

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 for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the Instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Connellsville Union Passenger Depot

other names/site number Connellsville Pittsburgh & Lake Erie Station

2. Location

street & number 900 West Crawford Avenue N/A not for publication

city or town Connellsville N/A vicinity

state Pennsylvania code PA county Fayette code 051 zip code 15425

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Brent Glass Dr. Brent Glass
Signature of certifying official/Title Date

Pennsylvania Historical and Museum Commission
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

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

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

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed
in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/Rail related

Current Functions
(Enter categories from instructions)

work in progress

7. Description

Architectural Classification
(Enter categories from instructions)

Mission/Craftsman

Materials
(Enter categories from instructions)

foundation limestone

walls brick

stone

roof terra cotta

other wood

concrete

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

[X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.

[] B Property is associated with the lives of persons significant in our past.

[X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

[] A owned by a religious institution or used for religious purposes.

[] B removed from its original location.

[] C a birthplace or grave.

[] D a cemetery.

[] E a reconstructed building, object, or structure.

[] F a commemorative property.

[] G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1911-1939

Significant Dates

1911-1912

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Pittsburgh and Lake Erie

Railroad, Western Maryland

Railroad

Primary location of additional data:

[] State Historic Preservation Office

[] Other State agency

[] Federal agency

[] Local government

[] University

[] Other

Name of repository: _____

Connellsville Union Passenger Depot
Name of Property

Fayette County, PA
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 7	6 19 5 3 0	4 43 03 1 5
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Clinton E. Piper, Preservationist

organization Terry A. Necciai

date September 1995

street & number 211 Second Street

telephone 412.258.6037

city or town Monongahela City

state PA

zip code 15063

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name John Triggs

street & number PO Box 800

telephone 412.268.3000

city or town Connellsville

state PA

zip code 15425

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of

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The Connellsville Union Passenger Depot connecting the Pittsburgh and Lake Erie and Western Maryland Railroads is located in the City of Connellsville, Fayette County, Pennsylvania. The depot is known locally as the Connellsville P and LE Railroad Station. It stands on the northwest corner of West Crawford Avenue and North Seventh Street less than a mile west of the central business district. West Crawford Avenue serves as one of the primary business streets in town. The station is on a level city lot flanked by parking lots to the north and south. The area surrounding the station contains a mix of residential and commercial buildings. Two blocks to the west is the P and LE Freight Station. The elevated rail tracks or viaduct that once served the passenger station stood approximately fifteen feet west of the station. A large portion of the elevated rail including the stair behind the station used by passengers to access the rail, was torn down in the fall of 1994. The 1 1/2 story, rectangular shaped station measures 109 feet by 28 feet in plan. *(Photo #1)* It is constructed of English bond red brick. It has a cross dormer on the facade to the east and a three-story tower near the elevated railroad tracks to the west. This station was built by the P & LE and Western Maryland Railroads between 1911-1912 and has characteristics of the Mission/Craftsman Style popular with other contemporary western Pennsylvania railroad depots. The station retains a high degree of integrity and is currently being restored. It is nearly identical in appearance to a photograph from circa 1916.

The station's facade is oriented east to North Seventh Street. It has nine openings. *(Photos #1 and #2)* The west elevation has eleven openings. The north and south elevations each have a single large opening flanked by smaller openings. *(Photos #3 and #4)* The foundation of the building is reinforced concrete. Above the concrete is rock-faced ashlar tapered from the base of the building to the water table. Exterior detailing of the station includes sandstone steps to each doorway and a brick belt course that extends around the entire building. *(Photo #11)* The belt course is comprised of a soldier course of bricks topped with a protruding stretcher course. The belt course steps up and over each window of the building. Bricks are placed diagonally at the upper corners of each window. All the wood frame windows have sandstone sills and lintels. Many of the tripartite windows in the station have transoms.

In the center of the facade the ticket office extends several feet beyond the rest of the building. It contains two windows facing North Seventh Street and windows to the north and south sides of the extension. These windows have a large undivided sash with rectangular

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transoms overhead.*(Photo #10)* To the north of the ticket office extension are three bays. The bay closest to the ticket office extension has a tripartite window. Each mullion intersection has a lozenge motif. Next to this window is a single door with a large rectangular glazed panel over a raised wood panel.*(Photo #12)* The door is flanked by sidelights with a transom and mullion pattern similar to the tripartite windows in the building. The sidelights have a deep baseboard with base molding. The bottom fourth of each sidelight contains a raised wood panel. To the north of this door is a tripartite window with no tripartite transom. South of the ticket extension is a four bay arrangement, with a tripartite window, a door, another tripartite window, and a double window with six lights. Similar to the door on the northern side of the elevation, there is a single door with sidelights and transom. It has a rectangular glazed panel above and a square raised wood panel below.

Above the ticket extension is a dormer with a shaped parapet.*(Photo #7)* The base of the dormer has a soldier row topped with a header row of bricks. A fixed sash window with three square lights over three vertical rectangular lights is centered in the dormer. The window has a lintel of soldier row bricks. The parapet has sandstone coping outlined with a stretcher row of bricks, a header row, and a pattern of diagonal bricks. The diagonal bricks are once again outlined with a header row and a stretcher row.

The north and south elevations of the station are similar in appearance. Each elevation has a primary opening with smaller openings to either side. The south elevation has a modern aluminum glass door with sidelights and transom.*(Photo #4)* The circa 1913 photograph shows this opening as a large window similar to the tripartite transomed windows already mentioned. The door is flanked by two small square windows. An air conditioner has been installed in the transom. The north elevation is the same as the south except for the double wooden freight doors and a concrete ramp.*(Photo #8)* The surviving brick surrounds suggest the original freight doors were smaller than the present ones.

The arrangement of tripartite bays and doors on the west elevation is similar to that of the east elevation. The west elevation, however, has a three-story tower in place of the ticket office. The west side of the first floor of the tower has four equally narrow bays.*(Photo #6)* These bays are recessed into the brick approximately six inches. The second bay from the south is a

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transomed door and the other three bays are transomed windows. The wood door has five raised panels, the last two of which are covered with plywood. Only the north side of the first floor of the tower has a window. It is a single window with transom and a soldier row of bricks for a lintel. The lintel of the windows and the door consists of a soldier row of bricks and a header row of bricks. Above the lintel are three courses of English bond brick and a dressed sandstone belt course. From the belt course to the sandstone sill of the third floor windows are tall panels framed and separated by protruding courses of brick. Each protruding course is one brick wide.

At the second level of the tower are two fixed sash windows with transoms.*(Photo #6)* They are located between the tall panels and have soldier courses for lintels. The north and south sides of the tower have three tall panels with a single fixed window at the second level.*(Photo #5)* The windows have a transom and a soldier row of bricks for a lintel. On the third level of the tower is a four-part window with transom, and to the north side is a door with a transom. This door led from the third level of the building, across a three-foot-wide concrete bridge, to the elevated railroad tracks. The concrete bridge, which was used by rail officials, was removed along with a portion of the viaduct behind the station in 1994. The window sill is part of a sandstone belt course that extends around the entire tower. The north and south elevations of the third level have tripartite windows while the east and west elevations have four-part windows.

The roofs of the station and tower are hipped with wide overhanging eaves. Both are covered with blue-green, regularly laid Spanish terra cotta tiles. The tiles on a section of roof on the first floor west elevation has been replaced with asphalt shingles. The wide paneled eaves sit on approximately three foot long wood brackets composed of chamfered timbers.*(Photo #9)* Each bracket rests on a stone corbel.*(Photo #8)* The eave is extended another two feet on ornamentally cut rafter ends which from below resemble modillions. The facade has nine brackets, the north and south elevations have four brackets each, and the west elevation has seven brackets. The modillions are the same on the tower, but the brackets are paired, four on each elevation. They are smaller in scale than the ones of the roof on the main building, and they do not have corbels. On the north side of the tower roof is a square brick chimney. From North Seventh Street there are two entrances to the interior of the depot.

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The south door opens to the original waiting room, and the north door opens to the original smoking/baggage room. Bathrooms and a telephone room flank what originally was the lounge south of the waiting room. *(Photo #13)* The window in the lounge was enlarged to accommodate a modern aluminum door to West Crawford Avenue. A hallway connects the waiting room with the smoking/baggage room. On the east side of this hallway is the ticket office, and on the west side is the entrance to the tower. Stairs extend in the tower from the south end of first floor of the tower to the third floor teletype room. On the first floor north end of the tower is an employee bathroom and a storage closet.

Interior decorative features of the station remain intact. The ceilings in the waiting room and the smoking/baggage area have cove moldings with picture rails below. The floor in the baggage room is wood while most of the other rooms in the station have marble floors. On the north end of the baggage room are two small square two light windows placed 3/4 of the way up the wall. The original single light ceiling fixtures remain in place, four in the waiting room and four in the smoking/baggage area. The glass globes from the fixtures have been removed. Fluorescent lighting has been installed in these two rooms, and it hangs down below the original fixtures. The walls in the station are painted plaster. Oak woodwork is used for all the trim in the station. A molded chair rail is present in the both waiting room and the smoking/baggage area. Baseboards in the station are marble. *(Photo #16)* Floors in the station are a white marble mosaic accented with green marble tiles. A zigzag border extends around the edge of the floor. *(Photo #18)* In the waiting room the four tripartite windows and the two doors each have transoms. The door to the women's lounge has a transom, but the door to the telephone room and the men's room does not. The doors on the south end of the room, one leading to the ticket office, and one leading to the toilet both have transoms and paneled reveals. *(Photo #20)* The door opening to the stair tower has a transom and paneled reveals as well. *(Photo #25)*

On the south end of the waiting room are the public toilets and the lounge. The bathrooms have a simpler level of detail, with no coved moldings or chair rails. The floors in the bathrooms are terrazzo. *(Photo #21)* The men's room has one two-light window and one three-light window. *(Photo #22)* The walls are lined with marble 3/4 of the way up the wall. The two windows sit immediately above this marble. The single light ceiling fixtures have had their globes

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removed. The sockets of the original lights are now used to light fluorescent fixtures. Still extant fixtures in the room include the original radiator, a urinal with overhead tank, and a ceiling light fixture. The women's room is finished in the same way as the men's room with one three-light window and one two-light window.*(Photo #24)* Marble lines the walls in a way similar to the men's room. This bathroom retains an original sink. The women's lounge does not have a coved molding at the ceiling, but it does have a picture molding. All the other interior details of the lounge are the same as the main rooms.

The ticket office has two windows on the east side and one window on the north and south sides.*(Photo #19)* The door to this room is from the smoking room. The ticket window opens to the hall between the waiting room and the smoking room. This room does not have a coved molding at the ceiling, but does have a picture rail. A modern acoustic tile ceiling has been added to this room. The built-in oak shelves and drawers on the west side of the office are intact, and the ticket window is still in place and operable. The office has the same marble floors and marble baseboards as the other main rooms of the station. In comparing this room to a 1916 photograph few changes are evident.

The north side of the first floor of the tower has a bathroom for the use of employees.*(Photo #20)* It has three windows and is finished with marble on the walls and floor. An original sink and stall remain. The hall in the stair tower has a door to the south leading to the basement.*(Photo #34)* A door on the west opens to the back of the station. The stair begins to the south of the west door. It is an open stair with a closed stringer. The square wood balusters are grouped in threes. The newel post is square as are each of the landing newels. All have acorn drops.*(Photo #26 and #27)* The second level of the tower has a landing with a window and a small office to the north.*(Photo #28)* The office has two windows, but otherwise is void of decorative features. To the east of the office is an entrance the attic. A set of seven wood steps with a simple wood handrail leads down to the attic space above the first floor waiting room and smoking/baggage room.*(Photo #29)* The floor is wood and the window from the dormer lights the space. The brick walls and the wood timbers are exposed.*(Photo #30)*

The main stair continues to the third floor teletype room.*(Photo #31)* This room served as a control center for the interlocking switches. This room has a wood floor, chair rail and plaster walls. It does not have coved molding at the ceiling.*(Photo #32)* The ceiling

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of the teletype room has an opening to the small attic.(*Photo #33*) Four-part windows are located on the east and west sides with tripartite windows on the north and south sides. On the west side of the room is a door to the recently removed bridge that crossed to the elevated tracks.

The steps to the basement are located under the main stairs. The basement contains a coal room under the ticket office flanked by large rooms under the waiting room and the smoking/baggage room.(*Photos #35-#38*) Two light wells are located on both the east and west elevations. The light wells on the east elevation flank the ticket extension and the two on the west elevation flank the tower.(*Photo #39*) The light wells have one-over-one double-hung sash windows. The light well on the north side of the tower had an elevator in it for transporting freight. It was not original to the building and was removed in the current restoration.

The Connellsville Union Passenger Depot retains a high degree of integrity both on the exterior and the interior. The exterior has seen only minor changes including the removal of a window and the installation of a modern glass door on the south elevation which does not greatly affect the integrity of the building. Some modern aluminum downspouts have been added to the building. A portion of the elevated train track along the building has been torn down. The building itself, however, remains intact and still conveys the importance of Connellsville as a railroading center. Fluorescent tube lighting has been added inside, but could be easily removed. Some large sections of the ceiling are experiencing paint and plaster failure, especially the teletype room. A section of the tile roof was replaced with asphalt shingles on the west elevation. The building is currently being restored for use by the Youghiogheny Opalescent Glass Company.

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The Connellsville Union Passenger Depot connecting the Pittsburgh and Lake Erie and Western Maryland Railroads is locally significant under Criterion "A" of the National Register for transportation-related history and associations with the railroad. It is also significant under Criterion "C" as a locally important example of twentieth century railroad station architecture influenced by the Mission and Craftsman Styles. The period of significance begins with the erection of the station in circa 1912 and continues until circa 1939 when the station closed to passenger traffic.

The P and LE was chartered as a corporation on May 18, 1875. The construction of the initial P and LE railroad lines between Pittsburgh and the Ohio state line began in 1877. The route started on the south side of Pittsburgh and followed the Monongahela and Ohio Rivers to the Beaver River, where it crossed the Ohio and followed the Beaver and the Mahoning to the Ohio state line. The Youngstown and Pittsburgh Railroad Company was also organized in 1877 to build an eight mile section in Ohio to connect with the lines in Youngstown. The Youngstown and Pittsburgh then merged with the P and LE. In order to serve other areas in the Great Lakes Region and the Northeast, the P and LE became an affiliate of the Erie Railroad and its parent company, the New York Central, in 1883. The P and LE's name, like other contemporary rail lines, did not necessarily indicate the two points between which the line ran. The P and LE lines were never actually built to Lake Erie, though through a 1976 take-over by Penn Central they did finally reach Lake Erie.

Eventually it became evident that the P and LE needed to establish a connection with the coal and coke rich Connellsville region fifty miles south. Pittsburgh had established itself as a leader in iron and steel because of its proximity to the coal that was excellent for making coke. In August of 1881 an extension was chartered to the south through the Pittsburgh, McKeesport and Youghiogeny Railroad Company. It was completed in 1883 and was leased to the P and LE for a 999 year term. The line extended 15 miles along the Monongahela River to McKeesport, then continued up the Youghiogeny 43 miles to Connellsville. Another branch of the P and LE between McKeesport and Brownsville was completed in 1903.

In the early twentieth century the Baltimore and Ohio, Pittsburgh and Lake Erie, and the Pennsylvania Railroad made Connellsville a railroad center with the construction of shops and roundhouses. In 1911-1912, they were joined by the Western Maryland, which originated

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in Cumberland, Maryland, eighty-six miles to the southeast. The Western Maryland entered into a terminal junction agreement with the P and LE, joining it at the site of the present station on North Seventh Street and West Crawford Avenue in Connellsville. The result of this terminal junction was a union station at Connellsville. The new passenger station would replace the small frame P and LE station two blocks to the east which had been serving both freight and passengers. Preparations for the Western Maryland to enter Connellsville involved the construction of a concrete viaduct or elevated track which originally extended from the north end of town to the south end. Even though Western Maryland acquired a number of properties in town, the tracks still had to be elevated to meet the P and LE lines since Connellsville was already a well-developed town. Once the elevated tracks and brick station were complete, the P and LE crews operated the trains to the west and the Western Maryland crews operated the trains to the east. The Western Maryland Railroad allowed for connections to Cumberland and Baltimore and other points east and south. The Connellsville Courier reported that the plans for the station were very elaborate. In February of 1911, the Connellsville Courier stated that the new depot would cost \$35,000 and another \$15,000 to \$20,000 would be spent for platforms and overhead work. The tower on the Connellsville Union Passenger Depot served both as a teletype room and as a control tower for the interlocking switches of both lines.

Passenger traffic was an important aspect of the P and LE's service. The first passenger train of the P and LE left the depot in Pittsburgh in February of 1879. By the late 1880s, the P and LE carried a million passengers a year. The P and LE had established excursions to its own amusement park, Aliquippa Park. It was 20 miles from Pittsburgh on the Ohio River, and became an important destination for travelers. Many people took the train and relaxed at the amusement park. The 100-acre park was purchased by Jones and Laughlin Steel Company in 1907 and became the site of their Aliquippa Works. Historically, most of the passenger traffic on the P and LE was "short-haul," commuter traffic averaging from 19 to 21 miles in length. The P and LE, through cooperative agreements with other railroads, provided connections for "long-hauls" via the New York Central, giving passengers the opportunity to take sleeping and coach cars to Cleveland, Toledo, Detroit, St. Louis, Buffalo, Toronto, Albany and Baltimore.

The pinnacle of passenger service for the P and LE was between 1910-1930. During

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this time the railroad was one of the busiest in the eastern United States with more than 60 passenger trains per day going through the Pittsburgh depot. Passenger revenues for 1910 totaled \$1,584,879.67, an increase of \$247,054.18 over the pervious year. Passenger service between Pittsburgh and Baltimore was established via the Western Maryland connection at Connellsville in November of 1912. The peak revenue for the passenger line was in 1920 with \$3,343,098.56. The P and LE's main line between Pittsburgh and Youngstown carried 50 passenger trains a day. Four trains a day went to New Castle. Fourteen trains a day moved over the two-track system extending south to McKeesport. Of the fourteen that went to McKeesport, seven trains a day continued on to Brownsville and two trains a day continued to Connellsville. Most of the passengers were commuters.

In 1930 overall passengers carried totaled 3,811,861, a decrease of 772,384 over the year before. Part of the reason for the decrease was the advent of the Great Depression. Revenues amounted to \$1,780,485.34, a decrease of \$458,379.08. According to an April 1930 P and LE train schedule, two commuter trains, six days a week, left Pittsburgh bound for Connellsville. Both trains made return trips to Pittsburgh on the same day. The P and LE did not keep passenger records for individual stations unless it was a large station, like the one in Pittsburgh. As a result, it is not known exactly how many people were actually using the trains. It can be assumed that this station was used regularly since it was the connection to lines south and east. The Connellsville Courier reported that by January of 1939, the P and LE discontinued passenger service on the Youghiogheny Division between Connellsville and McKeesport due to lack of revenue. The same article states that the railroad freight service would continue between Pittsburgh, McKeesport and Connellsville. After 1939, the Connellsville City Directory indicates the station was empty until 1945, when Glessner Motors moved into the building and used it for offices until 1955. The 1950s saw passenger miles continue to decline further for the P and LE. This was due to a number of factors including the increase in other transportation options such as automobiles and planes. The P and LE continued limited passenger service until the mid 1980s between Pittsburgh and Beaver Falls.

From 1955 through 1986 the Connellsville Union Passenger Depot served as a car dealership and an auto parts store. In recent years it has been used as a storage space by a medical supply distributor. In the spring of 1995, it was purchased by John Triggs, owner of Youghiogheny Opalescent Glass Company. Mr. Triggs plans to restore the station.

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The Connellsville Union Passenger Depot was constructed in the popular Mission/Craftsman style. Many rural train stations in the late nineteenth century and early twentieth centuries were built as one-story brick or frame rectangular structures with steeply pitched roofs of Spanish tiles and wide overhanging eaves, elements typical of the Mission/Craftsman style. The wide overhanging eaves gave protection to passengers awaiting the train. A few stations had porte-cocheres for passenger protection as well. The overhangs were generally supported by chamfered timbers resting on stone corbels. The stations were built parallel to the tracks to allow for large platform crowds. Other common details included parapeted dormers, eyebrow windows, dormers with hipped roofs, rusticated stone foundations, and tile roofs. These stations also had similar floor plans including a ticket office accessible from both the platforms and the interior. A waiting room, baggage room, and freight room were found in nearly every station. Larger and more elaborate stations had separate lounges for men and women, phone booths, and smoking rooms. The finishes varied from station to station. A basic station had long wood benches and wood floors and simple moldings and trim. Larger stations had chair rails, deep baseboards and wide cornices, as well as marble floors.

The P and LE constructed approximately twenty passenger stations along its lines. Only a few were designed by architects, like the P and LE Station in Pittsburgh, which was designed by William George Burns and the Coraopolis Station which was designed by the Boston Firm of Rutan and Coolidge. The majority of the P and LE Stations were produced by the engineering department of the railroad. It is possible that once the P and LE became part of New York Central in the 1880s, many of the station designs were borrowed, copied, or influenced by New York Central's stations.

Other comparable stations on the P and LE line include the station at 122 Water Street in Belle Vernon. It was built in circa 1920 and was originally similar in appearance to the Connellsville station. It is a one-story rectangular stretcher-bond brick building measuring 66 feet by 37 feet, and sits on a rusticated reinforced concrete foundation. The steep hipped roof is now clad in asphalt shingles. The wide eaves have had the original brackets removed, however, the stone corbels on which brackets rest still survive. The window sills and lintels are concrete. All of the original windows have been removed. Some of the window openings were filled with wood and others were filled with aluminum sash windows. Little of the original fabric of this station remains, although it does retain its original footprint. The station

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now serves as an apartment building with few original interior details and a radically modified floor plan.

Another similar station along the P and LE line is located in Fayette City on Water Street. It was built in 1896 with some changes made in 1950. It is a single story rectangular building measuring 72 feet by 30 feet. The original clapboard exterior has been covered with asphalt shingles. It has a clipped gable roof with dormers covered with asphalt shingles. The foundation is of reinforced concrete. Most of the windows have been replaced and few original materials survive. Many of the brackets of the wide overhanging eaves are missing. This building now serves as a single family residence with a new room arrangement.

The P and LE Connellsville Freight Station is a single story rectangular frame building measuring 82 feet by 24 feet. It has an original slate hip roof with overhangs supported by decorative wood brackets. It was built circa 1900, and it also rests on a reinforced concrete foundation. Near the station is a complex of historic storage buildings associated with the railroad. Once the new passenger station was built this original wood station was exclusively for freight. The freight station building still stands at the junction of Routes 119 and 201 and is used as a fruit market. This wood station is deteriorating and does not have the same degree of stylistic detailing as the nearby brick Connellsville Union Passenger Depot.

According to original floor plans and elevations, the P and LE Station built near New Castle in circa 1912 and destroyed in the 1960s, is strikingly similar to the Connellsville Union Passenger Depot. The floor plan, with ticket office, stairway, waiting rooms, and lounges were almost identical to Connellsville. Windows arrangements and the type of windows, including tripartite windows with transoms, were also the same. The windows, like those at Connellsville, had a soldier course of bricks extending around the buildings to create a belt course. Both stations also had parapeted dormers or gables, wide eaves with chamfered timbers and stone corbels. The New Castle Station had a gabled roof with small hipped roof dormers, but no tower. It also was designed with a porte-cochere.

The Pennsylvania Station on Pennsylvania Avenue in Greensburg (National Register 1977) is the only other station in the area to have a tower. The tower, however is decorative and houses only a clock. It did not serve as a teletype room or control center for interlocking switches. This brick building was built circa 1909-1912. In style, it is more elaborate than

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the one in Connellsville with French Renaissance and Jacobethan details. Currently, the station is vacant and deteriorating.

Of the many early 20th century Mission style rail stations on the P and LE line surrounding Connellsville, the Connellsville Union Passenger Depot connecting the P and LE and Western Maryland Railroads is in the best condition and has the highest degree of integrity of materials. The P and LE built many stations along the line, most were similar in design and materials. Of the surviving stations on the line only the Connellsville Union Passenger Depot retains all its architectural features, such as marble floors, oak woodwork, Spanish tile roof, and was the only station to feature an integral tower. The Connellsville Union Passenger Depot, unlike the other stations, has a tower that was connected to an elevated railroad track. This particular station was important to the P and LE because it was the link to the Western Maryland Railroad, a vital connection to the east and south. It was also the control for the interlocking switches between the two lines. The Connellsville Union Passenger Depot is one of only a few such stations along the P and LE line to survive almost intact.

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Coraopolis, PA. Original Linen Architectural Drawings of the P and LE Brick Passenger Station near New Castle, 1912. Courtesy of Jack Polaritz, Coraopolis, PA.

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Fayette County, Pennsylvania*

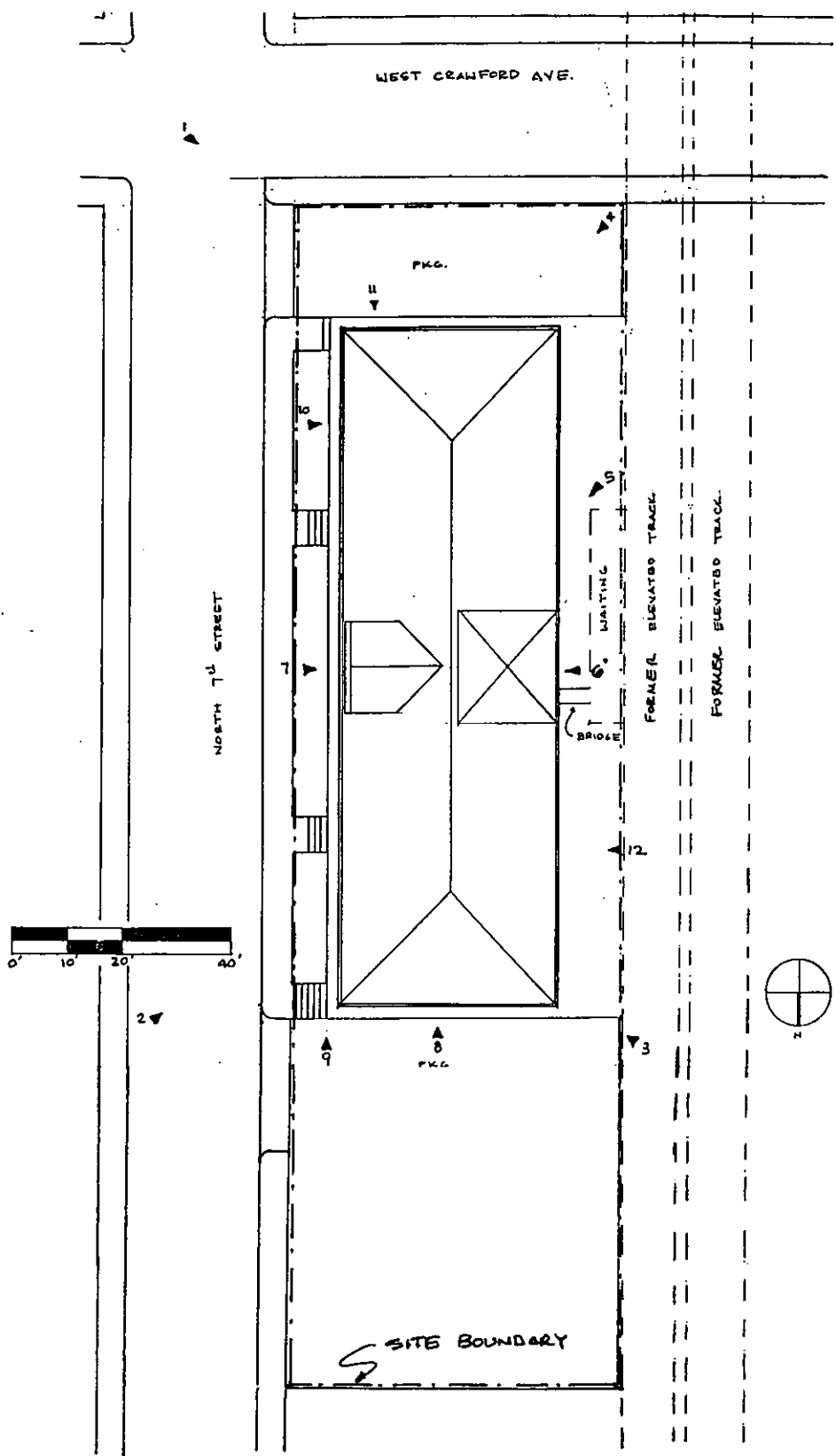
Section Number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

Beginning at a point on the northwest corner of West Crawford Avenue and North Seventh Street and running northwardly 220 feet to a point; thence westerly at right angles to said line of North Seventh Street a distance of 60 feet to a point; thence southwardly a distance of 220 feet to a point; thence a distance of 60 feet to the place of the beginning. Together with the brick passenger station building erected thereon. The property contains less than one acre of land.

BOUNDARY JUSTIFICATION

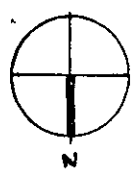
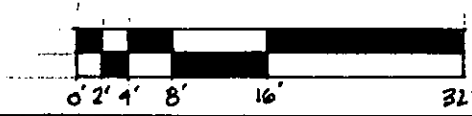
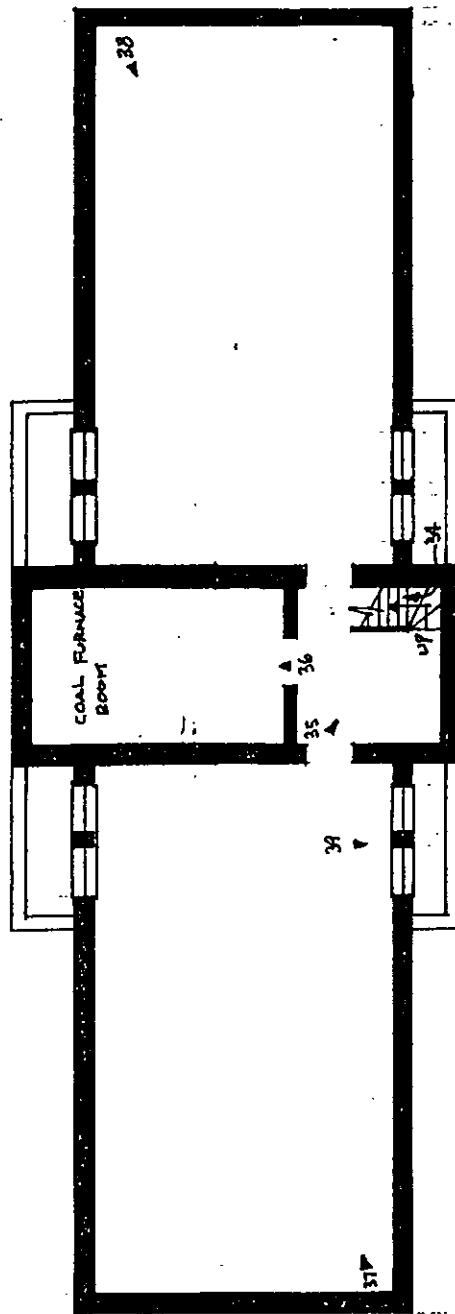
The boundary includes the brick passenger station, related sidewalks, and parking areas. The boundary does not include the elevated track or viaduct which provided access to the track for passengers because it was taken down in 1994.



TITLE: CONNELLSVILLE UNION PASSENGER DEPOT - SITE PLAN

HISTORIC PRESERVATION CONSULTING

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 SCALE: N.T.S.
 DRAWN BY: SPC



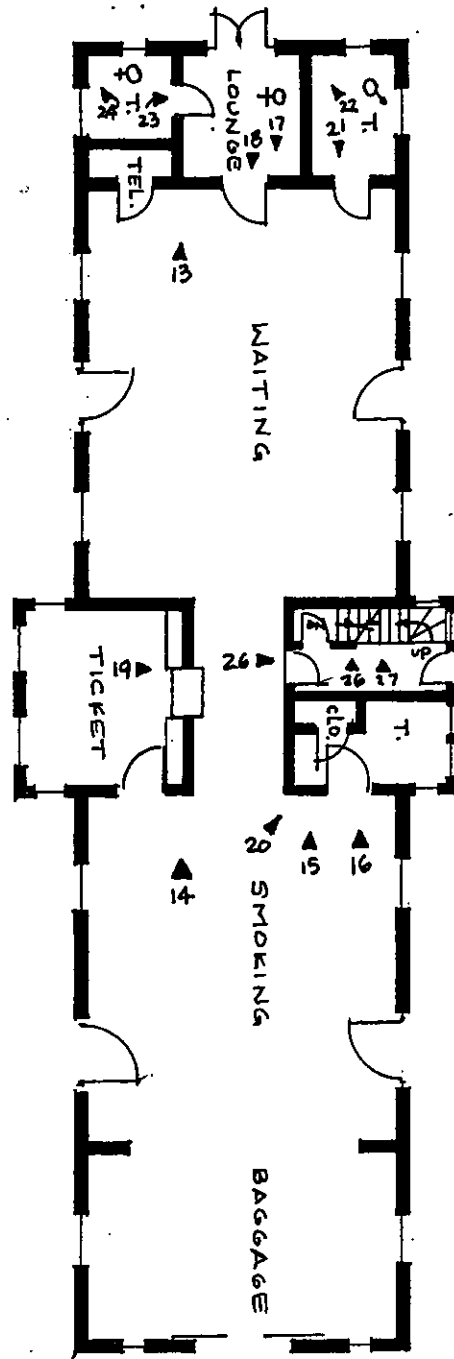
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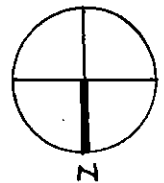
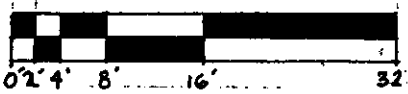
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DRAWN BY: SDC



FIRST FLOOR



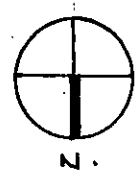
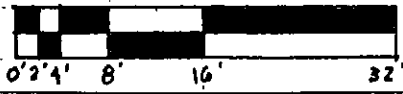
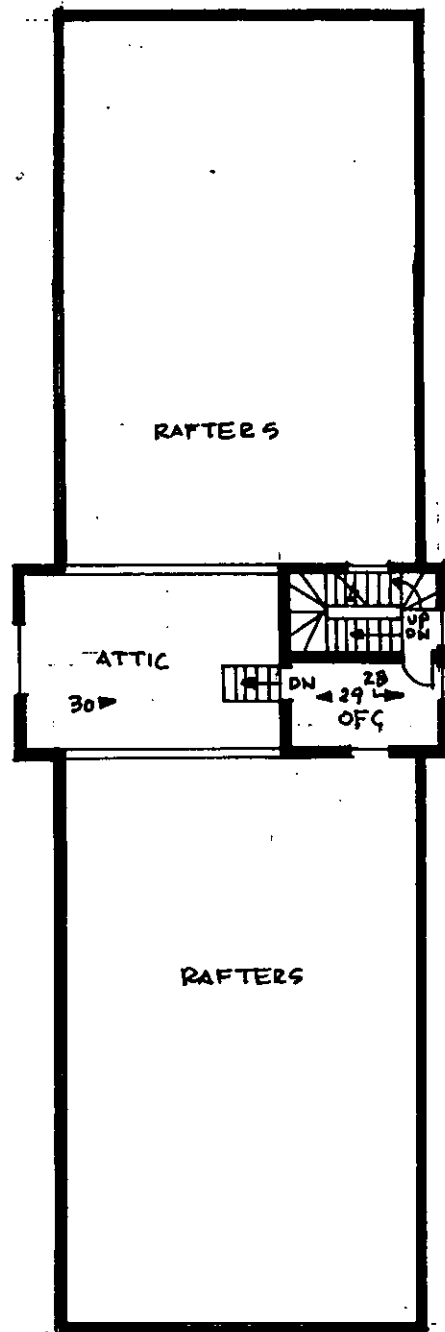
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TERRY A NECCIAI
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DATE: SEPT. 1995

SCALE: ~ 1/16" = 1'-0"

DRAWN BY: SDC



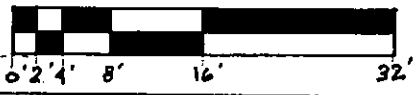
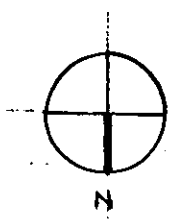
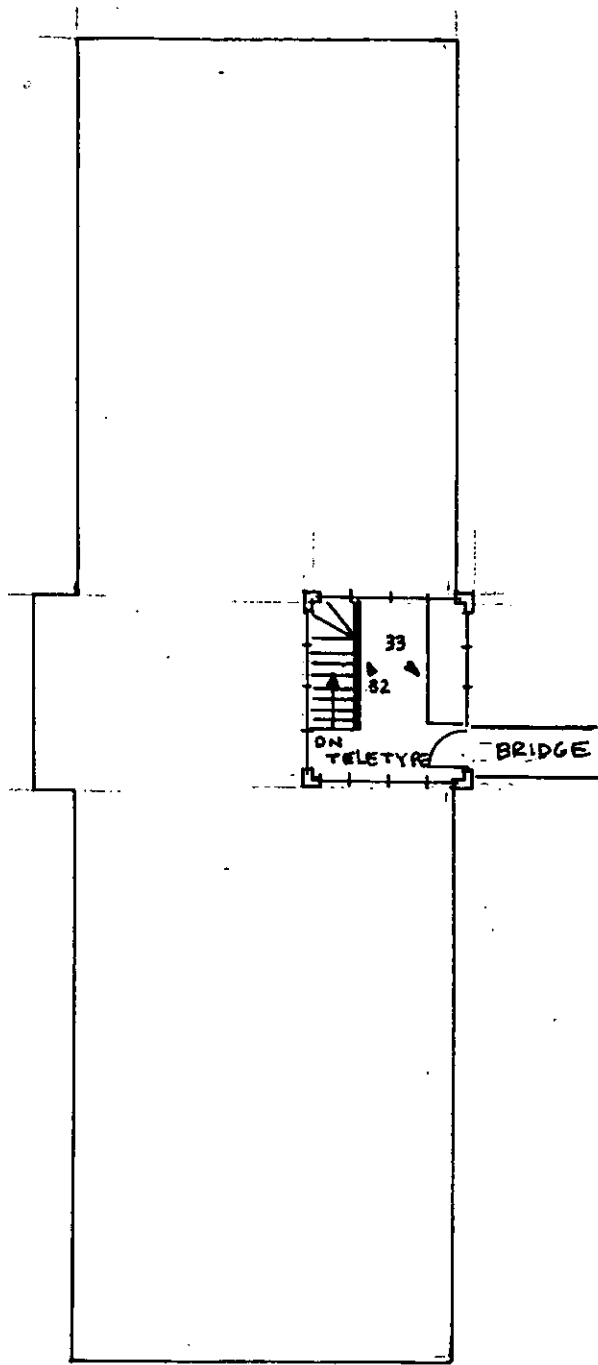
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TERRY A NECCIAI
 HISTORIC PRESERVATION CONSULTING

DATE: SEPT. 1995

SCALE: 1/16" = 1'-0"

DRAWN BY: SDC



TITLE: CONNELLSVILLE UNION PASSENGER DEPOT - THIRD FLOOR PLAN

TERRY A NECCIAI
 HISTORIC PRESERVATION CONSULTING

DATE: SEPT. 1995

SCALE: 1/16" = 1'-0"

DRAWN BY: SOC

CONNELLSVILLE QUAD

Connellsville Pittsburgh
and Lake Erie Railroad
Depot

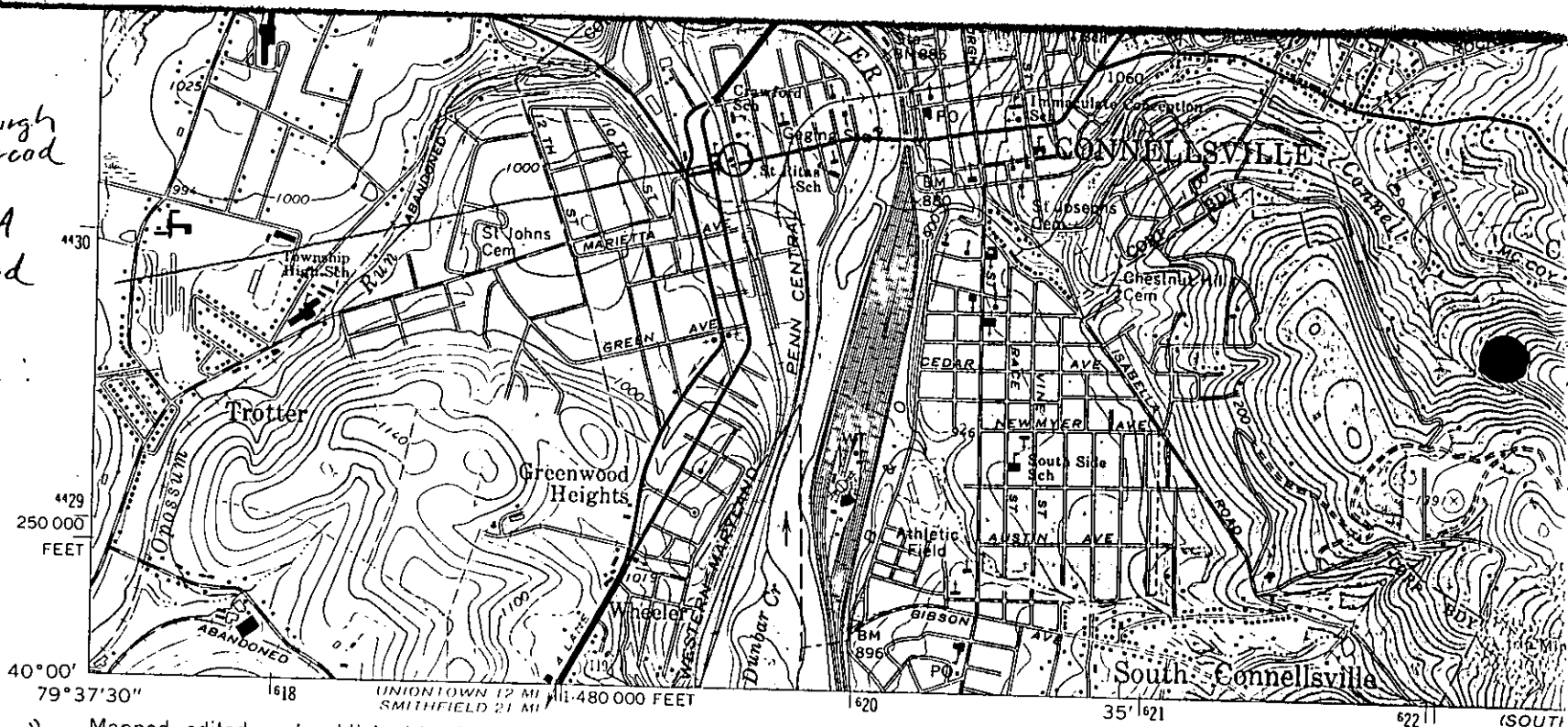
Fayette County, PA
Connellsville Quad
Zone 17

UTM Reference:

17 619530

4430315

For boundaries
see continuation
sheet



(UNIONTOWN)
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Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

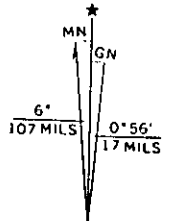
Topography by photogrammetric methods from aerial
photographs taken 1962. Field checked 1964

Polyconic projection. 1927 North American datum
10,000-foot grid based on Pennsylvania coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
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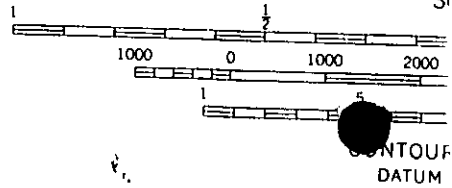
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generally visible on aerial photographs. This information is unchecked

Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple compiled in cooperation with
State of Pennsylvania agencies from aerial photographs
taken 1973. This information not field checked



UTM GRID AND 1973 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



THIS MAP COMPLIES WITH
FOR SALE BY U. S. GEOLOGICAL SURVEY
A FOLDER DESCRIBING TOPOGRAPHIC