

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 2005-  
Survey # 8-5

# NEW JERSEY TRANSIT RAILROAD STATION SURVEY

## 1. IDENTIFICATION

- A. Name: Common Plainfield Station Line: Raritan Valley  
Historic (Jersey Central)
- B. Address or location:  
~~Site defined by North Ave., Watchung Ave., E. 4th St., and Park Ave. in Plainfield, N.J.~~  County: Union  
Municipality: Plainfield City  
Block & lot:  
part of: 1006/1
- C. Owner's name: N.J. Transit (right-of-way including  
Address: Newark, N.J. station and shelter)
- D. Location of legal description: Recorder of Deeds, Union County  
Courthouse, Broad St., Elizabeth, N.J. 05207
- E. Representation in existing surveys: (give number, category, etc.,  
as appropriate)

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

Plainfield Corridor J3 n.p. NR(name, if HD) \_\_\_\_\_

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

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

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 2-29-77)  
NR det.? \_\_\_\_\_ (date \_\_\_\_\_)

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

C. Survey Evaluation: 155/190 points  
173

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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.)
- 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: 4

Pedestrian access across tracks:

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

Pedestrian/vehicular underpass

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

The Plainfield complex consists of a one-and one-half story, red brick station and attached tower in Renaissance Revival style, an attached wood frame canopy, a similar one-story shelter with free-standing steel frame canopy, platforms on either side of the tracks, and a concrete pedestrian tunnel connecting the buildings. The complex is located on an urban site defined by North Avenue on the northwest, Watchung Avenue on the northeast, East Fourth Street on the southeast and Park Avenue on the southwest. North Avenue and East Fourth Avenue are nearly at grade with the tracks, while Watchung Avenue and Park Avenue are depressed and pass beneath rail bridges. There are parking lots southeast of the station (1) and northwest of the shelter, as well as along neighboring streets. Pedestrians may approach the platform via stairs from Watchung Avenue (A, D) or Park Avenue (B,C) or directly from the parking lots. There is no landscaping on the site. The shelter is presently not in use.

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## 3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound 660' asphalt platform. No lighting except for canopy fixtures.
- 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 Plainfield, 20 bays long, is centrally attached to the northwest facade of the station for six bays. Of wood frame construction with a hipped roof, the canopy is supported on square wood columns with concrete bases and wood brackets, all painted green (a single row for the attached section, and double rows for the remaining bays). Transverse board benches are built between the columns in every second bay. Gutters are copper and downspouts, metal; the soffit is matched board (painted white, probably varnished originally), to which fluorescent lighting fixtures are attached (incandescent originally). Board signs (red, white type) hang from the middle of the northwest facade and from the southwest end, while an oversized electric clock (recent) hangs transversely from the center of the framing.

FACILITY NAME: Plainfield

## 3. DESCRIPTION--PLATFORMS AND CANOPIES

 Inbound Outbound 575' asphalt and gravel platform, lined with high intensity incandescent fixtures on pipe poles  
 Between tracks (fix. recent).

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

The outbound canopy at Plainfield is free standing and is adjacent to the SW facade of the shelter. Six bays long, its steel frame is supported on a single row of tapered steel columns and splayed steel brackets. The roof is gabled and sheathed in corrugated metal. There is no lighting.

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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 Plainfield station, located SE of the tracks, consists of a 1½ story red brick main block with a hipped roof and broad eaves, its ridge paralleling the tracks. Projecting beneath the canopy on the NW facade is a shallow polygonal bay: projecting from the SE side of the roof is a gabled dormer with limestone coping and a Palladian window with blind fan light (boarded). Adjoining the NE wall is a 2 stage cube-like block, with a pyramidal roof. Its NW and SE walls project slightly beyond the facade lines of the main block. The NW facade of the tower contains (3) windows with fanlights inscribed in round arch surrounds, on the second stage (boarded) and (3) 1/1 windows flanked on either side by 3 pane doors, on the first stage. The NW facade of the main block contains (3) 1/1 windows in the projection flanked on either side by a 1/1 - 3 pane door - 1/1 grouping. At the SW end of the facade are (3) 1/1 windows. The SE facade of the tower contains a grouping of doors and windows identical to that on the NW facade. The SE facade of the main block contains (12) 1/1 windows. The SW facade contains (3) semi-circular windows (boarded) on the second stage of the tower and (NW to SE) a 1 panel door and (2) windows in the main block. The NE facade of the tower contains (3) windows with fanlights inscribed in round arch surrounds, on the second stage, and (5) 1/1 windows on the first. All doors and windows have single pane transoms. Materials appear original, although the exterior has been sand blasted and many windows boarded up. Roofing is asphalt shingle, but was slate originally.

FACILITY NAME Plainfield

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>poured concrete</u>	_____
Base course:	<u>rusticated ashlar, limestone</u>	_____
Walls:	<u>red brick. common bond</u>	_____
Trim:	<u>limestone sills, lintels, cushions, coping, wood brackets, voussoirs keystones, quoins.</u>	<u>(lt. green paint)</u>
Doors:	<u>(6) 3 pane with tr; (1) 1/ panel with tr</u>	_____
Roofing:	<u>slate, copper flashing, finial on tower</u>	<u>asphalt shingle</u>
Soffit:	<u>matched boards, poss. varn.</u>	<u>(lt. green paint)</u>
Windows:	<u>(15)? (boarded) (35) 1/1 with tr</u>	_____
Lighting:	<u>incan. fix. ?</u>	<u>soffit mounted fluorescent fixs.</u>
Signage:	<u>none</u>	_____
Drainage:	<u>copper gutters, gal. downspout</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 X Shelter \_\_\_\_\_ Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

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

All of the spaces in the Plainfield station are on one level. The NE 3/4 of the main block comprises the Waiting Room (1). Built centrally into this space and adjoining the NW wall is the Ticket Office (2). The SW 1/4 of the main block comprises the Men's Room (3), Ladies' Lounge (4), and Ladies' Room (5). The tower comprises a single 2 stage space, although the upper portion has been hidden by an accoustical ceiling (not original). The Waiting Room and tower interior have terrazzo floors, matched board wainscots and walls and plaster ceilings, however, most surfaces have been covered over (see schedules). Rest Rooms retain their original walls, while their ceilings have been lowered. Although most trim remains exposed, it has been painted to blend with the remodeling.

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

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME	NUMBER ON FLOOR PLAN
<u>Original</u>	<u>Existing, if different</u>
Waiting Room	6
Floors: terrazzo (gray, pink)	
Base: board (black)	
Wainscot: vert. match boards wood panel, doubled, poss. varn. (ticket window proj.)	wall board (lt. green paint)
Walls: vert. match boards, poss. varn.	(cream paint)
Ceiling: plaster, painted	acoustical tile (white)
Trim: wood molded, chair rail, string course, frieze, cornice, arch surrounds, keystones, poss. varn.	(lt. green, cream paint)
Doors: (2) 3 pane with transom, poss. varn.	(paint)
Seating: built-in slat board benches (S, N) possibly varnished	
Lighting: hang. incan. fixs.	ceiling attach fluorescent fixs.
Other: free standing wood partition wall E. of toilet doors clock? in oculus surround radiators behind benches, N. wall	(lt. green paint) recent clock in oculus surround (W)



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

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME <u>Ticket Office</u> (from window, access denied)	<u>6</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	<u>linoleum/board</u>
Base: <u>wood molding, prob. varn.</u>	<u>(green paint)</u>
Wainscot: <u>vert. match boards, doubled</u> <u>poss. varn.</u>	<u>(green paint)</u>
Walls: <u>vert. match boards (ext)</u> <u>poss. varn.</u>	<u>(lt. green paint)</u> <u>paneling (int.)</u>
Ceiling: <u>matched boards?</u> <u>probably varnished</u>	<u>paneling (lt. green paint)</u>
Trim: <u>wood molded chair rails, sills,</u> <u>architraves with volutes</u> <u>prob. varn.</u>	<u>(lt. green, dk. green</u> <u>paint)</u>
Doors: <u>unknown</u>	<u>_____</u>
Seating: <u>none</u>	<u>_____</u>
Lighting: <u>incan. fix.</u>	<u>hang. fluorescent fix.</u>
Other: <u>built-in wood counter (S)</u> <u>iron radiator (N)</u> <u>2 ticket windows</u>	<u>(green paint)</u> <u>W window boarded</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>Original</u>	<u>Existing, if different</u>
Floors: <u>ceramic tile (green)</u>	<u></u>
Base: <u>ceramic tile (green)</u>	<u></u>
Wainscot: <u>ceramic tile (green)</u>	<u></u>
Walls: <u>plaster</u>	<u>(beige paint)</u>
Ceiling: <u>plaster</u>	<u>acoustical tile (beige)</u>
Trim: <u>wood molded surrounds, sills</u> <u>prob. varn.</u>	<u>(lt. green paint)</u>
Doors: <u>1 panel</u>	<u></u>
Seating: <u>none</u>	<u></u>
Lighting: <u>hang. incan. fix.</u>	<u></u>
Other: <u>iron radiator (N)</u> <u>wood partition, prob. varn.</u> <u>attic entry</u>	<u>(lt. green paint)</u>  <u>toilets new</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 6

NAME Ladies' Lounge

NUMBER ON FLOOR PLAN 4

Original

Existing, if different

Floors: quarry tile (green)

\_\_\_\_\_

Base: rubber (black)

\_\_\_\_\_

Wainscot: none

\_\_\_\_\_

Walls: plaster

(beige/lt. green paint)

Ceiling: plaster

acoustical tile (beige)

Trim: wood molded surrounds, sills  
prob. varn.

(lt. green paint)

Doors: (2/2) to toilet; 1 panel to  
Waiting Room, prob. varn.

(lt. green paint)

Seating: none

\_\_\_\_\_

Lighting: (1) hang. incan. fix.

\_\_\_\_\_

Other: iron radiator (S)  
sidelights to Waiting Room

(boarded)

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

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>6</u>
NAME <u>Ladies' Toilet</u>	NUMBER ON FLOOR PLAN <u>5</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>ceramic tile (white, green trim)</u>	<u></u>
Base: <u>ceramic tile (green)</u>	<u></u>
Wainscot: <u>ceramic tile (green)</u>	<u></u>
Walls: <u>plaster</u>	<u>(beige paint)</u>
Ceiling: <u>plaster</u>	<u>acoustical tile (beige)</u>
Trim: <u>wood molded surrounds, sills</u> <u>prob. varn.</u>	<u>(lt. green paint)</u>
Doors: <u>(2) 4 panel to stalls</u> <u>prob. varn.</u>	<u>(lt. green paint)</u>
Seating: <u>none</u>	<u></u>
Lighting: <u>(1) hang. incan. fix.</u>	<u></u>
Other: <u>plumbing fixtures</u> <u>wood panel partitions</u>	<u></u>



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

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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 Plainfield shelter, located NW of the tracks, consists of a 1-story red brick block with a hipped roof and broad eaves, its main ridge paralleling the tracks. There is a large central rectangular projection on the NW facade with a hipped deck roof, and on the SE facade, two small symmetrically-placed rectangular projections beneath the eaves. The SE facade contains doors and windows with the following arrangement (SW to NE) w-d-w-d-w-w (in proj.) -d-w-w-d-w (in proj.) -w-d-w-d-w. The projection of the NW facade contains central 3 pane double doors with a 3 pane transom flanked on either side by (3) windows with 1 window each on the NE and SW sides, respectively. On either side of the projection, the NW facade contains (5) windows in round arch surrounds (inside arches are flat) with a w-d-w arrangement on the basement level. The SW and NE facade each contain (2) windows in round arch surrounds. (There is a basement window on the SW facade.) The base course is brick, but on the trackside has been covered with metal sheeting. Walls have been covered with concrete to the string course level, and the original slate roof has been covered with tar paper. Lighting and drainage fixtures are recent.

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

Fill out separate sheet for each building at facility.

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

## EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall/frame roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>brick</u>	<u>metal sheeting (blue)</u>
Walls:	<u>red brick, common bond</u>	<u>concrete to string course (white)</u>
Trim:	<u>concrete sills, lintels, string course; wood brackets</u>	<u>(blue, NW)</u>
Doors:	<u>(8) 3 pane, (1) double, 3 pane with 3 p. tr.</u>	_____
Roofing:	<u>slate</u>	<u>tar paper</u>
Soffit:	<u>none</u>	_____
Windows:	<u>metal frame</u>	_____
Lighting:	<u>incan. fixs.</u>	<u>fluorescent fixs. attached to eaves</u>
Signage:	<u>board (red, white type)?</u>	<u>none</u>
Drainage:	<u>copper g &amp; d?</u>	<u>aluminum gutters and downspouts</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 Bradford L. Gilbert (Eastbound) (plaque)  
Joseph Osgood, Chf. Eng. (Westbound) (plans)  
 Date 1902 (E) Source plaque Alteration dates \_\_\_\_\_ Source \_\_\_\_\_  
1913 (W) Source plans  
 Style Renaissance Revival  
 # passenger trains/day (present) 49 in 1980 Peak (#, Yr.) 122 in 1941.  
 \_\_\_\_\_ Original station on site (77 commuter,  
 45 long distance)  
 98 in 1912  
 (85 commuter,  
 13 long distance)

The Plainfield station is an exceptionally fine example of the Renaissance Revival style adapted to the functions of a major suburban station. The classical detailing of the station's interior is particularly noteworthy. Bradford L. Gilbert, who also designed the station at Whitehouse, was an architect of national reputation, with offices in New York (main), Chicago, Boston, and Atlanta. He was particularly noted for his station designs, a group of which were published in 1895 as Sketch Portfolio of Railroad Stations. New Jersey stations represented in the portfolio are: W. 8th St., Bayonne and North Branch (1893-94) for Central of N.J.; Essex Fells (1892) for the Morristown and Erie Railroad; and Bernardsville, an unbuilt version for the D,L,&W Railroad. Joseph Osgood, chief engineer for the Central of New Jersey between 1901 and 1916, also designed stations at Newark, Westfield (inbound), Bound Brook (with William I. Houghton), and High Bridge. At Plainfield, as well as Westfield, he appears to have been particularly adept at designing buildings compatible in form, materials, and spirit to the existing stations across the tracks.

Plainfield has long been an important station on the CNJ. (A lavishly illustrated brochure entitled "Within the Suburban Limits", published by the railroad in 1907, described Plainfield as "...the ideal community in which to procure a home for the businessman who needs to attend to affairs of business in New York and Philadelphia..."). But in addition to serving commuters, the station was a principal stop for through trains of the Baltimore and Ohio, as well as Reading and Jersey Central long distance trains. Until the B&O eliminated service into New York in 1958, it was possible to board at Plainfield and not leave the car or train until arriving in Washington, Chicago, St. Louis, Kansas City, New Orleans, or several points in Florida (winter only).

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## 6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage: ca. 3.5 acres

UTM coordinates: Zone: 18/Easting: 5 4 9 0 0 0/Northing: 4 4 9 6 3 4 0

USGS Quad Plainfield Scale 1:24,000

## 7. REFERENCES

## BIBLIOGRAPHIC:

placque, Plainfield station tower (int.)  
 plans, Plainfield shelter, Conrail, Philadelphia, Pa.  
 "Within the Suburban Limits", Central Railroad of New Jersey,  
 New York, May 1907, 23.

## ICONOGRAPHIC:

photos (1902) Smiley, F. T. History of Plainfield and North  
 Plainfield, Plainfield, Plainfield Courier News,  
 1903, 54.  
 (1909) Gardner, Edward F., A Pictorial Review: Central  
 Railroad of New Jersey, Wilkes-Barre, (ca. 1969).  
 photo collection, Plainfield Public Library  
 photo collection, Crescent Ave. Presbyterian Church

## 8. PHOTO

Negative index # 1165 or NJT photo # -- slide # 8-5  
 Date 1978 Photographer Richard Browne Assocs.  
 Loc. of negative NJ Transit Direction of view: station from west  
freight house/  
shelter from south

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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
- |     |      |
|-----|------|
| ___ | (15) |
|-----|------|
- vi. Junction station
- |     |      |
|-----|------|
| ___ | (10) |
|-----|------|
- vii. Former long-distance service
- |          |      |
|----------|------|
| <u>x</u> | (10) |
|----------|------|
- viii. Other
- |     |      |
|-----|------|
| ___ | (10) |
|-----|------|
- ix. Less than 50 years old
- |     |       |
|-----|-------|
| ___ | (-30) |
|-----|-------|

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## B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Renaissance Revival
- a. Example of a particular architectural style (check one)
- |             |          |      |
|-------------|----------|------|
| Outstanding | ___      | (50) |
| Excellent   | <u>x</u> | (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) |
| (Tower) unusual or early | <u>x</u> | (15) |

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## CRITERIA CONT.

- ii. ARCHITECT (check one)
- a. building by architect important  
Bradford Gilbert (station) nationally x (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  
(shelter) 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 crafts-  
manship, 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 x (15)
- b. Some noteworthy interior detailing  
(       interior not accessible)        ( 5)
- 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)

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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)
- d. Minor detrimental alterations and/or additions, not affecting overall integrity \_\_\_\_\_ (10)
- e. Detrimental alterations and/or additions, reversible at considerable expense \* x (-25)
- f. Detrimental alterations and/or additions, essentially irreversible \_\_\_\_\_ (-75)

ii. PHYSICAL CONDITION

- a. Excellent \_\_\_\_\_ (10)
- b. Good x ( 5)
- c. Fair \_\_\_\_\_ ( 0)
- d. Poor \_\_\_\_\_ (-10)
- e. Severely deteriorated \_\_\_\_\_ (-25)

iii. RELATIONSHIP TO COMMUNITY

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

50

TOTAL

190

\*(Sandblasting, covering of interior detailing)

FACILITY NAME: Plainfield

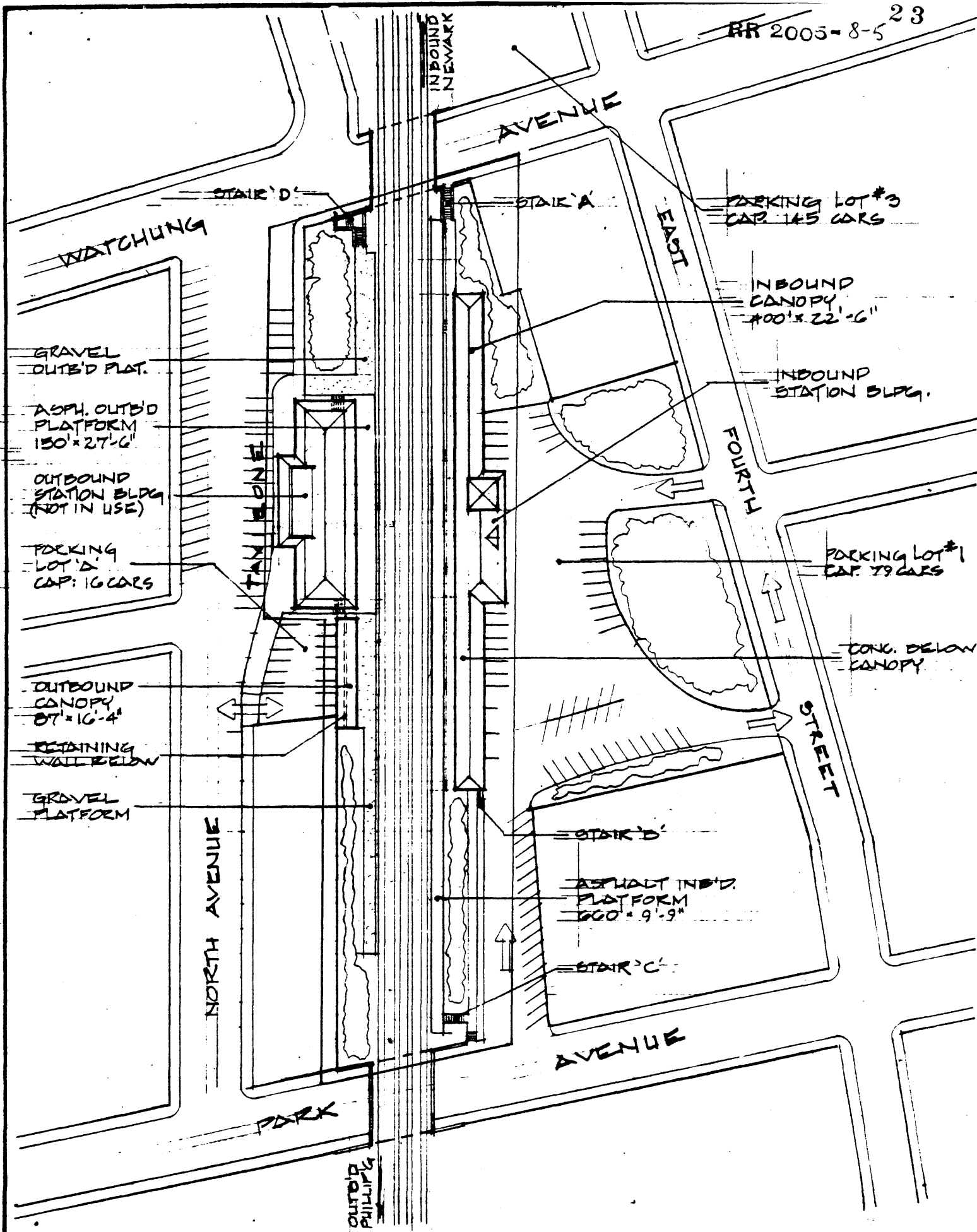
Attach copy of site plan

\_\_\_ 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



RR 2005-8-524

STAIR 'E'

CHAIN & LINK FENCE

NEWARK

CANOPY OVER HANG

500 X 22'-6" CONC. PLATFORM

LIFT TO STREET

UNDERPASS

STA. BLDG. 2

ASPHALT PLATFORM

ROOF OVER HANG

29'-6"

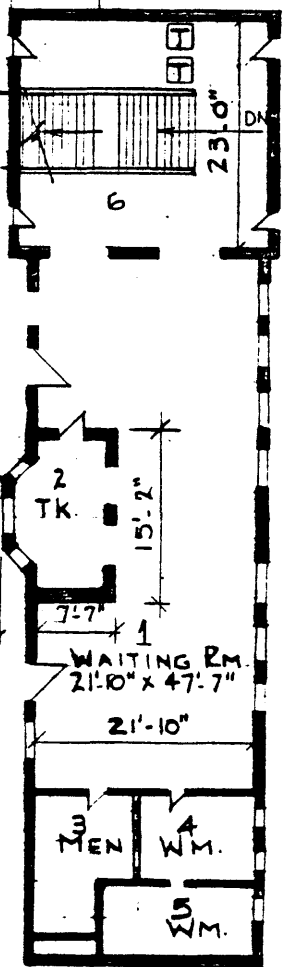
20'-0"

DN

CANOPY

STAIR 'E'

PHILIPSBURGH



25'-6" 7'-0" 7'-0"

95'-0"

28'-0"

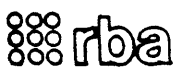
23'-6"

16'-4"

23'-6" 7'-0" 7'-0"

9'-9" WIDE ASPHALT PLATFORM

1'-4" METAL DRAIN GRATE



# PLAINFIELD RARITAN VALLEY LINE

SCALE: 1" = 20'

DATE: NOV. 1978





UNITED STATES  
DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS

NEWARK 15 MI 6165 III NW GILLETTE 39 MI  
SCOTCH PLAINS (P.O.) 33 MI (CHATHAM) KATCHUNG 13 MI

549

25'

550

WESTFIELD 39 MI  
FANWOOD 17 MI

551



SOUTH PLAINFIELD  
(BM 87)

# SUMMARY

Station: Plainfield

Line: Raritan Valley

Index:

Field Survey Conducted December, 1978

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

Information File:

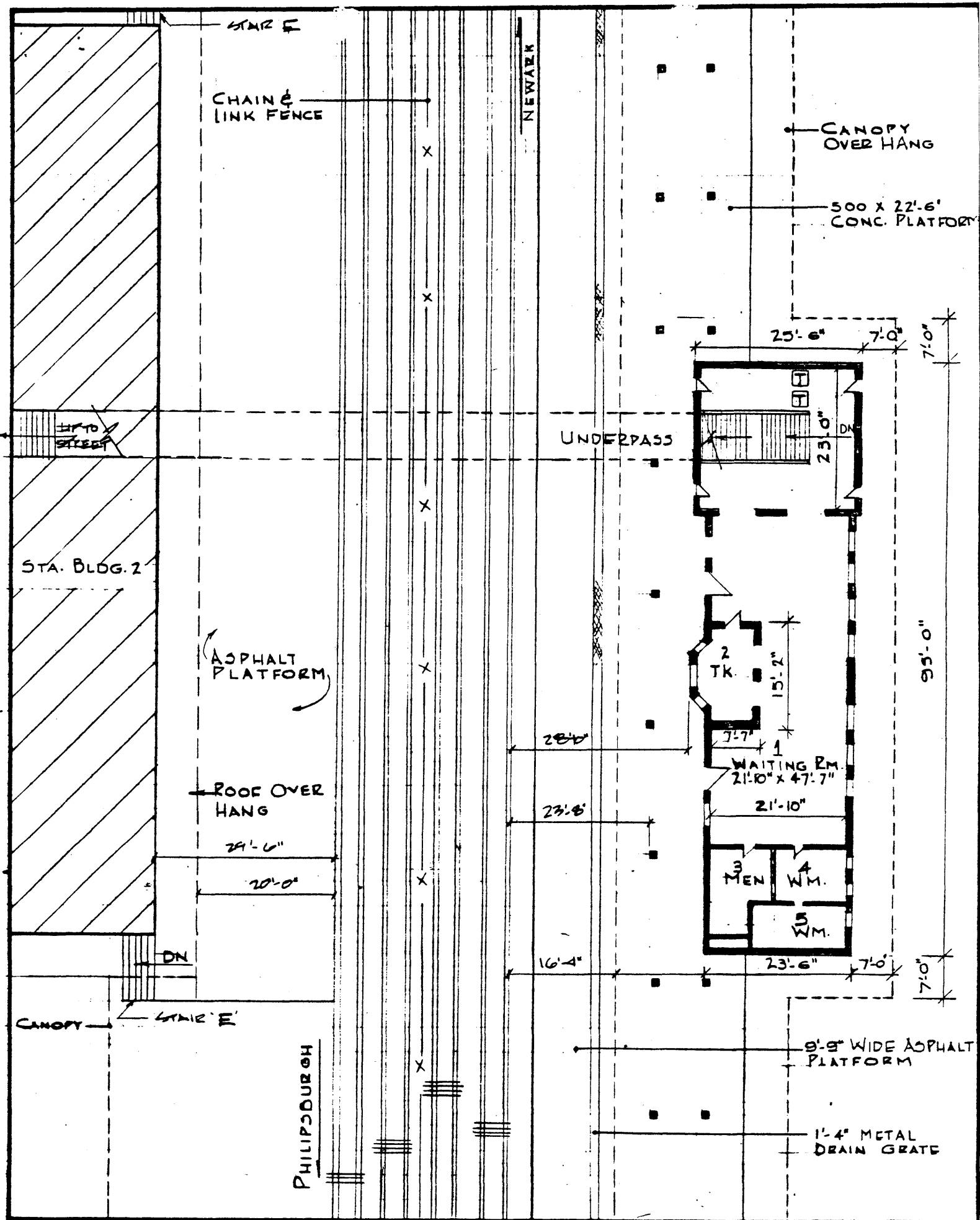
- X Aerial Photograph at 1" = 200'
- X Station Location Plan from USGS maps or Hagstrom Maps
- X Proposed Taking Lines of 900 Day Option Station Parcels
- X Summer 1970 Ground Survey of Rail Parking - NJ DOT
- X September 1974 Survey - NJ DOT (Dept. of Commuter Services)
- Tri-State Aerial Photo Survey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

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 828

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

Agent: Yes Hrs/Days: 6:00 a.m. - 2:30 p.m. Monday through Friday

Rehabilitated (10 years or less) & Description:



STAIR 'E'

CHAIN & LINK FENCE

NEWARK

CANOPY OVER HANG

500 x 22'-6" CONC. PLATFORM

25'-6" 7'-0"

7'-0"

LIFT TO STREET

UNDERPASS

23'-0" DN

STA. BLDG. 2

ASPHALT PLATFORM

2 TK.

1 WAITING RM. 21'-10" x 47'-7"

ROOF OVER HANG

24'-6"

20'-0"

28'-0"

23'-8"

21'-10"

MEN

W.M.

W.M.

16'-4"

23'-6"

95'-0"

7'-0"

CANOPY

STAIR 'E'

8'-9" WIDE ASPHALT PLATFORM

1'-4" METAL DRAIN GRATE

PHILIPPSBURGH

# 3 PLATFORMS & CANOPIES

Station: PLAINFIELD

NO. of TRACKS: 4 In-Bound (NY, H, N) 1 Out-Bound 1 By-Pass 2 Inactive 1 I.B. 0 O.B. 0  
 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>1620' x 9'-9" *</u>	<u>575' x 17'</u>	<u>    </u> x <u>    </u>
Height Above Top of Rail	<u>00"</u>	<u>00"</u>	<u>    </u>
Platform Material	<u>ASPHALT *</u>	<u>ASPHALT ON CONCRETE</u>	<u>    </u>
Edge Material	<u>EDGE OF ASPHALT</u>	<u>EDGE OF ASPHALT</u>	<u>    </u>
Safety Line, Material	<u>yes/no</u>	<u>yes/no</u>	<u>yes/no</u>
Guardrail (Locate)	<u>yes/no</u>	<u>yes/no</u>	<u>yes/no</u>
In-cut/Retaining Walls	<u>    </u>	<u>    </u>	<u>    </u>
Lighting - Type,	<u>FLUOR.</u>	<u>FLUOR.</u>	<u>    </u>
O.C., Setback f/rail	<u>(CANOPY OVERHANG)</u>	<u>(BUILDING OVERHANG)</u>	<u>    </u>
Seating-Mat'l & Qty.	<u>WD. BENCHES (48)</u>	<u>NONE</u>	<u>    </u>
Stairs: (ramps used: A	vert. rise <u>16'-0"</u>	width <u>6'-0"</u>	vert. rise <u>    </u>
yes / no) B	<u>2'-0"</u>	<u>6'-0"</u>	width <u>    </u>
Locate: C	<u>~10'-0"</u>	<u>6'-0"</u>	vert. rise <u>    </u>
			width <u>    </u>

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

PLATFORMS - CONCRETE IS UNEVEN IN SPOTS, CRACKED, BROKEN AWAY, OVERGROWN  
 - ASPHALT IS CRACKED & WAVY, NO DEFINED EDGE,

\*35' WIDE @ CANOPY, AREA UNDER CANOPY IS CONCRETE

Continue on back of page     

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>400' x 22'-6"</u>	<u>87' x 16'-4"</u>	<u>    </u> x <u>    </u>
Height (Lowest)	<u>11'-0"</u>	<u>8'-10"</u>	<u>    </u>
Setback from Rail	<u>16'-4"</u>	<u>20'-5"</u>	<u>    </u>
Structure w/Spacing	<u>21'-4" x 9'</u>	<u>4'-8"</u>	<u>    </u>
Setback-Rail to Support	<u>22'-9"</u>	<u>27'-6"</u>	<u>    </u>
Deck Material	<u>WOOD</u>	<u>AGGREGATED ASPHALT</u>	<u>    </u>
Roofing	<u>ASPHALT SHINGLES</u>	<u>"</u>	<u>    </u>
Shape	<u>Slope / Gable / Flat</u>	<u>    </u>	<u>    </u>
Drainage	<u>LEADERS ATTACHED TO 4" LEADERS TO STATION SIDE</u>	<u>    </u>	<u>    </u>
Lighting	<u>2-420' FLUOR @ 42' OC</u>	<u>NONE</u>	<u>    </u>

CONDITION (Note apparent poor conditions only):

IN-BOUND - COLUMNS ARE OLD AND WORN, ROOFING - DAMAGED MISSING BOARDING AND HANGING. ASPHALT SHINGLES NOT SECURED, MISSING, MISSING - BEAM, DAMAGED, LEADERS BURIED THROUGH, DAMAGED MISSING - BEAM AND DAMAGED COLUMNS. MISSING - MISSING BOARDING MISSING - BEAM, DAMAGED, LEADERS BURIED THROUGH, DAMAGED MISSING

# 4 STATION BUILDING

# SHELTER

STATION: PLAINFIELD

INBOUND

In-Bound (NY, H, N)  In-Use  Out-Bound  In-Use ; Number of Levels 1 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: 7'-0" Location: (refer to Floor Plan 1)

Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):

- a) width SEE W-5 vertical rise \_\_\_\_\_ b) width \_\_\_\_\_ vertical rise \_\_\_\_\_  
 c) width 4'-0" vertical rise 0'-0" d) width \_\_\_\_\_ vertical rise \_\_\_\_\_

ENTRY  
SEE

## EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD  
 Base Course LIMESTONE (photo) \_\_\_\_\_ Roof Deck WOOD  
 Walls BRICK Roofing TILE - SLATE; MINERAL WOOL - ASPH. SHIN  
 Trim LIMESTONE Soffit WOOD TONGUE & GROOVE  
 Windows - operable - yes / no WOOD DOUBLE HUNG  
 Structural System (consultant \_\_\_\_\_)

Drainage CUPPER GUTTER AND LEADER

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u># 12 S.F.</u> <u>CONCRETE</u>	<u>CONCRETE</u>	<u>-</u>	<u>WOOD</u>	<u>WOOD</u>	<u>ACUSTIC</u>	<u>15'-3"</u>	<u>FLORES.</u>
2. Ticket Office		<u>NO</u>	<u>ACCESS</u>				
3. Mens Toilet	<u>LIN. TILE</u>			<u>WOOD</u>	<u>ACUSTIC</u>	<u>10'-0"</u>	<u>FLUORESC.</u>
4. Womens Toilet	<u>CEE./LIN. TILE</u>	<u>-</u>	<u>CEE. TILE</u>	<u>WOOD</u>	<u>ACUSTIC</u>	<u>10'-0"</u>	<u>FLUORESC.</u>

- A. Concessions and Businesses: Taxi \_\_\_\_\_ Newspaper stand/coin box \_\_\_\_\_ Pay Toilet \_\_\_\_\_ Vending Machines \_\_\_\_\_  
 Other: OUTBOUND BUILDING
- B. Waiting Room Seating: describe (photo): BENCH SEATING Capacity 30
- C. Number of Public Phones and Locations: \_\_\_\_\_
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. NOISE O.B. NOISE  
OUTSIDE AREA - WOOD - NOISE
- E. Describe visibility for surveillance for waiting rooms with and without agents: POOR
- F. Is passage from the station to platforms sheltered: yes / no (photo description CANOPY).
- G. Are public toilets, telephones and other station conveniences identified: yes / no
- H. Are lockers provided: yes / no; trash receptacles: yes / no, location: waiting room # \_\_\_\_\_  
 platform I.B. (NY) # \_\_\_\_\_, platform O.B. # \_\_\_\_\_, pick/up areas: \_\_\_\_\_ (photos)
- I. Mailbox: yes / no
- J. Water fountain: yes / no; location: \_\_\_\_\_
- K. Describe other commuter conveniences: SEE

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

# SHELTER

INBOUND

STATION: PUNFIELD

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

CONDITION: \*

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

Foundations:

Walls/Doors/Windows: WINDOW ARE OLD AND INOPERABLE  
DOOR DO NOT CLOSE WELL.

Stairs:

Roof/Drainage: ASPHALT SHINGLES - DRIED & WORN  
DRAINAGE - OLD & WORN

Other: ROOF - ROTTED (photo 7 & 8)

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows: WALLS - GAPS IN VERTICAL PANELING  
DOORS - OLD & BEATEN; NEED REPAIRING  
WINDOWS - PARTIALLY BOARDED; PLUMBLINE SCRATCHED  
UPPER LOWER WINDOWS - BOARDED UP.

Floor:

Ceiling: AC TILE - FRAGMENTING; GREAT QUANT OF WATER LEAKING  
WATER ALSO LEAKING ONTO LIGHT FIXTURES.

Stairs:

\*Note: Indicate apparent poor conditions only, not routine maintenance conditions.  
Write informal recommendations, i.e., suggestions for improvements on reverse side.

# 4b MECHANICAL & ELECTRICAL

STATION: 410000000

UNGUARDED

## HEATING

Location of Heating Unit: NOT ACCESSIBLE  
Type of Unit: \_\_\_\_\_ Output: \_\_\_\_\_ Fuel: \_\_\_\_\_  
Controls: \_\_\_\_\_ Zones: \_\_\_\_\_ Storage Capacity: \_\_\_\_\_  
Burner Size: \_\_\_\_\_ Make of Unit: \_\_\_\_\_ Make of Burner: \_\_\_\_\_  
Distribution System: \_\_\_\_\_

REMARKS:

## AIR CONDITIONING

Location: NONE NOTED / NOT ACCESSIBLE  
Type: \_\_\_\_\_ Capacity: \_\_\_\_\_  
Distribution System: \_\_\_\_\_  
Spaces Handled: \_\_\_\_\_

REMARKS:

## VENTILATION

Windows: Yes / No Door: Yes / No Toilet Rooms: Mechanical Natural  
Is air quality good: Yes / No

## ELECTRIC

Location of Service Entrance: NO ACCESS  
Location of Main Panel: \_\_\_\_\_  
Characteristics: \_\_\_\_\_ Amps \_\_\_\_\_ Volts \_\_\_\_\_ Wire \_\_\_\_\_ Phase  
\_\_\_\_\_ Circuit Breakers \_\_\_\_\_ Circuits Fused  
Apparent Major Deficiencies in wiring: Conduit Yes / No

## GENERAL LIGHTING EVALUATION (Interior)

Description / Condition / Quantity:  
NO LIGHT FIXTURES  
NO LIGHT FIXTURES

Lighting does / does not appear to be adequate; there are / are not dark spots; there is / is not glare.

# 4 STATION BUILDING

# SHELTER

STATION BUILDING

STATION: FLORHAM

In-Bound (NY, H, N)        In-Use       ; Out-Bound        In-Use       ; Number of Levels        I.B. 1 O.B.         
 Relation of Main to Track (under, over, level)        Relation of Entry to Street        I.B.        O.B.         
 Roof Overhang - width:        Location: (refer to Floor Plan       )  
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):  
 a) width        vertical rise        b) width        vertical rise         
 c) width        vertical rise        d) width        vertical rise       

## EXTERIOR MATERIALS AND SYSTEMS:

Foundation FIELD STONE Doors WOOD  
 Base Course CONC. (AUM SIGING PHOTO) SIDE Roof Deck WOOD  
 Walls CONCRETE & BRICK Roofing ASPHALT  
 Trim WOOD Soffit NONE  
 Windows - operable - yes / no; WOOD DOUBLE-HUNG  
 Structural System (consultant       )

Drainage ANGLE STEEL AND RAIN DRAINAGE

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>S.F.</u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
2. Ticket Office	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
3. Mens Toilet	<u>      </u>	<u>      </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>      </u>	<u>WOOD</u>	<u>      </u>	<u>SWEEP POL. SHEET DC. (PAINTED)</u>	<u>SWEEP DC. BRICK</u>	<u>      </u>	<u>13'0"</u>	<u>FLUOR.</u>
<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>

- A. Concessions and Businesses:  Taxi  Newspaper stand/coin box  Pay Toilet  Vending Machines  
Other:
- B. Waiting Room Seating: describe (photo):        Capacity
- C. Number of Public Phones and Locations: 3 - OUTERMID END OF BUILDING  
3 - AT THE STAIR
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. GOOD O.B. GOOD  
OUTSIDES
- E. Describe visibility for surveillance for waiting rooms with and without agents:
- F. Is passage from the station to platforms sheltered: yes /  no (photo description       ).
- G. Are public toilets, telephones and other station conveniences identified: yes /  no
- H. Are lockers provided: yes / no ; trash receptacles: yes / no , location: waiting room #         
platform I.B. (NY) #       , platform O.B. #       , pick/up areas:        (photos)
- I. Mailbox: yes /  no
- J. Water fountain: yes /  no ; location:
- K. Describe other commuter conveniences: 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



CONDITION: \*

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

Foundations:

Walls/Doors/Windows: DOORS/WINDOWS ARE OLD/WORN  
WINDOWS APPEAR TO BE INOPERABLE  
DOORS NOT HUNG WELL.

Stairs:

Roof/Drainage:

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

Floor:

Ceiling:

Stairs:

NOT RECOMMENDED

\*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: PLANNING

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).

STATION IS LOCATED IN MIDDLE OF CENTRAL BUSINESS DISTRICT.

GOOD VISIBILITY OF STATION, PLATFORMS AND LOTS FROM STREETS.

NEGLECTIBLE HIDING SPOTS, ALTHOUGH THE LARGE NESS OF THE STATION DOES MAKE IT DIFFICULT TO MONITOR AREAS AROUND STATION.

TUNNEL IS ALSO NOT ~~SEE~~ VISIBLE FROM SURROUNDING AREA

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

STATION IS IN THE MAIN STREAM OF PEDESTRIAN/VEHICULAR ACTIVITY. PEDESTRIANS DO USE PLATFORMS TO WALK THROUGH. SEVERAL NOTED HOPPING INTERZON BUSINESSES.

STATION WALK - THEY CAN BE USED AS A SHORT CUT TO SURROUNDING AND BUSINESS DISTRICTS.

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

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

WINDOWS & LIGHTS

4. Question the ticket agent about vandalism problems.

CONSTANT