange were built (East Orange and Brick Church). The main waiting room is built into the base of the track elevation and the piers are exposed. The large E facade window, (although it illuminates only the double staircase rather than a monumental waiting room as one might expect), adds to the visual impact of the building as it interacts with the similarly detailed firestation to the S.

The South Orange area has always been an important stop in the D. L. & W. Many local trains originate and end here, involving the transfer of many passengers. Until the early 1950s Pullman tickets could be purchased, indicating that there was a sizable long distance business from South Orange.

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on site plan.

Acreage: c. 1.5 acres

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

7. REFERENCES

BIBLIOGRAPHIC:

Delaware, Lackawanna, and Western Railroad, annual report, 1916.  
Plans, South Orange station (New Jersey Transit)

ICONOGRAPHIC:

photos: Hyer and Zec, Railroads of New Jersey, p. 25. plans, Ibid.

(ca. 1916) photos: Taber, Thomas, The Delaware, Lackawanna, and Western Railroad, 1900-1960. p. 88.

8. PHOTO

Negative index # - or NJT photo # - slide # 2-10  
Date 1980 Photographer Charles Ashton  
Loc. of negative NJ Transit Direction of view: Station from East

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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) |
| grade separation common | <u>X</u> | (10) |
- iii. Original station on site
- |     |      |
|-----|------|
| ___ | (15) |
|-----|------|
- iv. Representative of a line's standard design
- |     |      |
|-----|------|
| ___ | (10) |
|-----|------|
- v. Constructed prior to 1900
- |     |      |
|-----|------|
| ___ | (15) |
|-----|------|
- vi. Junction station
- |     |      |
|-----|------|
| ___ | (10) |
|-----|------|
- vii. Former long-distance service
- |     |      |
|-----|------|
| ___ | (10) |
|-----|------|
- viii. Other
- |     |      |
|-----|------|
| ___ | (10) |
|-----|------|
- ix. Less than 50 years old
- |     |       |
|-----|-------|
| ___ | (-30) |
|-----|-------|

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## B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Renaissance Revival with Prairie Style elements
- a. Example of a particular architectural style (check one)
- |             |          |      |
|-------------|----------|------|
| Outstanding | ___      | (50) |
| Excellent   | ___      | (40) |
| Very good   | ___      | (30) |
| Good        | <u>X</u> | (20) |
| Fair        | ___      | (10) |
- b. Rare survivor of style
- |            |          |      |
|------------|----------|------|
| nationally | ___      | (20) |
| state-wide | <u>X</u> | (15) |
| locally    | ___      | (10) |
- c. As example of railroad architecture
- |                  |          |      |
|------------------|----------|------|
| rare             | ___      | (30) |
| unusual or early | <u>X</u> | (15) |

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## CRITERIA CONT.

- ii. ARCHITECT (check one)
- a. building by architect important
- nationally \_\_\_\_ (25)  
state-wide \_\_\_\_ (20)  
locally \_\_\_\_ (15)
- b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer X (20) Frank J. Nies
- c. building designed by railroad and is known or appears to be the work of the staff \_\_\_\_ (5)
- d. architect identified but not considered to be of special importance \_\_\_\_ (5)
- iii. OVERALL ARCHITECTURAL QUALITY (check one)
- a. Outstanding composition, siting, or craftsmanship \_\_\_\_ (40)
- b. Notable composition, siting, or craftsmanship, or possessing especially picturesque or unusual exterior detailing X (25) composition
- c. Possessing some detail(s) of particular interest and/or quality \_\_\_\_ (15)
- d. Average quality or interest \_\_\_\_ (5)
- iv. SPECIAL QUALITIES
- a. Noteworthy overall interior design or detailing \_\_\_\_ (15)
- b. Some noteworthy interior detailing X (5) vaulted tile interior  
(\_\_\_\_ interior not accessible)
- c. Part of cohesive complex
- 1) station and shelter X (5)  
2) more than two buildings \_\_\_\_ (10)
- v. CONSTRUCTION
- a. Noteworthy example of particular construction method \_\_\_\_ (30)
- b. Rare or early survivor of particular method \_\_\_\_ (20)
- c. Interesting example of method \_\_\_\_ (5)

FACILITY NAME: S. Orange

## 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)  |
| 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                  | <u>X</u> | (5)   |
| c. Fair                  | ___      | (0)   |
| d. Poor                  | ___      | (-10) |
| e. Severely deteriorated | ___      | (-25) |

## iii. RELATIONSHIP TO COMMUNITY

- |                               |          |       |
|-------------------------------|----------|-------|
| a. Pivotal building           | <u>X</u> | (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                 | <u>X</u> | (25) |
| c. Good                      | ___      | (20) |
| d. Average                   | ___      | (15) |
| e. Possible, with difficulty | ___      | (10) |

90

TOTAL

205

FACILITY NAME: S. Orange

Attach copy of site plan

     continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: August 1981

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

UNDER PAS.  
STAIR 'C'

SOUTH ORANGE

AVENUE

COMMERCIAL

SHELTER

INBOUND

OUTBOUND

STATION BUILDING

PARKING Lot #1  
(27 STALLS)

PARKING  
(2 HR. LIMIT)

UNDERPASS  
[WAITING ROOM 1A  
STREET LEVEL]

CANOPY  
304' x 19'

SHELTER

SLOAN STREET

BUS STOP

BUS SHELTER

FIRST STREET

CANOPY  
304' x 19'

PLATFORM  
669' x 19'

PLATFORM  
669' x 26'

FIRE HOUSE

PARKING  
(2 HR. LIMIT)

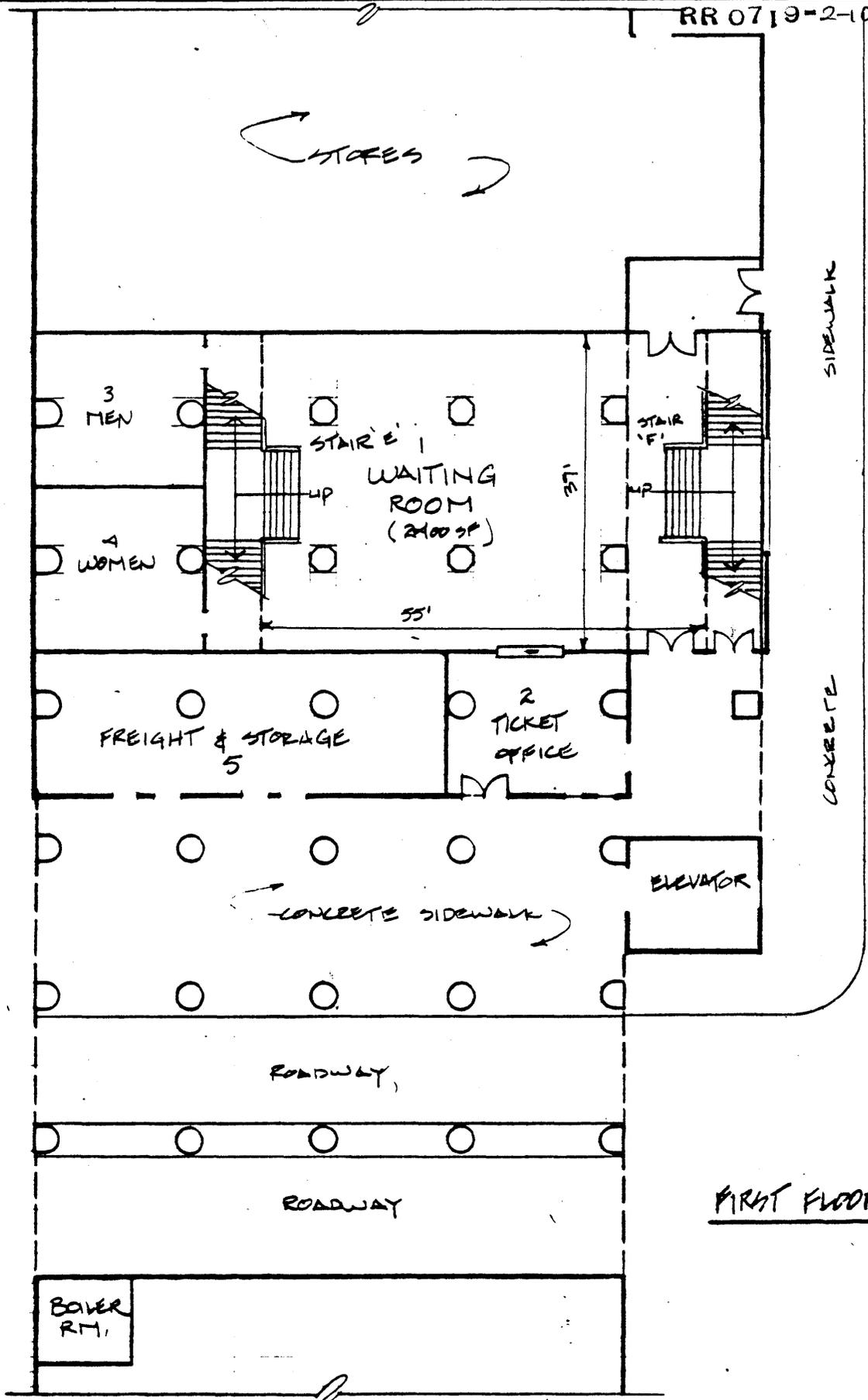
IRON FENCE  
BARRIER

STAIR 'A' & 'B'

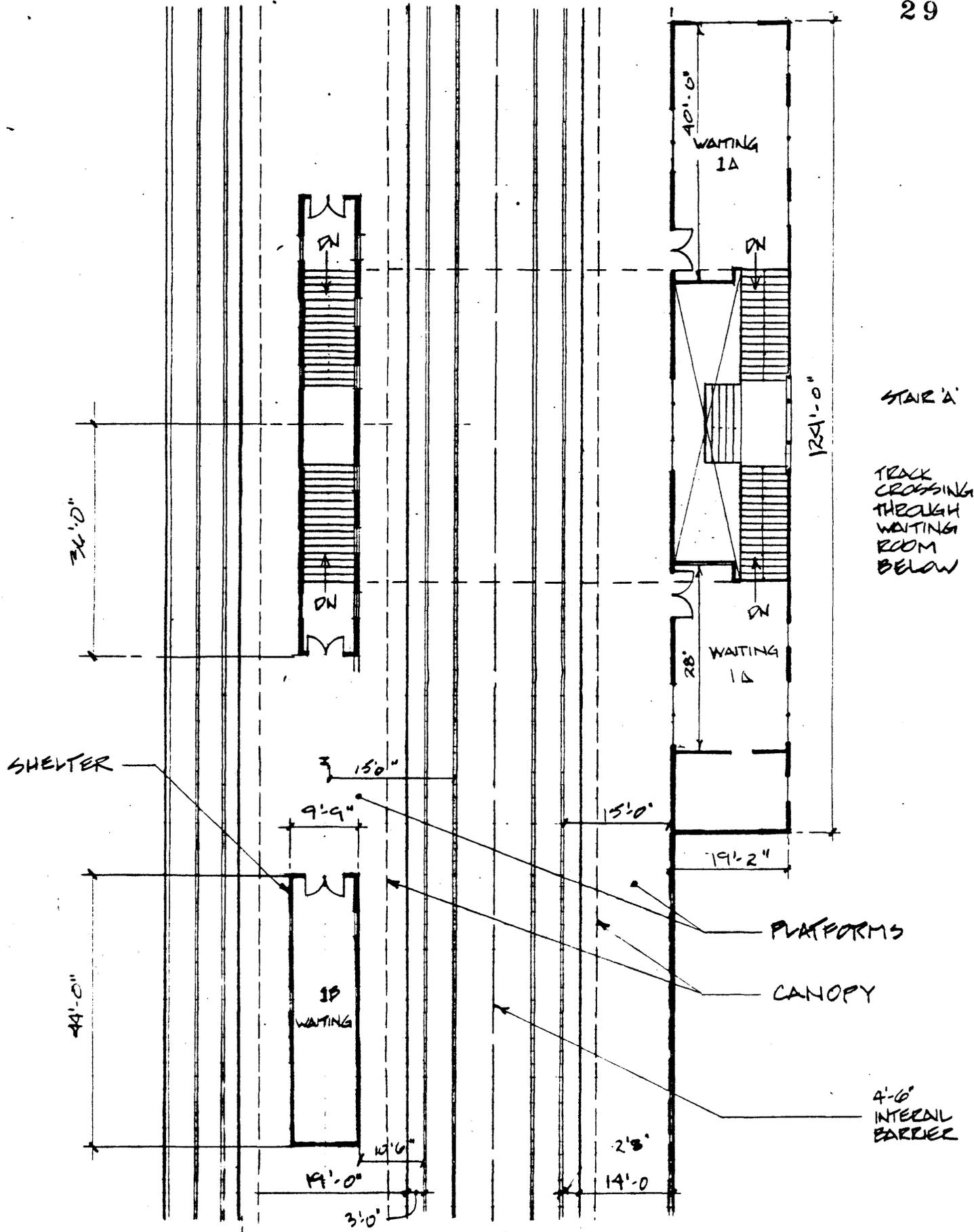
UNDERPASS

SECOND STREET

INDUSTRIAL



FIRST FLOOR PLAN



SHELTER

STAR 'A'  
TRACK CROSSING THROUGH WAITING ROOM BELOW

PLATFORMS  
CANOPY

4'-6" INTERNAL BARRIER

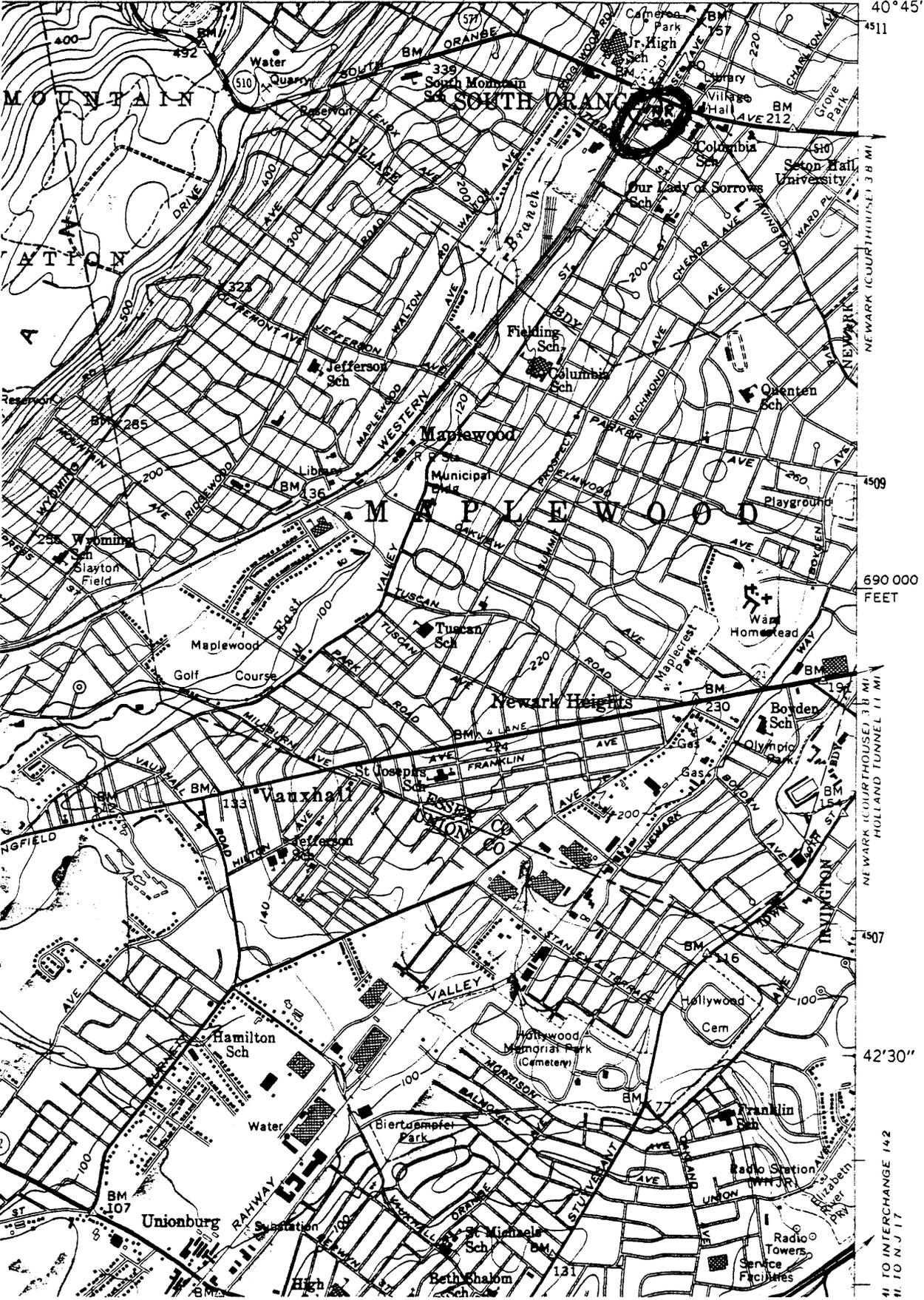
ROSELLE QUADRANGLE  
NEW JERSEY  
7.5 MINUTE SERIES (TOPOGRAPHIC)

61651 SW  
(ORANGE)

17°30" 560

2.5 MI. TO N.J. 10  
2.1 MI. TO N.J. 508 2 110 000 FEET

563 74°15'



40°45'  
4511  
38 MI  
NEWARK (COURTHOUSE)  
4509  
690 000  
FEET  
38 MI  
NEWARK (COURTHOUSE)  
HOLLAND TUNNEL 11 MI  
4507  
42°30"  
142  
41 TO INTERCHANGE  
11 TO N.J. 17

# SUMMARY

Station: South Orange

Line: Morristown

Index:

Field Survey Conducted June, 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>X</u> Structural <u>X</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:

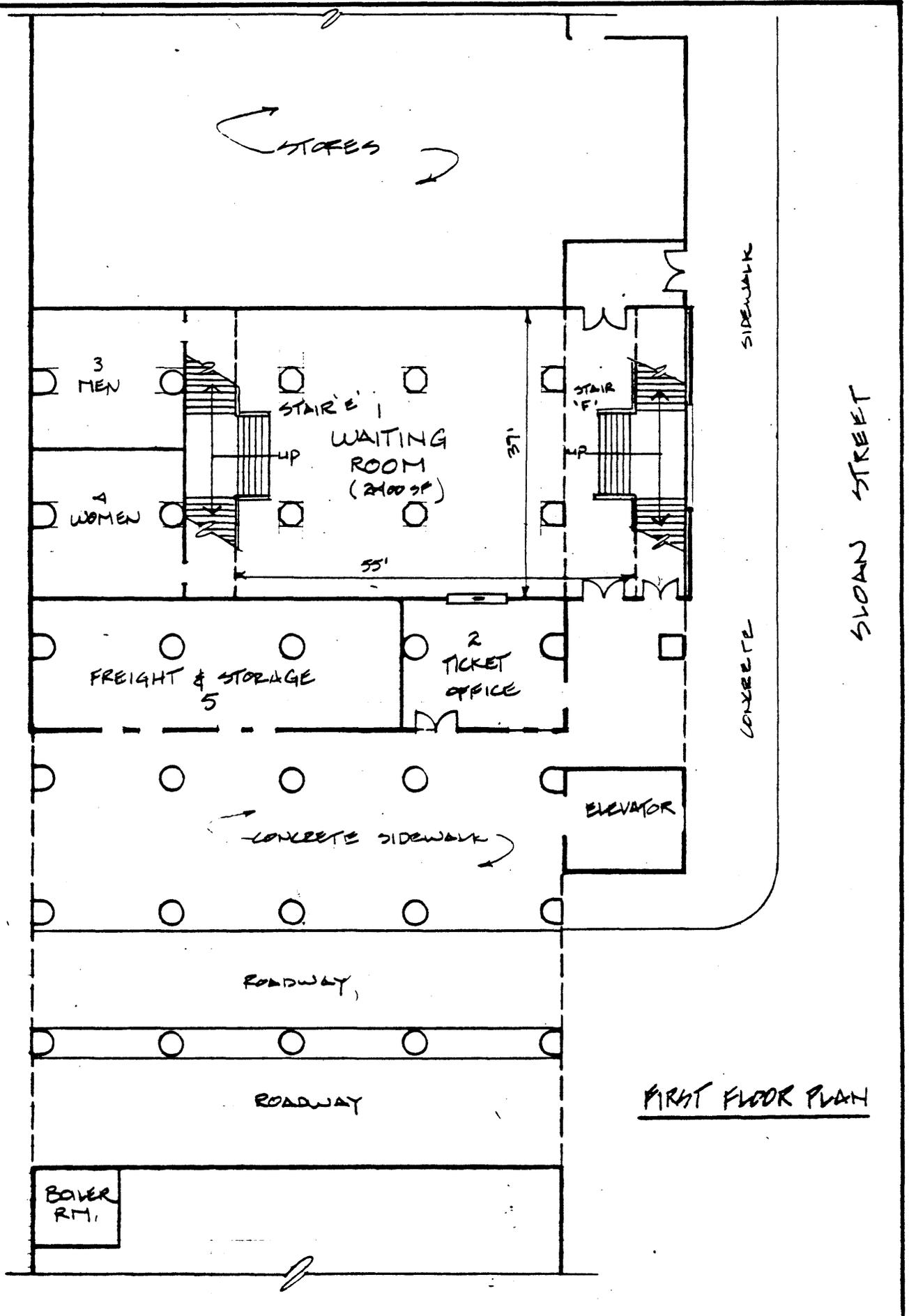
- |               |   |
|---------------|---|
| <u>      </u> | Aerial Photograph at 1" = 200'                              |
| <u>X</u>      | Station Location Plan from USGS maps or Hagstrom Maps       |
| <u>X</u>      | Proposed Taking Lines of 900 Day Option Station Parcels     |
| <u>X</u>    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

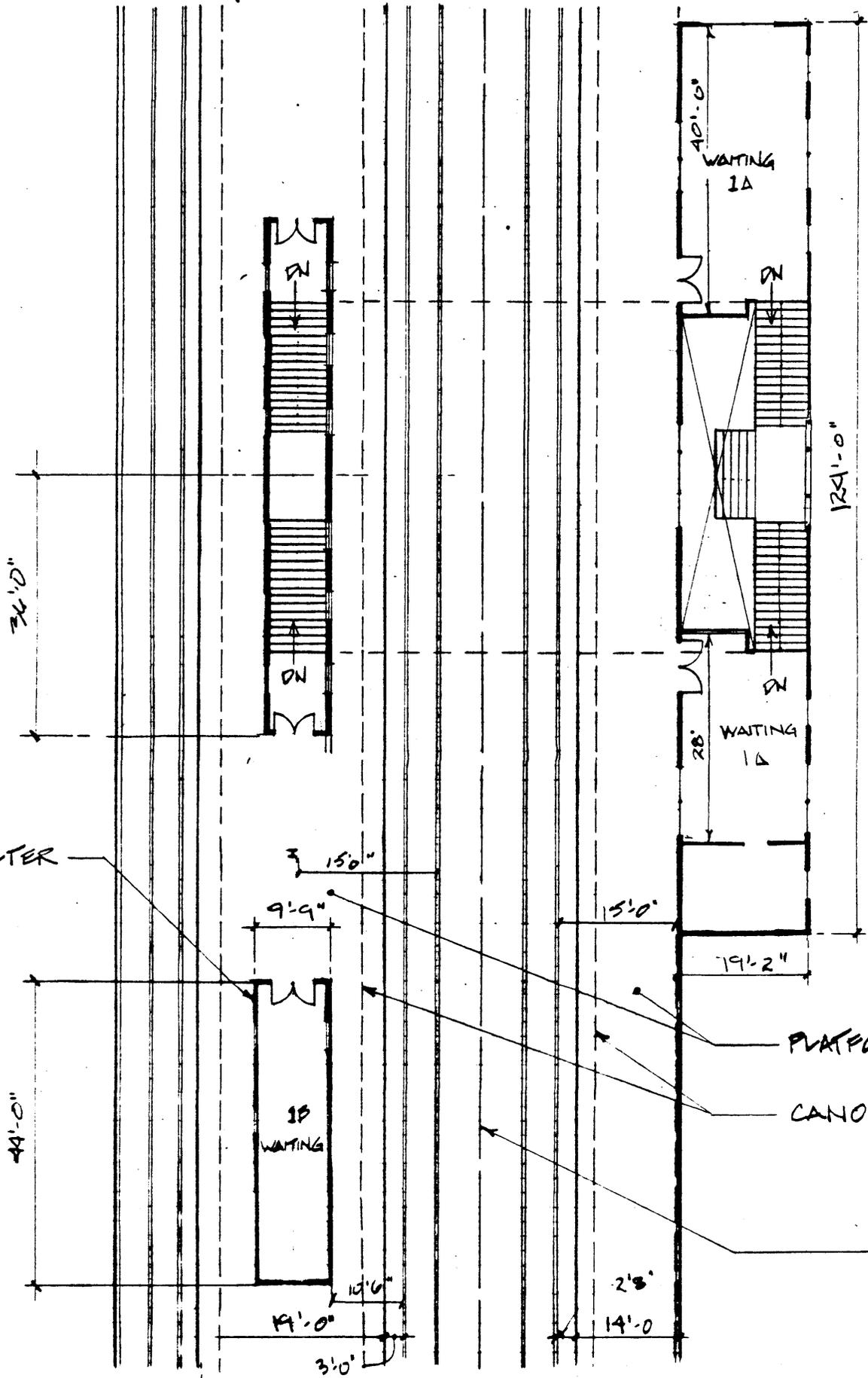
Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 710

Station Ridership Category: 3 Ownership: N.J.D.O.T.

Agent: Yes Hrs/Days: 6:45 a.m. - 3:15 p.m. Monday through Saturday

Rehabilitated (10 years or less) & Description: No





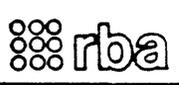
STAIR 'A'  
 TRACK CROSSING THROUGH WAITING ROOM BELOW

SHELTER

PLATFORMS

CANOPY

4'-0" INTERNAL BARRIER



**SOUTH ORANGE**  
 MORRISTOWN LINE

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



# 3 PLATFORMS & CANOPIES

Station: South Orange

NO. of TRACKS: 3 In-Bound (NY, H, N)\* 1 Out-Bound 1 By-Pass 1 Inactive      I.B.      O.B.  
 At Grade      In-Cut(Walls)      Cross Slope      Elevated X Embankment Structure  
 Straight X Curved      Visibility Problem      Yes      No       
 To Board must Commuter walk on tracks:      yes      no (Ask Ticket Agent). Note other obstructions on Platform & setback f/rail:

PLATFORMS	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u>664</u> x <u>14'</u>	<u>X</u>	<u>664</u> x <u>26'</u>
Height Above Top of Rail	<u>4"</u>	<u>    </u>	<u>4"</u>
Platform Material	<u>Asphalt &amp; concrete</u>	<u>    </u>	<u>Asphalt &amp; concrete</u>
Edge Material	<u>Concrete</u>	<u>    </u>	<u>Concrete</u>
Safety Line, Material	<u>yes/no white paint</u>	<u>yes/no</u>	<u>yes/no white paint</u>
Guardrail (Locate)	<u>yes/no platform edge</u>	<u>yes/no</u>	<u>yes/no</u>
In-cut/Retaining Walls	<u>    </u>	<u>    </u>	<u>    </u>
Lighting - Type,	<u>12' Ht.; H.P.V.</u>	<u>    </u>	<u>12' Ht.; H.P.V.</u>
O.C., Setback f/rail	<u>68' O.C., 12' S.B.</u>	<u>    </u>	<u>60' O.C., 14' 6"</u>
Seating-Mat'l & Qty.	<u>    </u>	<u>    </u>	<u>    </u>
Stairs: (ramps used: A	<u>16' 4" vert. rise</u>	<u>9' 6" width</u>	<u>    </u>
yes/(no) B	<u>16' 4" vert. rise</u>	<u>8' width</u>	<u>    </u>
Locate: C	<u>20' 0" vert. rise</u>	<u>8' width</u>	<u>    </u>

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

Platforms have broken edges in some places.  
 Stair structure should be checked.

Continue on back of page     

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>304</u> x <u>14'</u>	<u>X</u>	<u>304</u> x <u>19'</u>
Height (Lowest)	<u>12' 0"</u>	<u>    </u>	<u>12' 0"</u>
Setback from Rail	<u>(15' 0" to bldg.) (5' 10" to overhang)</u>	<u>    </u>	<u>(10' 6"--bldg.) (6' 0"--overh.)</u>
Structure w/Spacing	<u>Steel "H" section 19' 6"</u>	<u>    </u>	<u>Steel "H" section 19' 6"</u>
Setback-Rail to Support	<u>12' 3"</u>	<u>    </u>	<u>15' 0"</u>
Deck Material	<u>Concrete</u>	<u>    </u>	<u>Concrete</u>
Roofing	<u>Spanish tile</u>	<u>    </u>	<u>Spanish tile</u>
Shape	<u>Slope / <del>Gable</del> / Flat</u>	<u>    </u>	<u>Gable</u>
Drainage	<u>Aluminum gutters &amp; downspouts</u>	<u>    </u>	<u>Alum. gutters &amp; downspout</u>
Lighting	<u>H.P.V. @ 28' O.C.</u>	<u>    </u>	<u>H.P.V. @ 28' O.C.</u>

CONDITION (Note apparent poor conditions only):

There are some broken or missing roof tile--needs replacement.

# 4 STATION BUILDING \_\_\_\_\_ X \_\_\_\_\_

# SHELTER \_\_\_\_\_

STATION: South Orange

In-Bound (NY, H,  N)  X In-Use  ; Out-Bound \_\_\_\_\_ In-Use \_\_\_\_\_ ; Number of Levels 2 I.B. 1 O.B. \_\_\_\_\_  
 Relation of Main to Track (under, over,  level) Relation of Entry to Street level 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):  
 "E" a) width 8' vertical rise 32'-6" b) width \_\_\_\_\_ vertical rise \_\_\_\_\_  
 "D" c) width 8' vertical rise 32'-6" d) width \_\_\_\_\_ vertical rise \_\_\_\_\_

## EXTERIOR MATERIALS AND SYSTEMS:

Foundation Concrete Doors Wood  
 Base Course Limestone (photo)  Roof Deck Wood  
 Walls Brick Roofing Spanish tile  
 Trim Limestone Soffit Wood  
 Windows - operable - yes /  no casement and double hung  
 Structural System (consultant \_\_\_\_\_) reinforced concrete

Drainage Continuous aluminum gutters and downspouts

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>2400 S.F.</u>	<u>Terrazzo</u>	<u>Brick</u>	<u>Brick</u>	<u>Plaster</u>	<u>Concrete</u>	<u>12' 4"</u>	<u>Incand.</u>
2. Ticket Office	<u>Wood</u>	<u>Wood</u>		<u>Plaster</u>	<u>Plaster</u>	<u>12' 4"</u>	<u>Fluor.</u>
3. Mens Toilet	<u>Terrazzo</u>	<u>Tile</u>	<u>Tile</u>	<u>Plaster</u>	<u>Plaster</u>	<u>12' 4"</u>	<u>Incand.</u>
4. Womens Toilet	<u>Terrazzo</u>	<u>Tile</u>	<u>Tile</u>	<u>Plaster</u>	<u>Plaster</u>	<u>12' 4"</u>	<u>Incand.</u>
1A. <u>Waiting room</u>	<u>Terrazzo</u>	<u>---</u>	<u>Brick&amp;wd</u>	<u>Plaster</u>	<u>Plaster</u>	<u>12' 4"</u>	<u>H.P.V.</u>
1B. <u>Outbound waiting rm. (SEE SEC. 4 / OPEN SHELTER')</u>							
5. <u>Freight</u>	<u>Wood</u>			<u>Plaster</u>	<u>Concrete</u>	<u>12' 4"</u>	<u>Incand.</u>

- A. Concessions and Businesses:  Taxi Newspaper stand/coijn box  Pay Toilets Vending Machines  
 Other: \_\_\_\_\_ closed \_\_\_\_\_ Capacity 1A--40
- B. Waiting Room Seating: describe (photo): Waiting room 1 & 1A Wood benches Capacity 1--10
- C. Number of Public Phones and Locations: \_\_\_\_\_
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. None O.B. None
- E. Describe visibility for surveillance for waiting rooms with and without agents: Poor, due to columns
- 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 Toilets
- H. Are lockers provided: yes /  no; trash receptacles  yes / no, location: waiting room # 2  
 platform I.B. (NY) # \_\_\_\_\_, platform O.B. # \_\_\_\_\_, pick/up areas: 2 (photos)
- I. Mailbox: yes /  no
- J. Water fountain:  yes / no; location: Inoperable
- K. Describe other commuter conveniences: None

OPEN SHELTER - location: I.B. (NY, H, N) \_\_\_\_\_ O.B.  X (indicate on site plan or aerial; photos or sketch)  
 Size Width 9' 9" Length 42' Height To ridge  
 Material Brick  
 Base Concrete  
 Lighting Incand.  
 Condition Poor inside/good outside  
(not open)

\*Label rooms on floor plan by function and numerical no. to aid cross referencing.

**4a STATION BUILDING** \_\_\_\_\_ **X** \_\_\_\_\_ **SHELTER** \_\_\_\_\_

STATION: South Orange

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

CONDITION: \*

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

Foundations:

Walls/Doors/Windows:                      Doors and window need some repair.

Stairs:                                      Stair C is in poor structural condition.

Roof/Drainage:                      Some roof tiles are broken or missing.

Other                                      Concrete soffits under roadbed are spalled.

Interior (locate elements by room; photograph poor conditions)

Walls/Doors/Windows:

Floor:

Ceiling:                                      Ticket office ceiling--a few acoustic tile panels need replacement.

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: South Orange

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

The station is located in the central business district on a wide plaza. There are two story commercial buildings nearby. Adjacent to the station are two-hour parking lots, which are lighted and landscaped, and a large house.

The overall visibility is poor--the platforms are elevated, the building is not open to the street. The doors of the shelters are torn open. Therefore, the platforms, building, shelters and tunnel require police foot patrol.

The platform shelter doors are open and this provides hiding places. The dead end alley under the driveway (see photo) and the recessed alcoves under the platforms and at doorway all offer hiding places. The wooded area on the outbound side is separated from the platform by a 5' iron picket fence.

2. Is the station out of the "main stream" of pedestrian/vehicular activity, or is it part of the fabric of life in the community? Do non-commuters walk through the station building or use any part of the station facilities/site to shorten their path to a final destination; to shop; to conduct business such as banking (refer to #4 Station Building/Interior Space \_\_\_\_\_):

The station is in the main stream of pedestrian/vehicular traffic, but this is confined to the street area outside the building. A number of shops and a taxi stand generate this volume.

There is no reason for anyone to use the station building or platforms for any reason other than railroad usage. The distance to final destinations would not be shortened by using the platforms or building as a walk-through.

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

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

4. Question the ticket agent about vandalism problems.

Vandalism is a nightly occurrence. There is a large amount of school traffic.