

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 0703-
Survey # 4-3

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- A. Name: Common Bloomfield Station Line: Hoboken Division
Historic Montclair Branch
(DL&W)
- B. Address or location:
W of Lackawanna Plaza between County: Essex
Washington St. and Glenwood Ave. Municipality: Bloomfield Town
Bloomfield, NJ Block & lot: part of
220 / 80
225 / 30
- C. Owner's name: New Jersey Transit
Address: Newark, NJ
- D. Location of legal description: Recorder of Deeds, Essex County
Courthouse, Raymond Boulevard, Newark, N.J.
- 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 floor plan aerial photo _____

other views photos of NR quality?

2. EVALUATION

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

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

- C. Survey Evaluation: 270 / 275 points

FACILITY NAME: Bloomfield

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.) Butcher shop
- 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 Bloomfield complex is located on a spacious urban site in the commercial district of the town. It consists of a formally integrated, two-level reinforced concrete station, in Proto-Modern style; elevated tracks with platforms and canopies on both sides; and a two-level shelter. There are several parking lots in the district, while additional spaces are available along neighboring streets. Vehicular access to the track level is provided by two ramps, from Washington Street (on the north) and Glenwood Avenue (on the south). Pedestrian access to the platform is unrestricted. There are several stairs at the N and S ends of the complex. Originally the site was landscaped, but is now neglected and largely overgrown; the walls of the station and shelter are covered with vining weeds. Presently there is a small butcher shop operating in the station. The shelter and tunnel are closed.

FACILITY NAME: Bloomfield

-3
 RR 0702-
 Survey # 4-3

3. DESCRIPTION--PLATFORMS AND CANOPIES

- 626 asphalt and
- Inbound concrete platform, lined with mercury vapor lighting fixtures on steel poles (original fixtures were incandescent on iron poles).
- 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 Bloomfield, 25 bays long, is centrally attached to the shelter for 5 bays with 11 bays to the N and 9 bays to the S. Resembling a half butterfly, it is constructed of reinforced concrete, its roof sheathed in glazed terra cotta tiles. Connecting the piers which support rafters and roof is a continuous concrete balustrade. Originally the area above the balustrade was filled with 3 pane windows, 4 to a bay, but these have been removed. From every other bay hangs a mercury vapor lighting fixtures; originals were incandescent. The canopy, as well as platform and tracks, make a gentle convex curve at the S end of the complex.

FACILITY NAME: Bloomfield

-3
RR 0702-4-3
Survey #

3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound

Outbound 600' asphalt and concrete platform, lined with mercury vapor lighting fixtures on steel poles (original fixtures were incandescent on iron poles).

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 outbound canopy at Bloomfield is similar to the inbound. Eleven bays long, it is centrally attached to the station for 3 bays. Resembling a half butterfly, it is constructed of reinforced concrete, its roof sheathed in glazed terra cotta tiles. Connecting the piers which support rafters and roof is a continuous concrete balustrade. Originally the area above the balustrade was filled with 3 pane windows, 4 to a bay, but these have been removed. From every other bay hangs a mercury vapor lighting fixture; originals were incandescent. The outbound canopy is not affected by the curve in platform and tracks.

FACILITY NAME Bloomfield

RR 0702-
Survey # 4-3

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 Bloomfield station, located E of the tracks, consists of a 1 story rectangular base above which is a 1 1/2 story cube-like main block with gabled roof and gabled wings. The building is nearly all reinforced concrete. The base, exposed on only the E facade, is 11 bays wide. The center bay contains a double door sheltered by a riveted steel frame canopy with steel brackets, a wood deck, and copper roofing. The canopy is supported at its outside corners by metal chains fastened to the supporting columns of the block with metal bosses cast to resemble lion faces (cf. Bound Brook, westbound canopy). Flanking the door on the S are (2) 1/1 windows and, on the N, a 1/1 window with cross over X muntins (all windows may have had this treatment, originally). The deck of the base is encircled by a concrete balustrade on the N, E, and S interrupted on the S and N by gently sloping ramps, which parallel the tracks and lead from street level to the deck. The ramp permits vehicular access to the track level in order to pick up or deliver freight at the wings or to receive or discharge passengers beneath a round arch porte-cochere, comprising more than half the volume of the main block. The wings, their gables paralleling the tracks, are similar in size to the porte-cochere, while their shaped gable end copings with ceramic tile borders recall those of the main block. The E facade contains a double door facing the porte-cochere with (2) windows in each wing, while the W facade contains (N to S) a freight door, a window, double doors, another window, and another freight door. The N and S facades each contain a freight door facing the deck. Adjoining the S facade of the main block is a tall concrete chimney. All materials appear original.

FACILITY NAME Bloomfield

RR 0702-
Survey # 4-3

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 _____ Shelter Freight House _____ Other _____ (specify)

General architectural description, including style, shape, roof type, # stories, # bays, orientation to track, location of entrances, etc.

The shelter at Bloomfield, located W of the tracks, consists of a 2 story rectangular block with a gabled roof, its ridge paralleling the tracks. Like the station, it is constructed of reinforced concrete. The E facade contains (N to S) a window, a single door, a window, and a double door. The W facade contains (5) windows at track level and a door at street level, originally sheltered by a canopy (Tino). The S facade contains a window at track level, while the N facade contains a window at track level and a double door beneath the platform. All materials appear original.

FACILITY NAME Bloomfield

Survey # RR 0702-4-3

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</u> | _____ |
| Foundation: | <u>poured concrete</u> | _____ |
| Base course: | <u>poured concrete</u> | _____ |
| Walls: | <u>poured concrete</u> | _____ |
| Trim: | <u>notched gable end copings, ceramic tile borders (green)</u> | _____ |
| Doors: | <u>unknown (3) double, (3) freight</u> | <u>(boarded)</u> |
| Roofing: | <u>glazed terra cotta</u> | _____ |
| Soffit: | <u>none</u> | _____ |
| Windows: | <u>(3) 1/1, unknown</u> | <u>(most boarded)</u> |
| Lighting: | <u>unknown</u> | <u>none</u> |
| Signage: | <u>unknown</u> | <u>recent butcher shop sign attached to E canopy</u> |
| Drainage: | <u>unknown</u> | <u>none</u> |
| Other: | _____ | _____ |

FACILITY NAME Bloomfield

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</u> | _____ |
| Foundation: | <u>poured concrete</u> | _____ |
| Base course: | <u>poured concrete</u> | _____ |
| Walls: | <u>poured concrete</u> | _____ |
| Trim: | <u>notched gable end copings, ceramic tile borders (green)</u> | _____ |
| Doors: | <u>(2) double; (2) single (unknown)</u> | _____ |
| Roofing: | <u>glazed terra cotta</u> | _____ |
| Soffit: | <u>none</u> | _____ |
| Windows: | <u>(1) paired single pane casement with transom (others unknown)</u> | <u>(most boarded)</u> |
| Lighting: | <u>unknown</u> | <u>none</u> |
| Signage: | <u>unknown</u> | <u>none</u> |
| Drainage: | <u>unknown</u> | <u>none</u> |
| Other: | _____ | _____ |

FACILITY NAME Bloomfield

RR 0702-
Survey # 4-3

4. DESCRIPTION - BUILDINGS (INTERIOR)

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

Station X Shelter _____ Freight House _____ Other _____ (specify)

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

The interior of the Bloomfield Station was not accessible. However, judging from the floor plan published in The Architectural Forum (April 1926) the spaces are quite small. The entry beneath the canopy at street level leads to a loggia which is flanked on the S by a Ticket Office and Boiler Room and on the N by a very small newsstand. Inside the N wall of the loggia is a narrow stairs to a small Waiting Room at track level, while the pedestrian tunnel is directly ahead on axis with the main door. Adjoining the Waiting Room on the S is the Baggage Room, on the N, the rail express office, and on the E, the porte-cochere. Floors are terrazzo and tile and "decorative treatment" is rough plaster (Beach, p. 272). These finishes are likely to be unaltered.

FACILITY NAME Bloomfield

4. DESCRIPTION - BUILDINGS (INTERIOR)

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

Station _____ Shelter X _____ Freight House _____ Other _____ (specify)

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

The interior of the shelter at Bloomfield was not accessible. The floor plan indicates a large waiting room more than triple the size of the station waiting room with a dog leg stair at the N end and toilet rooms adjoining the S wall. Finishes are similar to those of the station and are likely to be unaltered.

FACILITY NAME: Bloomfield

RR 0702-
Survey # 4-3

5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

| | | | |
|----------------------------------|--------------------------|---------------------|----------------------------------|
| Architect | Frank J. Nies and staff | source | Nies (plans); staff (conjecture) |
| Date | 1912 | Source | (DL&W) |
| Alteration dates | | Source | |
| Style | Proto-Modern, simplified | Classical detailing | |
| # passenger trains/day (present) | 24 in 1980 | Peak (#, Yr.) | 84 in 1940 |
| Original station on site | | | 56 in 1901 |

The Bloomfield Station is an exceptional achievement among the suburban facilities of the D, L, & W Line. Designed "in house", like most of their early twentieth century stations, Bloomfield distinguishes itself from the others by an innovative and artful use of ferro - concrete.

Concrete became a popular building material on the D,L, & W as a result of an extensive grade separation program for which the large-scale use of concrete was a necessity (Taber, 266). In station design, however, the creative potential of the new material seemed not to have been recognized. New stations at Far Hills, N.J., Blairstown, N.J., and Nicholson, Pa., for example, have the same Renaissance Revival detailing as their brick contemporaries. Conversely, the D, L, & W experiments in ferro-concrete for industrial and residential building, the Taylor anthracite breaker near Scranton, Pa. (1910; Taber, 266) and miners' community of Concrete City, Nantico, Pa. (1913-1914; Taber, 268), respectively, are truly modern in form and spirit. Situated somewhere in between, Bloomfield seems to share more with the latter group than the former.

Materials and fittings used at Bloomfield may be observed in many or most of the other stations on the line. The interior is said to be "standard" (Tino), but unlike the others, so much of the manipulation of those materials and fittings is unique: an honest expression of materials (e.g. the E canopy) a sparing, but novel use of ornamentation free of heavy-handed historical associations, (e.g. the tile borders of the gable end coping); and a carefully considered massing of parts into a Beaux-Arts-like composition. This composition is particularly remarkable in light of the problems posed by this difficult site. Space was limited; the southbound Waiting Room (W side) needed to handle the greater traffic load; yet the business district of the town was on the north-bound (E) side, a fact which needed to be acknowledged formally.

In no other D,L, and W station are these characteristics so combined and with such emphatic resolve. Bloomfield was created by a Proto-Modern architect of considerable talent, and although Nies' name appears on the plans, this attribution remains problematic. William Hull Botsford, a staff member and architect of the Montclair terminal, may have played a major role.

Presently the complex is closed, except for the street level of the station which is being used as a butcher shop.

FACILITY NAME: Bloomfield

RR 0702-⁻⁷
Survey # 4-3

6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan

Acreage: c. 2 acres

UTM coordinates: Zone: 18/Easting: 5 6 7 4 3 0/Northing: 4 5 1 5 8 1 0
USGS Quad Orange Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Botsford, William Hull, article addressing concrete as a building material with reference to the Bloomfield station, Cement Age, Jan. 1911.

Delaware, Lackawanna and Western RR, annual report, 1912.

Plans, Bloomfield Station, New Jersey Transit.

Taber, Thomas T., The DL&W RR in the Twentieth Century, Part 1, Muncy, PA, author, 1980, 266.

Tino, Nicholas A., Jr., rail historian, Cranford, NJ, 1981.

Beach, W.W., "Railway Stations of Moderate Size," The Architectural Forum, April 1926, pp.271-272.

ICONOGRAPHIC:

Plans, Ibid.

Photos: (2 views, 1911) Taber, 74.

former station, Taber, 73,74.

(2 views, ca. 1926, plans) Beach, Ibid.

Negative index # 1079 or NJT photo # _____ slide # 4-3
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: Station from East

RR 0702-⁻⁸
Survey # 4-3

FACILITY NAME: Bloomfield

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 x (10) grade separa-
tion
- 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)

10

B. ARCHITECTURAL SIGNIFICANCE

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

FACILITY NAME: Bloomfield
CRITERIA CONT.

- ii. ARCHITECT (check one)
 - a. building by architect important
 - nationally _____ (25)
 - state-wide _____ (20)
 - locally _____ (15)
 - b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer x (20) Frank J. Nies or William H. Botsford
 - c. building designed by railroad and is known or appears to be the work of the staff _____ (5)
 - d. architect identified but not considered to be of special importance _____ (5)
- iii. OVERALL ARCHITECTURAL QUALITY (check one)
 - a. Outstanding composition, siting, or craftsmanship x (40) composition
 - b. Notable composition, siting, or craftsmanship, or possessing especially picturesque or unusual exterior detailing _____ (25)
 - c. Possessing some detail(s) of particular interest and/or quality _____ (15)
 - d. Average quality or interest _____ (5)
- iv. SPECIAL QUALITIES
 - a. Noteworthy overall interior design or detailing _____ (15)
 - b. Some noteworthy interior detailing _____ (5)
 - (x interior not accessible)
 - 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 x (30) ferro concrete
 - b. Rare or early survivor of particular method _____ (20)
 - c. Interesting example of method _____ (5)

FACILITY NAME: Bloomfield

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 _____ (10)
- b. Good _____ (5)
- c. Fair _____ (0)
- d. Poor x (-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 _____ (30)
- b. Very Good _____ (25)
- c. Good _____ (20)
- d. Average x (15)
- e. Possible, with difficulty _____ (10)

85

TOTAL

275

FACILITY NAME: Bloomfield

RR 0702-
Survey # 4-3 -11

16

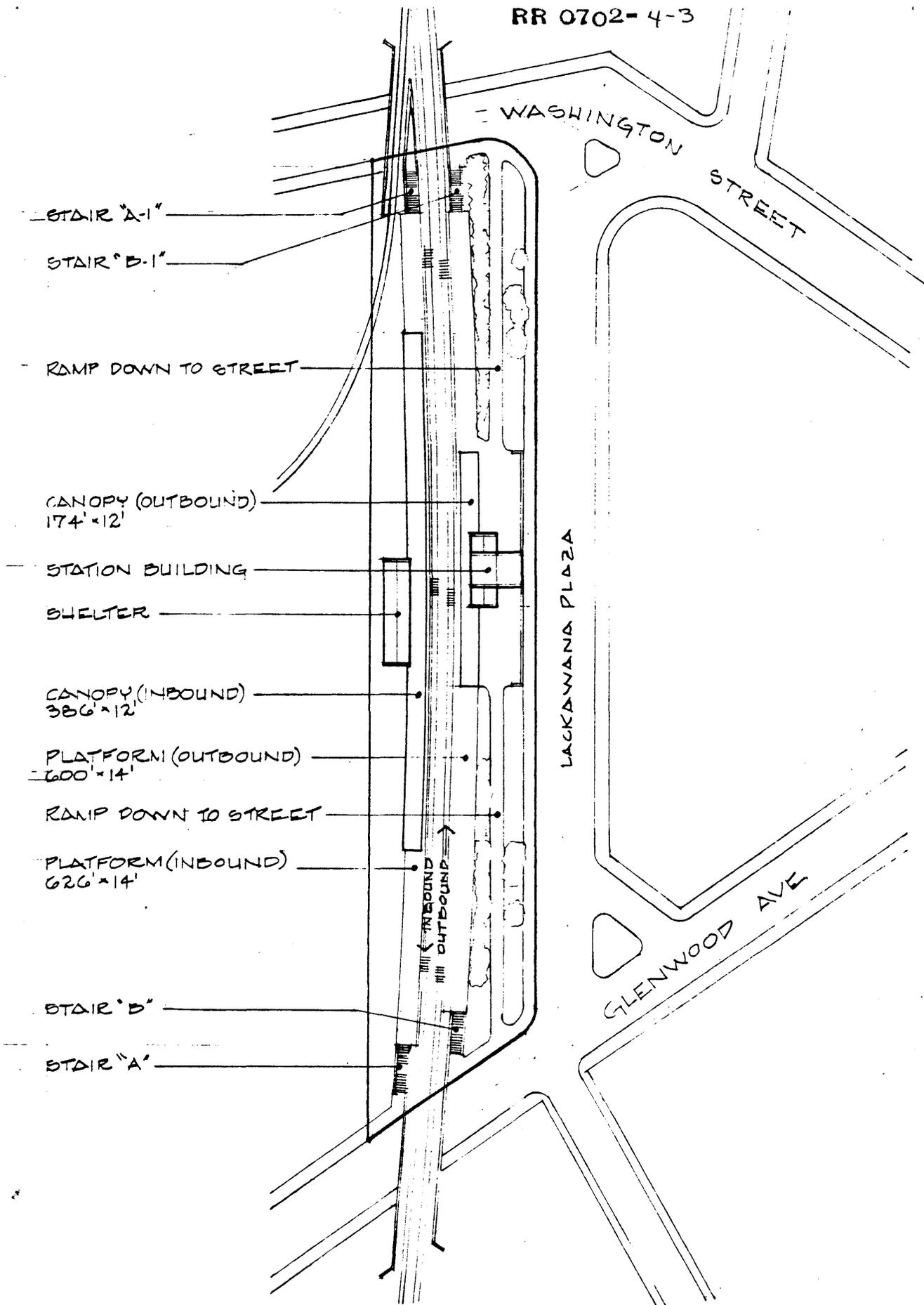
Attach copy of site plan

____ 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



OUTBOUND CANOPY

INBOUND CANOPY

NO INTER. RAIL BARRIER

76'-0"

SHELTER (INACCESSIBLE)

2'-9"

4'-6"

16'-6"

INBOUND

OUTBOUND

RAMP DOWN

16'-2"
2'-10"
5'-0"
11'-6"

STATION BLDG 1000 SQ. FT.

PORCH

(INACCESSIBLE)

20'-0"

± 19'-0"

PRODUCE STAND BELOW PORCH @ STREET LEVEL

14'-6"

25'-0"

14'-6"

54'-0"

LACKAWANA PLAZA

SIDEWALK BELOW

RETAINING WALL

RAMP DOWN



BLOOMFIELD MONTCLAIR BRANCH

SCALE: 1" = 20'
DATE: OCT. '78





6165 IV SE (CALDWELL)
ROSELAND 28 MI
BEAUFORT 46 MI
4517
1 MI TO N J 10
4516
47'30"
LIVINGSTON 4 MI
MILLBROOK 18 MI

RR 0702-4-3

SUMMARY

Station: Bloomfield

Line: Montclair Branch

Index:

Field Survey Conducted October, 1978

- | | |
|----------|---|
| <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 |
| <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 |
| _____ | Other |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 148

Station Ridership Category: 5 Ownership: N.J.D.O.T.

Agent: No Hrs/Days: _____

Rehabilitated (10 years or less) & Description: No

OUTBOUND CANOPY

INBOUND CANOPY

NO INTER. RAIL
BARRIER

70'-0"

SHELTER
(INACCESSIBLE)

INBOUND

OUTBOUND

RAMP
DOWN

16'-2"

2'-10"

5'-0"

11'-6"

2'-9"

7'-6"

16'-6"

STATION
BLDG
1000 SQ. FT.

PORCH

(INACCESSIBLE)

14'-6"

25'-0"

54'-0"

LACKAWANA PLAZA

20'-0"

± 19'-0"

SIDEWALK
BELOW

RETAINING
WALL

RAMP
DOWN

PRODUCE STAND
BELOW PORCH
@ STREET LEVEL



BLOOMFIELD MONTCLAIR BRANCH

SCALE: 1" = 20'

DATE: OCT. '78



3 PLATFORMS & CANOPIES

Station: BLOOMFIELD

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

RAIL TO EDGE PLATFORM: 2'-9"

| PLATFORMS | IN-BOUND SIDE | OUT-BOUND SIDE | ISLAND BET'N TRACKS |
|--|--|--|---------------------|
| Length X Width | <u>62'6" x 14'</u> | <u>60'0" x 14'</u> | _____ X _____ |
| Height Above Top of Rail | <u>2" (VARIES)</u> | <u>2" (VARIES)</u> | _____ |
| Platform Material | <u>CONC. & ASPHALT</u> | <u>CONC. & ASPHALT</u> | _____ |
| Edge Material | <u>CONC. & WOOD</u> | <u>CONC. & WOOD</u> | _____ |
| Safety Line, Material | <u>(yes/no) WHITE PAINT</u> | <u>(yes/no) WHITE PAINT</u> | yes/no _____ |
| Guardrail (Locate) | <u>(yes/no) CANOPY</u> | <u>(yes/no) CANOPY</u> | yes/no _____ |
| In-cut/Retaining Walls | _____ | _____ | _____ |
| Lighting - Type, O.C., Setback f/rail | <u>INCANDESCENT (ON CANOPY OVERHANG)</u> | <u>INCANDESCENT (ON CANOPY OVERHANG)</u> | _____ |
| Seating-Mat'l & Qty. | <u>NONE</u> | <u>NONE</u> | _____ |
| | vert. rise | width | vert. rise |
| Stairs: (ramps used: <u>X</u>) | | | |
| yes / no) <u>8</u> | <u>A. • 17'-6"</u> | <u>8'-0"</u> | <u>B. • 17'-6"</u> |
| Locate: <u>R</u> | <u>A.1 • 16'-0"</u> | <u>7'-6"</u> | <u>B.1 • 16'-0"</u> |
| | | | <u>7'-6"</u> |

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

ALL PLATFORMS DETERIORATED / NEED REPAIR.
 WOOD EDGES ROTTED
 LIGHTING @ PLATFORMS & STAIRS POOR CONDITION AND/OR INOPERABLE.
 NO GUARDRAILS @ STEEP EMBANKMENTS EITHER SIDE.

Continue on back of page _

| CANOPY/OVERHANG | IN-BOUND SIDE | OUT-BOUND SIDE | ISLAND BET'N TRACKS |
|-------------------------|-------------------------------|---------------------------------------|---------------------|
| Length x Width | <u>38'6" x 12'</u> | <u>17'4" x 12'</u> | _____ X _____ |
| Height (Lowest) | <u>12'-6"</u> | <u>12'-6"</u> | _____ |
| Setback from Rail | <u>4'-6"</u> | <u>5'-0"</u> | _____ |
| Structure w/Spacing | <u>16'-0"</u> | <u>16'-0" CONC. COLS. & BEAMS</u> | _____ |
| Setback-Rail to Support | <u>16'-6"</u> | <u>16'-2"</u> | _____ |
| Deck Material | <u>CONC.</u> | <u>CONC.</u> | _____ |
| Roofing | <u>TAR PAPER</u> | <u>TAR PAPER</u> | _____ |
| Shape | <u>(SLOPE) / Gable / Flat</u> | <u>SLOPE TO REAR</u> | _____ |
| Drainage | <u>DRIP</u> | <u>DRIP</u> | _____ |
| Lighting | <u>INCANDESCENT</u> | <u>INCANDESCENT</u> | _____ |

CONDITION (Note apparent poor conditions only):

MANY CONC. STRUCTURAL ELEMENTS SPALLED TO RE. BARS -
 ROOFING IN POOR CONDITION
 LIGHTING IN POOR CONDITION AND/OR INOPERABLE

Continue on back of page

4 STATION BUILDING X

SHELTER

STATION: BLOOMFIELD

In-Bound (NY, H, N) In-Use ; Out-Bound X In-Use NO; Number of Levels I.B. 2 O.B.
 Relation of Main to Track (under over, level) Relation of Entry to Street I.B. 2ND FLOOR O.B.
 Roof Overhang - width: Location: (refer to Floor Plan) FLUSH WITH RAISED RAMP AREA
 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 CONC. Doors WOOD
 Base Course - (photo) Roof Deck CONC.
 Walls CONC. Roofing BUILT UP
 Trim TILE Soffit CONC.
 Windows - operable - yes / no WOOD
 Structural System (consultant) REINFORCED CONC.

Drainage COPPER GUTTERS & DOWNSPOUTS.

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

| Space* | Floor | Base | W/Cot | Walls | Ceiling | Ceiling Hgt. | Lighti |
|-----------------------------|-------|------|-------|-------|---------|--------------|--------|
| 1. Waiting Room <u>S.F.</u> | | | | | | | |
| 2. Ticket Office | | | | | | | |
| 3. Mens Toilet | | | | | | | |
| 4. Womens Toilet | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

- A. Concessions and Businesses: Taxi Newspaper stand COIN BOX Pay Toilet Vending Machines
 Other: PRODUCE SHOP @ 1ST FLOOR OUTBOUND
- B. Waiting Room Seating: describe (photo): NONE Capacity
- C. Number of Public Phones and Locations: NONE
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. N/A O.B.
- E. Describe visibility for surveillance for waiting rooms with and without agents: N/A
- F. Is passage from the station to platforms sheltered: yes / no (photo description). N/A
- G. Are public toilets, telephones and other station conveniences identified: yes / no N/A
YES. BUT STATION IS NOT IN USE
- 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 N/A
 Lighting
 Condition

4a STATION BUILDING _____

SHELTER _____

STATION: BLOOMFIELD

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows: - MINOR CRACKING IN WALLS
- CHIMNEY IN BAD CONDITION

Stairs: NEEDS NEW ROOF

Roof/Drainage:

Other

Interior (locate elements by room; photograph poor conditions)

Walls/Doors/Windows: NOT ACCESSIBLE

Floor:

Ceiling:

Stairs:

*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: Bloomfield

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 on a side road off of Glenwood Avenue. Across Glenwood Avenue are highrise buildings situated in a large park.

The station is relatively isolated and adequate surveillance is difficult because of the elevated platforms.

The station facilities are overgrown with vegetation.

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 located behind the downtown area of Bloomfield and is essentially isolated from the community's activities.

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

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

4. Question the ticket agent about vandalism problems.