

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

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

1. Name

historic Pennsylvania Railroad Station, Latrobe

and/or common Latrobe Passenger Station

2. Location

street & number Depot St., (not numbered) bounded by Alexander, McKinley & Ligonier Sts. N/A not for publication

city, town Latrobe N/A vicinity of

state Pennsylvania code 42 county Westmoreland code 129

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 checked="" 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"/> N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Walnut St. Properties (Eugene L. Doemling)

street & number R.F. D. 5

city, town Latrobe N/A vicinity of state PA

5. Location of Legal Description

courthouse, registry of deeds, etc. Westmoreland County Courthouse

street & number Main St.

city, town Greensburg state PA

6. Representation in Existing Surveys

Site
title Westmoreland County Historic Survey has this property been determined eligible? yes no

date 1979-1981 federal state county local

depository for survey records Planning Dept., Westmoreland County Courthouse

city, town Greensburg state PA

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date N/A

Describe the present and original (if known) physical appearance

The Pennsylvania Railroad Station at Latrobe is located along the main Conrail tracks two blocks from the center of the borough. The station building is situated on the north side of the rail lines. Tunnels and stairways link the building to passenger shelters stretching along both sides of the elevated tracks. To the east of the station and passenger shelters are two brick hotels, both Victorian in style. Small modern structures housing a bank and businesses stand to the south. Nineteenth century business buildings are located to the west of the station. To the north is a municipal parking lot, and beyond it small business buildings.

The station is an eclectic Victorian building constructed of red brick with limestone and terra cotta trim. It is one story tall and rectangular in plan. The building is eight bays wide with an intermediary covered cartway between a two-bay baggage area on the west and the six-bay passenger area to the east. It is five bays in depth.

The facades of the building are plain red brick below the crown of each wall. A limestone sill course runs around the entire structure. Two doors pierce the front facade on either side of the covered cartway. A third doorway on the front elevation opens into the main waiting room in the center of the building. Another door is located at one edge of the east elevation. Two doors also flank the covered cartway on the rear, south elevation. The remaining bays on each facade are pierced by two over two windows. Above the windows and doors and beneath the crown of each facade, a wide asphalt shingled overhang supported by millwork brackets projects over a surrounding sidewalk.

The crown of each facade is the most embellished part of the building. A parapet with recessed panels stretches along the top of each facade and hides a flat roof from view. The roof and parapet are interrupted dramatically by a gable that cuts across the building above the main waiting area. The gable end on the front facade features a pediment flanked by stone finials and terra cotta volutes. The gable end of the rear facade has a panelled chimney stack flanked by similar finials and volutes. The gable also has four dormers with polychrome hoods and decorative masonry.

The largest room in the interior of the building is the main waiting room. It has an open truss gable top finished with a handsome tongue-and-groove walnut panelled ceiling. To the east of this room are a women's waiting room and rest room, a roughly finished room to provide steam heat, and a men's rest room. Flanking the west side of the main waiting room is a baggage room. The baggage room and women's waiting room feature yellow pine board wainscoting and woodwork.

The elevated tracks that run by the building are flanked by two, 120-foot long passenger shelters with iron posts and triangulated steel cross beams supporting asphalt shingled roofs. The shelters stand on herring-bone fly-ash brick promenades. Delicate double reverse spiral lamp posts light the promenades.

The building and passenger shelters are remarkably well preserved. The only alterations include repair work to the roof and rain damage to the interior wainscoting of the station building. A number of doorways and windows in the station house have been boarded up.

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 1903

Builder/Architect Wm. H. Brown, Chief engineers; G. C. Clarke, asst. engr., H.S. Kerbaugh, constructor

Statement of Significance (in one paragraph)

The Pennsylvania Railroad Station at Latrobe was an important stop on the main line of the Pennsylvania Railroad Company. It was one of four heavily used passenger stations on the western division of the main line between Harrisburg and Pittsburgh. The station is also significant for its distinctive architectural style. The building's eclectic Victorian design is unique among other major stations on the western division of the main line.

The Latrobe station was constructed in 1903 during a period when the Pennsylvania Railroad Company undertook major improvements on the western division of the main line. At the turn of the century the company found that freight and passenger traffic was increasing so rapidly on the mainline between Pittsburgh and Harrisburg that traffic was becoming too heavy to efficiently handle. From 1901 to 1906 the Pennsylvania Railroad Company expanded most of the main line between Harrisburg and Pittsburgh from two tracks to four tracks in order to accommodate the rising volume of traffic. It also re-routed sections of the line to reduce grades and straighten curves so that trains could travel more quickly with fewer locomotives. In Latrobe the railroad company expanded the line to four tracks and elevated it to increase the speed and safety of trains passing through town. The company also built the present station building, platforms and passenger shelters so that passengers could board and depart trains on the elevated line.

The newly constructed station in Latrobe quickly became one of the principal stops on the western division of the main line. Only three other stations between Harrisburg and Pittsburgh -- the depots in Altoona, Johnstown and Greensburg -- handled as much or more passenger traffic in the early twentieth century. For example, in 1910 thirty-two daily or weekly trains stopped at the Latrobe station. In the same year thirty-four daily and weekly trains pulled into the station at Greensburg, thirty-six at Johnstown, and forty-four at Altoona. No other stations between Harrisburg and Pittsburgh handled as much passenger traffic as these depots did.

The new Pennsylvania Railroad Station at Latrobe also quickly became an important transportation center in Westmoreland County. It and the Greensburg depot were by far the largest stations on the main line through the county. Together with the Greensburg Station, it provided county residents with access to the main line, and from there to Philadelphia, Pittsburgh and cities throughout the United States.

The Latrobe station continued to be an important transportation center from the 1910s to 1950 as passenger traffic at the depot remained steady. Between thirty and thirty-three weekly and daily trains stopped at Latrobe during these years. Each train carried as many as 500 passengers. The depot also remained one of the four main stations on the main line between Harrisburg and Pittsburgh. Between 1920 and 1950 the stations at Altoona, Johnstown and Greensburg handled twenty-eight to sixty-seven passenger trains. Other depots on the western division of the main line had significantly less passenger traffic.

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The number of passengers boarding and departing at Latrobe has declined greatly since 1950. Only a few trains stopped at the station by 1970. Today, two trains still pick up and let off passengers at Latrobe, but the ticket office at the station is closed and the building stands idle. The station has been sold from the former Pennsylvania Railroad Company to private owners.

Although the station is no longer a transportation center, its architectural design still stands out among depots on the main line between Pittsburgh and Harrisburg. Its eclectic Victorian style contrasts with the prominent designs of two other stations on the main line. The Greensburg railroad station, which was listed on the National Register on November 7, 1977 is a fine example of the Jacobean Revival style. Built in 1911, it is a large station with a stately clock tower and elegant porte cochere. The Pennsylvania Railroad station at Johnstown, built in 1915-1916, is a Classical Revival structure. It is a large two story building with stone columns flanking the main entrance and a high vaulted center section above the main waiting room. By comparison the Latrobe station is a smaller building that lacks the massive proportions and high clock tower of the Greensburg station, and the large columns and soaring vaulted area of the Johnstown depot. In addition, with the exception of the Greensburg station, the Latrobe depot is the only station on the western section of the main line that still retains its original passenger shelters.

Thus the Pennsylvania Railroad Station at Latrobe is significant for its distinctive architecture. It was also one of the most important transportation centers on the western division of the Pennsylvania Railroad main line.

9. Major Bibliographical References

(see continuation sheet)

10. Geographical Data

Acreeage of nominated property 1½ acres

Quadrangle name Latrobe

Quadrangle scale 1:24,000

UTM References

A

1	7
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6	3	7	1	8	0
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Verbal boundary description and justification (see continuation sheet)

List all states and counties for properties overlapping state or county boundaries

state PA code 18 county Latrobe code 18
state PA code 18 county Latrobe code 18

11. Form Prepared By

name/title Helene Smith & George Swetnam/William Sisson

organization Preservation Hill/PHMC

date October 10, 1985

street & number Box 104A, RD 3

telephone (412) 832-7767

city or town Greensburg/Harrisburg

state PA 15601

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 Larry E. Tise, State Historic Preservation Officer

date

For NPS use only

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

date

Keeper of the National Register

Attest:

date

Chief of Registration

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Bibliographical Reference

Albert, George D., History of the County of Westmoreland, PA, Philadelphia, L.H. Everts & Co., 1882;

George H. Burgess & Miles C. Kennedy, Centennial History of the Pennsylvania Railroad, 1846-1946, Philadelphia, Pennsylvania Railroad 1949, pp. 482, 493.

Patricia T. Davis, End of the Line: Alexander J. Cassatt and the Pennsylvania Railroad, New York, Neale Watson Academic Publications, Inc. 1978, p. 179

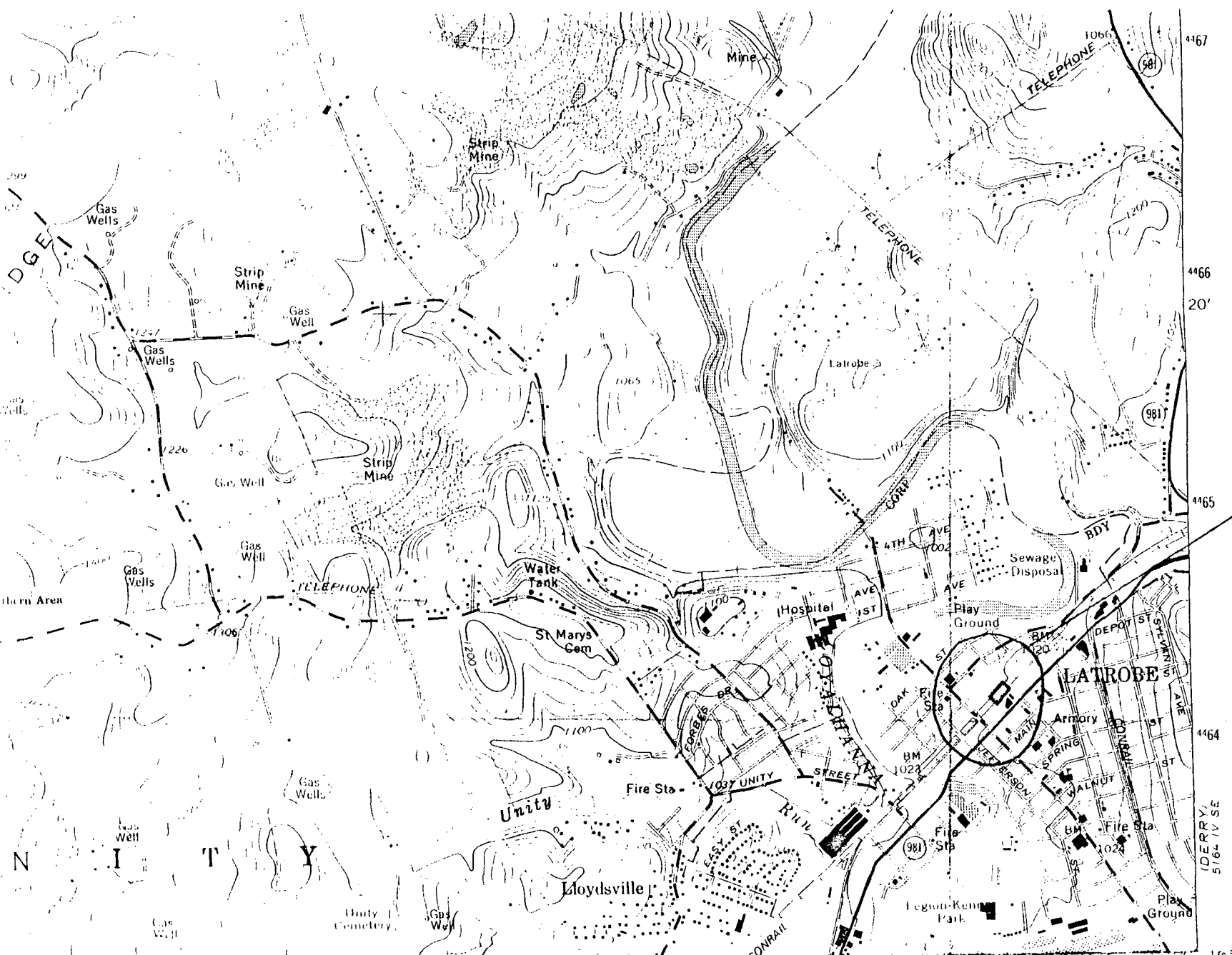
Official Guide to the Railways, New York, National Railway Publications Co., June 1903, p. 379; 1910 pp. 412, 301; 1920, pp. 344-345; 1930, pp. 332, 352; 1940, pp. 245-246, 290-291; 1950, pp. 280-281, 332-333; 1960, pp. 235-234, 283-285.

Pennsylvania Railroad Company Annual Reports, Philadelphia, Pennsylvania Railroad Company, 1901, p. 20; 1902, pp. 21-25; 1903, p. 19.

H.W. Schotter, The Growth and Development of the Pennsylvania Railroad Co., n.p. (Philadelphia) 1927.

Verbal Boundary Description

Beginning at a point on the southwesterly boundary of Alexandria St., distant 20 feet northwestwardly, at right angles from the northwesternmost rail of the northwesternmost through track: thence southwestwardly 600 feet, more or less, parallel to said rail, to a point on the northwestern boundary of Ligonier St.; thence northwestwardly by said boundary of Ligonier St., 115 feet, more or less; thence northeasterly by the southeasterly boundary of an alleyway 600 feet more less, to the southwesterly boundary of Alexandria St., thence southeastwardly by said boundary of Alexandria St., 115 feet, more or less, to the point of beginning. The boundary includes the station building, platforms, passenger shelters and historically associated land.



PENNSYLVANIA RAILROAD STATION,
 LATROBE
 Westmoreland County
 Latrobe Quadrangle
 Zone 17
 E637180 N4464150

4467
 4466
 20'
 4465
 4464
 53 VI 7915
 DERRY