

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 0717-
Survey # 2-7

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- ✓ A. Name: Common Orange Station Historic Line: Hoboken Division--Morristown (DL&W)
- B. Address or location:
 - ✓ 73 Lincoln Avenue Orange, NJ 07050
 - ✓ County: Essex Municipality: Orange City Block & lot: part of 82/19
- C. Owner's name: NJ Transit Address: Trenton, NJ
- D. Location of legal description: Recorder of Deeds, Essex County Courthouse, Raymond Boulevard, Newark, 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: 155/185 points
170

FACILITY NAME: Orange

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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
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:
 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 Orange complex consists of a single level, red brick station in Renaissance Revival style, platforms and canopies on both sides of the tracks, and a single level, red brick shelter, similar to the station and connected to it by a concrete pedestrian underpass. The complex is located on an expansive site bounded by city streets with E-W drive-throughs. There are three parking lots to the north (3,4,5) and two to the south (1,2). Pedestrians may approach the platform via steps from south Essex Avenue on the east (A,B), from Lincoln Avenue on the west (C,D), from the tunnel, or the station drive-through. Presently the shelter is closed. The station is scheduled for refurbishing during mid 1981.

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3. DESCRIPTION--PLATFORMS AND CANOPIES

- Inbound 1020' concrete platform, iron lampposts with double incan. fixtures (along edge of platform)
- Outbound
- Between tracks None (iron picket fence)

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 centrally attached to the station for 7 of its 19 bays. It consists of a heavy wood frame gabled roof supported on a row of tapered square concrete columns with concrete volute consoles. Gable ends are open; rafter tails are exposed and have decorative notch detailing. A mercury vapor lighting fixture is attached to the framing in each bay. A metal locational sign with a wood frame hangs at the E end. The roof is sheathed in tile with small ridge cresting. Gutters are copper and leaders are galvanized (recent). Original lighting fixtures are incandescent. Other materials appear original.

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4. DESCRIPTION - BUILDINGS (EXTERIOR)

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

Account for original materials and finishes where different from existing.

Station x Shelter Freight House Other (specify)

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

The Orange station, located south of the tracks, consists of a one-story block in Renaissance Revival style, with a moderately pitched hipped roof, its ridge paralleling the tracks. There is a shallow projection on the north facade with two windows facing the tracks and a window on either side. Flanking the projection on the east are a door and three windows; on the west, a door, window, and double freight door (6/panel). On the south facade doors and windows assume the pattern w-d-w-w-d-w. There are double doors (panel/panel) flanked by windows on the east facade, and three windows on the west facade. Each of the south facade entries are flanked by Tuscan columns set on stepped limestone bases, and sheltered by copper canopies with open ironwork columns. A small brick chimney rises north of the major ridge near the west end of the block. Walls are red brick, laid in Flemish bond, trim is brick and limestone, and roofing is slate. Most materials appear original.

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4. DESCRIPTION - BUILDINGS (INTERIOR)

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

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

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

The spaces of the Orange Station are on one level (basement excepted). The central half of the block comprises the Waiting Room with the Ticket Office fitted into the central rectangular projection facing the tracks. Of particular note are the four timber trusses and the interior facade of the Ticket Office, fully paneled and ornamented with classical detailing. East of the Waiting Room are the rest rooms and a vestibule leading to the tunnel stairs. To the west are a police office (newsstand), entrance foyer, and Baggage Room. Most all materials and finishes appear original (see schedules).

FACILITY NAME: Orange

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NAME	NUMBER OF ROOMS	NUMBER ON FLOOR PLAN
<u>Ticket Office</u>	<u>9</u>	<u>2</u>
	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo</u>	<u></u>
Base:	<u>wood (stain)</u>	<u>(brown paint)</u>
Wainscot:	<u>vertical matched board (stain)</u>	<u></u>
Walls:	<u>plaster</u>	<u>(beige paint)</u>
Ceiling:	<u>plaster</u>	<u>(beige paint)</u>
Trim:	<u>wood molded surrounds, chairrail (stain)</u>	<u></u>
Doors:	<u>unknown</u>	<u></u>
Seating:	<u>none</u>	<u></u>
Lighting:	<u>(3) hanging incandescent fixtures</u>	<u>fluorescent fixture over ticket window</u>
Other:	<u>cast iron radiator (W) built-in wood counters under ticket windows and track window</u>	<u></u>

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FACILITY NAME: Orange

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE NUMBER OF ROOMS 9

NAME Police Office (former newsstand) NUMBER ON FLOOR PLAN

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>terrazzo</u>	<u> </u>
Base:	<u>board , stain or varn.</u>	<u>(green paint)</u>
Wainscot:	<u>vertical matched boards, stain or varn.</u>	<u>(green paint)</u>
Walls:	<u>plaster</u>	<u>(beige paint)</u>
Ceiling:	<u>plaster</u>	<u>(beige paint)</u>
Trim:	<u>molded wood chairrail, stain or varn.</u>	<u>(green paint)</u>
Doors:	<u>(1/2)</u>	<u> </u>
Seating:	<u>unknown</u>	<u> </u>
Lighting:	<u>hanging incandescent fixtures</u>	<u> </u>
Other:	<u>cast iron radiator (E) 12 pane windows with segmental arch surrounds and 6-pane transoms (W) counter (E)</u>	<u> </u>

FACILITY NAME: Orange

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>9</u>
NAME <u>Baggage Room</u>	NUMBER ON FLOOR PLAN <u> </u>
<u>Original</u>	<u>Existing, if different</u>
Floors: <u>poured concrete</u>	<u> </u>
Base: <u>brick, vertical stretcher, red</u>	<u> </u>
Wainscot: <u>none</u>	<u> </u>
Walls: <u>brick, American bond, red</u>	<u> </u>
Ceiling: <u>plaster/lath, attic entry</u>	<u> </u>
Trim: <u>brick, round arch voussoirs, red</u>	<u> </u>
Doors: <u>(1/2) Dutch type</u>	<u> </u>
Seating: <u>none</u>	<u> </u>
Lighting: <u>(3) incandescent fixtures</u>	<u> </u>
Other: <u>floor scale, cast iron</u>	<u>concrete block chimney (S)</u>
<u>basement entry (NE)</u>	
<u>wire cage partition with wood wainscot (SE)</u>	

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 9NAME Ladies' Lounge

NUMBER ON FLOOR PLAN _____

OriginalExisting, if differentFloors: quarry tile (red) _____Base: quarry tile (red) _____Wainscot: ceramic tile (white) _____Walls: plaster _____(beige paint) _____Ceiling: plaster _____(beige paint) _____Trim: molded wood surrounds, stain _____Doors: (1/2) wood, stain _____Seating: fixed board bench with radiator (N) _____Lighting: hanging incandescent fixture _____Other: cast iron radiator _____

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FACILITY NAME: Orange

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 9

NAME Men's Room and Lounge

NUMBER ON FLOOR PLAN _____

	<u>Original</u>	NOT ACCESSIBLE	<u>Existing, if different</u>
Floors:	_____		_____
Base:	_____		_____
Wainscot:	_____		_____
Walls:	_____		_____
Ceiling:	_____		_____
Trim:	_____		_____
Doors:	_____		_____
Seating:	_____		_____
Lighting:	_____		_____
Other:	_____		_____

FACILITY NAME: Orange

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE	NUMBER OF ROOMS <u>9</u>
NAME <u>Basement</u>	NUMBER ON FLOOR PLAN _____

	<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>unknown</u>	_____
Seating:	<u>none</u>	_____
Lighting:	<u>(2) incandescent fixtures</u>	_____
Other:	_____	_____

FACILITY NAME: Orange

3. DESCRIPTION--PLATFORMS AND CANOPIES

 Inbound

 x Outbound 672' concrete platform, iron lampposts with double incan. fixtures
(along edge of platform)

 Between tracks

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

The outbound canopy is centrally attached to the shelter for 3 of its 15 bays. It consists of a heavy wood frame gabled roof supported on a row of tapered square concrete columns with concrete volute consoles. Gable ends are open. Rafter ends are exposed and have decorative notch detailing. A mercury vapor lighting fixture is attached to the framing in each bay. A metal locational sign with a wood frame hangs near the E end, facing the tracks. The roof is sheathed in tile with small ridge cresting. Gutters are copper and leaders are galvanized (recent). Original lighting fixtures were incandescent. Other materials appear original.

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FACILITY NAME Orange

4. DESCRIPTION - BUILDINGS (EXTERIOR)

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

Station _____ Shelter Freight House _____ Other _____ (specify)

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

The shelter, located N of the tracks, is a 1-story rectangular block with a hipped roof, its major ridge paralleling the tracks. There are central doorways on both the N and S facades, each flanked by windows. The N wall projects slightly at the door. The E and W facades are blank. A stairway adjoining the S wall between the entry and the E window leads to the station tunnel, which is on axis with the Shelter doors. The outbound canopy adjoins the building on the S. A small brick chimney with concrete coping rises S of the ridge near its E end. Walls are red brick, laid in Flemish checker bond, the base is limestone and the roofing, slate. Most materials appear original.

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4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

Station _____ Shelter Freight House _____ Other _____ (specify)

EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall, frame roof</u>	_____
Foundation:	<u>poured concrete</u>	_____
Base course:	<u>limestone</u>	_____
Walls:	<u>red brick, Flemish checker bond</u>	_____
Trim:	<u>brick, limestone (similar to station)</u>	_____
Doors:	<u>unknown</u>	<u>(boarded)</u>
Roofing:	<u>slate, terra cotta cresting, exposed rafter ends</u>	_____
Soffit:	<u>matched boards, stained</u>	_____
Windows:	<u>unknown</u>	<u>(boarded)</u>
Lighting:	<u>hanging incandescent fixtures</u>	_____
Signage:	<u>standard D, L, and W, painted board</u>	_____
Drainage:	<u>copper gutters and leaders</u>	<u>aluminum downspouts</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.

Station _____ Shelter Freight House _____ 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 F.J. Nies source plans
 Date 1918-20 Source DL&W Alteration dates Source
 Style Renaissance Revival
 # passenger trains/day (present) 77 (1980) Peak (#, Yr.) 103(1940); 91(1901)
Original station on site

The Orange Station complex is a very good example of an early 20th century adaptation of the Renaissance Revival style to the functions of a passenger train station, with some notable detailing. It was designed "in-house" by the DL&W architect, Frank J. Nies, and is similar in form and materials to several other stations on the line, among them Broad Street (Newark), Highland Avenue, Mountain, Convent, Chatham, Morristown, and Morris Plains. Of particular note at Orange are the copper canopies, the interior walls of the ticket office with their fine classical detailing, and the exposed roof framing of buildings and canopies. The complex was obviously designed and built with great care and attention to materials and detailing. It remains intact, and although the shelter has been in disuse for several years, the fabric of the entire complex appears original and in generally good condition. The station is scheduled for refurbishing in 1981.

The DL&W once shipped milk from many points in New Jersey to the Borden factory in Orange. The inbound platform was unusually long to accommodate the milk cars. West of the station is a freight yard that once handled less-than-carload lots for the area.

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

The boundary is shown as the red line on the enclosed site plan.

Acreage: \pm 4.5UTM coordinates: Zone: 18/Easting: 5 6 4 6 6 0/Northing: 4 5 1 3 4 8 0
USGS Quad Orange Scale 1:24000

7. REFERENCES

BIBLIOGRAPHIC:

Plans, Orange Station, New Jersey Transit, Newark.
Delaware Lackawanna and Western, Annual Report, 1918.

ICONOGRAPHIC:

Photos:

Stauffer and Westing, Erie Power, p. 350.Taber, Thomas T., The Delaware, Lackawanna, and Western Railroad in the
Twentieth Century, 1980, pp. 84, 119.

8. PHOTO

Negative index # unknown or NJT photo # -- slide # 2-7
Date 1978 Photographer Richard Browne Assocs.
Loc. of negative NJ Transit Direction of view: station from east
shelter from north

FACILITY NAME: Orange

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 _____(15)
- vi. Junction station _____(10)
- vii. Former long-distance service _____(10)
- viii. Other Center for shipment of dairy
products and LCL's x (10)
- ix. Less than 50 years old _____(-30)

10

B. ARCHITECTURAL SIGNIFICANCE

- i. STYLE Renaissance Revival
 - 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 _____(15)

FACILITY NAME: Orange

CRITERIA CONT.

ii. ARCHITECT (check one)

a. building by architect important

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

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

x (20) Frank J. Nies

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)

canopy, columns, window enframe-
ments

b. Notable composition, siting, or craftsmanship, or possessing especially picturesque or unusual exterior detailing

x (25)

c. Possessing some detail(s) of particular interest and/or quality

____ (15)

d. Average quality or interest

____ (5)

iv. SPECIAL QUALITIES

a. Noteworthy overall interior design or detailing

____ (15)

b. Some noteworthy interior detailing

____ (5)

(____ interior not accessible)

c. Part of cohesive complex

1) station and shelter

2) more than two buildings

____ (5)
x (10) including Freighl
House (W. of
Lincoln Ave.) not
operated by NJ Transit

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: Orange

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> </u> (30) |
| c. Compatible with townscape | <u> x </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) |

90

TOTAL

185

FACILITY NAME: Orange

Survey # 2-7 -11

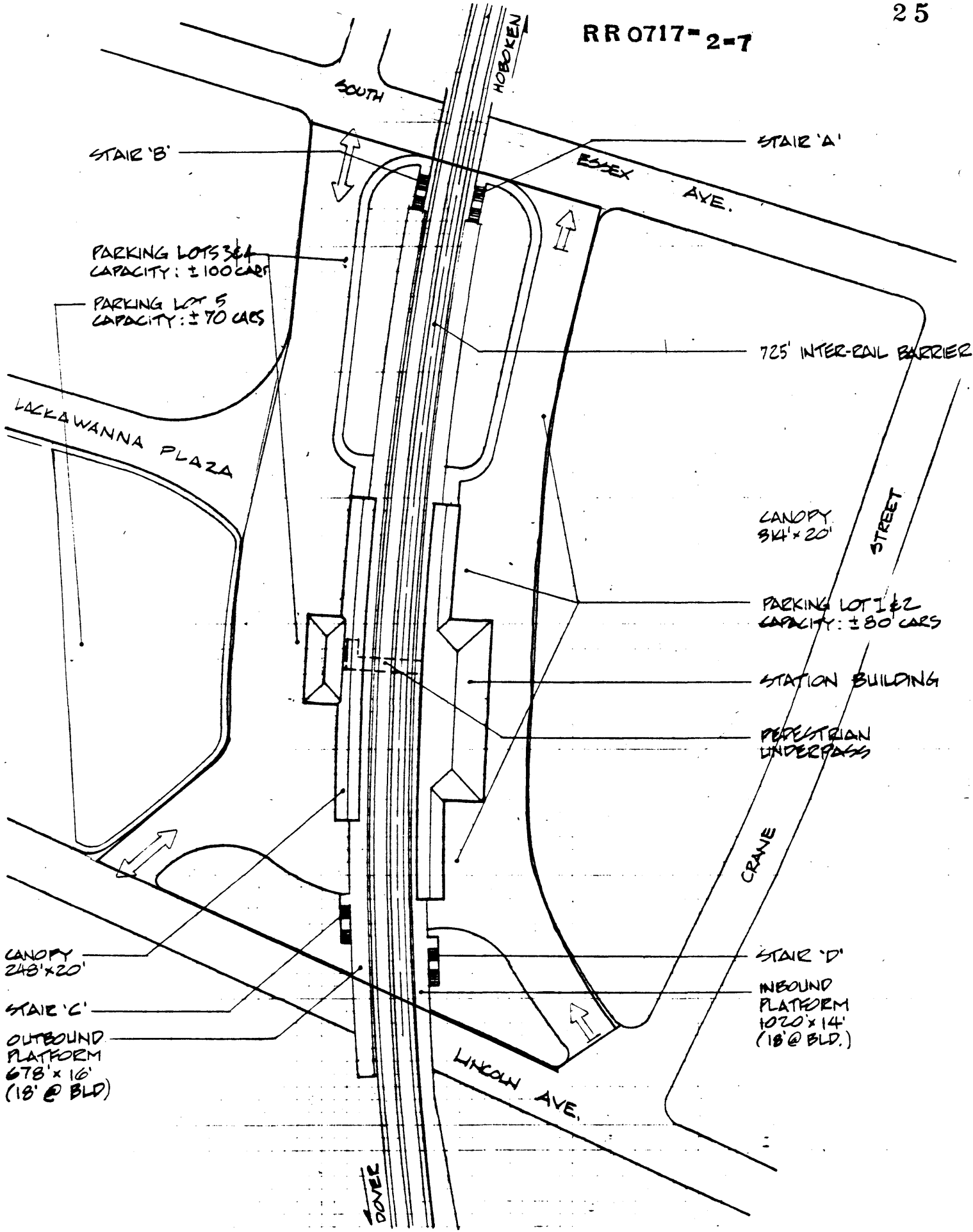
Attach copy of site plan

 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



CANOPY
243' x 20'

STAIR 'C'

OUTBOUND
PLATFORM
678' x 16'
(18' @ BLD)

CANOPY
34' x 20'

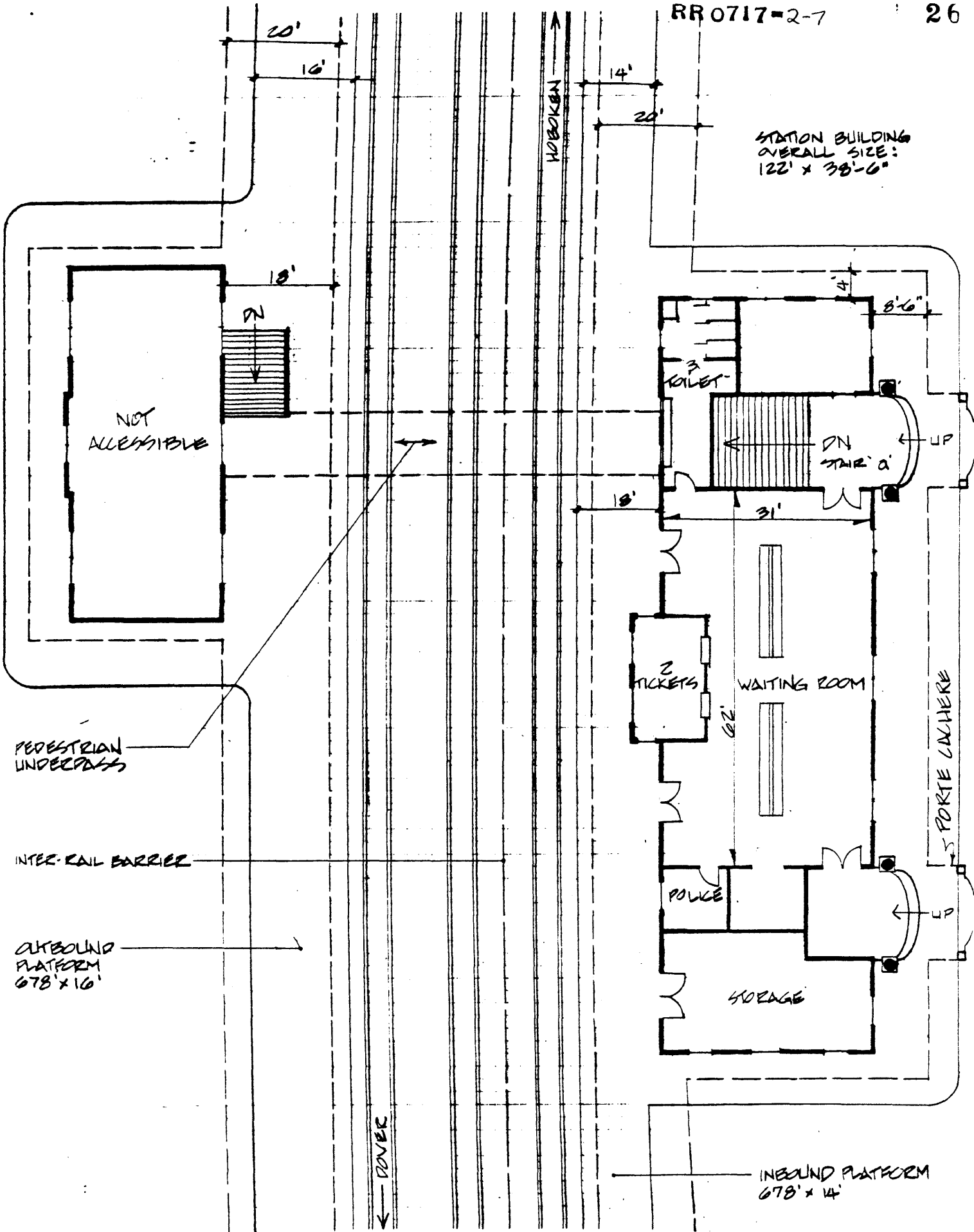
PARKING LOT 1 & 2
CAPACITY: ± 80 CARS

STATION BUILDING

PEDESTRIAN
UNDERPASS

STAIR 'D'

INBOUND
PLATFORM
1020' x 14'
(18' @ BLD.)



STATION BUILDING
OVERALL SIZE:
122' x 38'-6"

NOT
ACCESSIBLE

PEDESTRIAN
UNDERPASS

INTER-RAIL BARRIER

OUTBOUND
PLATFORM
678' x 16'

DOVER
↓

HOBOKEN
↑

2
TICKETS

WAITING ROOM

POLICE

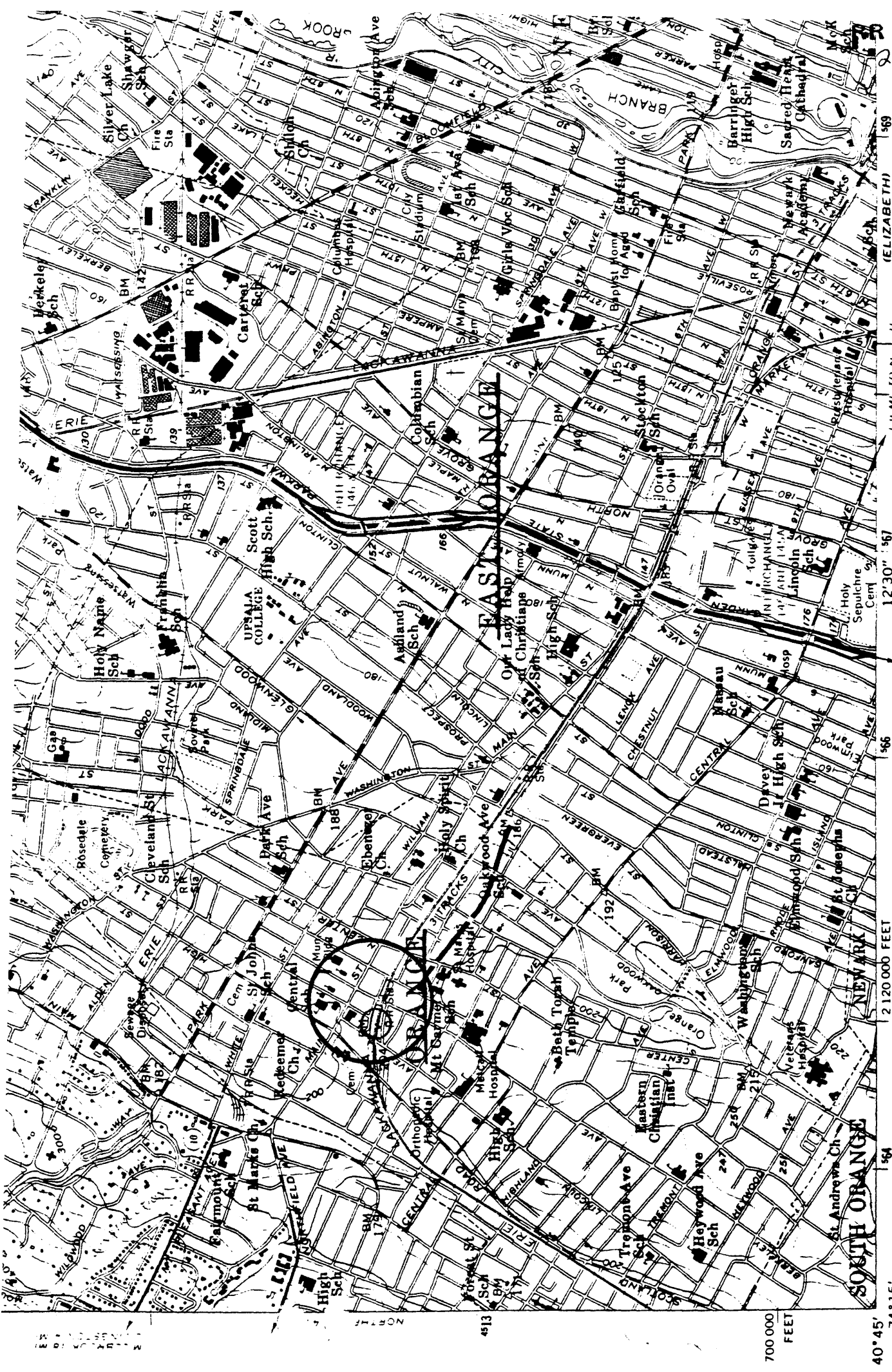
STORAGE

DN
STAIR 'a'

3
TOILET

PORTER CATCHER

INBOUND PLATFORM
678' x 14'



40° 45' 74° 15' 12° 30' 1567 1566 1565 1564
 700 000 FEET 2120 000 FEET
 SCALE 1:24000
 1000 0 1000 2000 3000 4000 5000 6000
 METERS
 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100
 METERS
 11.5°
 MN GN
 U. S. GEOLOGICAL SURVEY
 U. S. TOPOGRAPHIC MAPS
 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 check 1943. Culture revised by USGS by planetable

84 2-7 Orange Railroad Station (Taber, 20th, p. 84)

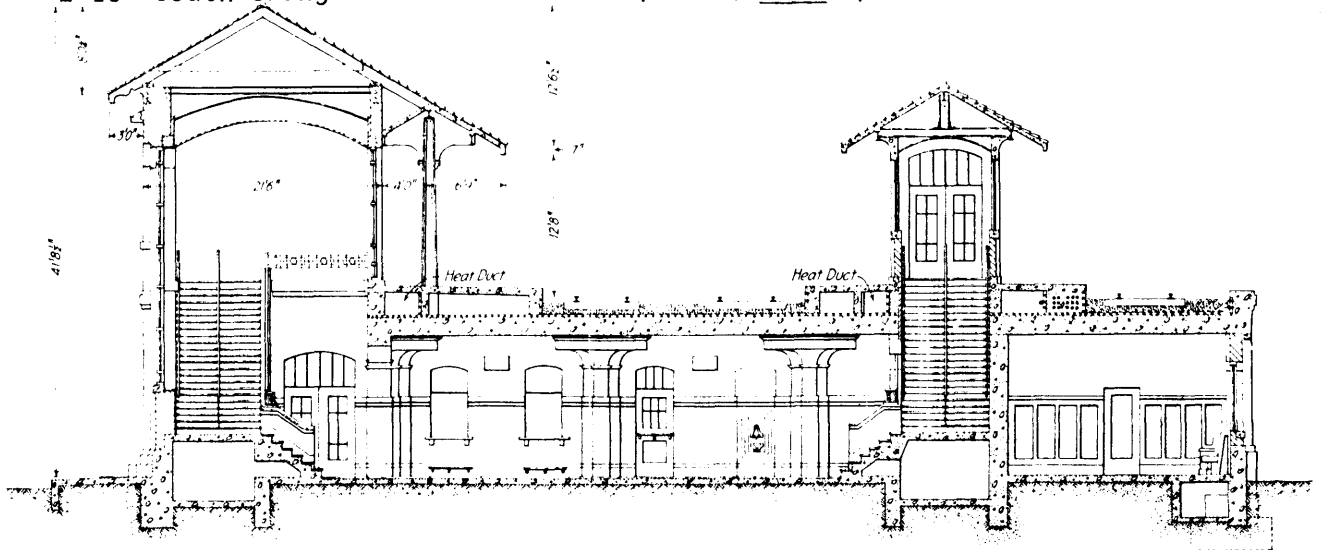


Just west of the Orange station was the freight station with its team tracks to the north of the main line. On the south side were some additional tracks. Between 1916 and 1918 the tracks were elevated a few feet at Orange and west through Highland Avenue and past Mountain Station toward South Orange, which had had its elevation work completed in 1915. The new route between Orange and Highland Avenue was somewhat west of the old so as to reduce Orange curve and take the tracks off Scotland Street.



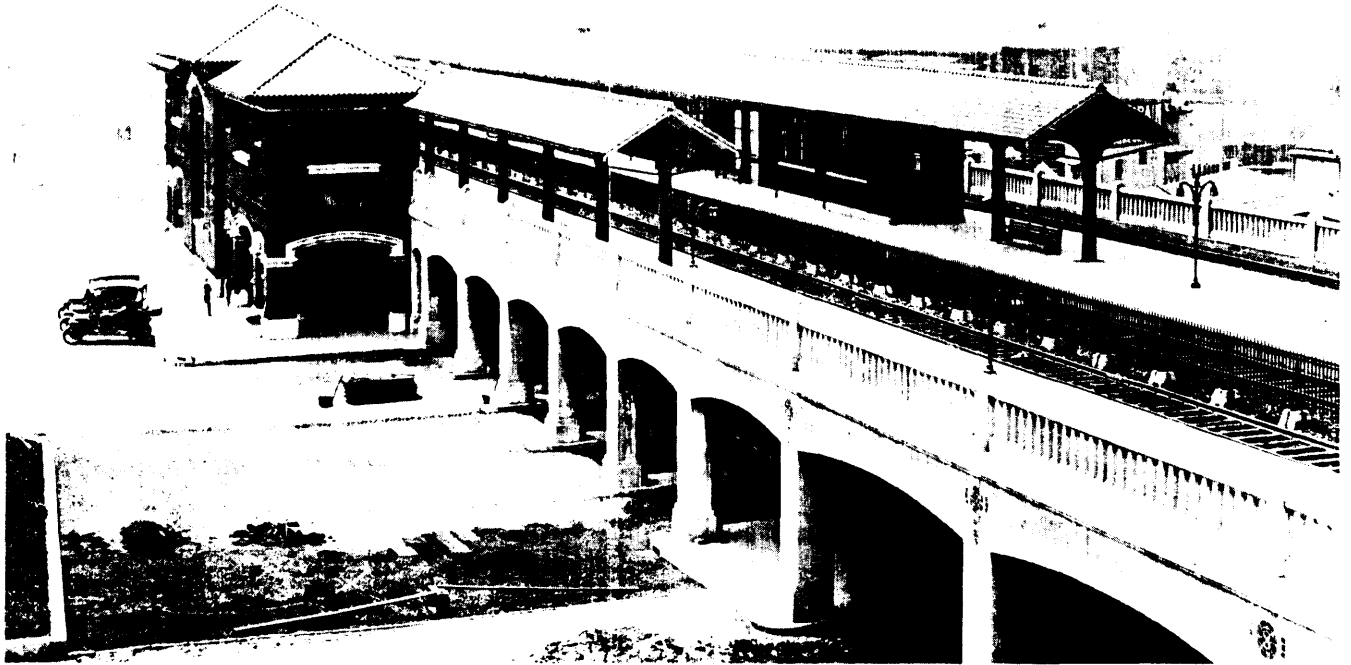
Orange station looking east. The interlocking tower sits on top of the Railway Express building. A milk car is being used for express. Behind the tower is the freight station and new team tracks. This yard also served East Orange. Several coal companies and meat distributing plants had sidings in East Orange along the main line which were elevated when the track elevation work was done. To the left of the main line, where the old freight yard had been, is a single track to serve a customer. The remaining yard area is now part of a road underpass. Although the curve does not appear to be sharp, its speed limit of fifty restricts east bound trains, and should there ever be higher powered trains in the future, westbound trains also. It is the only curve between Milburn and Roseville having a restriction.

2-10 South Orange Railroad Station (Taber, 20th, p. 88)



CROSS-SECTION OF VIADUCT THROUGH STATION, GIVING SUGGESTION OF ARCHITECTURAL TREATMENT

A portion of the South Orange station was built under the tracks because the property line of the railroad was only 79 feet. This cross section drawing shows the flat slab construction resting on pillars and the ticket office underneath the eastbound track.



The first trains passed through the new South Orange station on February 1, 1916. Due to lack of space Chief Engineer George Ray took the advice of the railroad's architect, F. J. Nies, to build the thousand foot station up on pillars for part of its length using the design originated by the Soo Line Railroad freight terminal in Chicago and in later years — following the South Orange success — used by the Lackawanna at Buffalo, East Orange, and Brick Church. The flat slab concrete design, upon which the tracks and station platforms were placed, was constructed under the direction of A. B. Cohen, the railroad's competent concrete engineer who was responsible for all the concrete work on the railroad — and there was plenty of that. To enhance the appearance of the plain concrete exterior, ornamental tiles were inlaid over each column. The station was completed in February 1916. To celebrate the opening, a formal dinner was given in the waiting room which was attended by Lackawanna officials and the town fathers.

SUMMARY

Station: Orange

Line: Morristown

Index:

Field Survey Conducted September, 1978

- X 1. Site Base at 1" = 100'
- X 2. Floor Plan at 1" = 20'
- X 3. Platform and Canopies
- X 4. Station Building _____ Structural _____ Mech. & Elec.
- X 5. Track Crossings and Barriers
- X 6. Parking Access and Circulation
- X 7. Information System
- X 8. Notes on Community & Security Aspects
- X 9. Record Photograph of Station X Detailed Field Photographs

Information File:

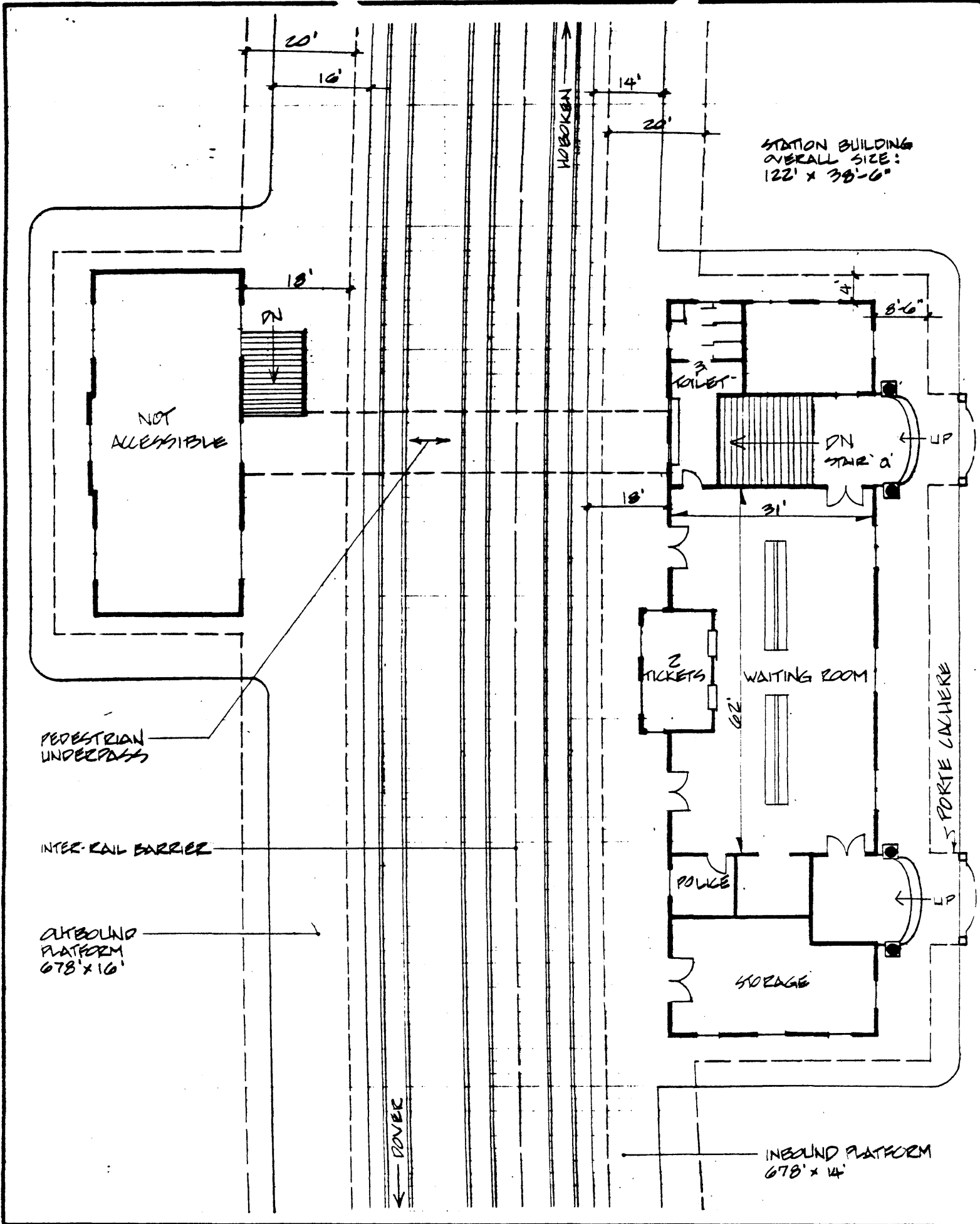
- X Aerial Photograph at 1" = 200'
- X Station Location Plan from USGS maps or Hagstrom Maps
- X Proposed Taking Lines of 900 Day Option Station Parcels
- X Summer 1970 Ground Survey of Rail Parking - NJ DOT
- X September 1974 Survey - NJ DOT (Dept. of Commuter Services)
- X Tri-State Aerial Photo Survey of Rail Parking 1970
- _____ Conrail Data Survey for Station
- X TOPICS or Traffic Improvements Planned in Station Area
- _____ Community Renewal Plans for Station
- _____ Historical File for Station
- X Schedule of Trains and Buses
- _____ Other

Conrail Count May 1977 - All Day (Week Day) Boarding Passengers 559

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

Agent: Yes Hrs/Days: 5:40 a.m. - 2:10 p.m. Monday through Friday
Closed Saturday & Sunday

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



3 PLATFORMS & CANOPIES

Station: ORANGE

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

PLATFORMS	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length X Width	<u>1020' x 14' 9 1/8'</u>	<u>672' x 10' 9 1/8'</u>	_____ X _____
Height Above Top of Rail	<u>6"</u>	<u>3"</u>	_____
Platform Material	<u>ASPHALT & CONCRETE</u>	<u>ASPHALT & CONCRETE</u>	_____
Edge Material	<u>TREATED WD. & CONCRETE</u>	<u>TREATED WD. & CONCRETE</u>	_____
Safety Line, Material	<u>yes/no WHITE STRIPE</u>	<u>yes/no WHITE STRIPE</u>	yes/no _____
Guardrail (Locate) *	yes/ <u>no</u>	yes/ <u>no</u>	yes/no _____
In-cut/Retaining Walls	_____	_____	_____
Lighting - Type,	<u>INCAND.</u>	<u>INCAND.</u>	_____
O.C., Setback f/rail	<u>60' O.C. 19' S.B.</u>	<u>60' O.C. 19' S.B.</u>	_____
Seating-Mat'l & Qty.	<u>NONE</u>	<u>WOOD (4)</u>	_____
Stairs: (ramps used: A	<u>vert. rise 18'-1"</u>	<u>vert. rise 16'-4"</u>	<u>vert. rise _____</u>
yes / no) B	<u>width 9'-0"</u>	<u>width 8'-0"</u>	<u>width _____</u>
Locate: C	<u>18'-1"</u>	<u>8'-0"</u>	_____

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

PLATFORM AT STATION BUILDING IS CONCRETE AND 18' WIDE.
 PLATFORM - ALTHOUGH PORTIONS OF PLATFORM ARE PATCHED (PHOTO #1, 32).
 GRADE SEPARATION (PHOTO #1 & 17) IS STILL HAZARDOUS AT NIGHT.
 PLATFORM IS ALSO BROKEN-UP AND CRACKED IN SPOTS (PHOTO #2 & 31).
 THERE IS NO GUARDRAIL, BUT RAISED CURB AT PLATFORM. (18" HIGH INSIDE SIDE

Continue on back of page _____

CANOPY/OVERHANG	IN-BOUND SIDE	OUT-BOUND SIDE	ISLAND BET'N TRACK
Length x Width	<u>314' x 20' 10 1/5 6'</u>	<u>250' x 20'</u>	_____ X _____
Height (Lowest)	<u>12'-3"</u>	<u>12'-3"</u>	_____
Setback from Rail	<u>6'-6"</u>	<u>6'-6"</u>	_____
Structure w/Spacing	<u>CONC. PIER 16' O.C.</u>	<u>CONC. PIER 16' O.C.</u>	_____
Setback-Rail to Support	<u>16'-0"</u>	<u>11'-6"</u>	_____
Deck Material	<u>WOOD T & G</u>	<u>WOOD T & G</u>	_____
Roofing	<u>3" THICK TILE</u>	<u>3" THICK TILE</u>	_____
Shape	<u>Slope / Gable / Flat</u>	<u>_____</u>	_____
Drainage	<u>COPPER GUTTER / GALV. LEAD</u>	<u>COP. GUTTER / GALV. LEAD</u>	_____
Lighting	<u>INCAND. 30' O.C.</u>	<u>INCAND. 30' O.C.</u>	_____

CONDITION (Note apparent poor conditions only):

Few roof tiles need replacing on both canopies. (PHOTOS #3 & 4).
 BOTH ALSO NEED BIRD PROOF (MANY PIGEONS).

Continue on back of page _____

4 STATION BUILDING

SHELTER

STATION: ORANGE

In-Bound (NY, H, N) In-Use YES; Out-Bound In-Use NO; Number of Levels 1 I.B. 1 O.B. 1
 Relation of Main to Track (under, over, level) Relation of Entry to Street 2 RIVERS I.B. LEVEL O.B. LEVEL
 Roof Overhang - width: 8'-6" FRONT / 4'-SIDES Location: (refer to Floor Plan SEE FLOOR PLAN / PORTE COCHERE)
 Interior and Entry Stairs, Ramps, escalators, elevators: (Note vertical rise; locate (refer to Floor Plan & label for cross-reference):
 a) width 10'-0" vertical rise 12'-3" b) width 10'-0" vertical rise 2 R 8" OR 1'-0"
 c) width 11'-6" SIDEWALK vertical rise 2 R 8" OR 1'-0" d) width 10'-0" vertical rise 1'-0"

EXTERIOR MATERIALS AND SYSTEMS:

Foundation CONCRETE Doors WOOD
 Base Course LIME STONE (photo) Roof Deck WOOD
 Walls BRICK Roofing CLAY TILE
 Trim LIME STONE Soffit WOOD
 Windows - operable - / no; WOOD, CASSEMENT & DOUBLE HUNG
 Structural System (consultant: NO) BRICK BEARING WALL, STONE COLUMNS & IRON AT PORTE COCHERE
FIRST FLOOR - FLAT SLAB CONCRETE SLAB ON COLUMNS & BEAM SYSTEM, EXPOSED TIMBER TRUSSE
 Drainage CONTINUOUS LEAD LINED COPPER GUTTER, ALUMINUM DN. SPTS, CAST IRON SHOES

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

Space*	Floor	Base	W/Cot	Walls	Ceiling	Ceiling Hgt.	Lighting
1. Waiting Room <u>7ED</u> S.F.	<u>TEER.</u>	<u>MARBLE</u>	<u>-</u>	<u>BRICK</u>	<u>WOOD</u>	<u>VARIABLES</u>	<u>HAVING IN</u>
2. Ticket Office	<u>TEER</u>	<u>WOOD</u>	<u>WOOD</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>9'-0"</u>	<u>INLAND</u>
3. Mens Toilet	<u>NOT ACCESSIBLE</u>						
4. Womens Toilet	<u>QUAR. TILE</u>	<u>GR. TILE</u>	<u>GR. TILE</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>10'-0"</u>	<u>INLAND</u>
5 <u>BAGGAGE</u>	<u>CONCRETE</u>	<u>-</u>	<u>-</u>	<u>BRICK</u>	<u>PLASTER</u>	<u>10'-8"</u>	
6 <u>POLICE OFFICE</u>	<u>TEER.</u>	<u>WOOD</u>	<u>WOOD</u>	<u>PLASTER</u>	<u>PLASTER</u>	<u>9'-0"</u>	<u>INLAND</u>
7 <u>BAGGAGE</u>	<u>TEER</u>	<u>MARBLE</u>	<u>-</u>	<u>BRICK</u>	<u>CLAY TILE</u>	<u>9'-0"</u>	<u>INLAND</u>
8 <u>STAIR WAY TO UNDERPASS</u>	<u>CONCR.</u>	<u>-</u>	<u>-</u>	<u>CONCRETE</u>	<u>CONCRETE</u>	<u>8'-4" / 9'-4"</u>	<u>FLOOR</u>

- A. Concessions and Businesses: Taxi Newsstand/coin box Pay Toilet Vending Machines
 Other: RADIATORS INCORPORATED IN BACK OF BENCHES
- B. Waiting Room Seating: describe (photo): HIGH BACK WOOD BENCHES (WALL & AT CENTER) Capacity 75
- C. Number of Public Phones and Locations: ONE BOOTH ON I.B. 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: POOR WITH/WITHOUT HIGH BENCHES HIGH VIEWS
- F. Is passage from the station to platforms sheltered: / 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 # -
 platform I.B. (NY) # -, platform O.B. # -, pick/up areas: 2 (photos)
- I. Mailbox: yes / no
- J. Water fountain: yes / no; location: -
- K. Describe other commuter conveniences: NONE

— SHELTER - location: I.B. (NY, H, N) - O.B. (indicate on site plan or aerial; photos or sketch)
 Size Width 24' Length 50' Height -
 Material BRICK
 Base LIMESTONE
 Lighting N/A
 Condition BOARDED-UP

4a STATION BUILDING ✓

SHELTER

STATION: ORANGE

Record Photograph _____ 197 _____

CONDITION: *

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

Foundations:

Walls/Doors/Windows: DOOR/WINDOWS - VERY BAD CONDITION, EXTENSIVE
BROKEN GLASS (PHOTOS # 35 & 37)

Stairs:

Roof/Drainage: ROOF - MANY BROKEN TILES - NEEDS REPLACEMENT (PHOTO # 21)

Other UPPER ENTRANCE CANOPY NEEDS REPAIR.
CONCRETE SIDEWALK NEEDS REPAIR (PHOTO # 5)

Interior (locate elements by room; photograph poor conditions)

Walls/ Doors/Windows:

Floor: TERRAZZO FLOOR - SOME CRACKS BUT IN OVERALL GOOD CONDITION

Ceiling:

Stairs:

*Note: Indicate apparent poor conditions only, not routine maintenance conditions.
Write informal recommendations, i.e., suggestions for improvements on reverse side.

8 Community & Security Aspects

Station: Orange

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 between I - 28 and Main Street, which is a main commercial street in Orange.

Surveillance of the station and platforms is adequate from the parking lots. The platform in front of the station/shelter is visible from the opposite side. The pedestrian underpass is not visible and requires patrol on foot. Shadows, screening and shielding are minimal.

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 one block from the main commercial street. Non-commuter pedestrians do not use the station area, which is somewhat removed from the main stream of activity.

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

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

Broken window, roof tiles

4. Question the ticket agent about vandalism problems. The agent states that there has been little vandalism lately; however, there has been some theft of auto parts.