

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 1815-
Survey # 3-10

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- A. Name: Common Gladstone Station Historic Line: Hoboken Division - Gladstone (D, L, & W)
- B. Address or location: Main Street Gladstone, N.J. 07934 County: Somerset Municipality: Peapack-Gladstone Borough Block & lot: Part of 14/1
- C. Owner's name: N.J. Transit Address: Newark, N.J.
- D. Location of legal description: Recorder of Deeds, Somerset County Courthouse, Somerville, N.J. 08876
- E. Representation in existing surveys: (give number, category, etc., as appropriate)

HABS _____ HAER _____ ELRR Improvement J2(1) NY&LB Improvement _____
Plainfield Corridor _____ NR(name, if HD) _____
p. 65

NJSR (name, if HD) Railroad district _____

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? x (date 9/1/78)
NR det.? _____ (date _____)
- B. Potentially eligible for NR: yes x possible _____ no _____
individual _____ thematic x
- C. Survey Evaluation: 190/230 points

FACILITY NAME: Gladstone

3. DESCRIPTION--COMPLEX IN GENERAL

Describe the entire railroad complex at this site; mention all buildings and structures, with notation of which are not historic. Check items which apply and discuss in narrative:

- Moved buildings (original location, date of and reason for move)
- Any non-railroad uses in complex (military recruiting, etc.)
- Any unusual railroad building types, such as crew quarters, etc. (specify)
- Known threats to complex or individual structures

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

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

of tracks: 3(1-main; 2-storage)
 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 Gladstone complex is located at the end of the Gladstone Branch on a large suburban site. It consists of a one-story, wood frame station in Queen Anne style, with platform and, ca. 110' southwest of the station, a wood frame freight house. The station, located north of the tracks, is surrounded on three sides by a parking lot (1) which parallels the tracks for ca. 500'. The north edge of the lot is wooded, serving as a buffer between the lot and the slightly higher grade of Main St., which also parallels the tracks. Another much smaller lot is located south of the main tracks between the two storage branches. Pedestrian access to the platform is unrestricted. Presently, the freight house is used as a rail-road bunk house.

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3. DESCRIPTION--PLATFORMS AND CANOPIES

X Inbound 336' asphalt and concrete platform. No canopy or lighting.

 Outbound Originally, there were several gas street lamps along the platform
(Taber, p. 140).

 Between tracks

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

FACILITY NAME Gladstone

Survey #

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 Gladstone Station, located N of the tracks, consists of a 1½-story, wood frame block with flared eaves and a hipped roof, its main ridge paralleling the tracks. On the E and W facades are gabled dormers which share ridge and pitch with the main roof. The central part of the S facade contains a broad, but shallow, rectangular projection with (4) 2/2 windows facing the tracks, and a single 1/1 window on both the E and W sides. Flanking the projection on the W is a (1/1/4) panel door with 2-pane transom; and on the E, a (3/1/6) panel door, also with a 2-pane transom. The N facade contains (E to W) (3) 2/2 windows and a (2/1/4) panel door with 2-pane transom, while the W facade contains (2) 2/2 windows, and the E facade, (2) 2/2 windows and a narrow version of the N door. Fitted into the NW corner of the block is a circular projection with (6) 1/1 windows. Each dormer contains a 2-pane window with a square pane border. A central, corbeled brick chimney straddles the main ridge. Roofing is asphalt shingle (slate, originally). Most materials appear original.

FACILITY NAME Gladstone

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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 Gladstone Station are all on one level. The Ticket Office, its length defined by the projection, extends N more than half the width of the building. Adjoining it on the W and NW is the "L" - shaped Waiting Room with its circular bay projection at the NW corner. Adjoining the Waiting Room on the E and the Ticket Office on the N is the Ladies' Room. Comprising the E third of the block are the Men's Room (on the N) and Conductor's Office (on the S). The former, surprisingly, has no access from inside the building.

All spaces have similar board floors and matched board walls and ceilings. (See schedules which follow). Except for some lighting fixtures, materials appear original. Most surfaces have been painted recently.

FACILITY NAME: Gladstone

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>5</u>
NAME <u>Waiting Room</u>	NUMBER ON FLOOR PLAN <u> </u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>board</u>	<u> </u>
Base: <u>none</u>	<u> </u>
Wainscot: <u>none</u>	<u> </u>
Walls: <u>vertical matched board, poss. varn.</u>	<u>(paint)</u>
Ceiling: <u>matched boards, possibly varnished</u>	<u>(paint)</u>
Trim: <u>wood molded surrounds, sills ceiling molding, poss. stain</u>	<u>(paint)</u>
Doors: <u>2-(2/1/4); 1-(2/2) possibly varn.</u>	<u>(paint)</u>
Seating: <u>built-in curved bench in bay turned legs</u>	<u>(paint)</u>
Lighting: <u>(2) wood/iron frame benches, poss. varn. possibly gas fixtures</u>	<u>incandescent fixtures (1) hanging fluorescent fix.</u>
Other: <u>wall mounted fountain with valutes at sides (E) metal frame stove pipe duct (SE)</u>	<u>new clock (S) (2) wall heating ducts fountain missing</u>

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FACILITY NAME: Gladstone

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 5
NAME Ticket Office NUMBER ON FLOOR PLAN _____

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	_____
Base:	<u>none</u>	_____
Wainscot:	<u>none</u>	_____
Walls:	<u>vertical matched boards, poss. varn.</u>	<u>(paint)</u>
Ceiling:	<u>matched boards, poss. varn.</u>	<u>(paint)</u>
Trim:	<u>wood moulded surrounds, sills, poss. varnished</u>	<u>(paint)</u>
Doors:	<u>1-(2-1-4); 1-(2-2)"Dutch", poss. varn.</u>	<u>(paint)</u>
Seating:	<u>none</u>	_____
Lighting:	<u>possibly gas fixtures</u>	<u>(2) hanging incandescent fix. with circular metal shades (1) hanging fluorescent fix.</u>
Other:	<u>built-in cabinet under window wood stove? (removed)</u>	<u>new boiler</u>

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS	5
NAME <u>Men's Room</u>	NUMBER ON FLOOR PLAN	
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	
Base:	<u>none</u>	
Wainscot:	<u>none</u>	
Walls:	<u>vertical matched boards, poss. varn.</u>	<u>(cream/burgundy paint)</u>
Ceiling:	<u>matched boards, entry to attic</u>	<u>(cream paint)</u>
Trim:	<u>wood moulded surrounds, sills poss. varn.</u>	<u>(burgundy paint)</u>
Doors:	<u>1 (2-1-4); 1 (2-2), poss. varn.</u>	<u>(burgundy paint)</u>
Seating:	<u>none</u>	
Lighting:	<u>poss. gas fixtures</u>	<u>(1) ceiling attached incan.fix.</u>
Other:	<u>vertical matched board partition cornice moulding, poss. varn.</u>	<u>new fixtures; paint (burgundy)</u>

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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 X Other _____ (specify)

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

The Gladstone Freight House is located ca. 110' SW of the station, set on a wood frame platform with a ramp (W). It consists of a 1-story, wood frame block with a gabled roof, and flared eaves, its ridge paralleling the S storage siding. The N facade contains a plain board freight door and a 4/2 panel door with a sign reading "Bunkhouse" over it, while the S facade contains a 1/1 window and another freight door. The E facade contains a 6-pane window and freight door, while the W facade contains a 6-pane window, a freight door, and a 2/2 window. Roofing is asphalt shingle (possibly slate, originally). Most materials appear original.

FACILITY NAME Gladstone

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

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

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>wood frame</u>	<u>_____</u>
Foundation:	<u>wood frame</u>	<u>_____</u>
Base course:	<u>horizontal boards</u>	<u>(red paint)</u>
Walls:	<u>board and batten</u>	<u>(red paint)</u>
Trim:	<u>board</u>	<u>(white paint)</u>
Doors:	<u>(1) 4/2 panel (3) freight, plain board</u>	<u>(red paint)</u>
Roofing:	<u>slate</u>	<u>asphalt shingle</u>
Soffit:	<u>none</u>	<u>_____</u>
Windows:	<u>(1) 1/1; (1) 2/2; (2) 6-pane</u>	<u>_____</u>
Lighting:	<u>possibly gas fixtures</u>	<u>incan. fixture, circular metal shade</u>
Signage:	<u>board (black, gold type) (E)</u>	<u>_____</u>
Drainage:	<u>metal gutters and downspouts</u>	<u>_____</u>
Other:	<u>wood frame platform with ramp (W)</u>	<u>_____</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 X Other _____ (specify)

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

NOT ACCESSIBLE

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5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect unknown source _____
 Date 1891? Source _____ Alteration dates _____ Source _____
 Style Queen Anne
 # passenger trains/day (present) 31 in 1980 * Peak (#, Yr.) 31 in 1980
yes Original station on site

The Gladstone Station is a fine example of the Queen Anne style adapted to the functions of a small town station. Of particular note are the dormers with their square pane border windows, and the cylindrical corner projection of the Waiting Room. Similar in form to the smaller and less elaborate stations at Peapack and Murray Hill, Gladstone has the added distinction of being a terminal, a train order station, and a crew layover point. As a result, the building has a rather large conductor's office, unusual for a small combination station, while the complex includes 2 storage spurs and, ca. 200' SW of the station, a small board and batten Freight and Bunkhouse (red, white trim) with gabled roof and broad eaves. Since the Gladstone line was completed in 1890, (Taber, p. 141), it is likely that the entire complex was built then, or shortly thereafter.

* More trains use this station than are indicated in the public timetables. Many trains that are shown to complete their runs at Far Hills, Bernardsville, and Millington are "held" at sidings for express trains during the rush hour and then are "dead headed" to the Gladstone yard south of the station. The process is repeated in the opposite direction (Tino).

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site map.

Acreage: c. 1 acre

UTM coordinates: Zone: 18 / Easting: 5 2 8 1 9 0 / Northing: 4 5 0 7 5 3 0
USGS Quad Gladstone Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

Taber, Thomas, The Delaware, Lackawanna and Western Railroad in the 19th Century, 1977, 141.Tino, Nicholas, Gladstone Station Report, N.J. Transit Survey, 1981.

ICONOGRAPHIC:

Photos: (1896, 1899) Taber, p. 140
(recent) Nemeth & Hill, The Gladstone Branch, front cover, pp. 4, 5.Stauffer, Erie Power, p. 358.(1973) Hyer & Zec, Railroads of New Jersey, p. 158
Carleton, The Erie-Lackawanna Story, p. 458.
post card views in Spinning Collection, Bernardsville Public Library

8. PHOTO

Negative index # 1088 or NJT photo # _____ slide # 3-10
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: station and freight house from East

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9. CRITERIA FOR EVALUATION

A. HISTORICAL SIGNIFICANCE

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

40

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Queen Anne
 - a. Example of a particular architectural style (check one)
 - Outstanding (50)
 - Excellent (40)
 - Very good x (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 x (15)

FACILITY NAME: Gladstone

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 (25) corbeled chimney, Queen Ann windows, moldings
 - 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) benches, fountain
(_____ interior not accessible)
 - c. Part of cohesive complex
 - 1) station and ~~shelter~~ crew quarters (5)
 - 2) more than two buildings (10)
- v. CONSTRUCTION
 - a. Noteworthy example of particular construction method _____ (30)
 - b. Rare or early survivor of particular method _____ (20)
 - c. Interesting example of method _____ (5)

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CRITERIA CONT.

C. CONDITIONS

i. INTEGRITY

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

ii. PHYSICAL CONDITION

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

110

TOTAL

230

FACILITY NAME: Gladstone

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

PARKING AREA #2
CAPACITY ± 29

21

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INBOUND HOVER

ROUTE 512

PLATFORM
356' x VARIES
CA

PARKING AREA #1
CAPACITY ± 118

STATION BUILDING

WOODED AREA

OVERFLOW
PARKING AREA
CAPACITY ± 35

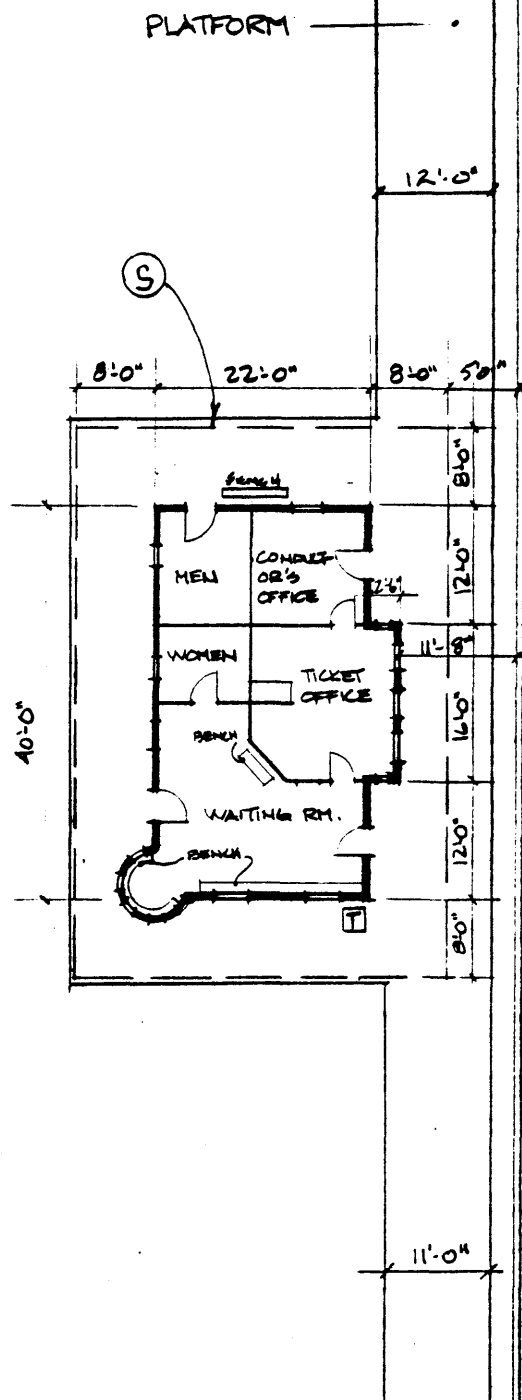
FREIGHT BUILDING

MAIN STREET

END OF
GLADSTONE LINE

LIGHTING

SITE PLAN



SUMMARY

Station: Gladstone

Line: Gladstone

Index:

SURVEYED: 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 |
| _____ | 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 |
| <u>X</u> | Other Tax & Zoning Map |

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 218

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

Agent: Yes Hrs/Days: 5:45 a.m. - 2:15 p.m. (Agent has no time off for lunch)

Rehabilitated (10 years or less) & Description: No

This building is on the National Register of Historic Buildings.

PLATFORM

12'-0"

(S)

8'-0"

22'-0"

8'-0"

5'-0"

8'-0"

12'-0"

11'-0"

16'-0"

12'-0"

8'-0"

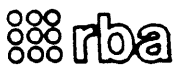
10'-0"

RETAINING WALL

11'-0"

INBOUND
HOBBOKEN

STORAGE RAIL



GLADSTONE GLADSTONE BRANCH

SCALE: 1"=20'

DATE: OCT. 1978



3 PLATFORMS & CANOPIES

Station: Gladstone

2 tracks - storage

NO. of TRACKS: 3 In-Bound (NY, H, N)* 1 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:

* Track curves beginning at the end of platform.

PLATFORMS	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u>336'</u> x <u>12'/11'</u> = ± 4"	<u>N/A</u> x _____	_____ x _____
Height Above Top of Rail	_____	_____	_____
Platform Material	<u>Asphalt & concrete</u>	_____	_____
Edge Material	<u>Treated wood</u>	_____	_____
Safety Line, Material	<input checked="" type="checkbox"/> yes/no <u>White stripe</u>	yes/no _____	yes/no _____
Guardrail (Locate)	yes/ <input checked="" type="checkbox"/> no _____	yes/no _____	yes/no _____
In-cut/Retaining Walls	_____	_____	_____
Lighting - Type,	<u>None</u>	_____	_____
O.C., Setback f/rail	_____	_____	_____
Seating-Mat'l & Qty.	<u>Gang bench (8 capacity)</u>	_____	_____
	vert. rise width	vert. rise width	vert. rise width
Stairs: (ramps used: A	_____	_____	_____
yes / no) B	_____	_____	_____
Locate: C	_____	_____	_____

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

Platform edge breaking apart in some places. (See photo 25)
 East end of platform is beginning to wear.

Continue on back of page _____

CANOPY <u>OVERHANG</u>	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRAC
Length x Width	<u>60'</u> x <u>9'</u>	<u>N/A</u> x _____	_____ x _____
Height (Lowest)	<u>11' 6"</u>	_____	_____
Setback from Rail	<u>5'</u>	_____	_____
Structure w/Spacing	_____	_____	_____
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: Gladstone

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. _____ O.B. _____
 Roof Overhang - width: See floor plan Location: (refer to Floor Plan _____)
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
 a) width ////// vertical rise ////// b) width ////// vertical rise //////
 c) width _____ vertical rise _____ d) width _____ vertical rise _____

EXTERIOR MATERIALS AND SYSTEMS:

Foundation Unknown Doors Wood
 Base Course Wood (photo) _____ Roof Deck Wood
 Walls Wood shingle Roofing Asphalt shingles
 Trim Wood Soffit -----
 Windows - operable - yes / no Wood double hung - painted shut
 Structural System (consultant _____)

Drainage _____

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>350</u> S.F.	<u>Wood</u>	<u>-----</u>	<u>Paint</u>	<u>Wood T&G</u>	<u>Wood T&G</u>	<u>13' 0"</u>	<u>Fluor.</u>
2. Ticket Office	<u>Wood</u>	<u>-----</u>	<u>Paint</u>	<u>Wood T&G</u>	<u>Wood T&G</u>	<u>13' 0"</u>	<u>Fluor.</u>
3. Mens Toilet	<u>Wood</u>	<u>-----</u>	<u>Paint</u>	<u>Wood T&G</u>	<u>Wood T&G</u>	<u>13' 0"</u>	<u>Incand</u>
4. Womens Toilet	<u>Wood</u>	<u>-----</u>	<u>Paint</u>	<u>Wood T&G</u>	<u>Wood T&G</u>	<u>13' 0"</u>	<u>Incand</u>
5. <u>Conductor's Office</u>	<u>Wood</u>	<u>-----</u>	<u>Paint</u>	<u>Wood T&G</u>	<u>Wood T&G</u>	<u>13' 0"</u>	<u>Incand</u>
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

- A. Concessions and Businesses: No taxi Other: Newspaper stand coin box /// Toilet No Vending Machines
 Honor system
- B. Waiting Room Seating: describe (photo): Gang bench Capacity ± 20
- C. Number of Public Phones and Locations: 1 booth outside on platform
- 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: Fair
- F. Is passage from the station to platforms sheltered: yes / no (photo description _____). Sheltered by building overhang.
- 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 N/A Width _____ Length _____ Height _____
 Material _____
 Base _____
 Lighting _____
 Condition _____

4a STATION BUILDING _____ X _____ SHELTER _____

STATION: Gladstone _____

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations: Unknown
Floor system needs reinforcement.

Walls/Doors/Windows:
Doors are very worn with pieces missing.
All windows are complete, but are painted shut.

Stairs: N/A

Roof/Drainage: The shingles are aged and dry although complete.

Other

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:
See notes above - Walls/Doors/Windows

Floor: Floor is extremely worn throughout.

Ceiling:

Stairs: N/A

*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: Gladstone

1. Describe the setting of the station in terms of the activity in the surrounding area (land use and condition described in section 6). Describe the visibility of the station and site from surrounding areas of streets in terms of security through surveillance. Describe screening and shielding (note #6, page 4) and shadows, nooks and crannies, and other hiding places).

The station is located on the outskirts of country village off the major roadway at the bottom of an embankment. It is shielded by a line of trees.

Visibility from the road is poor, while visibility from the parking lot is good. A policeman in a patrol car would have a good view of the station, platforms and parking lot if he entered the station area.

There are numerous hiding places provided--there are trains stored in the train yard. In addition, the lighting is inadequate and there are lines of trees. However, there is activity in the area most of the day. Also, there is railroad personnel in the area 24 hours a day.

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 out of the main stream of pedestrian traffic. Non-commuters would not be likely to use the station as a walk-through to reach their destinations. There are some high school walkers. About 35% of the railroad commuters either walk to the station or are driven in cars and dropped off.

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

Property damage - none / low / medium / high (describe):
Windows, etc.

4. Question the ticket agent about vandalism problems.

The agent states that there are no vandalism problems.