

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 0244-
Survey # 6-4

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- ✓ A. Name: Common Oradell Station Line: Hoboken Division
Historic Pascack Valley
(Erie) (NJ&NY)
- B. Address or location:
 - ✓ 400 Maple Ave. ✓ County: Bergen
 - ✓ Oradell, N.J. 07649 Municipality: Oradell Borough
Block & lot: part of 18 / 6
- C. Owner's name: Oradell Borough
Address: Oradell, N.J.
- D. Location of legal description: Recorder of Deeds, Bergen County
Courthouse, Main Street, Hackensack, 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 X floor plan X aerial photo _____

other views X photos of NR quality? X

2. EVALUATION

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

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

C. Survey Evaluation: 145/180 points

FACILITY NAME: Oradell

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.) interior designer
- Any unusual railroad building types, such as crew quarters, etc. (specify) office
- Known threats to complex or individual structures

Surroundings: urban suburban scattered buildings open space
 residential woodland agricultural industrial
 downtown commercial highway commercial other (specify) park

Relationship of station grade to track grade:
 Station and track grade at same level Station at street grade, track depress
 Station spans track Track elevated above street grade, multi-level station

of tracks: 1
 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 Oradell complex is located on a relatively open park-like site at the east edge of the commercial district, S. of Oradell Avenue and just W. of the Hackensack River. It consists of a 1½ story wood frame station in Queen Anne style with adjoining Freight House and inbound platform. Tracks are aligned N-S. There are parking lots N. of the station (1) and NE of the station, just N. of Oradell Avenue (2). Immediately W. of the station is a loop drive from Oradell Ave. to Maple Ave. on the west. Pedestrian access is unrestricted.

Presently, the station is used as an office by an interior designer.

-3
RR 0244-
Survey # 6-4

FACILITY NAME: Orade11

3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound 397' asphalt and gravel platform with 2 MV lighting fixtures
mounted as wood poles (recent)
 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.

Original lighting fixtures may have been incandescent. The canopy is discussed as part of the station.

FACILITY NAME Oradell

RR 0244-
Survey # 6-4

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 at Oradell, located west of the tracks, consists of a frame, one and one-half story rectangular block with a gable on hip roof, its main ridge paralleling the tracks. A short rectangular tower rises centrally astride the ridge. It is capped by a short octagonal spire. Adjoining the tower on the east is a shallow gabled projection and on the west a gabled dormer. Originally, a gabled porte-cochere sharing the eave line with the main roof adjoined the dormer on the west. This has since been removed. Gable ends, the dormer projection, and tower facades each contain a single linear multi-paned art glass window. All but those in the tower have been boarded over.

A veranda, sheltered by the main roof and supported by a single row of turned wood columns with shingled spandrels and bases, surrounds the enclosed portion of the block. The east facade contains a central 16 (radial concentric)/1 flanked on either side by a 15/1 facing the tracks and a 10/1 on the north and south facades respectively. Flanking the projection on either side are (from the center) a 16 (radial concentric)/3 panel door with 25 pane transom and a 20/1. The west facade is similar except that (2) 16-pane windows replace the projection. The north and south facades each contain a pair of 20/1's (those on the north are boarded). Adjoining the station on the north is a frame one-story freight house, its hipped roof on axis with the station roof. It contains a freight door with transom (boarded) on the east and west, (2) windows on the north and a window and door on the south. A rectangular brick chimney rises from the north end of the block (not original). Except for the roofing, materials appear original.

FACILITY NAME Oradell

Survey # RR 0244-
6-4

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 Oradell station are on one level. Originally, the block was probably divided roughly into thirds, the middle third comprising the ticket office (facing the tracks) and rest rooms (facing the drive). The end thirds probably were waiting rooms. The north waiting room (1) remains intact, except that a new ticket office has been partitioned from the north-east corner. The north restroom is still in use. Other original partition walls are gone and the resulting space since converted to a design studio (not accessible).

FACILITY NAME: Oradell

-5A
RR 0244
Survey # 6-4

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME <u>new Ticket Office</u> (originally part of N. Waiting Room) <u>Original</u>	<u>5</u>
	NUMBER ON FLOOR PLAN <u>2</u>
	<u>Existing, if different</u>
Floors: <u>probably board</u>	<u>asphalt tile</u>
Base: _____	<u>molded board (painted beige)</u>
Wainscot: <u>none</u>	_____
Walls: _____	<u>gypsum board (painted beige)</u>
Ceiling: <u>probably match. board, varn.</u>	<u>acoustical tile</u>
Trim: _____	<u>plain board (painted beige)</u>
Doors: _____	<u>plain board</u>
Seating: _____	<u>none</u>
Lighting: _____	<u>hang. incan. fix.</u>
Other: <u>cast iron radiator</u>	_____

FACILITY NAME: Oradell

-5A
RR 0244-
Survey # 6-4

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE		NUMBER OF ROOMS <u>5</u>
NAME		NUMBER ON FLOOR PLAN <u>1</u>
		<u>Existing, if different</u>
	<u>Waiting Room</u> <u>(orig. N. Waiting Room)</u> <u>Original</u>	
Floors:	<u>probably board</u>	<u>asphalt tile</u>
Base:	<u>probably none</u>	<u>vinyl</u>
Wainscot:	<u>vert. match. board (ext) prob. varn.</u> <u>none (int.)</u>	<u>(painted yellow)</u>
Walls:	<u>hor. match. board, prob. varn.</u>	<u>(painted yellow)</u> <u>gypsum board (painted yellow)</u>
Ceiling:	<u>probably match. board, prob. varn.</u>	<u>acoustical tile</u>
Trim:	<u>wood molded surrounds</u> <u>chairrail (ext.) prob. varn.</u>	<u>plain board surround</u> <u>(painted yellow)</u>
Doors:	<u>16 pane ornamental/ 3 panel</u> <u>prob. varn.</u>	<u>(painted yellow)</u>
Seating:	<u>built in bench (NW)</u> <u>molded board facing, prob. varn.</u>	<u>(painted gray)</u>
Lighting:	<u>probably gas</u>	<u>ceiling mounted</u> <u>fluor. fix.</u>
Other:	<u>cast iron radiator</u>	

-5A
RR 0244-
Survey # 6-4

FACILITY NAME: Oradell

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 5

NAME Design Studio (original Waiting Room, NUMBER ON FLOOR PLAN 4
S. rest room, Ticket Office)

Original (Not Accessible) Existing, if different

Floors: _____

Base: _____

Wainscot: _____

Walls: _____

Ceiling: _____

Trim: _____

Doors: _____

Seating: _____

Lighting: _____

Other: _____

FACILITY NAME: Oradell

-5A
RR 0244-
Survey # 6-4

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS
NAME <u>Toilet Room</u> (N. Rest Room) <u>Original</u>	<u>5</u>
	NUMBER ON FLOOR PLAN <u>3</u>
	<u>Existing, if different</u>
Floors: <u>probably board</u>	<u>asphalt tile</u>
Base: <u>board (ext)</u>	<u>board ext (painted green)</u> <u>board (int) (painted yellow)</u>
Wainscot: <u>none</u>	<u>plaster board (int) painted Yel.</u> <u>(painted green)</u>
Walls: <u>vert. match. board, prob. varn.</u>	<u>acoustical tile</u>
Ceiling: <u>match. board, prob. varn.</u>	<u>(painted yellow)</u>
Trim: <u>wood molded surrounds, prob. varn.</u>	<u>(painted green)</u>
Doors: <u>5 panel, prob. varn.</u>	<u>hang. incan. fix.</u>
Seating: <u>none</u>	<u>new plumbing fixs</u> <u>plaster board partition</u>
Lighting: <u>probably gas</u>	
Other: _____	

FACILITY NAME: Oradell

RR 0244-
Survey # 6-4

5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect	unknown	source	
Date	1890	Source (Next Sta.)	Alteration dates unknown Source
Style	Queen Anne		
# passenger trains/day (present)	14 in 1980	Peak (#, Yr.)	38 in 1930
No Original station on site			10 in 1941
			31 in 1909

The Oradell station is a fine example of the Queen Anne style adapted to the functions of a late 19th century suburban station. Of particular note are the tower, steeple, and finials, corbeled chimneys, turned columns, and art glass windows (finials, chimneys, and some of the windows are missing).

Oradell has always been an important commuter stop, but the station gained additional significance as the end point of double-tracking from Rutherford Jct. and the control point for signals and switches. It was staffed around-the-clock, which may account for its relatively large size.

The greatest alteration has been the replacement of the roofing -- from wood shingle, some courses imbricated, to a uniform slate. Other alterations, as noted above and on p. 10, do not affect the overall integrity of the building.

-5A
RR 0244-
Survey # 6-4

FACILITY NAME: Oradell

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 5

NAME Baggage Room

NUMBER ON FLOOR PLAN 5

	<u>Original</u> (Not Accessible)	<u>Existing, if different</u>
Floors:	_____	_____
Base:	_____	_____
Wainscot:	_____	_____
Walls:	_____	_____
Ceiling:	_____	_____
Trim:	_____	_____
Doors:	_____	_____
Seating:	_____	_____
Lighting:	_____	_____
Other:	_____	_____

RR 0244-⁸
Survey # 6-4

FACILITY NAME: Oradell

9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

- i. Associated with important events or broad movements
in history
- | | | |
|------------|-----|------|
| nationally | ___ | (30) |
| state-wide | ___ | (25) |
| locally | ___ | (20) |
- ii. Representative of significant changes in railroad history
and/or technology
- | | | |
|---------|-----|------|
| rare | ___ | (30) |
| unusual | ___ | (25) |
| common | ___ | (10) |
- iii. Original station on site
- | | | |
|--|-----|------|
| | ___ | (15) |
|--|-----|------|
- iv. Representative of a line's standard design
- | | | |
|--|-----|------|
| | ___ | (10) |
|--|-----|------|
- v. Constructed prior to 1900
- | | | |
|--|----------|------|
| | <u>x</u> | (15) |
|--|----------|------|
- vi. Junction station
- | | | |
|--|-----|------|
| | ___ | (10) |
|--|-----|------|
- vii. Former long-distance service
- | | | |
|--|-----|------|
| | ___ | (10) |
|--|-----|------|
- viii. Other
- | | | |
|--|----------|--|
| | <u>x</u> | (10) end of 2-track
from Rutherford |
|--|----------|--|
- ix. Less than 50 years old
- | | | |
|--|-----|------------|
| | ___ | (-30) Jct. |
|--|-----|------------|

-25-

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Queen Anne
- a. Example of a particular architectural style (check one)
- | | | |
|-------------|----------|------|
| Outstanding | ___ | (50) |
| Excellent | ___ | (40) |
| Very good | <u>y</u> | (30) |
| Good | ___ | (20) |
| Fair | ___ | (10) |
- b. Rare survivor of style
- | | | |
|------------|-----|------|
| nationally | ___ | (20) |
| state-wide | ___ | (15) |
| locally | ___ | (10) |
- c. As example of railroad architecture
- | | | |
|------------------|----------|------|
| rare | ___ | (30) |
| unusual or early | <u>x</u> | (15) |

FACILITY NAME: Oradell

-7
RR 0244-
Survey # 6-4

6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plan.

Acreage: Less than one acre.

UTM coordinates: Zone: 18_/Easting: 5 8 1 5 9 0/Northing: 4 5 3 3 8 4 0
USGS Quad Hackensack Scale 1:24 000

7. REFERENCES

BIBLIOGRAPHIC:

The Next Station Will Be ..., Vol. II, the Railroadians of America, 1974, n.p.

ICONOGRAPHIC:

Stalton & Jones, Railway Historical Monograph, Crete, Neb., Railroad Station Historical Society, Jan. 1973, p. 12.

Carleton, Paul D., The Erie-Lackawanna Story, River Vale, N.J. author, 1974, p. 476.

8. PHOTO

Negative index # ??01 or NJT photo # - slide # 6-4
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative N.J. Transit Direction of view: Station from East

RR 0244-10
Survey # 6-4

FACILITY NAME: Oradell

CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

- | | | |
|--|---------|---|
| a. Original condition | _____ | (40) |
| b. Alterations and/or additions, beneficial | _____ | (30) |
| c. Alterations and/or additions, not detrimental | _____ | (20) |
| d. Minor detrimental alterations and/or additions, not affecting overall integrity | X _____ | (10) new roofing, chimney, gutters and downspouts, partition walls removed and added; finish and portecochere removed |
| e. Detrimental alterations and/or additions, reversible at considerable expense | _____ | (-25) |
| f. Detrimental alterations and/or additions, essentially irreversible | _____ | (-75) |

ii. PHYSICAL CONDITION

- | | | |
|--------------------------|---------|-------|
| a. Excellent | _____ | (10) |
| b. Good | X _____ | (5) |
| c. Fair | _____ | (0) |
| d. Poor | _____ | (-10) |
| e. Severely deteriorated | _____ | (-25) |

iii. RELATIONSHIP TO COMMUNITY

- | | | |
|-------------------------------|---------|-------|
| a. Pivotal building | X _____ | (40) |
| b. Integral part of townscape | _____ | (30) |
| c. Compatible with townscape | _____ | (20) |
| d. Unrelated to townscape | _____ | (0) |
| e. Incompatible | _____ | (-30) |

iv. SUITABILITY FOR ADAPTIVE USE

- | | | |
|------------------------------|---------|------|
| a. Excellent | X _____ | (30) |
| b. Very Good | _____ | (25) |
| c. Good | _____ | (20) |
| d. Average | _____ | (15) |
| e. Possible, with difficulty | _____ | (10) |

85

TOTAL

180

RR 0244- -9
Survey # 6-4

FACILITY NAME: Oradell

CRITERIA CONT.

- ii. ARCHITECT (check one) Unknown
- 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)
- 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 X (25) Siting; tower with spire, turned columns, corbeled chimney, finials
- c. Possessing some detail(s) of particular interest and/or quality _____(15)
- d. Average quality or interest _____(5)
- iv. SPECIAL QUALITIES
- a. Noteworthy overall interior design or detailing _____(15)
- b. Some noteworthy interior detailing _____(5)
(X interior not accessible)
- c. Part of cohesive complex
- 1) station and shelter _____(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)

FACILITY NAME: Oradell

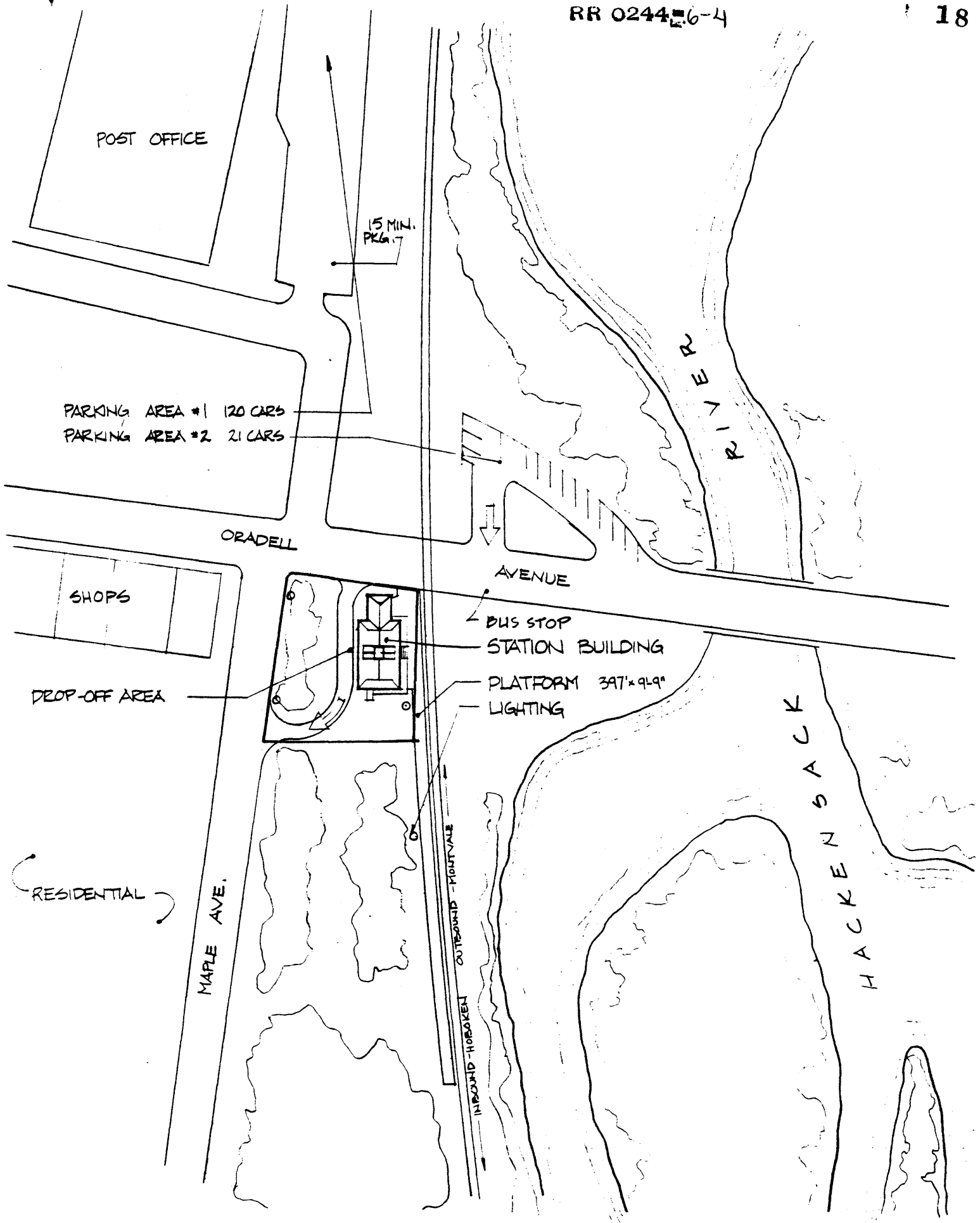
Attach copy of site plan

____ 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



ORADELL

PASCACK VALLEY LINE

SCALE: 1"=100'

DATE: JAN. 1979



ORADELL AVENUE

19'-0"

7'-0"

40'-5"

5. STORAGE

2. TICKET OFFICE

1. WAITING RM.

3. W.C.

4. INTERIOR DESIGN STUDIO

20'-6"

16'-3"

OUTBOUND - MONTVALE

INBOUND - HOBOKEN



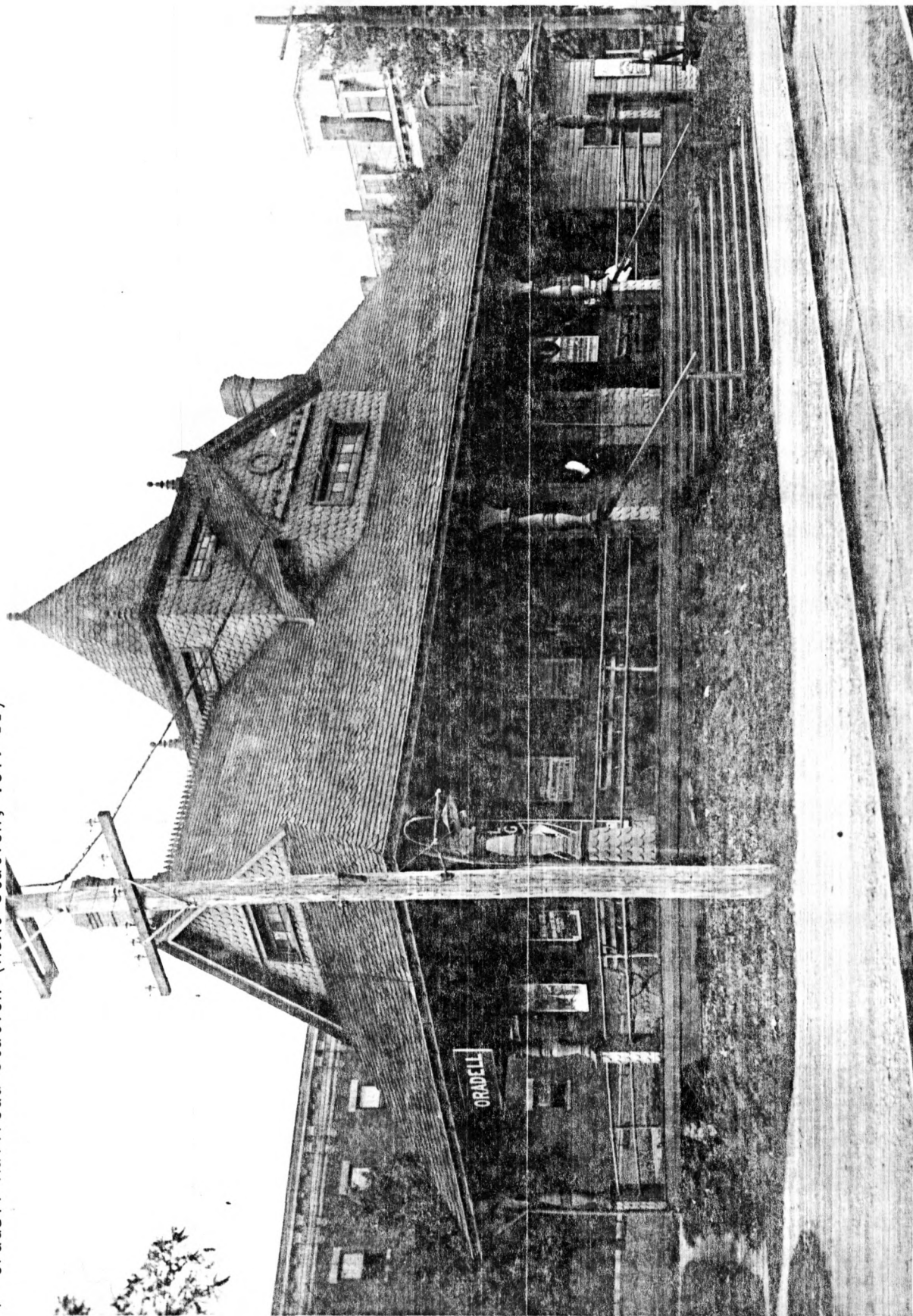


M.P.-17.9

This original station at Oradell stood directly across the tracks from the new depot. It became the FREIGHT HOUSE in 1891 when it was moved to this new position north of the station, under the shadow of the Delford Hotel.

RR 0244-6-4

6-4 Oradell Railroad Station (Next Station, Vol. II)



M.P.-17.9

The ornate station at ORADELL was built in 1890 and was situated at the end of N.J. & N.Y. double track. As it was a train register point its telegraph was busy. Call was CD. Ernest E. Hinds was agent.

SUMMARY

Station: Oradell

Line: Pascack Valley

Index:

Field Survey Conducted January, 1979

- | | |
|----------|---|
| <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 |
| _____ | 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 |
| _____ | 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 272

Station Ridership Category: 4 Ownership: Municipal

Agent: Yes Hrs/Days: 6:00 a.m. - 12:00 and 1:00 p.m. - 3:00 ; Monday - Friday

Rehabilitated (10 years or less) & Description:

Portion of the building is in use as an interior design studio.

ORADELL AVENUE

19'-0"

7'-0"

40'-5"

5.
STORAGE

2.
TICKET
OFFICE

1.
WAITING RM.

W.C.

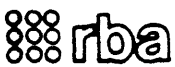
4.
INTERIOR
DESIGN
STUDIO

20'-6"

16'-3"

OUTBOUND - MONTVALE

INBOUND - HOBOKEN



ORADELL
PASCACK VALLEY LINE

SCALE: 1"=20'
DATE: JAN. 1979



3 PLATFORMS & CANOPIES

Station: ORADELL

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

PLATFORMS	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACKS
Length X Width	<u>397</u> x <u>9²</u> , <u>14²</u>	x <u>N/A</u>	x <u>N/A</u>
Height Above Top of Rail	<u>FLUSH</u>		
Platform Material	<u>ASPH + GRAVEL</u>		
Edge Material	<u>CONC.</u>		
Safety Line, Material	yes/no <u>no</u>	yes/no _____	yes/no _____
Guardrail (Locate)	yes/no <u>no</u>	yes/no _____	yes/no _____
In-cut/Retaining Walls	<u>—</u>		
Lighting - Type,	<u>2 P.V. 25' WD. POLES</u>		
O.C., Setback f/rail	<u>—</u>		
Seating-Mat'l & Qty.	<u>NONE</u>		
Stairs: (ramps used: A	vert. rise <u>N/A</u> width _____	vert. rise _____ width _____	vert. rise _____ width _____
yes / no) B	_____	_____	_____
Locate: C	_____	_____	_____

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

PLATF - USED TO BE ASPH. BUT HAS CRUMBLED TO GRAVEL, BUT STILL SMOOTH + FLUSH.

LIGHTING - GOOD

EDGE - BROKEN IN PLACES + LEANING TOWARD TRACK (PARTS) 22

Continue on back of page _____

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACKS
Length x Width	x _____	x _____	x _____
Height (Lowest)	_____	_____	_____
Setback from Rail	_____	_____	_____
Structure w/Spacing	<u>N/A</u>	_____	_____
Setback-Rail to Support	_____	_____	_____
Deck Material	_____	_____	_____
Roofing	_____	_____	_____
Shape	<u>Slope / Gable / Flat</u>	_____	_____
Drainage	_____	_____	_____
Lighting	_____	_____	_____

CONDITION (Note apparent poor conditions only):

4 STATION BUILDING X

SHELTER

STATION: ORADELL

In-Bound (NY, H, N) X In-Use YES; Out-Bound In-Use ; Number of Levels 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: 15 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):

- a) width NA vertical rise b) width vertical rise
 c) width vertical rise d) width vertical rise

EXTERIOR MATERIALS AND SYSTEMS:

Foundation UNKNOWN Doors WOOD
 Base Course 8" CB (photo) Roof Deck WOOD
 Walls WOOD Roofing SLATE
 Trim WOOD Soffit UNDEERSIDE OF DECK
 Windows - operable - yes / (no)
 Structural System (consultant)

Drainage PERIMETER ALUM. GUTTERS - MTL. LDRS.

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>S.F.</u>	<u>LIN. TILE</u>	<u>VINYL COVE</u>	<u>WOOD 3"</u>	<u>WD. + GYP. BP.</u>	<u>ACC. TILE</u>	<u>10'</u>	<u>FLOOR</u>
2. Ticket Office							
3. Mens Toilet							
4. Womens Toilet <u>UNISEX</u>	<u>LIN. TILE</u>	<u>WOOD</u>	<u>—</u>	<u>WD + GYP. BP.</u>	<u>AC. TILE</u>	<u>9'</u>	<u>INCANDE.</u>

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

B. Waiting Room Seating: describe (photo): WD. GANG BENCH Capacity 7

C. Number of Public Phones and Locations: 1 OUTSIDE AT OUT BD. END.

D. Indicate Visibility of approaching trains from waiting area, and direction of visibility, I.B. POOR O.B. POOR

E. Describe visibility for surveillance for waiting rooms with and without agents: GOOD

F. Is passage from the station to platforms sheltered: yes / (no) (photo description).

G. Are public toilets, telephones and other station conveniences identified: yes / (no)

H. Are lockers provided: yes / (no); trash receptacles: (yes) / no, location: waiting room # 2
 platform I.B. (NY) # 0, platform O.B. # 0, pick/up areas: 0 (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 NA
 Condition

CONDITION:

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

Foundations: ASSUMED GOOD

Walls/Doors/Windows:

WALLS - SHINGLES OLD BUT IN GOOD COND.
DOORS - OLD + BEATEN, FAIR COND., PANELS CRACKED, EDGES WORN.
WINDOWS - OLD + WORN, BUT IN FAIR-GOOD COND.

Stairs:

WORN NOSINGS - OTHERWISE IN GOOD COND.

Roof/Drainage: FAIR COND. SOME SHINGLES BROKEN, PATCHED IN SPOTS
STARTING TO SAG OVER DROP-OFF

Other GUTTERS - FAIR - SOME HAVE LOST SLOPE
ONE LDR. MISSING.

Interior (locate elements by room; photograph; good condition.)

Walls/ Doors/Windows:

WALLS - FAIR COND. (OUTSIDE WALLS) WAINSCOTE, VERTICAL SIDING GAPS
BETWEEN BOARDS, ABOVE WAINSCOTE HORIZONTAL SIDING GAPS BETWEEN
BOARDS.

DOORS - INTERIOR WALLS - GYP. BD. - GOOD COND.
TO TICKET OFFICE - GOOD
TO TOILET - FAIR - GOOD, CRACKED PANEL

Floor: FAIR - SOME TILES BROKEN + WARPED ESPECIALLY UNDER RADIATOR.
1" STEP DOWN INTO TOILET.

Ceiling: GOOD

Stairs: NA

8 Community & Security Aspects

Station: Oradell

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 post office across Oradell Avenue, which has heavy vehicular traffic and moderate pedestrian traffic. Across Maple Avenue are private residences and a series of small stores.

The station can be viewed easily by motorized police patrol from the surrounding streets.

The only dark spot is between the station building and the storage building. There are no real hiding places.

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 in the main stream of vehicular and pedestrian activity in the area. Non-commuters do occasionally use the platform as a short cut to and from the apartments on Maple Avenue, however, Oradell Avenue is more frequently used by non-commuters.

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

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

4. Question the ticket agent about vandalism problems.