

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 0714-
Survey # 2-2

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- ✓ A. Name: Common Newark (Broad St) ^{Station} Historic Line: Hoboken Division
Morristown Line
(Delaware, Lackawanna, and Western)
- B. Address or location:
 ✓ Broad and University ^{Sts.}
 ✓ Newark, N.J. 07102
 ✓ County: Essex
 Municipality: Newark City
 Block & lot: part of 165/111
- C. Owner's name: N.J. Transit
Address: Trenton, N.J.
- 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? no

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: 230 / 255 points

FACILITY NAME: Newark (Broad St.)

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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 refurbishing, mid-1981

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: 3

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 complex is situated on a confined site at the north edge of the Newark business district. It consists of a three-level, red brick station in Renaissance Revival style, with corner tower, elevated tracks aligned east to west with platforms and canopies on both sides, a two-level red brick shelter, similar to the station, and a pedestrian underpass connecting the two. The station is located south of the tracks and is adjoined on the south-east and east by a small brick-surfaced parking lot. Pedestrians may approach from the the lot or from neighboring sidewalks. There is no vehicular or pedestrian access from the north as the stairways at the east and west end of the platform have been fenced off, and the I-280 viaduct follows the former route of Nassau Street to the north. There is no landscaping at the complex. The complex is being refurbished and large sections of the station are being partitioned off into smaller spaces for railroad offices and crew quarters.

FACILITY NAME: Broad St (Newark)

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3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound 660' concrete and asphalt platform

Outbound

Between tracks none

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 is 22 bays long and is of wood frame construction. Centrally attached to the station for 10 of its bays, the shallow gabled roof is supported on 23 cylindrical cast iron columns with simplified Romanesque capitals and splayed iron brackets. Incandescent bulbs with circular shades hang from each bay, while locational signs hang at the ends. Asphalt shingle roofing and metal gutters appear recent. Other materials appear original.

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4. DESCRIPTION - BUILDINGS (EXTERIOR)

Fill out separate sheet for each building at facility. Refer to, and key with, site plan. Account for original materials and finishes where different from existing.

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

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

The station, located S of the tracks, consists of a 2½ story rectangular main block with a slightly lower 2 story wing at the W end. Both roofs are hipped, their ridge lines paralleling the tracks. Projecting from the SE corner of the block is a square based tower with a pyramidal roof roughly twice the height of the main hipped roof. Symmetrically placed on the S facade of the main are two hipped dormers each containing round arched surrounds and pilasters framing oversized windows on the 2nd floor. These surrounds divide the upper facade into 3 equal parts, each containing 4 windows. The lower facade contains 8 windows and 4 doors, with a door and 2 windows on the basement level. The wing contains 2 windows above and 2 windows and a door below. The upper N facade contains 4 central windows flanked on either side by triple doors surmounted by a 3-pane transom, double doors surmounted by a single pane transom and a single window. The wing contains a door and two windows. On the E facade are 3 windows on the 2nd floor, 3 on the first, and a double door and window on the basement level. On the W facade are 3 windows on the 2nd floor and a door and 2 windows on the first. On the E and S facades, 1st floor windows are trimmed with limestone detailing. Near its roof the tower contains 4 attenuated windows on each side, below which are 4 large clock faces set in cartouche surrounds. Presently they are sealed and not visible from the exterior. On the E and S facades there are paired windows with limestone surrounds on the second floor level and double doors on the first. There is a small brick chimney rising at the W end of the ridge of the main block. Until recently, a continuous canopy adjoined the base on the E and S. The walls are red brick, the base, rusticated limestone, and the roofing, asphalt shingle (slate originally). Most materials appear 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 Newark Station are on three levels. The first floor at street level comprises a huge two-story freight and storage area (soon to be converted to offices) and at the E end, a Foyer, leading to the lobby, and a small store (soon to be converted to a police station). The second floor, at tunnel level, comprises the lobby with access to both the westbound shelter and the waiting room. East of the Lobby is the Ticket Office and to the W, a newsstand. The west half of this level comprises the upper portion of the freight and storage area. The third floor at track level comprises a large Waiting Room, flanked on the E by offices, and on the W by offices and a Freight Room. (The original use of the office spaces is uncertain). The most distinguished spaces are the foyer and lobby where original classical detailing remains intact (see schedules). Much of the rest of the building is being partitioned into small offices.

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Foyer

NUMBER ON FLOOR PLAN _____

Original

Existing, if different

Floors: terrazzo, gray tile border

Base: _____

Wainscot: board, stain or varn.

_____ (brown paint)

Walls: plaster

_____ (beige paint)

Ceiling: plaster, recessed groin vault

_____ (beige paint)

Trim: plaster pilasters, frieze, cornice,
ceiling boss at center

Doors: 1/panel

_____ (brown paint)

Seating: none

Lighting: incandescent fixture

hanging MV fixture

Other: _____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS _____
NAME <u>Conrail Police Substation</u> (former shop) <u>Original</u>	NUMBER ON FLOOR PLAN _____ <u>Existing, if different</u>
Floors: <u>unknown</u>	<u>asphalt tile, beige</u>
Base: <u>unknown</u>	<u>board</u>
Wainscot: <u>unknown</u>	<u>none</u>
Walls: <u>unknown</u>	<u>plaster board (white paint)</u>
Ceiling: <u>unknown</u>	<u>acoustical tile</u>
Trim: <u>unknown</u>	<u>board surround (brown paint)</u>
Doors: <u>1/1 panel</u>	<u>(brown paint)</u>
Seating: <u>unknown</u>	<u>none</u>
Lighting: <u>incandescent fixtures</u>	<u>new incandescent fixtures</u>
Other: _____	_____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS _____
NAME <u>Lobby-Waiting Room</u>	NUMBER ON FLOOR PLAN <u>1</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>terrazzo, tile detail (gray)</u>	_____
Base: <u>glazed brick (brown)</u>	_____
Wainscot: <u>glazed brick (white, brown speckle)</u> <u>(continues into tunnel)</u>	_____
Walls: <u>plaster</u>	<u>(beige paint)</u>
Ceiling: <u>plaster, cornice molding</u>	<u>(white paint)</u>
Trim: <u>wood molded surrounds, architraves, varn.</u> <u>plaster D,L & W cartouches</u>	_____
Doors: <u>1/2 panel, stain or varn.</u>	<u>(brown paint)</u>
Seating: <u>(4) slat board benches with turned legs</u>	<u>(brown paint)</u>
Lighting: <u>incandescent fixtures</u>	<u>hanging MV fixtures</u>
Other: <u>(4) cast iron radiators (N)</u> <u>cast iron railing and balustrade,</u> <u>wood classical newel posts, metal</u> <u>lamp stand on E newel post</u>	<u>SW corner partitioned off</u> <u>into office</u>

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FACILITY NAME: Newark (Broad Street)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Ticket OfficeNUMBER ON FLOOR PLAN 2OriginalExisting, if differentFloors: board

Base: board, stain or varn.(maroon paint)Wainscot: vertical board, stain or varn.(maroon paint)Walls: plaster(beige paint)Ceiling: plaster(beige paint)Trim: molded board chairrail, surrounds
stain

Doors: 1/panel, stain

Seating: none

Lighting: hanging incandescent fixturestwo incandescent fixtures
missing; fluorescent fixturesOther: wood built-in cabinet under ticket
windows

6/6 window to stairway, round arch
surrounds(2) cast iron radiators(maroon paint)

FACILITY NAME: Newark (Broad Street)

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Newsstand

NUMBER ON FLOOR PLAN _____

Original

Existing, if different

Floors: NOT ACCESSIBLE

Base: _____

Wainscot: _____

Walls: _____

Ceiling: _____

Trim: _____

Doors: _____

Seating: _____

Lighting: _____

Other: _____

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FACILITY NAME: Newark (Broad Street)

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS _____
NAME <u>Offices (W of Waiting Room and E of former Freight Room)</u> <u>Original</u>	NUMBER ON FLOOR PLAN _____ <u>Existing, if different</u>
Floors: <u>terrazzo, tile border (gray)</u>	_____
Base: <u>board, stain or varn.</u>	<u>(green paint)</u>
Wainscot: <u>unknown</u>	_____
Walls: <u>unknown</u>	<u>plaster board (green paint)</u>
Ceiling: <u>plaster</u>	<u>(green paint)</u>
Trim: <u>wood molded chairrail, stain or varn.</u>	<u>(green paint)</u>
Doors: <u>1/2 panel, stain or varn.</u>	<u>(green paint)</u>
Seating: <u>unknown</u>	_____
Lighting: <u>incandescent fixtures</u>	<u>hanging fluorescent fixtures</u>
Other: _____	_____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Toilet Room (W end)

NUMBER ON FLOOR PLAN _____

Original

Existing, if different

Floors: terrazzo, tile border (gray)

Base: board, stain or varn.

(green paint)

Wainscot: vertical board, stain or varn.

(green paint)

Walls: plaster

(green paint)

Ceiling: plaster

(green paint)

Trim: wood molded chairrail, door surround
stain or varn.

(green paint)

Doors: unknown

missing

Seating: none

Lighting: incandescent fixture

Other: _____

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FACILITY NAME: Newark (Broad Street)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Freight Room

NUMBER ON FLOOR PLAN _____

OriginalExisting, if differentFloors: poured concreteplywoodBase: noneWainscot: noneWalls: brick, modified English bond, redCeiling: wood plank, attic entry, stainedTrim: unknownDoors: 6/2 panel, stain or varn.(black paint)Seating: noneLighting: incandescent fixturesOther: freight elevatorspace being partitioned into many
small rooms

FACILITY NAME: Newark (Broad Street)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS _____
NAME <u>Offices (NE corner above Ticket Office)</u>	NUMBER ON FLOOR PLAN _____
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	<u>asphalt tile</u>
Base: <u>board, stain or varn.</u>	<u>(black paint)</u>
Wainscot: <u>vertical matched boards stain or varn.</u>	<u>(green paint)</u>
Walls: <u>plaster</u>	<u>(light green paint)</u>
Ceiling: <u>plaster, coved with cornice molding</u>	<u>(white paint)</u>
Trim: <u>plaster Ionic pilasters, frieze, cornice</u>	<u>(green paint)</u>
Doors: <u>1/2 panel; 5 panel, stain or varn.</u>	<u>(light blue paint) (green paint)</u> <u>plain board to waiting room</u>
Seating: <u>unknown</u>	_____
Lighting: <u>incandescent fixtures</u>	<u>hanging fluorescent fixtures</u>
Other: <u>3 cast iron radiators (2-N; 1-E)</u>	<u>wall boarding partitions</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS _____
NAME <u>Locker Room (SE corner above Foyer,</u> <u>possibly former lounge)</u>	NUMBER ON FLOOR PLAN _____
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	_____
Base: <u>board, stain or varn.</u>	<u>(green paint)</u>
Wainscot: <u>vertical matched board</u> <u>stain or varn.</u>	<u>(green paint)</u>
Walls: <u>plaster</u>	<u>(light green paint)</u>
Ceiling: <u>plaster, coved cornice molding, attic</u> <u>entry</u>	<u>(white paint)</u>
Trim: <u>molded wood chairrail</u> <u>stain or varn.</u>	<u>(green paint)</u>
Doors: <u>1/2 panel, stain or varn.</u>	<u>(light blue paint)</u>
Seating: <u>unknown</u>	_____
Lighting: <u>incandescent fixtures</u>	<u>hanging fluorescent fixtures</u>
Other: <u>cast iron radiator (N)</u>	_____

FACILITY NAME: Newark (Broad Street)

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS _____
NAME <u>Basement</u>	NUMBER ON FLOOR PLAN _____
<u>Original</u> (3 major spaces separated by brick walls with round arch doorways)	<u>Existing, if different</u>
Floors: <u>poured concrete</u>	_____
Base: <u>none</u>	_____
Wainscot: <u>none</u>	_____
Walls: <u>poured concrete (N,E,W)</u> <u>brick (S)</u>	<u>(white, gray paint)</u>
Ceiling: <u>poured concrete</u>	_____
Trim: <u>none</u>	_____
Doors: <u>unknown</u>	_____
Seating: <u>none</u>	_____
Lighting: <u>incandescent fixtures</u>	<u>hanging MV fixtures</u>
Other: <u>(6) cylindrical iron columns with metal brackets</u>	<u>concrete block paint cellar adjoins hallway to lower level of tunnel (NE corner)</u>

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FACILITY NAME: Broad St. (Newark)

3. DESCRIPTION--PLATFORMS AND CANOPIES

 Inbound

 X Outbound 714' concrete and steel platform

 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 is 24 bays long and is of wood frame construction. Centrally attached to the shelter for 8 of its bays, the shallow gable roof is supported on 25 cylindrical cast iron columns with simplified Romanesque capitals and splayed iron brackets. Incandescent bulbs with circular shades hang from each bay, while locational signs hang at the ends. Asphalt shingle roofing and metal gutters appear recent. Other materials appear original.

FACILITY NAME Broad St. (Newark)

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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 _____ Shelter X Freight House _____ Other _____ (specify)

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

The shelter is 2 stories in height with the track level at the 2nd floor level. It is 9 bays long and 2 wide oriented with the long axis (E-W) parallel to the tracks. Structure and detailing are similar to that of the station. On the E, W, and N facades the 2-story walls are laid in Flemish bond on a concrete base. The lower S facade is poured concrete, while the interior of the lower N facade is laid in 5-course American bond. The interior of the basement space is used for vehicle storage and mechanical equipment. Its W wall contains a sliding steel automatic door, replacing a smaller opening whose segmented arch is still visible.

The 2nd level is more stylistically detailed. Like the other exterior walls its are laid in Flemish bond, but there is a battered base course of rock-faced stone set vertically. These are capped by a tooled stone string course which also forms the window sills. Lintels are of the same tooled stone. Windows are 1/1 and the 2 (originally 3) double-leaf entries contain single light/2 panel doors with stone sills. The 3rd door (W end) has been sealed and blocked by 2 telephone booths.

Interestingly, window sills at this level on the N,W, and E facades, where they are not visible at close range from the exterior, appear to be concrete rather than stone. In addition, there is no belt course or battened base course on these facades. The roof is hipped and has new asphalt shingling and copper gutters. Original roofing may have been slate. On the N,W, and E where no canopy adjoins, the overhanging eaves are supported by large curving consoles.

The one sign attached to the building may be original. It reads "Newark" in gold letters on a black shaped board with gold trim.

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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, wood frame roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>rusticated limestone (S)</u>	_____
Walls:	<u>brick, flemish bond, red</u>	_____
Trim:	<u>tooled limestone belt course, (S) lintels, sills</u>	_____
Doors:	<u>1/2 panel with transom, double leaf</u>	_____
Roofing:	<u>slate</u>	<u>asphalt shingle</u>
Soffit:	<u>matched board</u>	_____
Windows:	<u>1/1</u>	_____
Lighting:	<u>hanging incandescent fixtures</u>	_____
Signage:	<u>standard D,L, and W (black board gold type)</u>	_____
Drainage:	<u>copper gutters and leaders</u>	<u>new copper gutters and leaders</u>
Other:	<u>(2) 6-place cast iron and wood benches on platform (2) coal chutes (S, base course)</u>	_____

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4. DESCRIPTION - BUILDINGS (INTERIOR)

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

Station _____ Shelter Freight House _____ Other _____ (specify)

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

The public spaces of the Newark shelter are on one level. (There is a garage at street level). A Waiting Room comprises most of the block. Adjoining it on the W are the rest rooms, and on the E, a stairway to the pedestrian tunnel. Most of the materials and finishes are original.

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 3

NAME Men's Room

NUMBER ON FLOOR PLAN 3

Original NOT ACCESSIBLE

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 3

NAME Ladies' Room

NUMBER ON FLOOR PLAN 4

Original NOT ACCESSIBLE

Existing, if different

Floors: _____

Base: _____

Wainscot: _____

Walls: _____

Ceiling: _____

Trim: _____

Doors: _____

Seating: _____

Lighting: _____

Other: _____

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	Frank J. Nies	source	plans	
Date	1901-1903	Source	DL&W	Alteration dates
				Source
Style	Renaissance/Classical Revival			
# passenger trains/day (present)	143 in 1980	Peak (#, Yr.)	182 in 1940 (commuter)	
Original station on site	146 in 1901 (commuter)		10 long dist. in 1940	
	6 long distance in 1901			

The Newark-Broad St. Station and shelter are exceptionally fine examples of the architectural eclecticism popular during the early 20th century. This complex borrows heavily on Renaissance forms and ornamentation, for example, the campanile, rusticated base, voussoirs, lintels, quoins, pilasters, etc., but integrates them in a building type refined to modern functional needs.

The complex was designed by Frank J. Nies and his staff at the Engineering and Architects Departments of the D L & W Railroad. Its construction coincided with the commencement of a grade separation project accomplished during the administration of President William Haynes Truesdale. Over the years, Broad St. station has been an important stop for long distance passenger trains for Scranton, Buffalo, and points west, as well as a heavily used stop for commuters to Newark. It has also housed division offices for freight and passenger services in the Morris and Essex Division.

The complex is being refurbished and large sections of the station are being partitioned off into smaller spaces for railroad offices and crew quarters.

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plans.

Acreage: $1\frac{1}{4}$ - $1\frac{1}{2}$ acres

UTM coordinates: Zone: 18/Easting: 5 6 9 8 8 0/Northing: 4 5 1 0 8 3 0

USGS Quad Elizabeth Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

D L & W, annual report, 1901

Plans, Broad St. (Newark) station, New Jersey Transit, Newark, N.J.

ICONOGRAPHIC:

photos: Taber, Thomas T. The Delaware, Lackawanna, and Western Railroad in the Twentieth Century, 1980, p. 8, p.69.

film: 8 mm. Nicholas Tino collection, 1959

8. PHOTO

Negative index # -- or NJT photo # -- slide # 2-2
Date 1980 Photographer Charles Ashton
Loc. of negative NJ Transit Direction of view: station from south

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FACILITY NAME: Broad St. (Newark)

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) |
| grade separation
common | <u>x</u> | (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 x (10)
- viii. Other Terminal station & railroad
headquarters x (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 | <u>x</u> | (15) |
| locally | ___ | (10) |
- c. As example of railroad architecture
- | | | |
|--|----------|------|
| rare | ___ | (30) |
| tower (unusual in
state) unusual or early | <u>x</u> | (15) |

FACILITY NAME: Broad St. (Newark)

CRITERIA CONT.

ii. ARCHITECT (check one)

a. building by architect important

nationally	_____	(25)
state-wide	_____	(20)
locally	_____	(15)

b. building designed by railroad and is known or appears to be the work of the supervising architect or engineer or chief designer

 (20) Frank J. Nies

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) composition, craftsmanship

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) classically inspired plaster-

b. Some noteworthy interior detailing

_____(5) work

(____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)

RR 0714- -10
Survey # 2-2

FACILITY NAME: Broad St. (Newark)

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 | <u> x </u> | (10) new roofing |
| e. Detrimental alterations and/or
additions, reversible at considerable
expense | _____ | (-25) canopy missing
partition walls |
| f. Detrimental alterations and/or additions,
essentially irreversible | _____ | (-75) |

ii. PHYSICAL CONDITION

- | | | |
|--------------------------|--------------|-------|
| a. Excellent | _____ | (10) |
| b. Good | <u> x </u> | (5) |
| c. Fair | _____ | (0) |
| d. Poor | _____ | (-10) |
| e. Severely deteriorated | _____ | (-25) |

iii. RELATIONSHIP TO COMMUNITY

- | | | |
|-------------------------------|--------------|-------|
| a. Pivotal building | <u> x </u> | (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 | <u> x </u> | (20) |
| d. Average | _____ | (15) |
| e. Possible, with difficulty | _____ | (10) |

75

TOTAL

255

FACILITY NAME: Newark (Broad St.)

Attach copy of site plan

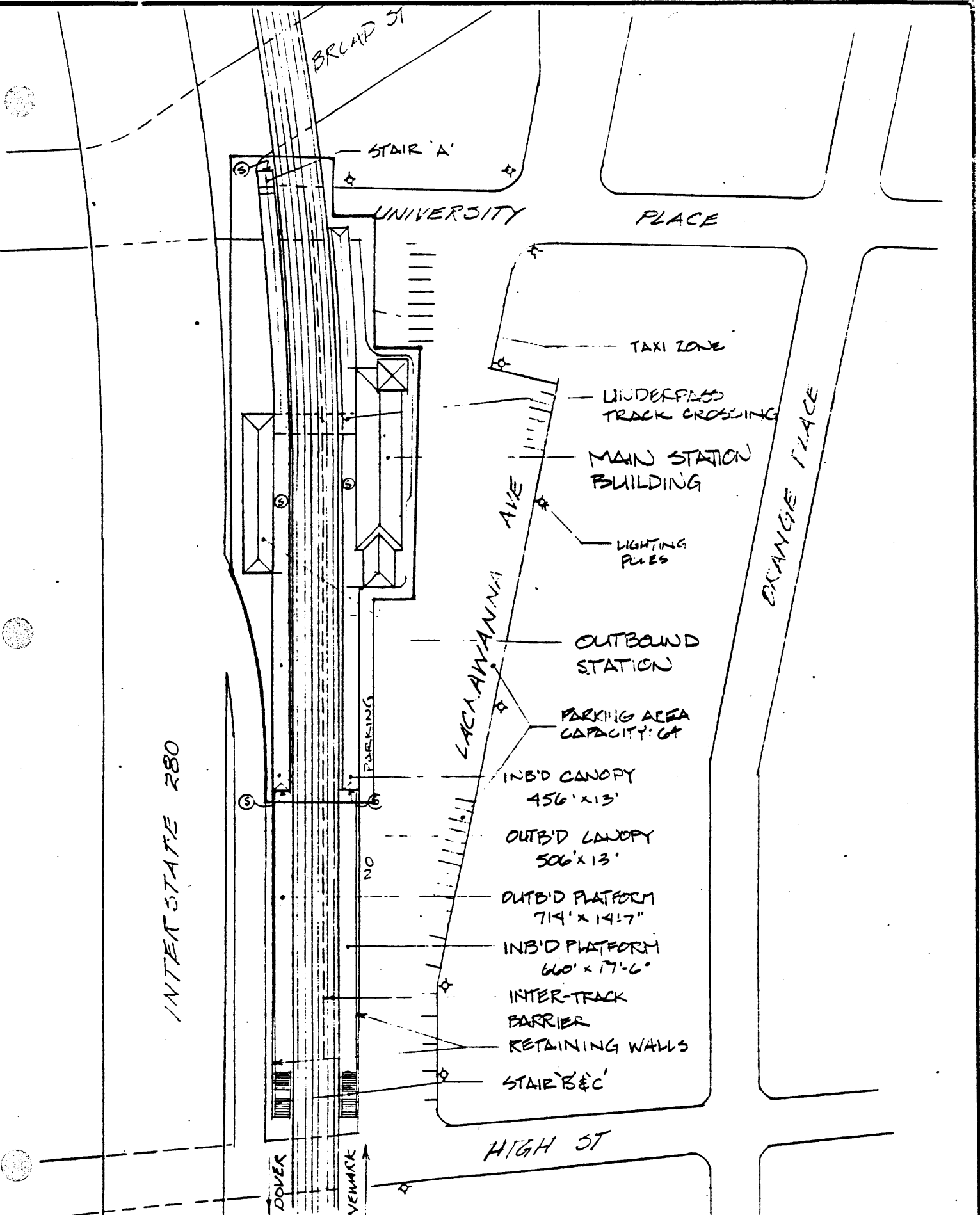
____ continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: August, 1981

Charles Ashton

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



INTERSTATE 280

BROAD ST

STAIR 'A'

UNIVERSITY PLACE

TAXI ZONE

UNDERPASS TRACK CROSSING

MAIN STATION BUILDING

LIGHTING POLES

ORANGE PLACE

LACY-AWANUA AVE

OUTBOUND STATION

PARKING AREA CAPACITY: 67

INB'D CANOPY 456' x 13'

OUTB'D CANOPY 506' x 13'

OUTB'D PLATFORM 714' x 14'-7"

INB'D PLATFORM 660' x 17'-6"

INTER-TRACK BARRIER

RETAINING WALLS

STAIR 'B & C'

HIGH ST

DOVER

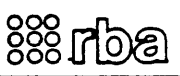
NEWARK

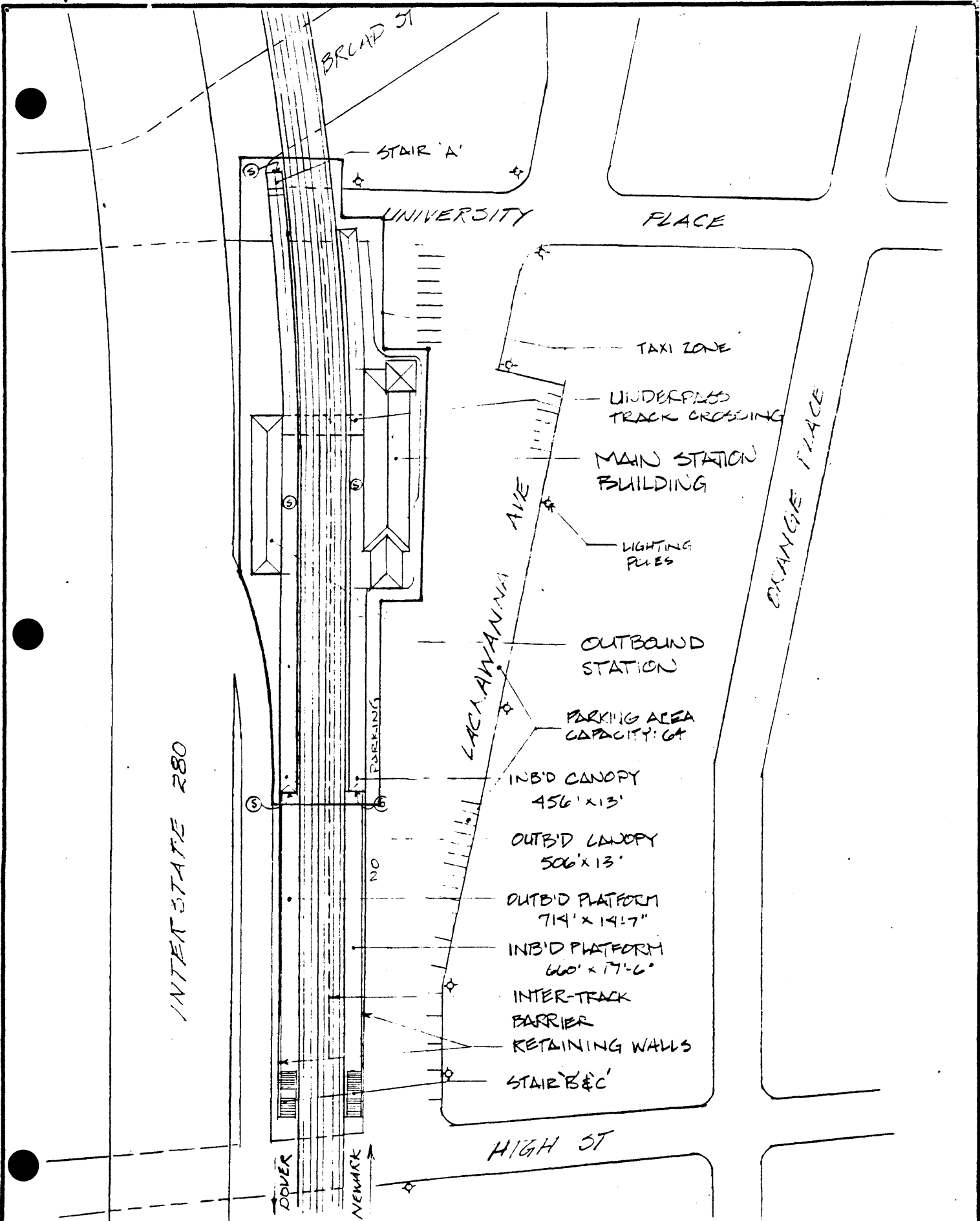
NEWARK - BROAD STREET

MORRISTOWN LINE

SCALE: 1"=100'

DATE: OCT. 1978





INTERSTATE 280

BROAD ST

STAIR 'A'

UNIVERSITY PLACE

TAXI ZONE

UNDERPASS TRACK CROSSING

MAIN STATION BUILDING

LIGHTING PILES

LACHAWANNA AVE

OUTBOUND STATION

PARKING AREA CAPACITY: 64

INB'D CANOPY 456' x 13'

OUTB'D CANOPY 506' x 13'

OUTB'D PLATFORM 714' x 14'-7"

INB'D PLATFORM 660' x 17'-6"

INTER-TRACK BARRIER

RETAINING WALLS

STAIR 'B & C'

EXCHANGE PLACE

HIGH ST

DOVER

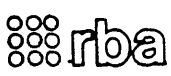
NEWARK

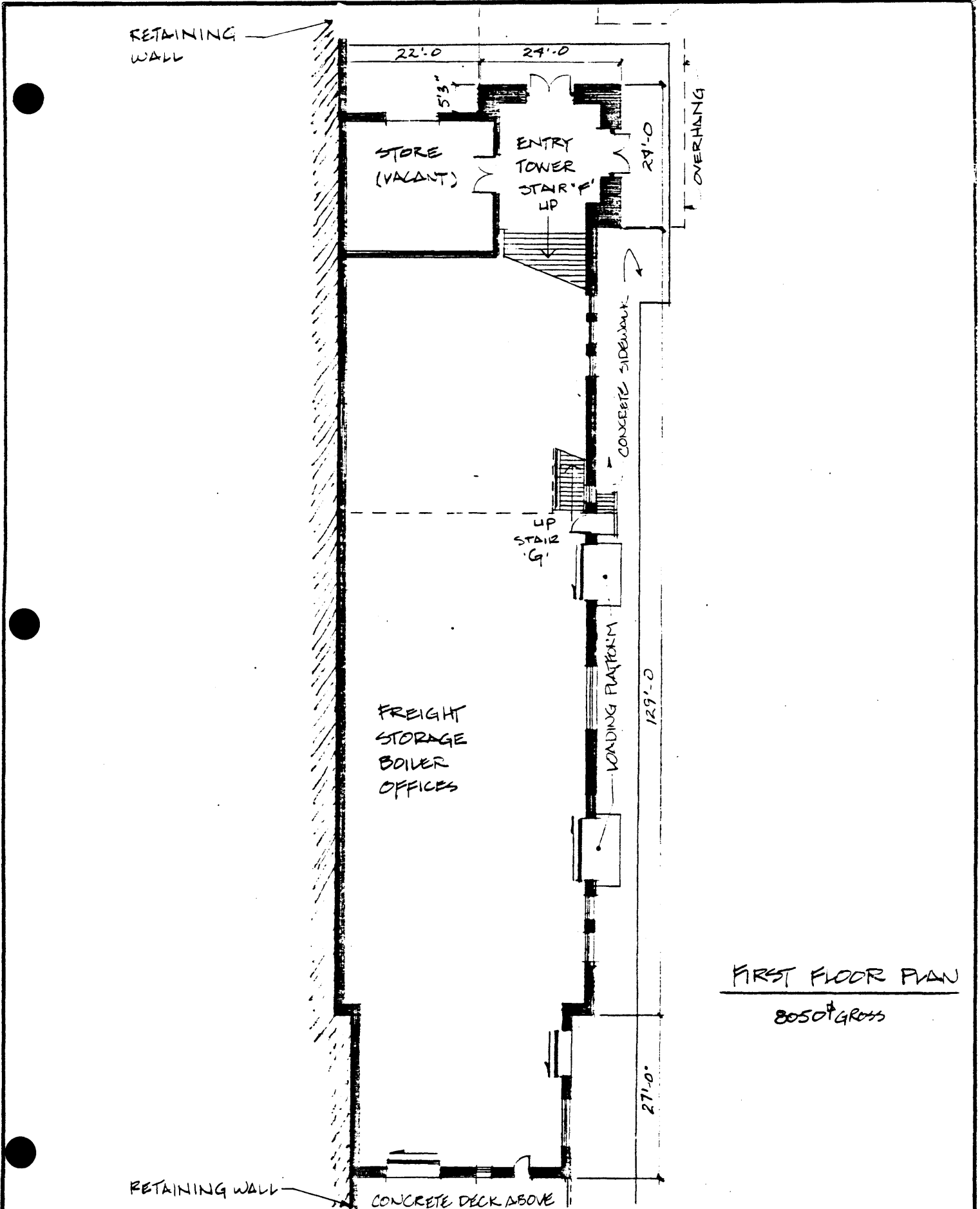
NEWARK - BROAD STREET

MORRISTOWN LINE

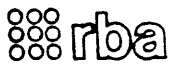
SCALE: 1"=100'

DATE: OCT. 1978





FIRST FLOOR PLAN
 8050[±] GROSS

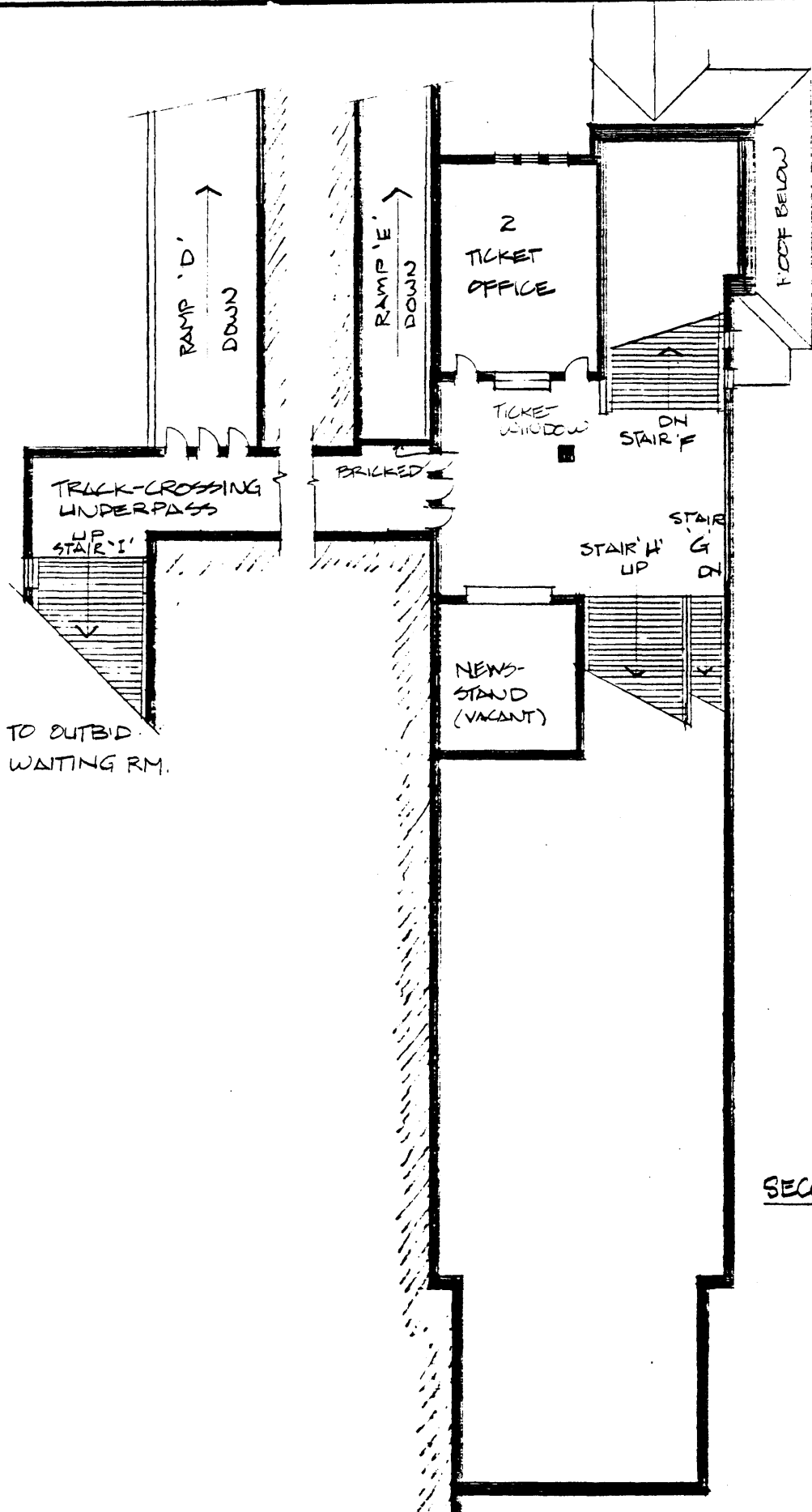


NEWARK - BROAD STREET
MORRISTOWN LINE

SCALE: 1:20

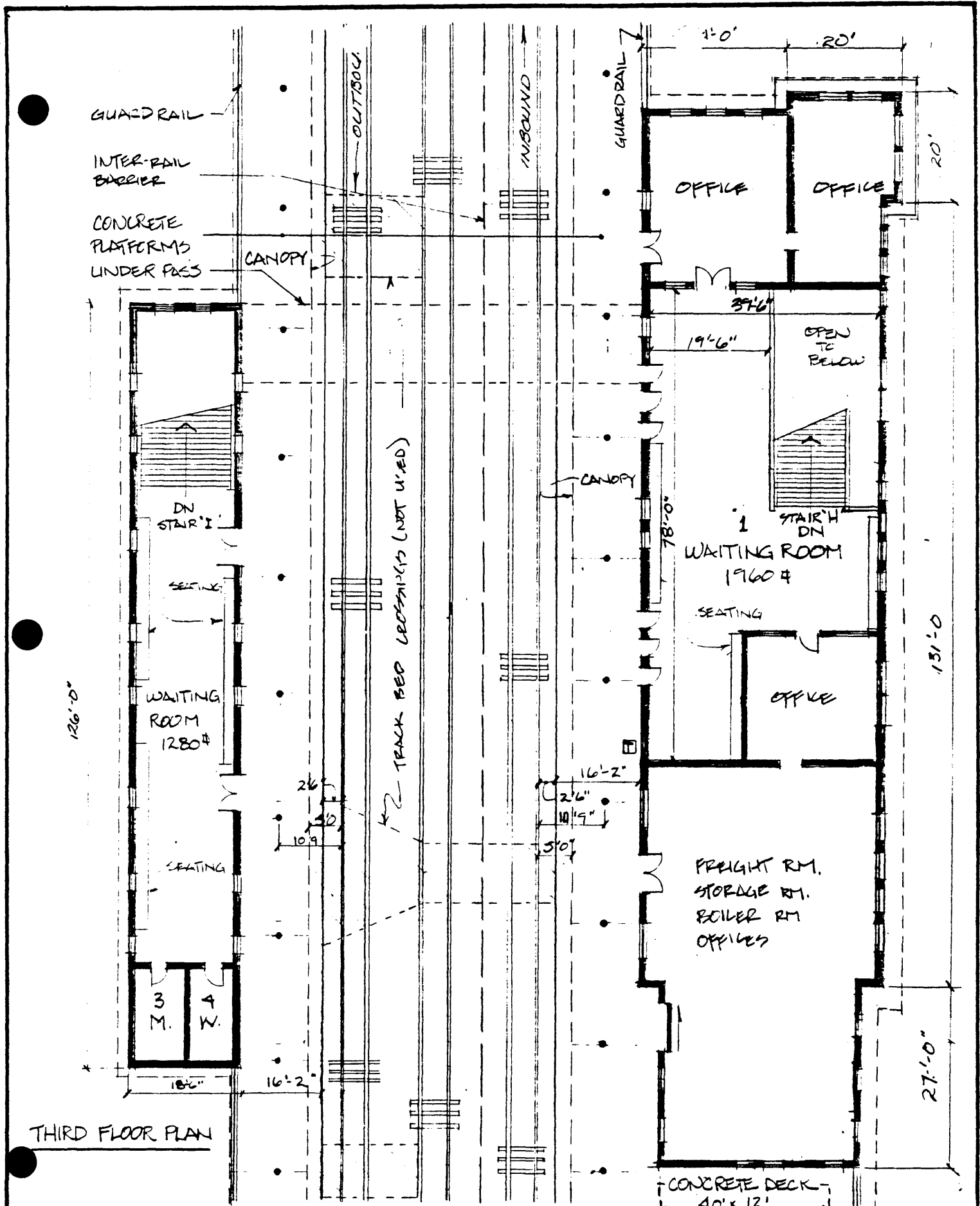
DATE: OCT. 1978





TO OUTBID
WAITING RM.

SECOND FLOOR PLAN



THIRD FLOOR PLAN

NEWARK - BROAD STREET
MORRISTOWN LINE

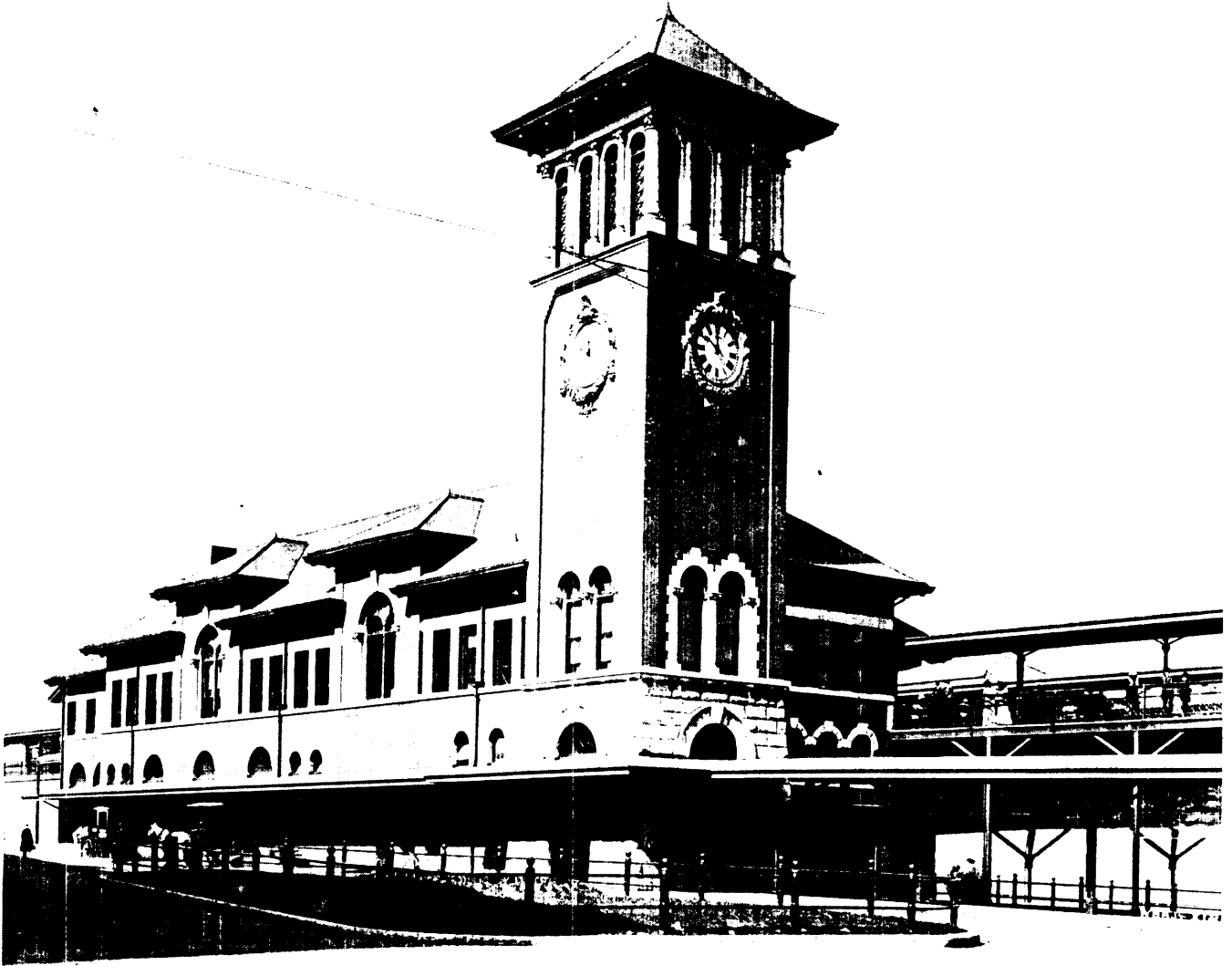
SCALE: 1:20
 DATE: OCT. 1978





Radio Tower

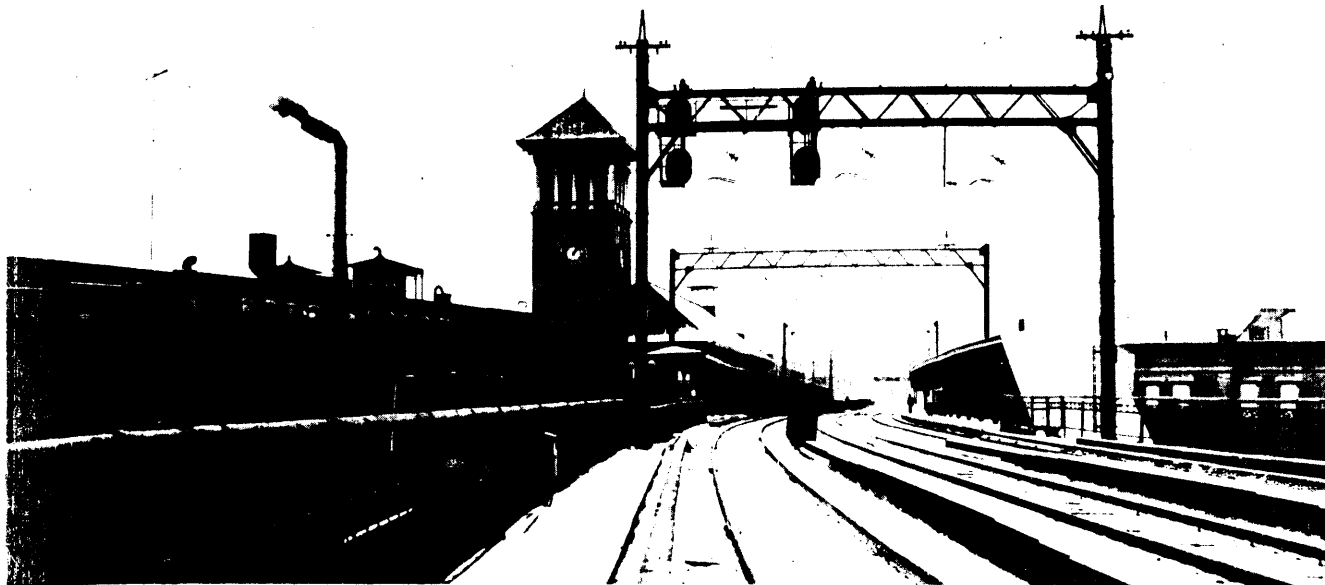
8 2-2 Newark (Broad Street) Railroad Station (Taber, 20th, p. 8)



Newark. The station was completed in 1903 as part of the track elevation project.



All main line passenger trains stopped at Brick Church for Orange area passengers. This view is looking eastbound shortly after the elevation work was completed in 1923.

2-2 Newark(Broad Street) Railroad Station (Taber, 20th, p. 69)

Newark station looking west. The station is located a half block north of the old one. The Passaic River bridge was double tracked with the third track starting at the west end of the bridge. East of the river, the third track terminated at the Harrison station. The Newark project was estimated to cost three million dollars with the City of Newark contributing 20%. Five grade crossings in Harrison and twenty-two in Newark were eliminated — each one of them having been protected by crossing gates and watchman. A half mile west of the station the rising terrain caused the tracks to enter an open cut to Roseville Avenue. By raising the tracks at Newark 24 feet and lowering them 22 feet at Roseville, the grade was reduced from 2.8% to 1.2%, which eliminated the need for helper engines. The importance of the dangerous grade crossing situation was emphasized after the project was underway when on February 19, 1903, a Clifton Avenue trolley slid down the hill out of control, crashed through the crossing gates, and struck a passing train. Nine persons on the street car were killed. The separation project had two major problems. The first was where to place a temporary track while the depression work was in progress; the second was an engineering and legal problem for the Morris Canal crossing over the tracks. This delayed the work for more than a year. The first trains used the elevated portion of the project on December 21, 1903.



The Newark elevation work also included track elevation in Harrison to eliminate grade crossings and raise it to the proper height for Newark. Work started in 1902 on this, the first track elevation project for the railroad. This view looks east at Harrison. The track to the left descends to the lower level of the bridge.

SUMMARY

Station: Newark - Broad Street

Line: Morristown

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:

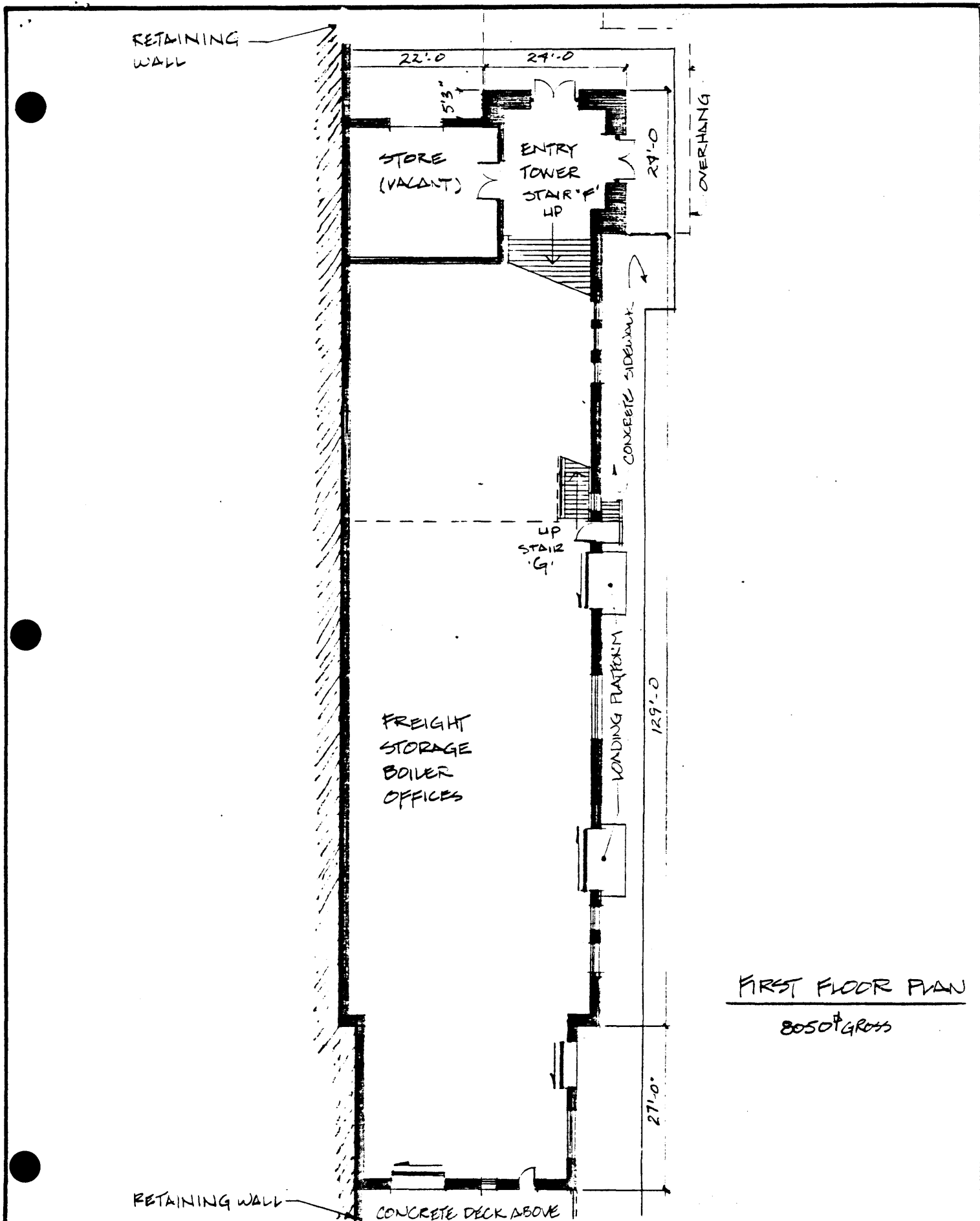
- | | |
|----------|---|
| <u>X</u> | Aerial Photograph at 1" = 200' |
| <u>X</u> | Station Location Plan from USGS maps or Hagstrom Maps |
| <u>X</u> | Proposed Taking Lines of 900 Day Option Station Parcels |
| | Summer 1970 Ground Survey of Rail Parking - NJ DOT |
| <u>X</u> | September 1974 Survey - 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 2872

Station Ridership Category: 1 Ownership: N.J.D.O.T.

Agent: Yes Hrs/Days: 6:30 a.m. - 2:50 p.m. Monday through Saturday

Rehabilitated (10 years or less) & Description:



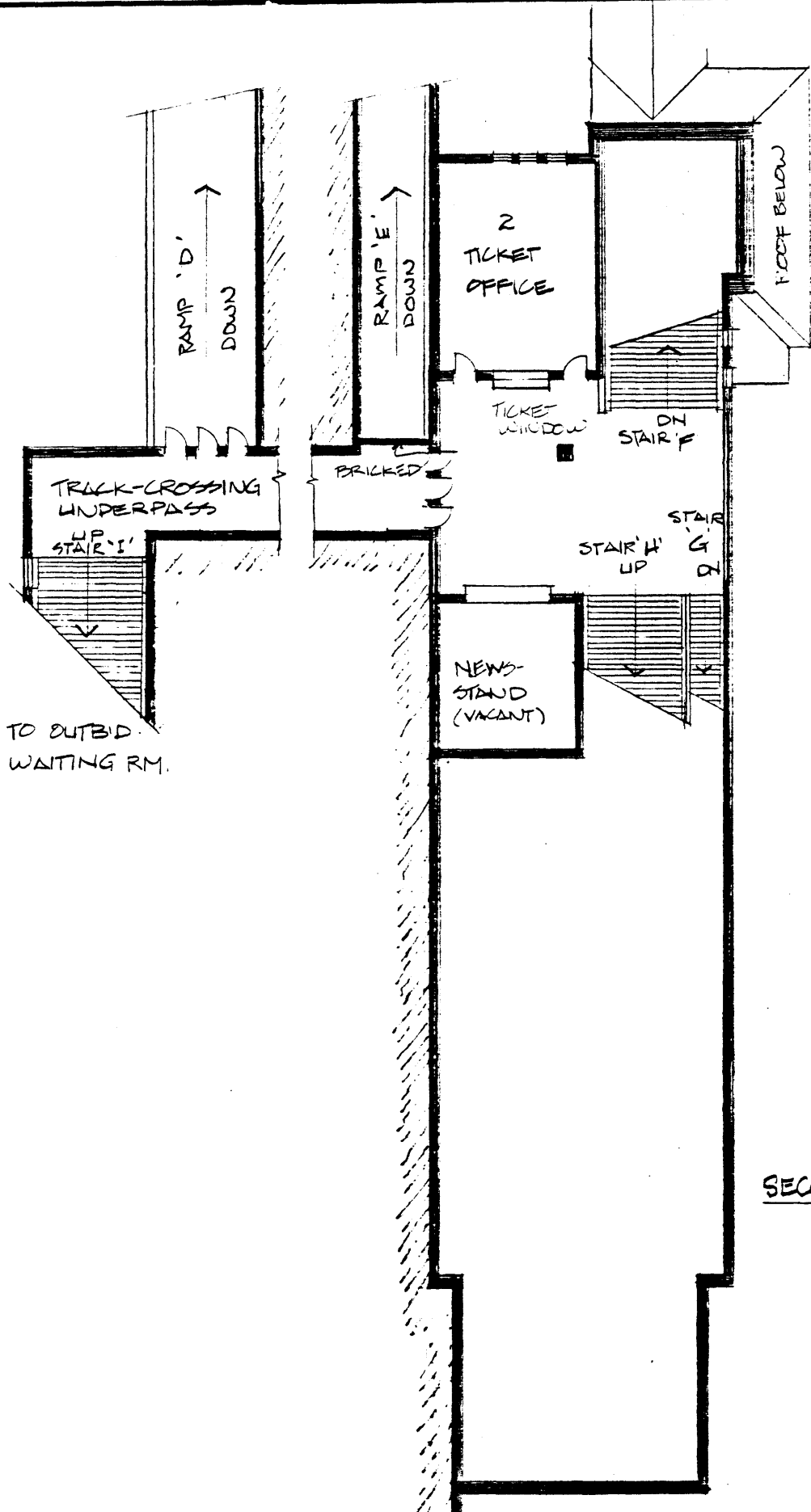
FIRST FLOOR PLAN
8050[±] GROSS



NEWARK - BROAD STREET
MORRISTOWN LINE

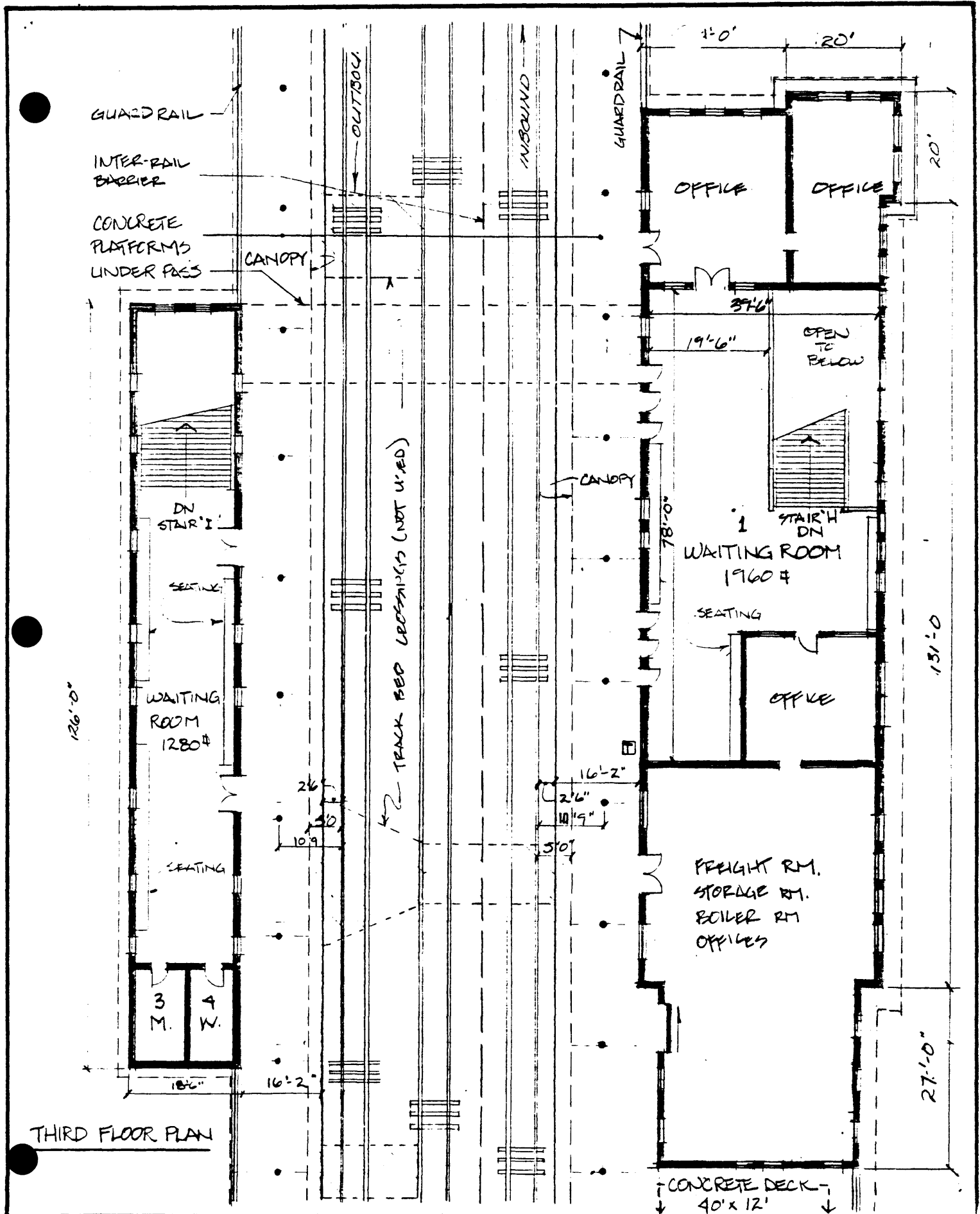
SCALE: 1:20
DATE: OCT. 1978





TO OUTBID
WAITING RM.

SECOND FLOOR PLAN



THIRD FLOOR PLAN

NEWARK - BROAD STREET
MORRISTOWN LINE

SCALE: 1:20
 DATE: OCT. 1978



3 PLATFORMS & CANOPIES

Station: BROAD ST. NEWARK

NO. of TRACKS: In-Bound (NY, H, N)* 3 Out-Bound 1 By-Pass 1 Inactive 1 I.B. 1 O.B. 1
 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>66'0" x 17'-6"</u>	<u>71'4" x 14'-7"</u>	<u> </u> x <u> </u>
Height Above Top of Rail	<u>00"</u>	<u>00"</u>	<u> </u>
Platform Material	<u>CONCRETE & ASPHALT</u>	<u>CONCRETE & ASPHALT</u>	<u> </u>
Edge Material	<u>CONCRETE</u>	<u>CONCRETE & STEEL</u>	<u> </u>
Safety Line, Material	<u>yes/no WHITE STRIPE</u>	<u>yes/no WHITE STRIPE</u>	<u> </u> yes/no <u> </u>
Guardrail (Locate)	<u>yes/no 4'H PIPE & DEL. STEEL</u>	<u>yes/no 4'H PIPE & DEL. STEEL</u>	<u> </u> yes/no <u> </u>
In-cut/Retaining Walls	<u>CONCRETE</u>	<u>CONCRETE</u>	<u> </u>
Lighting - Type,	<u>INCLAND. 12'H.</u>	<u>INCLAND. 12'H.</u>	<u> </u>
O.C., Setback f/rail	<u>100 O.C. 17'S.B.</u>	<u>100 O.C. 17'S.B.</u>	<u> </u>
Seating-Mat'l & Qty.	<u>STEEL & WOOD (12)</u>	<u>STEEL & WOOD (24)</u>	<u> </u>
Stairs: (ramps used: A	<u>25' vert. rise</u>	<u>vert. rise</u>	<u> </u> vert. rise <u> </u> width
yes / no) B	<u>15'2"</u>	<u>11'-0"</u>	<u>2 RAMP D 12'10"</u> <u>10'-0"</u>
Locate: C	<u>15'2"</u>	<u>8'</u>	<u>RAMP E 12'10"</u> <u>10'-0"</u>

CONDITION/LOCATION - (platform, lighting, stairs, guardrails, retaining walls. Note apparent poor conditions only)
 INB'D & OUTB'D PLATFORMS - HAZARDOUS CONDITIONS DUE TO UNEVEN SETTLEMENT AND CRACKING OF PORTIONS OF ASPHALT & CONCRETE

CANOPY/OVERHANG

	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>45'6" x 13'-0"</u>	<u>50'6" x 13'-0"</u>	<u> </u> x <u> </u>
Height (Lowest)	<u>10'-4"</u>	<u>10'-4"</u>	<u> </u>
Setback from Rail	<u>5'</u>	<u>5'</u>	<u> </u>
Structure w/Spacing	<u>STEEL FRAME 4" W.I. COL. / 20' O.C.</u>	<u>4" W.I. COL. / 20' O.C.</u>	<u> </u>
Setback-Rail to Support	<u>10'9"</u>	<u>10'9"</u>	<u> </u>
Deck Material	<u>WOOD</u>	<u>WOOD</u>	<u> </u>
Roofing	<u>TAR PAPER</u>	<u>TAR PAPER</u>	<u> </u>
Shape	<u>Slope / Gable / Flat</u>	<u>GABLE & SIDED</u>	<u> </u>
Drainage	<u>INT. GUTTERS & DOWNSPOUTS</u>	<u>INT. GUTTERS & DOWNSPOUTS</u>	<u> </u>
Lighting	<u>20' O.C. INCLAND.</u>	<u>20' O.C. INCLAND.</u>	<u> </u>

CONDITION (Note apparent poor conditions only):
 - PORTIONS OF BOTH CANOPIES NEED REPLACEMENT DUE TO DETEIORATION OF ROOF DECK
 - LIGHTING IS INADEQUATE AND IN POOR CONDITION
 - GUTTERS AND FLASHING NEED REPLACEMENT

4 STATION BUILDING INBOUND SHELTER

STATION: BROAD ST. NEWARK

In-Bound (NY, H, N) In-Use ; Out-Bound _____ In-Use _____ ; Number of Levels 3 I.B. _____ O.B. _____
 Relation of Main to Track (under, over, level) Relation of Entry to Street LEVEL I.B. _____ O.B. _____
 Roof Overhang - width: 10' Location: (refer to Floor Plan AT ENTRY)
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
 'F' width 15' vertical rise 9'4" 'H' width 14' vertical rise 9'4"
 'G' width 5' vertical rise _____ 'd' width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD
 Base Course ROUGH GRANITE (photo) Roof Deck WOOD
 Walls BRICK BEARING WALLS Roofing ASPHALT SHINGLES
 Trim LIMESTONE Soffit _____
 Windows - operable - yes / WOOD - DOUBLE HUNG
 Structural System (consultant: _____) WOOD ROOF FRAME, CONCRETE FLOORS ON STEEL FRAME
BRICK BEARING WALLS
 Drainage LOWER GUTTER & LEADERS AND/OR ANGLE STEEL AT EAVES

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>1960s F.</u>	<u>TERRAZO</u>	<u>GLZ. PRF.</u>	<u>GLZ. BRK</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>216'-0"</u>	<u>INCANDE</u>
2. Ticket Office	<u>WOOD</u>	<u>WOOD</u>	<u>WOOD TRG</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>9'-0"</u>	<u>INCANDE</u>
3. Mens Toilet	<u>YER.</u>	<u>CER. TILE</u>	<u>CER. TILE</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>13'-6"</u>	<u>INCANDE</u>
4. Womens Toilet	<u>YER.</u>	<u>CER. TILE</u>	<u>CER. TILE</u>	<u>PLAST.</u>	<u>PLAST.</u>	<u>13'-6"</u>	<u>INCANDE</u>

- A. Concessions and Businesses: Taxi Newspaper stand/coin box Pay Toilet Vending Machines
 Other: _____
- B. Waiting Room Seating: describe (photo): GIANG BENCHES Capacity 50
- C. Number of Public Phones and Locations: 4 PHONES @ SECOND LEVEL LANDING
1 PHONE @ PLAT. / 2 @ STREET
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. NONE O.B. NONE
- E. Describe visibility for surveillance for waiting rooms with and without agents: NONE
- F. Is passage from the station to platforms sheltered: / no (photo description _____).
- G. Are public toilets, telephones and other station conveniences identified: / no
- H. Are lockers provided: yes / no; trash receptacles: yes / no, location: waiting room # 1
 platform I.B. (NY) # _____, platform O.B. # _____, pick/up areas: 1 (photos) (TAXI)
- 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 _____

4a STATION BUILDING _____

SHELTER _____

STATION: _____

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows: - ALL DOORS & WINDOW NEED REPLACEMENT

- CONG. DECK @ OUTB'D END OF BUILDING CLOSED TO PUBLIC - SERIOUS STRUCTURAL DETERIORATION.

Stairs:

Roof/Drainage: MISSING DOWNSPOUTS
ROOF LEAKS, PLASTER FALLING
ROOF STRUCTURE NEEDS REPAIR & LOOK TOWER ROOF
Other: STRUCTURE NEEDS REPLACEMENT

Interior (locate elements by room; photograph poor conditions)
NEEDS COMPLETE REHABILITATION - ALL MATERIALS ARE EITHER WORN BROKEN, UNPAINTED OR DIRTY.
Walls/Doors/Windows:

Floor:

Ceiling: PARTS OF CEILING ARE FALLING

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: Broad Street

HEATING

Location of Heating Unit: Basement
Type of Unit: Cast Iron / Oil Fire / Elec. Ignition Output: _____ Fuel: #2 Oil
Controls: Electric Zones: _____ Storage Capacity: _____
Burner Size: _____ Make of Unit: _____ Make of Burner: No Name
Distribution System: Overhead to supply cast iron radiators located through-out station at street level above.

REMARKS:

The cast iron boiler is in good condition with some of its insulation coming loose. Valves and controls are in poor condition. The supply pipes have new insulation on it. The station heating system is adequate. This system also supplies heat to two space heaters in basement.

AIR CONDITIONING

Location: None
Type: _____ Capacity: _____
Distribution System: _____
Spaces Handled: _____

REMARKS:

ELECTRIC

Location of Service Entrance: Basement of Station
Location of Main Panel: _____
Characteristics: 200 Amps 120/240 Volts _____ Wire 3W Phase 1Ø
Circuits Lighting _____ Circuits Power _____
Conduit Type: _____ Wire Type: _____ Ground: _____

REMARKS:

This station is fed by an underground feeder from Utility Company into a pull box in basement. It is impossible to tell what happened after the pullbox as someone has done a Rube Goldberg on this system, and is in violation of the NEC. The panelboards and disconnect switches are of the very old fuse-type. This electrical system is very old with the feeders, wiring and panelboards in very poor condition.

The station and platform are supplied by antiquated dome shape incandescent fixtures. Wiring serving these fixtures is in poor condition and constitutes a safety hazard.

OVER ✓

**Fred
Hannaham, P. C.**
Consulting Engineers

Fred Hannaham, P.E.

August 17, 1978

Richard P. Browne Associates
P.O. Box 271
50 Galesi Drive
Wayne, N.J. 07470

Att: Fred Van Gaasbeek

MECHANICAL & ELECTRICAL
Re: Report on N.J. Stations
Dover
Madison
South Orange
Summit
Broad Street

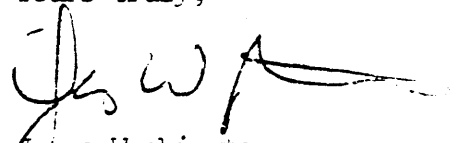
Gentlemen:

Enclosed you will find our report on the above projects. I hope that this report will be satisfactory.

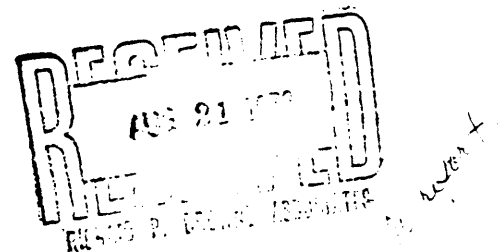
We are looking forward to the next five stations project and a long and prospective relationship with you and your firm.

If you have any questions please call.

Yours truly,


James Washington

JW/ab
Encl.



4 STATION BUILDING OUTBOUND SHELTER

STATION: BROAD ST. NEWARK

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) Relation of Entry to Street I.B. ELEVATED 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):
 I width 16'6" vertical rise 10'-6" b) width _____ vertical rise _____
 c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD
 Base Course CONCRETE (photo) _____ Roof Deck WOOD
 Walls BRICK & STONE Roofing ASPHALT SHINGLES
 Trim WOOD Soffit -
 Windows - operable - yes / DOUBLE HUNG WOOD FRAME
 Structural System (consultant WOOD FLOOR CONSTRUCTION, WOOD ROOF FRAMING)
 Drainage _____

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>1421 S.F.</u>	<u>ASPH. TILE</u>	<u>WOOD</u>	<u>WOOD T&G</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>13'6"</u>	<u>INCAVD</u>
2. Ticket Office							
3. Mens Toilet	<u>TERRAZO</u>	<u>CER. TILE</u>	<u>CER. TILE</u>	<u>PLST.</u>	<u>PLST.</u>	<u>13'6"</u>	<u>INCAVD</u>
4. Womens Toilet	<u>TERR.</u>	<u>CER. TILE</u>	<u>CER. TILE</u>	<u>PLST.</u>	<u>PLST.</u>	<u>13'6"</u>	<u>INCAVD</u>

NOTE: LOWER FLOOR OF OUTBOUND WAITING RM. STRUCTURE WAS NOT ACCESSIBLE / BOARDED UP.

- A. Concessions and Businesses: Taxi _____ Newspaper stand/coin box _____ Pay Toilet _____ Vending Machines _____
 Other: _____
- B. Waiting Room Seating: describe (photo): BENCHES Capacity 50
- C. Number of Public Phones and Locations: 3 BOOTHS OUTB'D PLATFORM. 3-BOOTHS AT OUTB'D
- D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. NONE O.B. NONE
2 BOOTHS - WAITING RM WAITING ROOM - STAIR LANDING
- E. Describe visibility for surveillance for waiting rooms with and without agents: NONE
- 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) # _____, platform O.B. # 1, 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 _____

4a STATION BUILDING ✓ OUTBOUND SHELTER
STATION: BROAD ST.

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations: LOWER FLOOR OF STRUCTURE WAS BOARDED UP, NO ACCESS.

Walls/Doors/Windows: DOORS AND WINDOW NEED REPLACEMENT

Stairs:

Roof/Drainage: ROOF LEAKS, ROOF STRUCTURE NEEDS REPAIR AND
NEW ROOFING

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows: WALLS NEED REPAIR
DOORS AND WINDOWS NEED REPLACEMENT

Floor: PARTS OF FLOOR ARE ROTTED
FLOOR TILE IS WORN THROUGH TO WOOD FLOOR OR MISSING

Ceiling: NEEDS REPAIR. PLASTER IS CRACKING

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: BROAD ST.

SEE INBOUND STATION

HEATING

Location of Heating Unit: _____
Type of Unit: _____ Output: _____ Fuel: _____
Controls: _____ Zones: _____ Storage Capacity: _____
Burner Size: _____ Make of Unit: _____ Make of Burner: _____
Distribution System: _____

REMARKS:

AIR CONDITIONING

Location: _____
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: _____
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:

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

Continue on back of page _____

8 Community & Security Aspects

Station: Newark - Broad Street

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).

There is a downtown commercial area to the south of the station. Immediately to the north is Interstate Route 280; across Route 280 is a high density residential area, with high rise housing in addition to high density low rise. Immediately adjacent to the site is a Westinghouse factory, located on the south side of Lackawanna Plaza. The factory loading area is on the plaza.

The parking lot and station entrance are the only areas visible from the street. The interior of the station, the underpass, and the platforms are not. Many spaces in the building are not in use and can provide hiding places, however, these areas are locked.

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 _____):

Route 280 separates the residential neighborhood from the station. The elevated nature of the station separates it from street activity. Pedestrian activity in the station site is commuter and factory worker traffic. Lackawanna Plaza is used as part of local vehicular activity.

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

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

4. Question the ticket agent about vandalism problems.