

United States Department of the Interior
National Park Service

RECEIVED
MAR 31 1993

NATIONAL REGISTER

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Buffalo, Rochester & Pittsburgh Railway Indiana Passenger Station

other names/site number Indiana Train Station

2. Location

street & number 1125 Philadelphia Street N/A not for publication

city or town Indiana Borough N/A vicinity

state Pennsylvania code PA county Indiana code 063 zip code 15701

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally (See continuation sheet for additional comments.)

Dr. Brent D. Glass

Brent D. Glass 3/24/93

Signature of certifying official/Title Date

PA Historical & Museum Commission

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Date of Action

Patrick Anderson

5/10/93

BR&PR Indiana Pass. Sta.
Name of Property

Indiana, Pa.
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)

COMMERCE/restaurant

7. Description

Architectural Classification

(Enter categories from instructions)

Queen Anne

Materials

(Enter categories from instructions)

foundation CONCRETE

walls WOOD

roof ASPHALT

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.

Section number 7 Page 1

NARRATIVE DESCRIPTION

Summary Description

The Buffalo, Rochester & Pittsburgh Railway Indiana Passenger Station (also known as the Indiana Train Station) is located at 1125 Philadelphia Street in downtown Indiana Borough, Pennsylvania. In the near vicinity of the station are several industrial buildings dating to the early twentieth century. The one-story frame building was constructed in 1904 and is detailed in a simplified version of the Queen Anne Style. The station is covered by a hip roof and is sheathed in novelty weatherboard and tongue-and-groove siding. Other exterior features include a poured concrete foundation, two projecting bays, windows and doors with diamond-paned transoms, and a modern walkway deck and a hipped dormer that replicates an original dormer. The men's and women's waiting rooms, baggage room, and ticket office on the interior have walls and ceilings with beaded tongue-and-groove sheathing. The depot was rehabilitated in 1987-89 as the Train Station Restaurant.

Exterior Description

The Indiana Passenger Station has an elongated rectangular form aligned with the bed of the BP&PR and positioned on a diagonal in relation to Philadelphia Street, which adjoins the building to the south. The salient architectural feature of the building is its hip roof, originally covered with slate shingles but reroofed with asphalt shingles in the mid-twentieth century. The roof has kicked eaves, a reconstructed hip-roofed dormer on the east side, and a brick flue with a corbeled cap that rises from the north end of the ridge. The roof has generous overhangs on all sides supported by large brackets with chamfering and ogee moldings. The exterior walls of the station are sheathed in novelty weatherboard siding above a wainscot of vertical tongue-and-groove boards. On all sides of the building are groupings of doors and one-over-one-sash windows surmounted by transoms with muntins set in a diamond pattern. The simple trim of the windows is in places carried down into the wainscot, forming a panel motif that is repeated in the lower section of the glazed wooden doors. On the northwest elevation of the depot facing the rail bed is a bay window used by the station agent to monitor the tracks; on the southeast elevation is a similar bay with two small windows that illuminate interior men's and women's wash rooms. The poured concrete foundation has slightly battered sides and a pair of three-pane windows on the northeast end. Under the building is a crawlspace. The area between the station and the rail bed is paved with brick pavers stamped "Collinsville."

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.

Section number 7 Page 2

Interior Description

On the interior of the station are a baggage room, men's and women's waiting rooms, wash rooms, and a ticket office. The walls and ceilings are sheathed in beaded tongue-and-groove boards. Reeded chair rails divide the wall surfaces into upper and lower sections, each with sheathing boards set vertically, and the baseboards have reeding similar to the chair rails. Interior doors have multiple, vertically-stacked panels. Built into the wall of the baggage room are a series of shoulder-height lockers with two-panel doors. The wash rooms are partitioned from the other spaces by walls with curving corners. Throughout the building are ornate metal radiators that are probably original. The flooring consists of narrow, hardwood tongue-and-groove boards.

Rehabilitation

The Indiana Passenger Station was rehabilitated as the Train Station Restaurant in 1987-89. The rehabilitation respected the original exterior and interior architectural features and finishes of the building. The present exterior paint scheme--which features yellow novelty siding, a pumpkin orange wainscot, dark green trim, and brown brackets and window muntins--is based on traces of the original polychrome paint scheme. A hipped dormer that is documented in historic photographs but was lost during a mid-century reroofing, was faithfully replicated. A walkway with wood decking and handrail and lined with replica lamps was built alongside the southeast elevation, and the parking lot surrounding the depot was repaved.

On the interior, all original partitions and wall and ceiling sheathing were preserved, and a mid-century drop ceiling was removed. The walls and ceilings are painted in the rich, dark colors that were popular at the time of the building's construction. (Prior to rehabilitation, the interior was painted in pastel colors dating to the mid-twentieth century.) A kitchen was created in the former baggage room, entailing the insertion of equipment and utilities and the hanging of a modern drop ceiling. The two waiting rooms were made into dining areas with reversible modern features such as a cornice, a miniature railroad track running at the top of the walls supported with brackets, a bar, and a dining gazebo. Despite these modern insertions, the interior retains integrity of feeling created by the original spaces, materials, and finishes.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance

1904-1942

Significant Dates

1904

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

BR&PR Indiana Pass. Sta.
Name of Property

Indiana, Pa.
County and State

10. Geographical Data

Acreage of Property 0.34 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	7	6	55	4	90	44	9	83	6	0
Zone		Easting				Northing				

3

Zone		Easting				Northing				

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title J. Daniel Pezzoni and Gregory M. Smith

organization Preservation Technologies, Inc. date October 8, 1992

street & number PO Box 7825 telephone (703) 366-7657

city or town Roanoke state Virginia zip code 24019

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Joseph J. Peles

street & number 1117 Philadelphia St. telephone (412) 349-9245

city or town Indiana state PA zip code 15701

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetBuffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.Section number 8 Page 3

NARRATIVE STATEMENT OF SIGNIFICANCE

Statement of Significance

The Buffalo, Rochester & Pittsburgh Railway Indiana Passenger Station is the Borough of Indiana's principal relic of the railroad age. The one-story, hip-roofed frame building, constructed in a simplified version of the Queen Anne Style in 1904, is associated with the rail line that opened Indiana County's coal fields to exploitation in the early twentieth century. Rehabilitated as a restaurant in recent years, the well-known local landmark serves as a reminder of the former importance of railroad transportation to the life of Indiana. As such it is eligible for the National Register of Historic Places under criterion A in the area of transportation. The period of significance for the depot extends from 1904 to 1942 and includes most of the period during which the building functioned as a passenger station. The depot is also significant under criterion C in the area of architecture because it is a well preserved representative of contemporary railroad stations on the BR&PR line.

Historical Background

The extension of the Buffalo, Rochester & Pittsburgh Railway into Indiana County and the construction of the Indiana Passenger Station and other local depots along the line was a relatively late development in the history of the BR&PR. The progenitor of the BR&PR was the Rochester-based Rochester & State Line Railroad, organized in 1869.² By the early 1880s, the line contemplated a connection to Pittsburgh and to the vast bituminous coal fields of western Pennsylvania.³ Consequently, in 1882, the line was extended into Pennsylvania and a connection to Pittsburgh was made a year later.⁴ In 1887 the Rochester & State Line and the Rochester & Pittsburgh railroads were consolidated to form the Buffalo, Rochester & Pittsburgh Railway.⁵

To facilitate its exploitation of the coal fields, the railroad created a separate company, the Rochester & Pittsburgh Coal & Iron Company (R&PC&I), in 1881.⁶ The early operations of the R&PC&I centered on Jefferson County, but by the late 1890s the R&PC&I and the BR&PR planned an expansion into Indiana County, Jefferson County's neighbor to the south. In its October 11, 1899 edition, the *Punxsutawney Spirit* reported on the plans of the railroad and coal company and the anticipated effect on Indiana County:

Indiana has enjoyed a peculiar position regarding her coal . . . In Westmoreland, Cambria, Clearfield and Jefferson Counties, railroads have been built and mines opened. But while railroads approached from all sides, they stopped outside of Indiana County.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.

Section number 8 Page 4

Now . . . from all directions railroads are heading into the Indiana Coal Basins. On the north is the BR&P[R] . . . it is not out of reason to expect it to tap some of the best fields in the county. Indiana County has plenty of coal, [and] it will be among the famed counties in the state. It is far enough north that coal can be shipped to Lake markets, and far enough east for the seaboard markets.⁷

The BR&PR was extended into Indiana County in 1901; a year later the R&PC&I controlled 40,000 acres of Indiana County coal land and soon established mines and company towns throughout the county.⁸ Indiana, the county seat, was a logical destination for the Indiana County branch, and the line reached the outskirts of town in 1903.⁹ Passenger service from the new Indiana Passenger Station was inaugurated on May 4, 1904.

The BR&PR was not the first rail line into Indiana--a branch of the Pennsylvania Railroad preceded it by half a century--but its impact on the economy of the county and the county seat was dramatic.¹⁰ The new line and its allied coal company spent millions of dollars in the acquisition of coal lands and in the construction of company towns. The infusion of capital stimulated the local economy, and rail connections to the mushrooming company towns opened new markets to Indiana merchants and created new opportunities for Indiana tradesmen. On July 19, 1910, the *Indiana Evening Gazette* reported that fifty carpenters, masons, and bricklayers commuted daily by streetcar from Indiana to build housing in the nearby coal town of Lucerne. "More Indiana men are now at work at Lucerne than there are employed in Indiana!" the paper exclaimed.¹¹ A glass factory, a brewery, a woolen mill, and other industries set up shop along the line in town and shipped their products to markets throughout the east coast.¹² In 1921, the R&PC&I transferred its Buffalo, Rochester, and Punxsutawney offices to a new, three-story consolidated office building on Church Street in Indiana, a reflection of the town's special place in the R&PC&I/BR&PR coal and rail empire.¹³

During the 1920s, the BR&PR began a shift to general freight hauling as competition from non-unionized coal mines in the southern Appalachians cut into Indiana County coal profits. In 1930, the Baltimore & Ohio acquired the BR&PR and incorporated it into an improved freight line between Chicago and New York.¹⁴ The R&PC&I continued to transport coal on the line into the 1980s. When the B&O became part of the Chessie system, the BR&PR line went with it. In the late 1980s, the old BR&PR line through Indiana was acquired by the Buffalo & Pittsburgh, which operates several freight trains a week along the line.¹⁵

Compared to coal freightage in Indiana County, the passenger business generated by the Indiana depot contributed only a small percentage to the earnings of the BR&PR. To the citizenry of Indiana, however, the passenger station played an important role as one of the town's principal

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.

Section number 8 Page 5

links to the outside world. The BR&PR recognized that "it was good public relations to provide the best" for travelers on its line.¹⁶ The BR&PR passenger stations were kept in good order:

All depots were inspected periodically . . . Windows were to be clean, rooms swept out and lanterns were to be full of oil. No matter how busy a station agent was selling tickets or making out train orders, he was required to put on his full uniform, coat and cap, to meet an on-coming train."¹⁷

At the Indiana station's dedication ceremony in 1904, a representative of the BR&PR acknowledged the railroad's emphasis on freight traffic, but also assured his audience that the BR&PR would provide frequent and reliable passenger service to all destinations along the line. As noted above, interurbans operated out of the Indiana Passenger Station about 1910 to transport workmen to the various neighboring coal towns then under construction. In the late 1920s, the BR&PR ran gas-powered motor cars for its commuter service, and motor cars are known to have run through Indiana during the second quarter of the twentieth century.¹⁸ The B&O discontinued passenger service out of Indiana around 1950, and the passenger station was thereafter used as a freight depot. In the 1980s, the station served as office and storage space for a track maintenance crew.¹⁹

Architectural Context

The Indiana Passenger Station was designed in a simplified version of the Queen Anne style that was popular with railroad companies at the turn of the twentieth century. The Queen Anne influence is most noticeable in the use of contrasting exterior sheathing (the horizontal weatherboards above the vertical tongue-and-groove wainscot) and the diamond-paned transoms above doors and windows--treatments that create a visually interesting exterior formerly augmented by a polychrome paint scheme. In these respects, and in its compact hip-roofed form, the Indiana station is typical of its contemporaries built elsewhere along the BR&PR line.

The earliest passenger stations constructed along the BR&PR line were one-story, gable-roofed frame buildings that were typically sheathed in board-and-batten siding.²⁰ Most of these early depots were built in New York State between 1869 and 1882. After 1882, construction activity shifted to the Pennsylvania extension of the line, and a new depot form was introduced. The gable roof was replaced with a hip roof and the board-and-batten siding was dropped in favor of a range of wood sheathing materials and, less frequently, materials and finishes such as brick and stucco. In its size, form, materials, and detailing the Indiana station may be considered

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetBuffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.Section number 8 Page 6

average in terms of architectural complexity and refinement when compared to other depots on the line, not as large or elaborate as the BP&PR passenger stations in such towns as Bradford and DuBois but more capacious than facilities in smaller communities along the line. Historic photographs of the hip-roofed BR&PR passenger stations suggest that the Indiana station was the only one to incorporate diamond-paned transoms over windows and doors, although the wainscot-like treatment on the exterior walls, the eaves brackets, the hipped dormer, and the slate roofing were common features. The hip-roofed form adopted by the BP&PR in the 1880s and used at least through the 1910s was also common along other lines during the same period.

The Indiana station is apparently the best-preserved BR&PR depot identified in Indiana County. Two others--the Shelocta and Kent (Jacksonville) depots--have undergone changes that have lessened their architectural integrity. The 1913 Kent depot, which is nearly as large as the Indiana station and approaches it in architectural refinement, was unsympathetically remodeled as a tavern in recent years. The smaller Shelocta depot retains its original novelty weatherboard siding and vertical wainscot sheathing but it was moved several hundred yards to a new site along a well-traveled road as a consequence of its reuse as a church.²¹ The BR&PR depot in Dayton, Armstrong County, located several miles from the Indiana County line, is in a state of preservation comparable to the Indiana station.²²

Endnotes

1. A number of individuals assisted in the preparation of this report. Greg Smith, who prepared the original draft, photographed the building and provided logistical support. George Lombardi, manager of the Train Station Restaurant, provided information as well as logistical support. Ivan McGhee and Richard Adams of the Historical and Genealogical Society of Indiana County helped explain the local significance of the BR&PR and the Indiana Passenger Station. Jim Caufield, Jerry Clouse, George Ramsey, and Ann Safley of the Pennsylvania Historical and Museum Commission provided assistance throughout the nomination process.

2. Paul Pietrak, *The Buffalo, Rochester & Pittsburgh Railway* (North Boston, N.Y.: privately printed, 1979), p. 7.

3. Ibid, p. 21.

4. Ibid, pp. 25, 130.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.

Section number 8 Page 7

5. Eileen Montgomery Cooper, *Rochester & Pittsburgh Coal Company: The First One Hundred Years* (Indiana, Pa.: privately printed, 1982), p. 25.
6. Cooper, p. 15.
7. Cited in Cooper, p. 47.
8. Cooper, pp. 56-61.
9. Ibid, 61.
10. The Pennsylvania Railroad constructed a branch line into Indiana in the 1850s. Apparently some coal was transported on the branch, and the branch was probably responsible for some of the development that took place in the town in the mid-nineteenth century. The Pennsylvania depot formerly stood at the corner of Philadelphia and Eighth streets several blocks east of the BR&PR depot. Source: telephone interview with Richard Adams, Vice President of the Historical and Genealogical Society of Indiana County and authority on local railroad history, Indiana, Pa., October 5, 1992.
11. Cooper, p. 80.
12. Richard Adams interview.
13. Cooper, p. 89.
14. Pietrak, p. 101.
15. Richard Adams interview.
16. Pietrak, p. 136.
17. Ibid, p. 130.
18. Ibid, p. 146; Richard Adams interview.
19. Richard Adams interview.
20. The observations in this paragraph are based on historic photographs that appear in Pietrak's study of the BR&PR.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

**Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.**

Section number 8 Page 8

21. Interview with Robert Fulton, pastor of the Shelocta Assembly of God (which occupies the former Shelocta depot), Shelocta, Pa., April 13, 1992.

22. Telephone interview with Ann Safley, Historic Preservation Specialist, Alleghany Highlands Heritage Center, PHMC, Johnstown, Pa., April 28, 1992.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.

Section number 9&10 Page 9

Bibliography

Cooper, Eileen Montgomery. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, Pa.: privately printed, 1982.

Interviews with Richard Adams, Bob Fulton, George Lombardi, Ivan McGhee, and Ann Safley.

Pietrak, Paul. *The Buffalo, Rochester & Pennsylvania Railway*. North Boston, N.Y.: privately printed, 1979.

Verbal Boundary Description

The nominated parcel is described as lot number 101 on Indiana County Tax Map No. 25-03, (Indiana Borough Ward 4). A section of Tax Map No. 25-03 depicting the lot accompanies this report as an exhibit.

Boundary Justification

The boundary of the nominated parcel corresponds to the present property lines for lot number 101 and includes the sole contributing resource associated with the property: the Indiana Passenger Station.

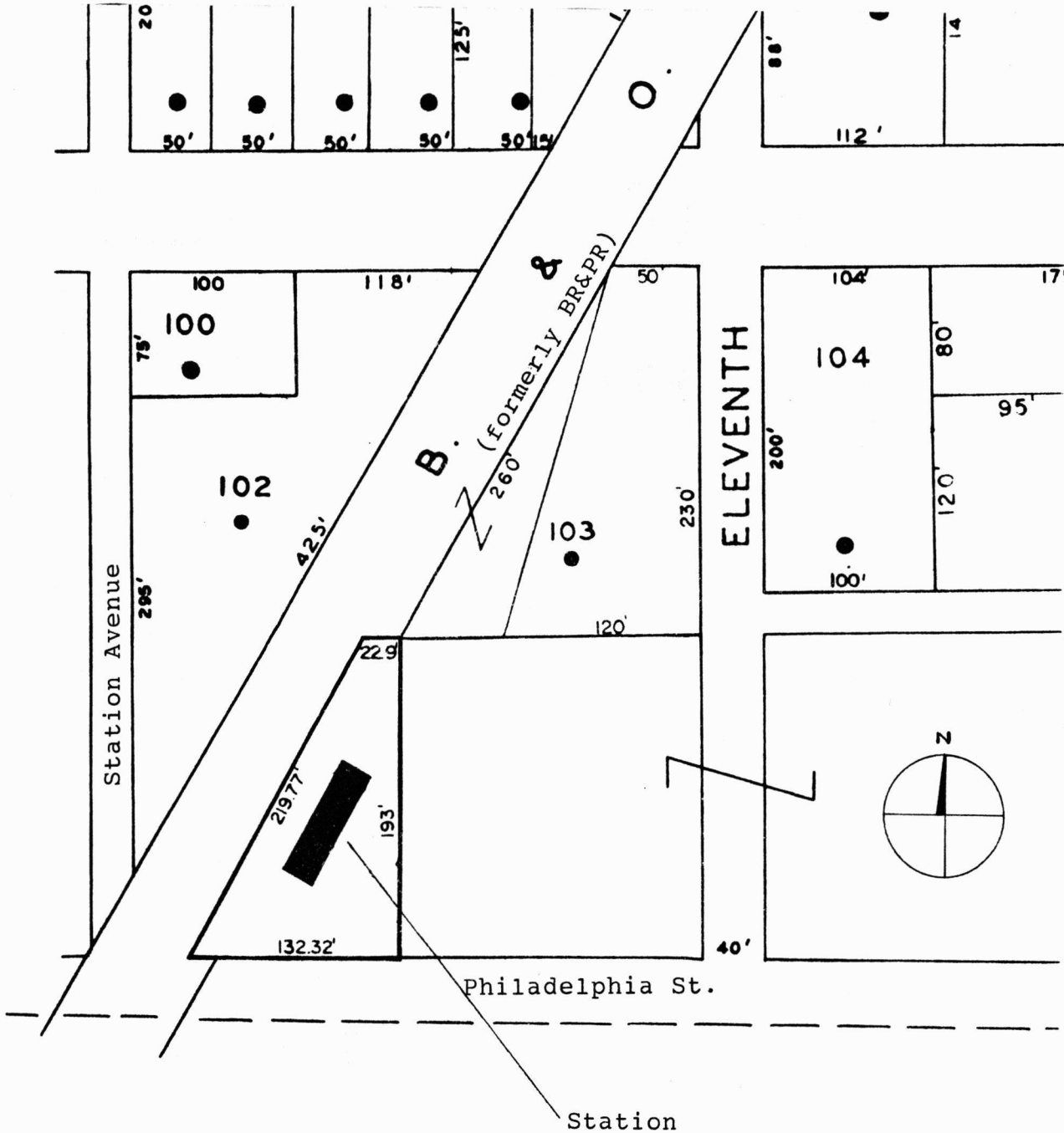
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.

Section number Exhibit Page 10

The section of Indiana County Tax Map No. 25-03 showing the nominated parcel.
Scale: 1" = 100'.



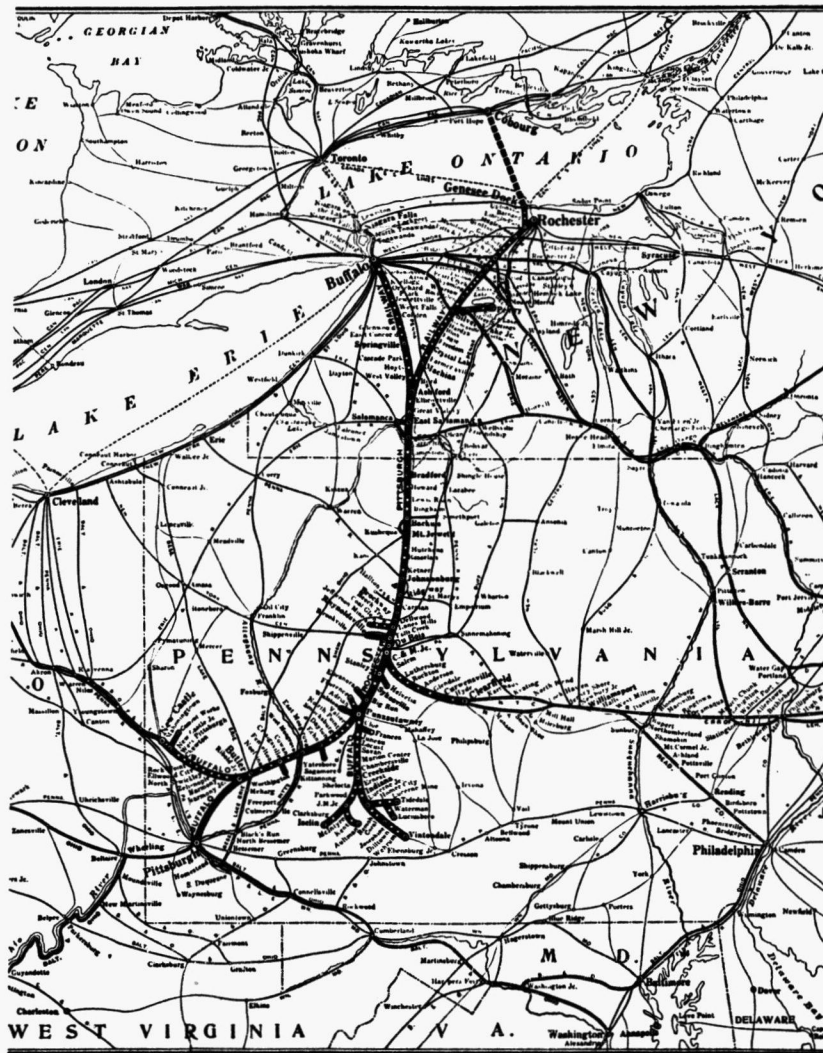
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Exhibit Page 11

Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station, Indiana, Pa.

Map of the Buffalo, Rochester & Pittsburgh Railway line in New York and Pennsylvania during the early twentieth century (no scale). From Paul Pietrak, *The Buffalo, Rochester & Pennsylvania Railway*, p. 73.



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

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 93000365

Date Listed: 5/10/93

Buffalo, Rochester & Pittsburgh Railway
Indiana Passenger Station
Property Name

Indiana
County

PA
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrus
Signature of the Keeper

5/10/93
Date of Action

=====
Amended Items in Nomination:

Level of Significance:

The original submission omitted a level of significance. The correct level of significance for the resource is local.

This information was confirmed by telephone with Bill Sisson of the Pennsylvania SHPO.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Buffalo, Rochester & Pittsburgh Railway Indiana Passenger Station

MULTIPLE NAME:

STATE & COUNTY: PENNSYLVANIA, Indiana

DATE RECEIVED: 3/31/93 DATE OF PENDING LIST: 4/13/93
DATE OF 16TH DAY: 4/29/93 DATE OF 45TH DAY: 5/15/93
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 93000365

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 5/10/93 DATE

ABSTRACT/SUMMARY COMMENTS:

THE Buffalo, ROCHESTER + Pittsburgh Railway Depot in INDIANA Borough is significant under Criterion A, as a well-preserved example of the impact of railroad development in INDIANA County at the turn of the century. Under Criterion C, the building represents a fine example of Queen Anne-style depot design, reflecting a common building form utilized by the railroads during this period.

RECOM./CRITERIA Accept A+C
REVIEWER Paul R. Lusvard
DISCIPLINE Historian
DATE 5/4/93

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

count resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

historic current

DESCRIPTION

architectural classification
 materials
 descriptive text

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

BIBLIOGRAPHY

GEOGRAPHICAL DATA

acreage verbal boundary description
 UTM's boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps USGS maps photographs presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____



1. 1) BR+PR Indiana Passenger Station
- 2) Indiana, PA
- 3) Photo'r: Greg Smith
- 4) 10/1992
- 5) PHMC
- 6) Station exterior, view looking N.W.
- 7) Photo #1



2. 1) BR + PR Indiana Passenger Station
- 2) Indiana, PA
- 3) Photo'r : Greg Smith
- 4) 10/1992
- 5) PHMC
- 6) Station exterior, view looking NE.
- 7) Photo # 2.



3. B) BR+PR Indiana Passenger Station,
- 2) Indiana, PA
- 3) Photo'r: Greg Smith
- 4) 10/1992
- 5) PHM C
- 6) station exterior (~~S.~~^{N.} end),
view looking SW.
- 7) Photo # 3.



Indiana

4. 1) BR + PR, Passenger Station

2) Indiana, PA

3) Photo'r: Greg Smith

4) 10/1992

5) PHMC

6) Station interior. Bar - middle waiting room.
View looking S.

7) Photo # 4.



5. 1) BR+PR Indiana Passenger Station
2) Indiana, PA
3) Photo'r: Greg Smith
4) 10/1992
5) PHMC
6) Station Interior. Back -
Middle waiting room.
view looking N.
7) Photo # 5.



6. 1) BRT+PR Indiana Passenger Station.

2) Indiana PA

3) Photo'r: Greg Smith

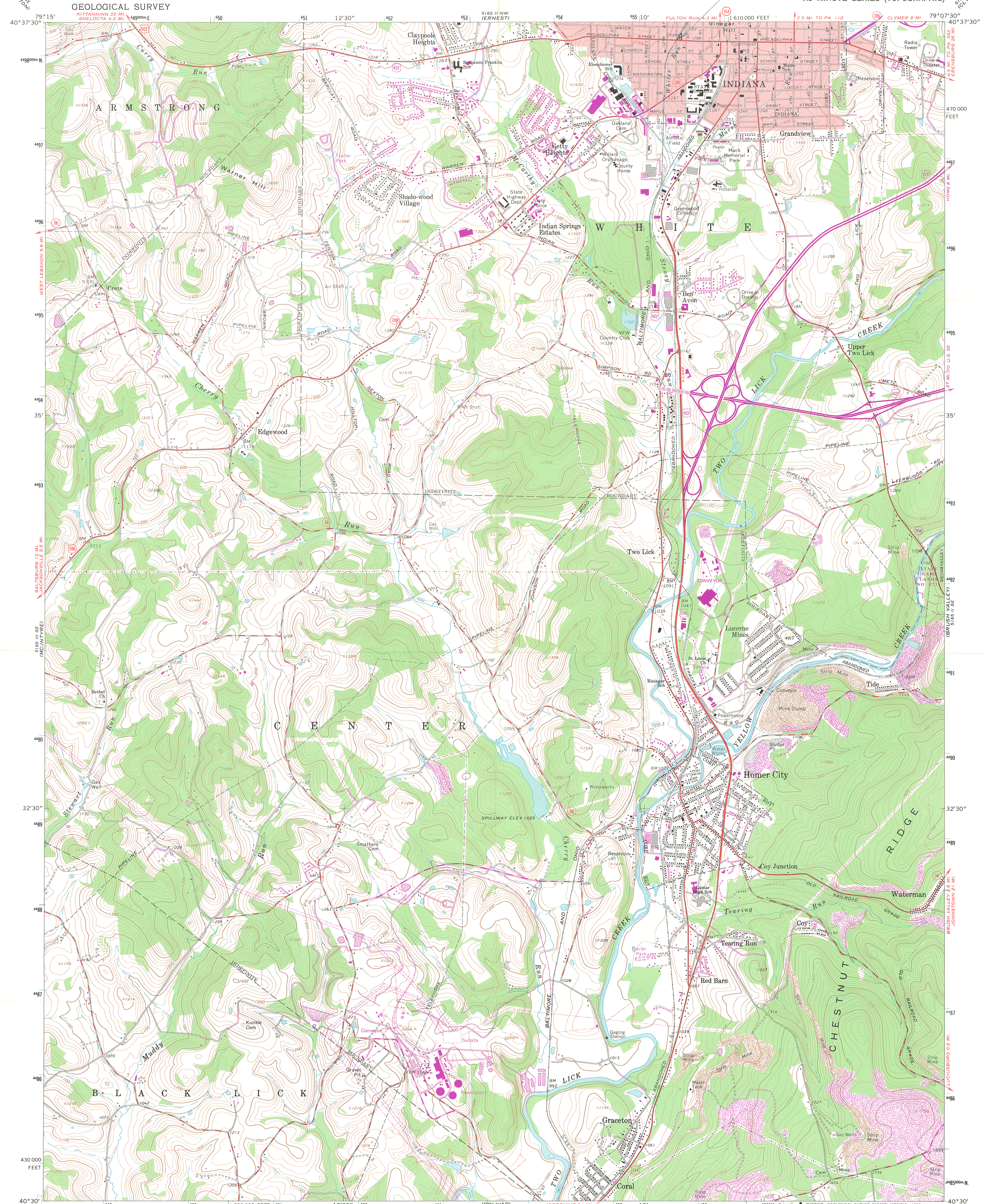
4) 10/1992

5) PHMC

6) Station interior - south
waiting room w/ ticket
window on left.

View looking N.

7) Photo # 6



Mapped, edited, and published by the Geological Survey
 Control by USGS, NOS/NOAA, and USCE
 Topography by photogrammetric methods from aerial photographs taken 1961. Field checked 1963
 Polyconic projection. 10,000-foot grid ticks based on Pennsylvania coordinate system, south zone. 1000-meter Universal Transverse Mercator grid ticks, zone 17, shown in blue. 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 4 meters south and 20 meters west as shown by dashed corner ticks
 Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked
 Red tint indicates area in which only landmark buildings are shown
 There may be private inholdings within the boundaries of the National or State reservations shown on this map

SCALE 1:24,000
 CONTOUR INTERVAL 20 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929

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

INDIANA, PA.
 N4030—W7907.5/7.5
 1963
 PHOTOREVISED 1981
 DMA 5165 II SW—SERIES V831

Area below elevation 975 is subject to controlled inundation by Conemaugh Dam
 Revisions shown in purple and woodland compiled in cooperation with Commonwealth of Pennsylvania agencies from aerial photographs taken 1977 and other sources. This information not field checked. Map edited 1981



RECEIVED
MAR 31 1993
NATIONAL
REGISTER

Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

March 24, 1993

Carol Shull, Chief of Registration
National Register of Historic Places
U.S. Department of the Interior
1100 L Street, N.W.
Washington, DC 20240

Dear Ms. Shull:

The attached list of National Register nominations are being submitted for your review and response.

The proposed action is:

- listing in the National Register
 determination of eligibility (owner objection)

If you have any questions regarding the nominations please call us at (717) 783-8946.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dan G. Deibler".

Dan G. Deibler, Chief
Division of Preservation
Services

Enclosures
DGD/dlc

1. Buffalo, Rochester and Pittsburgh Railway Indiana Passenger Station, Indiana County

2. Indiana Historic District, Indiana County

3. Elverson Historic District, Chester County

4. Stephen Meredith House, Chester County

5. Lehigh Valley Silk Mills, Northampton County

6. Poole Forge, Lancaster County

7. Milanville Historic District, Wayne County

8. John Woods House, Allegheny County