

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Reading Railroad Freight Station
other names/site number N/A

2. Location

street & number South Fifth and St. Louis Streets N/A not for publication
city, town Lewisburg N/A vicinity
state PA code PA county Union code 119 zip code 17837

3. Classification

Ownership of Property

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

Category of Property

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

Number of Resources within Property

Contributing	Noncontributing
<u>1</u>	<u> </u> buildings
<u> </u>	<u> </u> sites
<u> </u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u>1</u>	<u>0</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 1

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Signature of certifying official _____

Date _____

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____

Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this 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

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Rail-related

Current Functions (enter categories from instructions)

Commerce/Professional

7. Description

Architectural Classification
(enter categories from instructions)

Late Victorian

Materials (enter categories from instructions)

foundation stone

walls brick

roof asphalt

other _____

Describe present and historic physical appearance.

SEE ATTACHED CONTINUATION SHEET

See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1 READING RAILROAD FREIGHT STATION

SECTION VII - Building Description

The Lewisburg Freight Station, located on the corner of South Fifth and St. Louis Sts., is a rectangular, one and one-half story building of brick and frame construction and eclectic late Victorian design. The roof, hipped at the south end and featuring a jerkin head gable at the north end, is covered with black composition shingles. Tin covered wooden snow catchers run just above the eave.

The wide overhanging eaves are supported by exposed roof rafters and extended turned trusses. Supporting brackets arc down to the brick walls, resting on white sandstone corbels. Beaded tongue and groove siding runs horizontally under the roof overhangs, then extends vertically from the fascia downward, ending in a diagonal clover shaped cut out. The siding on the north facing gable is sectioned into areas that run diagonally on each side of three tall, round topped windows. All woodwork is painted in a tan and dark brown combination.

The red brick walls feature regularly spaced arcades created by arches, white sandstone springers, brick pilasters and corbeled brickwork. Some of the archways are solid brick, while some are filled with black metal-framed tinted glass windows and doors.

The east and west facades are divided into six bays. The northernmost bay of each facade contains a pair of arched top windows. The other bays of the east facade are filled alternately with solid brick or glass windows or window/door combinations, while all bays of the south and east facade use glass.

To the west, wooden decking stretches the length of the building. Trellis work conceals the area underneath the platform, as well as covering the crawl space openings. A metal railing surrounds the area and runs down the wooden steps to the north. Stone steps and a black pipe railing rise to the north entrance. At the east entrance, wooden decking provides a handicapped ramp and another deck offers pleasant park benches for seating.

The interior space is divided into two floors and two separate office units. One office on the first floor provides a reception area, closets and two offices. The smaller office occupies the north end of the building. The three sided bay window that once divided the freight office from the storage area has been retained in its original position and the original freight scales are displayed behind it. A stairway in the northwest corner leads to second floor storage, restroom and two more offices. A door leads to the other office unit.

The larger office unit occupies the rest of the building. On the first floor are a reception area, open space offices and two private offices at the south end. Stairs are located to the west of the open area. The second floor includes three offices, a large storage room and closets, two restrooms and a kitchen. All walls and trim are painted a linen color.

The original freight doors are stored in their "up" or open position, allowing natural light to enter the first floor offices. The doors are visible on the second floor in their original upright storage position and are painted a tan and linen combination. The track mechanisms located at the sides and base of each opening are visible and operable within the new wall construction. The original rough hewn timber roof trusses, twelve inches square, are left exposed within the walls and ceiling.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 2

READING RAILROAD FREIGHT STATION

The building's exterior has not been greatly compromised. Decorative wood and brick elements have been retained and restored to an authentic appearance. The freight doors are no longer visible on the exterior, but the openings, and also other windows, have been filled with black metal-framed tinted glass windows and doors. The metal frames visually divide the glass into panels resembling the configuration of the original doors and windows.

The original freight platform area has been reduced, eliminating the area originally at the north end, and the west section has been rebuilt. The appearance of necessary utilities such as spigots, electrical outlets, meters and heat pumps has been largely concealed by landscaping. New rain spouting is painted dark brown and blends well with the brick and woodwork.

The interior, of course, was originally a large freight storage area open to the roof peak. The office was in the north end. A restroom was constructed in the freight area just off the east side of the office. A stairway reached to storage above the office and restroom. None of the woodwork in the freight area was painted, but the brick walls at one time were painted white and the roof trusses and wood ceiling appear to have been whitewashed. The interior of the office was finished in plaster and wainscot and the interior of the restroom was also plastered. With the addition of the second floor and new office divisions, the original scale of the Station's interior has been altered to accommodate this adaptive reuse project.

Landscaping borders the north, south and east walls and ornate iron fencing and a stone retaining wall runs between South Fifth Street and the entrance to the building's parking area. To the southwest lie grassy play areas and stone paths. The homes in the vicinity (several on 5th Street were built by the Reading RR as company housing) of the Station are compatible with the Station and are well kept; Market Street with revitalized Victorian-era storefronts lies to the north.

The integrity of the Freight Station's exterior is very high. The only important alteration is the storing of the original wooden freight doors in their "up" position and installation of glass below. The formerly dilapidated platform has been repaired, partially rebuilt, and slightly truncated. Alterations to the interior, though more extensive, have been done with care in order to preserve as much of the interior fabric as possible, including wainscoting, wood detailing, and the original station master's office. This building has been abandoned for at least ten years, and was in severe danger of being lost altogether, leaving Lewisburg with no reminder of its railroading past other than disused track.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture
Transportation

Period of Significance

1884 - 1941

Significant Dates

1884

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SEE ATTACHED CONTINUATION SHEET

See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1 READING RAILROAD FREIGHT STATION

SECTION VIII - Significance

CRITERIA: A, C

Areas of Significance: Architecture, Transportation

The Reading Railroad Freight Station in Lewisburg, Pennsylvania, is significant for its architectural quality and for its status as the last extant railroad building in Lewisburg. Architecturally, the Freight Station's graceful eclectic late Victorian design makes it a fine example of railroad station architecture in Union County. The building is the only survivor among Lewisburg's four railroad stations, making it the only building connected to Lewisburg's former status as a locally important rail center.

The Philadelphia and Reading Railroad (P&R) pushed tracks into Lewisburg from the south in 1881. The new line connected to the north with the P&R's Catawissa, Danville and Milton Line which had reached West Milton in 1871 and which provided a direct connection to Williamsport and Elmira, and to Buffalo and Erie to the north and west. To the south and east, the Lewisburg line crossed the Susquehanna River at Sunbury and connected with the Philadelphia and Reading mainline at Shamokin, giving excellent access to both the important anthracite coal region and to Reading and Philadelphia beyond the mountains to the southeast.

The P&R freight station was built at the corner of South Fifth Street and St. Louis Streets in 1884, companion to the passenger station at Fifth and Market Streets just to the north. A block north of Market Street, the tracks crossed the rival Pennsylvania and Erie Line, built in 1869, which connected with the main Sunbury to Lock Haven line at Montandon, across the West Branch. This line was intended to extend westward to Centre County, but the original builders were halted by the Panic of 1873. The Pennsylvania Railroad leased the line in 1876, and built as far as Bellefonte by 1885 to connect with the Pennsylvania Railroad mainline at Tyrone, thus providing Lewisburg excellent access to the western markets. The Pennsylvania stations, at North Second and St. John Streets at the eastern end of Lewisburg, were demolished in the 1950's and 60's.

The P&R and later Reading line had several advantages over the Pennsylvania Railroad line, namely lower grades to Catawissa and the coal markets to the east and a more direct routing to Philadelphia.

The new rail connections served several prosperous manufacturing concerns located in and around Lewisburg. Firms like the Lewisburg Nail Works, the Geddes, Marsh and the Central Manufacturing Company (which both made large agricultural equipment), the Lewisburg Furniture and Planing Mill (now Pennsylvania House), and several flour mills and textile mills shipped finished products to important eastern regional markets. Coal dealers and suppliers were located in the vicinity of the Freight Station. Logging concerns, which built their own narrow gauge rail lines to snake into the hills and carry out lumber, did a thriving business in mine props for the huge deep mines in the Shamokin anthracite basin, and agricultural products from the rich farms of the Buffalo Valley could reach city markets, in Harrisburg and Philadelphia. Easy access to major department stores in Philadelphia, notably Strawbridge and Clothier, accentuated the town's status as one of the region's centers of fine living, and the railroad carried students to and from Bucknell University, solidifying the importance of Lewisburg as a cultural center.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2 READING RAILROAD FREIGHT STATION

Abandoned by Conrail in the mid 1970's, the Reading Freight Station stood vacant until 1986, when it was restored on the exterior and the interior was adapted for office use. The deteriorated Reading Passenger Station was razed in the late 1960's to make way for a new commercial structure.

In addition to this structure's importance as a last link to Lewisburg's railroading past, its eclectic late Victorian design makes it significant in the context of Union County's surviving stations. Suggesting the influence of the Queen Anne and Stick Styles of architecture, the Reading Freight Station is more ornate than other surviving freight stations in the region. Although most share the bracketed overhangs that were so necessary to shelter the loading docks, lower stories on the freight stations were often simple board and batten, lacking the arcaded brickwork of Lewisburg's Station. Of the surviving local stations, only Milton's Reading Railroad Freight Station (National Register 1978) is similarly stylish.

In Union County, only two railroad related buildings have survived. Mifflinburg's simple Stick Style station (which was on the Pennsylvania line) is currently in use as an Agway store. A combination passenger/freight station, this structure was originally sided with board and batten and still retains a number of original details, including windows, doors and supporting brackets for the overhanging roof. A bay window is located on the track side for easy viewing of incoming trains. Aluminum siding and an aluminum and glass door on the town side of the building detract from its integrity.

The White Deer Station on the Reading line is a superbly original building now in use as a museum. Another combination passenger/freight station, it has finely detailed masonry first story. Its stone lower wall, about three feet high, is topped by a sandstone water table with brick wall above. Windows have gauged brick arches with sandstone keystones above. The eaves are boxed, displaying no Stick influence, and the Station has a pronounced classical revival feel. It dates from some years later than the Lewisburg Station and is substantially unchanged from its original appearance.

In nearby Northumberland County, the restored Reading Railroad Freight Station in Milton is now used as the Borough Offices. The brick Romanesque Revival structure has a massive overhanging hip roof, with jerkin head at the north end, that is supported with arched supporting brackets. This feature is identical to the Lewisburg Reading Freight Station. The freight bays with gauged brick arches are now enclosed with glass, although two of the original wooden doors remain intact.

In the context of these extant structures, the former Reading Freight Station in Lewisburg survives as a fine example of railroad station architecture in the Union County area.

SEE ATTACHED CONTINUATION SHEET

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property 0.37 acres

UTM References

A

1	8
---	---

3	4	1	1	6	0
---	---	---	---	---	---

4	5	3	6	1	9	0
---	---	---	---	---	---	---

Zone Easting Northing

C

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

B

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

Zone Easting Northing

D

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

SEE ATTACHED CONTINUATION SHEET

See continuation sheet

Boundary Justification

The boundary includes the entire borough lot that has been historically associated with the property.

See continuation sheet

11. Form Prepared By

name/title THOMAS R. DEANS/DOUG MCMINN

organization Thomas R. Deans Associates date June 28, 1991

street & number 28 North Front Street telephone (717) 742-9684

city or town Milton state PA zip code 17842

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 1

READING RAILROAD FREIGHT STATION

SECTION IX - BIBLIOGRAPHY

- Deans, Thomas. R., ed. Union County Sesquicentennial: The Story of a County. Focht Printing Co., 1963.
- Directory of Prominent Business Places in Lewisburg, Pennsylvania and Calender of 1880. Published by Shamp and Askins.
- Kline, Benjamin F. "Pitch Pine and Prop Timber": The Logging Railroads of South-Central Pennsylvania. Williamsport, Pennsylvania: Lycoming Printing Company, Inc., 1971.
- "Wild Catting" on the Mountain: The History of the Whitmer and Steele Lumber Companies. Williamsport, Pennsylvania: Lycoming Printing Company, Inc., 1970.
- Mausser, I.H., Centennial History of Lewisburg: Special Edition. Lewisburg, Pennsylvania: Union County Historical Society, 1984-1986.
- Rosenberger, H.T., Ph.D. L.L.D., The Philadelphia and Erie Railroad: Its Place In American Economic History. Potomac, Maryland: The Fox Hills Press, 1975.
- Snyder, Charles M., Union County Pennsylvania: A Bicentennial History. Lewisburg, Pennsylvania: Colonial Printing House, Inc., 1976.

United States Department of the Interior
National Park Service

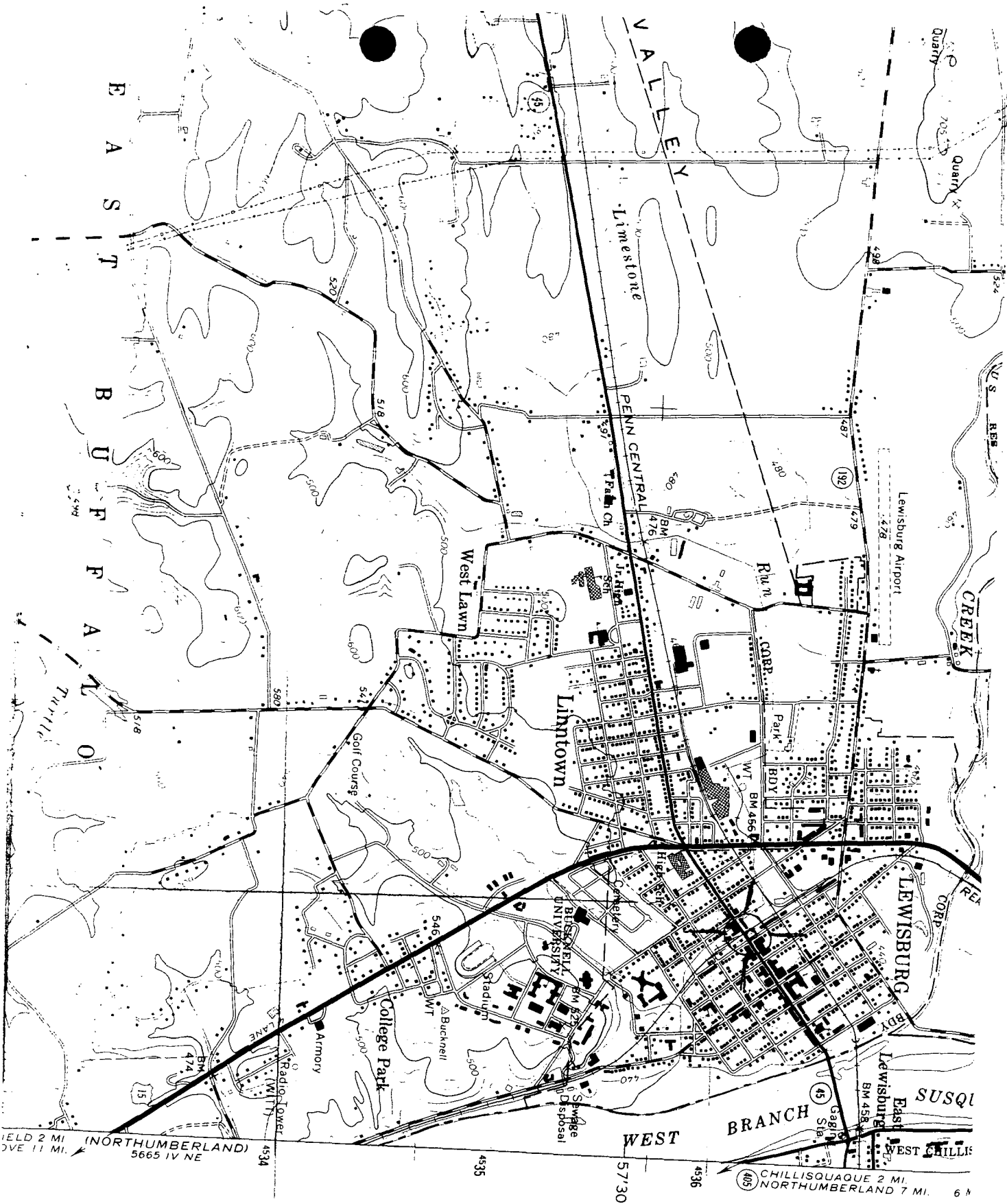
National Register of Historic Places Continuation Sheet

Section number 10 Page 1

READING RAILROAD FREIGHT STATION

SECTION X - BOUNDARY DESCRIPTION

BEGINNING at an iron pin, said iron pin being the Southwestern corner of the within described tract of land; said iron pin being 62.00 feet Southwesterly, along the northwesterly line of St. Louis Street from the intersection of said Northwest line of St. Louis Street (50 feet wide) with the Southwest line of Fifth Street (40 feet wide); thence North 31 degrees 55 minutes West 18 feet Easterly and parallel to the centerline of the Westward main track of Consolidated Rail Corporation, and in part along the face of the existing platform, a distance of 262.32 feet to an iron pin; thence North 58 degrees 5 minutes East along lands now or formerly of Saul and Lawrence E. Putterman, a distance of 62 feet to an iron pin; thence South 31 degrees 55 minutes East along the Western right-of-way line of Fifth Street, a distance of 262.32 feet to an iron pin; thence South 58 degrees 5 minutes West along the Northern right-of-way line of St. Louis Street, a distance of 62 feet to the place of beginning.



Reading Railroad Freight
 Station
 Union County
 Lewisburg Quad Zone 18
 E 341160 N4536190