

1. IDENTIFICATION

- A. Name: Common Newark (Broad St) Historic Line: Hoboken Division
Morristown Line
(Delaware, Lackawanna, and Western)
- B. Address or location: Broad and University
Newark, N.J. 07102 County: Essex
Municipality: Newark City
Block & lot: part of 165/111
- C. Owner's name: N.J. Transit
Address: Trenton, N.J.

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

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

The station, located S of the tracks, consists of a 2½ story rectangular main block with a slightly lower 2 story wing at the W end. Both roofs are hipped, their ridge lines paralleling the tracks. Projecting from the SE corner of the block is a square based tower with a pyramidal roof roughly twice the height of the main hipped roof. Symmetrically placed on the S facade of the main are two hipped dormers each containing round arched surrounds and pilasters framing oversized windows on the 2nd floor. These surrounds divide the upper facade into 3 equal parts, each containing 4 windows. The lower facade contains 8 windows and 4 doors, with a door and 2 windows on the basement level. The wing contains 2 windows above and 2 windows and a door below. The upper N facade contains 4 central windows flanked on either side by triple doors surmounted by a 3-pane transom, double doors surmounted by a single pane transom and a single window. The wing contains a door and two windows. On the E facade are 3 windows on the 2nd floor, 3 on the first, and a double door and window on the basement level. On the W facade are 3 windows on the 2nd floor and a door and 2 windows on the first. On the E and S facades, 1st floor windows are trimmed with limestone detailing. Near its roof the tower contains 4 attenuated windows on each side, below which are 4 large clock faces set in cartouche surrounds. Presently they are sealed and not visible from the exterior. On the E and S facades there are paired windows with limestone surrounds on the second floor level and double doors on the first. There is a small brick chimney rising at the W end of the ridge of the main block. Until recently, a continuous canopy adjoined the base on the E and S. The walls are red brick, the base, rusticated limestone, and the roofing, asphalt shingle (slate originally). Most materials appear original.

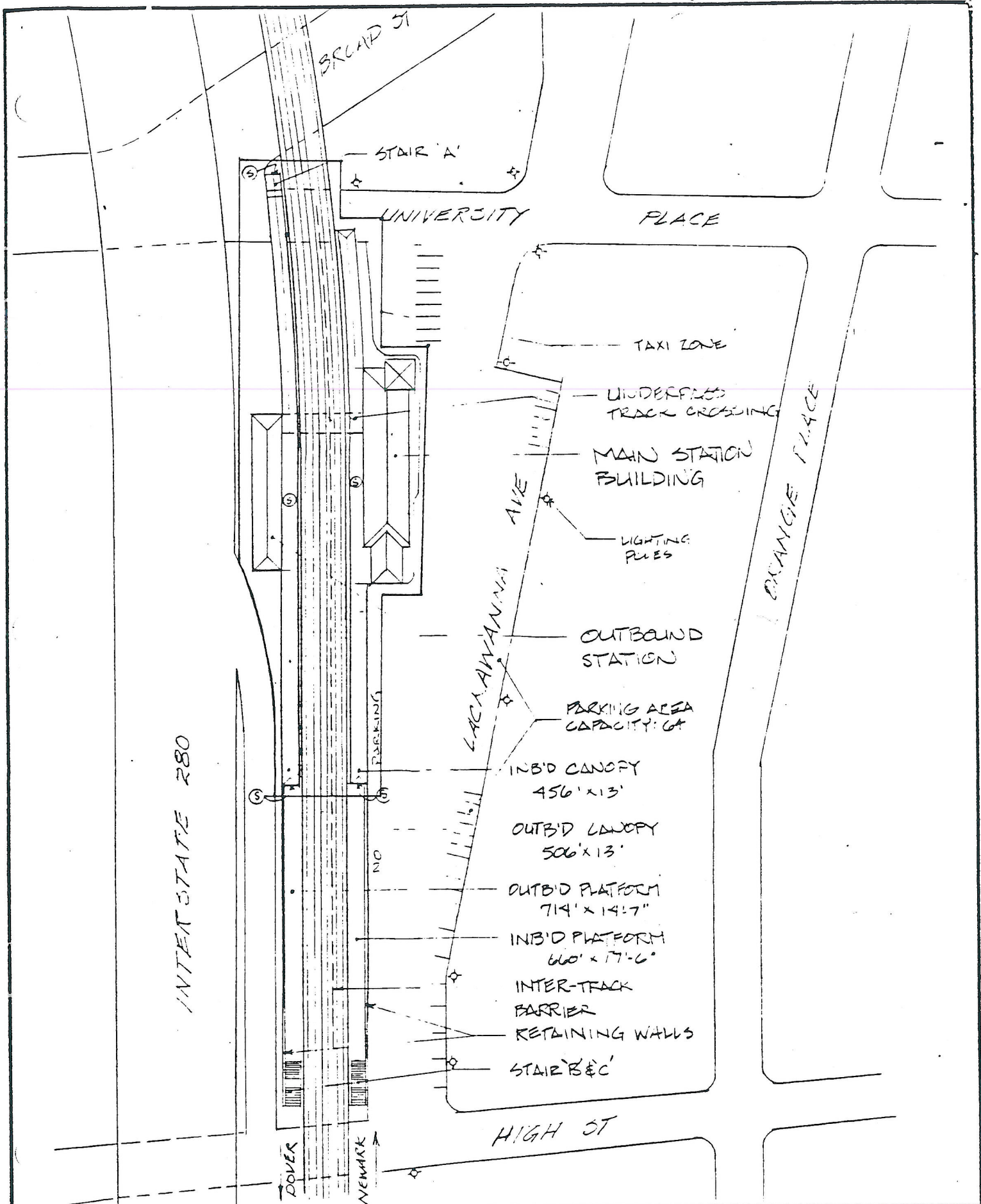
12. 5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

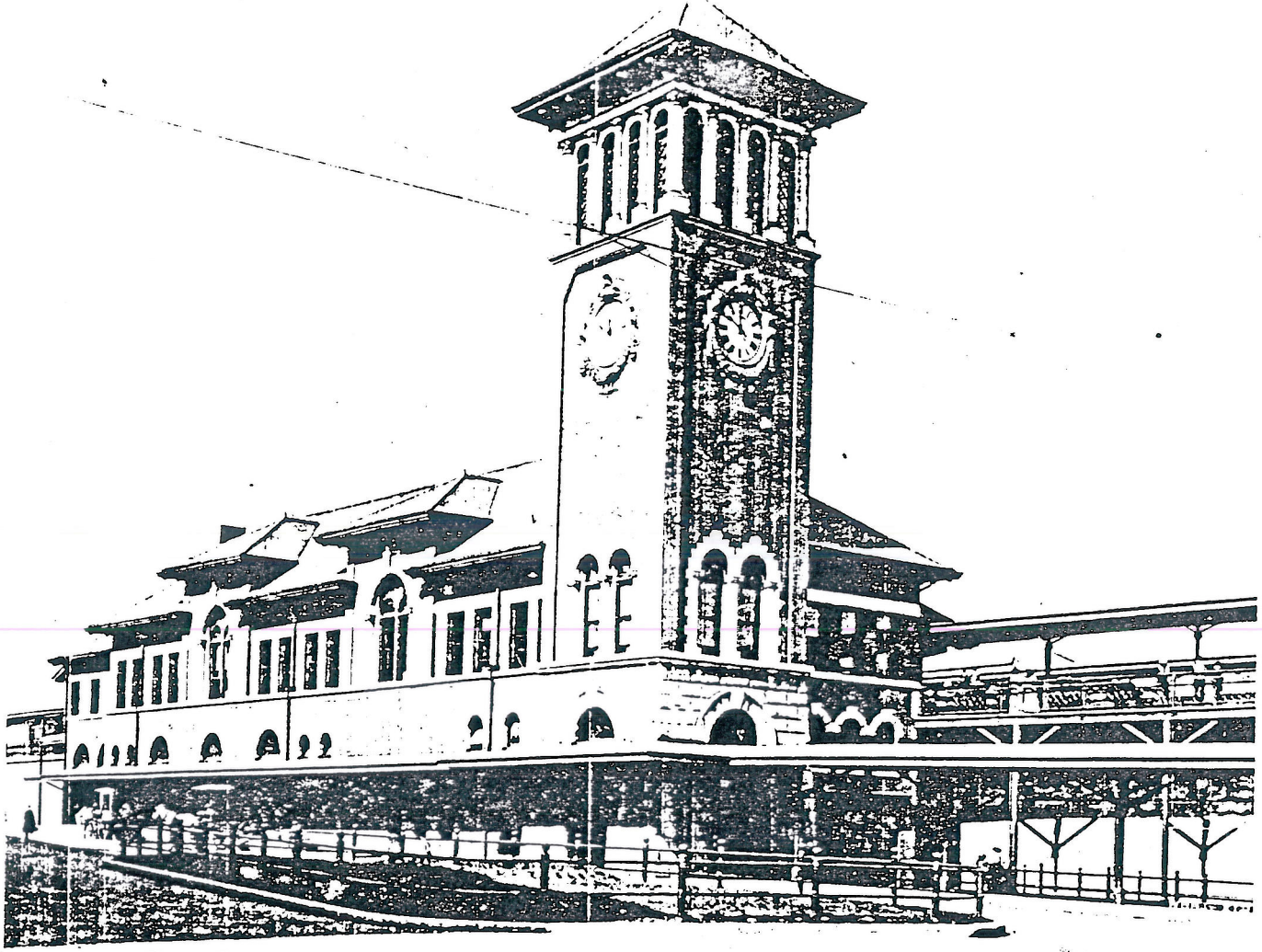
Architect Frank J. Nies source plans
 Date 1901-1903 Source DL&W Alteration dates Source
 Style Renaissance/Classical Revival
 # passenger trains/day (present) 143 in 1980 Peak (#, Yr.) 182 in 1940 (commuter)
 Original station on site 146 in 1901(commuter) 10 long dist. in 1940
 6 long distance in 1901

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

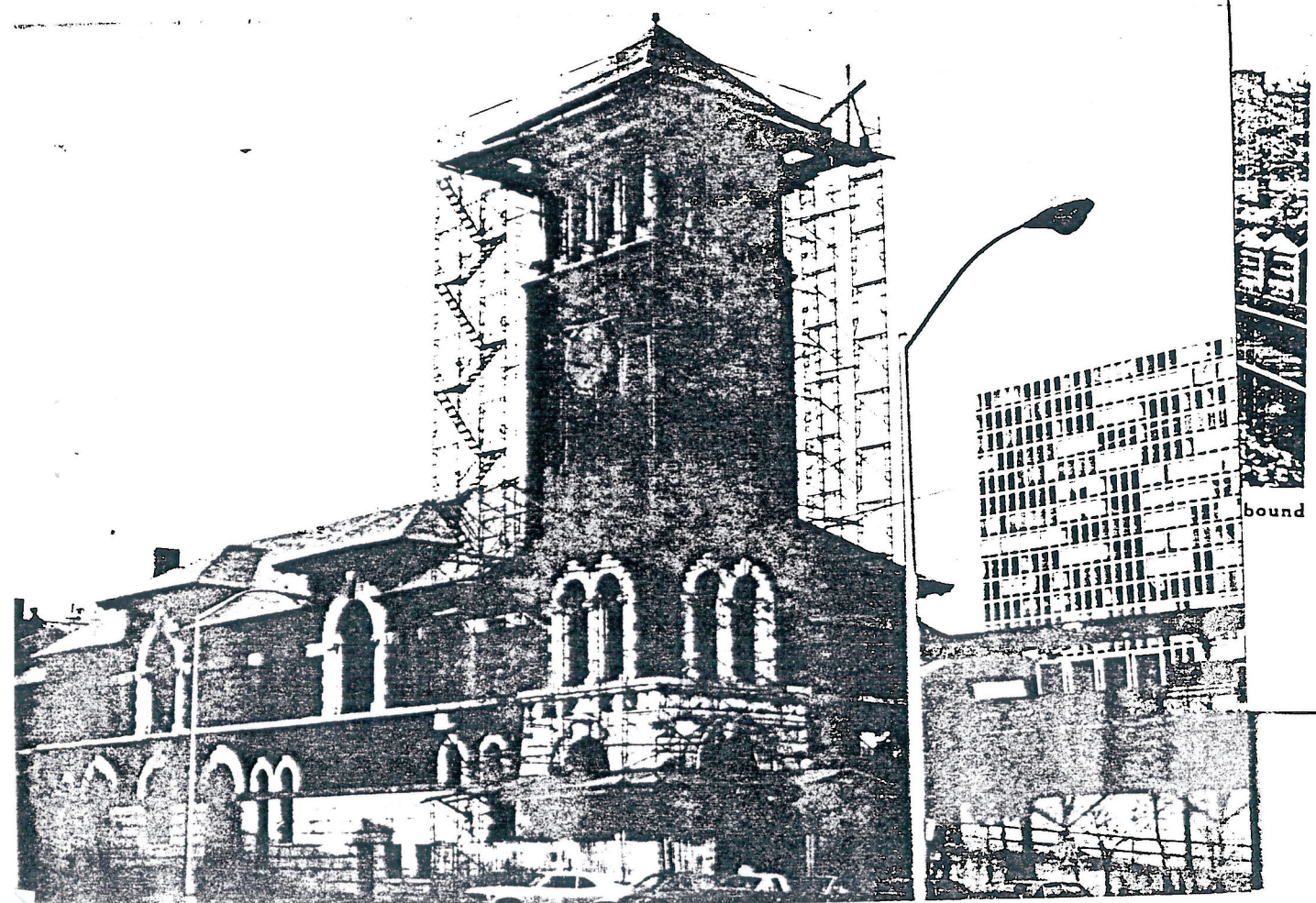
The complex was designed by Frank J. Nies and his staff at the Engineering and Architects Departments of the D L & W Railroad. Its construction coincided with the commencement of a grade separation project accomplished during the administration of President William Haynes Truesdale. Over the years, Broad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

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





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



N.J. Office of Cultural and Environmental Services, 109 W. State Street,
Trenton, N.J. 08625 609-292-2023
Prepared by Heritage Studies, Inc. Princeton, N.J. 08540 609-452-1754

RR 0714-
Survey # 2-2

NEW JERSEY TRANSIT RAILROAD STATION SURVEY

1. IDENTIFICATION

- A. Name: Common Newark (Broad St) Historic Line: Hoboken Division
Morristown Line
(Delaware, Lackawanna, and Western)
- B. Address or location:
Broad and University County: Essex
Newark, N.J. 07102 Municipality: Newark City
Block & lot: part of 165/111
- C. Owner's name: N.J. Transit
Address: Trenton, N.J.
- D. Location of legal description: Recorder of Deeds, Essex County
Courthouse, Raymond Boulevard, Newark, N.J.
- E. Representation in existing surveys: (give number, category, etc.,
as appropriate)
- HABS _____ HAER _____ ELRR Improvement _____ NY&LB Improvement _____
- Plainfield Corridor _____ NR(name, if HD) _____
- NJSR (name, if HD) _____
- NJHSI (#) _____
- Northeast Corridor _____
- Local _____ (date _____)
- Modernization Study: site plan ☒ floor plan ☒ aerial photo _____
- other views ☒ photos of NR quality? ☐ no ☐

2. EVALUATION

- A. Determination of eligibility: SHPO comment? _____ (date _____)
NR det.? _____ (date _____)
- B. Potentially eligible for NR: yes ☒ possible _____ no _____
individual _____ thematic ☒
- C. Survey Evaluation: 230 / 255 points

FACILITY NAME: Broad St (Newark)

3. DESCRIPTION--PLATFORMS AND CANOPIES

☒ Inbound 660' concrete and asphalt platform

☐ Outbound

☒ Between tracks none

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

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

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Fill out separate sheet for each building at facility.

Station	x	Shelter	Freight House	Other	(specify)
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EXTERIOR MATERIALS AND SYSTEMS:

	<u>Original</u>	<u>Existing, if different</u>
Structural system:	<u>bearing wall, frame roof</u>	<u></u>
Foundation:	<u>poured concrete</u>	<u></u>
Base course:	<u>rusticated limestone</u>	<u></u>
Walls:	<u>brick, flemish bond, red</u>	<u></u>
Trim:	<u>limestone voussoirs; concrete string course, lintels, volutes, pilasters, cartouches</u>	<u></u>
Doors:	<u>1/2 panel with single pane transom</u>	<u></u>
Roofing:	<u>slate</u>	<u>asphalt shingle</u>
Soffit:	<u>none</u>	<u></u>
Windows:	<u>1/1, some with round arch fanlights and surrounds</u>	<u></u>
Lighting:	<u>incandescent fixtures</u>	<u></u>
Signage:	<u>unknown</u>	<u></u>
Drainage:	<u>copper gutters and leaders</u>	<u></u>
Other:	<u>wood frame canopy (E and S) at tower, Art Nouveau iron brackets, cylindrical iron columns, splayed brackets</u>	<u>only portion at base tower remains</u>

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FACILITY NAME: Newark (Broad Street)

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Foyer

NUMBER ON FLOOR PLAN _____

OriginalExisting, if differentFloors: terrazzo, gray tile border

Base: _____

Wainscot: board, stain or varn.(brown paint)Walls: plaster(beige paint)Ceiling: plaster, recessed groin vault(beige paint)Trim: plaster pilasters, frieze, cornice,
ceiling boss at centerDoors: 1/panel(brown paint)Seating: noneLighting: incandescent fixturehanging MV fixture

Other: _____

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FACILITY NAME: Newark (Broad Street)

Survey # 2-2

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Lobby-Waiting Room

NUMBER ON FLOOR PLAN 1

Original

Existing, if different

Floors: terrazzo, tile detail (gray)

Base: glazed brick (brown)

Wainscot: glazed brick (white, brown speckle)
(continues into tunnel)

Walls: plaster

(beige paint)

Ceiling: plaster, cornice molding

(white paint)

Trim: wood molded surrounds, architraves, varn.
plaster D,L & W cartouches

Doors: 1/2 panel, stain or varn.

(brown paint)

Seating: (4) slat board benches with turned legs (brown paint)

Lighting: incandescent fixtures

hanging MV fixtures

Other: (4) cast iron radiators (N)
cast iron railing and balustrade,
wood classical newel posts, metal
lamp stand on E newel post

SW corner partitioned off
into office

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FACILITY NAME: Newark (Broad Street)

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Newsstand

NUMBER ON FLOOR PLAN _____

OriginalExisting, if differentFloors: NOT ACCESSIBLE

Base: _____

Wainscot: _____

Walls: _____

Ceiling: _____

Trim: _____

Doors: _____

Seating: _____

Lighting: _____

Other: _____

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FACILITY NAME: Newark (Broad Street)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Toilet Room (W end)

NUMBER ON FLOOR PLAN _____

OriginalExisting, if differentFloors: terrazzo, tile border (gray)Base: board, stain or varn.(green paint)Wainscot: vertical board, stain or varn.(green paint)Walls: plaster(green paint)Ceiling: plaster(green paint)Trim: wood molded chairrail, door surround
stain or varn.(green paint)Doors: unknownmissingSeating: noneLighting: incandescent fixture

Other: _____

FACILITY NAME: Newark (Broad Street)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

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

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FACILITY NAME: Newark (Broad Street)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS _____

NAME Toilet Room (E end)

NUMBER ON FLOOR PLAN _____

Original

Existing, if different

Floors: terrazzo (beige), tile border (gray, white)

Base: board, stain or varn. (black paint)

Wainscot: vertical matched boards, stain or varn. (yellow paint)

Walls: plaster (green, yellow paint)

Ceiling: plaster (lath exposed)

Trim: molded wood chairrail, door surround, stain or varn. (yellow paint)
(black paint)

Doors: unknown single panel wood

Seating: unknown _____

Lighting: incandescent fixtures hanging fluorescent fixtures

Other: cast iron radiator plywood partition walls

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FACILITY NAME: Broad St. (Newark)

3. DESCRIPTION--PLATFORMS AND CANOPIES

☐ Inbound

☒ Outbound 714' concrete and steel platform

☐ Between tracks

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

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

FACILITY NAME Newark (Broad Street)

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Survey # 2-2

4. DESCRIPTION - BUILDINGS (EXTERIOR) CONTD.

Fill out separate sheet for each building at facility.

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

EXTERIOR MATERIALS AND SYSTEMS:

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

FACILITY NAME: Newark (Broad Street)

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Survey # 2-2

4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

SHELTER
STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 3

NAME Waiting Room

NUMBER ON FLOOR PLAN

	<u>Original</u>	<u>Existing, if different</u>
Floors:	<u>board</u>	<u>asphalt</u>
Base:	<u>board, stain or varn.</u>	<u>(maroon paint)</u>
Wainscot:	<u>matched board, stain or varn.</u>	<u>(grained paint)</u>
Walls:	<u>plaster</u>	<u>(yellow paint)</u>
Ceiling:	<u>plaster</u>	<u>(yellow paint)</u>
Trim:	<u>molded wood surrounds</u>	<u> </u>
Doors:	<u>1/2 panel with transom, double leaf</u>	<u> </u>
Seating:	<u>(2) built-in board benches (N,S)</u>	<u> </u>
Lighting:	<u>incandescent fixtures</u>	<u>fluorescent fixtures</u>
Other:	<u>(4) cast iron radiators</u>	<u>(2) telephone stands</u> <u>elec. clock (W)</u>

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FACILITY NAME: Newark (Broad Street)

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4. DESCRIPTION - BUILDINGS (INTERIOR) CONTD.

STATION - ROOM AND FINISH SCHEDULE

NUMBER OF ROOMS 3NAME Ladies' RoomNUMBER ON FLOOR PLAN 4Original NOT ACCESSIBLEExisting, if different

Floors: _____

Base: _____

Wainscot: _____

Walls: _____

Ceiling: _____

Trim: _____

Doors: _____

Seating: _____

Lighting: _____

Other: _____

FACILITY NAME: Broad St. (Newark)

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6. GEOGRAPHIC DATA

Verbal boundary description (if Block/Lot not available)

Boundaries are outlined on the site plans.

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

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

USGS Quad Elizabeth Scale 1:24,000

7. REFERENCES

BIBLIOGRAPHIC:

D L & W, annual report, 1901

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

ICONOGRAPHIC:

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

film: 8 mm. Nicholas Tino collection, 1959

8. PHOTO

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

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FACILITY NAME: Broad St. (Newark)

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

x (40) composition, craftsmanship

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

____ (25)

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

____ (15)

d. Average quality or interest

____ (5)

iv. SPECIAL QUALITIES

a. Noteworthy overall interior design or detailing

x (15) classically inspired plaster-

b. Some noteworthy interior detailing

____ (5) work

(____ interior not accessible)

c. Part of cohesive complex

1) station and shelter

x (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: Newark (Broad St.)

Attach copy of site plan

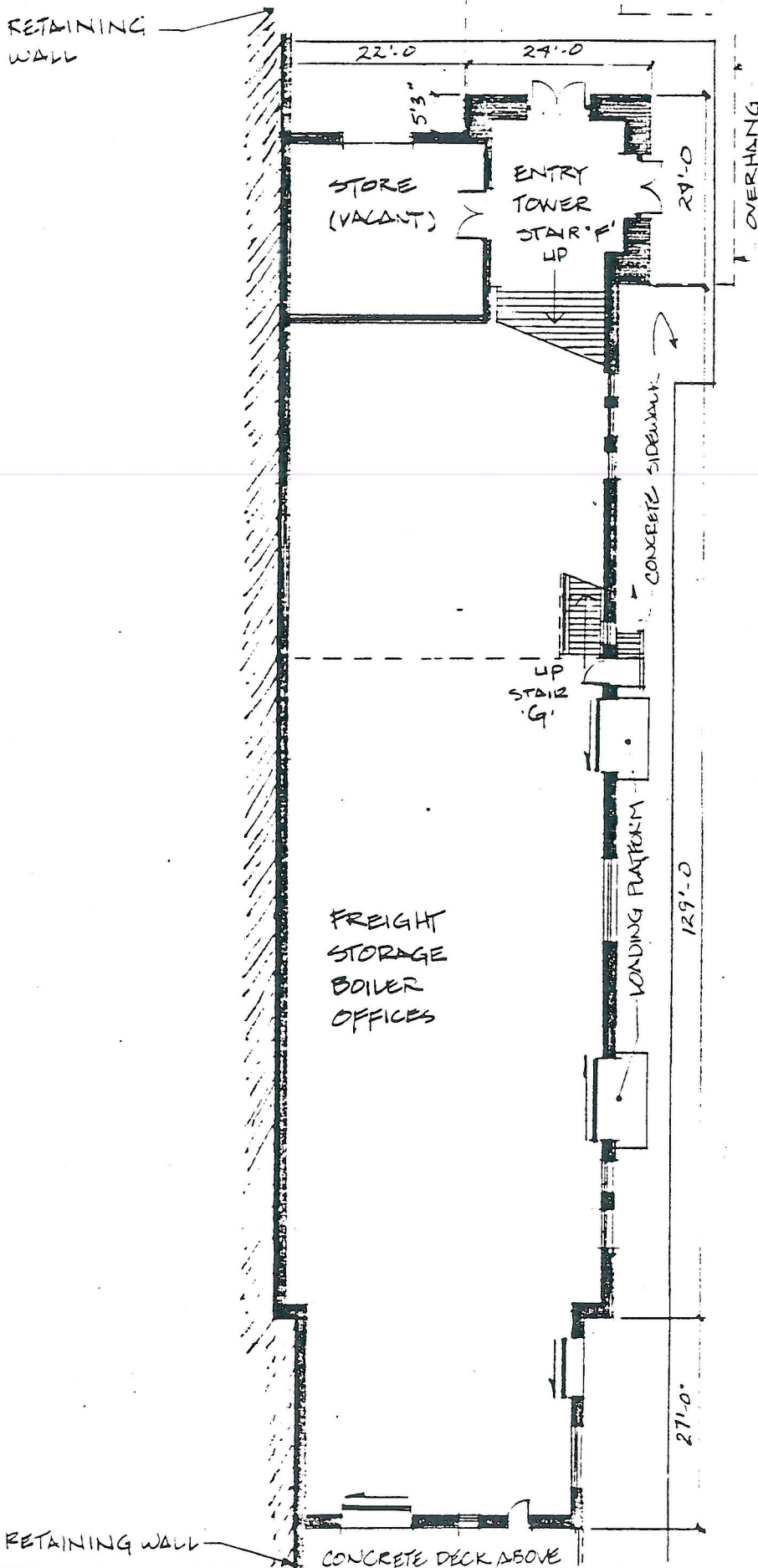
____continuation sheets attached

FORM PREPARED BY: Richard Meyer

Date: August, 1981

Charles Ashton

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

RETAINING
WALL

FIRST FLOOR PLAN

8050[±] Gross

RETAINING WALL

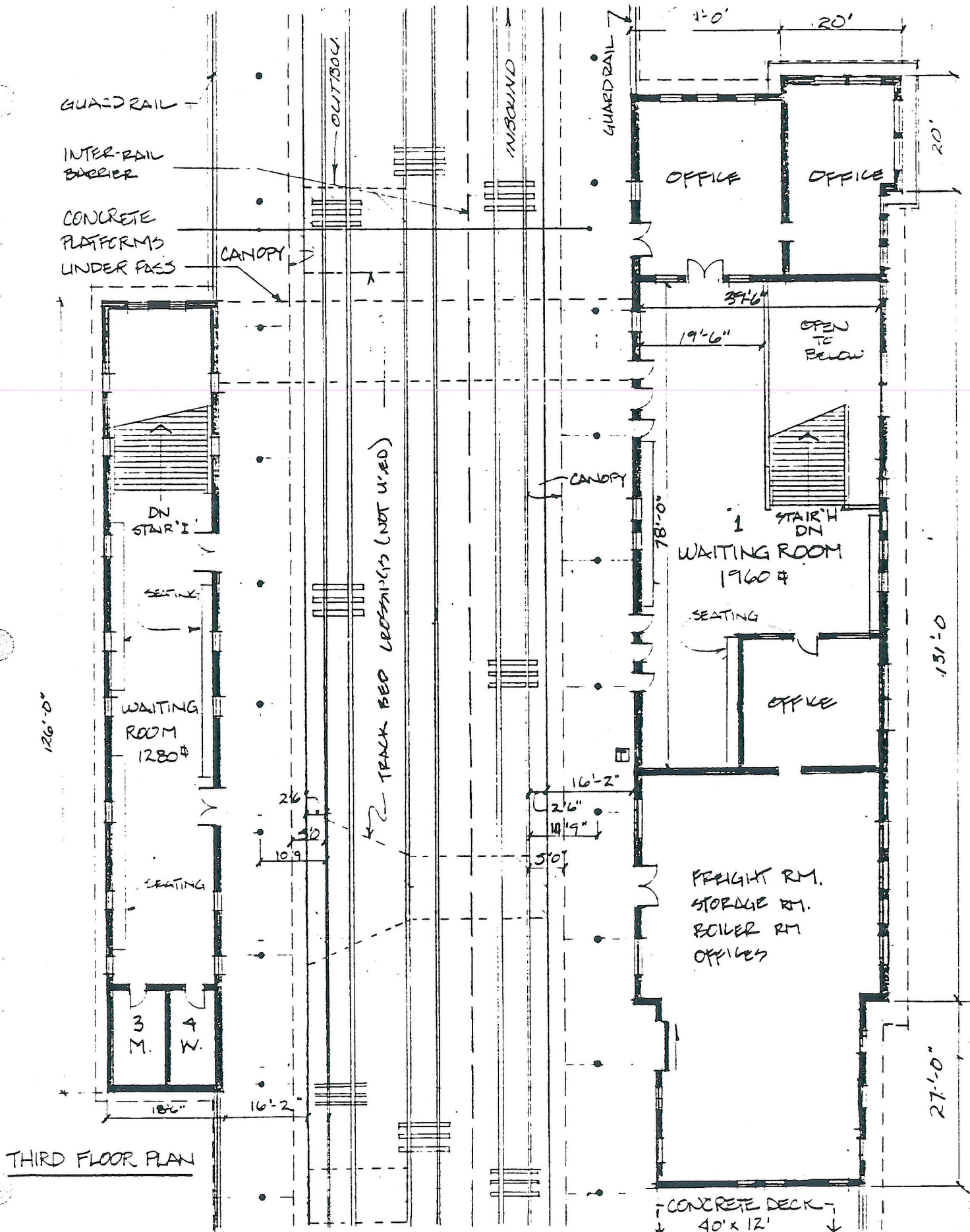
CONCRETE DECK ABOVE

NEWARK - BROAD STREET
MORRISTOWN LINE

SCALE: 1/20

DATE: OCT. 1978



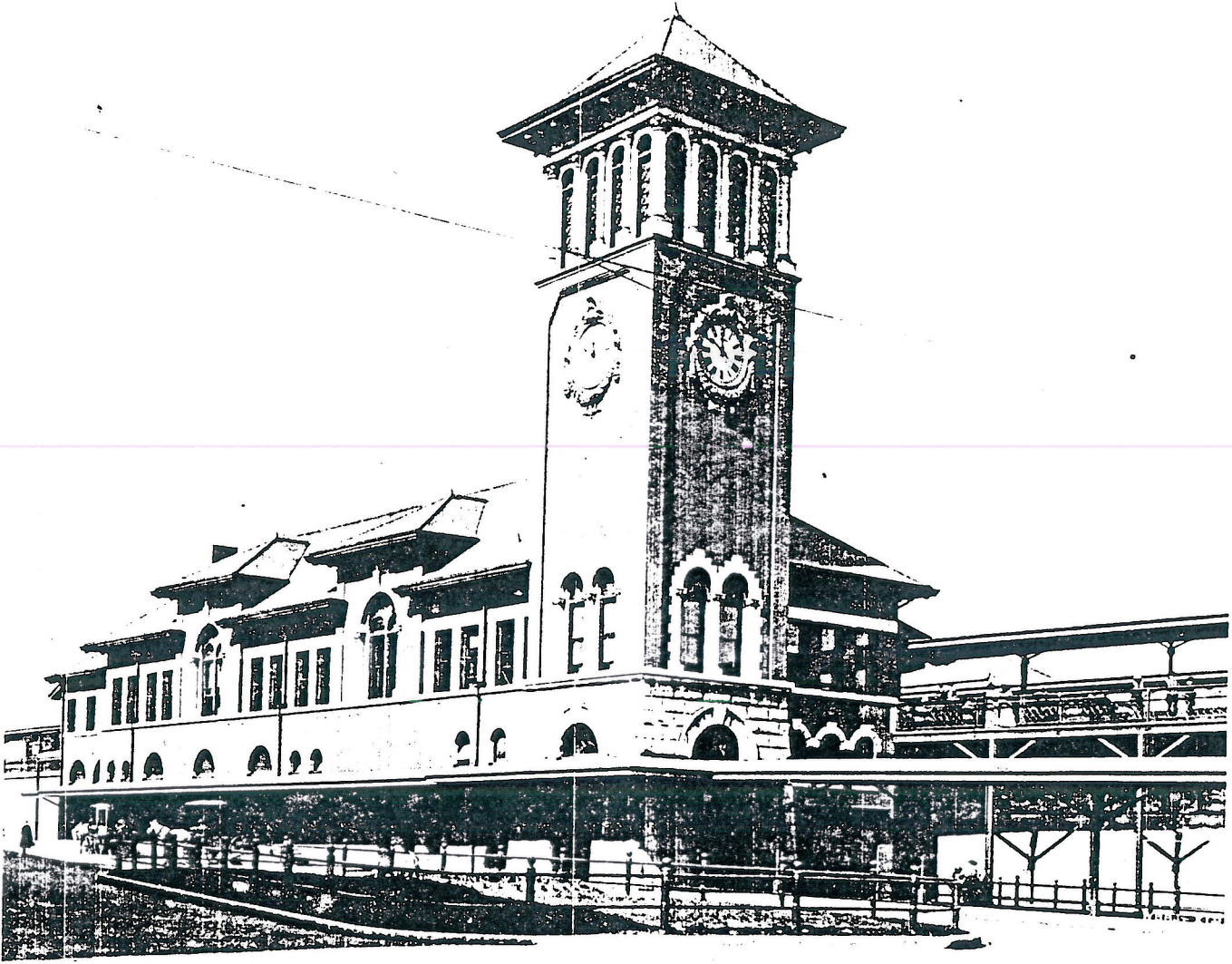


NEWARK - BROAD STREET
MORRISTOWN LINE

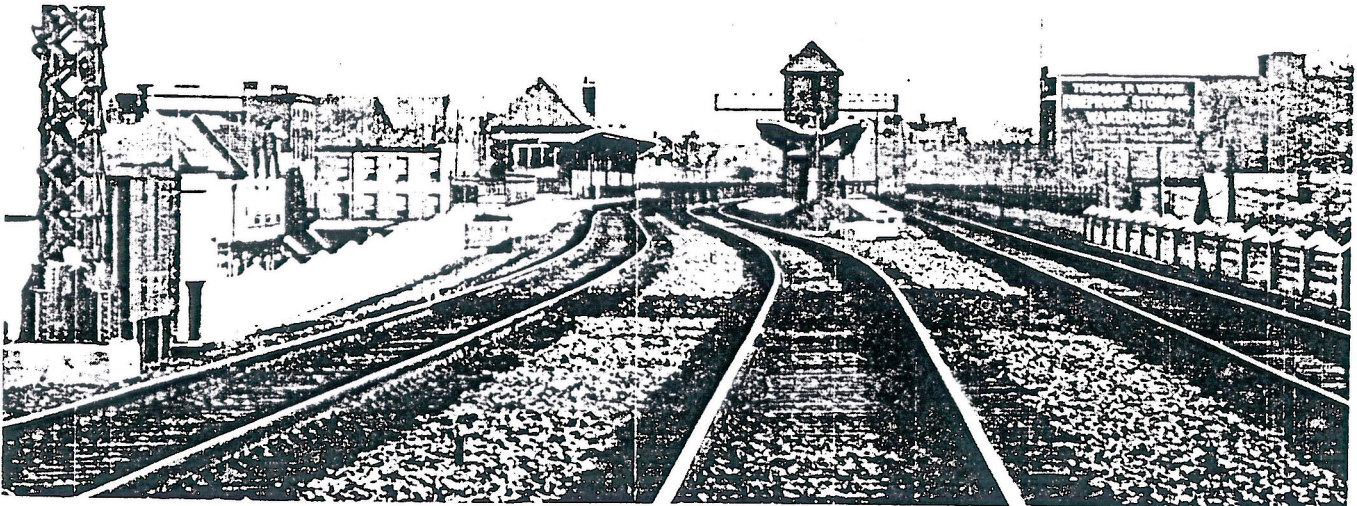
SCALE: 1:20

DATE: OCT. 1978

8

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

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



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

