

**United States Department of the Interior  
National Park Service**

For NPS use only

**National Register of Historic Places  
Inventory—Nomination Form**

received NOV 26 1985  
date entered DEC 26 1985

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Reading Railroad Passenger Station, Tamaqua

and/or common

N/A

**2. Location**

street & number Off West Broad Street (Route 209) Between Railroad  
and Berwick Street

N/A

not for publication

city, town Tamaqua

N/A

vicinity of

state Pennsylvania

code 42

county Schuylkill

code 107

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name Borough of Tamaqua

street & number 320 East Broad Street

city, town Tamaqua

N/A vicinity of

state Pennsylvania

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Schuylkill County Courthouse, Recorder of Deeds

street & number Second and Laurel Boulevard

city, town Pottsville

state Pennsylvania

**6. Representation in Existing Surveys**

title N/A

(Reading Railroad Station, HUD, December 17, 1979)  
has this property been determined eligible? ☒ yes ☐ no

date N/A

N/A federal ☐ state ☐ county ☐ local ☐

depository for survey records

N/A

city, town

N/A

state

N/A

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date N/A
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

### Describe the present and original (if known) physical appearance

The Reading Railroad Station, Tamaqua is an Italianate style brick building, essentially one story with T-shaped plan, red sandstone foundation, regular fenestration, bracketed cornice low hip roof. Although the building includes an original depot section (1874) and two principal additions (1880, 1885) the station is unified in design and materials. It is located on the edge of Tamaqua's downtown business district.

The earliest section of the station consisted of a one and one-half story central pavilion (concourse) flanked symmetrically by one story three bay wings (ladies' and mens' waiting rooms). In 1880 the building was given a T-shaped plan by the addition of a one story, four bay section to the rear (west) of the concourse followed by a smaller two bay extension. (An early 1880s glass plate negative at the Tamaqua Historical Society shows the rear of the building at this phase of the development as well as a magnificent roundhouse which no longer survives). Plan dimensions for these portions of the station are approximately 80' x 22' for the original building and 60' x 22' for the rear addition.

In 1885 a freight-house section was added to the northern end of the depot extending the main elevation by five bays to a total length of 131 feet. The roof of the freight house is slightly lower than the depot and has broad projecting eaves supported on arched braces. This projecting shelter was continued along the eastern elevation of the original depot. Later the overhang at the rear of the freight-house was enclosed with wood construction creating additional office and storage space.

Stylistically the station bears hallmarks of the Italianate style of architecture including low hip roof, bracketed cornice and regular fenestration with architrave lintels and bracketed sills. When first constructed the building was a symmetrical composition. Although later additions disrupted this symmetry, the building remained unified in design through repetition of bay units and basic forms established in the original design.

Exterior walls of the original building and two additions are compartmentalized by the use of projected brick courses suggesting a high base, pilasters separating bays and frieze. Wall openings include large four over four sash windows with dip cap stone architraves and bracketed sills, and tall panelled doors with transoms.

The building has metal roofing on 70% of its roof surface and tar paper roofing covering the remaining area.

The interior of the station features hardwood floors in most sections (floor of the freight-house is concrete), wainscoting and plastered walls. Originally the station had piped gas for lighting. This was replaced by electricity but the piping is still visible. The building was originally heated by fireplaces but these were discontinued and eight original chimnies were taken down in the 1920s when the building was converted to steam heat.

A fire several years ago of suspicious origin fortunately was isolated to the area known as the men's waiting room. Destroyed were two original doors, five windows, the wainscoting and wood trim, as well as the plastered walls and ceiling. The floor is quite sturdy and intact except for a few char marks. The overhead beams and roof supports are charred and blackened but still strong, and the beams need only minor repairs at their eastern ends for reinforcement and nailing surface. Blackened were the walls and ceiling of the adjoining concourse plus some wood trim and about 8 feet of wainscoting burned. Outside the fire damaged six overhanging arches and the roof area above. These arches are still functional and strong, except for their charred appearance. A professional plasterman and wood-worker indicate no problem in restoring this damaged area to original specifications. The Tamaqua Historical Society, Inc. has been working on the Station to make it once again a showplace of the community.



## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1874, 1880, 1885      **Builder/Architect** Unknown

### Statement of Significance (in one paragraph)

The Reading Railroad Passenger Station in downtown Tamaqua played a significant role in local transportation. This station was the point of origin for passenger trains travelling from Tamaqua to cities throughout eastern Pennsylvania. It was also an important way station in the Reading Railroad system providing the meal stop-over on the line between Philadelphia and Williamsport. The Tamaqua station was one of six intermediate size stations constructed by the Reading Railroad between 1872 and 1876 (only the Tamaqua and the Topton Stations survive). Architecturally the Italianate style building depicts the functional requirements and handsome styling of small town railroad stations of the Victorian period.

The Reading Railroad built the Tamaqua station in 1874 to replace an earlier, smaller station that had burned to the ground. Construction of this station was also part of the Reading Railroad's plan to expand its holdings in the anthracite coal fields. When it built the Tamaqua Station in 1874, the Reading Railroad built a cone-shaped, large-stall engine house close to the station. The railroad company similarly spent enormous sums of money on holdings throughout the anthracite region.

The new Tamaqua Station became an important center in local transportation. One of the station's primary roles was providing local residents with a direct rail line to cities in eastern Pennsylvania. Passenger trains ran from Tamaqua to such cities as Philadelphia, Reading, Mauch Chunk, and Williamsport. Judging from the number of passenger trains leaving Tamaqua, the station handled a significant volume of passengers. In 1874 22 trains or 11 round trips originated daily from Tamaqua. At the high point of passenger traffic in 1904, passenger service from Tamaqua numbered 34 trains or 17 round trips daily.

The Tamaqua Station also played an important role on the Reading Railroad's Philadelphia to Williamsport run. As far back as 1877 the station had a restaurant to serve passengers. By 1884 the station and restaurant provided the meal stop-over for through service between Philadelphia and Williamsport. Only a few of the larger stations in eastern Pennsylvania had such restaurants. For instance, even the passenger station in Mauch Chunk, which was an important railroad transportation center in northeastern Pennsylvania, had no restaurant facilities.

The Tamaqua Station also served other important functions in local transportation. The freight-house section of the station handled shipments of goods for local residents. The freight-house was operated initially by the Reading Railroad and later by the American Express Agency and the Railway Express Agency. The station also provided a collection and shipping point for United States Post Office mail. The East Penn Traction Company opened an office in a back portion of the freight-house when it began a Lansford-Tamaqua-Pottsville trolley car run at the turn of the century. Thus the Tamaqua station played various roles in local transportation.

The station's importance in local transportation gradually declined after the turn of the century. Competition from trolleys, buses, and automobiles grew after the peak in passenger traffic in 1904. Because of this competition, the Williamsporter, which ran between Philadelphia and Williamsport, was withdrawn in 1949. The last passenger train left Tamaqua station in 1963. The railroad used the station for administrative purposes between 1963 and 1980, and then sold the station to the Borough of Tamaqua.

## 9. Major Bibliographical References

Hudson Coal Company. The Story of Anthracite. Scranton, PA: Coal Company Print, 1932  
Lewis, Edward A. Reading's Victorian Station. Strasburg, PA: Baggage Car Publishing, 1976  
(See Continuation Sheet)

## 10. Geographical Data

Acreage of nominated property 1.59 Acres

Quadrangle name Tamaqua

Quadrangle scale 1:24,000

### UTM References

A 18 450540 7602490  
Zone Easting Northing

B                    
Zone Easting Northing

C                  

D                  

E                  

F                  

G                  

H                  

**Verbal boundary description and justification** Boundary follows a walkway from W. Broad Street, extending north 587.41 feet. Then circles the base of the mountainside west for 449.22 feet to Berwick Street following a walkway south for 244.19 feet to West Broad Street, east 116.66 feet. Boundary then goes north around the Bell Telephone property for 176.97 feet &

**List all states and counties for properties overlapping state or county boundaries** east for 118.11 feet.

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

## 11. Form Prepared By

name/title Michael Havrischak, President

organization Tamaqua Historical Society, Inc.

date August 17, 1985

street & number c/o 18 West Water Street

telephone (717) 645-4404

city or town Coaldale

state Pennsylvania

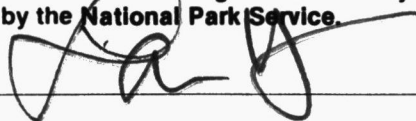
## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

   national    state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

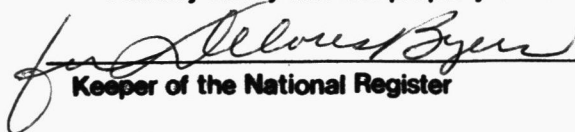


title Dr. Larry E. Tise, State Historic Preservation Officer

date 11/19/85

### For NPS use only

I hereby certify that this property is included in the National Register

  
Keeper of the National Register

Entered in the  
National Register

date 12-26-85

Attest:

date

Chief of Registration

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Tamaqua, Schuylkill Co.

Continuation sheet Reading Railroad Passenger Station number 8

Page 2

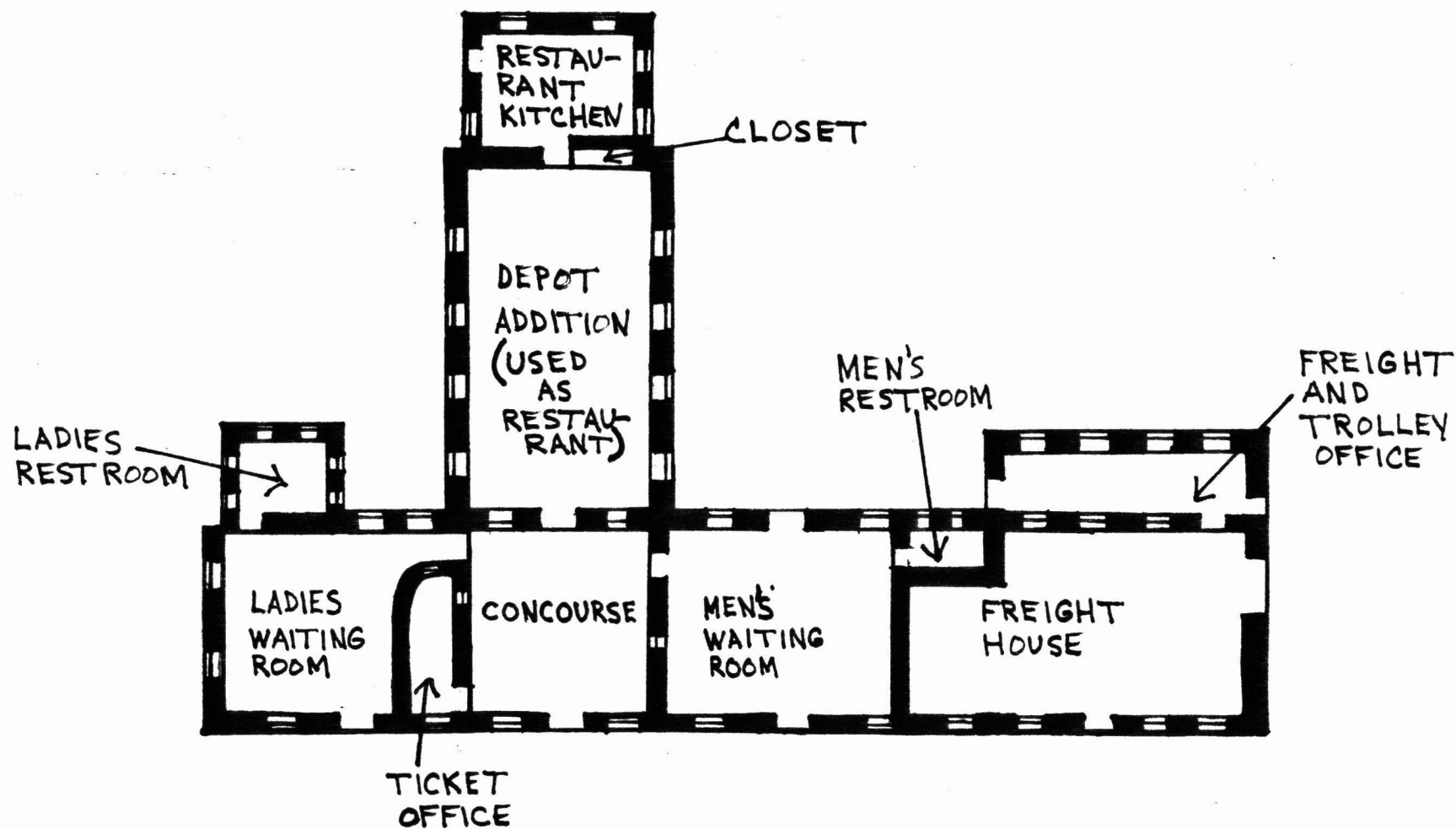
Since 1980 the station has been vacant. It has received minor maintenance and repairs but stands in need of more extensive rehabilitation or restoration.

The building rests on land which has been advertised for development; therefore its future is uncertain.

The Tamaqua Railroad Station recalls the significant role of railroads in local life and commerce. It also shows the ability of rail companies, such as the Reading, to provide distinctive and stylish facilities to handle an expanding volume of business.



Reading Railroad Passenger Station  
Tamaqua, Schuylkill County



FLOOR PLAN — 6-12-84

READING RAILROAD PASSENGER STATION, TAMAQUA, PA.

NOT TO SCALE

DOOR:



WINDOW



United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

Reading Railroad Passenger Station, Tamaqua, Schuylkill County

Continuation sheet

Item number 9

Page 2

For NPS use only

received

date entered

Munsell, W.W. The History of Schuylkill County. New York, Munsell & Co.,  
1881

National Railway Publication Co. Traveler's Official Railway Guide.  
New York, July 1874, February 1884, November 1894, January 1905,  
May 1914, January 1925, July 1934, June 1944, May 1954, and  
November 1964. Research books found in the Archives of the  
Pennsylvania State Railroad Museum at Strasburg, Pa.

Scherer, Paul "Excerpts from Tamaqua's Past, Tamaqua, Pa., Private Print  
by Author, Volume I, No. 7, 1980, Found in Tamaqua Historical  
Society, Inc. Files

Interviews and Research by Consultant to the Tamaqua Historical Society, Inc.,  
George Hart of Jim Thorpe, Pa. (Former Railroad Curator of The  
Pennsylvania Historical and Museum Commission.)

Interviews and Research by Consultant to the Tamaqua Historical Society, Inc.,  
John Gunsser of Jim Thorpe, Pa. (Curator and Authority on Victorian  
Architecture, Asa Packer Mansion at Jim Thorpe, Pa.)

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Reading Railroad Passenger Station--Tamaqua  
Schuylkill County  
PENNSYLVANIA

Working No. NOV 26 1985  
Fed. Reg. Date 2/3/87  
Date Due: 12/26/85 1/10/86  
Action: ☒ ACCEPT 12-26-85  
☐ RETURN  
☐ REJECT  
Federal Agency: \_\_\_\_\_

- ☐ resubmission  
☐ nomination by person or local government  
☐ owner objection  
☐ appeal

Entered in the  
National Register

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria \_\_\_\_\_  
Reviewer \_\_\_\_\_  
Discipline \_\_\_\_\_  
Date \_\_\_\_\_  
\_\_\_\_\_ see continuation sheet

Nomination returned for: \_\_\_\_\_ technical corrections cited below  
\_\_\_\_\_ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use
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4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	

Describe the present and original (if known) physical appearance

- ☐ summary paragraph  
☐ completeness  
☐ clarity  
☐ alterations/integrity  
☐ dates  
☐ boundary selection



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## 8. Significance

Period      Areas of Significance—Check and justify below

Specific dates      Builder/Architect

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

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## 9. Major Bibliographical References

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## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

UTM References \_\_\_\_\_

Verbal boundary description and justification \_\_\_\_\_

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## 11. Form Prepared By

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## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

\_\_\_\_ national      \_\_\_\_ state      \_\_\_\_ local

State Historic Preservation Officer signature

title

date

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## 13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_ Phone: \_\_\_\_\_





Reading Railroad Passenger Station,  
Tamaqua

Schuylkill County

PD: Circa 1912

NL: Tamaqua Historical Society Inc.

PV: Interior view of the restaurant  
in the depot addition of the  
Tamaqua Railroad Station







Reading Railroad Passenger Station,  
Tamaqua

Schuylkill County

PD: Early 1880's, Glass Plate Neg.

PC: Bailey Studios, Tamaqua

NL: Tamaqua Historical Society, Inc.

PV: Close-up view of Station and  
Roundhouse from the southwest  
showing west side of Station

Beard Collection Negative 2





READING RAILROAD PASSENGER STATION  
TAMAQUA, PENNSYLVANIA

PHOTOGRAPHER: MICHAEL HAVRISCHAK  
18 WEST WATER STREET  
COALDALE, PENNSYLVANIA 18218  
NEGATIVES ON FILE *at Tamaqua*  
*Historical Society, Inc.*  
PHOTO TAKEN: APRIL 26, 1984

VIEW OF STATION FROM SOUTH LOOKING  
NORTH AND SHOWING EASTERN SIDE.

*Windows restored. Covered  
windows awaiting restoration  
(glass, putty, etc.)*





READING RAILROAD PASSENGER STATION  
TAMAQUA, PENNSYLVANIA

PHOTOGRAPHER: MICHAEL HAVRISCHAK  
18 WEST WATER STREET  
COALDALE, PENNSYLVANIA 18218  
NEGATIVES ON FILE: *2 Tamaqua*  
*Historical Society, Inc.*  
PHOTO TAKEN: APRIL 26, 1984

VIEW OF STATION FROM NORTH END  
LOOKING SOUTH TOWARD WEST BROAD  
STREET FROM THE RAILROAD TRACKS.





*PHOTO BY AL SWORD*

56 W. CATAWISSA STREET  
NESQUEHONING, PA 18240  
(717) 669-9136

Reading Railroad Passenger Station,  
Tamaqua

Schuylkill County

PD: July 25, 1985

PC: Al Sword

NL: Tamaqua Historical Society Inc.

PV: Rear view of the Station looking  
west showing on the right, the  
depot addition; in the middle,  
the depot; and on the left, the  
freighthouse.





*PHOTO BY AL SWORD*

56 W. CATAWISSA STREET  
NESQUEHONING, PA 18240  
(717) 669-9136

Reading Railroad Passenger Station,  
Tamaqua

Schuylkill County

PD: July 25, 1985

PC: Al Sword

NL: Tamaqua Historical Society Inc.

PV: View of freighthouse from  
northeast corner.



*PHOTO BY AL SWORD*

56 W. CATAWISSA STREET  
NESQUEHONING, PA 18240  
(717) 669-9136

Reading Railroad Passenger Station,  
Tamaqua

Schuylkill County

PD: July 25, 1985

PC: Al Sword

NL: Tamaqua Historical Society Inc.

PV: View of north-end of freight-  
house





READING RAILROAD PASSENGER STATION  
TAMAQUA, PENNSYLVANIA

PHOTOGRAPHER: MICHAEL HAVRISCHAK  
18 WEST WATER STREET  
COALDALE, PENNSYLVANIA 18218  
NEGATIVES ON FILE *6 Tamaqua*  
*Historical Society, Inc.*  
PHOTO TAKEN: APRIL 26, 1984

REAR VIEW OF STATION FROM THE  
WEST FACING EAST SHOWING MEN'S  
WAITING ROOM. ARROWS INDICATE  
BLACKENING FROM FIRE AND WINDOWS  
DESTROYED.





READING RAILROAD PASSENGER STATION  
TAMAQUA, PENNSYLVANIA

PHOTOGRAPHER: MICHAEL HAVRISCHAK  
18 WEST WATER STREET  
COALDALE, PENNSYLVANIA 18218  
NEGATIVES ON FILE: *3 Tamaqua*  
*Historical Society, Inc.*  
PHOTO TAKEN: APRIL 26, 1984

*Men's Waiting Room Section*  
VIEW OF STATION FROM EAST SHOWING  
FRONT OR TRACKSIDE OF BUILDING.  
ARROWS INDICATE AREAS DAMAGED BY  
FIRE, THE OVERHANGING ROOF ARCHES  
AND ROOF AREA.





VIEW OF DAMAGED WOODWORK AND  
PLASTER IN MEN'S WAITING ROOM.

READING RAILROAD PASSENGER STATION  
TAMAQUA, PENNSYLVANIA

PHOTOGRAPHER: MICHAEL HAVRISCHAK  
18 WEST WATER STREET  
COALDALE, PENNSYLVANIA 18218

PHOTO TAKEN: APRIL 26, 1984

NEGATIVES ON FILE 5 *Tamaqua*  
*Historical Society, Inc.*







READING RAILROAD PASSENGER STATION  
TAMAQUA, PENNSYLVANIA

PHOTOGRAPHER: MICHAEL HAVRISCHAK  
18 WEST WATER STREET  
COALDALE, PENNSYLVANIA 18218

PHOTO TAKEN: APRIL 26, 1984  
NEGATIVES ON FILE *Tamaqua*

*7 Historical Society, Inc.*

VIEW SHOWS SCRAPED BLACKENED WALLS  
AND CEILING AREA AND WINDOWS IN  
CONCOURSE PRIOR TO CLEANING AND  
REPAINTING.





VIEW OF TWO FIRE DAMAGED OVERHANGING  
ROOF ARCHES AND ABOVE ROOF.

READING RAILROAD PASSENGER STATION  
TAMAQUA, PENNSYLVANIA

PHOTOGRAPHER: MICHAEL HAVRISCHAK  
18 WEST WATER STREET  
COALDALE, PENNSYLVANIA 18218

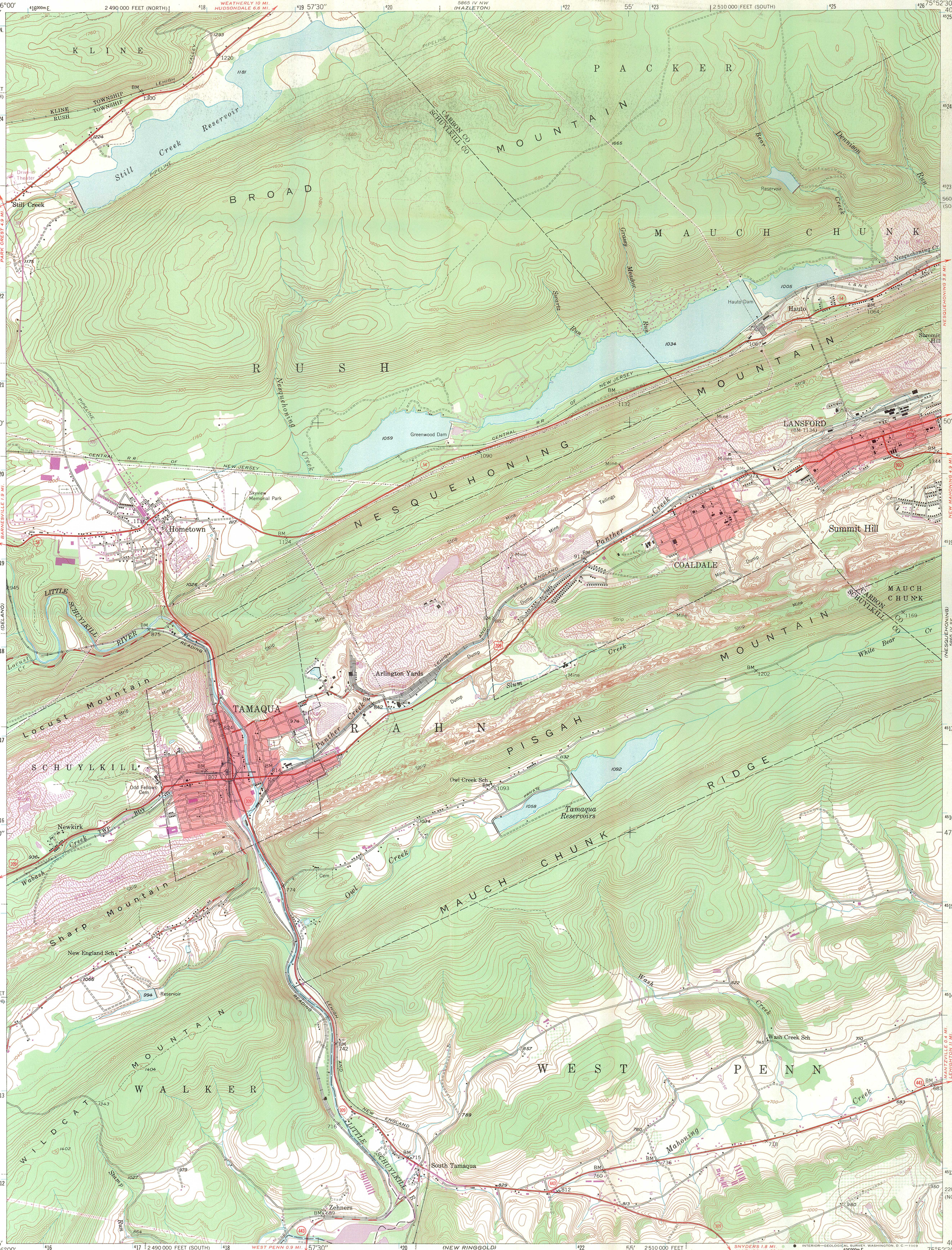
PHOTO TAKEN: APRIL 26, 1984  
NEGATIVES ON FILE

*Tamaqua*  
*4 Historical Society*

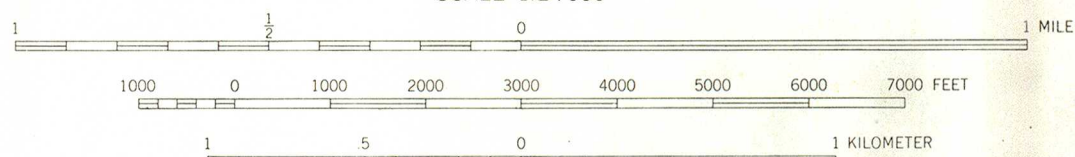
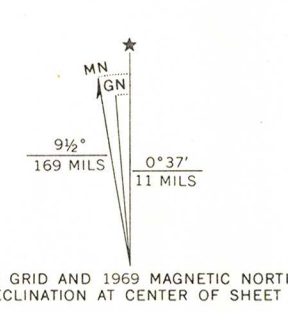


UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

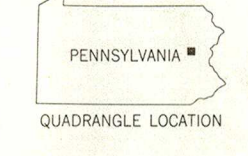
TAMAQUA QUADRANGLE  
PENNSYLVANIA  
7.5 MINUTE SERIES (TOPOGRAPHIC)  
SW 1/4 HAZLETON 15' QUADRANGLE



Maped, edited, and published by the Geological Survey  
Control by USGS, USC&GS and  
Pennsylvania Department of Highways  
Topography by photogrammetric methods from aerial photographs  
taken 1942. Field checked 1947  
Polyconic projection. 1927 North American datum  
10,000-foot grids based on Pennsylvania coordinate system,  
south and north zones  
1000-meter Universal Transverse Mercator grid ticks, zone 18,  
shown in blue  
Red tint indicates areas in which only landmark buildings are shown  
Revisions shown in purple compiled in cooperation with  
State of Pennsylvania agencies, from aerial photographs taken 1969  
This information not field checked



CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL  
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
U. S. Route ——— State Route ———

TAMAQUA, PA.  
SW 1/4 HAZLETON 15' QUADRANGLE  
N4045-W7552.5/7.5  
1947  
PHOTO REVISOR 1969  
AMS 5865 IV SW-SERIES V831





COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
BUREAU FOR HISTORIC PRESERVATION  
BOX 1026  
HARRISBURG, PENNSYLVANIA 17108-1026

November 18, 1985

National Register of Historic Places  
US Dept. of Interior  
Carol Shull, Chief of Registration  
P.O. Box 37127  
Washington, D.C. 20013-7127

Re: NR Nomination Forms

Dear Ms. Shull:

The following National Register nomination forms are being  
submitted/resubmitted for your review and response:

see attached sheet

The proposed action is:

XX listing in the National Register

       determination of eligibility (owner objection)

If you have any questions regarding the nominations please  
call us at (717) 783-8947.

Sincerely,

A handwritten signature in cursive script, appearing to read "Greg Ramsey".

Greg Ramsey, Chief  
Division of Preservation Services

GR:sk



1. Marshallton Historic District, Chester County
2. Schuylkill Historic District, Philadelphia County
3. Anokatok, McKean County
4. Frank C. Scherer Wagon Works, Philadelphia County
5. Homestead Pennsylvania Railroad Station, Allegheny County
6. Armstrong Tunnel, Allegheny County
7. Allegheny County Owned River Bridges Thematic Group, Allegheny County
8. Hollidaysburg Historic District, Blair County
9. Jervis Gordon Grist Mill Historic District, Pike County
10. Grundy Mill Complex, Bucks County
11. Reading Railroad Passenger Station, Tamaqua, Schuylkill County
12. Joseph Richardson House, Bucks County