

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 0256

Survey # 5-1

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

A. Name: Common Rutherford station Historic Line: Hoboken Division - Main/Bergen Co. (Erie)

B. Address or location:

Station Square
Rutherford, N.J. 07070

County: Bergen
Municipality: Rutherford Borough
Block & lot:

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

D. Location of legal description:

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

Trans: RR:STA 5472

HABS _____ HAER ELRR Improvement _____ NY&LB Improvement _____

Plainfield Corridor _____ NR(name, if HD) _____

NJSR (name, if HD) _____

NJHSI (#) 2712.5 _____

Northeast Corridor _____

Local _____ (date _____)

Modernization Study: site plan floor plan aerial photo _____

other views photos of NR quality?

2. EVALUATION

A. Determination of eligibility: SHPO comment? _____ (date _____)
NR det.? _____ (date _____)

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

C. Survey Evaluation: 215/250 points
233

FACILITY NAME: Rutherford

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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.) Taxi Office
- 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
- Pedestrian/vehicular grade crossing

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

The Rutherford complex consists of a one-story, orange brick station in Renaissance Revival style with some Queen Anne elements, attached canopies, rail express office and belvedere, and platforms on either side of the tracks. The complex is located on the east edge of a triangular plaza near the intersection provided; parking is restricted to spaces along neighboring streets. Pedestrian access is unrestricted. Landscaping consists of several small trees planted as islands in the new platform recently claimed from the former inbound track right-of-way. Presently, the rail express office is being used as a taxi office.

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3. DESCRIPTION--PLATFORMS AND CANOPIES

- X Inbound 374' concrete platform containing several cast iron 19th century street lamp reproductions fitted with incandescent fixtures
 ___ Outbound and lined with an iron pipe balustrade.
 ___ 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 consists of two parts, each of similar construction and intrinsic members of the station composition. The N part, 4 bays long, links the N facade of the station with the rail express office; the S part, 3 bays long, links the S facade of the station with a circular belvedere. A wood frame gabled roof with board frieze and matched board soffit is supported on a double row of wood Tuscan columns with a brick base and limestone coping. Those bases at the ends of canopy parts are attached to the adjoining walls and contain single columns, while those bases in between are free-standing and contain paired columns. Gutters are wood box and roofing is slate (Spanish tile, originally).

The belvedere is similar in form and materials to the canopy, except that the base is a continuous balustrade and all the columns are paired. Connecting the columns at the top is a continuous frieze, above which is a conical roof. One enters the circular space from the N up a short flight of stairs. Unlike the platform, its floor is original and contains a metal plate with the inscription "Mosher, 8E. 42^d St. N.Y., artificial stone" (n.d.)

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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 Rutherford Station, located west of the tracks, consists of a main rectangular block with a hipped roof, its ridge perpendicular to the tracks. Adjoining the main block on the south, and forming a T with it, is another rectangular block, similar in size to the first, with a hipped roof paralleling the tracks. A smaller wing with clipped corners, gabled roof and conical end adjoins the secondary block on the south and shares a ridge line with it, as well as the canopies (see p. 3). A cube-like pavilion with cross hipped roof adjoins the north canopy. The building, including pavilion, canopy and belvedere, forms a nearly symmetrical one-story composition of orange brick with limestone and wood (brown) trim. Transoms generally have decorative oval tracery with yellow glass ovals and green glass borders. Windows without transoms have round arch muntins in their upper lights. The east facade contains (S to N): (wing) a 1/1 with transom (SE corner), (2) 1/1 with transom, a (1/1) panel door with transom, another 1/1 with transom; (secondary block) a 4/2, a grouping with a 1/plain panel door (originally 1/panel with cut out corners), sidelights, and (3) transoms, and another 4/2; (main block) an oriel with (4) 1/1's with transoms; and (pavilion) (2) 3/1's. The W facade contains: (N to S): (pavilion) (2) 3/1's; (main block) a grouping with double 1/panel doors, 1/panel sidelights, and (3) transoms; (secondary block) a 4/2, a 1/plain panel door (originally, 1/panel with cut out corners) with cornice and transom and 2/1 sidelights, and another 4/2; and (wing) a grouping with a central 2/2, flanking 1/1's and (3) transoms and another 1/1 with transom (frosted lower light). The north facade contains: a 1/1 with 6-pane transom in the pavilion and (2) 3/1's and a 1/panel door in the main block. The south facade is blank. A small rectangular corbeled brick chimney straddles the ridge of the secondary block. With the major exceptions of the roofing and some of the doors, 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>coursed rubble</u>	_____
Base course:	<u>limestone; brick (orange) smooth finish,</u> common bond	_____
Walls:	<u>brick (orange) smooth finish, common bond</u>	_____
Trim:	<u>tooled limestone string course, sills, flat arch voussoirs, keystones; frieze, cornice, console, volutes (over N door) with paired pilasters (S door) with egg and dart detailed capitals</u>	_____
Doors:	<u>1/panel with transom</u>	_____
Roofing:	<u>Spanish tile</u>	<u>slate</u>
Soffit:	<u>matched boards, shaped rafter ends</u>	<u>(brown paint)</u>
Windows:	<u>2/2, 1/1 and 3/1 with transom; 4/2; 2/1</u>	_____
Lighting:	<u>probably incandescent fixtures</u>	<u>soffit attached MV fixtures</u>
Signage:	<u>carved into stone frieze over door (N)</u>	<u>metal (green, white type, border) on canopy frieze</u>
Drainage:	<u>wood gutter, metal leaders</u>	<u>(brown paint) aluminum leaders</u>
Other:	<u>small rectangular brick chimney</u>	<u>board sign (E)</u>
	<u>astride ridge (E wing)</u>	<u>(W)</u>
	<u>iron pipe rail around basement entry (S)</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 Rutherford Station are all on one level (basement excepted). The main block comprises the Ticket Office (2, E side) and Clerk's Office (3, W side), while the secondary block comprises the Waiting Room (1) and the wing, the Ladies' Lounge (4L), Toilet (4T), and Men's Room (5). The N pavilion comprises the rail express office. With the major exceptions of the flooring and lighting fixtures and wainscots in the restrooms (see schedules), original classically detailed interiors remain intact. Of particular note is the interior detail of the Waiting Room. Doors to the Clerk's Office, Ticket Office, and platform have elaborate architraves with Ionic pilasters. Centered on the S wall of the space is an imposing fireplace with tapered flue, carved wood frieze, cornice, and consoles. The ceiling has coffered paneling.

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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>probably board</u>	<u>vinyl flooring (red)</u>
Base: <u>molded board possibly varnished or stain</u>	<u>(natural)</u>
Wainscot: <u>wood paneled, cut out corners</u> <u>possibly varnished or stain</u>	<u>(natural)</u>
Walls: <u>plaster</u>	<u>(yellow paint)</u>
Ceiling: <u>wood coffered paneling</u>	<u>(yellow paint)</u>
Trim: <u>wood molded chairrail, surrounds, string</u> <u>architraves, Ionic pilasters (WR to CO,</u> <u>TO, N door) possibly stain or varnish</u>	<u>course, (natural)</u>
Doors: _____	_____
Seating: <u>(4) fixed board benches (N,S); paneled</u> <u>ends; double board bench in center, bentwood-</u> <u>like armrests, brass fasteners</u>	<u>(natural)</u>
Lighting: <u>hanging incandescent fixtures</u>	<u>(5) hanging fluorescent fixtures</u>
Other: <u>(4) cast iron radiators</u> <u>fireplace surround (E)</u> <u>carved frieze, cornice, volute consoles</u> <u>shallow brick hearth, tapered flue</u> <u>with border molding</u> <u>urn relief in center</u>	<u>(silver colored)</u> <u>hearth (red)</u> <u>new electronic clock</u> <u>(missing)</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE		NUMBER OF ROOMS <u>8</u>
NAME <u>Ticket Office</u>		NUMBER ON FLOOR PLAN <u>2</u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	_____
Base:	<u>wood molded board stain or varn.</u>	<u>(beige paint)</u>
Wainscot:	<u>vertical matched board stain or varn.</u>	<u>(beige paint)</u>
Walls:	<u>plaster</u>	<u>(beige paint)</u>
Ceiling:	<u>plaster</u>	<u>(beige paint)</u>
Trim:	<u>wood molded chairrail, surrounds stain or varn.</u>	_____
Doors:	<u>unknown</u>	<u>missing</u>
Seating:	<u>none</u>	_____
Lighting:	<u>probably incandescent fixture</u>	<u>hanging fluoresceant fixture (2) hanging fluoresceant at ticket window</u>
Other:	<u>cast iron radiator (W) sink (SW) board counter in bay built-in wood counter, cabinets (E)</u>	<u>(brown paint) (brown paint)</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>8</u>
NAME <u>Clerk's Office</u>	NUMBER ON FLOOR PLAN <u>3</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	<u>linoleum</u>
Base: <u>molded board stain or varn.</u>	<u>(yellow paint)</u>
Wainscot: <u>wood paneling, bead and reel border stain or varn.</u>	<u>(yellow paint)</u>
Walls: <u>plaster</u>	<u>(yellow paint)</u>
Ceiling: <u>wood paneling, bead border stain or varn.</u>	<u>(yellow paint)</u>
Trim: <u>wood molded surrounds, chairrail, frieze molding, cornice moldings (egg and dart trim) stain or varn.</u>	<u>(yellow paint)</u>
Doors: <u>(ext.) 1/Greek cross panel; sidelights (S); 1/panel, bead border (int.) to WR; open surround</u>	<u>(yellow paint)</u> <u>(yellow paint)</u>
Seating: <u>unknown</u>	<u>(1/1) Greek cross replaced none</u>
Lighting: <u>unknown</u>	<u>hanging fluorescent light</u>
Other: <u>(2) cast iron radiators</u>	<u></u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8NAME Ladies' LoungeNUMBER ON FLOOR PLAN 4LOriginalExisting, if differentFloors: boardasphalt tile (beige)Base: molded board, stain or varn.(yellow paint)Wainscot: unknownwood paneling (yellow paint)Walls: plaster(yellow paint)Ceiling: plaster(yellow paint)Trim: unknown, probably molded
board surrounds, stain or varn.plain board surrounds, sills
(yellow paint)Doors: unknown, probably (1/1) Greek cross(1/1) oakSeating: built-in board bench (N)
Greek cross panel at end(brown paint)Lighting: (1) hanging incandescent fixtureOther: cast iron radiator

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME <u>Ladies' Toilet</u>	<u>8</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	<u>asphalt tile (beige)</u>
Base: <u>molded board, stain or varn.</u>	<u>(yellow paint)</u>
Wainscot: <u>unknown</u>	<u>plain board (yellow paint)</u>
Walls: <u>plaster</u>	<u>(yellow paint)</u>
Ceiling: <u>plaster</u>	<u>(yellow paint)</u>
Trim: <u>molded wood surround, sill stain or varn.</u>	<u>(yellow paint)</u>
Doors: <u>unknown</u>	<u></u>
Seating: <u>none</u>	<u></u>
Lighting: <u>probably incandescent fixture</u>	<u>(1) hanging incandescent fixture</u>
Other: <u>original plumbing fixtures?</u>	<u>(yellow paint)</u>
<u>metal partition</u>	<u>(yellow paint)</u>
<u>wood panel door</u>	<u>(brown paint)</u>
<u>radiator with metal cover</u>	

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME <u>Men's Room</u>	<u>8</u>
	NUMBER ON FLOOR PLAN <u>5</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>poured concrete</u>	<u>linoleum/board (hall)</u>
<u>board (hall)</u>	
Base: <u>molded board</u>	<u>(yellow paint)</u>
Wainscot: <u>unknown</u>	<u>paneling (yellow paint)</u>
Walls: <u>plaster</u>	<u>(yellow paint)</u>
Ceiling: <u>plaster (attic entry)</u>	<u>(yellow paint)</u>
Trim: <u>unknown</u>	<u>plain board surrounds, sills</u>
	<u>(yellow paint)</u>
Doors: <u>unknown</u>	<u>(1/1) oak (varnished)</u>
Seating: <u>none</u>	
Lighting: <u>(2) hanging incandescent fixtures</u>	
Other: <u>original fixtures</u>	<u>metal partitions, doors</u>
<u>enclosed radiator</u>	<u>(yellow paint)</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 8

NAME Railway Express NUMBER ON FLOOR PLAN 6
 (Taxi Office presently)
Original Existing, if different

Floors: poured concrete asphalt tile (white)

Base: unknown none

Wainscot: unknown none

Walls: brick (green paint)
panelling; partition wall (E-W)

Ceiling: matched board (attic entry) (green paint)
coarse plaster
(black paint)
plain board (int.)

Trim: wood molded surround, sill, cornice
architrave (N) stain or varn.

Doors: unknown 3/1 panel (black paint)

Seating: probably none _____

Lighting: hanging incandescent fixture recessed incandescent fix.

Other: cast iron radiator (N) _____

observed
 through open-
 ing in new
 ceiling

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 8

NAME Basement

NUMBER ON FLOOR PLAN 7

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>stone</u>	<u></u>
Base:	<u>none</u>	<u></u>
Wainscot:	<u>none</u>	<u></u>
Walls:	<u>coursed rubble</u>	<u></u>
Ceiling:	<u>board</u>	<u></u>
Trim:	<u>none</u>	<u></u>
Doors:	<u>4/2 panel</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>incandescent fixture</u>	<u></u>
Other:	<u>coal bin (N)</u> <u>4-pane window (E of door)</u> <u>stone steps</u> <u>iron pipe balustrade</u>	<u>concrete block over</u>

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3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound

Outbound 374' asphalt platform with (3) mercury vapor lighting fixtures mounted on wood poles. No canopy. Original

Between tracks materials unknown.

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

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	Charles W. Buchholz *	source	(plans)
Date	1898	Source	(plans)
		Alteration dates	1979
		Source	(NJT)
Style	Renaissance Revival with Queen Anne elements		
# passenger trains/day (present)	21 in 1980	Peak (#, Yr.)	80 in 1938
No Original station on site	(Next Station)		57 in 1899

The Rutherford Station is an excellent example of the Renaissance Revival style adapted to the functions of a modern suburban station. Its fine, classically detailed interior is rare and its grand, formal composition with hyphen-like loggias is unique among the passenger stations of New Jersey. The belvedere, terminating the S loggia, is particularly interesting. It no doubt was designed to afford passengers a dramatic panorama of a changing New York skyline, while waiting for their trains to arrive.

Originally, this area was known as Boiling Spring. A warm, natural spring and resort once stood ca. one mile from the present station (Ketch). Because of its clean air, the spa, the nearby Schuyler Copper Mines, and its close proximity to New York and Paterson, the community experienced rapid growth following the Civil War. After the formation of Rutherford (1881), the borough continued to grow; both municipality and railroad were interested in attracting commuters to the area (Ketch). Many Erie workers chose to live here, some with the aid of funds advanced by the railroad (Hall). Rutherford has always been an important station on the Erie Line, providing fast service to Jersey City, Paterson, and New York. By connecting trains to Passaic and Paterson, passengers could board Erie through trains to Buffalo, Cleveland, and Chicago. Additionally, it has been an important freight interchange between the Bergen County Railroad (now Bergen Co. line) and the original Erie (Paterson and Hudson River Railroad) to Passaic, Paterson, and Glen Rock (abandoned between Rutherford and S. Paterson).

Located on Station Square at the junction of several major streets, the complex is a distinguished presence along the E edge of the community's transportation hub, (a taxi office is housed in the rail express office) and was recently refurbished. There are no known threats to the building.

*Chief engineer, New York Division, Erie Railroad

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined in the site plan.

Acreage: c. ½ acre

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

7. REFERENCES

BIBLIOGRAPHIC:

Hall, Mr. ?, former employee of DL&W shops in Kingsland, Lindhurst, N.J. to
Nicholas A. Tino, Jr., ca. 1950's.
Ketch, J.J., Rutherford New Jersey - An Ideal Suburb, Rutherford News, 1892, 8-10.
Plans, Rutherford Station, Meadowlands Museum (formerly Rutherford Museum)
Rutherford Chamber of Commerce, 1881-1956 Rutherford Diamond Jubilee, 1956, n.p.
New Jersey Transit, letter detailing alterations of 1979 (?), Meadowlands Museum

ICONOGRAPHIC:

(see continuation sheet)

Plans, Ibid.

Photos: (1862, second station) (1897, 1922, 1910) Rutherford Chamber of Commerce, Ibid.
(1898) Riggs, M.G., ed. Things Old and New from Rutherford, New York,
Browne & Co., n.d. 37.
(1909) Next Station, n.p.

Photo Collection, Meadowlands Museum, Rutherford, N.J.

8. PHOTO

Negative index # unknown or NJT photo # -- slide # 5-1
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: station and belvedere
from south

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CONTINUATION SHEET (INCLUDE ITEM NO.)

Bibliographic:

The Next Station Will Be ..., Vol. VI, Railroads of America, 1979.

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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 x (15)
- vi. Junction station _____ (10)
- vii. Former long-distance service _____ (10)
- viii. Other _____ (10)
- ix. Less than 50 years old _____ (-30)

15

B. ARCHITECTURAL SIGNIFICANCE

i. STYLE

a. Example of a particular architectural style (check one)

- Outstanding _____ (50)
- Renaissance Revival with Queen Anne elements Excellent x (40)
- Very good _____ (30)
- Good _____ (20)
- Fair _____ (10)

b. Rare survivor of style

- nationally _____ (20)
- state-wide _____ (15)
- locally _____ (10)

c. As example of railroad architecture

- rare _____ (30)
- unusual or early x (15)

layout

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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) Buchholz
- 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 X (40) siting
- 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 _____ (15)
- d. Average quality or interest _____ (5)
- iv. SPECIAL QUALITIES
- a. Noteworthy overall interior design or detailing X (15) pilasters, carved fireplace
- b. Some noteworthy interior detailing _____ (5) surround
(_____ interior not accessible)
- c. Part of cohesive complex
- 1) station and shelter _____ (5)
- 2) more than two buildings X (10) station with loggiae, pavilion and belvedere
- 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 _____(40)
- b. Alterations and/or additions, beneficial _____(30)
- c. Alterations and/or additions, not detrimental (20) new roof and plaza
- 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 _____(5)
- c. Fair _____(0)
- d. Poor _____(-10)
- e. Severely deteriorated _____(-25)

iii. RELATIONSHIP TO COMMUNITY

- a. Pivotal building (40)
- b. Integral part of townscape _____(30)
- c. Compatible with townscape _____(20)
- d. Unrelated to townscape _____(0)
- e. Incompatible _____-30)

iv. SUITABILITY FOR ADAPTIVE USE

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

95

TOTAL

250

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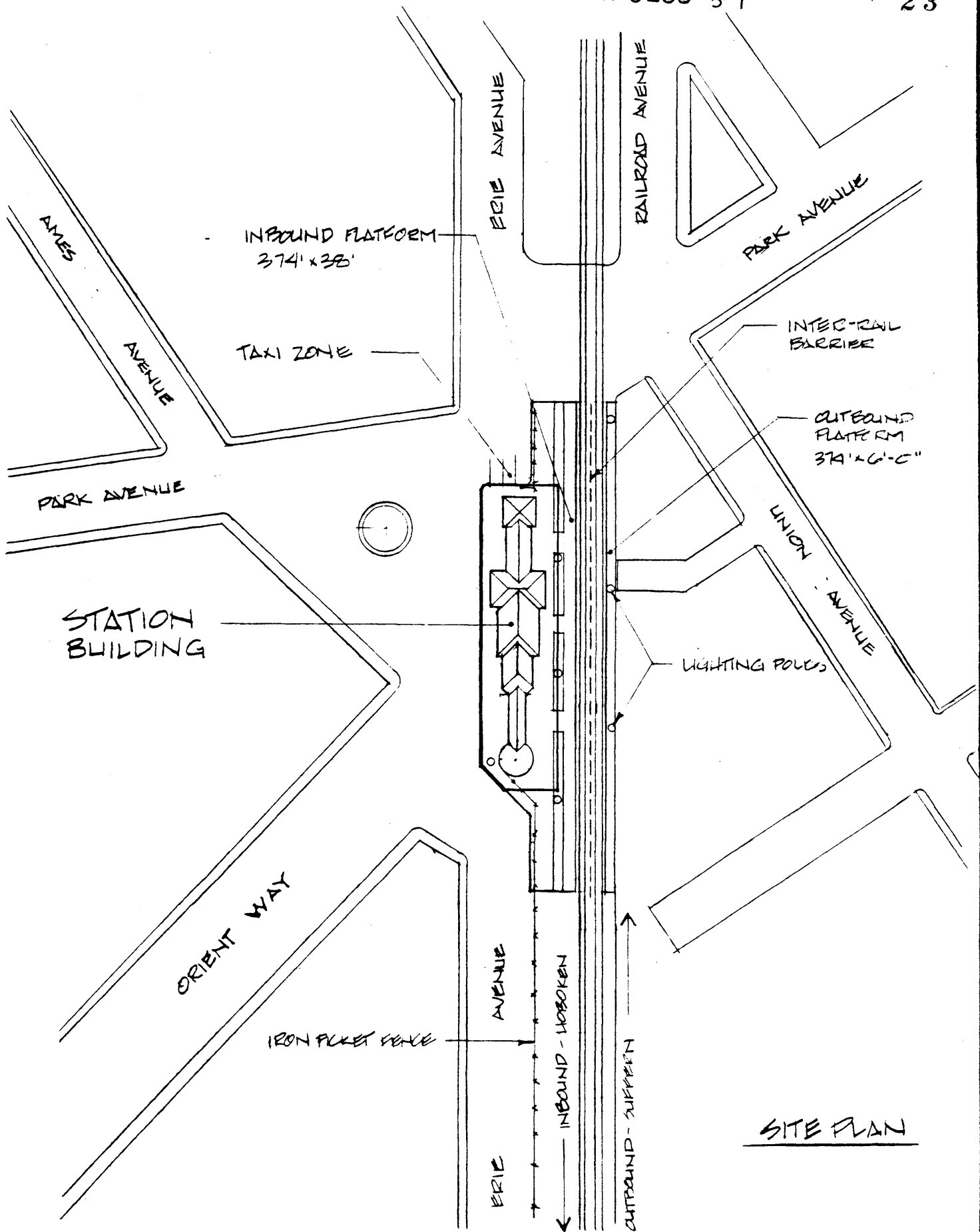
Attach copy of site plan

1 continuation sheets attached

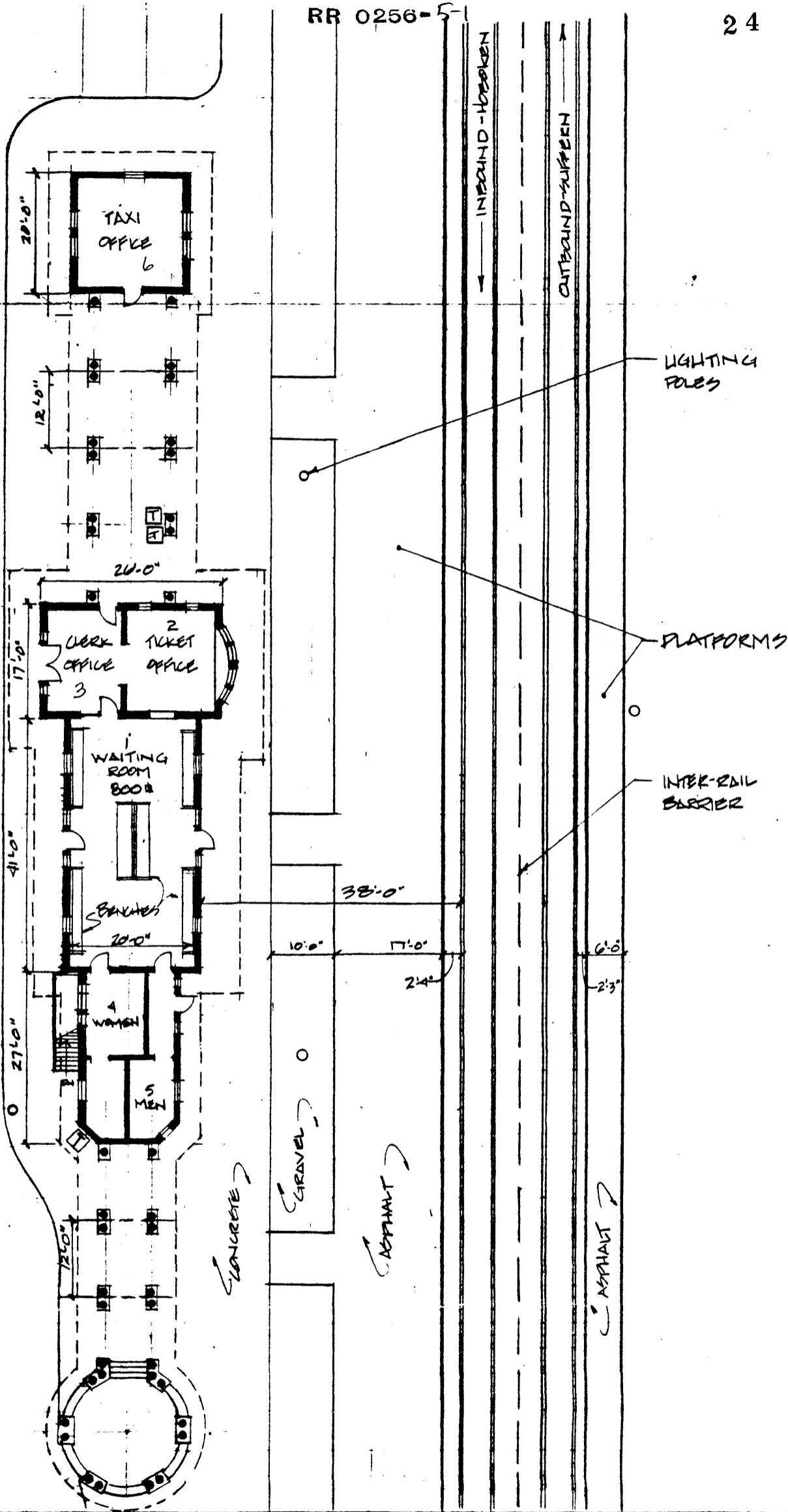
FORM PREPARED BY: Richard Meyer

Date: 7/81

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



SITE PLAN



RR 0256
5-1

230 000 FEET
(N. Y.)

2

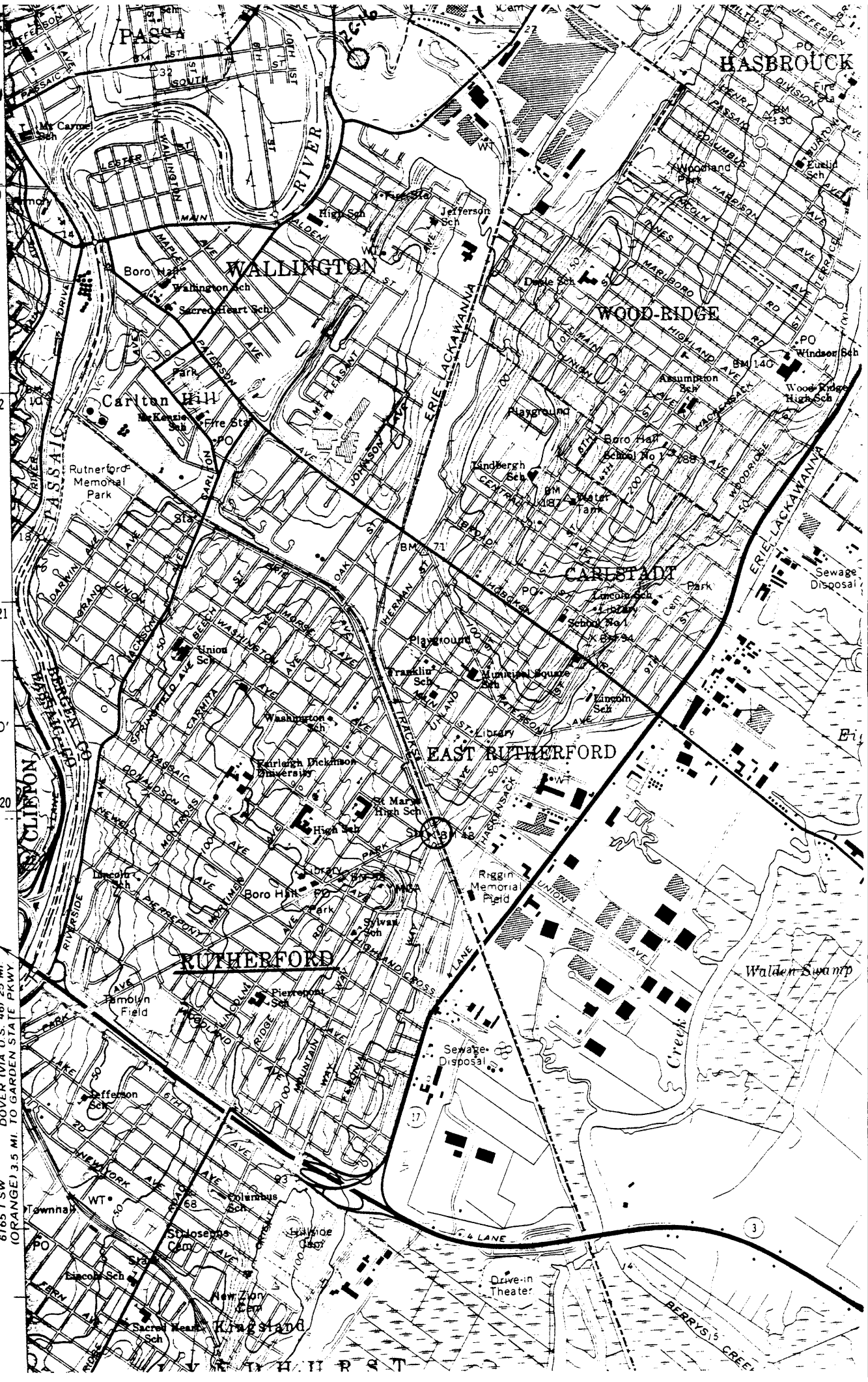
4522

4521

50'

4520

DOVER (VIA U.S. 46) 25 MI.
(ORANGE) 3.5 MI. TO GARDEN STATE PKWY
6165 / SW



3

5-1 Rutherford Railroad Station (Gardner, Erie, Vol. II)



Erie Depot.

Rutherford, N J.





M.P. 8.5

Passenger trains on the Erie's main line swept by the giant Croxton Yard, slowed for the Hackensack River draw, and reached their first westbound station at RUTHERFORD. The area was originally known as Boiling Spring. This is the third station building and was finished in 1898.

SUMMARY

Station: Rutherford

Line: Bergen County Line

Index:

Field Survey Conducted January, 1979

- | | |
|----------|---|
| <u>X</u> | 1. Site Base at 1" = 100' |
| <u>X</u> | 2. Floor Plan at 1" = 20' |
| <u>X</u> | 3. Platform and Canopies |
| <u>X</u> | 4. Station Building _____ Structural _____ Mech. & Elec. |
| <u>X</u> | 5. Track Crossings and Barriers |
| <u>X</u> | 6. Parking Access and Circulation |
| <u>X</u> | 7. Information System |
| <u>X</u> | 8. Notes on Community & Security Aspects |
| <u>X</u> | 9. Record Photograph of Station <u>X</u> Detailed Field Photographs |

Information File:

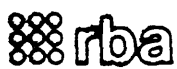
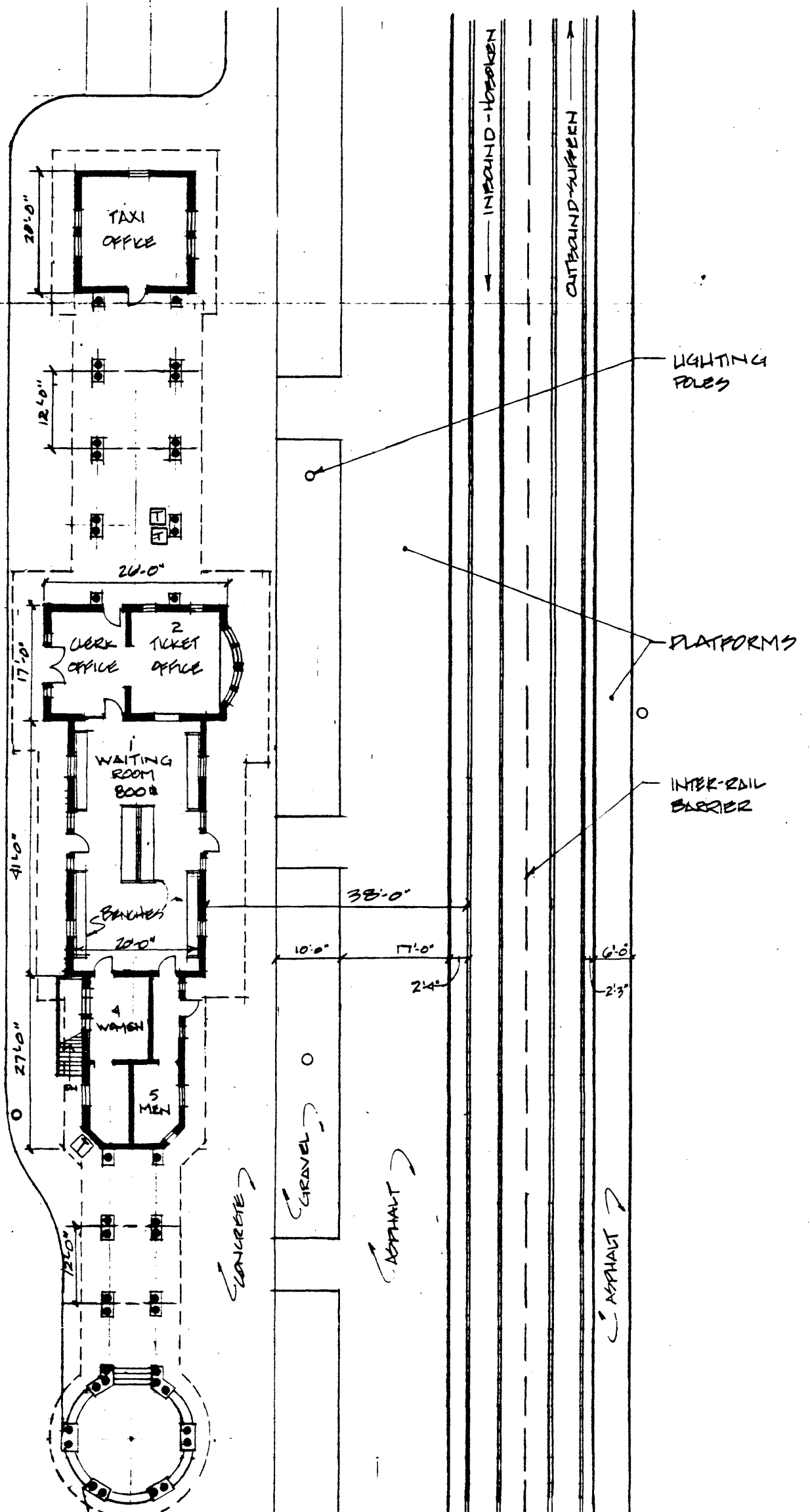
- | | |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| <u>X</u> | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| <u>X</u> | September 1974 Survey - NJ DOT (Dept. of Commuter Services) |
| _____ | Tri-State Aerial Photo Survey of Rail Parking 1970 |
| _____ | Conrail Data Survey for Station |
| _____ | TOPICS or Traffic Improvements Planned in Station Area |
| _____ | Community Renewal Plans for Station |
| _____ | Historical File for Station |
| <u>X</u> | Schedule of Trains and Buses |
| <u>X</u> | Other BERGEN COUNTY RIDE-GUIDE |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 421

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

Agent: Yes Hrs/Days: 6:30 a.m. - 3:00 p.m. Monday through Friday

Rehabilitated (10 years or less) & Description: No



RUTHERFORD
BERGEN COUNTY LINE

SCALE: 1" = 20'

DATE: JAN. 1979



3 PLATFORMS & CANOPIES

Station: RUTHERFORD

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

PLATFORMS	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u>374'</u> x <u>± 38'</u>	<u>374'</u> x <u>6'-0"</u>	_____ x _____
Height Above Top of Rail	<u>00"</u>	<u>00"</u>	_____
Platform Material	<u>ASPHALT, GRAVEL, CONCRETE</u>	<u>ASPHALT</u>	_____
Edge Material	<u>TREATED WOOD</u>	<u>TREATED WOOD</u>	_____
Safety Line, Material	<u>yes/no WHITE STRIPS</u>	<u>yes/no WHITE STRIPS</u>	yes/no _____
Guardrail (Locate)	<u>yes/no</u>	<u>yes/no</u>	yes/no _____
In-cut/Retaining Walls	_____	_____	_____
Lighting - Type, O.C., Setback f/rail	<u>3 H.P.V. ON WOOD POLES</u> <u>150' O.G. STATION ± 25' ± 40'</u>	<u>3 H.P.V. ON WOOD POLES</u> <u>150' O.G.</u>	_____
Seating-Mat'l & Qty.	<u>NONE</u>	<u>NONE</u>	_____
	vert. rise _____ width _____	vert. rise _____ width _____	vert. rise _____ width _____
Stairs: (ramps used: A yes / no) B Locate: C	<u>NONE</u>	<u>NONE</u>	_____

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

PLATFORM - CONCRETE PORTION OF PLATFORM IS BROKEN-UP (PHOTOS #4 & 9)
 - ASPHALT HAS HOLES AT EDGE (PHOTOS #34 & 35)

OUTBOUND PLATFORM - NEEDS GUARDRAIL AT REAR EDGE AT RETAINING WALL
 (PHOTOS 40 & 41)

Continue on back of page _____

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

CONDITION (Note apparent poor conditions only):

4 STATION BUILDING

SHELTER

STATION: ELTHERFORD

In-Bound (NY, H, N) 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 LEVEL I.B. _____ O.B. _____
 Roof Overhang - width: 7'-0" PLATFORM 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 NONE vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation BRICK & BROWNSTONE Doors WOOD
 Base Course BRICK (photo) _____ Roof Deck WOOD FRAME
 Walls BRICK Roofing 3" THICK CERAMIC TILE
 Trim CONCRETE & WOOD Soffit WOOD
 Windows - operable - yes / WOOD FRAME, DOUBLE HUNG
 Structural System (consultant _____) BRICK BEARING WALLS WITH WOOD FRAME ROOF

Drainage WOOD BOX GUTTER, ALUMINUM DOWNSPOUTS

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>800 S.F.</u>	<u>APP. TILE</u>	<u>WOOD</u>	<u>WOOD</u>	<u>PLAST</u>	<u>WOOD</u>	<u>10'-4"</u>	<u>FLOOR</u>
2. Ticket Office	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>PLAST</u>	<u>PLAST.</u>	<u>12'-6"</u>	<u>FLOOR</u>
3. Mens Toilet	<u>WOOD</u>	<u>WOOD</u>	<u>SHEET ROCK</u>	<u>SHEET ROCK</u>	<u>PLAST.</u>	<u>12'-6"</u>	<u>INLAND</u>
4. Womens Toilet	<u>WOOD</u>	<u>WOOD</u>	<u>SHEET ROCK</u>	<u>SHEET ROCK</u>	<u>PLAST.</u>	<u>12'-6"</u>	<u>INLAND</u>
<u>CLERK'S OFFICE</u>	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>PLAST.</u>	<u>WOOD</u>	<u>12'-6"</u>	<u>FLOOR</u>

- A. Concessions and Businesses: Taxi Other: _____ Newspaper stand/coin box _____ Pay Toilet _____ Vending Machines _____
- B. Waiting Room Seating: describe (photo): GLASS BENCHES (WOOD) Capacity 30
- C. Number of Public Phones and Locations: 3 BOOTH UNDER PORTICO
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. POOR O.B. POOR
[OUTSIDE - GOOD]
- E. Describe visibility for surveillance for waiting rooms with and without agents: GOOD
- F. Is passage from the station to platforms sheltered: yes / no (photo description _____).
- G. Are public toilets, telephones and other station conveniences identified: yes / no
- H. Are lockers provided: yes no; trash receptacles: yes / no, location: waiting room # 1
 platform I.B. (NY) # 0, platform O.B. # 0, pick/up areas: 0 (photos)
- I. Mailbox: yes / no ACROSS STREET
- J. Water fountain: yes / no; location: WAITING ROOM
- 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 NONE

CONDITION: *

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

Foundations:

Walls/Doors/Windows: DOORS/WINDOWS - VERY OLD & WORN, HARDWARE
NEEDS REPLACEMENT, SOME ARE BROKEN (PHOTO #13 & 20)

WALL - LARGE CRACK IN WALL, PLATFORM SIDE OF WAITING
ROOM, CRACK GOES THRU CONCRETE LINTELS

~~Stairs:~~

(PHOTOS #10, 11, 12)

COLUMNS - PORTICO COLUMNS ARE VERY ROTTED, AND APPEAR TO HAVE
TERMITE DAMAGE, (STRUCTURAL CAPACITY IS QUESTIONABLE)

Roof/Drainage: SOFFIT, EAVES, BOX GUTTERS - VERY ROTTED, PORTIONS ARE
FALLING, MISSING. (PHOTOS 7, 19). ROOF LEAKS BADLY.

Other PIGEONS NESTING IN ROOF, MUCH BIRD DUNG, LARGE ROACHS
AND WATER BUGS ALSO NOTED.

Interior (locate elements by room; photograph poor conditions)

Walls/Doors/Windows: DOORS/WINDOWS ARE OLD/WORN, ALSO NEEDS
REPLACEMENT, SOME ARE DRY-ROTTED.
WINDOWS IN BATHROOMS ARE BOARDED-UP.

Floor: FLOOR - INSPECTED FROM BASEMENT. IT IS ENTIRELY DRY
ROTTED. TILE IS WORN AND HEAVED

Ceiling: FLOOR - AT CLERKS OFFICE IS HEAVED / SEPARATED - 3"

Stairs:

8 Community & Security Aspects

Station: Rutherford

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

The station is located in the center of the central business district. There is heavy pedestrian and vehicular traffic.

The station building and site area are open, with no hiding places. The entire area is visible for surveillance purposes.

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 activity, but non-commuters rarely walk through or use the station.

3. Vandalism: Graffiti - none / low / medium / high; location:
Property damage - none / low / medium / high (describe):
But high due to lack of maintenance

4. Question the ticket agent about vandalism problems. None