

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 1802-
Survey # 3-5

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- ✓ A. Name: Common Lyons Station Line: Hoboken Division
Historic Gladstone Branch
(D,L, & W)
- B. Address or location:
✓ Lyons Road
✓ Lyons, N.J. ✓ County: Somerset
Municipality: Bernards Township
Block & lot: part of 112/2
- C. Owner's name: Bernards Township
Address: Basking Ridge, N.J.
- D. Location of legal description: Recorder of Deeds, Somerset County
Courthouse, Somerville, N.J. 08876
- 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: 105/130 points

FACILITY NAME: Lyons

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

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: 1

Pedestrian access across tracks:

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

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

The Lyons complex, consisting of a one-story brick and stucco station in Tudor Revival style, with adjacent wood frame canopy and platform, is located on an open suburban site adjoining a shopping center. The track is aligned generally east to west. There are large parking lots (1) east and west of the station and a loop drive with parking lot north of the tracks. Pedestrians may approach the platform either directly from the parking lots or from the station. Landscaping consists of several barrel planters with flowers around the periphery of the station, and plantings along the platform.

FACILITY NAME: Lyons

3. DESCRIPTION--PLATFORMS AND CANOPIES

x Inbound 478' asphalt platform. There is no platform lighting.

 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, connected to the west facade doors by a covered walkway, has an 8-bay wood frame shed roof and deck, supported on a single row of rectangular wood columns with metal plate bracing and wood brackets. There are four new incandescent fixtures attached to the framing, replacing the original ones.

FACILITY NAME Lyons

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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 Lyons Station, located E. of the tracks, consists of a one-story brick and stucco block with a gabled roof, its ridge paralleling the tracks. Just N of center on both the E and W facades are small rectangular projections with their own transverse gabled roof. Each gable end contains a small rectangular louvered opening. The E facade contains (4) 8-pane windows with transoms on the E side of the projection with 10-pane windows on the N and S. Flanking the projection on the S are (4) 6-pane windows, and on the N, double 6/diamond panel doors with a 5-pane transom and paired 8-pane windows with a 4-pane transom. The W facade contains (2) 6-pane windows in the projection flanked on the N by (N to S) paired 8-pane windows with a 4-pane transom and double 6/diamond-pane doors with 5-pane transom, and on the S by (4) 6-pane windows. The N facade contains a double 1/1 freight door; the S facade, a bay with (3) paired 8-pane windows, each with a 4-pane transom. A central, rectangular, corbeled brick chimney with a terra cotta pot straddles the ridge. Roofing is slate. Most materials appear original.

FACILITY NAME Lyons

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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.

All the spaces of the Lyons Station are on one level. The S half comprises the Waiting Room (1). The N wall of the Waiting Room contains a door to the Ticket Office (2), whose width is defined by the W projection; and an entry to a short hall, flanked on the E by the Men's and Ladies' Rooms (3, 4) which share the E projection. A phone booth, since converted to a closet, is built into the E wall of the hall. At the N end of the hall and comprising the N quarter of the building is the Baggage Room. Public spaces have concrete floors and plaster walls. The ceiling of the Waiting Room is board with exposed beams. The Men's and Ladies' Rooms have standard D, L, and W treatment of ceramic tile floors and wainscot. All materials appear to be original, although most surfaces have been painted, most recently in 1975 (Bernardsville).

FACILITY NAME: Lyons

-5A
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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	5
NAME <u>Waiting Room</u>	NUMBER ON FLOOR PLAN	1
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>poured concrete; tile border (red)</u>	
Base:	<u>tile (red)</u>	
Wainscot:	<u>none</u>	
Walls:	<u>plaster</u>	<u>modern paint</u>
Ceiling:	<u>boards (stain), angled cove</u> <u>moulded beam (stain)</u>	
Trim:	<u>wood cut-out cornice moulding above</u> <u>ticket window, hall entry; wood sills</u>	
Doors:	<u>(2) 6/diamond panel, double with 5-pane</u> <u>transom (curvilinear surrounds)</u>	
Seating:	<u>built-in matched board benches</u> <u>(N & S) paneled beneath seat,</u> <u>dividers between seats (stain)</u>	
Lighting:	<u>2 hanging incandescent fixtures with urn globe</u> <u>shades; ceiling attached incandescent</u> <u>fixture in hall</u>	<u>wall mounted incan.</u> <u>fixture (E)</u>
Other:	<u>curvilinear arch surrounds</u> <u>ticket window, hall entry</u> <u>iron grating above hall entry</u> <u>hall phone booth</u>	<u>clock (W wall)</u> <u>converted to a closet</u>

FACILITY NAME: Lyons

-5A
RR REC-
Survey # 3-5

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME <u>Ticket Office</u>	<u>5</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>linoleum/poured concrete</u>	<u>poured concrete</u>
Base: <u>plain board (stain)</u>	
Wainscot: <u>none</u>	
Walls: <u>plaster</u>	<u>modern paint</u>
Ceiling: <u>plaster</u>	<u>modern paint</u>
Trim: <u>wood moulded surrounds (stain)</u>	<u>modern paint</u>
Doors: _____	<u>boarded</u>
Seating: <u>none</u>	
Lighting: <u>(2) hanging incandescent fixtures</u>	<u>ceiling attached fluorescent fixtures</u> <u>1 incandescent missing</u>
Other: <u>built-in wood counter (N & W)</u> <u>built-in wood cabinet (E)</u> <u>iron grating over ticket window opening</u> <u>flush radiator (S wall)</u>	

FACILITY NAME: Lyons

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>5</u>
NAME <u>Men's Room</u>	NUMBER ON FLOOR PLAN <u>3</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>ceramic tile (white)</u>	_____
Base: <u>ceramic tile (white)</u>	_____
Wainscot: <u>ceramic tile (white)</u>	_____
Walls: <u>plaster</u>	<u>modern paint</u>
Ceiling: <u>plaster</u>	<u>modern paint</u>
Trim: <u>wood moulded door frame (stain)</u>	_____
Doors: <u>(1/1) to hall; 4-panel to toilet (stain)</u>	_____
Seating: <u>none</u>	_____
Lighting: <u>ceiling attached incandescent fixture with urn globe shade</u>	_____
Other: <u>flush metal radiator (E) grid</u>	<u>new toilet</u>

FACILITY NAME: Lyons

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	5
NAME	NUMBER ON FLOOR PLAN	4
	Original	Existing, if different
Floors:	<u>ceramic tile (white)</u>	_____
Base:	<u>ceramic tile (white)</u>	_____
Wainscot:	<u>ceramic tile (white)</u>	_____
Walls:	<u>plaster</u>	<u>modern paint</u>
Ceiling:	<u>plaster</u>	<u>modern paint</u>
Trim:	<u>wood moulded frame (stain)</u>	_____
Doors:	<u>(1/1) panel to hall; 4-panel to toilet</u>	<u>4-panel is missing</u>
Seating:	<u>none</u>	_____
Lighting:	<u>ceiling mounted incandescent fixture</u>	_____
Other:	<u>flush metal radiator grid (W)</u>	<u>new toilet</u>

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	D.T. Mack or his staff	source	D, L, and W, plans
Date	1931	Source	D, L, & W
Alteration dates		Source	
Style	Mission, Tudor Revival		
# passenger trains/day (present)	35 in 1980	Peak (#, Yr.)	35 in 1980
<u>no</u> Original station on site	built in 1874		27 in 1940
			16 in 1901

The Lyons Station is a typical example of early twentieth century eclecticism. Its gable ends with limestone copings and carved rosette ornamentation seem to relate to the Tudor Revival, yet its stucco walls and use of shaped gable forms with curvilinear outline in window frames and interior detail recall the Mission style.

The Lyons Station has the distinction of being the last station built on the D, L, and W in New Jersey. It was built to handle the growing number of people going to the Veterans Hospital nearby. Since then it has served a growing number of commuters, as well.

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundary is outlined on the site plan.

Acreage: Less than 1/4 acre.

UTM coordinates: Zone: 18/Easting: 5 3 8 0 3 0 Northing: 4 5 0 3 6 4 0
USGS Quad Bernardsville Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Delaware, Lackawanna, and Western Railroad, Annual Report, 1931

Bernardsville News

Plans, Lyons Station, New Jersey Transit

ICONOGRAPHIC:

Photo: (1931) Thomas T. Taber, The Delaware, Lackawanna and Western in the Twentieth Century, 1980, p. 203

Plans, Ibid.

8. PHOTO

Negative index # ??91 or NJT photo # -- slide # 3-5
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: station from south

FACILITY NAME: Lyons

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 x (25) last sta. built
 - common _____ (10) by DL & W in NJ
- 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)

- 25 -

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Tudor and Mission (Interior Details)
 - a. Example of a particular architectural style (check one)
 - Outstanding _____ (50)
 - Excellent _____ (40)
 - Very good _____ (30)
 - Good X (20)
 - Fair _____ (10)
 - b. Rare survivor of style
 - nationally _____ (20)
 - state-wide _____ (15)
 - locally _____ (10)
 - c. As example of railroad architecture
 - rare _____ (30)
 - unusual or early _____ (15)

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FACILITY NAME: Lyons
CRITERIA CONT.

- ii. ARCHITECT (check one)
- a. building by architect important
- | | | |
|------------|------|------|
| nationally | ____ | (25) |
| state-wide | ____ | (20) |
| locally | ____ | (15) |
- b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer _____(20)
- c. building designed by railroad and is known or appears to be the work of the staff x (5)
- d. architect identified but not considered to be of special importance _____(5)
- iii. OVERALL ARCHITECTURAL QUALITY (check one)
- a. Outstanding composition, siting, or craftsmanship _____(40)
- b. Notable composition, siting, or craftsmanship, or possessing especially picturesque or unusual exterior detailing _____(25)
- c. Possessing some detail(s) of particular interest and/or quality x (15) Gable-end coping with carved rosettes; shaped window frames in doors and transom.
- 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 | ____ | (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: Lyons

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- a. Original condition x (40)
- b. Alterations and/or additions, beneficial _____ (30)
- c. Alterations and/or additions, not detrimental _____ (20)
- d. Minor detrimental alterations and/or additions, not affecting overall integrity _____ (10)
- e. Detrimental alterations and/or additions, reversible at considerable expense _____ (-25)
- f. Detrimental alterations and/or additions, essentially irreversible _____ (-75)

ii. PHYSICAL CONDITION

- a. Excellent x (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 x (0)
- e. Incompatible _____ (-30)

iv. SUITABILITY FOR ADAPTIVE USE

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

65

TOTAL

130

FACILITY NAME:

Survey # -11
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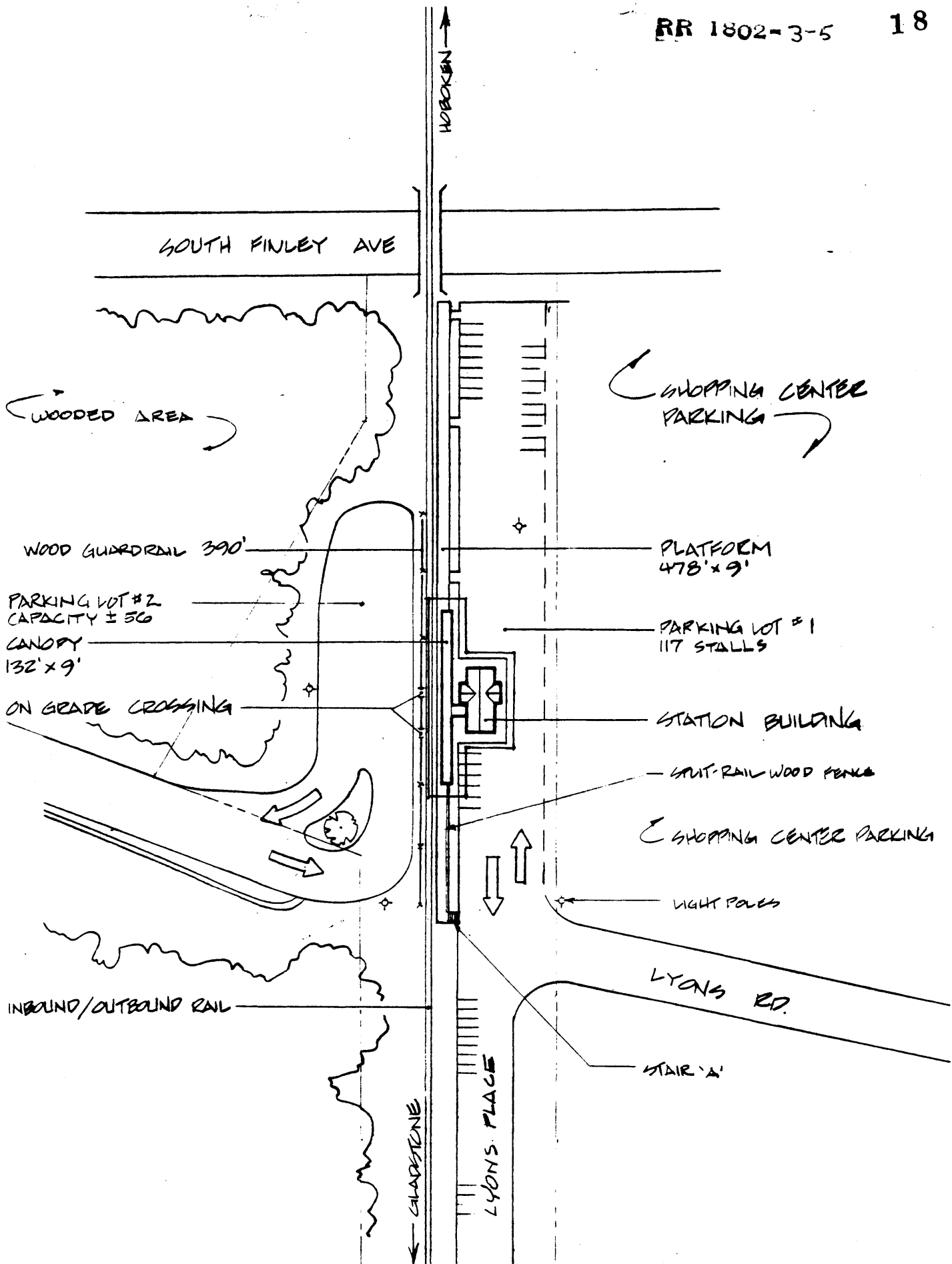
Attach copy of site plan

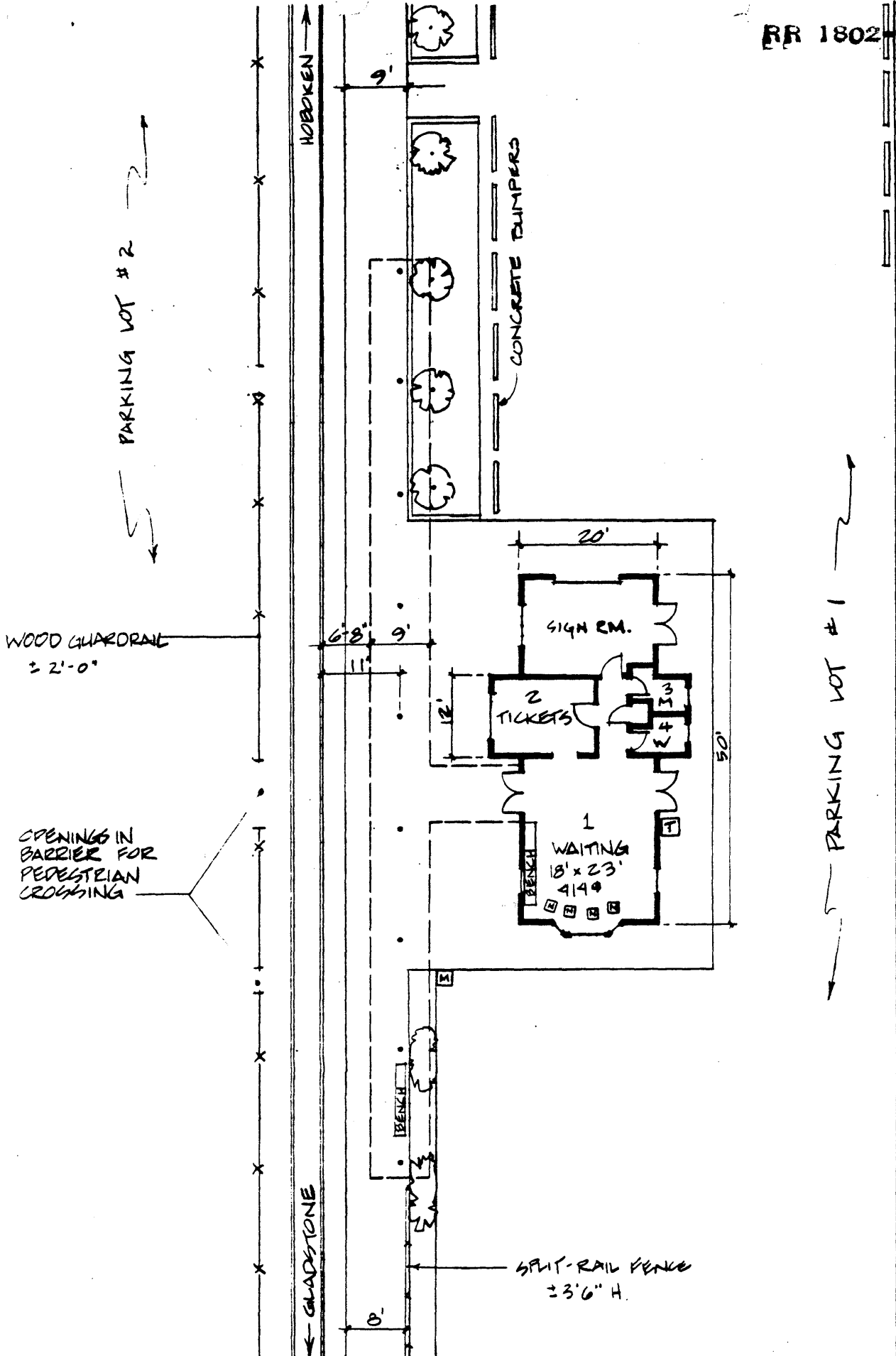
 continuation sheets attached

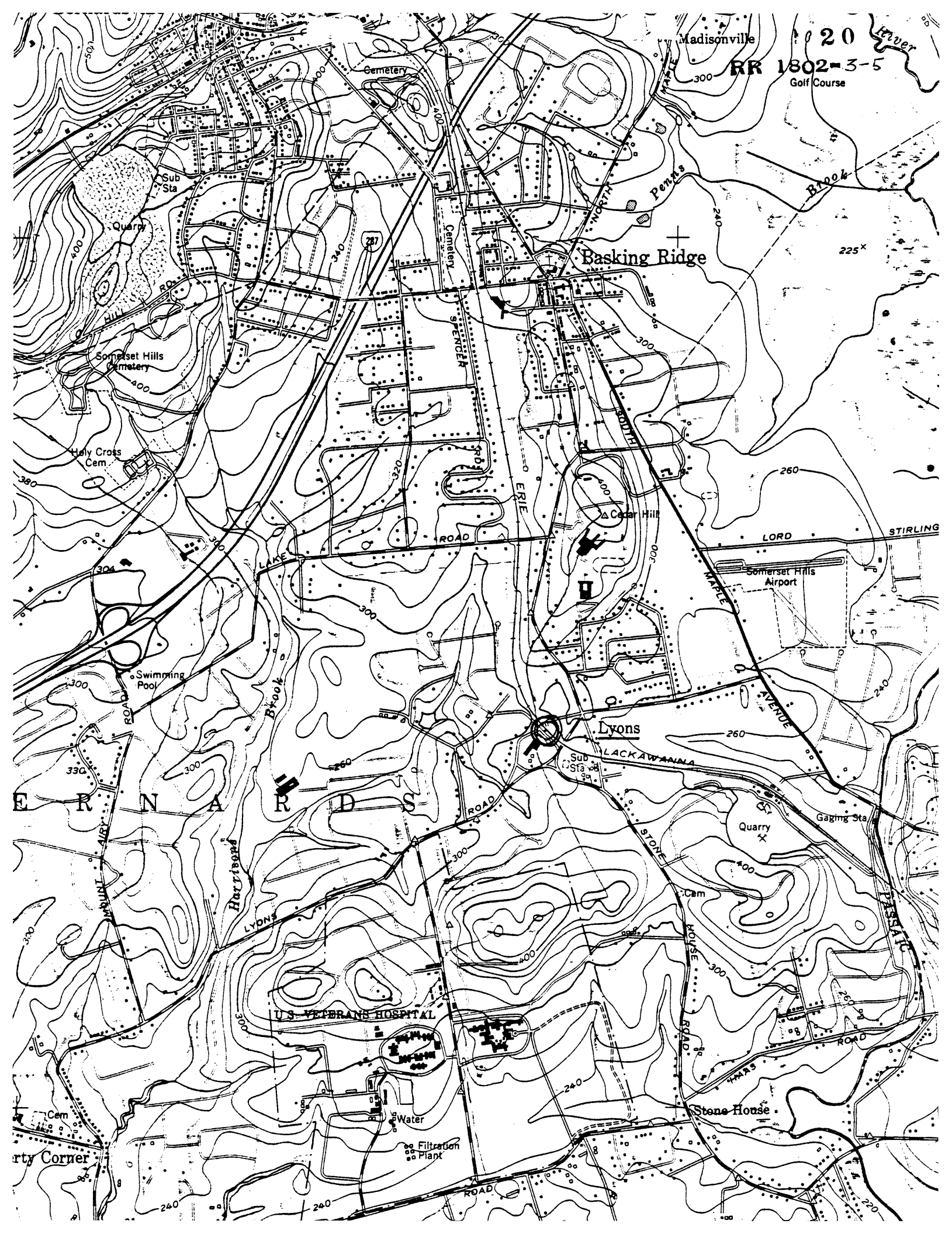
FORM PREPARED BY: Richard Meyer

Date: April, 1981

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







Madisonville

20

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Golf Course

Cemetery

Sub Sta

Quarry

Basking Ridge

225X

Somerset Hills Cemetery

Holy Cross Cem.

ROAD

LORD

STIRLING

Somerset Hills Airport

Swimming Pool

Lyons

LACKAWANNA

Gaging Sta

Quarry X

U.S. VETERANS HOSPITAL

Stone House

arty Corner

Water

Filtration Plant

3-5 Lyons Railroad Station (Taber, 20th, p. 203)

taken the cream of the passenger traffic, leaving the railroads with whatever the bus companies did not want, gradually created a problem which the State of New Jersey refused to solve, even after repeated editorials in northern New Jersey newspapers.

The decrease in patronage for which the State refused to allow comparable cut-backs in service (and which ultimately would have been disastrous to the transportation picture) is shown below:

Most of the weekday decrease occurred on the Montclair Branch and east of South Orange with business west of Summit showing significant gains. The above figures also include Boonton Branch patronage which decreased.

With the opening of the St. Lawrence Seaway, most of the railroad's grain traffic was lost, and lumber and plywood declined. These losses combined with declining anthracite, which after several relatively stable years, was once again decreasing, and increased trucking competition

Suburban Passenger Traffic Handled Each Way

	Rush Hour	Non Rush Hour	Total Weekday	Saturday	Sunday
947	22,800	15,200	38,000	18,700	7,800
952	20,500	9,500	30,000	8,000	5,200
958	18,900	8,400	27,300	5,200	3,400

sharply reduced profits in 1957 and in 1958 created a deficit.

Although it is questionable as to just how much the electrified service was by 1958 actually losing on an out of pocket basis, the management announced in December 1958 that the State of New Jersey had to do something toward correcting the long standing inequities because the railroad could not continue to absorb losses. Otherwise, the railroad would look toward eliminating its passenger service. It recommended that taxes on passenger facilities be eliminated, and that the Port Authority assume some of the responsibilities for the problems created by the actions that the non-tax paying Authority had taken. However, the railroad turned a deaf ear to suggested improvements which would cost the railroad a little money but would attract more business.

The train-off announcement was triggered by notification by the United States Post Office Department that their \$700,000 contract with



Parsons Todd of Morristown holds the all-time record for commuting on the Lackawanna. Born in 1877, he commuted 72 years until he was 92. He started his daily treks to New York in 1898, and made his last trip on May 5, 1970. This photograph was taken in 1962 when he was 85 years old. Besides being a commuter, he was Mayor of Morristown twice and an Alderman (Councilman) for 28 years.



Except for the new station at Syracuse, the last new station constructed by the Lackawanna was completed at Lyons on the P. & D. in 1931. Increased travel to the Veteran's Hospital nearby necessitated the new depot.

SUMMARY

Station: Lyons

Line: Gladstone

Field Survey Conducted 10/78

Index:

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

Information File:

- | | |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 400' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| <u>X</u> | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| <u>X</u> | September 1974 Survey - NJ DOT (Dept. of Commuter Services) |
| _____ | 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 Tax & Zoning Maps |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 431

Station Ridership Category: 4 Ownership: Municipal

Agent: Yes Hrs/Days: 6:15 a.m. - 2:45 p.m. (Lunch 9:45 - 10:15) Monday - Friday

Rehabilitated (10 years or less) & Description: No

PARKING LOT # 2

WOOD GUARDRAIL
≈ 2'-0"

OPENINGS IN
BARRIER FOR
PEDESTRIAN
CROSSING

HOBBOKEN

GLADSTONE

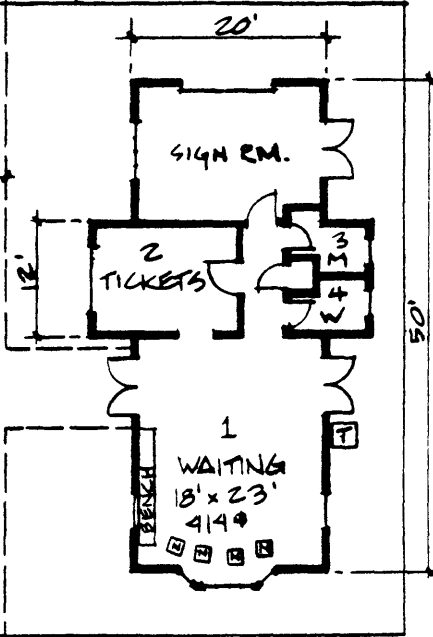
9'

CONCRETE BUMPERS

6'8"

9'

11'



PARKING LOT # 1

SPLIT-RAIL FENCE
≈ 3'6" H.

3 PLATFORMS & CANOPIES

Station: Lyons

NO. of TRACKS: 1 In-Bound (NY ~~(H)~~ 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:

Yes, to cross over to outbound parking lot.

PLATFORMS

	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u>478' ± 3" x 8' & 9' (See floor plan)</u>	<u>X</u>	<u>X</u>
Height Above Top of Rail	<u>± 3"</u>		
Platform Material	<u>Asphalt</u>		
Edge Material	<u>Asphalt & concrete</u>		
Safety Line, Material	<u>yes/no White stripe</u>	<u>yes/no</u>	<u>yes/no</u>
Guardrail (Locate)	<u>yes/no Split rail fence</u>	<u>yes/no</u>	<u>yes/no</u>
In-cut/Retaining Walls	<u>-----</u>		
Lighting - Type,	<u>No platform lighting</u>		
O.C., Setback f/rail			
Seating-Mat'l & Qty.	<u>Wood & steel bench (cap. 4)</u>		
Stairs: (ramps used: A	<u>vert. rise 4' 0" width 10' 0"</u>	<u>vert. rise width</u>	<u>vert. rise width</u>
yes / no) B			
Locate: C			

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

Continue on back of page

CANOPY/OVERHANG

	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>132 x 9</u>	<u>X</u>	<u>X</u>
Height (Lowest)	<u>11' 0"</u>		
Setback from Rail	<u>6' 8"</u>		
Structure w/Spacing	<u>Wood column 16' C. to C.</u>		
Setback-Rail to Support	<u>11'</u>		
Deck Material	<u>Wood</u>		
Roofing	<u>Unknown</u>		
Shape	<u>Slope / Gable / Flat</u>		
Drainage	<u>Gutters & leaders @ rear of roof</u>		
Lighting	<u>Incand. 32' O.C.</u>		

CONDITION (Note apparent poor conditions only):

4 STATION BUILDING _____ X _____

SHELTER _____

STATION: Lyons

1 Track inbound/outbound

In-Bound (NY N) _____ In-Use _____; Out-Bound _____ In-Use _____; Number of Levels 1 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: 1' 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 N/A vertical rise _____ b) width _____ vertical rise _____
- c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation Concrete Doors Wood and glass
 Base Course Concrete (photo) _____ Roof Deck Wood
 Walls Brick Roofing Slate Shingle
 Trim Wood Soffit Wood
 Windows - operable - yes / no; Steel casement
 Structural System (consultant _____)

Drainage Galvanized gutters and leaders

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>414 S.F.</u>	<u>Concrete</u>	<u>Cer. tile</u>	<u>Paint</u>	<u>Concrete</u>	<u>Wood</u>	<u>12' 6"</u>	<u>Incand</u>
2. Ticket Office	<u>Concrete</u>	<u>Wood</u>	<u>-----</u>	<u>Concrete</u>	<u>Plaster</u>	<u>No access</u>	<u>Inc. & Fl</u>
3. Mens Toilet	<u>Hex. cer. tile</u>	<u>Cer. tile</u>	<u>Ceramic</u>	<u>Concrete</u>	<u>Concrete</u>	<u>9' 9"</u>	<u>Incand.</u>
4. Womens Toilet	<u>Hex. cer. tile</u>	<u>Cer. tile</u>	<u>Ceramic</u>	<u>Concrete</u>	<u>Concrete</u>	<u>9' 9"</u>	<u>Incand.</u>
5. Sign Room	<u>Concrete</u>	<u>---</u>	<u>---</u>	<u>Brick & conc. block</u>	<u>Wood</u>	<u>10' 0"</u>	<u>Incand.</u>
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

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

B. Waiting Room Seating: describe (photo): Oak gang bench Capacity 16

C. Number of Public Phones and Locations: 1 phone outside (See floor plan)

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: Good with agents

F. Is passage from the station to platforms sheltered: yes / no (photo description _____).

G. Are public toilets, telephones and other station conveniences identified: yes / no

H. Are lockers provided: yes / no; trash receptacles: yes / no, location: waiting room # 1
 platform I.B. (NY) # 0, platform O.B. # 0, pick/up areas: 0 (photos)

I. Mailbox: yes / no Outside on platform

J. Water fountain: yes / no; location: _____

K. Describe other commuter conveniences:
Bulletin board in waiting room.

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

4a STATION BUILDING _____ X _____ SHELTER _____

STATION: Lyons _____

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows:

Good condition except one door at the parking lot side is weak and is separating at joint.
There is a notice on the window that the door is unsafe.

Stairs: N/A

Roof/Drainage:

Gutters and leaders are dented and damaged and rotted.

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

Floor: The concrete floor in the waiting room has settlement crack, wall to wall (platform to parking lot).

Ceiling:

Stairs:

N/A

Curb outside the station door, as well as the sidewalk, are in poor condition. It is hazardous. See photos 36, 37 & 38.

8 Community & Security Aspects

Station: Lyans

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 a rural setting, adjacent to a shopping mall containing approximately 12 stores.

The visibility of the station, platforms and parking lots is good from a police patrol car. There are wooded areas which make the perimeters of the parking lot somewhat secluded and in heavy shadows. The platforms beyond the canopies and the parking lots are dark and require upgraded lighting.

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 out of the main stream of pedestrian activity. Infrequently, a pedestrian will walk down the access road to the outbound parking lot, across the railroad tracks to the shopping mall.

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

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

4. Question the ticket agent about vandalism problems.

None