

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 Pennsylvania and Lake Erie Passenger Station - Aliquippa
other names/site number P & L E Passenger Station - Woodlawn

2. Location

street & number 111 Station Street N/A not for publication
city, town Aliquippa N/A vicinity
state Pennsylvania code PA county Beaver code 007 zip code 15001

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>	_____ buildings
_____	_____ sites
_____	_____ structures
_____	_____ 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 0

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/TRADE/business**7. Description**

Architectural Classification

(enter categories from instructions)

Tudor RevivalBungalow/Craftsman

Materials (enter categories from instructions)

foundation Concretewalls Brickroof Ceramic tile

other _____

Describe present and historic physical appearance.

The Pennsylvania and Lake Erie (P. & L.E.) passenger station at Aliquippa is architecturally significant as a well preserved local example of the Tudor Revival style popular in the early twentieth century. The building is located at 111 Station Street in Aliquippa and is adjacent to the Jones and Laughlin Steel Company along the Ohio River in Beaver County. The station stands alone on a level grassy lot with a highway to the west and railroad tracks to the east.

The Aliquippa Passenger Station is a one-and-a-half story building constructed of brick with rose-colored terra cotta and stone trim. The building is dominated by its steeply pitched gable roof with heavy clay tiles and four stepped gable ends, one end at each elevation. Each gable has molded stone coping, an engraved squared peak, decorative brick patterned to imitate steps below the stone coping along the slopes of the gable, two globe-shaped finials, and paired windows with diagonal lights. These windows have stone sills and hood moldings, and terra cotta surrounds. An interior chimney stack with original clay chimney pots survives at the west gable. An exaggerated pent roof with perkins and large brackets skirts the entire perimeter of the building. The large wood brackets rest on ornate terra cotta knobs.

The main entrance to the station is highlighted by a porte cochere supported by large brick piers connected by a half-wall with stone coping. Tudor-styled detailing accent the porte cochere's gable end with the roof's structural system exposed. The roof rafters extend beyond the edge of the roof and form decorative perkins. The doorway is composed of a tudor arch opening with a label hood mold of seven terra cotta pieces. Staggered terra cotta quoins accent the edge of the door opening below the label stops. A half-glazed wood entrance door with decorative leaded glass sidelights and transom survives. This elevation has two additional entrances with half-glazed doors and transoms flanking the porte cochere.

The typical window configuration of the passenger station incorporates the two terra cotta belt courses, one as a sill and the other as a lintel. These windows are large single pane sash with transoms and terra cotta block along the window openings. Other windows are small

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

P & LE Passenger Station, Aliquippa

Section number 7 Page 2

single pane sash with and without diagonally divided lights. Three of the windows at the east elevation highlight an octagonal bay with battlements along the top.

The interiors of the passenger station were renovated in the 1970's to accommodate offices. The renovation work was sympathetic to the Mission and Craftsman Style interior detailing and the plan of the station. Wood crown molding with dentils and egg-and-dart engravings accent the ceilings and wood partitions with leaded glass sidelights and transoms and decorative moldings separates the three main rooms of the original plan. Wainscoting and baseboards line the perimeter of the building. Exposed posts and beams trim the entrance and ticket area. The plan is comprised of a ticket area and office at the center of the building with larger waiting rooms to either side. A supervisor's office remains at the north end of the station. Renovation work included the construction of office partitions which do not extend from the floor to ceiling and the installation of large light fixtures along the ceiling.

The P. & L.E. Passenger Station at Aliquippa was recently rehabilitated including the restoration of the roof, rebuilding of the pent roof, and the cleaning of the masonry. All work was done in accordance with the Secretary of the Interior's Standards for Rehabilitation. The station is a well preserved example of the Tudor Revival Style and is a contribution to Aliquippa's building stock.

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

1910-1939

Significant Dates

1910

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Stuard, John L., Contractor

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

The Pennsylvania and Lake Erie (P. & L.E.) passenger station at Aliquippa is architecturally significant as a well preserved local example of the Tudor Revival style popular in the early twentieth century. It is also historically significant as the construction of this station reflects transportation needs in response to the development of the Jones and Laughlin Steel Company and the attendant residential development at Woodlawn (now Aliquippa).

Originally called the Woodlawn Station, this building was constructed in 1910 making it one of the P. & L.E. Railroad Company's later passenger stations. In scale and plan it is similar to the 1894 stations at Glassport and Coraopolis (National Register) by Shepley, Rutan, and Collidge and the 1897 station at Beaver. It appears that the railroad company abandoned the Richardsonian Romanesque style of these earlier station in favor of the Tudor Revival style for the design of the Aliquippa Station. This reflects the change in popular building styles between the 1890's and the early twentieth century.

The Aliquippa Station is also similar to the Richardsonian stations in its level of detailing. However, it falls below the level of detailing at the railroad's 1901 Beaux Arts headquarters in Pittsburgh (National Register), and is a clear step above the level of detailing of the small frame station buildings at other stops on the line such as Glenwillard and Edinburg. In comparison, the stations constructed by the Pennsylvania Railroad Company at Rochester, Ambridge, and Leetsdale are similar in scale, simpler in detail, and of earlier construction than the P. & L.E.'s Aliquippa Station.

The historical significance of the station at Aliquippa lies in its expression of the railroad's support for, and faith in the development of the mill and community at Woodlawn by Jones and

See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

P & LE Passenger Station, Aliquippa

Section number 8 Page 2

Laughlin Steel Company. The primacy of rail transport at that time made the station a symbolic and functional expression of the local community's physical connection with the surrounding metropolitan region.

The P. & L.E.'s connection with the area of Woodlawn began in 1878 when it leased 100 acres of land along Jones Run. This tract of land was known as "Jones Woods" and was near the small rural community of "Woodlawn". In 1889, the railroad company opened "Aliquippa Park" at Jones Woods. The park was established to attract passenger traffic to the railroad and offered visitors ball fields, tennis courts, a dance pavillion, a restaurant, and other amusements. In 1902, the railroad purchased additional land which is the site of the present station. Five years later the railroad sold the above-mentioned land rights to Jones and Laughlin Steel Company which had purchased large tracts of land for the construction of a new blast furnace and manufacturing plant to be known as the "Aliquippa Works".

A land company formed by Jones and Laughlin began, in 1909, to lay out a residential development and built an average of one house per day during its first year of operation. The P. & L.E. responded to this rapid growth by contracting with John L. Stuard on April 28, 1910 to construct the Woodlawn Passenger Station. The new station opened the following year and continued to serve rail passengers until July of 1968 when declining traffic caused the station to close. The building was subsequently used by the Borough of Aliquippa until 1974 when J.& L. Steel Company purchased the station and renovated it for use as offices. Since 1984, J.&L. Structural, Inc. has owned and occupied the building, having restored the exteriors in 1988.

The surviving architectural plans for the Aliquippa Station are original ink on linen drawings which appear to have no title block or signature(s) that would indicate its designer(s). Similar ink drawings also exist for the stations at Beaver and Coraopolis. Since the later has been documented to have been designed by the firm of Shepley, Rutan, and Collidge whose original titles construction plans survive for their design of the Glassport Station, it is assumed that these unmarked ink drawings are the railroad's own recordings of "as built" conditions.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

P & LE Passenger Station, Aliquippa

Section number 8 Page 3

The Pennsylvania and Lake Erie Passenger Station at Aliquippa has been sympathetically renovated on the interior and has been recently restored on the exterior. It is a well-preserved and maintained example of the Tudor Revival Style with Craftsman detailing and remains an outstanding building in Beaver County. Its historic association with the railroads and Jones and Laughlin Steel Company further support the building's local importance.

9. Major Bibliographical References

- McLean, Harold H., Pennsylvania and Lake Erie Railroad, Golden West Books, San Marino, California, 1980, p. 17-151.
- Mitchell, Agnes Wilson, Industrial Backgrounds and Common Problems of Large Steel Plants, Pittsburgh, 1932.
- Bausman, Joseph H., History of Beaver County, New York, 1904.
- Kidney, Walter C., Landmark Architecture: Pittsburgh and Allegheny County, Pittsburgh, 1985.
- Warner, A. & Co., History of Beaver County, Pennsylvania, Philadelphia and Chicago, 1888, p. 577-578.
- U.S. Bureau of the Census, 1900-1920.

See 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 # _____

Primary location of additional data:

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

Specify repository: _____

10. Geographical Data

Acres of property 1.3 acres

UTM References

A 18 564020 4496520
 Zone Easting Northing

C _____

B _____
 Zone Easting Northing

D _____

See continuation sheet

Verbal Boundary Description

The nominated property occupies parcel number 08-005-0100-002 and is 112' x 407' in size.

See continuation sheet

Boundary Justification

The boundaries of this resource follow the legally recorded property lines constituting the property outlined above.

See continuation sheet

11. Form Prepared By

name/title Patricia A. Sands (John Sandor and M. Edward Murphy)

organization _____ date October 1989

street & number 204 Carpenter Lane telephone (412) 734-5765

city or town Pittsburgh state PA zip code 15212

*R + L E. Damages Station,
 Beaver County
 Hamilton Co. Sub - 200017
 35-010 N 11-5-20*

UNITED STATES
 DEPARTMENT OF THE INTERIOR
 GEOLOGICAL SURVEY

STATE OF
 DEPARTMENT
 TOPOGRAPHIC

