

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Milton Freight Station, Reading Railroad

AND/OR COMMON

2 LOCATION

STREET & NUMBER 90 Broadway

CITY, TOWN Milton

STATE Pennsylvania

VICINITY OF 17th
CODE 42

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT
COUNTY Northumberland
CODE 097

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<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 type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER: - vacant

4 OWNER OF PROPERTY

NAME Reading Railroad Estate

STREET & NUMBER Plymouth Meeting Mall

CITY, TOWN Plymouth Meeting

VICINITY OF

STATE Pennsylvania

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Northumberland County Courthouse

STREET & NUMBER Second and Market Streets

CITY, TOWN Sunbury

STATE Pennsylvania

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Pennsylvania Inventory of Historic Places

DATE 1975

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Pennsylvania Historical and Museum Commission

CITY, TOWN Harrisburg

STATE Pennsylvania

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The earliest known scheme for the Philadelphia and Reading Co.'s Milton freight house actually was a design for a wooden building. Later this scheme was translated very directly into a masonry bearing wall structure. In 1883 this brick design was built, as recorded in the construction agreement between the Philadelphia and Reading Railroad Company and Joseph Nesbit, Master Builder, Lewisburg.

This building is single story, (with the exception of a small loft in the trusses over the office), with a raised floor several feet above grade for the purpose of loading and unloading vehicles. Cross building dimensions are approximately 30' x 100' with a 20' platform extension at the south end. Height from floor to truss tie beam is approximately 14'. Trusses are fully exposed with a 14' depth at center and 42' overall length. The basic structural system of the building is brick bearing walls on stone foundation walls with wooden trusses resting on the brick walls. Because there is an 8' roof overhand on 3 sides, trusses extend some 6' beyond the bearing walls, and therefore require infill walls around and between them to complete the enclosure between bearing wall and roof. These panels are of wood frame construction, with wood shingles on exterior. Roof structure consists of the trusses, spanning the 30' width of the building, at approximately 14' on center, connected longitudinally by a series of purlins which in turn support the rafters across which the roof deck is laid. Original roofing was of slate. Flooring is wood plank, inside and out.

The roof is of gable form, truncated at the north end, where offices were located, and hipped at the south, at loading platform. Overhand is 3' at north end while 8' on the other 3 sides.

By the drawings, the chimney was to have been on the east side of the roof, yet the 1909 photograph shows the chimney on the west side. The chimney as it exists today is less detailed than the 1909 version and is either a replacement or an adaptation of the earlier chimney.

All doors and window frames are of wood construction. Doors include diagonally planked panels, for structural and decorative purposes.

The structural system of seven equal bays, evidenced on the exterior of the building by the roof trusses and braces and the placement of doors and windows, is emphasized by the modulated relief of the brick facade to create pilasters beneath trusses, between bays, and to frame arched doorways and bays. The brickwork of the facade, with wood structure and trim, works well to enhance the rhythm of the elevation, reflecting the spatial organization of the building and adding to the overall coherence of the design.

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As evidenced by the early drawings, the building was originally constructed with one office bay, (double hung windows on elevation). Later, at some date prior to 1909, the office was enlarged into the second bay on the north end and freight doors in that bay were replaced by doublehung windows. Detailing and materials were skillfully matched into existing fabric in this adaptation, yet it is possible to distinguish the juncture between original and additive sections.

With the exceptions of the office enlargement and chimney evolution, the building stands today much as it was originally conceived and constructed. Although its present appearance, with broken windows and leaky roof, is rather rough, the structure is still quite sound and restorable, though continuing to deteriorate due to neglect.

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/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1883

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

If for no other reason, the Milton Freight Station is of historical significance as a fine example of commercial/industrial architecture from a time in our country's history when great pride was invested in the design and construction of buildings for even modest purposes. Special attention was paid to a building's exterior design as representative of the character and status of its occupant; this building is of an era where appearance were not taken lightly. It would not have been proper or acceptable for an establishment of the stature of the Philadelphia and Reading Railroad Company to construct a building of lesser outward appearance. Built in 1883, the Milton Freight Station dates back to the days when the railroads were a major feature in the life of every small American town.

Consistent with the attitude that outward appearance is of greatest importance, the interior of the warehouse proper remains purely functional, being simply the back side of the exterior, with no finishes whatsoever.

This emphasis on outward presentability is not suggest, however, any lack of pragmatism in design. Rather everything about the building, from its overall form and structure to detailing and choice of materials, is totally systematic and logical. For all its decorative detail, this is really quite a straightforward buildings, and analogous to better "functionalist" architecture of our own time, in that its detail is not purely decorative, but functionally derived from the basic organizational and structural elements of the design.

This alone should stand to emphasize historically the architectural meaningfulness of the Milton Freight Station, particularly in a town so much of whose architectural heritage has already been destroyed.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Milton, Pennsylvania 1909

"Milton Evening Standard" Souvenir, Published 1909.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.5 acre

UTM REFERENCES

A

1	8	3	44	2	80	4	54	2	370
ZONE		EASTING			NORTHING				

B

ZONE		EASTING			NORTHING				

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Christopher J. Clements, Principal

ORGANIZATION

Architectural & Communications Designers

DATE

May 27, 1976

STREET & NUMBER

13 A Roberts Road

TELEPHONE

CITY OR TOWN

Cambridge

STATE

Massachusetts

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

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

Executive Director
Pennsylvania Historical & Museum Commission

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

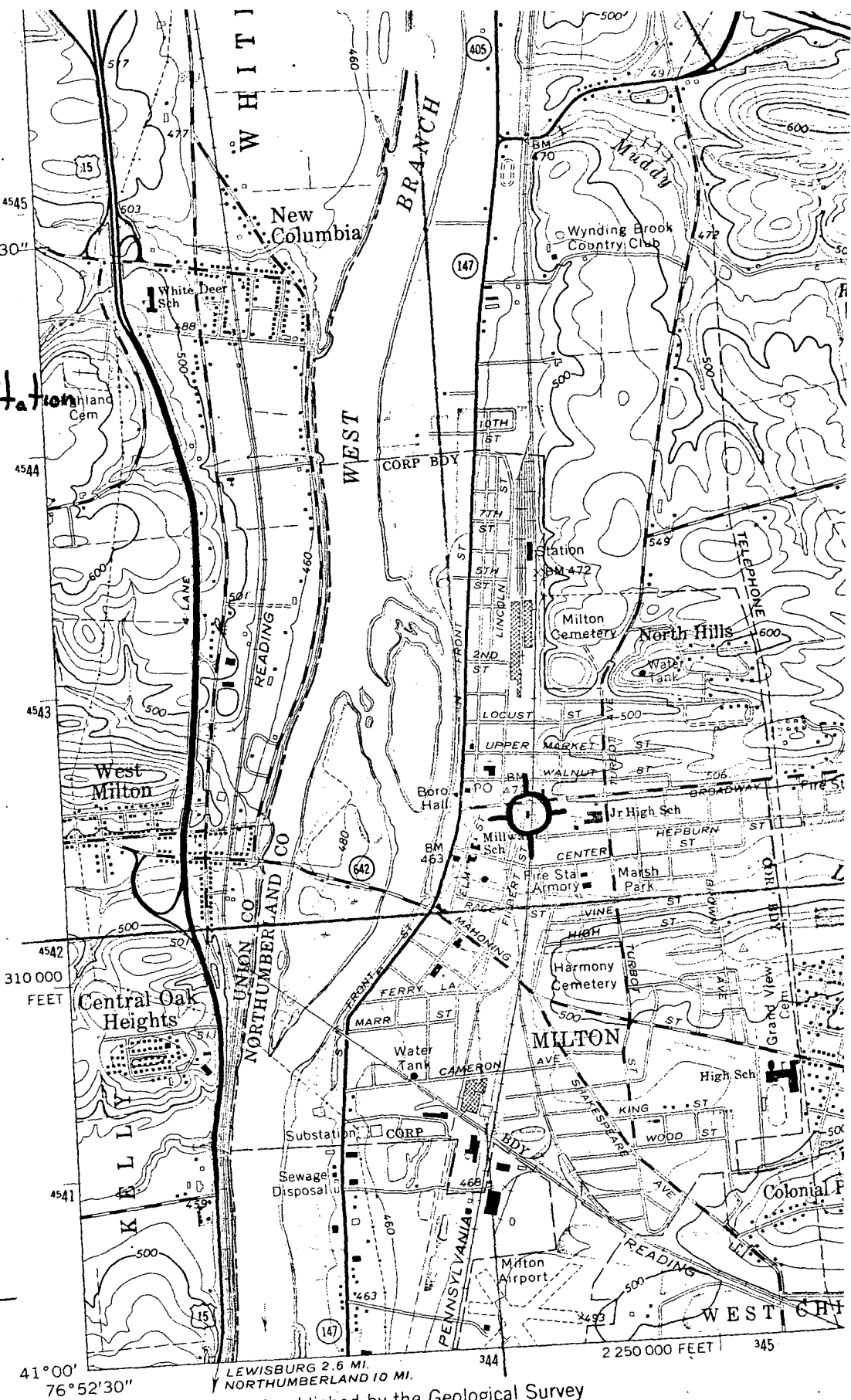
DATE

KEEPER OF THE NATIONAL REGISTER

Milton Freight Station
 Zone 18
 4542370
 344280

MILTON FREIGHT STATION, READING RAILROAD
 Milton, Northumberland County, Pennsylvania

Zone 18
 E 34 42 80
 N 454 2 370



41°00'
 76°52'30"

LEWISBURG 2.6 MI.
 NORTHUMBERLAND 10 MI.

2 250 000 FEET | 345

Mapped, edited, and published by the Geological Survey
 Control by USGS and USC&GS

Topography by photogrammetric methods from aerial
 photographs taken 1962-63. Field checked 1965
 Polyconic projection. 1927 North American datum
 10,000-foot grid based on Pennsylvania coordinate system, north zone
 1000-meter Universal Transverse Mercator grid ticks,
 zone 18, shown in blue

(LEWISBURG)
 5665 IV NW

