

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 2011-  
Survey # 3-2

# NEW JERSEY TRANSIT RAILROAD STATION SURVEY

## 1. IDENTIFICATION

- ✓ A. Name: Common Murray Hill Historic Line: Hoboken Division--Gladstone Branch (DL&W)
- B. Address or location:
  - ✓ The Circle
  - ✓ Murray Hill, NJ 07974
  - County: Union
  - Municipality: New Providence Borough
  - Block & lot:
- C. Owner's name: NJ Transit  
Address: Trenton, NJ
- D. Location of legal description: Recorder of Deeds, Union County  
Courthouse, Broad St., Elizabeth, N.J. 07207
- 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:   100/130   points

FACILITY NAME: Murray Hill

### 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 possible replacement

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 Murray Hill Station, consisting of a one-story, wood frame station with Stick Style elements, wood frame freight house, and inbound platform, is located on a suburban site south of the tracks. A large parking lot adjoins the station on the S and W (1). Pedestrian access is uncontrolled. There are shrubs planted along the E side of the lot (2). The station is scheduled for refurbishing during mid-1981.

FACILITY NAME: Murray Hill

### 3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound

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 484' platform consists of an asphalt strip and curb paralleling the N facade of the station. Lighting consists of several mercury vapor street lamps. There is no seating provided. There are no canopies or original platforms.

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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 station adjoins the tracks on the S. It consists of a 1-story frame block, 3 bays wide and 2 deep, with a steeply sloping hipped roof with flared eaves and exposed rafter ends. Its ridge is parallel to the tracks. A small brick chimney straddles the ridge at its E end. The E bay of the N facade projects several feet from the block. Each bay is framed by oversized decorative brackets. The N facade contains a single central door surmounted by an 8-pane transom and flanked by a single 9/9 window. Adjoining the door is a modest 3-step wood stoop with railing. The W wall of the projection contains a 6/6 window. The S facade contains a single central door flanked on the W by a 9/9 window and on the E by elevated blank double doors. The W facade contains two windows; the E facade has two windows on the N and a single door on the S. Most materials appear original.

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

Fill out separate sheet for each building at facility.

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

## EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	wood frame	
Foundation:	board	
Base course:	vertical boards	(modern paint)
Walls:	clapboard	(modern paint)
Trim:	corner boards wood brackets, window and door surrounds	
Doors:	panel, 10-pane transom (N) (2) 4-panel with 8-pane transom	
Roofing:	slate	tar paper
Soffit:	exposed rafter ends	
Windows:	(6) 9/9; (2) 6/6	
Lighting:	single hanging incandescent fixture at corners and door	
Signage:	loc. signs (E and W)	signs missing
Drainage:	probably copper gutters and leaders	galvanized gutters and leaders
Other:	rectangular brick chimney (E)	tapered pot missing

FACILITY NAME Murray Hill

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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 interior of the Murray Hill Station is divided into three rooms: a nearly square Waiting Room (1), flanked on the E by a Ticket Office (2) and a Baggage Room. All have similar board floors and matched board walls and ceilings. With the major exception of the fluorescent lighting fixtures, which are recent, materials appear original.

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FACILITY NAME: Murray Hill

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>3</u>
NAME <u>Waiting Room</u>	NUMBER ON FLOOR PLAN <u>1</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	<u></u>
Base: <u>board (probably varnished)</u>	<u>(modern paint)</u>
Wainscot: <u>none</u>	<u></u>
Walls: <u>matched board(probably varnished)</u>	<u>(modern paint)</u>
Ceiling: <u>matched board (probably varnished)</u>	<u>(modern paint)</u>
Trim: <u>molded wood sills, surrounds (probably varnished)</u>	<u>(modern paint)</u>
Doors: <u>wood 3/4 panel; 4/2 panel on ticket office</u>	<u></u>
Seating: <u>bench W side, board (probably varnished) cast iron legs and armrests</u>	<u>(modern paint)</u>
Lighting: <u>incandescent fixtures</u>	<u>fluorescent fixtures</u>
Other: <u>cast iron coal stove, center</u>	<u></u>

FACILITY NAME: Murray Hill

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>3</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>	<u></u>
Base: <u>board (probably varnished)</u>	<u>(modern paint)</u>
Wainscot: <u>none</u>	<u></u>
Walls: <u>matched board (prob. varnished)</u>	<u>(modern paint)</u>
Ceiling: <u>matched board (prob. varnished)</u>	<u>(modern paint)</u>
Trim: <u>molded wood sills, surrounds (prob. varn.)</u>	<u>(modern paint)</u>
Doors: <u>wood panel (prob. varnished)</u>	<u>(modern paint)</u>
Seating: <u>none</u>	<u></u>
Lighting: <u>incandescent fixtures</u>	<u>fluorescent fixtures</u>
Other: <u>built-in wood desk, (N) cast iron coal stove procelain wash basin, S.</u>	<u></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 \_\_\_\_\_ Shelter \_\_\_\_\_ Freight House X Other \_\_\_\_\_ (specify)

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

The Freight House at Murray Hill consists of a one-story, wood frame block with a gabled roof, its ridge paralleling the tracks. There are freight doors on the S and E sides. Originally, a wood frame platform nearly encircled the building. Walls are board and batten, while roofing is slate. These appear original, although eaves have been shortened and shaped wood brackets, removed (N and S).

FACILITY NAME: Murray Hill

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

INTERIOR FINISH SCHEDULE

Number of rooms:	NOT ACCESSIBLE	
	<u>Original</u>	<u>Existing, if different</u>
Floors:	_____	_____
Base:	_____	_____
Wainscot:	_____	_____
Walls:	_____	_____
Ceiling:	_____	_____
Trim:	_____	_____
Doors:	_____	_____
Seating:	_____	_____
Lighting:	_____	_____
Other:	_____	_____

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect unknown source \_\_\_\_\_  
 Date 1890-91 Source Hill Alteration dates \_\_\_\_\_ Source \_\_\_\_\_  
 Style Stick elements  
 # passenger trains/day (present) 37 (1980) Peak (#, Yr.) 37(1980); 27(1940);  
no Original station on site Replaced shanty built 1871 18(1901)

The Murray Hill station is a typical wood frame building of the late 19th century. It was constructed when the DL&W acquired and extended the New Jersey West Line. Although smaller, it is similar in form to the Peapack and Berkeley Heights stations. The interior layout combines the functions of both a suburban station and a small country station. The ticket agent and his assistant were responsible for passenger, as well as freight, express, and baggage services. Considering the age of both the station and freight house, alterations have been few. The future of the station is uncertain.

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## 6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage: c. 0.25 - 0.50 acre.

UTM coordinates: Zone: 18 / Easting: 5 5 0 3 9 0 / Northing: 4 5 0 4 8 4 0  
USGS Quad Chatham Scale 1:24000

## 7. REFERENCES

### BIBLIOGRAPHIC:

Hill, Homer, interviewed by Nicholas A. Tino, Jr., January 28, 1981

### ICONOGRAPHIC:

Hill, Homer, and Tom Nemeth, The Gladstone Branch, Tri-State Chapter, National Railroad Historical Society, p. 9.

Taber, Thomas T., The Delaware, Lackawanna, and Western Railroad in the Twentieth Century, vol.I, p. 190 (1915 view).

Tino, Nicholas A. Jr., private collection

## 8. PHOTO

Negative index # 1222 or NJT photo # -- slide # 3-2  
Date 1978 Photographer Richard Browne Assocs.  
Loc. of negative NJ Transit Direction of view: station from north

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FACILITY NAME: Murray Hill

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

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CRITERIA CONT.

- ii. ARCHITECT (check one) unknown
  - a. building by architect important
    - nationally \_\_\_\_\_ (25)
    - state-wide \_\_\_\_\_ (20)
    - locally \_\_\_\_\_ (15)
  - b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer \_\_\_\_\_ (20)
  - c. building designed by railroad and is known or appears to be the work of the staff \_\_\_\_\_ ( 5)
  - d. architect identified but not considered to be of special importance \_\_\_\_\_ ( 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) brackets
  - d. Average quality or interest \_\_\_\_\_ ( 5)
- iv. SPECIAL QUALITIES
  - a. Noteworthy overall interior design or detailing \_\_\_\_\_ (15)
  - b. Some noteworthy interior detailing \_\_\_\_\_ ( 5)  
( \_\_\_\_\_ interior not accessible)
  - c. Part of cohesive complex
    - 1) station and ~~shelter~~ freight house   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: Murray Hill

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- a. Original condition \_\_\_\_\_(40)
- b. Alterations and/or additions, beneficial \_\_\_\_\_(30)
- c. Alterations and/or additions, not detrimental \_\_\_\_\_(20)
- d. Minor detrimental alterations and/or additions, not affecting overall integrity   X  (10) new roofing, drainage, lighting;
- e. Detrimental alterations and/or additions, reversible at considerable expense \_\_\_\_\_(-25) chimney pot missing; brackets and plat-
- f. Detrimental alterations and/or additions, essentially irreversible \_\_\_\_\_(-75) form missing on freight house

ii. PHYSICAL CONDITION

- a. Excellent \_\_\_\_\_(10)
- b. Good \_\_\_\_\_( 5)
- c. Fair   X  ( 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   X  (20)
- d. Unrelated to townscape \_\_\_\_\_( 0)
- e. Incompatible \_\_\_\_\_(-30)

iv. SUITABILITY FOR ADAPTIVE USE

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

60

TOTAL

130



FACILITY NAME: Murray Hill

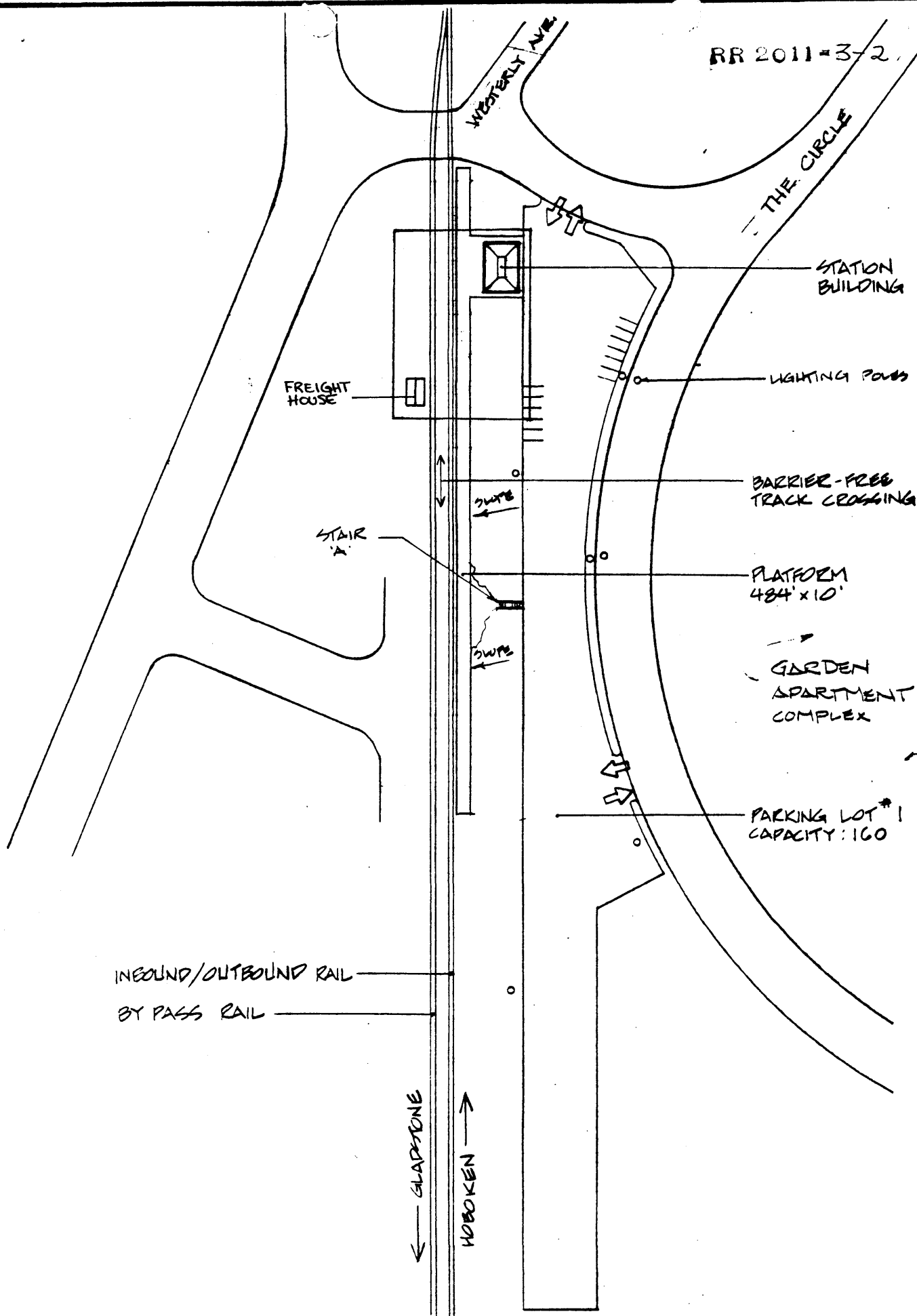
Attach copy of site plan

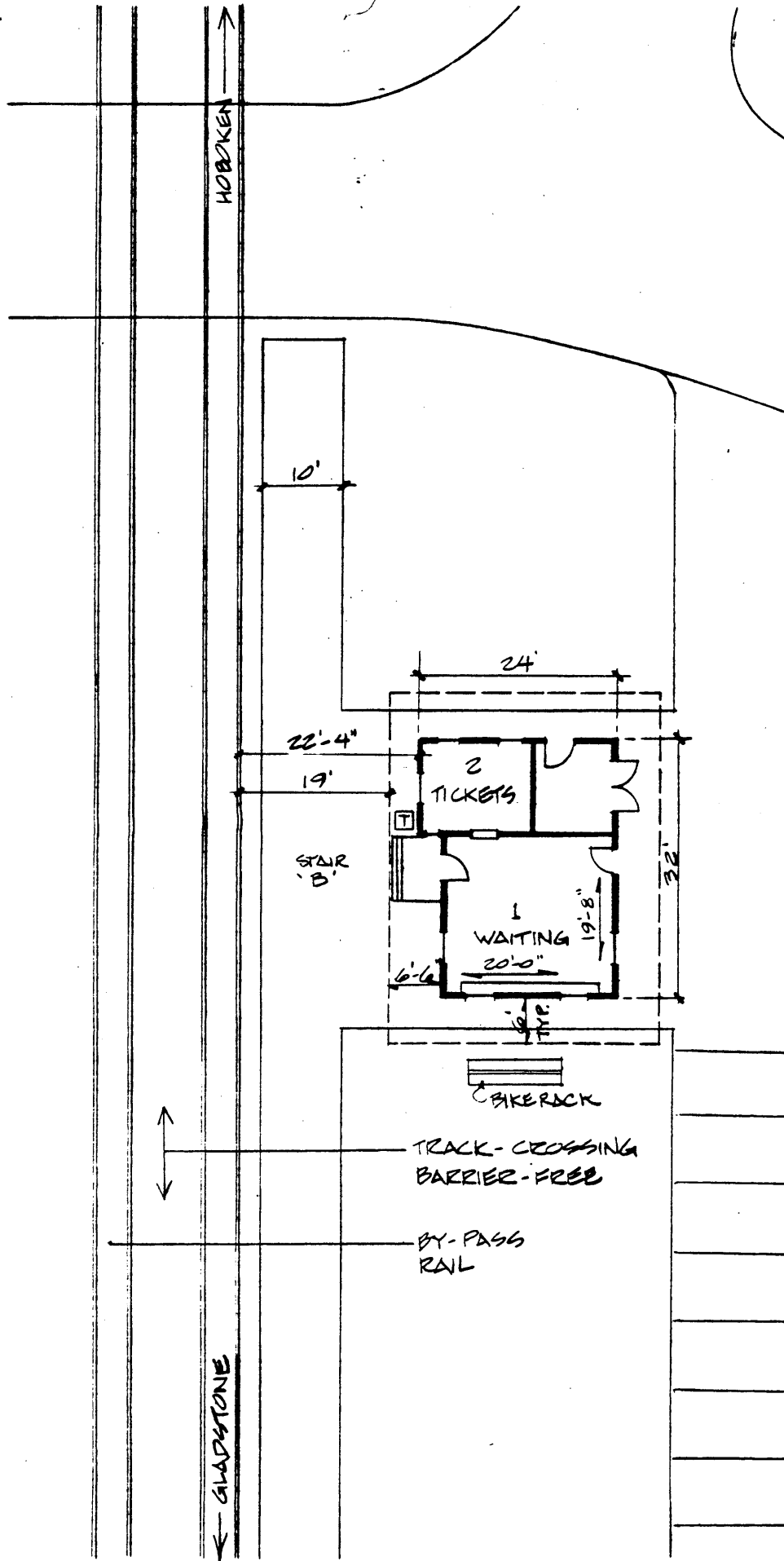
     continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: February, 1981

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







190 3-2 Murray Hill Railroad Station (Taber, 20th, p. 190)



The Murray Hill passenger station and freight house at about 1915. This station is actually located in New Providence. Note the chewed ties in the foreground where a car ran off the track when the derail was open.



The stations along the P. & D., while smaller than those along the Morristown line, provide an interesting variety of architecture, and their settings are totally different from the elevated and depressed structures on the main line. Grade crossings abound on the P. & D. In 1950 seventeen of them still remained. This view looks west at Millington. The stone station was constructed in 1901. Note the crossing warning wig-wags and bells, both standard for many years on the P. & D., where there was insufficient automobile and horse drawn traffic to warrant crossing gates.

# SUMMARY

Station: Murray Hill

Line: Gladstone

Field Survey Conducted October, 1978

## Index:

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

## Information File:

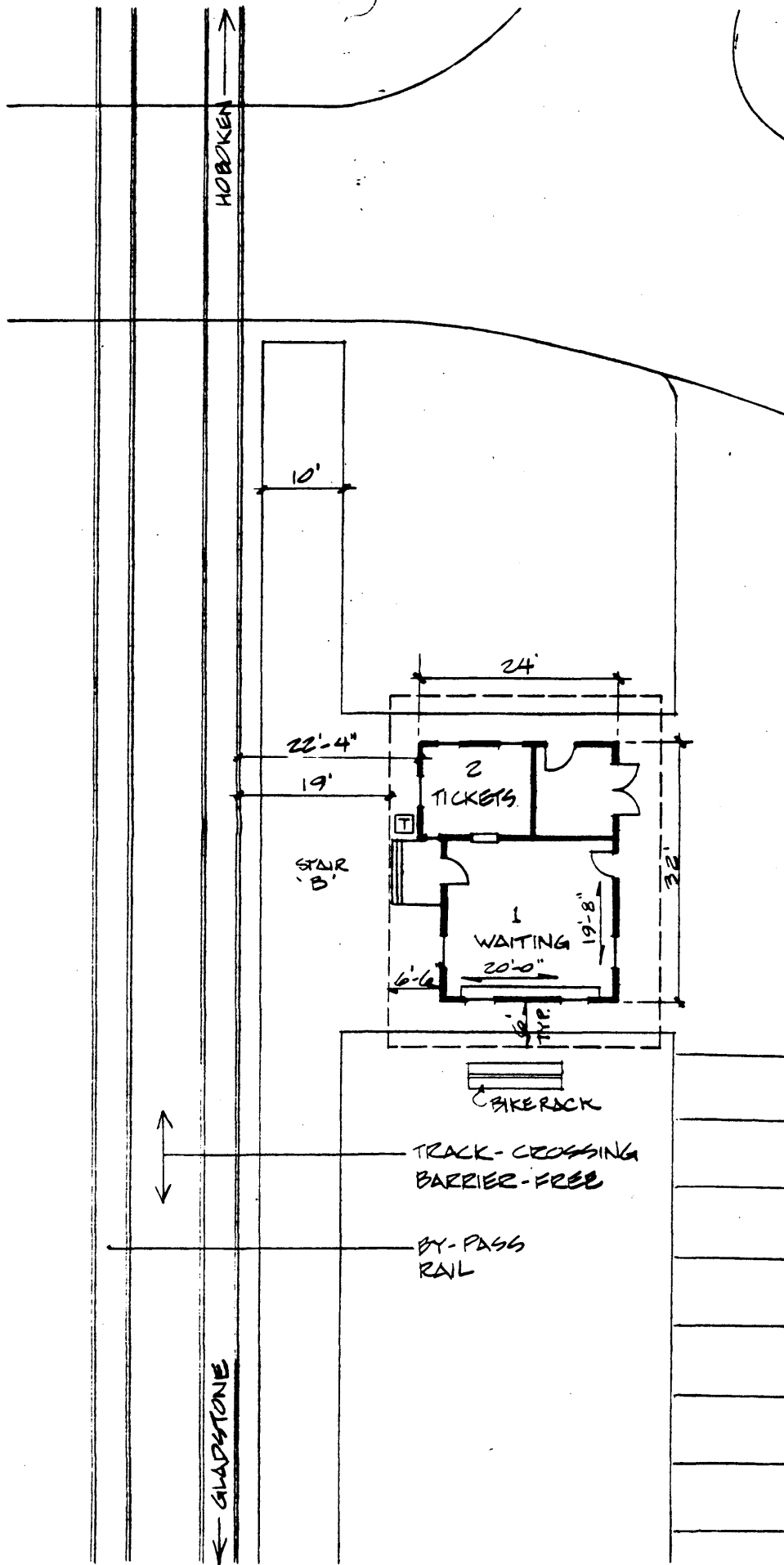
- Aerial Photograph at 1" = 200'
- Station Location Plan from USGS maps or Hagstrom Maps
- Proposed Taking Lines of 900 Day Option Station Parcels
- Summer 1970 Ground Survey of Rail Parking - NJ DOT
- September 1974 Survey - NJ DOT (Dept. of Commuter Services)
- Tri-State Aerial Photo Survey of Rail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

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 587

Station Ridership Category: 3 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



# 3 PLATFORMS & CANOPIES

Station: MURRAY HILL

NO. of TRACKS: 2 In-Bound (NY CH N)\* ✓ Out-Bound ✓ 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>484' x 10'</u>	<u>      </u> X <u>      </u>	<u>      </u> X <u>      </u>
Height Above Top of Rail	<u>6"</u>	<u>      </u>	<u>      </u>
Platform Material	<u>CONCRETE</u>	<u>      </u>	<u>      </u>
Edge Material	<u>      </u>	<u>      </u>	<u>      </u>
Safety Line, Material	<u>yes/no WHITE STRIPE</u>	yes/no <u>      </u>	yes/no <u>      </u>
Guardrail (Locate)	<u>yes/no</u>	yes/no <u>NONE</u>	yes/no <u>      </u>
In-cut/Retaining Walls	<u>      </u>	<u>      </u>	<u>      </u>
Lighting - Type,	<u>H.I. INCOND. 15'H. Poles</u>	<u>      </u>	<u>      </u>
O.C., Setback f/rail	<u>± 11' SB.</u>	<u>      </u>	<u>      </u>
Seating-Mat'l & Qty.	<u>      </u>	<u>      </u>	<u>      </u>
Stairs: (ramps used: A	vert. rise <u>7'-0"</u>	width <u>3'-6"</u>	vert. rise <u>      </u>
yes / no ) B	<u>14"</u>	<u>8'-0"</u>	<u>      </u>
Locate: C	<u>      </u>	<u>      </u>	<u>      </u>

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

STAIR 'A' - UNLIGHTED, BROKEN CONCRETE STEPS AT BOTTOM

Continue on back of page       

## CANOPY/OVERHANG

	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>      </u> X <u>      </u>	<u>      </u> X <u>      </u>	<u>      </u> X <u>      </u>
Height (Lowest)	<u>      </u>	<u>      </u>	<u>      </u>
Setback from Rail	<u>      </u>	<u>      </u>	<u>      </u>
Structure w/Spacing	<u>NONE</u>	<u>NONE</u>	<u>      </u>
Setback-Rail to Support	<u>      </u>	<u>      </u>	<u>      </u>
Deck Material	<u>      </u>	<u>      </u>	<u>      </u>
Roofing	<u>      </u>	<u>      </u>	<u>      </u>
Shape	<u>Slope / Gable / Flat</u>	<u>      </u>	<u>      </u>
Drainage	<u>      </u>	<u>      </u>	<u>      </u>
Lighting	<u>      </u>	<u>      </u>	<u>      </u>

CONDITION (Note apparent poor conditions only):



# 4 STATION BUILDING

# SHELTER

STATION: MURRAY HILL

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) LEVEL Relation of Entry to Street LEVEL I.B.  O.B.

Roof Overhang - width: 6'0" 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 NONE vertical rise \_\_\_\_\_ b) width \_\_\_\_\_ vertical rise \_\_\_\_\_  
c) width \_\_\_\_\_ vertical rise \_\_\_\_\_ d) width \_\_\_\_\_ vertical rise \_\_\_\_\_

## EXTERIOR MATERIALS AND SYSTEMS:

Foundation ASSUMED CONCRETE Doors WOOD

Base Course WOOD (photo)  Roof Deck WOOD

Walls WOOD Roofing TAR PAPER

Trim WOOD Soffit NONE

Windows - operable -  / no; DOUBLE-HUNG, WOOD

Structural System (consultant) WOOD FRAME

Drainage GRN. GUTTER & LEADER (PITCHES IN SOME PLACES)

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>±400</u> S.F.	<u>WOOD</u>	<u>WOOD</u>	<u>PAINT</u>	<u>WOOD</u>	<u>WOOD</u>	<u>11'-0"</u>	<u>INCANDESCENT</u>
2. Ticket Office	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>FLUOR</u>
3. Mens Toilet	<u>"</u>	<u>NONE</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
4. Womens Toilet	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>
<u>COAL STORAGE</u>	<u>WOOD</u>	<u>WOOD</u>	<u>PAINT</u>	<u>WOOD</u>	<u>WOOD</u>	<u>11'-0"</u>	<u>INCANDESCENT</u>

A. Concessions and Businesses: Taxi  Newspaper stand/coin box Pay Toilet  Vending Machines

Other: COFFEE TRUCK UNTIL 7:15 AM

B. Waiting Room Seating: describe (photo): GANG BENCH Capacity 8

C. Number of Public Phones and Locations: 1 - OUTSIDE AT PORCH

D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. GOOD O.B. NONE

E. Describe visibility for surveillance for waiting rooms with and without agents: GOOD

F. Is passage from the station to platforms sheltered: yes /  (photo description \_\_\_\_\_).

G. Are public toilets, telephones and other station conveniences identified: yes /

H. Are lockers provided: yes /  ; trash receptacles:  / no , location: waiting room # 1  
platform I.B. (NY) # 1, platform O.B. # -, pick/up areas: - (photos)

I. Mailbox:  / no ALONG STREET

J. Water fountain: yes /  ; location: \_\_\_\_\_

K. Describe other commuter conveniences: NONE

OPEN SHELTER - location: I.B. (NY, H, N) \_\_\_\_\_ O.B. \_\_\_\_\_ (indicate on site plan or aerial; photos or sketch)

Size Width \_\_\_\_\_ Length \_\_\_\_\_ Height \_\_\_\_\_

Material \_\_\_\_\_

Base NONE

Lighting \_\_\_\_\_

Condition \_\_\_\_\_

4a STATION BUILDING

SHELTER

STATION: MURRAY HILL

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

CONDITION: \*

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

Foundations:

Walls/Doors/Windows: WALLS AROUND BASE ARE DRY - ROTTED (PHOTO 42)  
OVERALL EXTERIOR IS WEATHERED

Stairs: † PORCH - WORN, NO HANDRAIL (PHOTOS 41 & 44)  
UNEVEN PAVEMENT AT BOTTOM.

Roof/Drainage:

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows: WINDOWS NEED SASH CORD REPAIR  
DOORS - NOT TIGHT TO FRAME, AREAS AROUND  
LOCKS ARE BROKEN  
DOOR PANELS & GLASS, HARDWARE NEED REPLACEMENT

Floor: FLOOR - WORN  
STORAGE FLOOR - VERY WORN

Ceiling:

Stairs:

# 8 Community & Security Aspects

Station: Murray Hill

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).

It is a middle class, residential area on the inbound side of the station. Murray Hill Mall is located on the outbound side.

The area is wide open with few shadows and there is excellent visibility for police surveillance.

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 \_\_\_\_\_):

Some Murray Hill Mall customers use the station parking lot. There is no pedestrian usage through the station and distances would not be shortened by passing through the station. The grading at the station prevents pedestrians walking through.

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

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

4. Question the ticket agent about vandalism problems.

No problems.