

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 1816-
Survey # 8-9

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

✓ A. Name: Common Raritan Station Line: Raritan Valley
Historic (Jersey Central)

B. Address or location:
~~S of the tracks~~ between Anderson St. and Thompson Sts. Raritan, N.J. County: Somerset
Municipality: Raritan Borough
Block & lot: 61 / 4

C. Owner's name: N.J. Transit
Address: Newark, 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 J3 NR(name, if HD) _____

NJSR (name, if HD) _____

NJHSI (#) _____

Northeast Corridor _____

Local _____ (date _____)

Modernization Study: site plan floor plan aerial photo _____

other views photos of NR quality? No

2. EVALUATION

A. Determination of eligibility: SHPO comment? (date 2/21/79)
NR det.? _____ (date _____)

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

C. Survey Evaluation: 115/130 points

FACILITY NAME: Raritan

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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: 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 tracks run E to W through town. The Raritan Station, a 1½ story stone building in Richardsonian Romanesque style with some Gothic Revival elements, is located S of the tracks on a spacious site in a residential area north of the commercial district. The distance from the station to the tracks indicates there were probably several additional tracks, now removed. There are three parking lots. One surrounds the building and extends from Anderson St. on the W to Thompson St. on the E (1). The others (2, 4) are located N of the tracks. Pedestrian access is unrestricted and there is no landscaping.

FACILITY NAME: Raritan

3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound } 384' gravel platform with (4) MV lighting fixtures on steel poles
- Outbound } (recent). No canopy.
- Between tracks

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

FACILITY NAME Raritan

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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 Raritan Station, located S of the tracks, consists of a 1½-story rock face ashlar block with a hipped roof and flared eaves. The N and S facades each have (2) symmetrically placed dormers with gabled roofs, while the E and W facades each have a single gabled dormer without side walls. All dormers have bargeboards. The N facade contains a central polygonal projection containing (3) 4 (diamond pane)/1 windows with diamond mullion transoms, flanked on the E by (E to W) a 4 (diamond pane)/3 window and a 3/1 panel door with transom, doubled; and on the W by (E to W) a 4 (diamond pane)/1 window, 2 (diamond pane)/4 panel freight door, and another 4/1 window. Dormers probably contained diamond pane windows, but the openings have recently been boarded over. The W half of the S facade contains a double 1 (diamond pane)/2 panel freight door flanked on either side by 4 (diamond pane)/1 windows (the lower light on the E has been replaced with 2 panes). The E half of the S facade contains a central 3/1 panel door with transom, flanked on the W by a door with transom and E sidelight (boarded), and on the E by a 4 (diamond pane)/1 window. Dormers each contain equilateral arch windows, with diamond pane mullions. The E and W facades each contain (2) hung sash windows (boarded) with an equilateral arch window in the dormer (boarded). A rectangular stone chimney straddles the ridge near its E end. Roofing is asphalt shingle although originally it was slate. Most other materials are original.

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4. DESCRIPTION - BUILDINGS (INTERIOR)

Fill out separate sheets for each building at facility. Refer to, and key with, floor plan.

Station X Shelter Freight House Other (specify)

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

The spaces of the Raritan Station are all on one level. The E third of the building comprises the Waiting Room (1). W of the Waiting Room are the Ticket Office (2), fitted into the N facade projection, and S of it, the Men's Room (no int. entrance) and Ladies' Room (3). The latter two spaces originally comprised one room, possibly a lounge. Part of a window surround to the Ticket Office is visible in the N wall of the Ladies' Room. The W half of the building comprises the Baggage Room (4) and is accessible through a door from the Ticket Office. Floors are board. Wainscots, walls, and ceilings are matched boards. Except for extensive painting (see schedules), materials are original.

FACILITY NAME: Raritan

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 5

NAME Waiting Room

NUMBER ON FLOOR PLAN 1

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	
Base:	<u>moulded board, stain or varn.</u>	<u>paint (pink)</u>
Wainscot:	<u>vertical match boards, stain or varn.</u>	<u>paint (pink)</u>
Walls:	<u>horizontal match boards, stain or varn.</u>	<u>paint (yellow)</u>
Ceiling:	<u>matched boards, coved, stain or varn.</u>	<u>paint (white)</u>
Trim:	<u>wood moulded surrounds, chairrail,</u> <u>Queen-post ceiling truss with Eastlake detail</u> <u>stain or varn.</u>	
Doors:	<u>(1) 3/1 panel; (1) 2/1 panel, both with</u> <u>2-pane transom; (2) 4-panel, one with 4-pane transom</u> <u>wood, stain or varn.</u>	<u>paint</u>
Seating:	<u>built-in match board benches (stain)</u>	
Lighting:	<u>hanging incan. fix.</u> <u>wall mounted incan. fix. (N)</u>	<u>(2) hanging fluorescent fixs.</u>
Other:	<u>concrete base for stove</u> <u>sink (W)</u>	<u>new boiler</u> <u>electric (E)</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>5</u>
NAME <u>Ladies' Room</u> (originally part of Lounge) <u>Original</u>	NUMBER ON FLOOR PLAN <u>3</u> <u>Existing, if different</u>
Floors: <u>board</u>	
Base: <u>moulded board, stain or varn.</u>	<u>paint (pink)</u>
Wainscot: <u>vertical matched boards, stain or varn.</u>	<u>paint (pink)</u>
Walls: <u>horizontal matched boards, stain or varn.</u>	<u>paint (yellow)</u>
Ceiling: <u>matched boards, stain or varn.</u>	<u>paint (white)</u>
Trim: <u>wood moulded surrounds, chairrail cornice moulding, stain or varn.</u>	<u>paint (pink) (yellow)</u>
Doors: <u>(2/2/2) to toilet; 4-panel with 4-pane transom to waiting room wood stain or varn.</u>	<u>paint (pink)</u>
Seating: <u>none</u>	
Lighting: <u>hanging incan. fix.</u>	
Other: <u>matched board partition wall similar to outside walls break in chairrail (N) window to ticket office? partition wall (W)? boarded window to SW</u>	<u>matched board wall (W)</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 5

NAME Men's Room
(originally part of lounge)
Original NOT ACCESSIBLE

NUMBER ON FLOOR PLAN _____

Existing, if different

Floors: _____

Base: _____

Wainscot: _____

Walls: _____

Ceiling: _____

Trim: _____

Doors: _____

Seating: _____

Lighting: _____

Other: _____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 5

NAME Baggage Room

NUMBER ON FLOOR PLAN _____

Original

Existing, if different

Floors: board

Base: none

Wainscot: none

Walls: horizontal match boards (stain)

Ceiling: open to rafters

Trim: brick header voussoirs

Doors: (1) 4-panel

Seating: none

Lighting: hanging incan. fixs.?

none

Other: scale in floor (S)
inscription: ("built by C.R.R. of N.J.")

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect unknown source _____
 Date 1890's? Source _____ Alteration dates _____ Source _____
 Style Richardsonian Romanesque, Gothic Revival detail
 # passenger trains/day (present) 48 in 1980 Peak (#, Yr.) 54 om 1941
? Original station on site 13 in 1912

The Raritan Station is a fine example of a combination of the Richardsonian Romanesque style, with popular Gothic elements, adapted to the functions of a small late nineteenth century station. Of particular interest are the Gothic Revival dormers, some with flared eaves, cusped bargeboards or pointed-arch sash, and the diagonal muntins in many of the windows.

Although documentation on the station is virtually non-existent, it appears to be a member of the group of stone depots built by the Jersey Central (usually designed by outside architects) following the railroad's liberation from Philadelphia and Reading control in 1887. Others in this distinguished series include Somerville (1890), Westfield (1892), and White House (1892). For these reasons and because of stylistic similarities with stations of known date, it is believed that construction of this building was in the early '90's. Based on a visual comparison it is possible that Frank V. Bodine was the architect. An inscription in the baggage room reads, "Built by C.R.R. of N.J."

The Raritan Station has always functioned as the terminus for commuter operations. Its location and roadbed alignment at the north edge of the commercial district (originally, out of town) is said to have been influenced by the Frelinghuysen family who had a large estate nearby (Esposito).

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage:

UTM coordinates: Zone: 18/Easting: 5 3 0 9 4 0/Northing: 4 4 9 0 9 3 0
USGS Quad Raritan Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Esposito, Donald, local historian, interview with Nicholas A. Tino, Jr., 1981.

ICONOGRAPHIC:

Photos: (ca. 1910) Gardner, Edward F. A Pictorial Review: Central Railroad of New Jersey, Wilkes-Barre, Pa.
(2, n.d.) photo collection, Somerville Public Library

8. PHOTO

Negative index # - or NJT photo # - slide # 8-9
Date 1980 Photographer Charles Ashton
Loc. of negative NJ Transit Direction of view: Station from NW

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

25

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Richardsonian with Gothic Elements
- a. Example of a particular architectural style (check one)
- | | | |
|-------------|----------|------|
| Outstanding | ___ | (50) |
| Excellent | ___ | (40) |
| Very good | <u>x</u> | (30) |
| Good | ___ | (20) |
| Fair | ___ | (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 | ___ | (15) |

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CRITERIA CONT.

- ii. ARCHITECT (check one) Possibly Frank V. Bodine
- a. building by architect important
- | | | |
|------------|----------|------|
| nationally | _____ | (25) |
| state-wide | <u>X</u> | (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 _____(15) bargeboards, flared dormers, stonework, muntir
- d. Average quality or interest _____(5)
- iv. SPECIAL QUALITIES
- a. Noteworthy overall interior design or detailing _____(15)
- b. Some noteworthy interior detailing } _____(5)
 (Queen post ceiling truss)
 (____ 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)

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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 x (10) new roofing partition wall
- e. Detrimental alterations and/or additions, reversible at considerable expense _____(-25)
- f. Detrimental alterations and/or additions, essentially irreversible _____(-75)

ii. PHYSICAL CONDITION

- a. Excellent _____(10)
- b. Good x (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 _____(15)
- e. Possible, with difficulty x (10)

25

TOTAL

130

FACILITY NAME: Raritan

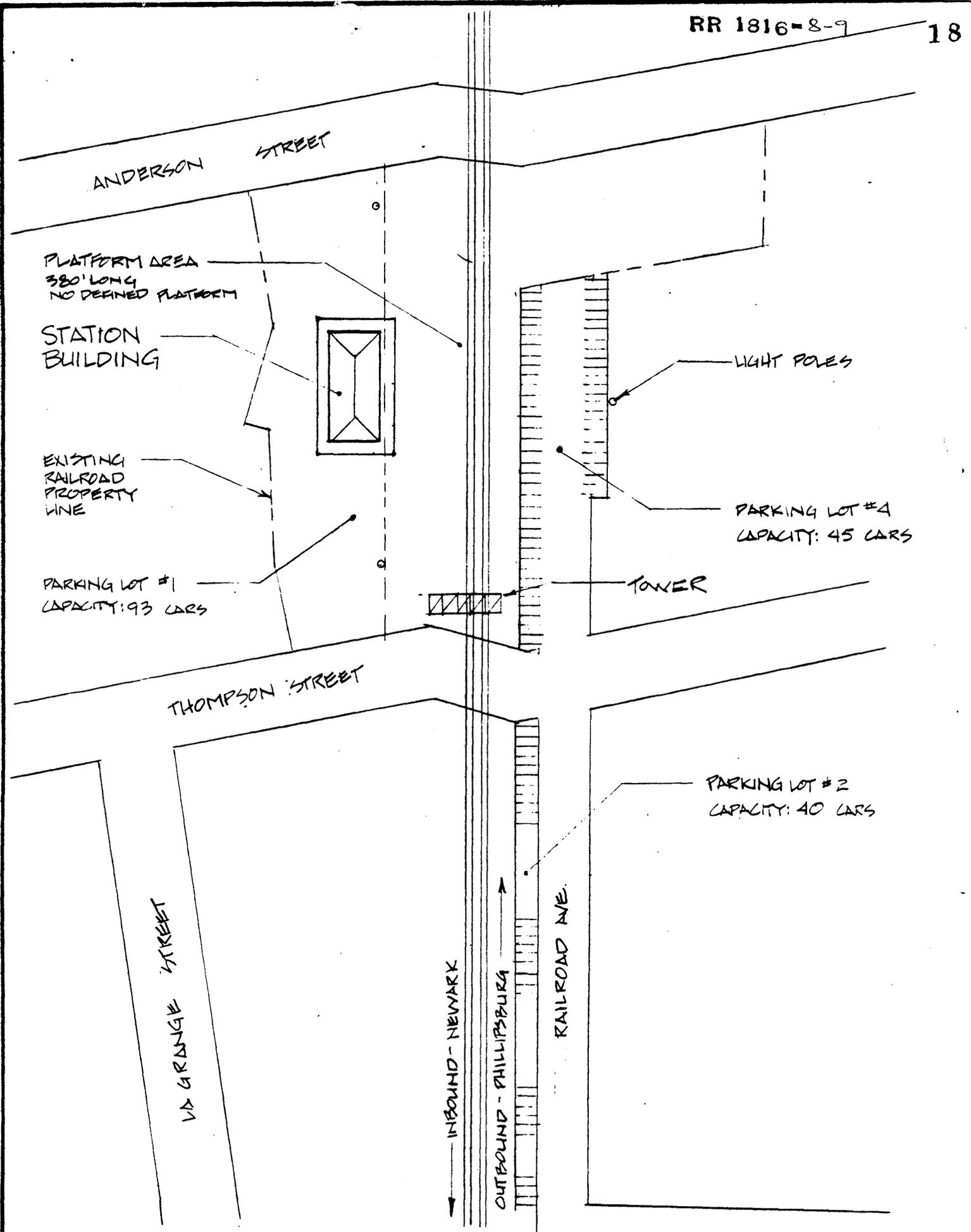
Attach copy of site plan

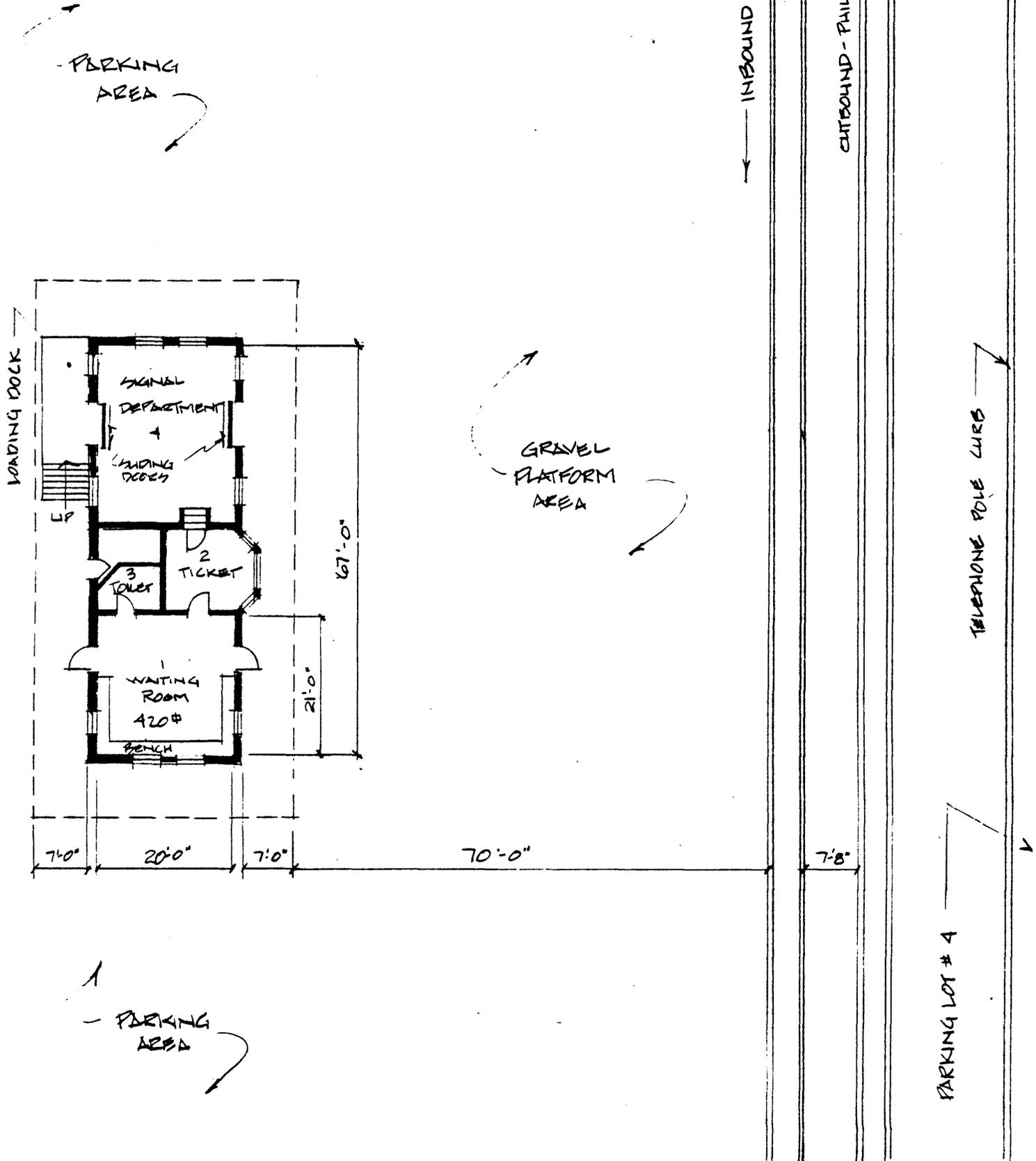
 continuation sheets attached

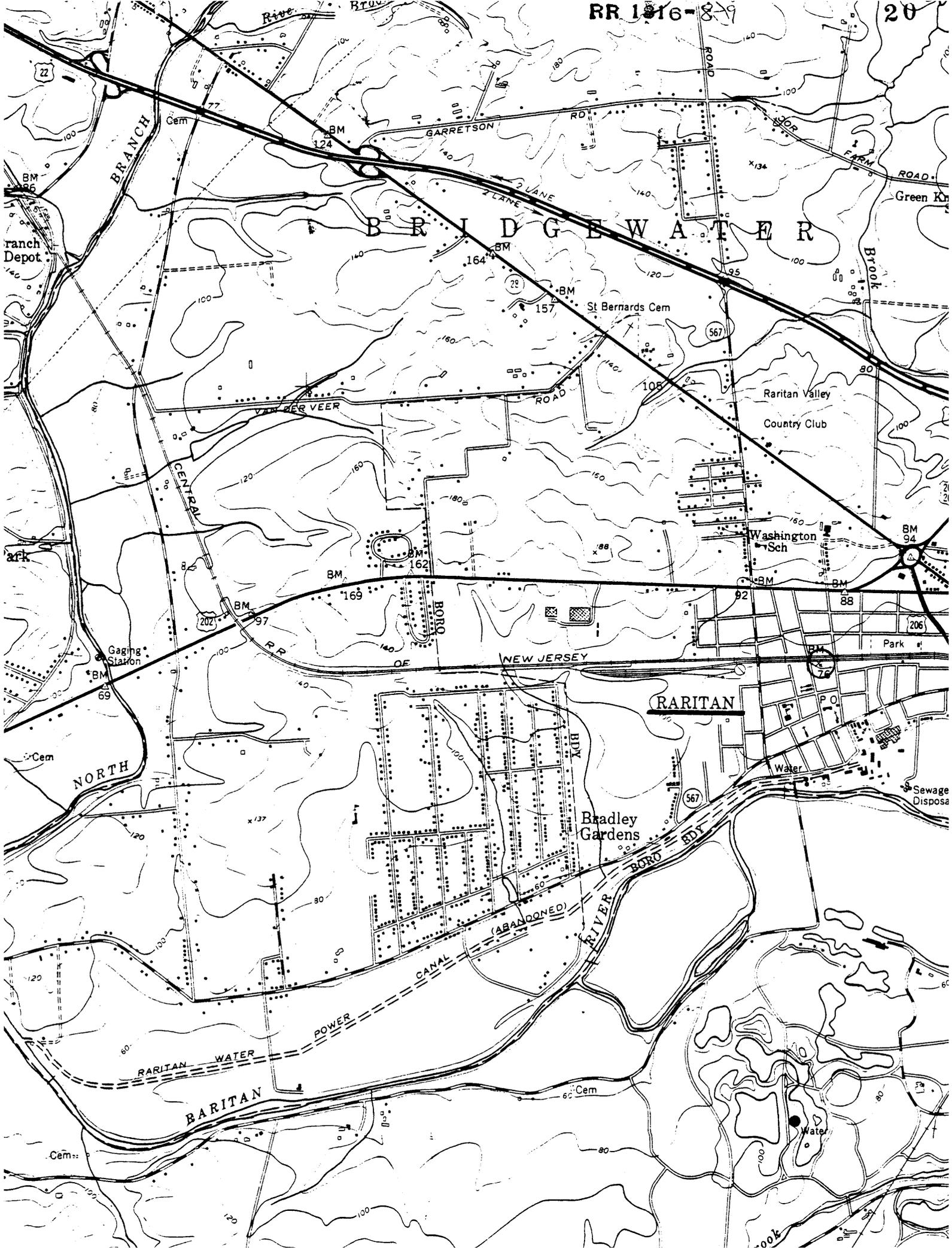
FORM PREPARED BY: Richard Meyer

Date: August 1981

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







SUMMARY

Station: Raritan

Line: Raritan Valley

Field Survey Conducted 11/78

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" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| <u>X</u> | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| <u>X</u> | September 1974 Survey - NJ DOT (Dept. of Commuter Services) |
| | Tri-State Aerial Photo Survey of Rail Parking 1970 |
| <u>X</u> | Conrail Data Survey for Station |
| <u>X</u> | 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 1978 Raritan Valley Line Upgrade Survey
Tax & Zoning Map |

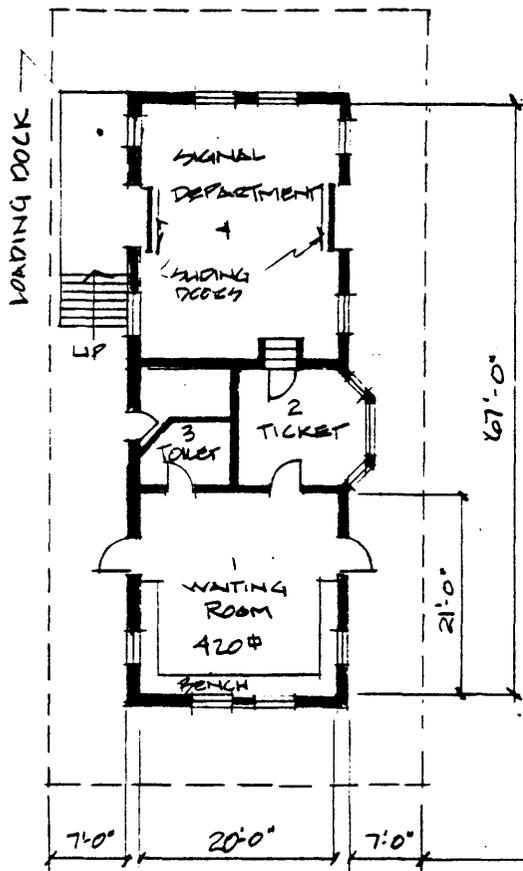
Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 363

Station Ridership Category: 4 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:

PARKING AREA



GRAVEL PLATFORM AREA

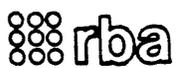
INBOUND - NEWARK

OUTBOUND - PHILIPSBURG

TELEPHONE POLE CURB

PARKING AREA

PARKING LOT # 4



RARITAN
RARITAN VALLEY LINE

SCALE: 1" = 20'

DATE: NOV. 1978



3 PLATFORMS & CANOPIES

Station: RARITAN

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

TO BOARD OUTS'D.

PLATFORMS*

	IN-BOUND SIDE	OUT-BOUND SIDE	OUTBOUND ISLAND BET'N TRACK
Length X Width	<u>384</u> x <u>TO BUILDING</u>	x <u> </u>	<u>384</u> x <u>7'-8"</u>
Height Above Top of Rail	<u>-4"</u>	<u> </u>	<u>-4"</u>
Platform Material	<u>GRAVEL</u>	<u> </u>	<u>GRAVEL</u>
Edge Material	<u>NONE</u>	<u> </u>	<u>NONE</u>
Safety Line, Material	yes/no <u> </u>	yes/no <u> </u>	yes/no <u> </u>
Guardrail (Locate)	yes/no <u> </u>	yes/no <u> </u>	yes/no <u> </u>
In-cut/Retaining Walls	<u> </u>	<u> </u>	<u> </u>
Lighting - Type,	<u>(2) 12'H. HV ON</u>	<u> </u>	<u> </u>
O.C., Setback f/rail	<u>STEEL POLES</u>	<u> </u>	<u> </u>
Seating-Mat'l & Qty.	<u>NONE</u>	<u> </u>	<u> </u>
	vert. rise <u> </u> width <u> </u>	vert. rise <u> </u> width <u> </u>	vert. rise <u> </u> width <u> </u>
Stairs: (ramps used: A	<u> </u>	<u> </u>	<u> </u>
yes / no) B	<u>N/A</u>	<u> </u>	<u>N/A</u>
Locate: C	<u> </u>	<u> </u>	<u> </u>

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

* THERE IS NO PLATFORM AREA. - NO DISTINCTION BETWEEN PARKING LOT AND TRACKBED. CARS CAN PARK RIGHT UP TO TRACK (BUILDING SIDE) (PHOTO 33)

Continue on back of page

CANOPY/OVERHANG

	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRAC
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> </u>	<u>NONE</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: RARITAN

In-Bound (NY, H, N) In-Use _____; Out-Bound _____ In-Use _____; Number of Levels _____ I.B. _____ O.B. _____
 Relation of Main to Track (under, over, level) _____ Relation of Entry to Street _____ 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 N/A vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation STONE Doors WOOD
 Base Course STONE (photo) _____ Roof Deck WOOD FRAME
 Walls STONE Roofing ASPHALT SHINGLES
 Trim WOOD Soffit WD. T & G.
 Windows - operable - yes / no
 Structural System (consultant _____) MASONRY BEARING WALL, WOOD FRAME ROOF

Drainage NONE

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lightin
1. Waiting Room <u>420 S.F.</u>	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>14'-6"*</u>	<u>FLUOR</u>
2. Ticket Office	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>9'-6"</u>	<u>FLUOR</u>
3. Mens Toilet	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD</u>	<u>9'-6"</u>	<u>FLUOR</u>
4. Womens Toilet							
<u>SIGNAL DEPT.</u>	<u>WOOD</u>	<u>STONE</u>	<u>STONE</u>	<u>STONE</u>	<u>WOOD</u>	<u>ROOF EDGE</u>	<u>INCAN</u>
						<u>* LOWEST POINT</u>	

- A. Concessions and Businesses: Taxi _____ Newspaper stand/coin box _____ Pay Toilet _____ Vending Machines _____
 Other: _____
- B. Waiting Room Seating: describe (photo): OAK GANG BENCH Capacity 30+
- C. Number of Public Phones and Locations: 1 PB. - OUTSIDE, LOT #1
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. FAIR O.B. FAIR
OUTSIDE AT BUILDING
- E. Describe visibility for surveillance for waiting rooms with and without agents: GOOD
- F. Is passage from the station to platforms sheltered: yes / no (photo description _____).
- G. Are public toilets, telephones and other station conveniences identified: yes / no
- H. Are lockers provided: yes / no, trash receptacles: yes / no, location: waiting room # 1
 platform I.B. (NY) # 1, platform O.B. # _____, pick/up areas: _____ (photos) _____
OUTSIDE DOOR TO WAITING ROOM
- I. Mailbox: yes / no
- J. Water fountain: yes / no; location: WAITING ROOM AT LAVATORY DOOR
- K. Describe other commuter conveniences: NONE

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

Size Width _____ Length _____ Height _____
 Material _____
 Base _____
 Lighting _____
 Condition NONE

4a STATION BUILDING ✓

SHELTER

STATION: RABITAN.

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows: WINDOWS ARE OLD WOOD DOUBLE HUNG, DAMAGED
AND INOPERABLE.
DOORS ARE ALSO VERY OLD.

Stairs:

SOFFIT IS VERY ROTTED AND FALLING - HAZARD.
(PHOTOS #13, 14, 18)

Roof/Drainage:

ROOFING IS OLD, HOLES NOTED IN ROOF, ROOF

Other

FRAME IS EXPOSED OVER DORMER ON WEST SIDE OF
BUILDING, ALSO ROTTED - ROOF STRUCTURE COULD BE
UNSAFE.

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

Floor: FLOORS - OLD WORN (CAN BE SALVAGED IF NOT
PERMITTED TO DETERIORATE FURTHER.)

Ceiling: WOOD TONGUE AND GROOVE CEILING IS ROTTED OUT,
BUT INTACT - NEEDS REPLACEMENT.

Stairs:

LOADING DOCK IS ROTTED - (PHOTO #15)

8 Community & Security Aspects

Station: Raritan

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 middle/working class residential area. There is single family detached housing, with some mixed commercial, about a block from the main commercial street.

The area is well-patrolled by police. The site area is open and visible from the surrounding streets. Hiding places and shielding are negligible.

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 _____):

Few pedestrians cross through the station site. Most pedestrian/vehicular traffic occurs on local streets.

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

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

Window only.

4. Question the ticket agent about vandalism problems.