

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

57

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DATE ENTERED

**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

PITTSBURGH & LAKE ERIE RAILROAD COMPLEX

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Smithfield & Carson Streets

__NOT FOR PUBLICATION

CITY, TOWN

Pittsburgh

CONGRESSIONAL DISTRICT

14

STATE

Pennsylvania

__VICINITY OF

CODE

42

COUNTY

Allegheny

CODE

003

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"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input checked="" type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

P & L E Railroad

STREET & NUMBER

Smithfield & Carson Streets

CITY, TOWN

Pittsburgh

STATE

Pennsylvania

__VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Registry of Deeds, County Office Building

STREET & NUMBER

Forbes Avenue at Ross Street

CITY, TOWN

Pittsburgh

STATE

Pennsylvania

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Landmark Architecture of Allegheny County

DATE

__FEDERAL __STATE COUNTY __LOCALDEPOSITORY FOR
SURVEY RECORDS

Pittsburgh History & Landmarks Foundation

CITY, TOWN

Pittsburgh

STATE

Pennsylvania

77 DESCRIPTION**CONDITION**

EXCELLENT
 GOOD
 FAIR
 DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Situated at the foot of Mt. Washington, directly across the Monongahela River from Pittsburgh's central business district, the 40-acre complex of buildings and railroad yards of the P & LE Railroad is a major visual component of the cityscape. It extends from the Fort Pitt Bridge to the Panhandle Railroad Bridge between Carson Street and the river. The original P&LE complex was developed over an extensive period of time beginning in 1877, four years after the railroad was chartered. Densely clustered building activity occurred at the turn of the century on the eastern end of the site, and all of the extant buildings date to that era. The rest of the site was covered with a network of tracks leading into the warehouse and the train shed. The riverside site is thus covered largely by tracks and platforms, but includes the Terminal Building, the Freight House, the Central Warehouse, the Terminal Annex, and the Express House. All these structures, clustered at the eastern end of the site, were built in the 1895-1920 era.

The Terminal Building, known as the P&LE Railroad Station, is already a National Register property. Designed by William George Burns in 1898 and completed in 1901, 22 years after the opening of the P&LE at Pittsburgh, the structure is one of two remaining Edwardian style stations in Pittsburgh. The 7 story hollow cube of stone, brick, and terra cotta over a steel frame is the terminal headhouse type with through tracks on one side toward the river. Basically classical in style, the exterior features restrained Beaux Arts detailing.

Composed of 4 sections, the facades increase in ornamentation from street level to roof trim. The lowest level or water table is finished in coursed, smooth, dressed stone, and the second covering 2 stories is of rusticated stone. This block has recessed, fixed, 6 pane windows with stone panels between windows and the entire unit headed with keystones. Dividing this level from the third is a floral strong course. In the third level vertical movement is emphasized by brick pilasters separating the same type of windows found below. The panel areas between windows are elaborated with geometric tracery. This section comprising three floors is separated by a wider band of bricks and a string course of key pattern. The final and smallest level is also of brick but with a culminating emphasis of ornamentation. Crests on stone panels decorate the piers between windows, and the central section of the 6 pane windows are of brick and stone. An architrave of wreath and floral garlands run above the highest level of fenestration with dentils and modillions appearing under the cornice. The most unique detail is to be found on the east facade where the ornamental roof balustrade features a square pediment containing a large relief of a moving locomotive, Number 135. Also on the east side of the building, a cast iron portico projects over the driveway serving the second floor of the Terminal Building.

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P&LE Railroad Complex, Allegheny County

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The interior Grand Concourse area, presently in use as a restaurant by the C.A. Muer Corp. of Detroit, has been called one of the two grandest Edwardian interiors extant in Pittsburgh - the other being the Music Hall Foyer at Carnegie Institute. This magnificent space, over 2 stories in height, features a cascading marble staircase, marble columns, a large stained glass fanlight window, a stained glass barrel vaulted ceiling, fine mahogany woodwork, and gilded and painted plaster. The firm of Crossman & Sturdy of Chicago did this interior, and their water color, perspective drawing for the waiting room was published in the Pittsburgh Architectural Club Exhibition Catalogue of 1900.

Built in 1897 for the P&LE System, the Freight House is a shed of 4 longitudinal gable bays supported by a light steel framework. The structure is evident in the brick east facade, 198 feet wide and 31 feet high, where the lines of the 4 gables and light monitors above are articulated and elaborated through coping and a rhythmic pattern of stepped corbelling and inset panels, four panels to each gable. Entrance is through a 12 foot doorway the width of one of the panels in the second bay from the south side. Nineteen steel sash windows provide lighting to the interior. The south and north facades are of vertical siding, originally pierced by loading docks and sheltered by 12 foot overhangs.

In the interior, the steel trusswork is fully exposed. The single open space, 198 by 407 feet, is interrupted only by rows of supports which separate the 4 longitudinal bays -- 54, 50, 48 and 46 feet in width -- and are spaced 37 feet apart throughout the length of the shed. A pair of sunken train tracks 26 feet wide bisects the space lengthwise. Overhead, the trusswork rises above horizontal members set at a height of 17 feet. The roofing consists of wood planking carried on a series of parallel Pratt trusses with inclined top chords, each 8 feet to the peak. English or cambered Howe trusses, each 12 feet wide, resting on the peaks of the Pratt trusses support the roof monitors. The peaks of the monitor trusses stand 31 feet above the floor level. These additional structures provide natural lighting to the entire interior space through banks of windows 4 feet high.

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Recent renovation of the structure, attendant upon its conversion to a specialty shopping mall, has been relatively minor. The east facade has been chemically cleaned and repointed, and the steel sash repaired and painted. On the side walls, the corrugated metal siding and assortment of modern overhead doors have been replaced with new corrugated metal siding along Carson Street, and vertical wood siding and display windows on the north side. Alterations to the roof and light monitors have been for the purpose of weatherproofing. Two inch insulation board and rolled roofing have been placed on top of the original roof deck. In the monitors, thermopane fiberglass panels replace the wood multipaned sash, and louvres, previously covered, have been exposed on the exterior and sealed on the interior.

Built in 1917 to meet the needs of the rapidly expanding railroad, the 7 story Central Warehouse contains approximately 500,000 square feet of space. Its heavy steel frame is entirely encased in concrete and forms 16 bays lengthwise and 9 bays in width. On floors three through 7, these bays are 20 ft. square, each spanned by smaller parallel steel beams. Ribbed concrete "pan" construction encases these smaller beams and bridges the spaces between them. At the third floor level, deep concrete encased beams span across bays 3 and 4, 5 and 6, and 7 and 8 (counting from the N side). These bays originally contained pairs of railroad tracks at ground level, although now only the central bay contains tracks. The deep beams carry the load of the columns above as well as the load of the second floor, which is hung with steel columns from the bottom of these beams at column rows 4, 6, and 8. Six elevators provide access to the upper floors.

Faced in red brick, the warehouse exterior features its major ornamentation at the cornice level. Stone coping, a row of dentils, and a row of panels cap a block whose other ornamentation includes coping below the top floor, stone window sills, and escutcheons on the brick piers between the bays. The windows on the upper stories are filled with one-quarter-inch thick ribbed glass; those on the lower stories are of glass block. A number of corrugated metal doors on the first level on the north and south facades serve as loading docks.

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Projected renovation of the structure, attendant upon its conversion to an office complex, will include only those changes necessary to adapt the building to its new use. The removal of the center 4 sections of bays will create an open atrium and expose sections of the structural system. Elevators, services and partitions for modern use will be inserted. Exterior work will include the restoration of all exterior brick walls, pilasters, and cornices. In addition, the existing multi-paned steel window sash will be replaced with large sheets of thermopane glass. The sides and top of existing masonry openings will not be altered in this process.

The two remaining buildings reflect the sobre practicality which has typically characterized Pittsburgh and which dictated much of the designs for such railroad complexes. The Terminal Annex, to the South of the Terminal Building, is a solidly constructed six-story brick building with rusticated piers at the corners and between the windows.

The Express House is a basically rectangular 3 story structure of yellow brick, with irregular fenestration and ornamentation only at the corbelled and panelled cornice. It stands to the west of the Terminal Building, connected to it by a covered open space, formerly a waiting area.

The original trainshed, constructed in 1898, was 500 feet in length and 117.5 feet wide and projected out toward the River. In 1911, it was extended 200 feet by the American Bridge Company. This magnificent space became a maintenance problem and was dismantled in 1935 and replaced by 3 canopies over the platforms.

Also demolished since the early days of the complex was the station's own power house on the eastern side of the Smithfield Street Bridge.

Additions to the entrance of the station in 1912 cost \$45,000 and included an elaborate clock pavilion over Smithfield Street. This structure was removed in the early 1960's.

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"/> 400-1499	<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 checked="" 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 _____ BUILDER/ARCHITECT _____

STATEMENT OF SIGNIFICANCE

The extant elements of the P&LE Complex are significant not only as individual structures, but for the total historic environment that they, along with 2 adjoining National Register properties, create. This environment serves as an extensive document of early 20th century architectural styles, engineering techniques, and transportation practices. In addition, it has strong historical association with the city's early development.

The P&LE site, which during the peak of the Railroad Age served 76 passenger trains per day and thousands of tons of freight and mail, has traditionally served as a transportation center. The south side of the Monongahela River was accessible in the early days by boat, canoe raft, or skiff. Until the Monongahela (or first Smithfield Street) Bridge was built in 1818, a ferry operated by Enoch Wright and Andrew Heard carried traffic to Wright's stone house, near the present site of the P&LE Station. The Monongahela, the first river bridge in Pittsburgh, was a covered wooden truss structure of 8 spans which served until its destruction in the great fire of 1845. Its replacement was designed by John Roebling (1806-1869), the great bridge engineer who designed the Brooklyn Bridge. This second Monongahela Bridge was quite a milestone as the first of his wire cable highway suspension bridges.

When the P&LE Railroad established itself on the riverbank in the late 1870's, the area at the base of the hill was becoming a hub of activity, both commercial and residential. As glass works, forges, and workers' houses proliferated, the riverbank was leveled and filled to extend it further into the Monongahela. The Washington Turnpike became Carson Street, the chief artery of the district, and the Pittsburgh, Cincinnati, and St. Louis Railroad laid tracks on an embankment right against the face of the hill. Eventually the P&LE Railroad acquired much of the land between the Smithfield Street (formerly Monongahela) Bridge and the Point Bridge.

First chartered in 1873, the P&LE began actual construction in 1877 with a line from Pittsburgh to Youngstown, later extended to Connelville. Also in 1877, agreements were made with two railroads that became the New York Central and the Erie, by which connections could be made with Cleveland and Ashtabula. While William H. Vanderbilt and later the New York Central directly came to hold a majority stock interest in the firm,

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the P&LE has always had its own corporate structure.

The bulk of the P&LE's traffic was between Pittsburgh and Lake Erie, where it carried a north-bound supply of coal and a south-bound supply of iron ore. Railroads have typically played important roles in the growth and expansion of many cities across the country, but nowhere more so than in Pittsburgh. Pittsburgh's iron industry grew to meet the needs of the U. S. railroads, and the railroads in turn transported iron ore and coke to its factories.

The P&LE, however, had a large passenger service as well, the main station of which, located midway along the line, was at Pittsburgh. This modest station, built in 1869 and reconstructed in 1882, stood at the northwest corner of Carson and Smithfield Streets facing the lower terminus of the Monongahela Incline.

Steadily increasing traffic across the river eventually found Roebling's Monongahela Bridge inadequate, and it was replaced in 1881-83 by the Smithfield Street Bridge, a National Register property. Built in two sections and enlarged in 1911, this lenticular truss system on stone piers was designed by Gustave Lindenthal (1850-1935), one of the most famous of bridge engineers. It is of great historical importance as Pittsburgh's oldest extant bridge and the oldest through-truss bridge in America.

The crown of the P&LE complex, constructed concurrently with the Pa. terminal on the other side of town, was the Terminal Building. These two are the only two remaining Edwardian style stations in Pittsburgh, and the P&LE alone retains its attendant facilities and yards. It was conceived as a grand monument to the P&LE and, as such, is significant for both its architectural merit and associational value. Company officers had been considering a new station since the mid-1890's, as evidenced by an item in the American Architect of March 14, 1896 that "plans have been prepared by E. Knox Miller for a large railroad station which will be built at a cost of about \$750,000 on the South side, the owner being the P&LE Railroad Company." The architect finally chosen was William George Burns, and the cost estimated at \$950,000, making it truly a "million dollar terminal."

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The building was begun in 1899 under the engineering charge of Westinghouse, Church Kerr & Company, the firm which had recently constructed Boston's South Station. As all the land in the area was filled, piles were sunk on the site by Klicker & McClaress of Pittsburgh. The subcontractor for the foundation was O'Rorke & Reilly of Altoona, Pa. Carnegie Steel Company supplied the structural steel, and the Schultz Bridge & Iron Company of Pittsburgh erected both the terminal and the train shed beginning on July 17, 1899. The brick and tile curtain walls were added by the firm of Henry Schenk of Pittsburgh and Erie. Finally, the ornamental iron-lamps, grills and elevator cages were furnished by the Hecla Iron Works of Brooklyn, New York.

The P &LE complex might also be seen as an estensive document of early 20th century engineering techniques. Particularly notable in this respect are the Freight House of 1897 and the Central Warehouse of 1917, both listed on the Pennsylvania Inventory of Historic Places. Typical of the railroad buildings which came to be constructed at a feverish pitch in the late 19th century, the structural framework of the Freight House is a derivation from the iron trusses which ultimately derived from early timber prototypes. The full exposure of the structure and its expression on the exterior represents the kind of functional design highly praised by such critics as Horatio Greenough in the 19th century. The structural system of the Central Warehouse is an early example of a concrete-encased steel framework.

In addition, the P&LE complex forms part of a larger grouping of Victorian transportation systems, two of which are already listed as National Register properties. The complex is directly linked to the central business district by the Smithfield Street Bridge, already discussed, a NR property. Access to the top of Mt. Washington is available through the use of the Monongahela Incline (1869, 1882), Pittsburgh's oldest continuously operating inclined plane, also on the NR. Finally, a trolley car tunnel, still in daily use, was cut through Mt. Washington at the edge of the P&LE complex about 1900.

Taken as a whole, the P&LE site is a fine example of the type of large-scale railroad complex which developed during the great Railroad Age. The Terminal Building is already a NR property. The expansion of that existing listing to include the entire 40-acre complex would most certainly strengthen and protect the viability of all the single listings in the area, resulting in a more comprehensive historical grouping.

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The Pittsburgh History & Landmarks Foundation is taking advantage of the comprehensive nature of the area in a \$40 million (first phase) development project for the site, Station Square, which has been cited in Business Week as "the country's largest recycling project." Combining adaptive use of the existing structures with extensive site development and projected new construction, the complex will serve living, working, shopping, and entertainment functions. More specifically the project will include retail shops, office space, restaurants, a hotel, an outdoor industrial artifact museum, a public outdoor festivity center, and a public riverside park.

The Grand Concourse in the Terminal Building is already in use as a major seafood restaurant, restored to its original grandeur. Specialty shops in the Freight House are expected to open in August of 1979, and the Central Warehouse is now being leased as luxury office space. Further development of the site is expected to take 10 years.

The project is intended, through private development, to augment urban renewal activities which began in Pittsburgh's Golden Triangle some 30 years ago, extending the effects of a new image and economic revitalization to the South Side. In addition, Station Square will provide further demonstration of the adaptability of historic structures, specifically those related to railroads, the creation of a viable urban environment. Extending Station Square's positive impact on preservation activity in Pittsburgh, PHLF is bound by legal agreement to utilize all net income for neighborhood preservation purposes throughout the county. This mall-cum-museum, firmly based on a rail and river theme, clearly could act as an inspirational as well as financial catalyst to further restoration and adaptive use of Pittsburgh's historic and aesthetic resources.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Station Square: A Golden Age Revived, James D. Van Trump, The Stones of Pittsburgh, No. 11. PHLF, 1978
 Landmark Architecture of Allegheny County, James Van Trump & Arthur P. Ziegler, Jr., PHLF, 1967
 American Building, Condit, Carl W., Chicago, University of Chicago Press, 1968.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 12.5

QUADRANGLE NAME Pittsburgh West, Pa. QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A	17	58,456,0	44,761,80	B	17	58,450,0	44,750,00
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	17	58,372,0	44,765,80	D	17	58,378,0	44,766,40
E				F			
G				H			

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
 Eliza Smith, Staff Assistant

ORGANIZATION
 PHLF

STREET & NUMBER
 One Landmarks Square

CITY OR TOWN
 Pittsburgh

DATE

TELEPHONE

STATE
 Pennsylvania

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

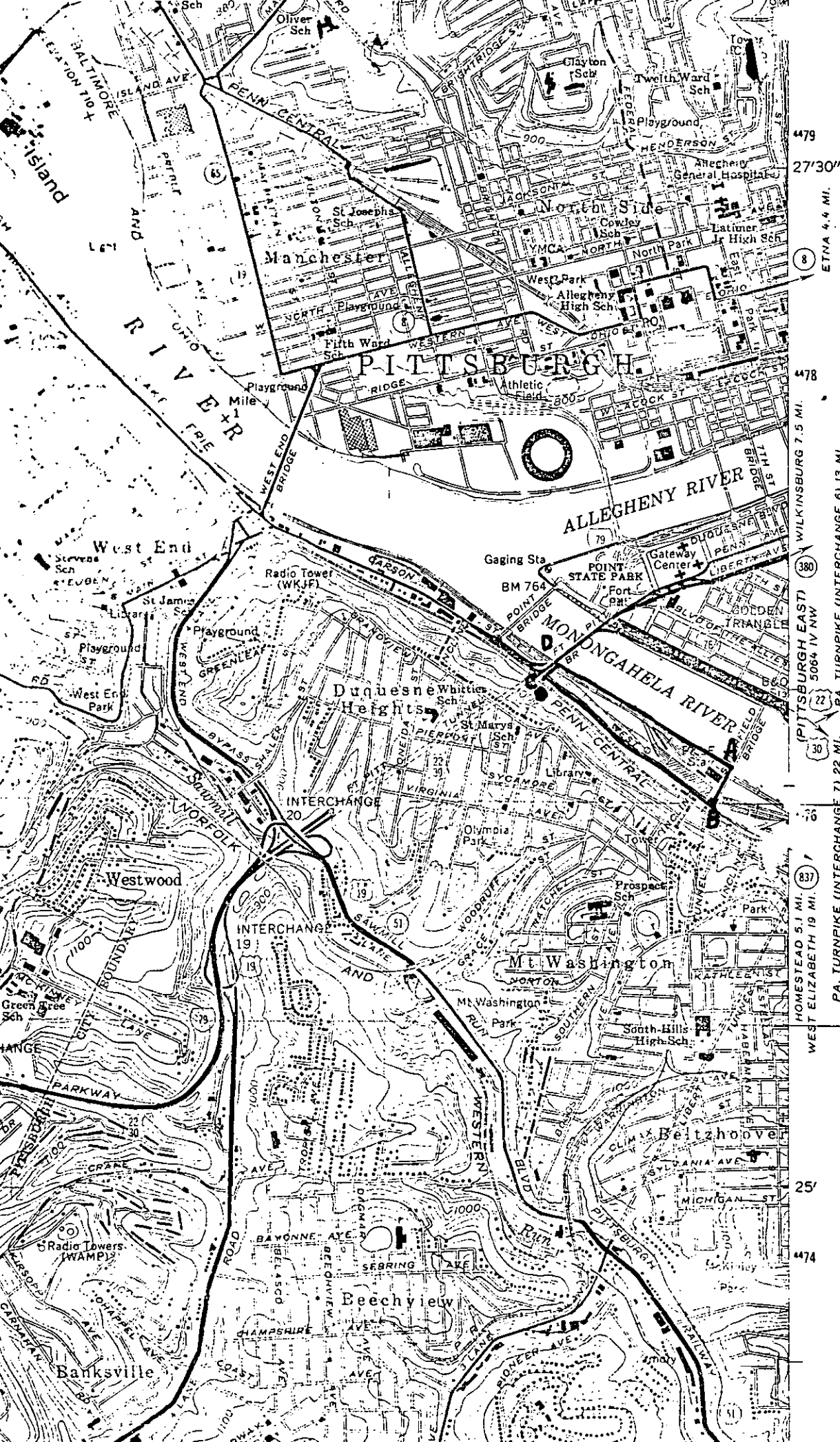
NATIONAL STATE LOCAL

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 ED WEINTRAUB, Director DATE
Office of Historic Preservation

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
	DATE
ATTEST: KEEPER OF THE NATIONAL REGISTER	DATE
CHIEF OF REGISTRATION	



479
27'30"
ETNA 4.4 MI.
478
WILKINSBURG 7.5 MI.
PITTSBURGH EAST 5064 IV NW
PA. TURNPIKE INTERCHANGE 6) 13 MI.
PA. TURNPIKE INTERCHANGE 7) 22 MI.
837
HOMESTEAD 5.1 MI.
WEST ELIZABETH 19 MI.
474

Pittsburgh & Lake Erie Railroad
Complex
Pittsburgh & Lake Erie Railroad
Complex
Zone 18
A E584560 N4476180
B E584500 N4475000
C E583720 N4476580
D E583780 N4476640

PITTSBURGH
AND LAKE ERIE
RAILROAD COMPLEX

66