

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 Buffalo, Rochester and Pittsburgh Railroad Passenger Station

and or common The Train Station

2. Location

street & number 1125 Philadelphia Street

not for publication

city, town Indiana Borough

vicinity of

state Pennsylvania

code 4

county Indiana

code 063

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" 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 type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" 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 Mr. Joseph J. Peles

street & number 100 Pine Crest Drive

city, town Indiana

vicinity of

state PA

5. Location of Legal Description

courthouse, registry of deeds, etc. Recorder's Office, Indiana County Courthouse

street & number 8th and Philadelphia Streets

city, town Indiana

state PA

6. Representation in Existing Surveys

Indiana County Comprehensive Historic

title Site Survey

has this property been determined eligible? yes no

date February 7, 1980

federal state county local

depository for survey records Historical and Genealogical Society of Indiana County

city, town Indiana

state PA

7. Description

Condition		Check one	Check one
<input checked="" 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 type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Indiana BR&P station is located at 1125 Philadelphia Street in a part of town once known as West Indiana. The station sits as the hub of the surrounding commercial district principally to the east and north and also across Philadelphia Street, the Borough's main thoroughfare, to the south. The neighboring buildings, functionally tied to the railway at one time, included two creameries, a lumberyard, a woolen mill, numerous small factories and warehouses, various commercial establishments, in all an interesting collection of industrial buildings principally dating to the turn of the century. Across the railroad tracks to the west, the site is bounded by a residential district. The building as a rectangle is oriented in a southwest-northeast direction parallel to the tracks.

The station is framed in full dimension 2x6s covered with weatherboard siding on a paved concrete foundation. The pagoda-style roof is shingled. Its design is classified as Vernacular Railroad, based on Allen and Kimlin's "Folk Architecture Definitions". Integrity is strong as it sits in an excellent state of repair almost exactly as it did in 1904 when it was built. Alterations are minimal. The station is a story and a half in height, featuring a generous overhang on every side, supported by simple knee brackets ornamented with an ogee curve at the foot of each. The exterior is organized in compound fenestration, grouping one-over-one windows with diamond paned transoms in threes; alternately a door takes the place of the center window. Likewise a single one-over-one paned window is found grouped with two sidelights under a three paneled transom on the track side bay projection, but is organized under one transom elsewhere. In all a harmonious rhythm is evident in the facades of this plainly utilitarian structure; it carries off a well disciplined architectural hierarchy, in spite of its simplicity. This is where the strength and elegance of this building as a type resides.

The interior of the station which remains entirely intact is paneled throughout with yellow pine tongue and groove single beaded boards. A chain rail echoes the exterior ribbon course trim. The northern one third of the building was reserved for baggage while the remainder housed a small ticket office and segregated mens and womens waiting rooms. The floor is hardwood, tongued and grooved, over one inch in thickness. The building exterior and interior is in excellent, solid condition.

8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion
1400-1499	archeology-historic	conservation	law	science
1500-1599	agriculture	economics	literature	sculpture
1600-1699	X architecture	education	military	social/
1700-1799	art	engineering	music	humanitarian
1800-1899	commerce	exploration/settlement	philosophy	theater
X 1900-	communications	industry	politics government	X transportation
		invention		other (specify)

Specific dates 1904

Builder Architect *William ...*

Statement of Significance (in one paragraph)

The Buffalo, Rochester and Pittsburgh passenger station in Indiana, PA remains as one of three surveying stations of that railway in Indiana County; the other two being located at Jacksonville and Shelocta. Once billed as the "Great Coal and Iron Route", the B R and P linked the rich coal fields of Indiana County to Great Lakes port cities in New York and thence destinations overseas. At the inaguration of passenger service on May 4, 1904, an attorney for B R and P, John A. Scott, spoke of the railway having been built primarily for freight traffic, but was careful not to dampen enthusiasm for the passenger train by assuring his audience in the county seat that B R and P was quite capable of accomodating frequent and reliable service to Punxsutawney to the north, and as it follows, later to points beyond such as Chautauqua and Niagara Falls, New York. The extra measure with which B R and P regarded the important town of Indiana is shown in a company valuation for the structure dating from 1917:

Combination passenger and freight station, type-special frame built in 1904, slate roof, 47,064 cu. ft., cost to reproduce in 1917 - \$12,344.00.

That the Indiana Station was a special type amongst other B R and P stations is noted in the diamond mullioned transoms over each window and door grouping (other stations were square paned), as well, in the curved interior walls which separated the baggage area from the waiting rooms. The Indiana B R and P station varies from it standard both in size, being one third bigger than Jacksonville and twice as large as Shelocta, and in finish; its interior being entirely paneled in tongue and groove boards, these having never been altered. The railroad was an interest of the Rochester and Pittsburgh Coal and Iron Company which survives today, and R and P Coal. The Indiana B R and P station is the most prominent remaining evidence of that company's involvement in the railroads in Indiana. This station merits National Register Status as an excellent and intact example of railroad Vernacular architecture, outstanding in that its construction details deviate from its' builders standard to give special significance to its location at the seat of the county where its owners garnered so much of their wealth; Indiana, PA.

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Item number 9

Page 2

Cooper, Eileen Montgomery R and P Coal, The First One Hundred Years Indiana, PA,
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Pietrak, Paul The B R and P Railway North Boston, New York privately printed, 1979.

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and/or common The Train Station

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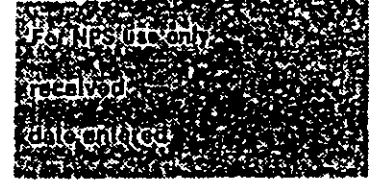
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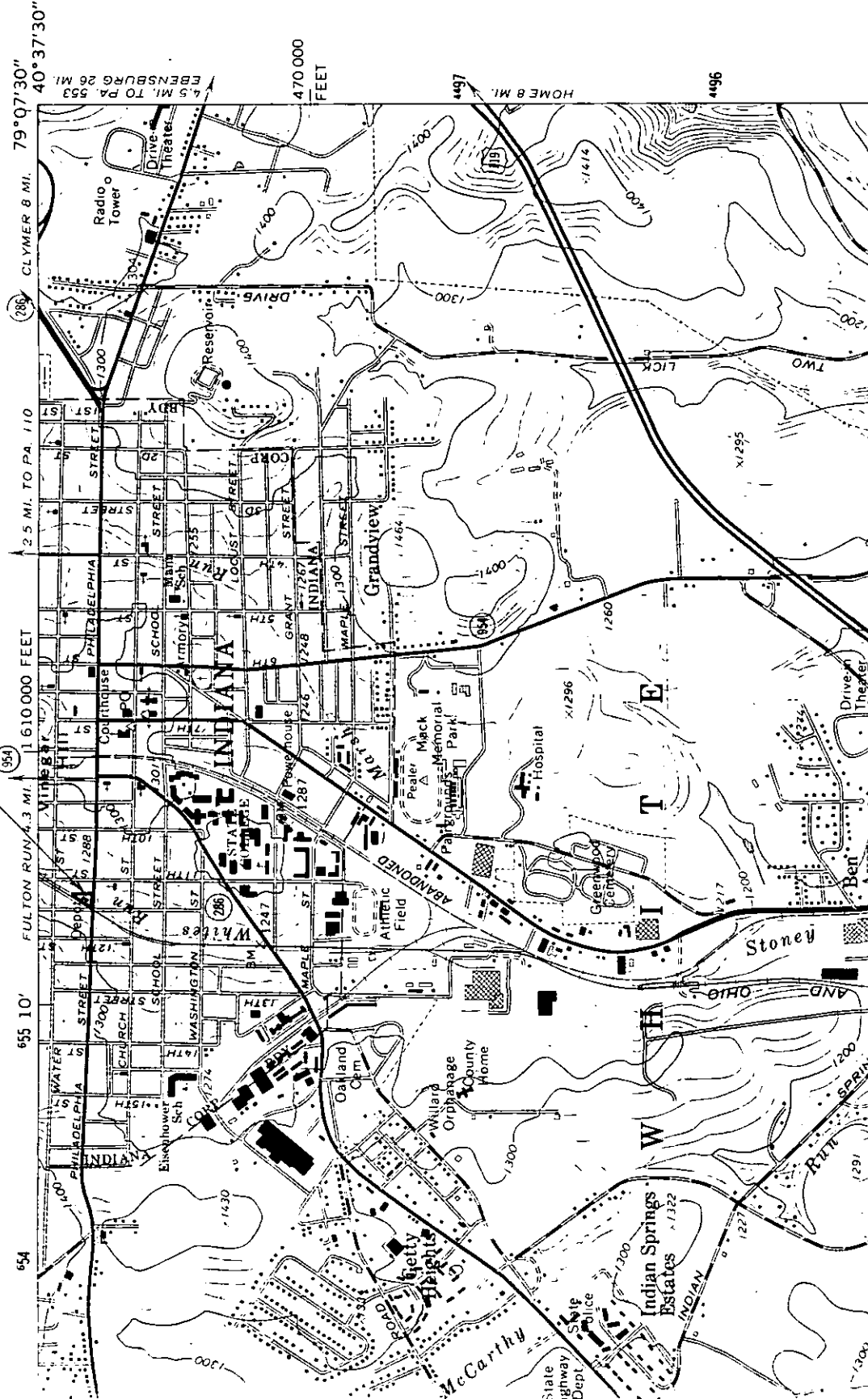
Cooper, Eileen Montgomery R and P Coal, The First One Hundred Years Indiana, PA,
privately printed, 1982

Pietrak, Paul The B R and P Railway North Boston, New York privately printed, 1979.

Fuller, Rochester & Philadelphia Railway Indian Passengers Station
Indiana Exchange, PA.
1144 feet. UTM 17 E 655490 N 4498360

INDIANA QUADRANGLE
PENNSYLVANIA-INDIANA CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

5165 11 NE
CLYMER



2.5 MI. TO PA 110
8 MI. TO CLYMER

1:610,000 FEET

4.3 MI. TO FULTON RUN

655 10'

470 000
FEET

4496

4497

HOME 8 MI.

4.5 MI. TO PA 553
Ebensburg 26 MI.