

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

Survey # **RR 0705-**  
2-6

# NEW JERSEY TRANSIT RAILROAD STATION SURVEY

## 1. IDENTIFICATION

- A. Name: Common Brick Church *Station* Line: Hoboken Division  
Historic Morrystown Line (DL&W)
- B. Address or location:  
  - ✓ Brick Church Plaza
  - ✓ E. Orange, N.J. 07018
  - County: Essex (Orange quad)
  - Municipality: East Orange City
  - Block & lot: part of 43/1
- C. Owner's name: New Jersey Transit  
Address: Newark, 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?

## 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: 220/245 points

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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 vacant  
 residential  woodland  agricultural  industrial  lots to N.  
 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  
 Through station

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

The complex consists of a two-story brick and concrete station in Jacobethan Revival style, elevated platforms, an attached steel and concrete outbound canopy, and a free-standing steel and concrete island canopy with two brick shelters, a concession building, an elevator tower, and a stair pavilion, built beneath the roof. The complex is located on a restricted linear site and bordered by city streets. Most of the site is occupied with an elevated viaduct, four bays wide, which supports the tracks. There is reserved and permit parking beneath the viaduct, off street parking north of the sites, and metered parking along neighboring streets. Pedestrians may approach the platform from stairs at either end (A), (C) from the island platform stairs (F) or directly from the station. There is no landscaping on the site.

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### 3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound

Outbound 782' platform, asphalt over concrete, edged with pipe rail fence and several incan. bulb street lamps

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, 11 bays long, is attached to the S wall of the upper level waiting room along 4 of its bays. Steel beams and brackets support a cantilevered steel frame and concrete deck. A mercury vapor lamp is located in each bay. There is no seating provided. Except for the lighting fixtures, which originally were incandescent, all materials appear original.

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### 3. DESCRIPTION--PLATFORMS AND CANOPIES

Inbound            782' platform, concrete, is built on the deck of a rail viaduct, 4 bays wide, which extends from near the E. Orange city line on the E to near the city line on the W. The deck is supported by a phalanx of modified Doric columns with oversized cushions, all executed in concrete.

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 is located between the main tracks and the bypass. It is 27 bays long with a steel frame and concrete deck supported on a butterfly type steel I beam column and T beam bracket system. Built into the canopy are (5) 1 story rectangular pavilions with concrete and brick construction similar to that of the station. Their functions are: (from E to W) shelter, stair housing, concession bldg., shelter and freight elevator. The shelters, concession bldg. and freight elevator are permanently boarded up. From E to W, the window and door pattern on both the N and S facades is as follows: WWW, open above balustrade, WW, WWW, and blank. Mercury vapor fixtures are attached to the N fascia beam in every second bay. There are several locational signs attached to the canopy at the ends and to the N wall of one of the pavilions. There is no seating. Except for the lighting fixtures, which originally were incandescent, all 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 Brick Church station consists of 2 major parts, integrated by their circulation systems. The most visible, located N of the tracks, consists of a 2 story rectangular brick block with a moderately hipped roof, its major ridge paralleling the tracks. A small "telescoping" projection, sharing a common S wall with the main block, adjoins on the E with its own hipped roof. A gabled dormer projection with a large curvilinear framed window and iron finial marks the W side of the upper N facade; an oriel, the E side. The 1st floor is open except for 7 concrete piers at the corners and flanking curvilinear arched doorways beneath the oriel and gabled dormer projection. Inside the S wall of the "telescoping" projection rises a double flue brick chimney. Windows and doors are arranged as follows:

N facade (2nd fl) W - WWW - W - W - W - W  
 S facade (2nd fl) double doors - W - W - W - double doors - D - W  
 E facade (2nd fl) W - W  
 W facade (2nd fl) W - W - W  
 (1st fl) curvilinear arch frame entry 4 bays long and 3 wide

The second major part, a 1 story block (boarded up) is built into the structural system of the viaduct. Form and materials are similar to that of the 2-story block except that here the Doric-like columns are exposed and the viaduct's structural grid is readily evident. Windows and doors are arranged as follows:

N facade WWW in curvilinear arch frame - double doors with fanlight -  
 W - Palladian-like W grouping  
 S facade WW - WW - W - D - W - W  
 E facade WWW - WWW - D with fanlight - WWW  
 W facade W - D with fanlight - D with fanlight - W - double doors with  
 curvilinear arch framed transom - baggage door (4 panel,  
 tripled)

The furnace room, 1 bay wide and 2 deep adjoins the "telescoping" projection on the S. Its walls are blank. Its door is on the W, reached by a short flight of steps.



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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  Freight House \_\_\_\_\_ Other \_\_\_\_\_ (specify)

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

See p. 3, description of inbound canopy.

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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/steel frame concrete roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>coursed limestone</u>	_____
Walls:	<u>brick (red, Flemish bond)</u>	_____
Trim:	<u>limestone</u>	_____
Doors:	_____	<u>(boarded)</u>
Roofing:	<u>concrete</u>	_____
Soffit:	<u>concrete</u>	_____
Windows:	_____	<u>(boarded)</u>
Lighting:	<u>(See canopy description, p. 3)</u>	_____
Signage:	<u>none</u>	_____
Drainage:	_____	_____
Other:	_____	_____



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

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

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

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

The spaces of the Brick Church station are on two levels. The largest space, the Waiting Room (1), is located beneath the rail deck and with a hallway to the S and a shorter one to the E defines in plan a square, 3 bays to a side. The NE corner bay comprises the Ticket Office (2) while the 2 bays S of it comprise the E hall, the Ladies' Room (4) and Lounge (4A), the Men's Room (3) and the Storage Room. W of the Men's Room and Storage Room is the S hall and W of it, a stairwell to the island canopy and the Baggage Room (5), which extends W for nearly 3 bays. Adjoining the NW bay of the Waiting Room on the N is a stairway to the W end of the Upstairs Waiting Room (1A) which comprises the track level of the 2-story block. A similar stairway leading to the street is built into the E end of this space. Adjoining a landing on this stairway is the upstairs Toilet Room, which is located at the E end of the 2-story block. Most rooms have similar finish treatment (see schedules which follow). Except for some lighting fixtures, materials appear to be original. Some surfaces, however, have been repainted.

FACILITY NAME: Brick Church

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME <u>Waiting Room</u>	<u>10</u>
<u>Original</u>	<u>NUMBER ON FLOOR PLAN 1</u>
	<u>Existing, if different</u>
Floors: <u>terrazzo (gray), tile border (red)</u>	<u>_____</u>
Base: <u>tile (red)</u>	<u>_____</u>
Wainscot: <u>none</u>	<u>_____</u>
Walls: <u>rough faced concrete</u>	<u>(beige paint)</u>
Ceiling: <u>poured concrete</u>	<u>(blue paint)</u>
Trim: <u>finished concrete surrounds, cushion moldings</u>	<u>_____</u>
Doors: <u>(2) 1 pane, sidelights, fanlights</u>	<u>_____</u>
Seating: <u>double matched board bench radiator between backs</u>	<u>_____</u>
Lighting: <u>(8) wall attach. hang. incan. fixs. with lantern shades (1 missing) (2) hang. incan. fix.</u>	<u>_____</u>
Other: <u>iron radiators, grills in wall below window 32 pane window with iron fanlight decoration (S. wall)</u>	<u>(red paint)</u>

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

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME	NUMBER ON FLOOR PLAN
<u>Original</u>	<u>Existing, if different</u>
Upstairs Waiting Room	10
Floors: <u>terrazzo (gray) tile border (yellow)</u>	
Base: <u>vert. brick stretchers (yellow)</u>	
Wainscot: <u>none</u>	
Walls: <u>glazed brick (yellow, brown)</u>	
Ceiling: <u>plaster, coved</u>	<u>(blue paint)</u>
Trim: <u>limestone sills, surrounds, quoins, 2 bays</u>	
Doors: <u>(2) 1/1 doubled and 9 pane transom; (1/2) panel to toilet</u>	<u>(red paint)</u>
Seating: <u>wood matched board benches radiator under seat</u>	<u>(2) MV hang. fixs; wall mounted brackets, no fixs.</u>
Lighting: <u>hang. incan. fixs; wall mounted fixs</u>	
Other: <u>iron balustrade, turned spindles wood rail concrete steps, tile landings</u>	<u>(red paint)</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>10</u>
NAME <u>Ticket Office</u>	NUMBER ON FLOOR PLAN <u>2</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>concrete</u>	<u>cork</u>
Base: <u>concrete</u>	<u>(brown paint)</u>
Wainscot: _____	<u>(painted blue)</u>
Walls: <u>plaster</u>	<u>(blue paint)</u>
Ceiling: <u>poured concrete</u>	<u>(blue paint)</u>
Trim: <u>wood, molded surrounds, ticket win.</u>	<u>(blue paint)</u>
Doors: <u>(<math>\frac{1}{2}</math>) panel</u>	_____
Seating: <u>none</u>	_____
Lighting: <u>(2) hang. incan. fixs., circ. metal shades</u>	<u>1 glass shade fluorescent fix. over win.</u>
Other: <u>iron radiator</u>	_____

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE                      NUMBER OF ROOMS 10

NAME Men's Room    NUMBER ON FLOOR PLAN 3

	<u>Original</u>	NOT ACCESSIBLE	<u>Existing, if different</u>
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 <u>10</u>
NAME <u>Ladies' Room</u>		NUMBER ON FLOOR PLAN <u>4</u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>ceramic tile (white)</u>	<u></u>
Base:	<u>ceramic tile (white)</u>	<u></u>
Wainscot:	<u>ceramic tile (white)</u>	<u></u>
Walls:	<u>plaster</u>	<u>(blue paint)</u>
Ceiling:	<u>poured concrete</u>	<u>(blue paint)</u>
Trim:	<u>none</u>	<u></u>
Doors:	<u>(1/2/1) panel; (1/2) panel to stalls</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>ceiling attached incan. fix.</u>	<u></u>
Other:	<u>radiator with screen (E wall) basin (S wall) partitions</u>	<u></u>

FACILITY NAME: Brick Church

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE		NUMBER OF ROOMS <u>10</u>
NAME	<u>Ladies' Lounge</u>	NUMBER ON FLOOR PLAN <u>4-A</u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>tile (red)</u>	<u></u>
Base:	<u>tile (red)</u>	<u></u>
Wainscot:	<u>none</u>	<u></u>
Walls:	<u>plaster</u>	<u>(blue paint)</u>
Ceiling:	<u>poured concrete</u>	<u>(blue paint)</u>
Trim:	<u>none</u>	<u></u>
Doors:	<u>(1/2) panel</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>1 hang. incan. fix.</u>	<u></u>
Other:	<u>radiator with screen (E wall)</u>	<u></u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	10
NAME	NUMBER ON FLOOR PLAN	5
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>poured concrete</u>	_____
Base:	<u>none</u>	_____
Wainscot:	<u>none</u>	_____
Walls:	<u>brick (red)</u>	_____
Ceiling:	<u>poured concrete</u>	_____
Trim:	<u>brick header voussoirs</u>	_____
Doors:	<u>(1/2) panel</u>	_____
Seating:	<u>none</u>	_____
Lighting:	<u>(3) hang. incan. fixs. (1) hang. incan. fix. in office</u>	_____
Other:	<u>office on raised platform, metal cage, S side 5 Doric-like columns, (2 free- standing, 2 in S wall) Small Fairbanks scale in floor</u>	_____





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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 10

NAME Storage Room NUMBER ON FLOOR PLAN

	<u>Original</u>	NOT ACCESSIBLE	<u>Existing, if different</u>
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
NAME <u>Furnace Room</u>	<u>10</u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>poured concrete.</u>	
Base: <u>none</u>	
Wainscot: <u>none</u>	
Walls: <u>poured concrete</u>	
Ceiling: <u>poured concrete</u>	
Trim: <u>none</u>	
Doors: <u>wood 6/(1)/(1)</u>	
Seating: <u>none</u>	
Lighting: <u>(2) hang. incan. fixs. with circ. metal shades</u>	
<u>(2) ceiling mounted fixs. in W room</u>	
Other: _____	

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## 4. DESCRIPTION - BUILDINGS (INTERIOR)

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

NOT ACCESSIBLE

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

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

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	F. J. Nies	source	plans
Date	1921-2	Source	D. L. & W
Alteration dates		Source	
Style	Jacobethan Revival		
# passenger trains/day (present)	84 in 1980	Peak (#, Yr.)	110 in 1940
<u>No</u> Original station on site			9 (long dist)
			77 in 1901
			6 (long dist)

The Brick Church station complex is an exceptionally fine example of the Jacobethan Revival style. It was constructed as part of an extensive grade separation project through the city of E. Orange. Tracks are carried on a reinforced concrete viaduct supported by a giant phalanx of Doric-like concrete columns. The station is built into the structure and, using the formal vocabulary of the Jacobethan Revival, integrates the two through a carefully considered arrangement of spaces and stairways.

The station has served commuters to Newark and New York and once served as a stop for long distance passenger trains. The latter use produced a great deal of revenue for the DL&W since passengers did not have to travel to New York to board westbound trains.

The complex was designed "in house" and is similar in form and function to the E. Orange station.

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## 6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage: ca. 2 acres

UTM coordinates: Zone: 18/Easting: 5 6 5 8 9 0/Northing: 4 5 1 2 8 2 0USGS Quad Orange Scale 1:24 000

## 7. REFERENCES

## BIBLIOGRAPHIC:

Delaware, Lackawanna, and Western Railroad, annual reports,  
1921-22.

Plans, Brick Church station (N.J. Transit)

## ICONOGRAPHIC:

plans, Ibid.photos: Taber, Thomas T. The Delaware, Lackawanna, and Western Railroad  
in the Twentieth Century, Part 1, Muncy, PA, privately  
printed, 1980, 8, 193.

## 8. PHOTO

Negative index # 1065 or NJT photo # -- slide # 2-6  
Date 1978 Photographer Richard Browne Assocs.  
Loc. of negative NJ Transit Direction of view: station from north  
Stair A east end of  
elevation from south

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9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

- i. Associated with important events or broad movements in history
  - nationally \_\_\_\_\_ (30)
  - state-wide \_\_\_\_\_ (25)
  - locally \_\_\_\_\_ (20)
- ii. Representative of significant changes in railroad history and/or technology
  - rare \_\_\_\_\_ (30)
  - unusual x \_\_\_\_\_ (25)
  - common \_\_\_\_\_ (10)
- iii. Original station on site \_\_\_\_\_ (15)
- iv. Representative of a line's standard design \_\_\_\_\_ (10)
- v. Constructed prior to 1900 \_\_\_\_\_ (15)
- vi. Junction station \_\_\_\_\_ (10)
- vii. Former long-distance service \_\_\_\_\_ (10)
- viii. Other \_\_\_\_\_ (10)
- ix. Less than 50 years old \_\_\_\_\_ (-30)

grade, separation, station incorporated in viaduct

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B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Jacobethan Revival
  - 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 \_\_\_\_\_ (15)
    - locally x \_\_\_\_\_ (10)
  - c. As example of railroad architecture
    - rare \_\_\_\_\_ (30)
    - unusual or early x \_\_\_\_\_ (15)

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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)
  - b. Notable composition, siting, or craftsmanship, or possessing especially picturesque or unusual exterior detailing  (25) composition
  - c. Possessing some detail(s) of particular interest and/or quality \_\_\_\_\_ (15)
  - d. Average quality or interest \_\_\_\_\_ ( 5)
- iv. SPECIAL QUALITIES
  - a. Noteworthy overall interior design or detailing \_\_\_\_\_ (15)
  - b. Some noteworthy interior detailing\*  ( 5)  
( \_\_\_\_\_ interior not accessible)
  - c. Part of cohesive complex
    - 1) station and shelter  ( 5)
    - 2) more than two buildings \_\_\_\_\_ (10)
- v. CONSTRUCTION
  - a. Noteworthy example of particular construction method \_\_\_\_\_ (30)
  - b. Rare or early survivor of particular method \_\_\_\_\_ (20)
  - c. Interesting example of method  ( 5)  
Concrete

\*Wrought-iron lanterns, fan grilles on interior window and radiators



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## CRITERIA CONT.

## C. CONDITIONS

## i. INTEGRITY

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

## ii. PHYSICAL CONDITION

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

## iii. RELATIONSHIP TO COMMUNITY

- |                               |                     |
|-------------------------------|---------------------|
| a. Pivotal building           | <u>      </u> (40)  |
| b. Integral part of townscape | <u>  x  </u> (30)   |
| c. Compatible with townscape  | <u>      </u> (20)  |
| d. Unrelated to townscape     | <u>      </u> ( 0)  |
| e. Incompatible               | <u>      </u> (-30) |

## iv. SUITABILITY FOR ADAPTIVE USE

- |                              |                    |
|------------------------------|--------------------|
| a. Excellent                 | <u>      </u> (30) |
| b. Very Good                 | <u>      </u> (25) |
| c. Good                      | <u>  x  </u> (20)  |
| d. Average                   | <u>      </u> (15) |
| e. Possible, with difficulty | <u>      </u> (10) |

95

TOTAL

245

FACILITY NAME: Brick Church

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

TRACK CROSSING  
AT LANDING UNDER  
TRACKS

STAIR "A"

INTER-RAIL BARRIER  
870' LONG

CANOPY  
544' x 20'

INBOUND ISLAND  
PLATFORM 782' x 26'  
WIDTH VARIES:  
21' AT EAST END  
18' AT WEST END

SHELTER  
(60' x 10')

STAIR "E"

CONCESSION

SHELTER  
(60' x 10')

ELEVATOR

STAIR C

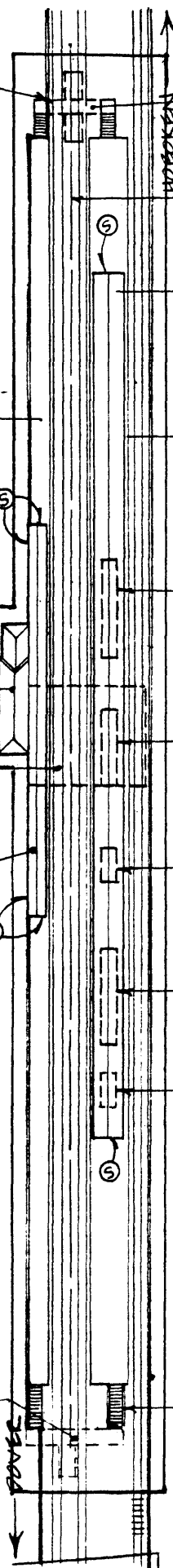
OUTBOUND PLATFORM  
782' x 14'

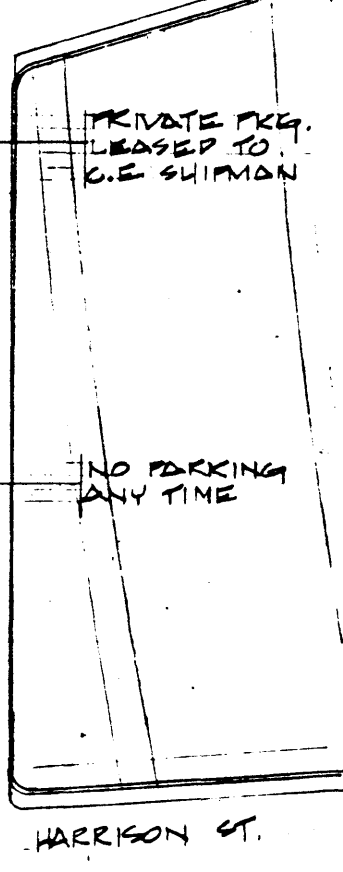
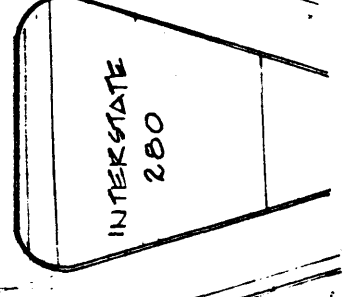
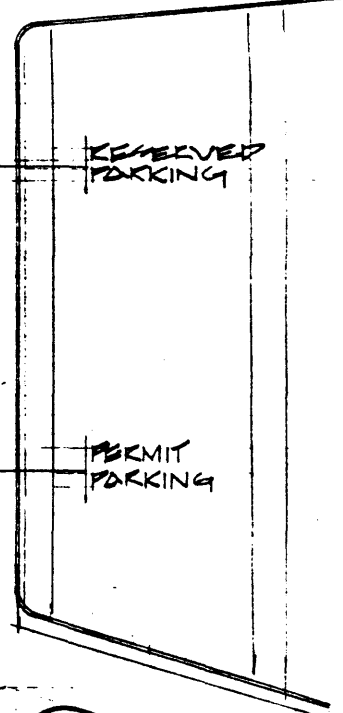
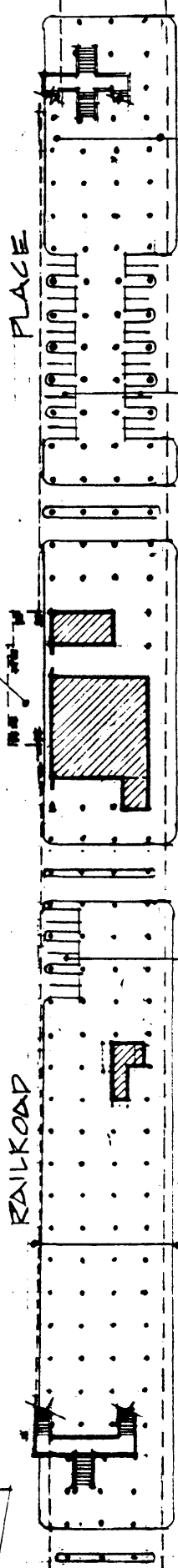
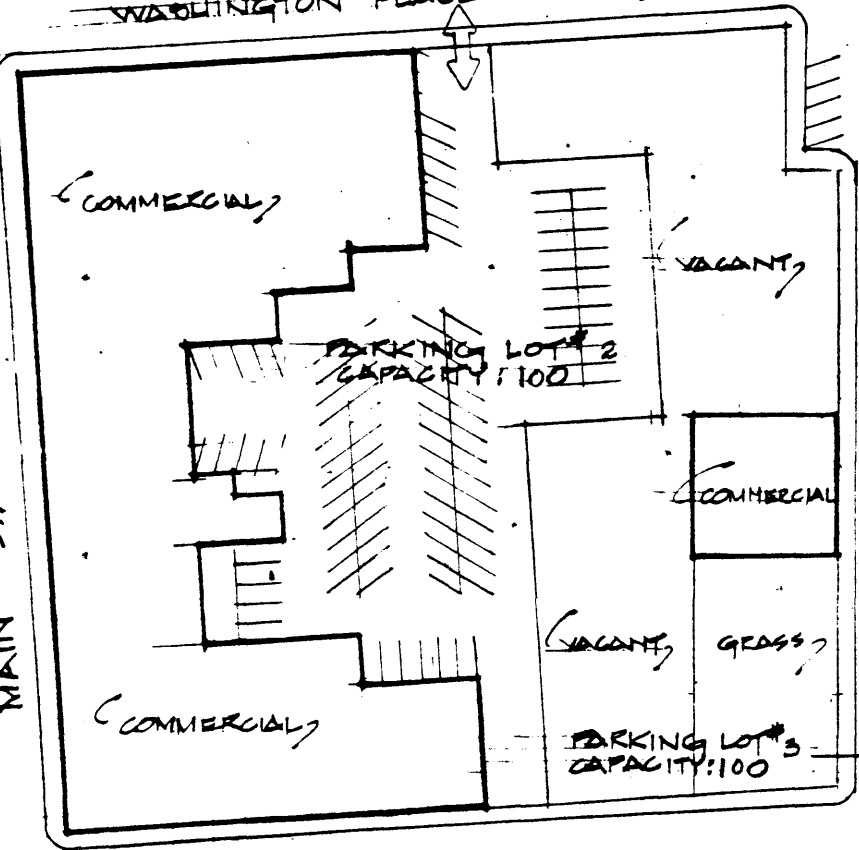
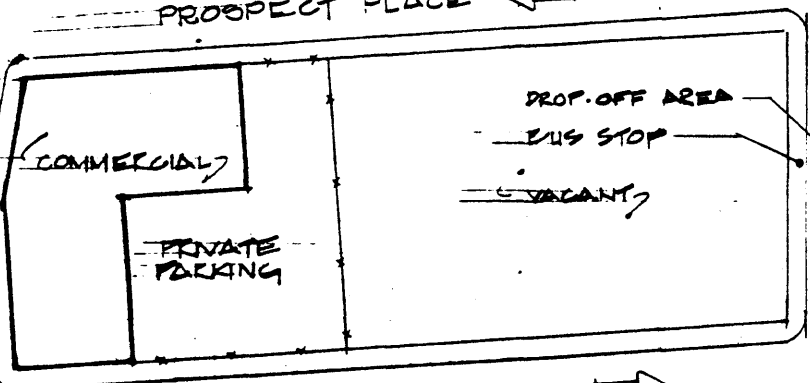
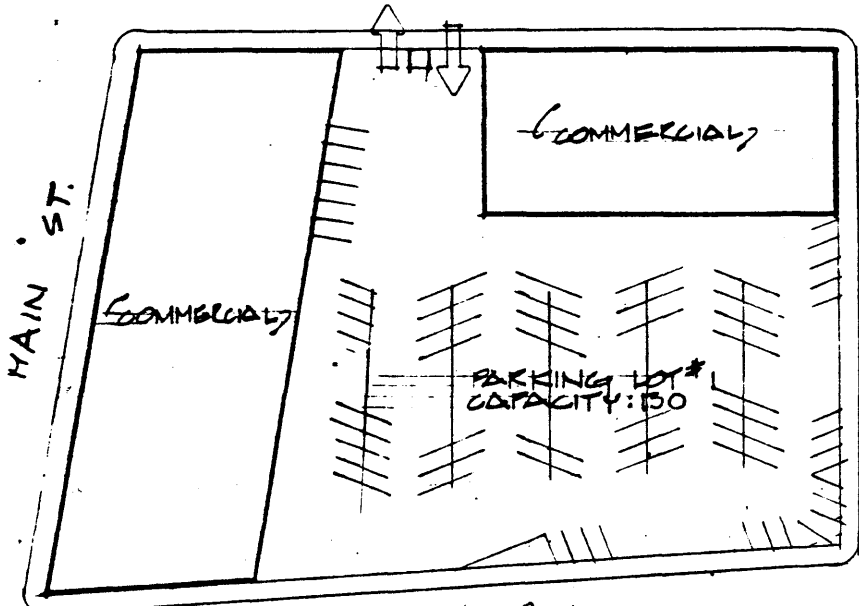
STATION BUILDING  
UPPER LEVEL  
WAITING

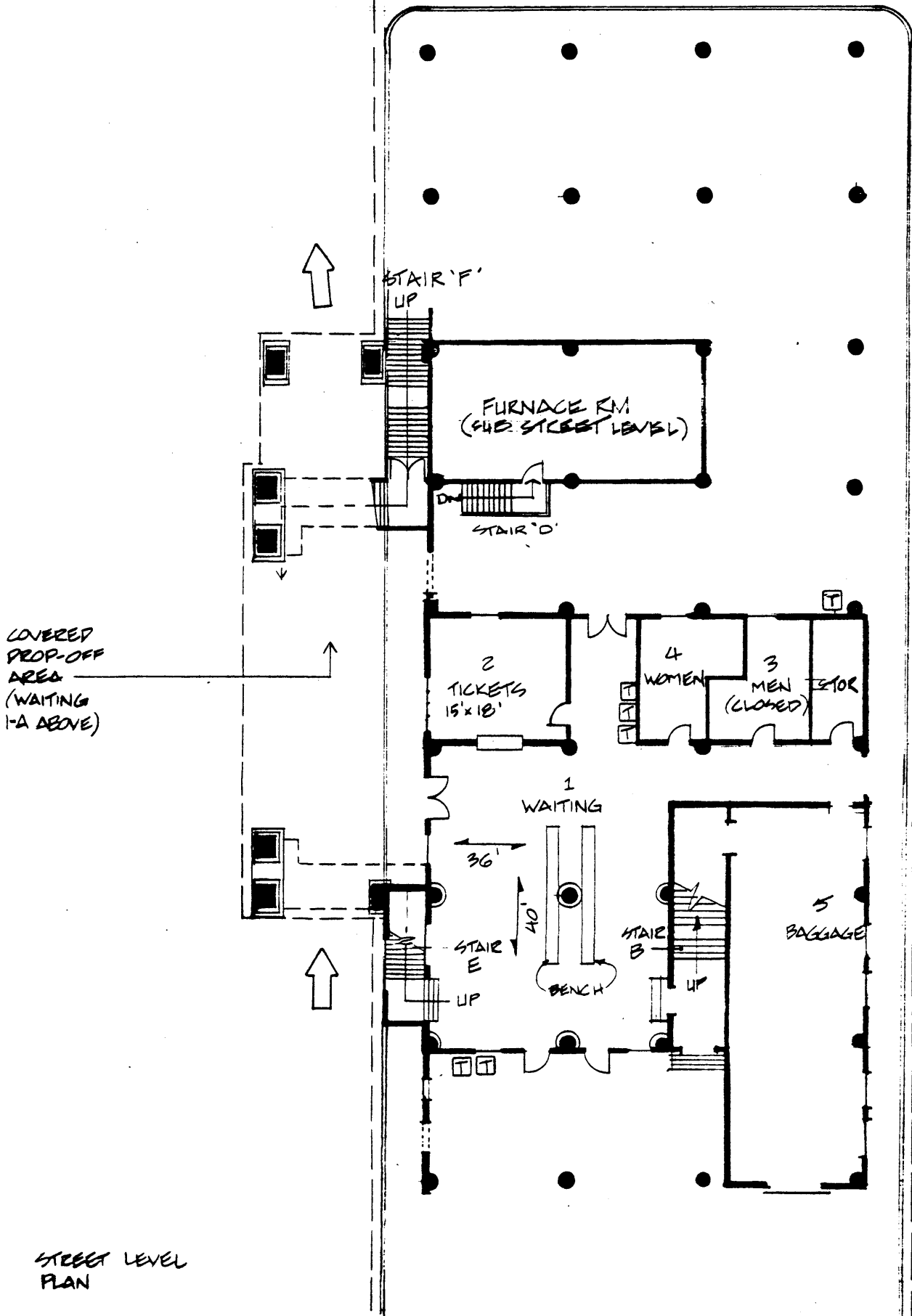
UNDERPASS THROUGH  
LOWER LEVEL  
STATION

CANOPY  
246' x 12'

TRACK CROSSING  
AT LANDING  
UNDER TRACKS





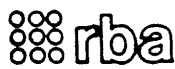


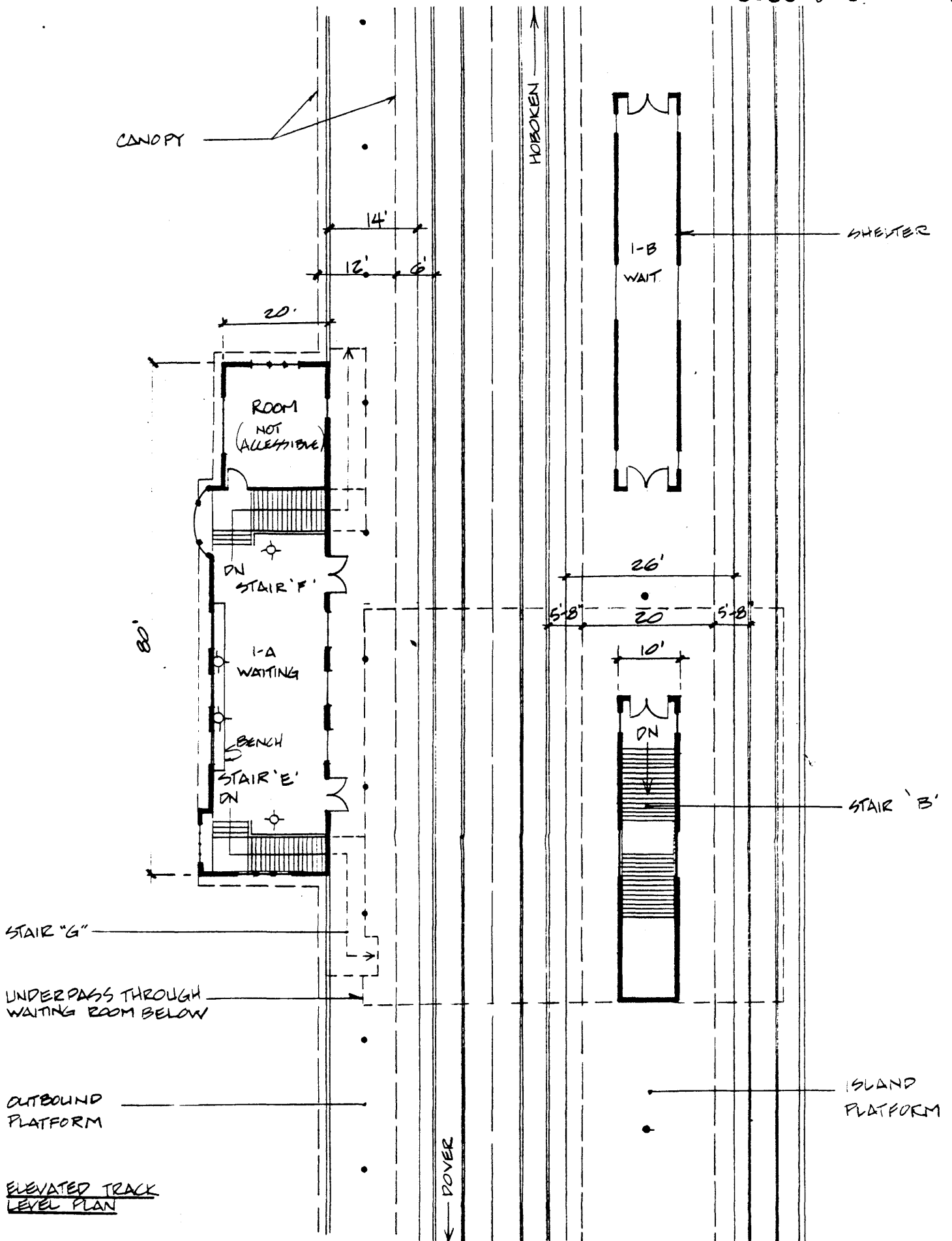
COVERED  
PROP-OFF  
AREA  
(WAITING  
1-A ABOVE)

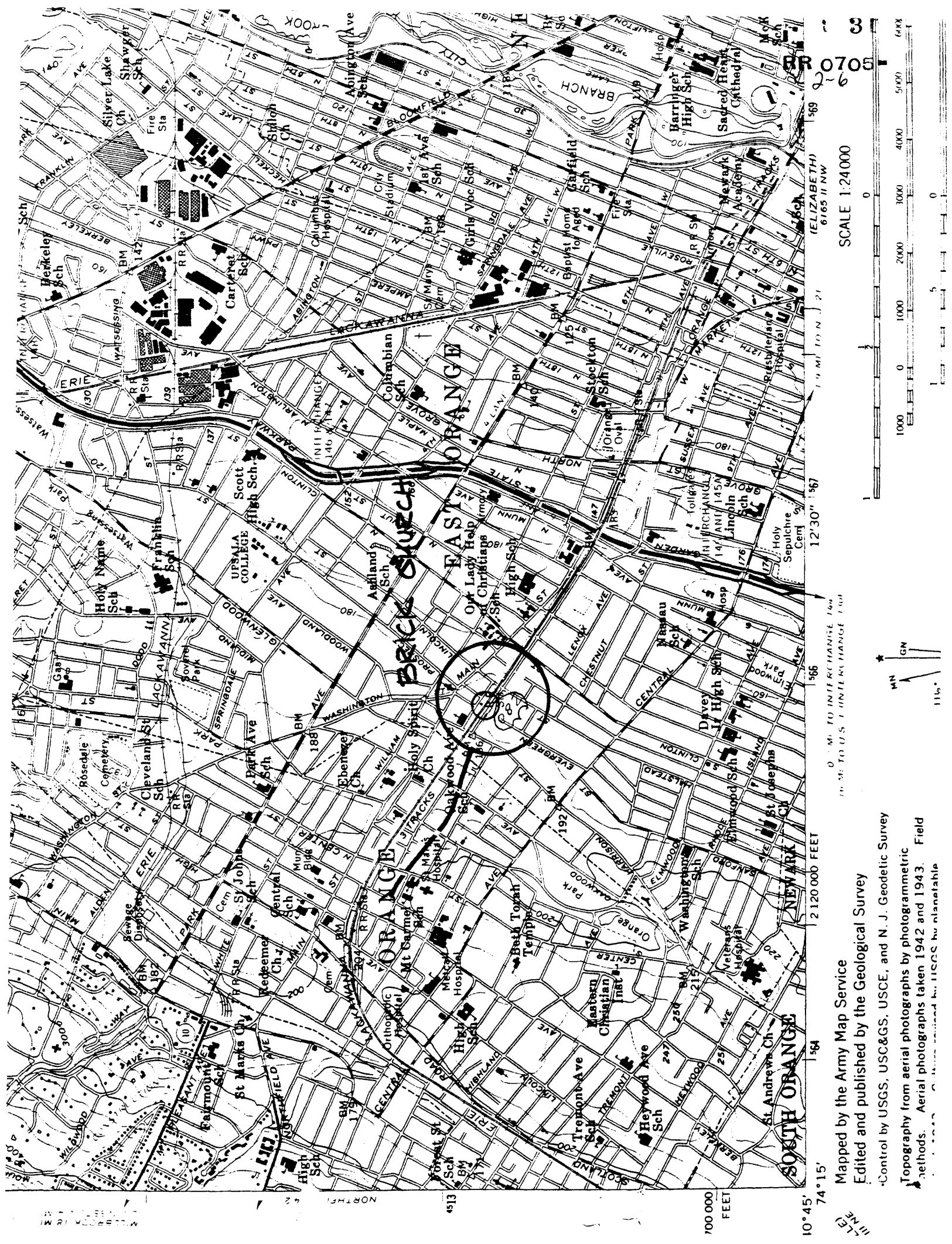
STREET LEVEL  
PLAN

**BRICK CHURCH**  
MORRISTOWN LINE

SCALE: 1" = 20'  
DATE: SEPT. 1978







BR 0705

SCALE 1:24 000



12°30' 1567  
 1.9 MI TO N. 21  
 (ELIZABETH)  
 6165 FT NNW

0.1 MI TO INTERCHANGE 149  
 0.3 MI TO U.S. INTERCHANGE 140

2 120 000 FEET

1564

10° 45' 74° 15'

Mapped by the Army Map Service  
 Edited and published by the Geological Survey  
 Control by USGS, USC&GS, USCE, and N. J. Geodetic Survey  
 Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1942 and 1943. Field notes by USGS, USC&GS, USCE, and N. J. Geodetic Survey.

## 2-6 Brick Church Railroad Station (Taber, 20th, p. 193)

193



A four car local poses for a photograph at the newsstand of the Brick Church station.

newer, and definitely cleaner than the Erie equipment.

To stimulate non commuter business during off-peak hours, President Davis and Passenger Traffic Manager W. F. Griffith instituted a reduced rate round trip ticket on January 25, 1931. Prior to this date, a round trip cost double a one way. From Madison to New York was 96¢ one way. Under the new fare, the shopper's round trip from Madison was \$1.45. Patronage improved. In 1932 as part of putting all trains on a regular half hour operation, the shoppers ticket was reduced to \$1.00; the one way remaining at 96¢.

A final fare reduction occurred in May 1936. To spur the economic upturn of the nation, all railroads reduced their coach tickets to 2¢ a mile from 3¢. The one way ticket from Madison dropped to 55¢ and the round trip dropped to 90¢. The number of passengers increased sufficiently to more than offset the reduced rates. The non rush hour passenger operation cost little to operate (only the electricity and car maintenance. Most of the crews got the same pay whether they worked or not during the midday hours) and was very profitable and more than offset the losses of hauling commuters during the rush hours.

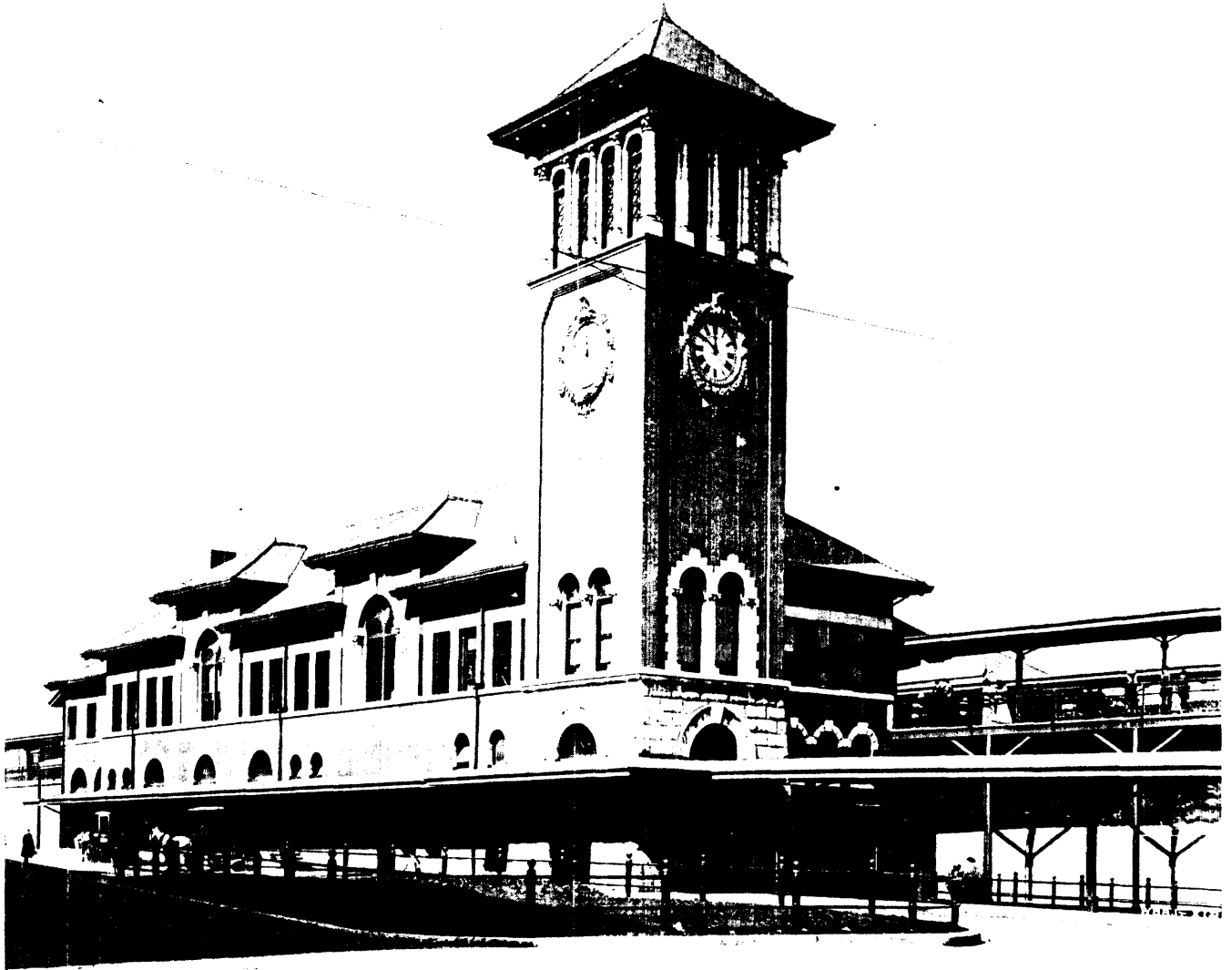
The electrification also resulted in an improvement in dependability. In 1924 a record had been kept of on time performance. It averaged 90%. In 1936 it averaged 97.8% for the first eight months. Except during the snow periods, trains averaged 98.5% until after the merger with the Erie when aging equipment, lower



The engineer's cab in the vestibule of the M. U. has an air brake lever, speed controller, whistle rope, and on the floor a dead man's pedal. Above the window are push buttons for raising and lowering the pantographs, turning on the headlights, and operating several electrical controls.



8 2-6 Brick Church 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.

# SUMMARY

Station: Brick Church

Line: Morristown

Index:

Field Survey Conducted September, 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 _____ X 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          |
| _____    | Conrail Data Survey for Station                             |
| <u>X</u> | TOPICS or Traffic Improvements Planned in Station Area      |
| <u>X</u> | 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 875

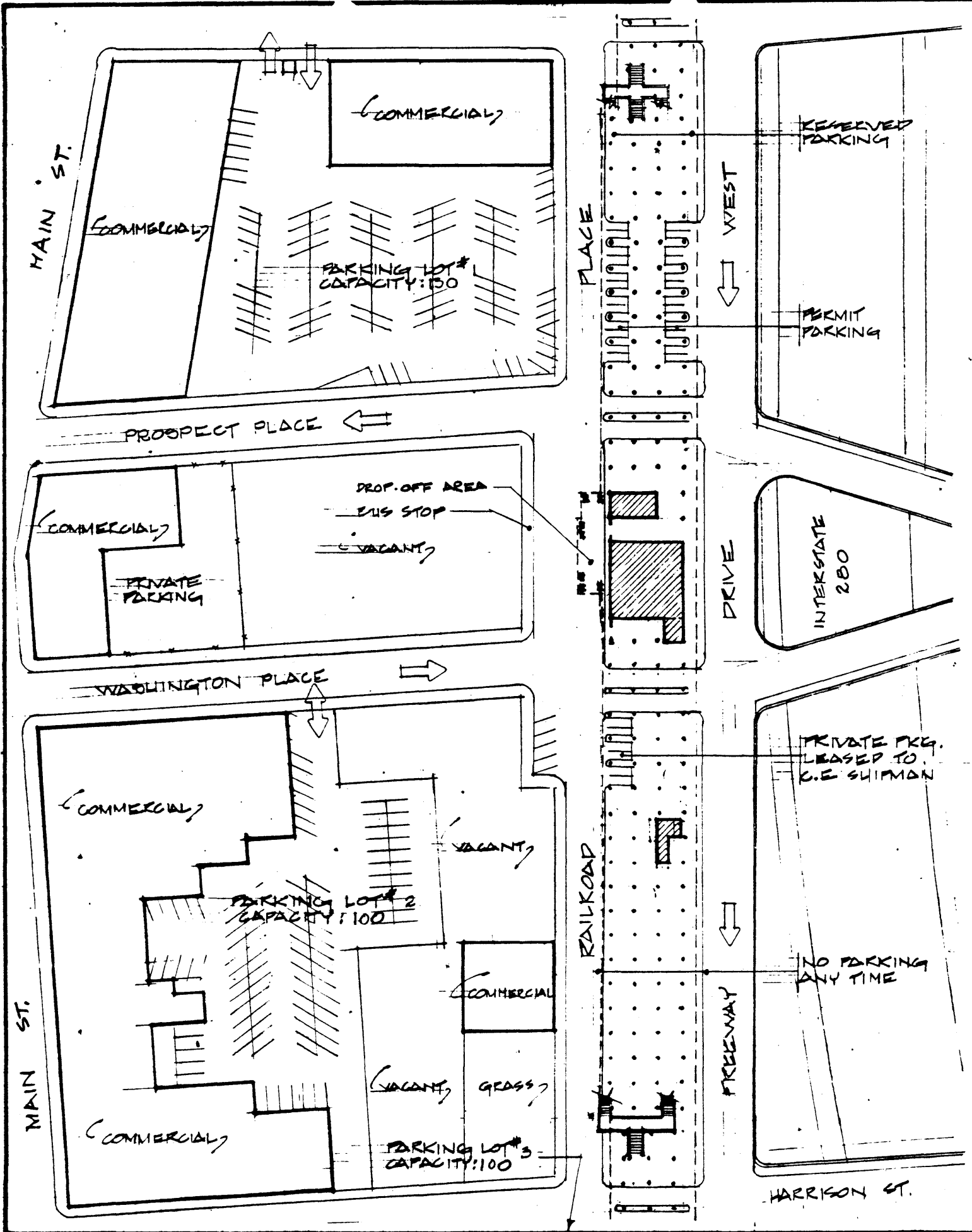
Station Ridership Category: 3 Ownership: N.J.D.O.T.

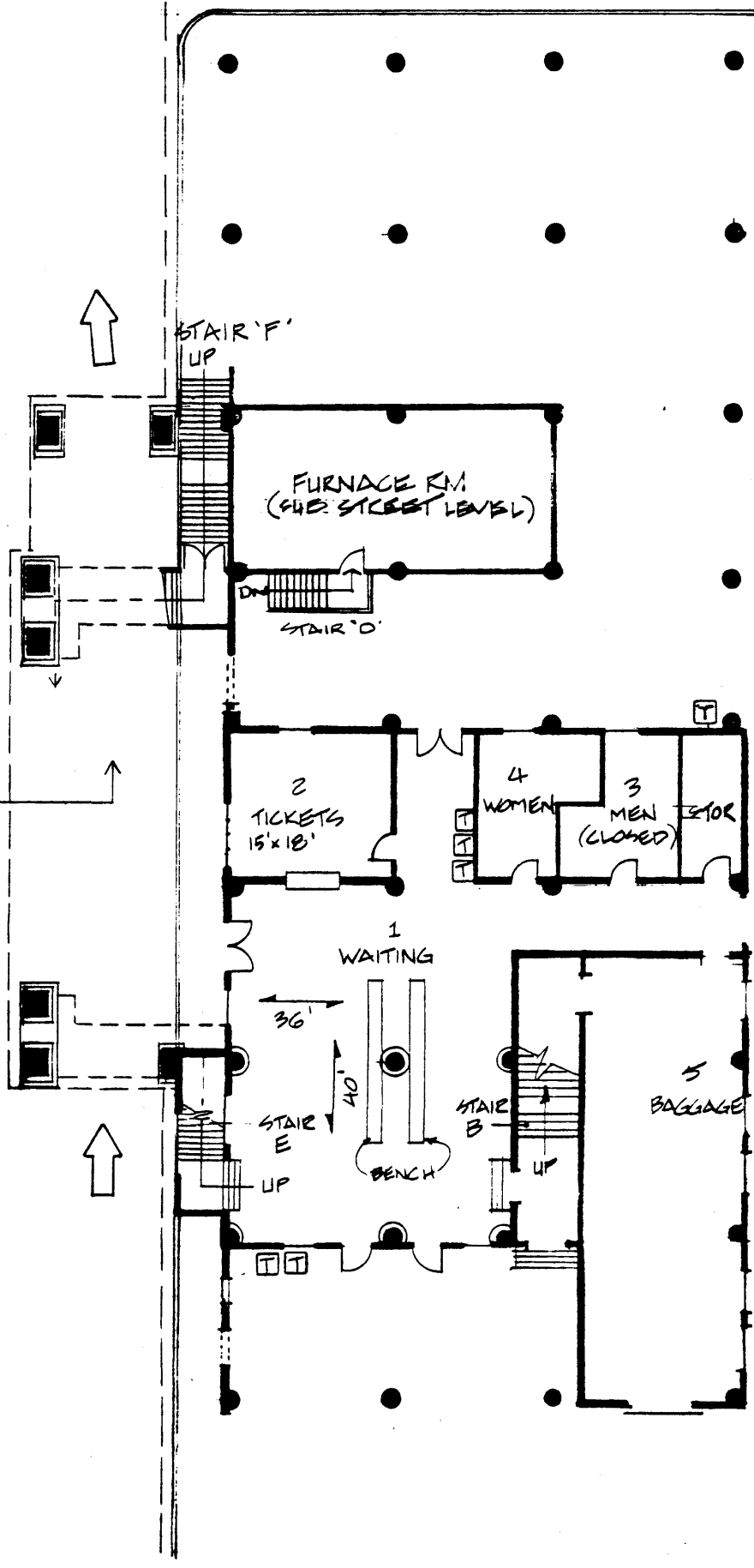
Agent: Yes Hrs/Days: 5:35 a.m. - 2:05 p.m. (Lunch 11:00 - 11:30)  
Monday through Friday; Closed Saturday & Sunday

Rehabilitated (10 years or less) & Description: New platform in 1973.

Re: Serious Structural Condition

See letter dated November 29, 1978 (following Structural Survey #3).



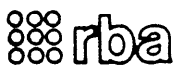


COVERED  
PROP-OFF  
AREA  
(WAITING  
1-A ABOVE)

STREET LEVEL  
PLAN

**BRICK CHURCH**  
MORRISTOWN LINE

SCALE: 1" = 20'  
DATE: SEPT. 1978



CANOPY

HOBOKEN

SHELTER

1-B  
WAIT

ROOM  
NOT  
ACCESSIBLE

DN  
STAIR 'F'

1-A  
WAITING

BENCH

STAIR 'E'  
DN

26'

20'

10'

STAIR 'B'

STAIR 'G'

UNDERPASS THROUGH  
WAITING ROOM BELOW

OUTBOUND  
PLATFORM

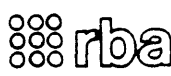
ISLAND  
PLATFORM

ELEVATED TRACK  
LEVEL PLAN

DOVER

# BRICK CHURCH MORRISTOWN LINE

SCALE: 1"=20'  
DATE: SEPT. 1978



# 3 PLATFORMS & CANOPIES

Station: BRICK CHURCH

NO. of TRACKS: 3 In-Bound (NY, H, N)\* 1 Out-Bound 1 By-Pass 1 Inactive 1 I.B. 0 O.B. 0  
 At Grade    In-Cut(Walls)    Cross Slope    Elevated    Embankment Structure  
 Straight    Curved    Visibility Problem    Yes    No     
 To Board must Commuter walk on tracks:    yes    no (Ask Ticket Agent). Note other obstructions on Platform & setback f/rail:

PLATFORMS	IN-BOUND SIDE	OUT-BOUND SIDE	INBOUND ISLAND BET'N TRACK
Length X Width	<u>                  </u> X <u>                  </u>	<u>782</u> X <u>14</u>	<u>782</u> X <u>26'</u> <sup>NOTE 1</sup>
Height Above Top of Rail	<u>                  </u>	<u>± 4"</u>	<u>± 4"</u>
Platform Material	<u>                  </u>	<u>ASPHALT OVER CONCRETE</u>	<u>CONCRETE</u>
Edge Material	<u>                  </u>	<u>CONCRETE</u>	<u>CONCRETE</u>
Safety Line, Material	yes/no <u>                  </u>	<u>yes/no WHITE STRIPE</u>	<u>yes/no WHITE STRIPE</u>
Guardrail (Locate)	yes/no <u>                  </u>	<u>yes/no FLAT REAR; 3'6"</u>	<u>yes/no</u>
In-cut/Retaining Walls	<u>                  </u>	<u>                  </u>	<u>                  </u>
Lighting - Type, O.C., Setback f/rail	<u>                  </u>	<u>INLAND. 12' POLES 50' O.C. 14' SB.</u>	<u>INLAND. UNDER CANOPY 50' O.C.</u>
Seating-Mat'l & Qty.	<u>                  </u>	<u>WOOD BENCH (6)</u>	<u>NONE</u>
Stairs: (ramps used: A : yes / no ) B : Locate: C :	vert. rise <u>12'-8"</u> width <u>8'-0"</u> <u>17'-6"</u> <u>8'-0"</u> <u>12'-8"</u> <u>8'-0"</u>	vert. rise <u>                  </u> width <u>                  </u>	vert. rise <u>                  </u> width <u>                  </u>

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

NOTE 1: WIDTH VARIES: 21' AT EAST END  
18' AT WEST END.  
INB'D. ISLAND PLATFORM - CONCRETE SURFACE IN FAIR CONDITION WITH SEVERAL SEVERELY BROKEN-UP SPOTS (SEE PHOTOS 30,32,33 CONCRETE EDGE - BROKEN IN SEVERAL PLACES (VERY HAZARDOUS CONDITION) SEE PHOTO 16,13,38,31,32  
OUTBOUND PLATFORM - ENTIRE PLATFORM IS HEAVED IN AREAS AND UNEVEN - HAZARDOUS CONDITION - PHOTOS 17,27  
 LIGHTING IS INADEQUATE AND STRIPPED IN SOME PLACES  
 GRASS AND WEEDS GROWING ON TRACKBED AND ON PLATFORM

Continue on back of page

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>                  </u> X <u>                  </u>	<u>246'</u> X <u>12'</u>	<u>524</u> X <u>20'</u>
Height (Lowest)	<u>                  </u>	<u>12'-0"</u>	<u>12'-0"</u>
Setback from Rail	<u>                  </u>	<u>6'-0"</u>	<u>5'-8"</u>
Structure w/Spacing	<u>                  </u>	<u>20'-6"</u>	<u>20'-6"</u>
Setback-Rail to Support	<u>                  </u>	<u>12'-0"</u>	<u>14'-5"</u>
Deck Material	<u>                  </u>	<u>CONCRETE</u>	<u>CONCRETE</u>
Roofing	<u>                  </u>	<u>NOT KNOWN</u>	<u>NOT KNOWN</u>
Shape	<u>Slope / Gable / Flat</u>	<u>SLOPE</u>	<u>BUTTERFLY</u>
Drainage	<u>                  </u>	<u>ALUM. LEADERS &amp; ELBOWS TO C.I. P. VERT. DRAIN</u>	<u>                  </u>
Lighting	<u>                  </u>	<u>INLAND. UNDER CANOPY - 50' O.C.</u>	<u>                  </u>

CONDITION (Note apparent poor conditions only):

CANOPY LIGHTING - NOT IN OPERATION AT TIME OF INSPECTION

\* STRUCTURE - I-BEAM SUPPORTS / T-BEAM BRACKETS (PHOTO 35)

Continue on back of page

# 4 STATION BUILDING

# SHELTER

STATION: BRICK CHURCH

In-Bound (NY H, N) In-Use \_\_\_\_\_; Out-Bound ✓ In-Use ✓; Number of Levels \_\_\_\_\_ I.B. 2 O.B. \_\_\_\_\_  
Relation of Main to Track (under, over, level) Relation of Entry to Street \_\_\_\_\_ I.B. LEVEL O.B. \_\_\_\_\_  
Roof Overhang - width: \_\_\_\_\_ Location: (refer to Floor Plan X) \_\_\_\_\_

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

D a) width 3'-6" vertical rise \_\_\_\_\_  
E c) width 2'-6" vertical rise 17'-10" F' width 6'-0" vertical rise 17'-10"

## EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD & GLASS  
Base Course CONCRETE (photo) \_\_\_\_\_ Roof Deck UNKNOWN  
Walls BRICK Roofing SLATE  
Trim CONCRETE Soffit LOPPER  
Windows - operable - yes / no; METAL; MANY IN STAGES OF ADVANCED RUST CONDITION  
Structural System (consultant \_\_\_\_\_)

Drainage COPPER GUTTER (PART OF SOFFIT)

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>140 S.F.</u>	<u>TERRAZ</u>	<u>LER. TILE</u>	<u>PAINT</u>	<u>CONC.</u>	<u>CONC.</u>	<u>13'-6"</u>	<u>INCAND</u>
2. Ticket Office	<u>CONC.</u>	<u>CONC.</u>	<u>PAINT</u>	<u>CONC.</u>	<u>CONC.</u>	<u>13'-6"</u>	<u>INCAND</u>
3. Mens Toilet	<u>(CLOSED)</u>						
4. Womens Toilet	<u>LER. TILE</u>	<u>LER. TILE</u>	<u>LER. TILE</u>	<u>PLAST.</u>	<u>CONC.</u>	<u>13'-0"</u>	<u>INCAND</u>
5 <u>BAGGAGE</u>	<u>CONC. &amp; LER. BRK</u>	<u>LER. TILE</u>	<u>PAINT</u>	<u>PLAST</u>	<u>CONC.</u>	<u>13'-0"</u>	<u>INCAND</u>

A. Concessions and Businesses: Taxi \_\_\_\_\_ Newspaper stand/coin box \_\_\_\_\_ Pay Toilet \_\_\_\_\_ Vending Machines \_\_\_\_\_  
Other: \_\_\_\_\_

B. Waiting Room Seating: describe (photo): LONG BENCH IN CENTER Capacity 24

C. Number of Public Phones and Locations: 3 INSIDE  
2 OUTSIDE

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: POOR IN BOTH CASES

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 COMMON TOILET

PREVIOUSLY WAS WOMEN'S TOILET - VERY FILTHY  
H. Are lockers provided: yes / no; trash receptacles: yes / no, location: waiting room # 1  
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. \_\_\_\_\_, (H, N) \_\_\_\_\_, O.B. ✓ (indicate on site plan or aerial; photos or sketch)

Size Width 10' Length 100' Height \_\_\_\_\_  
Material BRICK & CONCRETE  
Base CONCRETE PLATFORM  
Lighting UNKNOWN  
Condition GOOD - BOWDED UP.

\* THERE ARE SEVERAL SHELTERS - SEE SITE PLAN

# 4a STATION BUILDING

# SHELTER

STATION: BRICK CHURCH

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

CONDITION: \*

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

Foundations: NUMEROUS PLACES WHERE CONCRETE IS FALLEN AWAY TO REINFORCING STEEL.

Walls/Doors/Windows: DOORS OUT OF ALIGNMENT - 1" TO 2" SEPARATIONS. SOME ARE BOARDED-UP RATHER THAN REPAIRED.

WINDOWS - FRAMED WITH SAFETY WIRE, BROKEN PANEES, FRAMES ARE BADLY RUSTED, SOME DO NOT CLOSE.

WALLS - CONCRETE FALLEN AWAY IN PLACES, REINFORCING

Stairs: STEEL EXPOSED.

THERE ARE WATER DRIPPINGS AND DAMP SPOTS.

STAIR 'A' - MAJOR STRUCTURAL PROBLEMS - INB'D STAIRWELL HAS A MAJOR CONCRETE FAILURE

Roof/Drainage:

RAILINGS NEED SUPPORT & VERY RUSTED LIGHTING - NOT IN ORDER.

[SEE PHOTOS 23, 24 27, 28, 29

Other

STAIR 'B' - WINDOWS - BROKEN & BOARDED-UP TREADS - WORN LIGHTING - BARELY ADEQUATE

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

STAIR 'C' - CONCRETE FATIGUE NOTED STAIR TREADS BROKEN IN PLACES LIGHTING - INOPERABLE

Floor:

Ceiling:

Stairs:

STAIRWELL CEILING PLASTER - FALLING AWAY

\*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: Brick Church

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 the central business district. To the north of the station are commercial uses and to the south is Interstate Route 280.

Although the station building is visible from the street, elevated platforms and upper level waiting room are not. Platforms also have insufficient lighting and numerous nooks, crannies, and hiding places. Areas under elevated structure also have similar problems.

Police must patrol on foot for security and surveillance.

It is possible to be trapped on either end of the platforms.

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 actually situated behind shopping areas, and is not a part of the main stream of pedestrian/vehicular activity.

Non-commuters do not use the station.

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

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

However, property damage from neglect is high.

4. Question the ticket agent about vandalism problems.

Numerous break-ins and assaults.

The station is a known homosexual gathering place.